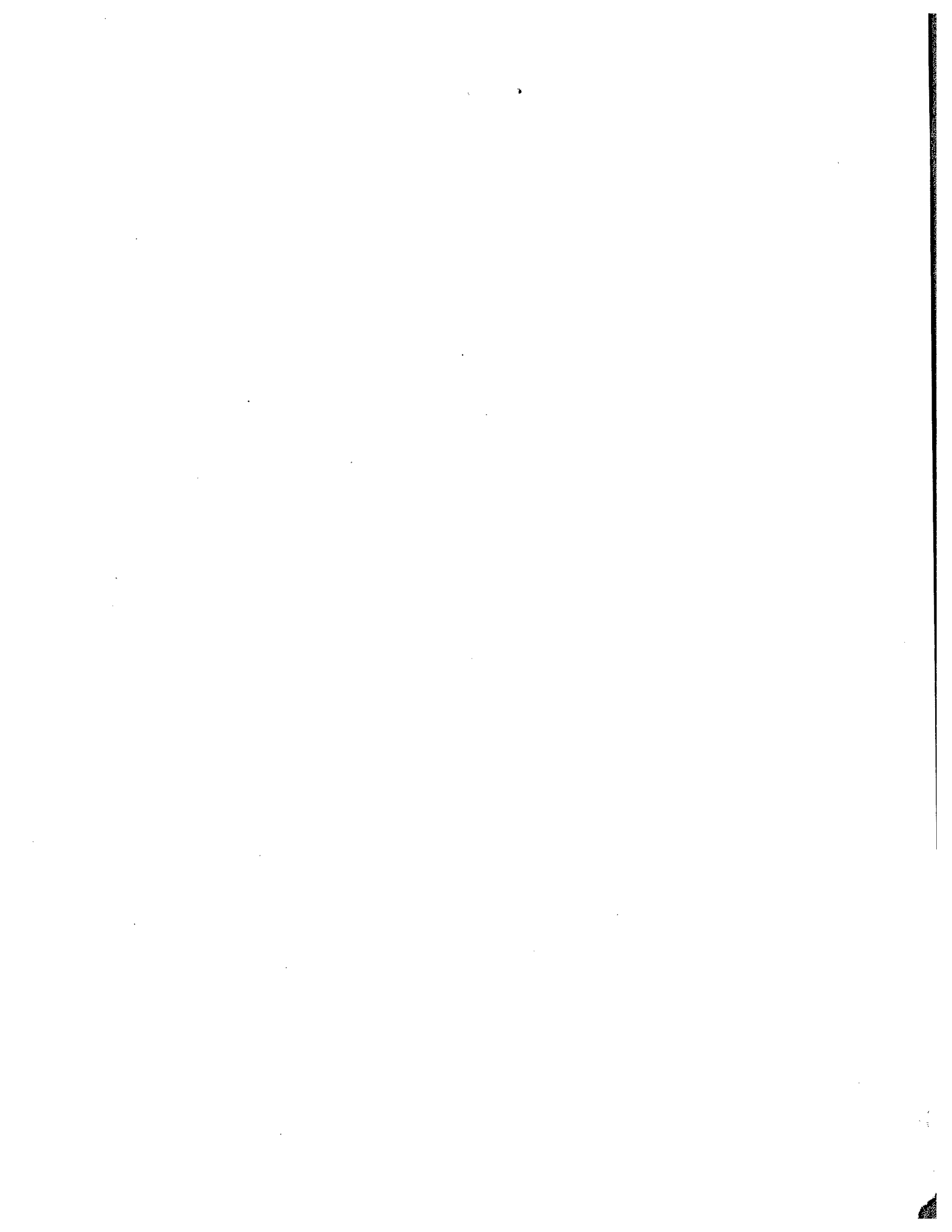


# Environmental Assessment Statement

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Flatbush Rezoning

CEQR No.09DCP058K  
ULURP No. 090335ZRK, 090336ZMK





City Environmental Quality Review  
**ENVIRONMENTAL ASSESSMENT STATEMENT**  
**PART I, GENERAL INFORMATION**

**Reference  
Numbers**

1. 09DCP000K  
 CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)  
N090000ZRY, 090000ZMK  
 ULURP REFERENCE NO. IF APPLICABLE

BSA REFERENCE NO. IF APPLICABLE

OTHER REFERENCE NO(S) IF APPLICABLE  
 (e.g. Legislative Intro, CAPA, etc)

**Lead  
Agency &  
Applicant  
Information**

PROVIDE APPLICABLE  
INFORMATION

2a. Lead Agency  
NYC Department of City Planning  
 NAME OF LEAD AGENCY  
Robert Dobruskin  
 NAME OF LEAD AGENCY CONTACT PERSON  
22 Reade Street 4E  
 ADDRESS  

<u>New York</u>	<u>NY</u>	<u>10007</u>
CITY	STATE	ZIP

<u>212-720-3423</u>	<u>212-720-3495</u>
TELEPHONE	FAX

rdobros@planning.nyc.gov  
 EMAIL ADDRESS

2b. Applicant Information  
NYC Department of City Planning  
 NAME OF APPLICANT  
Winston Von Engel  
 NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON  
DCP Brooklyn Office, 16 Court Street, 7<sup>th</sup> Floor  
 ADDRESS  

<u>Brooklyn</u>	<u>NY</u>	<u>11241</u>
CITY	STATE	ZIP

<u>718-780-8280</u>	<u>718-596-2609</u>
TELEPHONE	FAX

W\_voneng@planning.nyc.gov  
 EMAIL ADDRESS

**Action  
Description**

SEE CEQR MANUAL  
SECTIONS 2A & 2B

- 3a. NAME OF PROPOSAL Flatbush Rezoning
- 3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):  
 The Department of City Planning (DCP) is proposing an amendment to the zoning map, as well as amendments to the zoning text, affecting 180 blocks in two areas in the Brooklyn neighborhood of Flatbush, in Community District 14. The proposed Zoning Map amendments will replace all or portions of existing R1-2, R3-1, R3-2, R5, R6, and R7-1 with R1-2, R3X, R4A, R5B, R5D, R6A, R6B, and R7A. In addition, areas currently mapped with C4-2 and C4-3 districts would be rezoned with C4-4A districts, and C1-3 and C2-3 commercial overlays would be rezoned to C2-4, reducing the distance for most overlays from 150 feet to 100 feet.
- Most of the Flatbush rezoning area is generally bounded by Caton Avenue, Parkside Avenue and Clarkson Avenue on the north, Bedford Avenue and the Community District 14 boundary to the east, the Community District 14 boundary on the south, and Coney Island Avenue on the west. A second, smaller rezoning area is generally bounded by Caton Avenue, Parkside Avenue and Clarkson Avenue on the north, Bedford Avenue and the Community District 14 boundary to the east, Avenue H, Campus Drive and the Long Island Railroad's Bay Ridge freight line on the south, and Coney Island Avenue on the west.
- In conjunction with proposed zoning map amendment, a zoning text amendment is proposed to permit an Inclusionary Housing bonus for development providing affordable housing in the proposed R7A and C4-4A zoning districts along Flatbush Avenue, Church Avenue, Nostrand Avenue, Coney Island Avenue, and Cortelyou Road.
- Additionally, Quality Housing Study Areas within Community Board 14 would be removed from the zoning text. The inclusionary housing provisions of the proposed zoning text change are duplicative of the Quality Housing Study Areas, therefore, the study areas would no longer be necessary. There are no other Quality Housing Study Areas within Brooklyn Community District 14 outside of the rezoning area.
- The proposed action is projected to result in development on 17 sites with a net increase of 180 residential units and 70,167 square feet of commercial space, a net decrease of 198,070 square feet of community facility space, and a net increase of 95 parking spaces. A total of 18 projected development sites and 72 potential development sites have been identified in the area. The analysis year for the proposed action is 2019.
- 3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S):  
 To preserve the neighborhood scale and character, and allow for residential growth with incentives for affordable housing along selected corridors.

**Required  
Action or  
Approvals**

4. CITY PLANNING COMMISSION  Yes  No  
 Change in City Map  Zoning Certification  Site Selection - Public Facility  
 Zoning Map Amendment  Zoning Authorization  Disposition - Real Property  Franchise  
 Zoning Text Amendment  Housing Plan & Project  UDAAP  Revocable Consent  Concession  
 Charter 197-a Plan  
 Zoning Special Permit, specify type:  
 Modification of  
 Renewal of  
 Other

5. UNIFORM LAND USE PROCEDURE (ULURP)  Yes  No

6. BOARD OF STANDARDS AND APPEALS  Yes  No  
 Special Permit  New  Renewal  Expiration Date \_\_\_\_\_  
 Variance  Use  Bulk

Specify affected section(s) of Zoning Resolution

7. DEPARTMENT OF ENVIRONMENTAL PROTECTION  Yes  No  
 Title V Facility  Power Generation Facility  Medical Waste Treatment Facility

8. OTHER CITY APPROVALS  Yes  No  
 Legislation  Rulemaking, specify agency:  
 Construction of Public Facilities  Funding of Construction, Specify  Funding of Programs, Specify  
 Policy or plan  Permits, Specify:  
 Other, explain: \_\_\_\_\_

9. STATE ACTIONS/APPROVALS/FUNDING  Yes  No  
 If "Yes," identify \_\_\_\_\_

10. FEDERAL ACTIONS/APPROVALS/FUNDING  Yes  No  
 If "Yes," identify \_\_\_\_\_

11a. Unlisted; or  Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended):  
 6NYCRR617.4(b)(9)

11b.  Localized action, site specific  Localized action, change in regulatory control for small area  Generic action

12. Identify the analysis year (or build year) for the proposed action: 2019  
 Would the proposal be implemented in a single phase?  Yes  No  NA.  
 Anticipated period of construction: N/A  
 Anticipated completion date: N/A  
 Would the proposal be implemented in multiple phases?  Yes  No  NA.  
 Number of phases: \_\_\_\_\_  
 Describe phases and construction schedule: \_\_\_\_\_

13a. LOCATION OF PROJECT SITE  
**See Attachment 1**

STREET ADDRESS  
**See Attachment I, Project Description**

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS  
**R1-2, R2, R3-1, R3-2, R4, R5, R6, R7-1, C4-2, C4-3** **16d, 17b, 22c, 23a**

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY ZONING SECTIONAL MAP NO.  
**See Attachment 1** **Brooklyn** **14**

TAX BLOCK AND LOT NUMBERS BOROUGH COMMUNITY DISTRICT NO.

13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT **See Attachment I**

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: \_\_\_\_\_ SQ. FT.  
 PROJECT SQUARE FEET TO BE DEVELOPED: \_\_\_\_\_ SQ. FT.  
 GROSS FLOOR AREA OF PROJECT: \_\_\_\_\_ SQ. FT.  
 IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED: \_\_\_\_\_ % OF  
 DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: \_\_\_\_\_ HEIGHT \_\_\_\_\_ WIDTH \_\_\_\_\_ LENGTH.  
 LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: \_\_\_\_\_

PLEASE NOTE THAT  
 MANY ACTIONS ARE  
 NOT SUBJECT TO  
 CEQR. SEE SECTION 119  
 OF TECHNICAL  
 MANUAL

**Action Type**

**Analysis Year**

**Directly  
 Affected Area**

INDICATE LOCATION OF  
 PROJECT SITE FOR  
 ACTIONS INVOLVING A  
 SINGLE SITE ONLY  
 (PROVIDE  
 ATTACHMENTS AS  
 NECESSARY FOR  
 MULTIPLE SITES)

**13c.** IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:

**See Attachment 1**

**13d.** DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT?  Yes  No  
IF 'YES', IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE.

## PART II, SITE AND ACTION DESCRIPTION

### Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

1. **GRAPHICS** Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

2. **PHYSICAL SETTING** (both developed and undeveloped areas): See Attachment 1

Total directly affected area (sq. ft.): \_\_\_\_\_ Water surface area (sq. ft.): \_\_\_\_\_  
 Roads, building and other paved surfaces (sq. ft.): \_\_\_\_\_ Other, describe (sq. ft.): \_\_\_\_\_

3. **PRESENT LAND USE:** See Attachment 1

Residential

Total no. of dwelling units \_\_\_\_\_ No. of low-to-moderate income units \_\_\_\_\_  
 No. of stories \_\_\_\_\_ Gross floor area (sq. ft.) \_\_\_\_\_  
 Describe type of residential structures: \_\_\_\_\_

Commercial

Retail: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
 Office: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
 Other: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
 Specify type(s): \_\_\_\_\_ No. of stories and height of each building: \_\_\_\_\_

Manufacturing/Industrial

No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
 No. of stories and height of each building: \_\_\_\_\_  
 Type of use(s): \_\_\_\_\_ Open storage area (sq. ft.) \_\_\_\_\_  
 If any unenclosed activities, specify: \_\_\_\_\_

Community facility

Type of community facility: \_\_\_\_\_  
 No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
 No. of stories and height of each building: \_\_\_\_\_

Vacant land

Is there any vacant land in the directly affected area?  Yes  No  
 If yes, describe briefly: \_\_\_\_\_

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area?  Yes  No  
 If yes, describe briefly: \_\_\_\_\_

Does the directly affected area include any mapped City, State or Federal parkland?  Yes  No  
 If yes, describe briefly: \_\_\_\_\_

Does the directly affected area include any mapped or otherwise known wetland?  Yes  No  
 If yes, describe briefly: \_\_\_\_\_

Other land use

No. of stories \_\_\_\_\_ Gross floor area (sq. ft.) \_\_\_\_\_  
 Type of use: \_\_\_\_\_

4. **EXISTING PARKING:** See Attachment 1

Garages

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_  
 Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Lots

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_  
 Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.

5. **EXISTING STORAGE TANKS:** See Attachment 1

Gas or service stations?  Yes  No Oil storage facility?  Yes  No Other?  Yes  No

If yes, specify: \_\_\_\_\_  
 Number and size of tanks: \_\_\_\_\_ Last NYFD inspection date: \_\_\_\_\_  
 Location and depth of tanks: \_\_\_\_\_

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III F,  
HISTORIC RESOURCES

6. CURRENT USERS: See Attachment 1

No. of residents: \_\_\_\_\_ No. and type of businesses: \_\_\_\_\_  
No. and type of workers by businesses: \_\_\_\_\_ No. and type of non-residents who are not workers: \_\_\_\_\_

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

- (a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark; Yes
- (b) is within a designated New York City Historic District; Yes
- (c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places; Yes
- (d) is within a New York State or National Register Historic District; or Yes
- (e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places?

Identify any resource: N/A

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource. See Attachment 1

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III K,  
WATERFRONT  
REVITALIZATION  
PROGRAM

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?  Yes  No  
(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used.

Project  
Description

THIS SUBPART SHOULD  
GENERALLY BE  
COMPLETED ONLY IF  
YOUR ACTION  
INCLUDES A SPECIFIC  
OR KNOWN  
DEVELOPMENT  
AT PARTICULAR  
LOCATIONS

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? XYes  No

If yes, describe briefly: See Attachment 1

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction?

Yes  No If yes, describe briefly:

10. PROPOSED LAND USE: See Attachment 1

Residential

Total no. of dwelling units \_\_\_\_\_ No. of low-to-moderate income units \_\_\_\_\_ Gross floor area (sq. ft.) \_\_\_\_\_  
No. of stories \_\_\_\_\_ Describe type of residential structures: \_\_\_\_\_

Commercial

Retail: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

Office: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

Other: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
Specify type(s): \_\_\_\_\_

No. of stories and height of each building: \_\_\_\_\_

Manufacturing/Industrial

No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

No. of stories and height of each building: \_\_\_\_\_

Type of use(s): \_\_\_\_\_ Open storage area (sq. ft.) \_\_\_\_\_ If any unenclosed activities, specify: \_\_\_\_\_

Community facility

Type of community facility: \_\_\_\_\_

No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

No. of stories and height of each building: \_\_\_\_\_

Vacant land

Is there any vacant land in the directly affected area?  Yes  No

If yes, describe briefly:

Publicly accessible open space

Is there any existing publicly accessible open space to be removed or altered?  Yes  No

If yes, describe briefly:

Is there any existing publicly accessible open space to be added?  Yes  No

If yes, describe briefly:

Other land use

Gross floor area (sq. ft.) \_\_\_\_\_ No. of stories \_\_\_\_\_ Type of use: \_\_\_\_\_

**11. PROPOSED PARKING: See Attachment 1**

Garages

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_

Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Lots

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_

Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.

No. and location of proposed curb cuts: \_\_\_\_\_

**12. PROPOSED STORAGE TANKS: See Attachment 1**

Gas or service stations?  Yes  No Oil storage facility?  Yes  No Other?  Yes  No

If yes, specify: \_\_\_\_\_

Size of tanks: \_\_\_\_\_ Location and depth of tanks: \_\_\_\_\_

**13. PROPOSED USERS: See Attachment 1**

No. of residents: \_\_\_\_\_ No. and type of businesses: \_\_\_\_\_

No. and type of workers by businesses: \_\_\_\_\_ No. and type of non-residents who are not workers: \_\_\_\_\_

**14. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)**

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form?  Yes  No

If yes, describe briefly:

**15. DIRECT DISPLACEMENT**

Will the action directly displace specific business or affordable and/or low income residential units?  Yes  No

If yes, describe briefly:

**16. COMMUNITY FACILITIES**

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?  Yes  No

If yes, describe briefly:

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III B,  
SOCIO-ECONOMIC  
CONDITIONS

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III C,  
COMMUNITY FACIL-  
TIES & SERVICES

**Zoning  
Information**

17. What is the zoning classification(s) of the directly affected area? Currently R1-2, R3-1, R3-2, R5, R6, and R7-1; C1-3, C2-3, C4-2, and C4-3.

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning? Describe in terms of bulk for each use.

See Attachment 1

19. What is the proposed zoning of the directly affected area?  
R1-2, R3X, R4A, R5B, R5D, R6A, R6B, R7A, C2-4 and C4-4

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use.

See Attachment 1

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action? See Attachment 1

**Additional Information**

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

**Analyses**


23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):
- a. LAND USE, ZONING, AND PUBLIC POLICY See CEQR Technical Manual Chapter III.A.
  - b. SOCIOECONOMIC CONDITIONS See CEQR Technical Manual Chapter III.B
  - c. COMMUNITY FACILITIES AND SERVICES See CEQR Technical Manual Chapter III.C.
  - d. OPEN SPACE See CEQR Technical Manual Chapter III.D.
  - e. SHADOWS See CEQR Technical Manual Chapter III.E.
  - f. HISTORIC RESOURCES See CEQR Technical Manual Chapter III.F.
  - g. URBAN DESIGN/VISUAL RESOURCES See CEQR Technical Manual Chapter III.G.
  - h. NEIGHBORHOOD CHARACTER See CEQR Technical Manual Chapter III.H.
  - i. NATURAL RESOURCES See CEQR Technical Manual Chapter III.I.
  - j. HAZARDOUS MATERIALS See CEQR Technical Manual Chapter III.J.
  - k. WATERFRONT REVITALIZATION PROGRAM See CEQR Technical Manual Chapter III.K.
  - l. INFRASTRUCTURE See CEQR Technical Manual Chapter III.L.
  - m. SOLID WASTE AND SANITATION SERVICES See CEQR Technical Manual Chapter III.M.
  - n. ENERGY See CEQR Technical Manual Chapter III.N.
  - o. TRAFFIC AND PARKING See CEQR Technical Manual Chapter III.O.
  - p. TRANSIT AND PEDESTRIANS See CEQR Technical Manual Chapter III.P.
  - q. AIR QUALITY See CEQR Technical Manual Chapter III.Q.
  - r. NOISE See CEQR Technical Manual Chapter III.R.
  - s. CONSTRUCTION IMPACTS See CEQR Technical Manual Chapter III.S.
  - t. PUBLIC HEALTH See CEQR Technical Manual Chapter III.T.

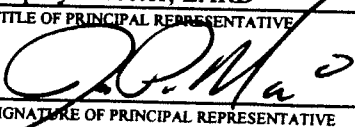
The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above- listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

**Applicant Certification**

24. Devesh Doobay Department of City Planning  
PREPARER NAME PRINCIPAL

City Planner James P. Merani, R.A.  
PREPARER TITLE NAME OF PRINCIPAL REPRESENTATIVE

 Deputy Director, EARD  
PREPARER SIGNATURE TITLE OF PRINCIPAL REPRESENTATIVE

02/27/09   
DATE SIGNATURE OF PRINCIPAL REPRESENTATIVE

02/27/09  
DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

**Impact  
Significance**

**PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION**

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

- LAND USE, ZONING, AND PUBLIC POLICY \_\_\_\_\_
- SOCIOECONOMIC CONDITIONS \_\_\_\_\_
- COMMUNITY FACILITIES AND SERVICES \_\_\_\_\_
- OPEN SPACE \_\_\_\_\_
- SHADOWS \_\_\_\_\_
- URBAN DESIGN/VISUAL RESOURCES \_\_\_\_\_
- NEIGHBORHOOD CHARACTER \_\_\_\_\_
- NATURAL RESOURCES \_\_\_\_\_
- HAZARDOUS MATERIALS \_\_\_\_\_
- WATERFRONT REVITALIZATION PROGRAM \_\_\_\_\_
- INFRASTRUCTURE \_\_\_\_\_
- SOLID WASTE AND SANITATION SERVICES \_\_\_\_\_
- ENERGY \_\_\_\_\_
- TRAFFIC AND PARKING \_\_\_\_\_
- TRANSIT AND PEDESTRIANS \_\_\_\_\_
- AIR QUALITY \_\_\_\_\_
- NOISE \_\_\_\_\_
- CONSTRUCTION IMPACTS \_\_\_\_\_
- PUBLIC HEALTH \_\_\_\_\_

2. Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment.
3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.
4. If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.
5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment

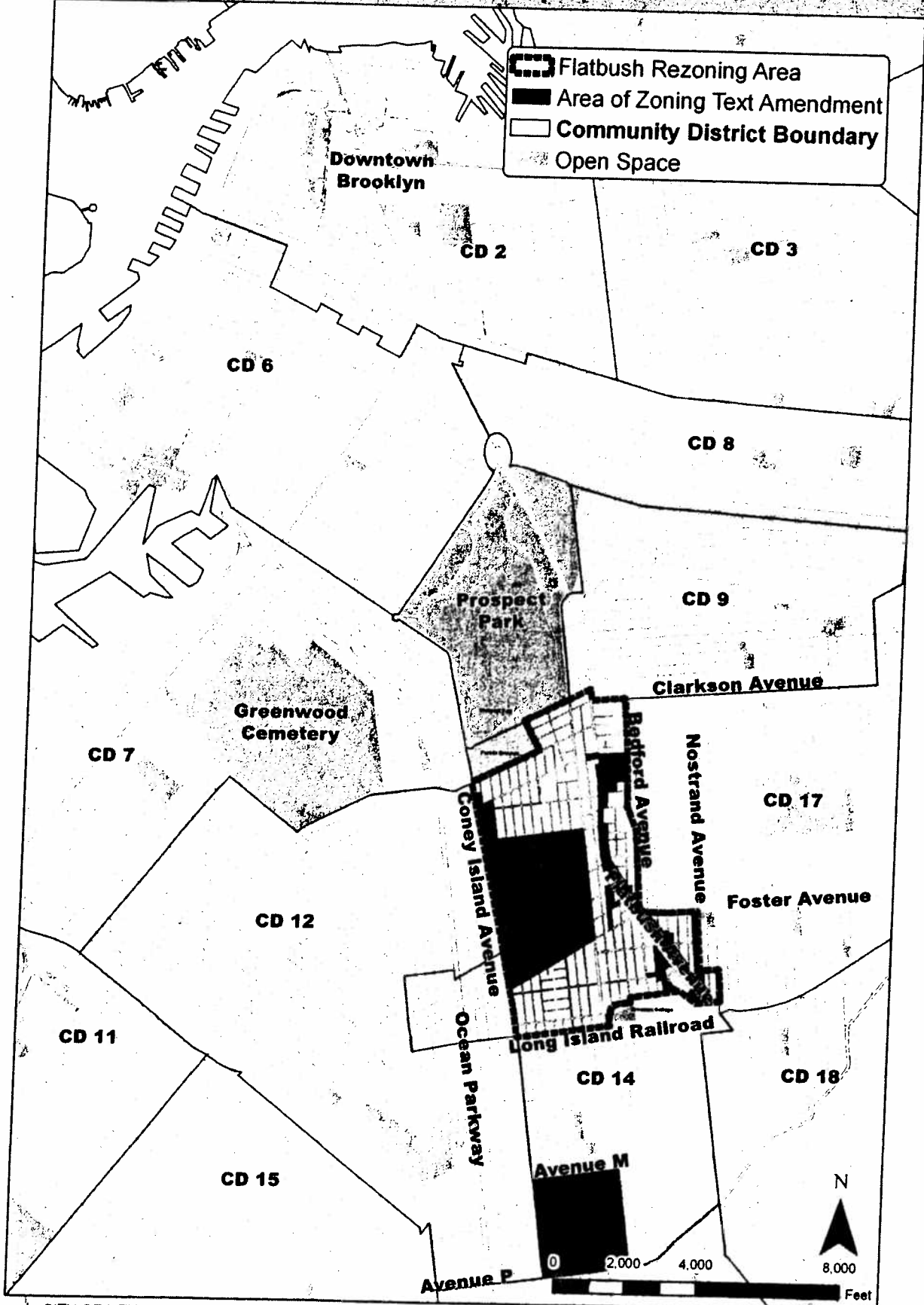
**Lead Agency  
Certification**

Devesh Doobay  
PREPARER NAME  
City Planner, EARD  
PREPARER TITLE  
*Devesh Doobay*  
PREPARER SIGNATURE  
02/27/09  
DATE

James P. Merani, R.A.  
NAME OF LEAD AGENCY REPRESENTATIVE  
Deputy Director, EARD  
TITLE OF LEAD AGENCY REPRESENTATIVE  
*James P. Merani*  
SIGNATURE OF LEAD AGENCY REPRESENTATIVE  
02/27/09  
DATE

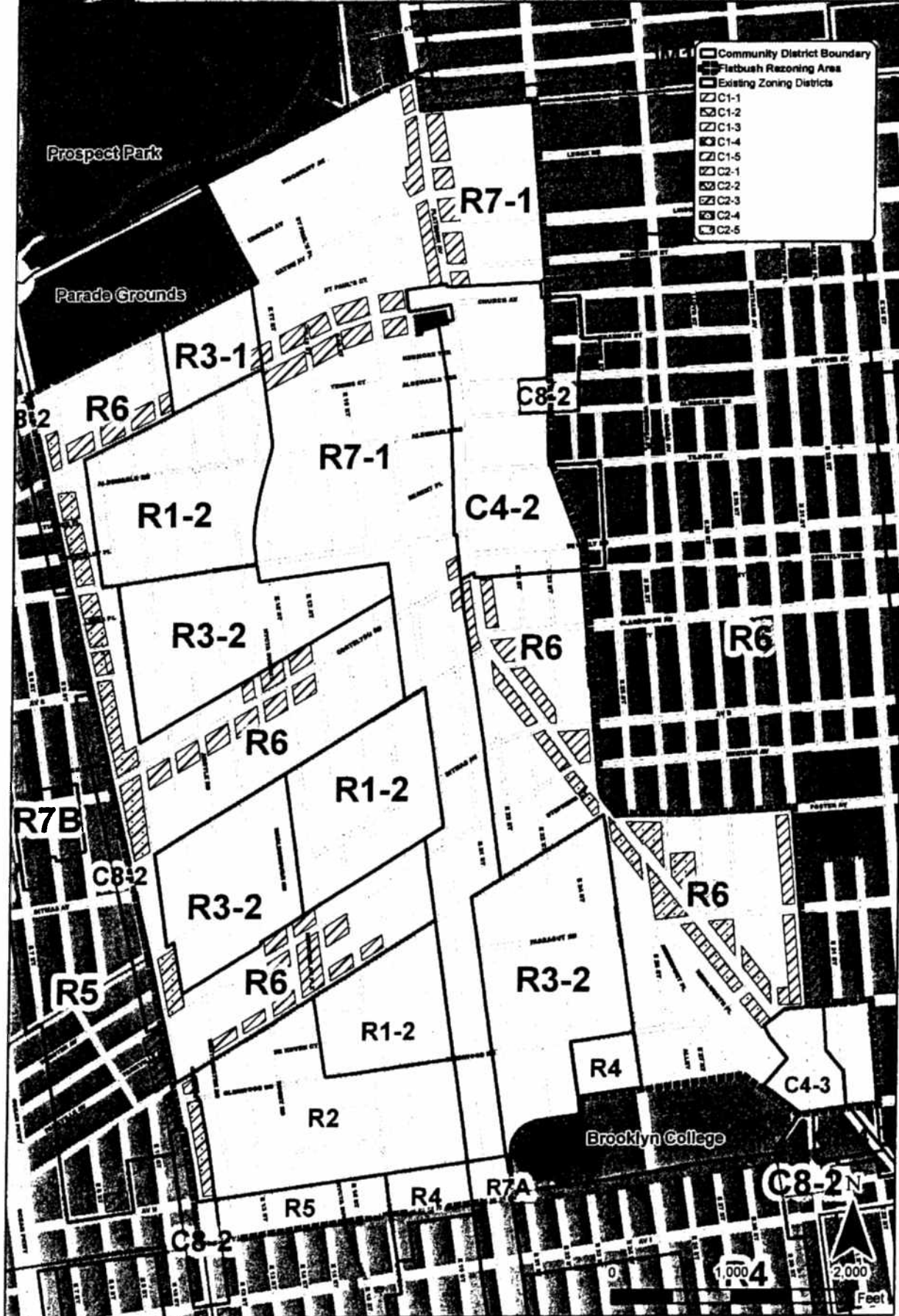
# Flatbush Rezoning

## Figure 1: Locator Map



# Flatbush Rezoning

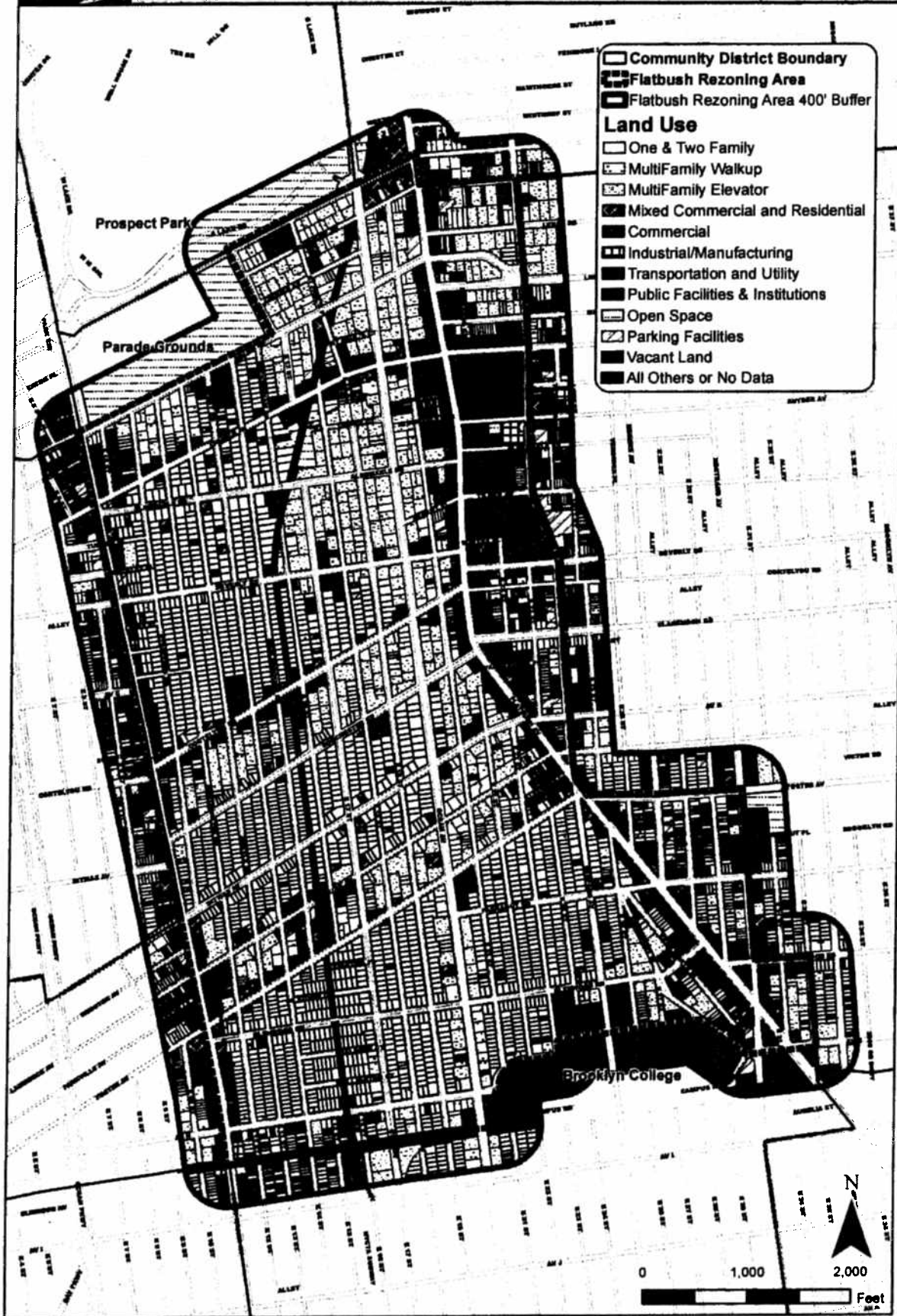
## Figure 2: Existing Zoning





# Flatbush Rezoning

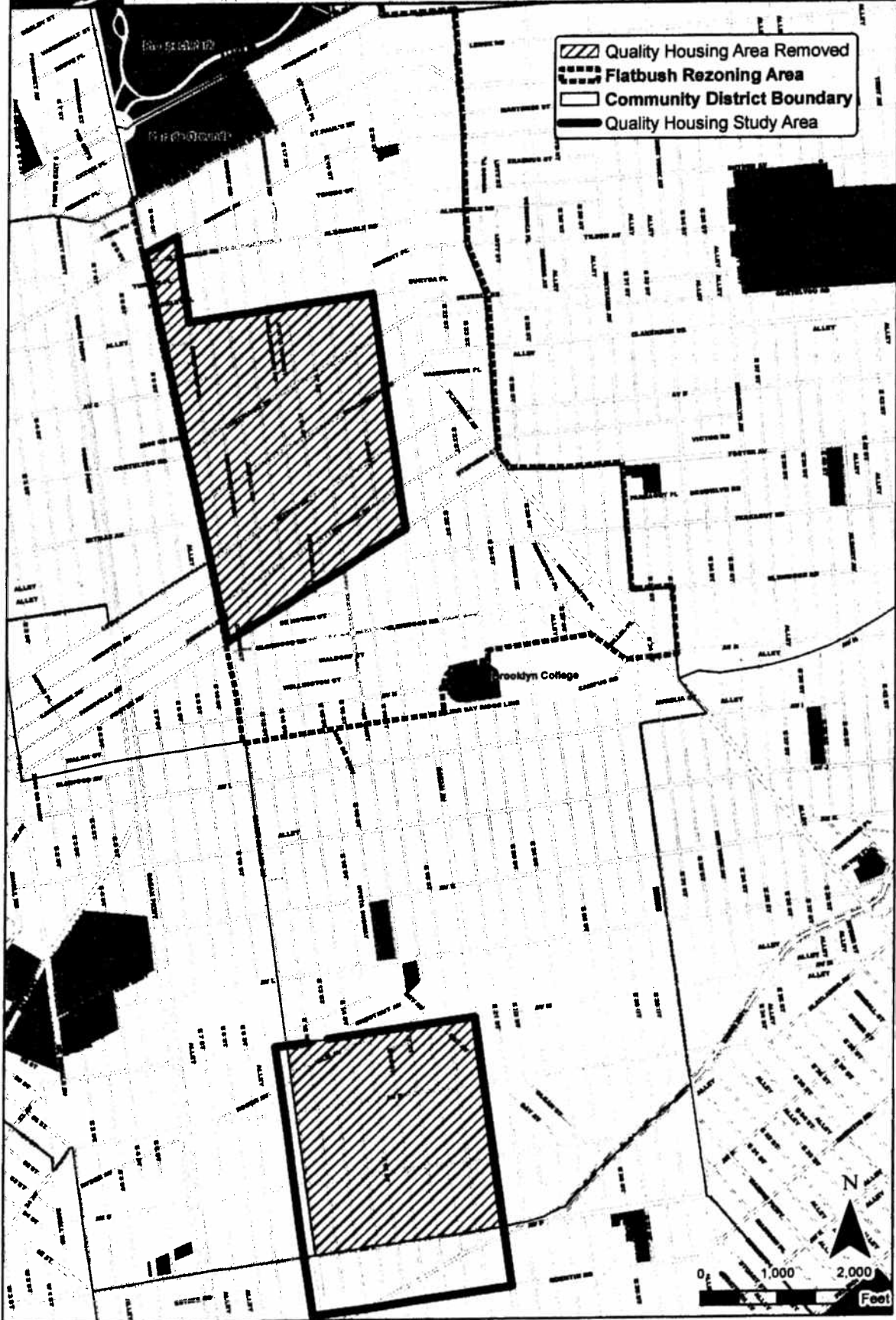
## Figure 4: Land Use





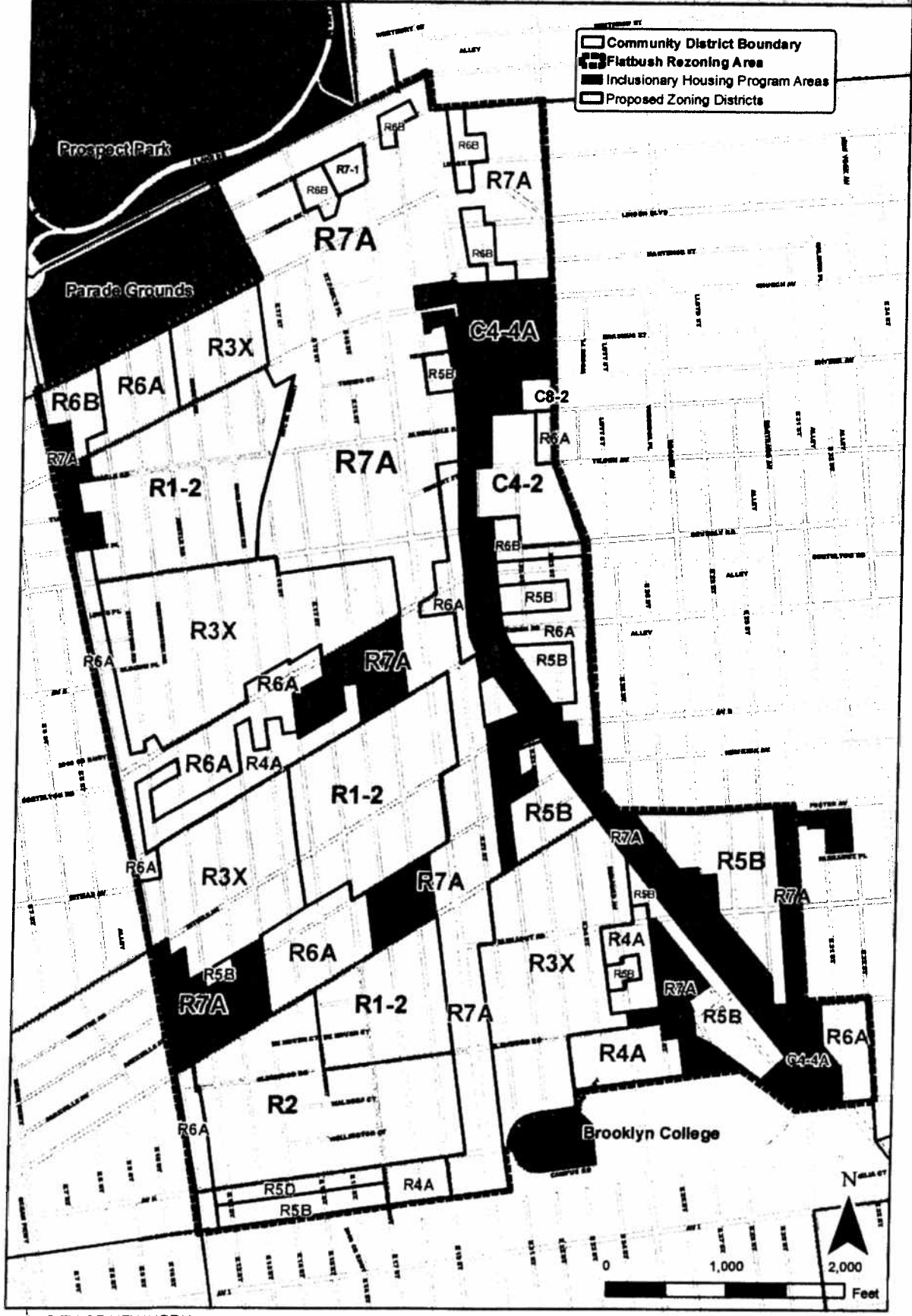
# Flatbush Rezoning

## Figure 6: Changes to Quality Housing Study Areas



# Flatbush Rezoning

## Figure 7: Inclusionary Housing Program Areas



## **I. PROJECT DESCRIPTION**

### **1. A. INTRODUCTION**

The Department of City Planning (DCP) is proposing an amendment to the zoning map, as well as amendments to the zoning text, affecting 180 blocks in two areas in the Brooklyn neighborhood of Flatbush, in Community District 14. The proposed Zoning Map amendments will replace all or portions of existing R1-2, R3-1, R3-2, R5, R6, and R7-1 with R1-2, R3X, R4A, R5B, R5D, R6A, R6B, and R7A. In addition, areas currently mapped with C4-2 and C4-3 districts would be rezoned with C4-4A districts, and C1-3 and C2-3 commercial overlays would be rezoned to C2-4, reducing the distance for most overlays from 150 feet to 100 feet.

Most of the Flatbush rezoning area is generally bounded by Caton Avenue, Parkside Avenue and Clarkson Avenue on the north, Bedford Avenue and the Community District 14 boundary to the east, the Community District 14 boundary on the south, and Coney Island Avenue on the west. A second, smaller rezoning area is generally bounded by Caton Avenue, Parkside Avenue and Clarkson Avenue on the north, Bedford Avenue and the Community District 14 boundary to the east, Avenue H, Campus Drive and the Long Island Railroad's Bay Ridge freight line on the south, and Coney Island Avenue on the west.

In conjunction with proposed zoning map amendment, a zoning text amendment is proposed to permit an Inclusionary Housing bonus for development providing affordable housing in the proposed R7A and C4-4A zoning districts along Flatbush Avenue, Church Avenue, Nostrand Avenue, Coney Island Avenue, and Cortelyou Road.

Additionally, Quality Housing Study Areas within Community Board 14 would be removed from the zoning text. The inclusionary housing provisions of the proposed zoning text change are duplicative of the Quality Housing Study Areas, therefore, the study areas would no longer be necessary.

The proposed action is projected to result in development on 17 sites with a net increase of 180 residential units and 60,317 square feet of commercial space, a net decrease of 97,482 square feet of community facility space, and a net increase of 95 parking spaces. A total of 17 projected development sites and 72 potential development sites have been identified in the area. The analysis year for the proposed action is 2019.

### **1. B. BACKGROUND / NEIGHBORHOOD CHARACTER**

The neighborhoods of Flatbush are generally located directly south of Prospect Park, between the major thoroughfares of Coney Island Avenue and Flatbush Avenue, north of Farragut Road, and between Coney Island Avenue and Nostrand Avenue to the south of Farragut Road.

Flatbush is typically known for the large, green lots of detached homes and apartment buildings along Ocean Avenue and throughout. The small homes are predominantly located on the west

and southeast portions of the study area. Many of these homes were built in the early 1900's in the Victorian style, leading these detached home areas to be referred to as "Victorian Flatbush". Portions of this neighborhood have been designated as New York City Historic Districts. These include the; Prospect Park South (1979), Albemarle and Kenmore Terraces (1978), Ditmas Park (1981) and Fiske Terrace – Midwood Park (2008) Historic Districts. The homes are typically two and a half to three stories in height.

Other areas, predominantly located in the eastern portion of the study area feature large apartment houses, with a mix of smaller rowhouses scattered throughout the entire study area. The area east of the MTA's Brighton Beach subway line and west of Flatbush Avenue is characterized by medium-density, four-to six-story apartment buildings. East of Flatbush Avenue the built character is very mixed. This area includes detached homes, rowhouses and some medium-density apartment buildings.

Major commercial corridors within the study area include Coney Island Avenue, Church Avenue and Flatbush Avenue. Neighborhood retail can also be found at places along Cortelyou Road and Newkirk Avenue. Flatbush Avenue is a major, regional commercial corridor, which consists of buildings of one to three stories in height. Some have upper floor uses, predominantly office space. Coney Island Avenue is a mix of auto-related uses, retail, residential, and mixed retail-residential buildings. In this area, buildings are also typically one to three stories in height, with an occasional medium-density apartment building of 4-6 stories in height. Church Avenue is a mixed residential and retail corridor that serves many of the communities that surround it. It is also the center of Brooklyn's Caribbean community. Buildings along Church Avenue are typically one to four stories in height, with some larger apartment buildings north and south of the intersection of Church and Ocean Avenues.

Brooklyn College is a City University of New York Institution that is located south of the South Midwood neighborhood, and just beyond the study area boundary at Campus Drive. Brooklyn College is currently constructing a large academic and athletic facility on the west side of campus. Other academic institutions in the study area include Erasmus Hall High School and the newly-expanded Midwood High School, nine elementary schools and two K-12 schools. Two branches of the Brooklyn Public Library are located inside the study area. The branches are located on Cortelyou Road (Cortelyou Branch) and Linden Boulevard (Flatbush Branch). The Clarendon branch is located across the street from the study area, along Nostrand Avenue.

The neighborhoods of Flatbush are well served by public transportation. The Q and B trains run north/south through the center of the study area, generally between Marlborough Road and E 16<sup>th</sup> Street. The Q train makes local stops at Parkside Avenue, Church Avenue, Beverly Road, Cortelyou Road, Newkirk Avenue and Avenue H. The B train runs express, and stops at Church Avenue and Newkirk Avenue. The 2 and 5 trains also traverse part of the study area along Nostrand Avenue. Within the study area, a stop is located in The Junction at Flatbush Avenue and Nostrand Avenue. North/south bus service is provided by New York City Transit's 29, 68, 48, 49, 44, and 103 bus lines. East/west transit is provided by NYC Transit's 16, 35, 23, 8, 6, and 11 buses. The Long Island Railroad's Bay Ridge Freight Line is located south of Avenue H and is a portion of the study area's southern boundary.

Just outside of the study area, at the intersection of Avenue H and Flatbush Avenue is a major, regional transportation and commercial node known locally as “The Junction”. The Junction remains a vibrant commercial area with a wide variety of commercial and mixed, commercial and residential uses. Also, churches, daycare centers and other community facilities dot the area. A large, enclosed mall was recently constructed immediately south of the study area, just south of Avenue H. The mall is home to a Target store, several restaurants and other shops.

## **1. C. EXISTING ZONING**

The Flatbush Rezoning proposal does not propose to change zoning within much of the project area. The rezoning area, which is smaller than the project area, contains 180 blocks within Brooklyn’s Community District 14.

The rezoning area is currently mapped with many zoning districts which show the diversity of the built character in the study area. Predominantly low-density residential districts can be found on the west side of the study area. These districts include R1-2, R2, R3-1 and R3-2 residential zoning districts. On the east side of the study area, residential R6 and R7-1 districts can be found. One R4 district is mapped south of Glenwood Road between E 23<sup>rd</sup> and E 25<sup>th</sup> Streets, and another is located south of Avenue H, near Ocean Avenue. Additionally, a R5 residential district is mapped south of Avenue H. Commercial districts are located along Flatbush Avenue between Church Avenue and Cortelyou Road on the south and between Glenwood Road and Avenue H. C1-2 and C1-3 commercial overlays are mapped in residential districts on most major streets. Most zoning designations within the rezoning area have been in place since the New York City Zoning Resolution was adopted in 1961.

### **R1-2**

R1-2 districts are mapped over 17% (30 full or partial blocks), in three areas, of the 180 block study area. The R1-2 districts are mapped to be consistent with the boundaries of several historic districts that contain large, Victorian-style homes. The northernmost district coincides with the Prospect Park South Historic District, generally south of Church Avenue, west of the MTA’s Brighton Beach Line and north of Beverly Road. The western boundary is approximately 100 feet west of Stratford Road. The central R1-2 district coincides with the Ditmas Park Historic District is mapped south of Dorchester Road, between the Brighton Beach Line and Ocean Avenue. The southern boundary is mapped 120 feet north of Newkirk Avenue. The southernmost R1-2 district coincides with a portion of the Fiske Terrace-Midwood Park Historic District and is located south of Foster Avenue and north of Glenwood Road, between 100 feet west of Ocean Avenue and the Brighton Beach Line.

Residential and community facility uses are permitted within R1-2 districts (Use Groups 1, 3, and 4). These districts produce low density neighborhoods of single family detached homes. R1-2 districts have a minimum required lot area of 5,700 square feet. Homes in R1-2 districts are required to have at least a sixty foot lot width, with a twenty foot front yard and thirty foot rear yard. Two side yards are also required, totaling a minimum of twenty feet, but with a minimum of eight feet on each side. R1-2 districts have a maximum floor area ratio (FAR) of 0.5 for residential uses and 1.0 for community facility uses. The height of homes in this district is

controlled by the sky exposure plane, a sloping line that begins at a height of twenty-five feet. There is no maximum building height. Each dwelling unit is required to have at least one off-street parking space.

### **R3-1**

A R3-1 district is mapped over 2% (4 full or partial blocks) of the 180 block study area. The district is mapped generally south of Caton Avenue and north of Church Avenue, between Argyle Road and East 17<sup>th</sup> Street. Residential and community facility uses are permitted within the district (Use Groups 1-4). R3-1 districts are low density residential districts that allow for semi-detached (attached on one side) one and two family homes, as well as detached homes. R3-1 districts have a minimum required lot area of 3,800 square feet for detached homes, and 1,700 square feet for semi-detached homes. Minimum lot width also varies by building type, with a minimum lot width of forty feet required for detached homes, and a minimum of eighteen feet required for semi-detached homes. The district has a maximum building height of thirty-five feet and a maximum perimeter wall height of twenty-one feet. The maximum floor area ratio (FAR) is 0.5 for residential uses, and 1.0 for community facility uses. In R3-1 districts, the FAR can be increased up to twenty percent as an allowance for attic space. R3-1 districts have maximum lot coverage of 35%, with minimum front and backyards of 15 and 30 feet, respectively. One off-street parking space is required for each dwelling unit.

### **R3-2**

Three R3-2 districts are mapped over 18% (33 full or partial blocks) of the 180 block study area. The northernmost R3-2 district is mapped generally south of Beverly Road and north of Cortelyou Road, between Stratford Road and Ocean Avenue. Residential and community facility uses are permitted within the district (Use Groups 1-4). R3-2 districts are low density residential districts that allow for all housing types. Buildings may be built as semi-detached (attached on one side), attached (rowhouses), or detached homes. R3-2 districts have a minimum required lot area of 3,800 square feet for detached homes, and 1,700 square feet for semi-detached or attached homes. Minimum lot width also varies by building type, with a minimum lot width of forty feet required for detached homes, and a minimum of eighteen feet required for other housing types. R3-2 districts have a maximum building height of thirty-five feet and a maximum perimeter wall height of twenty-one feet. The maximum floor area ratio (FAR) is 0.5 for residential uses and 1.0 for community facility uses. In R3-2 districts, the FAR can be increased up to twenty percent as an allowance for attic space. R3-2 districts also have maximum lot coverage of 35%, with minimum front and backyards of 15 and 30 feet, respectively. One off-street parking space is required for each dwelling unit.

### **R4**

Two small R4 districts are currently mapped over 3% (5 full or partial blocks) of the 180 block study area. The easternmost district is located south of Avenue H, north of the Long Island Railroad Bay Ridge freight line, and between East 17<sup>th</sup> Street and Ocean Avenue. The westernmost R4 district is bounded by Bedford Avenue, Campus Road, 23<sup>rd</sup> Street and Glenwood Road. R4 districts allow all types of housing and community facilities (Use Groups 1-4). Detached homes in R4 districts require a minimum lot width of forty feet, a minimum lot area of 3,800 square feet and two side yards totaling thirteen feet, with each at least five feet wide. For all other building types in a R4 district, the minimum lot width is eighteen feet, with a

minimum lot area of 1,700 square feet. Both detached and other building types require a minimum of a ten foot front yard and a thirty foot rear yard. In a R4 district the maximum floor area ratio (FAR) is 0.75 for residential uses, which can be increased by twenty percent through an attic allowance, and 2.0 for community facility uses. The maximum lot coverage in this district is forty-five percent. Perimeter walls can be up to twenty-five feet in height with a maximum building height of thirty-five feet. One parking space is required per dwelling unit. Infill optional regulations are also available.

### **R5**

A R5 district is currently mapped in 3% (6 full or partial blocks) of the 180 block study area. This district is located south of Avenue H between East 17<sup>th</sup> Street and Coney Island Avenue. R5 districts are general residential districts that permit all types of residential and community facility uses (Use Groups 1-4), in all types of building forms. For detached buildings in R5 districts there is a minimum lot width of forty feet, and a minimum lot size of 3,800 square feet. For attached units, the minimum lot width is eighteen feet and the minimum lot size is 1,700 square feet. Ten foot front yards and thirty foot rear yards are required of all building types. Detached buildings are required to have two side yards that total thirteen feet in width, with each at least five feet wide. All other building types are required to have at least one side yard that is at least eight feet wide. R5 districts also have maximum lot coverage percentage of 55% of a lot. The maximum floor area ratio (FAR) allowed in the district is 1.25 for residential uses, and 2.0 for community facility uses. The maximum building height is forty feet high. To ensure compatibility with surrounding neighborhoods the maximum street wall height is 30 feet and any additional building height must be set back 15 feet from the street wall. Off-street parking is required for 85% of dwelling units. Infill optional regulations are also available.

### **R6**

R6 districts are currently mapped over 51% (92 full or partial blocks) of the total 180 blocks within the rezoning area. Generally, these areas are located along major streets, such as; Coney Island Avenue, Cortelyou Road, Newkirk Avenue, Flatbush Avenue south of Beverly Road; and also east of Flatbush Avenue. Residential and community facility uses (Use Groups 1-4) are permitted in R6 zoning districts, with a maximum floor area ratio (FAR) of up to 2.43 for residential uses and 4.8 for buildings containing community facility uses. Building heights are governed by the sky exposure plane, which begins at a line sixty feet above the front lot line and slopes inward over the zoning lot. Off-street parking is required for 70% of the dwelling units. Developers can also utilize the optional Quality Housing program which permits up to 2.2 FAR with a maximum building height of fifty five feet on narrow streets (seventy five feet wide or less), and up to 3.0 FAR with a height limit of seventy feet on wide streets (greater than seventy five feet). Under Quality Housing regulations, off-street parking is required for 50% of the dwelling units. In R6 districts, if fewer than five spaces are required off-street parking is waived.

### **R7-1**

Focused along Ocean Avenue, and cutting through the center of the study area, an R7-1 district currently covers 33% (59 full or partial blocks) of the 180 block study area. R7-1 zoning districts permit residential and community facility uses (Use Groups 1-4) with a maximum floor area ratio (FAR) of 3.44 for residential uses and 4.8 FAR for community facility uses. Building heights are governed by the sky exposure plane, which begins at a line sixty feet above the front

lot line and slopes inward over the zoning lot. Off-street parking is required for 60% of the dwelling units. Developers can also utilize the Quality Housing program, which permits 3.44 FAR on narrow streets with a maximum base height of sixty feet and a maximum building height of seventy five feet and 4.0 FAR (R7A equivalent) on wide streets with a required maximum base height of sixty five feet, and a maximum building height of eighty feet. Off-street parking is required for 50% of the dwelling units under Quality Housing. In R7-1 districts, parking is waived if five spaces or less are required.

**C4-2 and C4-3**

C4 districts are currently mapped over 11% (20 full or partial blocks) of the 180 block study area. C4 districts are regional commercial centers where uses, such as specialty and department stores, serve a larger area and generate more traffic than a neighborhood shopping area. These districts are located in two places within the study area. The northern most location includes portions of Church Avenue and Flatbush Avenue, encompassing the Flatbush-Kings Commercial Urban Renewal Area. The second district, located to the south, is centered on an area known locally as "The Junction" where Nostrand and Flatbush Avenues intersect. These districts permit residential and community facility uses, built under R6 district requirements (Use Groups 1-4), as well as certain types of commercial uses (Use Groups 5,6,8-10, and 12). C4 districts allow buildings with multiple floors of commercial, mixed use buildings, or residential-only buildings. This allows for a commercial floor area ratio (FAR) of 3.4 and a residential FAR of 3.0. If community facility space is included, the maximum FAR is 4.8. For housing, either R6 height factor, or R6 Quality Housing regulations can be utilized. in C4-2 districts. Building heights are governed by the sky exposure plane, which begins at sixty feet above the street line and slopes inward over the zoning lot.

**C1-3 and C2-3**

There are C1-3 and C2-3 commercial overlays mapped for local retail and service uses along Cortelyou Road, Flatbush Avenue, Church Avenue, Coney Island Avenue, Newkirk Avenue and Foster Avenue. C1 districts allow for typical local retail uses (Use Groups 5-6) where C2 districts meet broader shopping and service needs (Use Groups 5-9). Commercial buildings within C1 and C2 districts are allowed a maximum FAR of 2.0, while mixed-use, residential/retail buildings can have a maximum commercial FAR of 1.0. Commercial uses in C1 and C2 districts are limited to the ground floor if there are community facilities or residential uses on any floor above. Parking requirements for most local retail uses, within the C1-3 and C2-3 districts, are one parking space for every 400 square feet of commercial use. The parking requirement for commercial establishments is one parking space for every 1,000 square feet of commercial uses, parking is waived for commercial establishments less than 40,000.

Along Flatbush and Foster Avenues the C1-3 and C2-3 Commercial Overlays have a standard depth of 100 feet, usually to the center of the block, with some exceptions. North of Church Avenue along the western side of Flatbush Avenue the C1-3 overlay has a depth of 150 feet. Additionally, there are four instances along Flatbush Avenue where overlays cover an entire, irregularly-shaped block, and another two instances where the overlay covers half of an irregularly-shaped block. An irregularly shaped overlay follows lot boundaries at the northwest corner of Flatbush Avenue and Caton Avenue. Also, along Flatbush Avenue at Dorchester

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Road, there is no overlay between Dorchester Road and East 22<sup>nd</sup> Street. The one exception along Foster Avenue is centered on the shopping area that surrounds the Newkirk Avenue Plaza, where the overlay covers the entire block.

Elsewhere in the study area the standard commercial overlay depth is 150 feet, except along Coney Island Avenue south of Slocum Place where the overlay boundary extends to midblock. Also, in the northwest corner of the study area, with a C2-3 overlay that extends to midblock. Between Cortelyou Road and Dorchester Road, however, the overlay covers the entire block between Coney Island Avenue and Stratford Road.

**Quality Housing Study Area**

Section 23-011 of the New York City Zoning Resolution specifies Quality Housing Study Areas in several locations throughout the city. In Community District 14, there are two such areas, one in the study area, and the other in the previously concluded Midwood Rezoning study area.

In Flatbush, the Quality Housing Study Area is bounded by Church Avenue to the north, Stratford Road to the east, Beverly Road running further east, Ocean Avenue on the far eastern side, Foster Avenue on the south, and Coney Island Avenue on the west.

Within the Quality Housing Study Area, Quality Housing regulations may not be used on lots occupied by a 1,2 or 3 family detached or semi-detached home on a block where 70% or more of the block-fronts on both sides of the street are developed with such buildings. Development on all such lots is limited to the R6 Height Factor regulations.

**1. D. PURPOSE AND NEED**

Under the current zoning, construction of tower apartment building is permitted without height limitation in low-rise, detached residential neighborhoods, and has resulted in buildings that are inconsistent with the typical character of those neighborhoods. In addition, out-of scale buildings have also been constructed in apartment building districts. Current zoning also allows attached and semi-attached buildings in neighborhoods that are entirely of detached character. Finally, current commercial overlays do not reflect the depth of commercial uses on main streets within the study area or do not exist where commercial uses are present.

The rezoning proposal seeks to:

- Respond to out-of-scale development in detached home neighborhoods;
- Address community's and elected official's request for contextual rezoning in other rowhouse and apartment building areas;
- Provide opportunities for housing development and incentives for affordable housing along certain corridors;
- Maintain opportunities for commercial growth and re-investment in commercial areas.

## **1. E. DESCRIPTION OF PROPOSED ACTION**

### ***Zoning Map Changes***

The proposed rezoning would change neighborhoods with detached homes currently, mapped with R3-1, R3-2 and R6 districts which allow attached and semi-attached buildings, to contextual, detached-home districts. R5 districts would be replaced with R5B and R5D contextual districts, and R6 districts elsewhere would be replaced with contextual R6A, R6B, and R7A districts. R7-1 districts would be replaced with R7A contextual districts.

Areas currently mapped with C4-2 and C4-3 districts would be rezoned with C4-4A districts. The proposed rezoning would change existing commercial overlays from C1-3 and C2-3 to C2-4, and reduce the distance for most overlays from 150 feet to 100 feet.

Under the proposal, C1-3 and C2-3 overlays would be replaced with C2-4 overlays. In general, these would be mapped to a width of 100 feet to reflect existing uses. Eight C2-4 districts would be added and one would be removed.

In conjunction with proposed R7A and C4-4A along Flatbush Avenue, Church Avenue, Nostrand Avenue, Coney Island Avenue, and Cortelyou Road, a zoning text amendment is proposed to permit an Inclusionary Housing bonus for development providing affordable housing.

Additionally, Quality Housing Study Areas included in the Zoning Resolution, for areas within Community Board 14 would be removed. If this proposed rezoning to contextual districts is approved, the goals of the study areas would be achieved and therefore, the study areas would no longer be necessary.

### **Proposed R1-2**

#### **R6, R6/C2-3, R7-1 to R1-2**

The proposed zoning would map extensions to two, existing R1-2 districts, in two locations within the study area in order to protect the detached, single-family character of these areas.

**Prospect Park South:** In the northernmost location, the existing R1-2 district is bounded by Church Avenue on the north, the MTA's Brighton Beach Line on the east, Beverly Road on the south, and the mid-block between Stratford Road and Coney Island Avenue on the west. This district also includes the majority of the Prospect Park South Historic District. Portions of three blocks, or 2% of the 180 block study area would be newly mapped with the R1-2 district.

The western boundary of the existing R1-2 district would be expanded to include three full or partial tax lots on the south side of Albemarle Road, three full or partial tax lots on the north side of Turner Place, and also three full or partial tax lots on the south side of Hinckley Place extending south to three tax lots on the north side of Beverly Road. These twelve detached homes are currently zoned R6 and would be mapped with R1-2 under the proposal. Currently, all of these properties comply with the maximum FAR of an R6 district and under the proposal;

two of the twelve lots would comply with the maximum FAR of the proposed R1-2 district. A portion of this area is a part of the Prospect Park South Historic District.

Additionally, the mapped R1-2 district in this area would also be expanded on the east side, from 150 feet south of Church Avenue to the Brighton Beach subway line. This area is currently zoned R7-1 and would extend the R1-2 district over portions of six full or partial lots that would, under the proposal, be included in their entirety. Five of these lots contain detached homes, and one is a medium density apartment building. Currently, all of these lots comply with the maximum FAR of an R7-1 district and, under the proposal; five of the six lots would comply with the maximum FAR of the proposed R1-2 district. This area is a part of the Prospect Park South Historic District.

**Ditmas Park:** Also to be expanded is the existing R1-2 district bounded by; Dorchester Road on the north, Ocean Avenue on the east, 100 feet north of Newkirk Avenue on the south, and the Brighton Beach subway line on the west. This district currently encompasses most of the Ditmas Park Historic District. Portions of four blocks, or 2% of the 180 block study area, would be newly mapped with the R1-2 district.

This R1-2 district would be expanded on the eastern side, across Ocean Avenue for 100 feet, and would encompass the twelve full or partial lots located between Dorchester Road and Ditmas Avenue. The twelve structures are detached homes, three of which also have medical or home offices. Currently, this area is zoned R7-1 and all lots comply with the maximum FAR. Under the proposal, two of the lots would comply with the maximum FAR of the proposed R1-2 district. This area is not part of the Ditmas Park Historic District.

Additional portions of three blocks that are currently partially included (13 full or partial lots) would also be added to this R1-2 district. All of the buildings are detached homes. One is currently in uses as a church, while another contains a medical or home office. Currently, the area is zoned R6 and all thirteen lots comply with the maximum FAR of an R6 district. Under the proposed R1-2 district, four of the thirteen lots would comply with the maximum FAR. All of these lots are within the Ditmas Park Historic District.

The R1-2 district is a detached, one family residential district that has a maximum FAR of 0.5 for residential uses and 1.0 for community facility buildings. The minimum lot width for the R1-2 district is sixty feet, with a minimum lot area of 5,700 square feet. Building height is governed by a sky exposure plane that begins twenty-five feet above the front yard line and slopes over the zoning lot. A twenty foot front yard and a thirty foot rear yard are required, as are two side yards totaling a minimum of twenty feet. Each side yard must be at least eight feet. One parking space is required per dwelling unit.

### **Proposed R3X**

#### **R3-1, R3-1/C1-3, R3-2, R6, R6/C2-3, R7-1 to R3X**

The proposed zoning would map three R3X districts, in three separate neighborhoods within the study area. The proposal would protect the detached, one- and two-family character of these areas.

**Caton Park:** The proposed zoning would map an area bounded by; Caton Avenue on the north, midblock between East 17<sup>th</sup> and Buckingham Road (E 16<sup>th</sup> Street) on the east, Church Avenue on the south, and midblock between Rugby Road and Argyle Road on the west, as a R3X district. The proposed district would map four full or partial blocks, or about 2% of the 180 block study area with the R3X district.

This area is currently zoned R3-1 and consists of a mix of detached, one and two family homes and five community facilities. One, single-story medical office building is located in the south eastern corner of the proposed district, at the intersection of Church Avenue and Buckingham Road (E 16<sup>th</sup> Street). A single-story retail store is located directly across the street. A large apartment building is partially located within the proposed district at Caton Avenue and Buckingham Road (E 16<sup>th</sup> Street). Currently, 47 %, of the sixty full or partial lots comply with the maximum FAR of the R3-1 district. Under the proposal, 47% would comply with the maximum FAR of R3X.

**Beverly Square West:** The proposed zoning would map an area bounded generally by; Beverly Road on the north, midblock between Ocean Avenue and E 19<sup>th</sup> Street on the east, Cortelyou Road on the south, 100 feet west of Coney Island Avenue; as a R3X district. The proposed district would map twelve full or partial blocks, or approximately 6% of the 180 block study area with the R3X district.

Currently, this area is zoned R3-2 and the area is almost entirely built with detached homes on large lots. Predominantly, the land uses of this neighborhood consist of one and two family homes, with five community facilities, and several medical or accessory home offices. Currently, 62%, of the 334 full or partial lots comply with the maximum FAR of the R3-2 district. Under the proposal, 62% would comply with the maximum FAR allowable under R3X.

**Ditmas Park West:** The proposed zoning would map an area generally bounded by; Dorchester Road on the north, the MTA's Brighton Beach line on the east, 100 feet north of Newkirk Avenue on the South, north to Ditmas Avenue, and west to Coney Island Avenue. The proposed district would map eleven full or partial blocks, or approximately 6% of the 180 block study area, with the R3X district.

The area east of Stratford Road is zoned R3-2, and the area to the west is zoned R6. Land uses in this area include many one and two family, detached homes, with five medical or accessory home offices. Currently, of the 325 full or partial tax lots in the proposed district, 43% of lots in the existing R3-2 district comply with the maximum FAR of R3-2. Of the 12 lots in the existing R6 district, 100% comply with the maximum FAR. Under the proposal, 42% would comply with the maximum permitted FAR of the R3X district.

**South Midwood:** The proposed zoning would map an area generally bounded by; Foster Avenue on the north, midblock between Bedford Avenue and E 26<sup>th</sup> Street on the east, Glenwood Road on the South, E 23<sup>rd</sup> Street on the east, Campus Road on the South, and midblock between E 21<sup>st</sup> Street and Ocean Avenue on the west. North of Farragut Road, the western boundary would be E 21<sup>st</sup> Street. The proposed district would map thirteen full or partial blocks, or about 7% of the 180 block study area with the R3X district.

Currently, this area is zoned R3-2 west of Bedford Avenue, and R6 east of Bedford Avenue. The neighborhood consists of mostly one and two family detached homes, with one community facilities, and two medical, or accessory home offices. There are also two large apartment buildings north of Campus Road, between E 22<sup>nd</sup> Street and E 23<sup>rd</sup> Street. Currently, of the 343 full or partial tax lots in the R3-2 district, 54% comply with the maximum FAR. Of the 11 lots in the existing R6 district, 100% comply with the maximum FAR. Under the proposal, 54% would comply with the maximum FAR of the R3X district.

The R3X district is a detached, one and two family residential district that allows a maximum FAR of 0.6 for residential use, which includes a 20% bonus for an attic space, and a maximum FAR of 1.0 for community facilities. The minimum lot width for the R3X district is thirty-five feet, with a minimum lot area of 3,325 square feet. Height regulations govern maximum building height, which is thirty-five feet, with a perimeter wall a maximum of twenty-one feet high. A ten foot front yard and a thirty foot rear yard are required, as are two side yards totaling a minimum of ten feet. Each side yard must be at least two feet. One parking space is required per dwelling unit.

#### **Proposed R4A**

##### **R3-2, R4, R6, R6/C1-3, R6/C2-3 to R4A**

The proposed zoning would map three R3X districts, in three separate neighborhoods within the study area. The proposal would protect the detached, one- and two-family character of these areas.

**North of Dorchester Road:** The proposed zoning would map an area generally; one hundred feet north of Dorchester Road, from eighty feet west of Stratford Road on the west, to East 18<sup>th</sup> Street on the east. Along Stratford Road, Rugby Road, Marlborough Road, E 16<sup>th</sup> Street and E 18<sup>th</sup> Street, portions of the district would extend to the north. The furthest northern boundary of the district would be 100 feet south of Cortelyou Road. The proposed district would map eight full or partial blocks, or about 4% of the 180 block study area with the R4A district.

This area is zoned R6 and consists mainly of detached homes, yet there are semi-attached and attached homes, as well as several apartment buildings that are proposed to be non-conforming. Currently, 92%, of 109 full or partial lots comply with the maximum FAR of the R6 district. Under the proposal, 69% would comply with the maximum FAR of the R4A district.

**South Midwood – Bedford Avenue Area:** The proposed zoning would map an area generally; south of Farragut Road to 100 feet north of Glenwood Road, midblock between 24<sup>th</sup> Street and Bedford Avenue on the west and midblock between Bedford Avenue and 26<sup>th</sup> Street on the east. One the east side, the district would also extend 100 feet north of Farragut Road. The proposed district would map four full or partial blocks, or about 2% of the 180 block study area with a R4A district. Within the proposed R4A district, the proposed zoning would also map a R5B district to include existing rowhouses on both sides of Bedford Avenue.

Currently, the area west of Bedford Avenue is zoned R3-2, while the area to the east is zoned R6. The area is predominantly built with two and three story detached houses. There are two multi-

family elevator buildings, seven multi-family walkup buildings, and one community facility. There is also one vacant lot. In the existing R3-2 district, there are eleven full or partial lots and 27% of them are currently compliant with the maximum FAR of that district. In the proposed R4A district 91% of these tax lots would be compliant with the maximum FAR. There are 32 full or partial tax lots in the existing R6 district. Of these, 94% are currently compliant with the maximum FAR of the R6 district. In the proposed R4A district, 91% would be compliant with the maximum FAR of the R4A district.

**South Midwood – Midwood High School Area:** The proposed zoning would map an area generally bounded by; Glenwood Road on the north, 100 feet east of East 26<sup>th</sup> Street on the east, Campus Drive on the south, and East 23<sup>rd</sup> Street on the west. West of Bedford Avenue, the area is currently zoned R4, whereas on the east, the area is currently zoned R6. The proposed district would map eighteen full or partial blocks, or about 10% of the 180 block study area with a R4A district.

Currently, the area west of Bedford Avenue is zoned R4 while the area to the east is zoned R6. The area is built with the Midwood High School science annex, as well as PS 315. A multi-family apartment building and two detached homes are also within the existing R4 district. In the existing R6 district, there is a group of ten detached homes, as well as the main building of Midwood High School. In the existing R4 district, there are eight full or partial lots and 63% of them are currently compliant with the maximum FAR of the R4 district. In the proposed R4A district 63% of these tax lots would be compliant with the maximum FAR of the R4A district. There are eleven full or partial tax lots in the existing R6 district. Of these, 100% are currently compliant with the maximum FAR of the R6 district. In the proposed R4A, 91% would be compliant with the maximum FAR of the R4A district.

**South of Avenue H:** The proposed zoning would map an area generally bounded by; Avenue H on the north, East 19<sup>th</sup> Street on the east, the Long Island Railroad on the south, and East 17<sup>th</sup> Street on the west. The proposed zoning would map two full or partial blocks, or about 1% of the 180 block study area with the R4A district.

Currently, this area is zoned R4. The area is built with two, multi-family apartment buildings, one community facility, and predominantly, with detached homes. In the existing R4 district, there are twenty full or partial lots and 90% of them are currently compliant with the maximum FAR of the R4 district. In the proposed R4A district 90% of these tax lots would be compliant with the maximum FAR of the R4A district.

The proposed R4A districts allow detached, one and two family residential district that allows a maximum FAR of 0.9 for residential use, which includes a 20% bonus for an attic space, and a maximum FAR of 2.0 for community facilities. The minimum lot width for the R4A district is thirty feet, with a minimum lot area of 2,850 square feet. Height regulations govern maximum building height, which is thirty-five feet, with a perimeter wall a maximum of twenty-one feet high. A ten foot front yard and a thirty foot rear yard are required, as are two side yards totaling a minimum of ten feet. Each side yard must be at least two feet. One parking space is required per dwelling unit.

**Proposed R5B**

**R3-2, R5, R6, R6/C1-3, R6/C2-3, R7-1 to R5B**

The proposed zoning would map R5B districts in seven areas throughout the study area, in order to protect the predominate row-house character of these areas. The R5B district would also allow for limited expansion of existing buildings that are less consistent with new investment in the area, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites.

**Albemarle and Kenmore Terrace Historic District:** The proposed zoning would map an area generally bounded by; Kenmore Road on the north, 100' west of Flatbush Avenue on the east, south of Albemarle Road on the south, and East 21<sup>st</sup> Street on the west. The proposed zoning would map two full or partial blocks, within the Albemarle and Kenmore Terrace Historic District, with the R5B district. The proposed district would acknowledge the collection of historic homes in this area, and cover approximately 2% of the 180 block study area.

The area is built with one and two-family attached homes, and is mapped with the R7-1 district. Currently, 100% of the 32 full or partial lots are compliant with the maximum FAR of the existing R7-1 district and, under the proposal, 88% would comply with the maximum FAR of the proposed R5B district.

**South of Cortelyou Road and east of Flatbush Avenue:** The proposed zoning would map an area generally bounded by; the midblock areas between Cortelyou Road on the north, Bedford Avenue on the east, Clarendon Road on the South, and Flatbush Avenue on the west. The proposed zoning would map three full or partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are three multi-family, walkup apartment buildings, one mixed use building and two community facilities that are each partially within the proposed district. A portion of one lot that is within the proposed district is currently vacant. This area is mapped with the R6 district. Currently, 98% of the 41 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 93% would comply with the maximum FAR of the proposed R5B district.

**South of Clarendon Road and east of Flatbush Avenue:** The proposed zoning would map an area generally bounded by; the midblock areas between Clarendon Road on the north, Bedford Avenue on the east, Avenue D on the South, and Flatbush Avenue on the west. The proposed zoning would map three full or partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There is one multi-family, walkup apartment building, and three large commercial uses that are each partially within the proposed district. This area is mapped with the R6 district. Currently, 98% of the 58 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 91% would comply with the maximum FAR of the proposed R5B district.

**Newkirk Avenue between Marlborough Road and Argyle Road:** The proposed zoning would map an area one hundred feet deep, to the north of Newkirk Avenue, between Marlborough Road and Argyle Road. The proposed zoning would map one partial block, or less than 1% of the 180 block study area, with the R5B district.

The area is built with eleven one- and two-family attached homes and 1 detached home. This area is mapped with the R6 district. Currently, 100% of the twelve full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 100% would comply with the maximum FAR of the proposed R5B district.

**East 23<sup>rd</sup> Street between Newkirk Avenue and Foster Avenue:** The proposed zoning would map an area generally bounded by; Foster Avenue on the north, the midblock area west of Bedford Avenue on the east, Glenwood Road on the south, and the midblock east of Flatbush Avenue on the west. The proposed zoning would map eight full and partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached (predominantly) and detached homes. There are twenty-two small, multi-family, walkup apartment buildings, one multi-family elevator apartment building and one community facility. There is one mixed use building at the corner of East 23<sup>rd</sup> Street and Stephen's Court. This area is mapped with the R6 district. Currently, 93% of the 94 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 78% would comply with the maximum FAR of the proposed R5B district.

**South of Foster Avenue and east of Flatbush Avenue:** The proposed zoning would map an area generally bounded by; the midblock areas between Cortelyou Road on the north, Bedford Avenue on the east, Clarendon Road on the South, and Flatbush Avenue on the west. The proposed zoning would map three full or partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are forty-three multi-family, walkup apartment buildings, two multi-family elevator buildings, and one community facility. There are two mixed use buildings and six vacant lots within the proposed district. This area is mapped with the R6 district. Currently, 97% of the 221 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 82% would comply with the maximum FAR of the proposed R5B district.

**South of Avenue H:** The proposed zoning would map an area generally bounded by; the midblock areas between Avenue H on the north, and the Long Island Railroad cut on the south. The district would extend between one hundred feet east of Coney Island Avenue on the west and East 17<sup>th</sup> Street on the east. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are twenty multi-family, walkup apartment buildings, one multi-family elevator apartment building, one community facility and two vacant lots. This area is mapped with the R5 district. Currently, 68% of the 53 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 70% would comply with the maximum FAR of the proposed R5B district.

**South Midwood:** The proposed zoning would map an area generally bounded by; the midblock areas between Farragut Road on the north, East 26<sup>th</sup> Street on the east, Glenwood Road on the South, and East 24<sup>th</sup> Street on the west. The proposed zoning would map 1 partial block, or less than 1% of the 180 block study area, with the R5B district.

The area is built with a twenty-two one- and two-family attached and semi-attached homes. The area west of Bedford Avenue is mapped with the R3-2 district, while the area to the east is mapped R6. In the existing R3-2 district, 0% of the 11 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 100% would comply with the maximum FAR of the proposed R5B district. In the existing R6 district, 100% of the 11 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 82% would comply with the maximum FAR of the proposed R5B district.

**Kenilworth Road:** The proposed zoning would map an area generally bounded by; the midblock areas south and west of Flatbush Avenue on the north, Campus Drive on the south, and Amersfort Place on the west. The proposed zoning would map six full or partial blocks, or 3% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are seventeen multi-family, walkup apartment buildings, four multi-family elevator buildings, two mixed use building and two community facilities. Two lots within the proposed district are currently vacant. One large commercial building with frontage on Flatbush Avenue also extends into the proposed R5B to Kenilworth Place. This area is mapped with the R6 district. Currently, 95% of the 101 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 82% would comply with the maximum FAR of the proposed R5B district

The R5B district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 1.35 for residential use and 2.0 for community facility uses. The minimum lot width for detached buildings is twenty-five feet, and eighteen feet for other building types. The minimum lot size in the R5B district is 2,375 square feet for detached buildings and 1,700 square feet for all other building types. Height regulations govern maximum building height, which is thirty-three feet, with the maximum height of the perimeter wall at thirty feet. A five foot front yard and a thirty foot rear yard are required. For detached buildings, two side yards are required to total a minimum of eight feet. For all other building types, only one side yard is required, at a minimum width of four feet. Parking is required for 66% of dwelling units.

**Proposed R5D**

**R5 to R5D**

The proposed zoning would map an area generally bounded by; Avenue H on the north, East 17<sup>th</sup> Street on the east, one hundred feet south of Avenue H on the south, and one hundred feet east of Coney Island Avenue on the west, in order to protect the mixed-use character of this neighborhood. The R5D district would also allow for limited expansion of existing building, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites. The proposed zoning would map six full or partial blocks, or 3% of the 180 block study area, with the R5D district.

The area is built with a mix of various housing types, including seven one- and two-family attached and detached homes, nine apartment buildings and twenty mixed use structures. This area is mapped with the R5 district. Currently, 26% of the 38 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 74% would comply with the maximum FAR of the proposed R5D district.

The R5D district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 2.0 for residential use and 2.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. The minimum lot width for detached buildings is twenty-five feet, and eighteen feet for other building types. The minimum lot size in the R5D district is 2,375 square feet for detached buildings and 1,700 square feet for all other building types. Height regulations govern maximum building height, which is forty feet. A five foot front yard or a front yard as deep as the neighboring property is required, as is a thirty foot rear yard. For detached buildings, two side yards are required to total a minimum of eight feet. For all other building types, only one side yard is required, at a minimum width of four feet. Parking is required for 66% of dwelling units.

**Proposed R6A**

**R5/C2-3, R6, R6/C1-3, R6/C2-3, C4-2, R7-1, R7-1/C1-3 to R6A**

The proposed zoning would map the R6A district in seven locations throughout the study area, in order to protect the medium-density apartment house character of these areas. The R6A district would also allow for limited expansion of existing buildings that are less consistent with new investment in the area, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites.

**Caton Park:** The proposed zoning would map an area generally bounded by; Caton Avenue on the north, midblock between Rugby Road and Argyle Road on the east, Church Avenue on the south, and Stratford Road on the west. It would also include a one hundred foot, by one hundred foot extension to the west, along Church Avenue. The proposed zoning would map four full or partial blocks, or 2% of the 180 block study area, with the R6A district.

The area is predominantly built with multi-family, walkup apartment buildings, with smaller, mixed use buildings lining Church Avenue. There are two, multi-family elevator apartment buildings, six one- and two-family homes in the district, as well as two community facilities. A cluster of six commercial buildings is located at the northeast corner of Argyle Road and Church

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Avenue. This area is mapped with the R6 district. Currently, 86% of the 71 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 86% would comply with the maximum FAR of the proposed R6A district.

**Coney Island Avenue and Cortelyou Road:** The proposed zoning would map an area generally bounded by; Hinckley Place on the north, one hundred feet west of Coney Island Avenue on the east, eighty feet south of Dorchester Road on the south, and Coney Island Avenue on the west. The district would also extend from Coney Island Avenue to East 17<sup>th</sup> Street along the north and south sides of Cortelyou Road. Some blocks on the north side are excluded from the proposed district, while the southern portion of the proposed district extends beyond the depth of the lots lining the corridor. The proposed zoning would map four full or partial blocks, or 2% of the 180 block study area, with the R6A district.

Coney Island Avenue is an area built with a mix of mixed-use buildings, light industry, auto uses, and multi-family walkup apartment buildings. At the southern end of the proposed district are two, large multi-family elevator apartment buildings. Cortelyou Road is a neighborhood commercial corridor lined with lower-density mixed-use buildings, with higher-density multi-family apartment buildings located south of the commercial corridor. Single-story commercial buildings can also be found throughout the corridor. Also, a number of rowhouses are located in this area, particularly on Marlborough Road and on East 16<sup>th</sup> Street. This area is mapped with the R6 district. Currently, 87% of the 193 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 87% would comply with the maximum FAR of the proposed R6A district.

**Newkirk Plaza Area:** The proposed zoning would map an area generally bounded by; one hundred feet north of Newkirk Avenue on the north, midblock between East 17<sup>th</sup> Street and East 18<sup>th</sup> Street on the east, Foster Avenue on the south, and Marlborough Road on the west. The proposed zoning would map seven full or partial blocks, or 4% of the 180 block study area, with the R6A district.

The area is predominantly built with commercial and mixed commercial-residential uses, especially in the Newkirk Plaza area surrounding the Q and B subway train stop. In the southern portion of the district, multi-family, walkup apartment buildings are the predominate land use. There is also one large multi-family, elevator apartment building, and one auto-relate use along Newkirk Avenue. This area is mapped with the R6 district. Currently, 86% of the 71 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 86% would comply with the maximum FAR of the proposed R6A district.

**Coney Island Avenue – South of Foster Avenue:** The proposed zoning would map an area generally bounded by; Foster Avenue on the north, midblock between Westminster Road and Coney Island Avenue on the east, Avenue H on the south, and Coney Island Avenue on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6A district.

The area is predominantly built with mixed use, commercial and multi-family, walkup apartment buildings. There is one community facility and one commercial-only use. A vacant, former gas

station is located on the northeast corner of Avenue H and Coney Island Avenue. This area is mapped with the R5 district. Currently, 11% of the 36 full or partial lots are compliant with the maximum FAR of the existing R5 district and, under the proposal; 97% would comply with the maximum FAR of the proposed R6A district.

**Bedford Avenue:** The proposed zoning would map an area generally bounded by; Albemarle Road on the north, Bedford Avenue on the east, Tilden Avenue on the south, and 100 feet west of Bedford Avenue on the west. The proposed zoning would map one partial block, or less than 1% of the 180 block study area, with the R6A district.

The area is predominantly built with attached, multi-family walkup buildings. There are two mixed-use structures. This area is mapped with the C4-2 district. Currently, 100% of the 18 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R6A district.

**Regent Place/Cortelyou Road/Dorchester Road Area:** The proposed zoning would map an area generally bounded by; Regent Place on the north, Flatbush Avenue on the east, Dorchester Road on the south and Ocean Avenue on the west. It would extend north to south 100 feet west of Flatbush Avenue between Regent Place and Dorchester Road. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R6A district.

The area is predominantly built with multi-family, walkup apartment buildings, with some multi-family elevator apartment buildings. There are also a number of one- and two-family attached and detached homes north and south of Cortelyou Road, as well as two community facilities within the district. This area is mapped with the R6 and the R7-1 districts. In the existing R6 district, currently, 100% of the one full or partial lot is compliant with the maximum FAR of the district. In the existing R7-1 district, currently, 91% of the 57 full or partial lots are compliant with the maximum FAR of the district. Under the proposal, 91% of the 58 full or partial lots would comply with the maximum FAR of the proposed R6A district.

**Dorchester Road Area:** The proposed zoning would map an area generally bounded by; Dorchester Road on the north, Flatbush Avenue on the east, Ditmas Avenue on the south and Ocean Avenue on the west. It would extend north to south 100 feet west of Flatbush Avenue between Dorchester Road and Ditmas Avenue. The proposed zoning would map two full or partial blocks, or 1% of the 180 block study area, with the R6A district.

The area is predominantly built with multi-family, walkup apartment buildings, with some multi-family elevator apartment buildings. This area is mapped with the R6 district. Currently, 79% of the 14 full or partial lots are compliant with the maximum FAR of the district. Under the proposal, 91% of the full or partial lots would comply with the maximum FAR of the proposed R6A district.

**Cortelyou Road – East of Flatbush Avenue:** The proposed zoning would map an area generally bounded by; Cortelyou Road on the north, Bedford Avenue on the east, Avenue D on the south, and Flatbush Avenue on the west. It would include areas along these major streets, and not the interiors of these blocks, which are proposed to be mapped with R5B. The proposed

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zoning would map nine full or partial blocks, or 5% of the 180 block study area, with the R6A district.

The area is predominantly built with residential uses including; multi-family, walkup apartment buildings, one-and two-family attached homes, and one multi-family elevator apartment building. There are four commercial properties in the district, one of which is the supermarket on Clarendon Road. Two community facilities are also located here. A number of vacant properties are located along Clarendon Road and Bedford Avenue. There is one other vacant lot in the southern portion of the proposed district, located between Bedford Avenue and East 23<sup>rd</sup> Street. This area is mapped with the R6 and C4-2 districts. Currently, 80% of the 94 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 80% would comply with the maximum FAR of the proposed R6A district.

**East of the Junction:** The proposed zoning would map an area generally bounded by; Glenwood Road on the north, East 32<sup>nd</sup> Street on the east, Avenue H on the south, and East 31<sup>st</sup> Street on the west. The proposed zoning would map two full or partial blocks, or 1% of the 180 block study area, with the R6A district.

The area is predominantly built with five, large, multi-family, elevator apartment buildings. There are a small number of multi-family, walkup apartment buildings and twelve on- and two-family attached and detached homes. There is one community facility and one large commercial use. Glenwood Road is lined with mixed-use buildings. This area is mapped with the R6 district. Currently, 83% of the 30 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 83% would comply with the maximum FAR of the proposed R6A district.

The R6A district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 3.0 for residential use and 3.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. Height regulations govern maximum building height, which is seventy feet, with the maximum height of the perimeter wall at forty feet. A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units, but waived if five or fewer spaces are required.

**Proposed R6B**

**R6, R6/C2-3, C4-2, R7-1, R7-1/C1-3 to R6B**

The proposed zoning would map the R6B district in six locations throughout the study area, in order to protect the prevailing medium-density, rowhouse character of these areas. The R6B district would also allow for limited expansion of existing buildings, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites.

**Coney Island Avenue:** The proposed zoning would map an area generally bounded by; Caton Avenue on the north, Stratford Road on the east, Church Avenue on the south, and Coney Island Avenue on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

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The area is predominantly built with one- and two-family attached rowhouses. There are eight multi-family, walkup apartment buildings and one multi-family elevator apartment building. There is one commercial building, located at East 10<sup>th</sup> Street and Church Avenue. This area is mapped with the R6 district. Currently, 95% of the 61 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 92% would comply with the maximum FAR of the proposed R6B district.

**St. Paul's Place:** The proposed zoning would map an area generally bounded by; Woodruff Avenue on the north, midblock between Ocean Avenue and St. Paul's Place on the east, 100 feet south of Crooke Avenue on the south, and St. Paul's Place on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached and detached rowhouses. There are seven multi-family, walkup apartment buildings and one multi-family, elevator apartment building. This area is mapped with the R7-1 district. Currently, 95% of the 21 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 90% would comply with the maximum FAR of the proposed R6B district.

**Woodruff Avenue:** The proposed zoning would map an area generally bounded by; Parkside Avenue on the north, Flatbush Avenue on the east, 100 feet south of Woodruff Avenue on the south, and 100 feet east of Ocean Avenue. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with seven, one- and two-family attached rowhouses. There are five multi-family, walkup apartment buildings and one multi-family, elevator apartment building. There is one mixed-use apartment building and one community facility. This area is mapped with the R7-1 district. Currently, 100% of the 14 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 95% would comply with the maximum FAR of the proposed R6B district.

**Lenox Road:** The proposed zoning would map an area generally bounded by; Clarkson Avenue on the north, midblock between Bedford Avenue and Flatbush Avenue on the east, Caton Avenue on the south, and 100 feet from Flatbush Avenue on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached homes and small, multi-family walkup apartment buildings. There is a large vacant parcel in the center of the block that is accessible by a narrow stretch of land connecting it to Lenox Road. This area is mapped with the R7-1 district. Currently, 100% of the 25 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R6B district.

**Martense Street:** The proposed zoning would map an area generally bounded by; Linden Boulevard on the north, midblock between Bedford Avenue and Flatbush Avenue on the east, Church Avenue on the south, and Flatbush Avenue on the west. The proposed zoning would map three partial blocks, or 1% of the 180 block study area, with the R6B district.

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The area is predominantly built with one- and two-family attached homes and multi-family, walkup apartment buildings. There is one community facility, a branch of the Brooklyn Public Library. This area is mapped with the R7-1 district. Currently, 97% of the 36 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 94% would comply with the maximum FAR of the proposed R6B district.

**Beverly Road – East of Flatbush Avenue:** The proposed zoning would map an area generally bounded by; Duryea Place on the north, Bedford Avenue on the east, Cortelyou Road on the south, and Flatbush Avenue on the west. The proposed zoning would map four partial blocks, or 2% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached rowhouses, and two multi-family buildings. There is one mixed-use building, one commercial building, and one community facility. There is one commercial building, located at East 10<sup>th</sup> Street and Church Avenue. This area is mapped with the C4-2 district. Currently, 100% of the 48 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 96% would comply with the maximum FAR of the proposed R6B district.

The R6B district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 2.0 for residential use and 2.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. Height regulations govern maximum building height, which is fifty feet, with the maximum height of the perimeter wall at forty feet. A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units, but waived if five or fewer spaces are required.

**Proposed R7A**

**R3-2, R4, R6, R6/C1-3, R6/C2-3, R7-1, R7-1/C1-3 to R7A**

The proposed zoning would map the R7A district in six locations throughout the study area, in order to protect the prevailing medium-density, apartment house character of these areas. The R7A district would also allow for limited expansion of existing buildings, as well as provide for contextual height limits, and incentives for affordable housing construction, in Inclusionary Housing program areas.

**Coney Island Avenue – North:** The proposed zoning would map an area generally bounded by; Caton Avenue on the north, 100 feet west of Coney Island Avenue on the east, Hinckley Place on the south, and Coney Island Avenue on the west. The proposed zoning would map four full or partial blocks, or 2% of the 180 block study area, with the R7A district.

The area is predominantly built with commercial and mixed-use uses, with one institutional use located on Albemarle Road. One multi-family, elevator apartment building is located 100 feet east of Coney Island Avenue, between Turner Place and Hinckley Place. A parking lot is located at the intersection of Coney Island Avenue and Albemarle Road. A vacant site is located at the intersection of Coney Island Avenue and Hinckley Place. This area is mapped with the R6 district. Currently, 88% of the 24 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 92% would comply with the maximum FAR of the

proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

**Coney Island Avenue - South:** The proposed zoning would map an area generally bounded by; Ditmas Avenue on the north, Rugby Road on the east, Foster Avenue on the south, and Coney Island Avenue on the west. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R7A district.

The area is predominantly built with a mix of multi-family elevator and walkup apartment buildings. Mixed-use, commercial and residential, uses line Newkirk Avenue from Stratford Road to Newkirk Plaza. Commercial and mixed-uses also line Coney Island Avenue from Foster Avenue to Newkirk Avenue. An institutional use is located at the corner of Coney Island Avenue and Newkirk Avenue. A gas station is located at the corner of Coney Island Avenue and Foster Avenue. This area is mapped with the R6 district. Currently, 65% of the 43 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 84% would comply with the maximum FAR of the proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

**Ocean Avenue Area – Flatbush Avenue area:** The proposed zoning would map an area generally bounded by; Parkside Avenue on the north, Bedford Avenue on the east, the Long Island Railroad tracks on the south, and East 16<sup>th</sup> Street on the west. The proposed zoning would map seventy-five full or partial blocks, or 42% of the 180 block study area, with the R7A district.

The area is predominantly built with a mix of multi-family elevator and walkup apartment buildings. Scattered one- and two-family homes are located throughout the district. Commercial and mixed-uses are the predominate use along Flatbush Avenue, along Church Avenue from East 17<sup>th</sup> Street to Flatbush Avenue, and along Parkside Avenue between Ocean Avenue and Flatbush Avenue. Ocean Avenue is lined with multi-family apartment buildings with small landscaped yards. A number of large churches and other community facilities are located throughout the proposed district. Three multi-family apartment buildings are currently under construction along Ocean Avenue. This area is mapped with several districts, including the R3-2, R4, R6, C4-3, and R7-1 districts.

In the existing R3-2 district, 0% of the 5 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R7A district. In the existing R4 district, 0% of the 4 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 75% would comply with the maximum FAR of the proposed R7A district. In the existing R6 district, 82% of the 337 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 94% would comply with the maximum FAR of the proposed R7A district. In the existing C4-3 district, 97% of the 59 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R7A district. In the existing R7-1 district, 64% of the 627 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 75% would comply with the maximum FAR of the proposed R7A district. Portions of the district currently zoned R6 or C4-3 would be included in the Inclusionary Housing program.

**Nostrand Avenue Corridor:** The proposed zoning would map an area generally bounded by; Foster Avenue on the north, Nostrand Avenue on the east, Glenwood Road on the south, and 100 feet east of Nostrand Avenue on the west. The proposed zoning would map two full or partial blocks, or 1% of the 180 block study area, with the R7A district.

The area is predominantly built with a mix of uses. Predominantly, this corridor consists of mixed-use buildings interspersed with multi-family walkup and elevator apartment buildings. A large, one story commercial building sits at the intersection of Foster Avenue and Nostrand Avenue. There are six one- and two-family homes that do not contain commercial uses on the ground floor. There are also three community facilities in the district, one of which is a large, mostly vacant parking lot. This area is mapped with the R6 district. Currently, 91% of the 46 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 93% would comply with the maximum FAR of the proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

**Amersfort Place Area:** The proposed zoning would map an area generally bounded by; Farragut Road on the north, Amersfort Place on the east, Campus Drive on the south, and East 26<sup>th</sup> Street on the west. The district continues as far west as Bedford Avenue for 100 feet north of Glenwood Road. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R7A district.

The area is predominantly built with large, elevator apartment buildings. There is a six story community facility located along Campus Drive. In the northern part of the proposed district, there are five attached, one- and two-family homes, and two detached homes. This area is mapped with the R6 district. Currently, 38% of the 21 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 52% would comply with the maximum FAR of the proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

The R7A district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 4.0 for residential use and 4.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 65%. Height regulations govern maximum building height, which is eighty feet, with the maximum height of the perimeter wall at sixty-five feet. A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units, unless the zoning lot is 10,000 square feet or less, and then parking is required for 30% of dwelling units.

The related zoning text amendment to permit an Inclusionary Housing bonus in this area creates incentives for the development and preservation of affordable housing (see "Zoning Text Amendment") section below. Developments in all proposed R7A districts within the Inclusionary Housing areas would have a minimum base FAR of 3.45 that could be increased up to 4.6 with the provision of affordable housing. The R7A contextual height limits would apply to all new developments.

**Proposed C4-4A**  
**C4-2, C4-3 to C4-4A**

The proposed zoning would map the C4-4A district in two locations throughout the study area, in order to protect the prevailing medium-density, commercial and mixed-use character of these areas. The C4-4A district would also allow for limited expansion of existing buildings, as well as provide for contextual height limits, and incentives for affordable housing construction, in the Inclusionary Housing program.

**Church Avenue:** The proposed zoning would map an area generally bounded by; 100 feet north of Church Avenue on the north, Bedford Avenue on the east, Cortelyou Road on the south, and 100 feet east of Flatbush Avenue on the west. The proposed zoning would map eleven full or partial blocks, or 6% of the 180 block study area, with the C4-4A district.

The area is predominantly built with commercial and mixed uses. Predominantly, the proposed district consists of the Church Avenue and Flatbush Avenue commercial corridors. A large number of one-story commercial buildings and three story mixed-use buildings line both corridors. There are also a number of community facility uses, including a U.S. Post Office, Erasmus Hall High School, Flatbush Town Hall, P.S. 6, P.S.90 (a vacant landmark) and a number of churches. Two vacant lots are located in the proposed district. One is located on Church Avenue, and the other is located on Snyder Avenue. This area is mapped with the C4-2 district. Currently, 94% of the 126 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 98% would comply with the maximum FAR of the proposed C4-4A district. This area, in its entirety, would be included in the Inclusionary Housing program.

**The Junction:** The proposed zoning would map an area generally bounded by; Glenwood Road on the north, East 31<sup>st</sup> Street on the east, Avenue H on the south, and Hillel Place on the west. The proposed zoning would map six full or partial blocks, or 3% of the 180 block study area, with the C4-4A district.

The area is predominantly built with commercial and mixed uses. Predominantly, the proposed district consists of The Junction commercial area. A large number of one-story commercial buildings and three story mixed-use buildings line the streets. A two-story community facility is located at the corner of Hillel Place and Campus Drive. This area is mapped with the C4-3 district. Currently, 97% of the 60 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed C4-4A district. This area, in its entirety, would be included in the Inclusionary Housing program.

The C4-4A district is a general commercial district that allows regional and local commercial uses, as well as all housing types. Buildings can be built to a maximum FAR of 4.0 for commercial use, 4.0 for residential use and 4.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. Height regulations govern maximum building height, which is fifty feet, with the maximum height of the perimeter wall at forty feet.

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A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units on large lots and 30% on smaller lots. Parking is waived on lots of less than 10,000 SF.

The related zoning text amendment to permit an Inclusionary Housing bonus in this area creates incentives for the development and preservation of affordable housing (see "Zoning Text Amendment") section below. Developments in all proposed C4-4A districts within the Inclusionary Housing areas would have a minimum base FAR of 3.45 that could be increased up to 4.6 with the provision of affordable housing. The C4-4A contextual height limits would apply to all new developments.

**C2-4 Commercial Overlays**

C2-4 Commercial overlays are proposed to be mapped along the neighborhood's commercial corridors.

C1-3 overlays currently mapped along; Church Avenue, Cortelyou Road, Newkirk Plaza, Nostrand Avenue, and Flatbush Avenue, from Parkside Avenue to Church Avenue and from Cortelyou Road to Newkirk Avenue, are proposed to be replaced with C2-4 overlays mapped to a depth of 100 feet. Currently, many C1-3 overlays are mapped to 150 feet. The 100 foot depth would reflect the existing built conditions of these commercial corridors, and the C2-4 district would allow for expanded types of local retail uses.

C2-3 overlays currently mapped along Coney Island Avenue, and Flatbush Avenue south of Stephens Court, are proposed to be replaced with C2-4 overlays mapped to a depth of 100 feet. Currently, many C1-3 overlays are mapped to 150 feet. The 100 foot depth would reflect the existing built conditions of these commercial corridors, and the C2-4 district would allow for expanded types of local retail uses.

New C2-4 overlays are proposed to be added to various existing commercial areas throughout the study area. The first such area is the south side of Parkside Avenue, from Ocean Avenue to Flatbush Avenue. An overlay is proposed to be added on the north side of Cortelyou Road, between Stratford Road and Westminster Road to reflect the existing, empty ground floor space in a newly constructed building. An overlay is proposed to be added along Coney Island Avenue, between Newkirk Avenue and Foster Avenue to reflect existing commercial uses. Similarly, overlays are proposed to be added at Dorchester Road and Flatbush Avenue, and at Avenue H and Flatbush Avenue, in order to reflect existing commercial uses. Overlays would be added along Avenue H

The proposed C2 commercial overlay districts have the same 2.0 FAR but provide for a slightly broader range of commercial retail and service uses than the existing C1 districts. In addition, the proposed C2-4 districts would reduce the parking requirements for most commercial uses from the C1-3 and C2-3 requirement of one parking space for every 400 square feet of commercial space to one space per 1,000 square feet in developments with more than 40,000 square feet of commercial floor area.

### ***Zoning Text Amendments***

#### **Inclusionary Housing Program**

The Flatbush rezoning proposal applies the Inclusionary Housing program to some of the proposed R7A districts and the C4-4A districts within the study area, establishing incentives for the creation and preservation of affordable housing in conjunction with new development (Figure 7). The Inclusionary Housing bonus proposed is consistent with the bonus established for contextual developments under the recently adopted Fort Greene/Clinton Hill and Bedford Stuyvesant rezonings, and promotes affordable units in both rental and condominium developments. The incentives target affordable housing to a range of income levels.

Under the Inclusionary Housing program, a development providing affordable housing are eligible for a floor area bonus, within contextual height limit and bulk regulations tailored to this area. Affordable units can be provided either on-site or off-site, or by acquiring and preserving existing housing at affordable rents. Off-site affordable units must be located within the same community district or within a half-mile of the bonused development. Available city, state, and federal housing finance programs may be used to finance affordable units. The combination of a zoning bonus with housing programs would establish a powerful incentive for the development and preservation of affordable housing in the neighborhoods of Flatbush.

The Inclusionary Housing Text Amendment (CEQR No. 09DCP046Y), recently referred out for public review on February 17, 2009, would apply to all areas where the Inclusionary Housing program applies within the City, including within the proposed rezoning area. The principal effects of the text amendment in inclusionary housing designated areas are to promote affordable home ownership, modify certain administrative and technical provisions, and clarify existing zoning text provisions in the Inclusionary Housing program. The text amendment would not change the number or location of affordable units as described under the proposed actions, and additional analysis is not required.

#### **Quality Housing Study Areas**

Section 23-011 of the New York City Zoning Resolution specifies Quality Housing Study Areas in several locations throughout the city. In Community District 14, there are two such areas, one in the study area, and the other in the previously concluded Midwood Rezoning project (ULURP no. C060130ZMK; CEQR no. 06DCP030K).

Within the Quality Housing Study Area, Quality Housing regulations may not be used on lots occupied by a 1,2 or 3 family detached or semi-detached home on a block where 70% or more of the block-fronts on both sides of the street are developed with such buildings. Development on all such lots is limited to the R6 Height Factor regulations.

In Flatbush, the Quality Housing Study Area is bounded by Church Avenue to the north, Stratford Road to the east, Beverly Road running further east, Ocean Avenue on the far eastern side, Foster Avenue on the south, and Coney Island Avenue on the west. All R6 and R7 that do

not require the use of Quality Housing provisions will be removed by the proposed mapping actions, and therefore, the provisions of the Quality Housing Study Area will no longer be applicable.

The Midwood Quality Housing Study Area is bounded by Avenue M on the north, Ocean Avenue on the east, Quentin Road on the south, and a line midway between East 10<sup>th</sup> Street and Coney Island Avenue on the west. The portion of the Midwood Quality Housing Study Area within Community District 14 is bounded by Avenue M on the north, Ocean Avenue on the east, Avenue P on the south, and Coney Island Avenue on the west.

Contextual districts have already been established in the Midwood Quality Housing Study Area under the previous rezoning action, which was adopted on April 5, 2006. One, small R6 district, which is 400' long and is located on the south side of Elm Avenue, between 13<sup>th</sup> Street and 15<sup>th</sup> Street remains in the study area, however, that R6 district has only two detached or semi-detached buildings, which are located on the south side of the street. No detached or semi-detached buildings are located across Elm Avenue. In total, the two lots have a street frontage of 92', which is less than 70% of the 200' wide block front. Therefore, the Quality Housing Study Area regulations would no longer apply to the portion of the Study Area within Community District 14. The proposed amendment would correct the text to reflect the previously approved Midwood Rezoning action. The environmental affects of those action were analyzed in the EAS for the Midwood action (CEQR No. 06DCP030K), and a Negative Declaration was issued on October 17, 2005. The proposed zoning text amendment would not affect the conclusions of the previously issued Negative Declaration.

## **C. PROPOSED DEVELOPMENT AND LIKELY EFFECTS**

### **Methodology**

In order to assess the possible effects of the proposed action, a reasonable worst-case development scenario was developed for both the current zoning ("Future No-Action") and the proposed zoning ("Future With-Action") conditions for a ten-year period (Build Year 2019). The Future No-Action condition identifies the amount, type, and location of development that is expected to occur absent the proposed action, while the Future With-Action condition identifies anticipated development in the event the proposed contextual rezoning is adopted. The incremental difference between the Future With-Action and Future No-Action conditions would serve as the basis for the impact analyses of the Environmental Assessment Statement. A ten-year period is typically the length of time over which developers would act on area-wide zoning map changes such as those proposed, which are not associated with a specific development.

To determine the Future With-Action and Future No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than on all, sites

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

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These factors include both current and past development trends, and the development site criteria described as follows:

#### **Development Site Criteria**

- Lots located in areas where an increase in permitted Floor area ratio (FAR) or a change in permitted use is proposed;
- Lots that are currently built to less than half of the proposed Floor area ratio (FAR);
- Individual, or assembled lots, or multiple lots under single ownership of 5,000 square feet or larger.

The following uses and types of buildings that meet these criteria were excluded from the development scenario because they are unlikely to be redeveloped as a result of the proposed rezoning;

- The sites of schools (public and private) and churches. All schools and churches that meet the development site criteria are built to near, or less than, half of the permitted FAR under the current zoning designation. Many have not been rebuilt or expanded despite the ability to do so, and it is unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these substantial community structures;
- Historic landmarks, such as Flatbush District School No. 1, or building which contribute to the character of landmark districts. These buildings require review and approval by the Landmarks Preservation Commission, and difficult to legally demolish.
- Buildings with six or more residential units. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements;

#### **Projected and Potential Development Site Overview**

To produce a reasonable, conservative estimate of future growth, the development sites have been further divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period (Build Year 2019) because they are larger sites built to a very low density. Many sites are also currently occupied by parking lots. The potential development sites are less likely to be developed within a ten-year period because they are not assembled into single ownership, have an irregular shape, are in active use; or have some combination of these features.

**Projected Development Sites**

Seventeen tax lots, or assemblages of tax lots meet the criteria for inclusion as projected development sites (Figure 4). These projected development sites can be expected to develop with 564 dwelling units under the Future No-Action condition and 744 dwelling units under the Future With-Action condition, producing a project increment of 180 units. Of the dwelling units produced in the Future With-Action condition, 144 can be expected to be preserved as affordable through the Inclusionary Housing Program.

Most sites are located along major streets, such as; Flatbush Avenue, Coney Island Avenue, Albemarle Road, Rodgers Avenue, and Nostrand Avenue. These areas are currently mapped with the R6 district and with C1-3 or C2-3 overlays (Sites: 5, 6, 8, 9, 11, 12, 13 and 15). The current zoning permits residential use up to 3.0 FAR, community facility use up to 4.8 FAR, and commercial use to 2.0 FAR. One site is currently mapped with the R6 district, with no overlay (Site: 10). This site is located at the intersection of Foster Avenue and East 18<sup>th</sup> Street. The current zoning permits residential use up to 2.2 FAR (because it is along a narrow street), community facility use up to 4.8 FAR, and commercial use to 2.0 FAR. Under the proposal, the zoning would be changed to R7A Inclusionary Housing Program (residential FAR 4.6 with inclusionary bonus).

Additionally, five sites are located in a C4-2 district along Church Avenue, Snyder Avenue, and Flatbush Avenue (Sites: 1, 2, 3, 4, and 7). Two sites are located in a C4-3 district along Flatbush Avenue and Nostrand Avenue (Sites: 16 and 17). The C4-2 and C4-3 districts permit commercial use up to a maximum FAR of 3.4, community facility use up to 4.8 FAR, and residential use to 3.0 FAR. Site 4 is located on Snyder Avenue, a narrow street, and would therefore have a maximum residential FAR of 2.2 under the existing zoning. The proposal would map C4-4A commercial districts in these areas (commercial FAR of 4.0, or a residential/mixed use FAR of 4.6 with inclusionary bonus).

Site 14, located along Coney Island Avenue, is currently mapped with the R5 district and a C2-3 commercial overlay. The current zoning permits residential use up to 1.25 FAR, community facility use up to 2.0 FAR, and commercial use up to 2.0 FAR. The proposal would map this area with a R6A/C2-3 district, which would allow a maximum FAR of 3.0 for residential and community facility uses. The maximum commercial FAR would remain 2.0.

**Figure 4: Projected Development Sites**

Projected Development Sites			
Site	Block	LOT(s)	Address
1	5089	65	2231-2235 Church Avenue
2	5102	28	916 Flatbush Avenue
3	5103	42	2248 Church Avenue
4	5109	20	26 Snyder Avenue
5	5112	1	904 Albemarle Road
6	5113	24	531 Coney Island Avenue
7	5125	51	1016 Flatbush Avenue
8	5186	10	1172-1182 Flatbush Avenue

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9	5188	13, 14	1183, 1189 Flatbush Avenue
10	5218	33	631 East 18th Street
11	5227	13, 15, 16	1357 Flatbush Avenue
12	5229	11	1357 Rogers Avenue
13	5232	37	1041 Coney Island Avenue
14	6686	48	1139 Coney Island Avenue
15	7557	47	1504 Flatbush Avenue
16	7557	124	2166 Nostrand Avenue
17	7558	1	1584 Flatbush Avenue

The Flatbush rezoning would allow new housing to be built along major corridors and wide streets, relieving the development pressure in detached neighborhoods, while allowing apartment buildings and new construction along major corridors.

Based on recent development trends, this analysis assumes that projected sites currently zoned to permit residential use would develop pursuant to current zoning in the Future No-Action condition. For sites zoned R6 with commercial overlays in the Future No-Action condition, it is assumed that developments would be constructed to 4 FAR, incorporating 0.5 FAR of community facility uses, 0.5 FAR of commercial uses, and 3.0 FAR of residential uses. Commercial uses would be located on a ground floor (with space provided for residential lobbies, parking entrances and mechanical space) and community facility uses would be located on the second floor. Setbacks are assumed at 60 feet as required. Sites currently zoned R6 and without commercial overlays are assumed to develop with residential and community facility uses up to 3.0 FAR, if located along narrow streets, and 3.8 FAR if located along wide streets. Parking would be provided within the building on the ground level.

Site 14 is projected to be developed with 0.3 FAR of commercial space and 0.3 FAR of community facility space and 1.25 FAR of residential space in the existing R5 district. In the Future With-Action condition, sites to be zoned R7A with a C2-4 overlay are assumed to develop to the maximum allowable 4.6 FAR with retail located on a full-lot-coverage ground floor (with 0.2 FAR deducted from commercial use for residential lobbies, parking entrances and mechanical space). Sites to be zoned R7A with no commercial overlay are assumed to develop with residential use only to the maximum allowable FAR of 4.6. Parking would be provided underground.

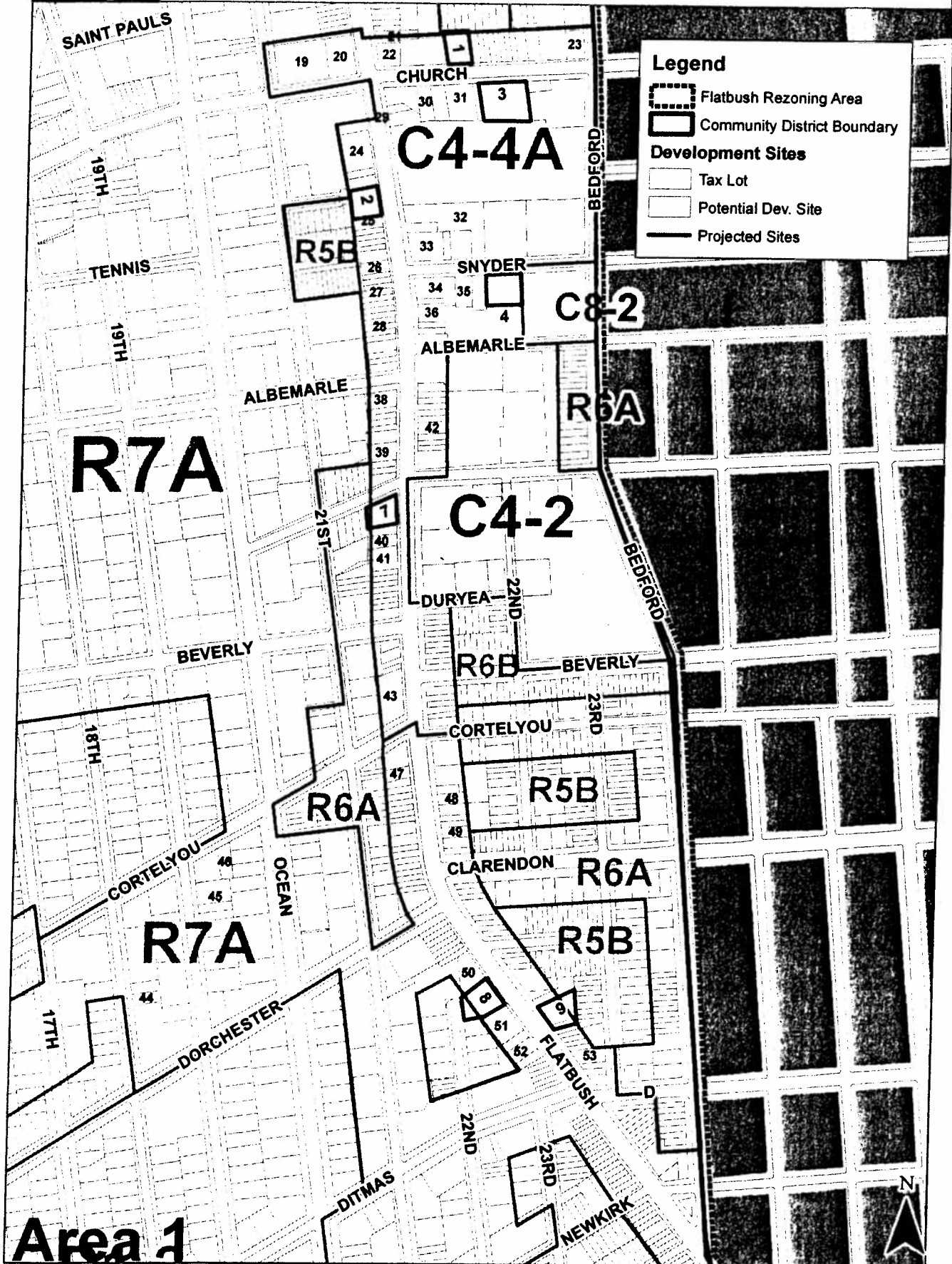
The site proposed to be rezoned R6A with a C2-4 commercial overlay is assumed to be developed with 0.5 FAR of ground floor commercial space, and 2.5 FAR of residential use. Parking would be provided on the ground level.

In commercial districts, it is assumed that in both Future No-Action and Future With-Action conditions, that property in these districts would develop with a mix of residential and commercial uses, due to the high demand for housing in Brooklyn and New York City.

New buildings in both the Future No-Action and Future With-Action conditions would be configured with a 10- or 15-foot setback at the required height and off-street parking spaces as required. Before waivers mandated in the Zoning Resolution, one parking space is typically required for every other residential unit, per 400 square feet of commercial or community facility

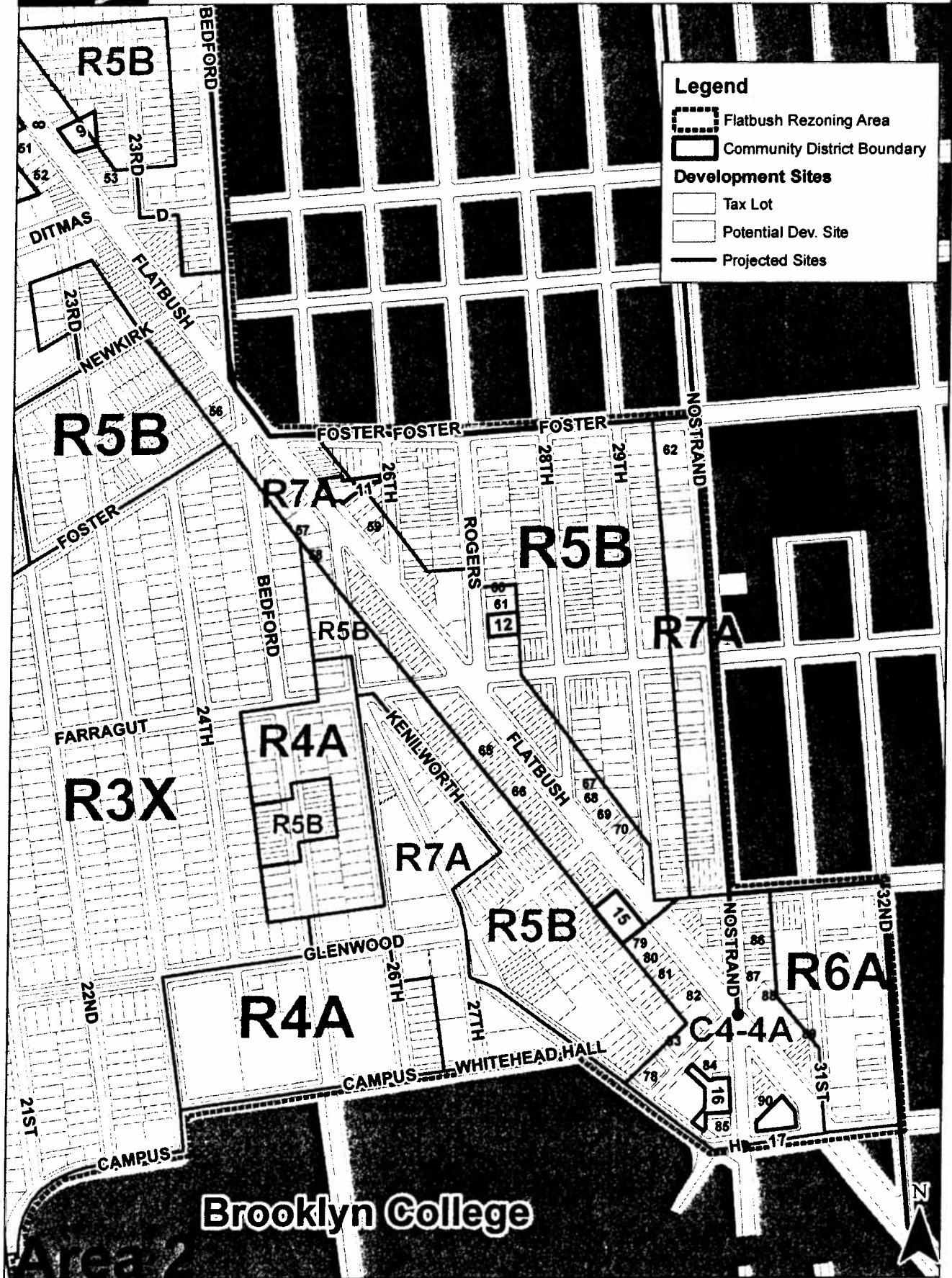


# Flatbush Rezoning Projected and Potential Sites

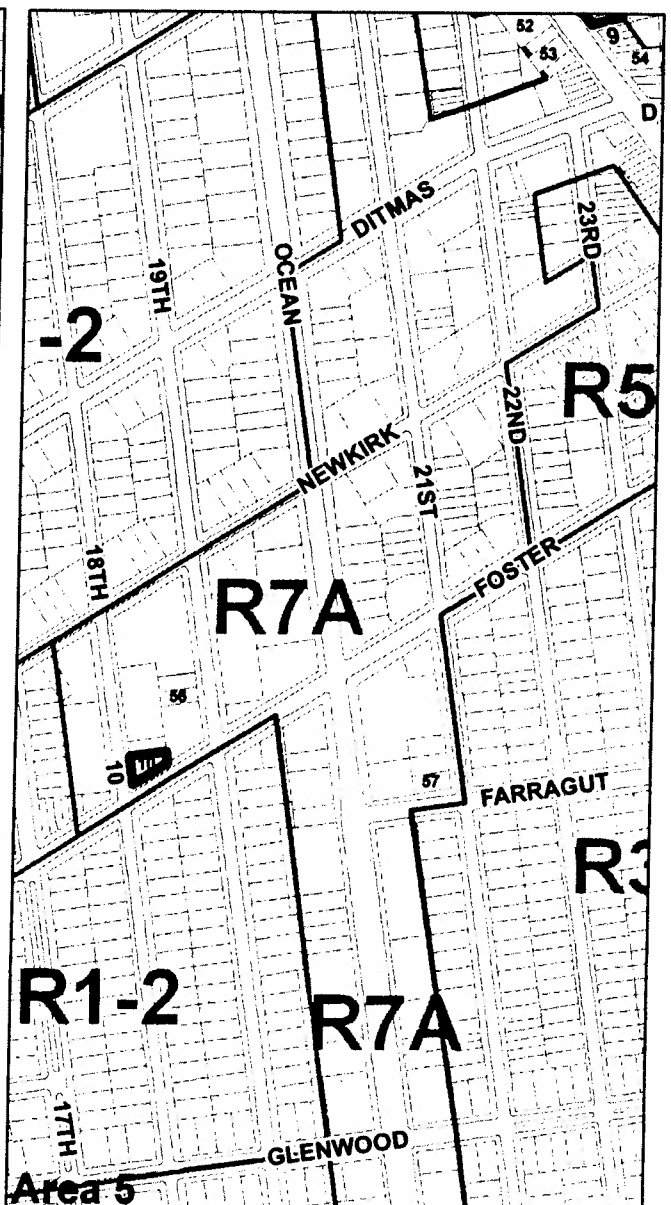
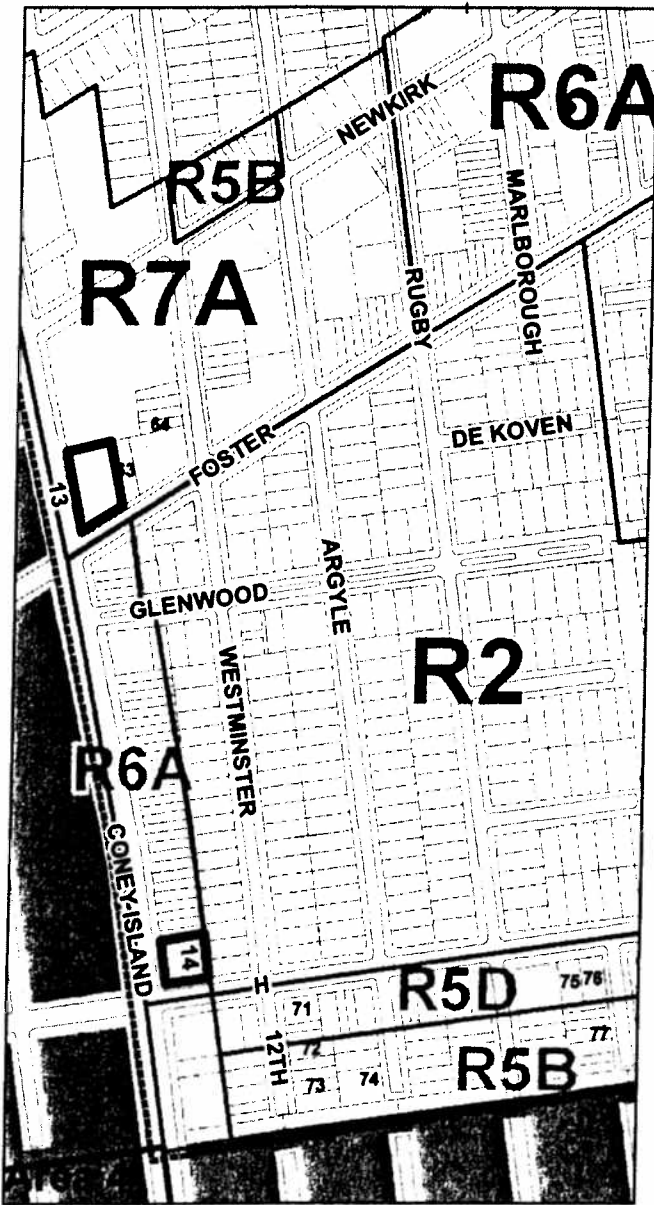
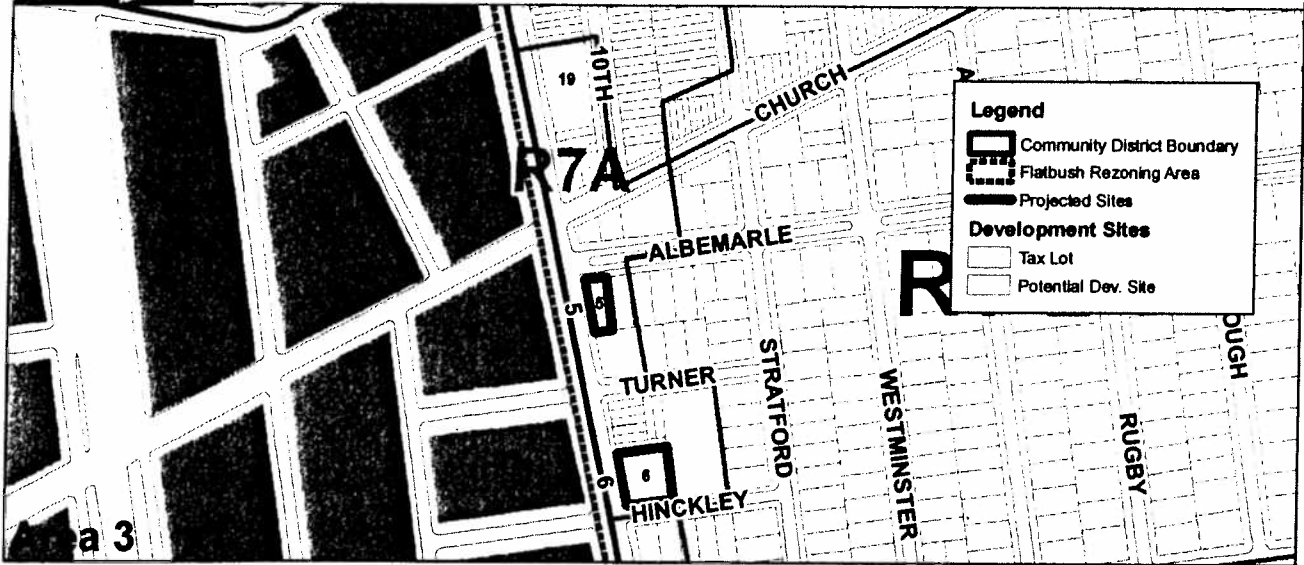


**Area 1**

# Flatbush Rezoning Projected and Potential Sites



# Flatbush Rezoning Projected and Potential Sites



**Flatbush Rezoning**  
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use in C1-3 and C2-3 districts. An average dwelling unit size of 1,000 square feet is assumed for each site in both scenarios.

The buildout for the no-action and with-action scenarios for the projected sites are summarized in Figure 5.

**Figure 5: Basic Development Assumptions in No-Action and With-Action Scenarios**

Site Numbers	Locations	Existing Zoning	No Action Buildout	Proposed Zoning	With-Action Buildout	Increment
5, 6, 8, 9, 11, 12, 13, 15	Albemarle Road Flatbush Avenue Nostrand Avenue Coney Island Avenue	R6/C1-3 or R6/C2-3 (wide)	0.5 FAR Com, 0.5 FAR CF 3.0 FAR Res	R7A/C2-4 (IZ)	0.8 FAR Com 3.8 FAR Res	+ 0.3 FAR Com - 0.5 FAR CF + 0.8 FAR Res
			4.0 FAR Total		4.6 FAR Total	+ 0.6 FAR Total
10	East 18 <sup>th</sup> Street	R6 (narrow)	0.6 FAR CF 2.2 FAR Res	R7A (IZ)	4.6 FAR Res	- 0.6 FAR CF + 2.4 FAR Res
			2.8 FAR Total		4.6 FAR Total	+ 1.8 FAR Total
1, 2, 3, 16, 17	Church Avenue Flatbush Avenue Nostrand Avenue	C4-2/C4-3 (wide)	0.5 FAR Com 0.5 FAR CF 3.0 FAR Res	C4-4A (IZ)	0.8 FAR Com 3.8 FAR Res	+ 0.3 FAR Com - 0.5 FAR CF + 0.8 FAR Res
			4.0 FAR Total		4.6 FAR Total	0.6 FAR Total
4	Snyder Avenue	C4-2/C4-3 (narrow)	0.5 FAR Com 0.5 FAR CF 2.2 FAR Res	C4-4A (IZ)	0.8 FAR Com 3.8 FAR Res	+ 0.3 FAR Com - 0.5 FAR CF + 1.6 FAR Res
			3.2 FAR Total		4.6 FAR Total	+ 1.4 FAR Total
14	Coney Island Avenue	R5/C2-3	0.3 FAR Com 0.3 FAR CF 1.25 FAR Res	R6A/C2-4	0.8 FAR Com 2.2 FAR Res	+ 0.5 FAR Com - 0.3 FAR CF + 0.95 FAR Res
			1.85 FAR Total		3.0 FAR Total	+ 1.15 FAR Total

Note: Com = commercial; CF = Community Facility; Res = Residential.

To maintain the character of the study area's neighborhoods, the rezoning proposal would map contextual districts limiting height and bulk. Demand is expected to remain steady in this area during the coming decade, and new housing must be accommodated in appropriate locations. Flatbush Avenue, Church Avenue, Snyder Avenue, Coney Island Avenue, Nostrand Avenue and Cortelyou Road are all wide streets with good mass transit access and a number of vacant or underused sites. With an increase in permitted residential density, apartment buildings can be developed, providing much-needed additional housing.

As described above, with the proposed action, an Inclusionary Housing bonus would be made available within several of the proposed R7A districts. Through the use of the Inclusionary Housing bonus, buildings could be constructed to an FAR of 4.6, but remain within the standard building envelopes for R7A. The standard R7A building envelope limits building height to 80 feet and limits the streetwall to 65 feet. To ensure a conservative estimate of development and potential impacts, this analysis assumed a maximum build-out using Inclusionary Housing bonuses of 4.6 in R7A districts. Standard R7A bulk regulations allow 4.0 FAR, though the text amendment would provide a 3.45 base FAR for buildings developed without the Inclusionary

Housing program and a 4.6 FAR for buildings developed with the program. Using the incentives of the Inclusionary Housing program, up to 144 units of the total 744, could be developed as affordable housing available to low-income households.

### **Projected Site Descriptions**

*Site 1 (Block 5089, Lot 65)* is located at 2231-2235 Church Avenue, between Flatbush Avenue and Bedford Avenue. The site comprises one 9,689 square foot lot, which is currently built with a one-story building and used for commercial retail, with an FAR of 1.01. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with two, 7-story, 19,378 square foot buildings, each with 2,422 square feet of commercial uses on the ground floor, 2,422 square feet of community facility uses on the second floor, and 15 dwelling units on the upper floors. Each building would require 7 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 44,569 square foot building with 7,751 square feet of commercial space on the ground floor, and 37 dwelling units on the upper floors. There would be no required parking spaces.

*Site 2 (Block 5102, Lot 28)* is located at 916-922 Flatbush Avenue, on the west side of the street, between Church Avenue and Albemarle Road. The site comprises one 10,400 square foot lot, which is currently built with a one-story building and used for commercial retail, with multiple tenants and an FAR of 0.80. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with two, 7-story, 15,600 square foot buildings, each with 2,600 square feet of commercial uses on the ground floor, 2,600 square feet of community facility uses on the second floor, and 16 dwelling units on the upper floors. Each building would require 8 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 47,840 square foot building with 8,320 square feet of commercial space on the ground floor, and 40 dwelling units on the upper floors. The 14 required parking spaces could be accommodated on one underground level.

*Site 3 (Block 5103, Lot 42)* is located at 2248 Church Avenue, on the south side of the street, between Flatbush Avenue and Bedford Avenue. The site comprises one 23,153 square foot lot, which is currently built with a vacant, one-story building formerly used for commercial retail, with an FAR of 0.21. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with four, 7-story, 17,365 square foot buildings, each with 2,894 square feet of commercial uses on the ground floor, 2,894 square feet of community facility uses on the second floor, and 17 dwelling units on the upper floors. Each building would require 9 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 106,504 square foot building with 18,522 square feet of commercial space on the ground floor, and 88 dwelling units on the upper floors. The 30 required parking spaces could be accommodated on one underground level.

*Site 4 (Block 5109, Lot 20)* is located at 26 Snyder Avenue, on the south side of the street, between Flatbush Avenue and Bedford Avenue. The site comprises one 13,125 square foot lot, which is currently built with a one-story vacant building formerly used for commercial retail, with an FAR of 0.99. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with three, 7-story, 9,625 square foot buildings, each with 2,188 square feet of commercial uses on the ground floor, 2,188 square feet of community facility uses on the second floor, and 10 dwelling units on the upper floors. There would be no required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 60,375 square foot building with 10,500 square feet of commercial space on the ground floor, and 50 dwelling units on the upper floors. The 17 required parking spaces could be accommodated on one underground level.

*Site 5 (Block 5112, Lot 1)* is located at 904 Albemarle Road, at the intersection of Albemarle Road and Coney Island Avenue. The site comprises one 5,545 square foot lot, which is currently built with a one-story building used as a community facility, with an FAR of 0.92. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story, 22,180 square foot building, with 2,773 square feet of commercial uses on the ground floor, 2,773 square feet of community facility uses on the second floor, and 17 dwelling units on the upper floors. The building would require 8 residential parking spaces, which would be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with a 8-story 25,507 square foot building with 4,436 square feet of commercial space on the ground floor, and 21 dwelling units on the upper floors. There would be no required parking spaces.

*Site 6 (Block 5113, Lot 25)* is located at 531 Coney Island Avenue at the intersection of Hinckley Place and Coney Island Avenue. The site comprises one 12,770 square foot lot, which is currently vacant, with an FAR of 0. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with two, 7-story, 19,155 square foot buildings, each with 3,193 square feet of commercial uses on the ground floor, 3,193 square feet of community facility uses on the second floor, and 19 dwelling units on the upper floors. Each building would require 10 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 58,742 square foot building with 10,216 square feet of commercial space on the ground floor, and 49 dwelling units on the upper floors. The 26 required parking spaces could be accommodated on one underground level.

*Site 7 (Block 5125, Lot 51)* is located at 1016 Flatbush Avenue, at the southwest intersection of Regent Place and Flatbush Avenue. The site comprises one 8,750 square foot lot, which is currently built with a one-story building, used as commercial retail, with an FAR of 1.0. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with two, 7-story, 13,125 square foot buildings, each with 2,188 square feet of commercial uses on the ground floor, 2,188 square feet of community facility uses on the second floor, and 13

dwelling units on the upper floors. Each building would require 7 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 40,250 square foot building with 8,750 square feet of commercial space on the ground floor, and 33 dwelling units on the upper floors. There would be no required parking spaces.

*Site 8 (Block 5186, Lot 10)* is located at 1172-1182 Flatbush Avenue, on the west side of Flatbush Avenue between Dorchester Road and Ditmas Avenue. The site comprises one 14,000 square foot lot, which is currently built with a one-story building, used as commercial retail, with an FAR of 1.0. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with two, 7-story, 28,000 square foot buildings, each with 3,500 square feet of commercial uses on the ground floor, 3,500 square feet of community facility uses on the second floor, and 21 dwelling units on the upper floors. Each building would require 11 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 59,920 square foot building with 11,200 square feet of commercial space on the ground floor, and 49 dwelling units on the upper floors. The 26 required parking spaces could be accommodated on one underground level.

*Site 9 (Block 5188, Lots 13, 14)* is located at 1183-1189 Flatbush Avenue, on the west side between Vanderveer Place and Avenue D. The site comprises two tax lots, totaling 13,080 square feet and is currently built with a two, one-story, vacant buildings formerly used as commercial retail, with an FAR of 0.51. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with three, 7-story, 17,440 square foot buildings, each with 2,180 square feet of commercial uses on the ground floor, 2,180 square feet of community facility uses on the second floor, and 13 dwelling units on the upper floors. Each building would require 7 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 54,413 square foot building with 10,464 square feet of commercial space on the ground floor, and 44 dwelling units on the upper floors. The 24 required parking spaces could be accommodated on one underground level.

*Site 10 (Block 5218, Lot 33)* is located at 631 East 18<sup>th</sup> Street at the northeast corner of the intersection of East 18<sup>th</sup> Street and Foster Avenue. The site comprises one 5,200 square foot lot, which is currently built with a two-and-a-half-story, building used as a residence and commercial building, with an FAR of 0.76. Currently, the site is zoned R6. In the Future No-Action condition, the site could be developed with two, 7-story, 14,560 square foot buildings, each with 3,120 square feet of community facility uses on the ground floor, and 11 dwelling units on the upper floors. Each building would require 6 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 23,920 square foot building with 24 dwelling units on the upper floors. There would be no required parking spaces.

*Site 11 (Block 5227, Lots 13, 15, 16)* is located at 1357 Flatbush Avenue, on the east side between Foster Avenue and Farragut Road. The site comprises three parcels that total 10,250 square foot lot. It is currently built with a small, one-story, vacant building formerly used as commercial building, and has an FAR of 0.11. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with two, 7-story, 20,500 square foot buildings, each with 2,563 square feet of commercial uses on the ground floor, 2,563 square feet of community facility uses on the second floor, and 15 dwelling units on the upper floors. Each building would require 8 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 41,923 square foot building with 8,200 square feet of commercial space on the ground floor, and 34 dwelling units on the upper floors. There would be no required parking spaces.

*Site 12 (Block 5229, Lot 11)* is located at 1357 Rodgers Avenue, on the east side of the street, between Foster Avenue and Farragut Road. The site comprises one 8,200 square foot lot, which is currently vacant, with an FAR of 0.00. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with two, 7-story, 16,400 square foot buildings, each with 2,050 square feet of commercial uses on the ground floor, 2,050 square feet of community facility uses on the second floor, and 12 dwelling units on the upper floors. Each building would require 6 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 37,720 square foot building with 6,560 square feet of commercial space on the ground floor, and 31 dwelling units on the upper floors. There would be no required parking spaces.

*Site 13 (Block 5232, Lot 37)* is located at 1041 Coney Island Avenue, on the east side between Newkirk Avenue and Foster Avenue. The site comprises one 16,375 square foot lot, which is currently built with a one-story building used as gas station, with an FAR of 0.16. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with two, 7-story, 32,750 square foot buildings, each with 4,094 square feet of commercial uses on the ground floor, 4,094 square feet of community facility uses on the second floor, and 25 dwelling units on the upper floors. Each building would require 12 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 75,325 square foot building with 13,100 square feet of commercial space on the ground floor, and 62 dwelling units on the upper floors. The 34 required parking spaces could be accommodated on one underground level.

*Site 14 (Block 6686, Lot 48)* is located at 1139 Coney Island Avenue, on the east side between Glenwood Road and Avenue H. The site comprises one 10,000 square foot lot, which is currently built with a one-story building used as a gas station, with an FAR of 0.18. . Currently, the site is zoned R5/C2-3. In the Future No-Action condition, the site could be developed with two, 4-story, 9,250 square foot buildings, each with 1,500 square feet of commercial uses on the

ground floor, 1,500 square feet of community facility uses on the second floor, and 6 dwelling units on the upper floors. Each building would require 4 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R6A/C2-4. In the Future With-Action condition, the site could be developed with one, 7-story 30,000 square foot building with 5,000 square feet of commercial space on the ground floor, and 25 dwelling units on the upper floors. The 13 required parking spaces could be accommodated on one underground level.

*Site 15 (Block 7557, Lot 47)* is located at 1504 Flatbush Avenue, on the west side between Glenwood Road and Hillel Place. The site comprises one 16,000 square foot lot, which is currently built with a one-story building used as commercial retail, with an FAR of 1.00. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with two, 7-story, 32,000 square foot buildings, each with 4,000 square feet of commercial uses on the ground floor, 4,000 square feet of community facility uses on the second floor, and 24 dwelling units on the upper floors. Each building would require 12 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 73,600 square foot building with 12,800 square feet of commercial space on the ground floor, and 61 dwelling units on the upper floors. The 34 required parking spaces could be accommodated on one underground level.

*Site 16 (Block 7557, Lot 124)* is located at 2166 Nostrand Avenue, on the west side between Hillel Place and Avenue H. The site comprises one 15,405 square foot lot, which is currently built with a commercial parking lot, with an FAR of 0.01. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with two, 7-story, 30,810 square foot buildings, each with 3,851 square feet of commercial uses on the ground floor, 3,851 square feet of community facility uses on the second floor, and 23 dwelling units on the upper floors. Each building would require 12 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 70,863 square foot building with 12,324 square feet of commercial space on the ground floor, and 59 dwelling units on the upper floors. The 34 required parking spaces could be accommodated on one underground level.

*Site 17 (Block 7558, Lot 1)* is located at 1584 Flatbush Avenue, just north of Avenue H. The site comprises one 10,356 square foot lot, which is currently built with a two-story building used as commercial retail and office, with an FAR of 1.99. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with two, 7-story, 20,712 square foot buildings, each with 2,589 square feet of commercial uses on the ground floor, 2,589 square feet of community facility uses on the second floor, and 16 dwelling units on the upper floors. Each building would require 8 residential parking spaces, which could be provided at grade within the building. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with one, 8-story 47,638 square foot building with 8,285 square feet of commercial space on the

ground floor, and 39 dwelling units on the upper floors. The 14 required parking spaces could be accommodated on one underground level.

### **Potential Development Sites**

Seventy-two potential development sites were identified under the same criteria as the projected sites (Figures 4a & 4b). However, they are less likely to be developed in the ten-year analysis period because they would require extensive assembly, are developed with relatively substantial buildings, are historic structures, or are irregularly shaped.

Twenty-two sites located on Flatbush, Coney Island, Rodgers, and Nostrand Avenues, as well as Albemarle, and Westminster Roads and East 26<sup>th</sup> and East 28<sup>th</sup> Streets are currently zoned R6 with a C1-3 or C2-3 overlay. These sites are proposed to be rezoned R7A IZ with a C2-4 overlay. Six sites throughout the study area are proposed to be rezoned from R6 to R7A IZ. Thirty-five sites along Flatbush, Nostrand, Church, and Snyder Avenues, as well as on Kenilworth and Hillel Place, currently zoned C4-2, and C4-3 are proposed to be rezoned to C4-4A IZ. Sites 72, 73, 74 and 77 along East 12<sup>th</sup>, 13<sup>th</sup>, and 15<sup>th</sup> Streets are currently zoned R5 and are proposed to be rezoned to R5B. Sites 71, 75 and 76 located along Avenue H are proposed to be rezoned from R5 to R5D. Site 55, located along East 21st Street, currently zoned R3-2, is proposed to be rezoned to R7A.

The development assumptions used for the projected development sites described above were also used regarding potential development in the Future With-Action condition and Future No-action Condition on these potential development sites.

*Site 18 (Block 5070, Lot 19)* is located 425 Coney Island Avenue, midblock between Caton Avenue and Church Avenue. The site is comprised of one tax lot that totals 19,566 square feet, and is built with a 19,500 square foot, single-story commercial building, with a total FAR of 1.0. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 78,264 square feet, with 9,783 square feet of commercial use on the ground floor, 9,783 square feet of community facility space on the second floor and 59 dwelling units on the upper floors. There would be 77 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 90,004 square foot building with 15,653 square feet of commercial use on the ground floor and 74 dwelling units on the upper floors. The building would require 34 parking spaces.

*Site 19 (Block 5082, Lot 55)* is located at 2101 Church Avenue, at the Corner of Church Avenue and East 21<sup>st</sup> Street. The site is comprised of one tax lot that totals 25,587 square feet and is built with a 52,169 square foot, three-story building, with a total FAR of 2.04. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 102,348 square feet, with 12,794 square feet of commercial use on the ground floor, 20,470 square feet of community facility space on the second floor and 77 dwelling units on the upper floors. There would be 102 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In

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the Future With-Action condition, the site could be developed with an 8-story, 117,700 square foot building, with 20,470 square feet of commercial use on the ground floor and 97 units on the upper floors. The building would require 44 parking spaces.

*Site 20 (Block 5082, Lot 47)* is located at 874 Flatbush Avenue, at the intersection of Flatbush Avenue and Church Avenue. The site is comprised of one tax lot that totals 13,900 square feet and is built with a 21,550 square foot, 2-story, commercial building, with a total FAR of 1.55. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 55,600 square feet, with 6,950 square feet of commercial use on the ground floor, 6,950 square feet of community facility space on the second floor and 42 dwelling units on the upper floors. There would be 55 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 63,940 square foot building, with 11,120 square feet of commercial use on the ground floor and 53 units on the upper floors. The building would require 16 parking spaces.

*Site 21 (Block 5089, Lot 105)* is located at 873 Flatbush Avenue. The site is comprised of one tax lot that totals 5,602 square feet and is built with a 12,806 square foot, 3-story, commercial building, with a total FAR of 2.29. Currently, the site is zoned R7-1/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 26,890 square feet, with 2,801 square feet of commercial use on the ground floor, 2,801 square feet of community facility space on the second floor and 21 dwelling units on the upper floors. There would be 11 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 25,769 square foot building, with 4,482 square feet of commercial use on the ground floor and 21 units on the upper floors. There would be no required parking spaces.

*Site 22 (Block 5089, Lot 1)* is located at 877 Flatbush Avenue, at the northeast corner of Flatbush Avenue and Church Avenue. The site is comprised of one tax lot that totals 6,650 square feet and is built with a 10,400 square foot, 2-story, commercial building occupies the site, with a total FAR of 1.56. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 36,600 square feet, with 3,325 square feet of commercial use on the ground floor, 3,325 square feet of community facility space on the second floor and 20 dwelling units on the upper floors. There would be 26 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 30,590 square foot building, with 5,320 square feet of commercial use on the ground floor and 25 units on the upper floors. There would be no required parking spaces.

*Site 23 (Block 5089, Lot 48)* is located at 2281 Church Avenue, at the corner of Bedford Avenue and Church Avenue. The site is comprised of one tax lot that totals 6,288 square feet and is built with a 11,828 square foot, 2-story, commercial building, with a total FAR of 1.88. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 25,152 square feet, with 3,144 square feet of commercial use on the ground floor, 3,144 square feet of community facility space on the second floor and 19 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning

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would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 28,925 square foot building, with 5,030 square feet of commercial use on the ground floor and 24 units on the upper floors. There would be no required parking spaces.

*Site 24 (Block 5102, Lot 20)* is located at 892 Flatbush Avenue. The site is comprised of one tax lot that totals 13,215 square feet and is built with a 9,240 square foot, 1-story, retail building, with a total FAR of 0.70. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 52,860 square feet, with 6,608 square feet of commercial use on the ground floor, 6,608 square feet of community facility space on the second floor and 40 dwelling units on the upper floors. There would be 54 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 60,789 square foot building, with 10,572 square feet of commercial use on the ground floor and 50 units on the upper floors. The building would require 15 parking spaces.

*Site 25 (Block 5102, Lots, 33, 35, 36)* is located at 922, 926 and 928 Flatbush Avenue. The site is comprised of three tax lots, under separate ownership, that total 8,000 square feet. The lots are built with 15,100 square feet of built area for a total FAR of 1.89. One 2-story and two, 3-story buildings occupy the site. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 32,000 square feet, with 4,000 square feet of commercial use on the ground floor, 4,000 square feet of community facility space on the second floor and 24 dwelling units on the upper floors. There would be 32 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,800 square foot building, with 6,400 square feet of commercial use on the ground floor and 30 units on the upper floors. There would be no required parking spaces.

*Site 26 (Block 5102, Lots 39, 41)* is located at 934 and 938 Flatbush Avenue. The site is comprised of two tax lots under separate ownership, and totals 7,900 square feet. Lot 39 contains one, 1-story commercial building; while lot 41 contains two, 3-story, mixed residential/commercial buildings. There are 2 dwelling units and the total FAR of the site is 1.65. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 31,600 square feet, with 3,950 square feet of commercial use on the ground floor, 3,950 square feet of community facility space on the second floor and 24 dwelling units on the upper floors. There would be 32 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,340 square foot building, with 6,320 square feet of commercial use on the ground floor and 30 units on the upper floors. There would be no required parking spaces.

*Site 27 (Block 5102, Lots 46, 47, 48)* is located at 948, 950 and 952 Flatbush Avenue. The site is comprised of three tax lots under separate ownership, and totals 6,780 square feet and they are built with two, 3-story commercial buildings, and one, 3-story retail and residential building, with 2 dwelling units, with a total site FAR of 1.73. Currently, the site is zone C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 27,120

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square feet, with 3,390 square feet of commercial use on the ground floor, 3,390 square feet of community facility space on the second floor and 20 dwelling units on the upper floors. There would be 27 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 31,188 square foot building, with 5,424 square feet of commercial use on the ground floor and 26 units on the upper floors. There would be no required parking spaces.

*Site 28 (Block 5102, Lots 51, 52, 53)* is located at 956, 958, and 960 Flatbush Avenue. The site is comprised of three tax lots, under separate ownership that total 6,763 square feet and are built with three, 3-story, commercial buildings, with a total FAR of 1.83. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 27,052 square feet, with 3,382 square feet of commercial use on the ground floor, 3,382 square feet of community facility space on the second floor and 20 dwelling units on the upper floors. There would be 27 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 31,110 square foot building, with 5,410 square feet of commercial use on the ground floor and 26 units on the upper floors. There would be no required parking spaces.

*Site 29 (Block 5103, Lots 23, 26)* is located at 893, and 897 Flatbush Avenue. The site is comprised of two tax lots under joint ownership that total 6,880 square feet and are built with a 3-story commercial building, and a 2-story commercial building, with a total FAR of 1.9. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 27,520 square feet, with 3,440 square feet of commercial use on the ground floor, 3,440 square feet of community facility space on the second floor and 21 dwelling units on the upper floors. There would be 28 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 31,648 square foot building, with 5,504 square feet of commercial use on the ground floor and 26 units on the upper floors. There would be no required parking spaces.

*Site 30 (Block 5103, Lot 32)* is located at 2210 Church Avenue. The site is comprised of one tax lot that totals 6,500 square feet and is built with a 11,200 square foot, 2-story, commercial building, with a total FAR of 1.72. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 26,000 square feet, with 3,250 square feet of commercial use on the ground floor, 3,250 square feet of community facility space on the second floor and 20 dwelling units on the upper floors. There would be 26 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 29,900 square foot building, with 5,200 square feet of commercial use on the ground floor and 25 units on the upper floors. There would be no required parking spaces.

*Site 31 (Block 5103, Lot 36)* is located at 2228 Church Avenue. The site is comprised of one tax lot and totals 13,300 square feet built with a 13,300 square foot, 1-story, commercial building, with a total FAR of 1.0. Currently, the site is zoned C4-2. In the Future No-Action condition, the

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site could be developed with a 7-story building totaling 53,200 square feet, with 6,650 square feet of commercial use on the ground floor, 6,650 square feet of community facility space on the second floor and 40 dwelling units on the upper floors. There would be 54 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 61,180 square foot building, with 10,640 square feet of commercial use on the ground floor and 51 units on the upper floors. The building would require 15 parking spaces.

*Site 32 (Block 5103, Lot 8)* is located at 929 Flatbush Avenue, at the northeast intersection of Flatbush Avenue and Snyder Avenue. The site is comprised of one tax lot and totals 28,900 square feet and is built with a 3-story, commercial building, with a total FAR of 1.56. Currently, the site is zone C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 115,600 square feet, with 14,450 square feet of commercial use on the ground floor, 14,450 square feet of community facility space on the second floor and 87 dwelling units on the upper floors. There would be 115 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 132,940 square foot building, with 23,120 square feet of commercial use on the ground floor and 110 units on the upper floors. The building would require 49 parking spaces.

*Site 33 (Block 5103, Lot 1)* is located at 937 Flatbush Avenue. The site is comprised of one tax lot and totals 11,300 square feet and is built with a 2-story, commercial building, with a total FAR of 1.38. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 45,200 square feet, with 5,650 square feet of commercial use on the ground floor, 5,650 square feet of community facility space on the second floor and 34 dwelling units on the upper floors. There would be 45 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 51,980 square foot building, with 9,040 square feet of commercial use on the ground floor and 43 units on the upper floors. The building would require 11 parking spaces.

*Site 34 (Block 5109, Lot 8)* is located at 949 Flatbush Avenue, at the southeast intersection of Flatbush Avenue and Snyder Avenue. The site is comprised of one tax lot and totals 11,975 square feet and is built with a 3-story, commercial building, with a total FAR of 1.81. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 47,900 square feet, with 5,988 square feet of commercial use on the ground floor, 5,988 square feet of community facility space on the second floor and 36 dwelling units on the upper floors. There would be 48 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 55,085 square foot building, with 9,580 square feet of commercial use on the ground floor and 46 units on the upper floors. The building would require 13 parking spaces.

*Site 35 (Block 5109, Lot 15)* is located at 20 Snyder Avenue. The site is comprised of one tax lot and totals 6,282 square feet and is built with a 3-story, commercial building, with a total FAR of 2.15. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be

developed with a 7-story building totaling 20,102 square feet, with 3,141 square feet of commercial use on the ground floor, 3,141 square feet of community facility space on the second floor and 14 dwelling units on the upper floors. There would be 23 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 28,897 square foot building, with 5,026 square feet of commercial use on the ground floor and 24 units on the upper floors. There would be no required parking spaces.

*Site 36 (Block 5109, Lot 4)* is located at 959 Flatbush Avenue. The site is comprised of one tax lot and totals 6,300 square feet and is built with a 2-story, commercial building, with a total FAR of 1.90. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 25,200 square feet, with 3,150 square feet of commercial use on the ground floor, 3,150 square feet of community facility space on the second floor and 19 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 28,980 square foot building, with 5,040 square feet of commercial use on the ground floor and 24 units on the upper floors. There would be no required parking spaces.

*Site 38 (Block 5125, Lot 11)* is located at 982 Flatbush Avenue. The site is comprised of one tax lot and totals 6,320 square feet and is built with a 2-story, commercial building, with a total FAR of 1.90. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 25,280 square feet, with 3,160 square feet of commercial use on the ground floor, 3,160 square feet of community facility space on the second floor and 19 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 29,072 square foot building, with 5,056 square feet of commercial use on the ground floor and 24 units on the upper floors. There would be no required parking spaces.

*Site 39 (Block 5125, Lot 20)* is located at 1004 Flatbush Avenue. The site is comprised of one tax lot and totals 6,306 square feet and is built with a 2-story, commercial building, with a total FAR of 1.94. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 25,224 square feet, with 3,153 square feet of commercial use on the ground floor, 3,153 square feet of community facility space on the second floor and 19 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 29,008 square foot building, with 5,045 square feet of commercial use on the ground floor and 24 units on the upper floors. There would be no required parking spaces.

*Site 40 (Block 5125, Lots 56, 58)* is located at 1024 and 1028 Flatbush Avenue. The site is comprised of two tax lot and totals 8,017 square feet and is built with three, 3-story, commercial building, with a total FAR of 2.00. Currently, the site is zoned C4-2 and R7-1. In the Future No-Action condition, the site could be developed with a 7-story building totaling 32,068 square feet, with 4,009 square feet of commercial use on the ground floor, 4,009 square feet of

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community facility space on the second floor and 24 dwelling units on the upper floors. There would be 32 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,878 square foot building, with 6,414 square feet of commercial use on the ground floor and 30 units on the upper floors. There would be no required parking spaces.

*Site 41 (Block 5125, Lot 60)* is located at 1034 Flatbush Avenue. The site is comprised of one tax lot and totals 7,290 square feet and is built with a 3-story, commercial building, with a total FAR of 1.66. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 29,160 square feet, with 3,645 square feet of commercial use on the ground floor, 3,645 square feet of community facility space on the second floor and 22 dwelling units on the upper floors. There would be 29 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 33,534 square foot building, with 5,832 square feet of commercial use on the ground floor and 28 units on the upper floors. There would be no required parking spaces.

*Site 42 (Block 5126, Lots 7, 9)* is located at 999 and 995 Flatbush Avenue. The site is comprised of two tax lots and totals 6,000 square feet and is built with one 2-story and one 3-story, commercial buildings, with a total FAR of 1.98. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,000 square feet, with 3,000 square feet of commercial use on the ground floor, 3,000 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,600 square foot building, with 4,800 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 43 (Block 5152, Lot 12)* is located at 1072 Flatbush Avenue. The site is comprised of one tax lot and totals 15,330 square feet and is built with a 1-story, commercial building, with a total FAR of 1.38. Currently, the site is zoned C4-2. In the Future No-Action condition, the site could be developed with a 7-story building totaling 61,320 square feet, with 7,665 square feet of commercial use on the ground floor, 7,665 square feet of community facility space on the second floor and 46 dwelling units on the upper floors. There would be 61 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 70,518 square foot building, with 12,264 square feet of commercial use on the ground floor and 58 units on the upper floors. The building would require 26 parking spaces.

*Site 44 (Block 5161, Lots 52, 54)* is located at 407 and 401 East 18<sup>th</sup> Street. The site is comprised of two tax lots and totals 8,000 square feet and is built with two, 3-story, residential buildings, with a total FAR of 0.78. There are four residential dwelling units. Currently, the site is zoned R6. In the Future No-Action condition, the site could be developed with a 7-story building totaling 21,600 square feet, with 4,000 square feet of community facility space on the ground

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floor and 18 dwelling units on the upper floors. There would be 29 required parking spaces. Under the proposal, the zoning would be changed to R7A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,800 square foot building, with 37 units. There would be no required parking spaces.

*Site 45 (Block 5162, Lots 65, 66)* is located at 323 and 319 East 19<sup>th</sup> Street. The site is comprised of two tax lots and totals 7,546 square feet and is built with two, 3-story, residential buildings, with a total FAR of 0.73. There are 4 residential dwelling units. Currently, the site is zoned R6. In the Future No-Action condition, the site could be developed with a 7-story building totaling 20,374 square feet, with 3,773 square feet of community facility space on the ground floor and 17 dwelling units on the upper floors. There would be 26 required parking spaces. Under the proposal, the zoning would be changed to R7A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 34,712 square foot building, with 35 units. There would be no required parking spaces.

*Site 46 (Block 5162, Lot 6)* is located at 1918 Cortelyou Road. The site is comprised of one tax lot and totals 6,344 square feet and is built with a 3-story, residential building, with a total FAR of 0.56. There are two residential dwelling units. Currently, the site is zoned R6. In the Future No-Action condition, the site could be developed with a 7-story building totaling 22,204 square feet, with 3,172 square feet of community facility space on the ground floor and 19 dwelling units on the upper floors. There would be 26 required parking spaces. Under the proposal, the zoning would be changed to R7A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 29,182 square foot building, with 29 units. There would be no required parking spaces.

*Site 47 (Block 5164, Lots 13, 15)* is located at 1094 and 1098 Flatbush Avenue. The site is comprised of two tax lots and totals 6,460 square feet and is built with two, 3-story, mixed use residential and commercial buildings, with a total FAR of 1.78. There are five residential dwelling units. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 25,840 square feet, with 3,230 square feet of commercial use on the ground floor, 3,230 square feet of community facility space on the second floor and 19 dwelling units on the upper floors. There would be 26 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 29,716 square foot building, with 5,168 square feet of commercial use on the ground floor and 25 units on the upper floors. There would be no required parking spaces.

*Site 48 (Block 5165, Lots 67, 69)* is located at 1111, and 1101 Flatbush Avenue. The site is comprised of two tax lots and totals 6,474 square feet and is built with two commercial buildings with a total FAR of 1.09. One building is 1-story and the other is 2-stories. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 25,896 square feet, with 3,237 square feet of commercial use on the ground floor, 3,237 square feet of community facility space on the second floor and 19 dwelling units on the upper floors. There would be 26 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In

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the Future With-Action condition, the site could be developed with an 8-story, 29,780 square foot building, with 5,179 square feet of commercial use on the ground floor and 25 units on the upper floors. There would be no required parking spaces.

*Site 49 (Block 5165, Lots 58, 59, 61)* is located at 1133, 1127, and 1123 Flatbush Avenue. The site is comprised of three tax lots and totals 10,055 square feet and is built with three commercial buildings, with a total FAR of 1.35. There are two 3-story building, and one 1-story building. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 40,220 square feet, with 5,028 square feet of commercial use on the ground floor, 5,028 square feet of community facility space on the second floor and 30 dwelling units on the upper floors. There would be 41 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 46,253 square foot building, with 8,044 square feet of commercial use on the ground floor and 38 units on the upper floors. The building would require 17 parking spaces.

*Site 50 (Block 5186, Lot 4)* is located at 1162 Flatbush Avenue. The site is comprised of one tax lot and totals 8,700 square feet and is built with a 1-story, commercial building, with a total FAR of 1.48. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 34,800 square feet, with 4,350 square feet of commercial use on the ground floor, 4,350 square feet of community facility space on the second floor and 26 dwelling units on the upper floors. There would be 35 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 40,020 square foot building, with 6,960 square feet of commercial use on the ground floor and 33 units on the upper floors. There would be no required parking spaces.

*Site 51 (Block 5186, Lot 16)* is located at 1184 Flatbush Avenue. The site is comprised of one tax lot and totals 11,211 square feet and is built with a 1-story, commercial building, with a total FAR of 0.89. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 44,844 square feet, with 5,606 square feet of commercial use on the ground floor, 5,606 square feet of community facility space on the second floor and 34 dwelling units on the upper floors. There would be 45 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 51,571 square foot building, with 8,969 square feet of commercial use on the ground floor and 43 units on the upper floors. The building would require 19 parking spaces.

*Site 52 (Block 5186, Lot 24)* is located at 1200 Flatbush Avenue. The site is comprised of one tax lot and totals 5,100 square feet and is built with a 1-story, commercial building, with a total FAR of 1.00. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 20,400 square feet, with 2,550 square feet of commercial use on the ground floor, 2,550 square feet of community facility space on the second floor and 15 dwelling units on the upper floors. There would be 8 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed

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with an 8-story, 23,460 square foot building, with 4,080 square feet of commercial use on the ground floor and 19 units on the upper floors. There would be no required parking spaces.

*Site 53 (Block 5188, Lot 6)* is located at 1205 Flatbush Avenue. The site is comprised of one tax lot and totals 7,315 square feet and is built with a 1-story, commercial building, with a total FAR of 0.65. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 29,260 square feet, with 3,658 square feet of commercial use on the ground floor, 3,658 square feet of community facility space on the second floor and 22 dwelling units on the upper floors. There would be 29 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 33,649 square foot building, with 5,852 square feet of commercial use on the ground floor and 28 units on the upper floors. There would be no required parking spaces.

*Site 54 (Block 5218, Lots 22, 24)* is located at 592 and 596 East 19<sup>th</sup> Street. The site is comprised of two tax lots and totals 8,000 square feet and is built with two, 3-story, residential buildings, with a total FAR of 0.79. There are four residential dwelling units. Currently, the site is zoned R6. In the Future No-Action condition, the site could be developed with a 7-story building totaling 21,600 square feet, with 4,000 square feet of community facility space on the ground floor and 18 dwelling units on the upper floors. There would be 19 required parking spaces. Under the proposal, the zoning would be changed to R7A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,800 square foot building, with 37 units. There would be no required parking spaces.

*Site 55 (Block 5220, Lot 1)* is located at 744 East 21<sup>st</sup> Street. The site is comprised of one tax lot and totals 5,000 square feet and is built with a 3-story, residential building, with a total FAR of 0.54. There are two residential dwelling units. Currently, the site is zoned R3-2. In the Future No-Action condition, the site could be developed with a 3-story building totaling 4,000 square feet, with 1,000 square feet of community facility space on the ground floor and 3 dwelling units on the upper floors. There would be 6 required parking spaces. Under the proposal, the zoning would be changed to R7A. In the Future With-Action condition, the site could be developed with an 8-story, 20,000 square foot building with 20 units. There would be no required parking spaces.

*Site 56 (Block 5224, Lot 135)* is located at 1286 Flatbush Avenue. The site is comprised of one tax lot and totals 6,325 square feet and is built with a 1-story, commercial building, with a total FAR of 1.00. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 25,300 square feet, with 3,163 square feet of commercial use on the ground floor, 3,163 square feet of community facility space on the second floor and 19 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 29,095 square foot building, with 5,060 square feet of commercial use on the ground floor and 24 units on the upper floors. There would be no required parking spaces.

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*Site 57 (Block 5225, Lot 49)* is located at 1332 Flatbush Avenue. The site is comprised of one tax lot and totals 9,263 square feet and is built with a 1-story, commercial building, with a total FAR of 0.58. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 37,052 square feet, with 4,632 square feet of commercial use on the ground floor, 4,632 square feet of community facility space on the second floor and 28 dwelling units on the upper floors. There would be 33 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 42,610 square foot building, with 7,410 square feet of commercial use on the ground floor and 35 units on the upper floors. There would be no required parking spaces.

*Site 58 (Block 5225, Lot 56)* is located at 538 East 26<sup>th</sup> Street. The site is comprised of one tax lot and totals 5,000 square feet and is built with a 3-story, residential building, with a total FAR of 0.59. There are three residential dwelling units. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 16,000 square feet, with 2,500 square feet of commercial use on the ground floor 2,500 square feet of community facility space on the second floor and 11 dwelling units on the upper floors. There would be 6 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 23,000 square foot building, with 4,000 square feet of commercial use on the ground floor and 19 units on the upper floors. There would be no required parking spaces.

*Site 59 (Block 5227, Lots 1,3,5)* is located at 1373-1383 Flatbush Avenue. The site is comprised of three tax lots and totals 5,485 square feet and is built with three, 1-story, vacant, commercial buildings, with a total FAR of 0.98. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 21,940 square feet, with 2,743 square feet of commercial use on the ground floor, 2,743 square feet of community facility space on the second floor and 16 dwelling units on the upper floors. There would be 8 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 25,231 square foot building, with 4,388 square feet of commercial use on the ground floor and 21 units on the upper floors. There would be no required parking spaces.

*Site 60 (Block 5229, Lot 17)* is located at 1345 Rodgers Avenue. The site is comprised of one tax lot and totals 6,150 square feet and is built with a 2-story, residential building, with a total FAR of 0.66. There are two residential dwelling units. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,600 square feet, with 3,075 square feet of commercial use on the ground floor, 3,075 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 28,290 square foot building, with 4,920 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 61 (Block 5229, Lot 15)* is located at 1351 Rodgers Avenue. The site is comprised of one tax lot and totals 6,120 square feet and is built with a 1-story, commercial building, with a total FAR of 0.72. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,480 square feet, with 3,060 square feet of commercial use on the ground floor, 3,060 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 28,152 square foot building, with 4,896 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 62 (Block 5231, Lot 78)* is located at 1930 Nostrand Avenue. The site is comprised of one tax lot and totals 13,500 square feet and is built with a 1-story, mixed use residential and commercial building, with a total FAR of 0.87. There is one residential dwelling unit. Currently, the site is zoned R6/C1-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 54,000 square feet, with 6,750 square feet of commercial use on the ground floor, 6,750 square feet of community facility space on the second floor and 41 dwelling units on the upper floors. There would be 54 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 62,100 square foot building, with 10,800 square feet of commercial use on the ground floor and 51 units on the upper floors. The building would require 24 parking spaces.

*Site 63 (Block 5232, Lot 35)* is located at 1113 Foster Avenue. The site is comprised of one tax lot and totals 5,780 square feet and is vacant, with a total FAR of 0. Currently, the site is zoned R6. In the Future No-Action condition, the site could be developed with a 7-story building totaling 20,230 square feet, with 2,890 square feet of community facility space on the ground floor and 17 dwelling units on the upper floors. There would be 9 required parking spaces. Under the proposal, the zoning would be changed to R7A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 26,588 square foot building, with 27 units. There would be no required parking spaces.

*Site 64 (Block 5232, Lots 27, 28)* is located at 634 and 636 Westminster Road. The site is comprised of two tax lots and totals 5,392 square feet and is built with two, 3-story, residential buildings, with a total FAR of 1.05. There are five residential dwelling units. Currently, the site is zoned R6. In the Future No-Action condition, the site could be developed with a 7-story building totaling 14,558 square feet, with 2,696 square feet of community facility space on the ground floor and 12 dwelling units on the upper floors. There would be 6 required parking spaces. Under the proposal, the zoning would be changed to R7A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 24,803 square foot building, with 25 units. There would be no required parking spaces.

**Flatbush Rezoning**  
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*Site 65 (Block 5249, Lots 51, 52, 53)* is located at 1444 through 1448 Flatbush Avenue. The site is comprised of three tax lot and totals 6,000 square feet and is built with three, 2-story, mixed use residential and commercial buildings, with a total FAR of 1.10. There are three residential dwelling units. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,000 square feet, with 3,000 square feet of commercial use on the ground floor, 3,000 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 25 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,600 square foot building, with 4,800 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 66 (Block 5249, Lot 59)* is located at 1460 Flatbush Avenue. The site is comprised of one tax lot and totals 8,000 square feet and is built with a 3-story, mixed use residential and commercial building, with a total FAR of 2.20. There are two residential dwelling units. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 32,000 square feet, with 4,000 square feet of commercial use on the ground floor, 4,000 square feet of community facility space on the second floor and 24 dwelling units on the upper floors. There would be 32 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,800 square foot building, with 6,400 square feet of commercial use on the ground floor and 30 units on the upper floors. There would be no required parking spaces.

*Site 67 (Block 5251, Lots 14, 15)* is located at 641 and 639 East 28<sup>th</sup> Street. The site is comprised of two tax lots and totals 6,000 square feet and is built with two, 2-story, residential buildings, with a total FAR of 0.91. There are five residential dwelling units. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 19,200 square feet, with 3,000 square feet of commercial use on the ground floor, 3,000 square feet of community facility space on the second floor and 13 dwelling units on the upper floors. There would be 23 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,600 square foot building, with 4,800 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 68 (Block 5251, Lot 11)* is located at 1457 Flatbush Avenue. The site is comprised of one tax lot and totals 6,922 square feet and is built with a 2-story, commercial building, with a total FAR of 1.35. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 27,688 square feet, with 3,461 square feet of commercial use on the ground floor, 3,461 square feet of community facility space on the second floor and 21 dwelling units on the upper floors. There would be 28 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 31,841 square foot building, with 5,538 square feet of commercial use on the ground floor and 26 units on the upper floors. There would be no required parking spaces.

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*Site 69 (Block 5251, Lots 7, 8)* is located at 1471 and 1469 Flatbush Avenue. The site is comprised of two tax lots and totals 5,930 square feet and is built with two, 2-story, commercial building, with a total FAR of 1.60. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 23,720 square feet, with 2,965 square feet of commercial use on the ground floor, 2,965 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 9 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,278 square foot building, with 4,744 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 70 (Block 5251, Lots 5, 59)* is located at 1473 and 1477 Flatbush Avenue. The site is comprised of two tax lots and totals 7,116 square feet and is built with two, mixed use residential and commercial buildings, with a total FAR of 1.25. One building is 2-stories, and the other is 3-stories. There are four residential dwelling units. Currently, the site is zoned R6/C2-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 28,464 square feet, with 3,558 square feet of commercial use on the ground floor, 3,558 square feet of community facility space on the second floor and 21 dwelling units on the upper floors. There would be 29 required parking spaces. Under the proposal, the zoning would be changed to R7A/C2-4 with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 32,734 square foot building, with 5,693 square feet of commercial use on the ground floor and 27 units on the upper floors. There would be no required parking spaces.

*Site 71 (Block 6696, Lots 1, 5)* is located at 1200 and 1212 Avenue H. The site is comprised of two tax lots and totals 8,800 square feet and is built with two, 3-story, residential buildings, with a total FAR of 0.56. There are three residential dwelling units. Currently, the site is zoned R5. In the Future No-Action condition, the site could be developed with a 4-story building totaling 11,416 square feet, with 5,280 square feet of community facility space on the ground floor and 6 dwelling units on the upper floors. There would be 16 required parking spaces. Under the proposal, the zoning would be changed to R5D. In the Future With-Action condition, the site could be developed with a 4-story, 17,600 square foot building, with 18 units. The building would require 12 parking spaces.

*Site 72 (Block 6696, Lots 81, 82)* is located at 817 and 815 East 12<sup>th</sup> Street. The site is comprised of two tax lots and totals 6,500 square feet and is built with two, 2-story, residential buildings, with a total FAR of 0.53. There are two residential dwelling units. Currently, the site is zoned R5. In the Future No-Action condition, the site could be developed with a 4-story building totaling 8,223 square feet, with 3,900 square feet of community facility space on the ground floor and 4 dwelling units on the upper floors. There would be 12 required parking spaces. Under the proposal, the zoning would be changed to R5B. In the Future With-Action condition, the site could be developed with a 4-story, 11,375 square foot building, with 2,600 square feet of community facility use on the ground floor and 9 units on the upper floors. The building would require 6 parking spaces.

*Site 73 (Block 6696, Lots 825 and 821)* is located at 825 and 821 East 12<sup>th</sup> Street. The site is comprised of two tax lots and totals 5,500 square feet and is built with two, 2-story, residential buildings, with a total FAR of 0.58. There are two residential dwelling units. Currently, the site is zoned R5. In the Future No-Action condition, the site could be developed with a 4-story building totaling 7,319 square feet, with 3,300 square feet of community facility space on the ground floor and 4 dwelling units on the upper floors. There would be 2 required parking spaces. Under the proposal, the zoning would be changed to R5B. In the Future With-Action condition, the site could be developed with a 4-story, 9,625 square foot building, with 2,200 square feet of community facility use on the ground floor and 7 units on the upper floors. The building would require 5 parking spaces.

*Site 74 (Block 6696, Lot 16)* is located at 814 East 13<sup>th</sup> Street. The site is comprised of one tax lot and totals 8,283 square feet and is built with a 3-story, residential building, with a total FAR of 0.42. There are two residential dwelling units. Currently, the site is zoned R5. In the Future No-Action condition, the site could be developed with a 4-story building totaling 9,307 square feet, with 4,970 square feet of community facility space on the ground floor and 4 dwelling units on the upper floors. There would be 14 required parking spaces. Under the proposal, the zoning would be changed to R5B. In the Future With-Action condition, the site could be developed with a 4-story, 14,495 square foot building, with 3,313 square feet of community facility use on the ground floor and 11 units on the upper floors. The building would require 7 parking spaces.

*Site 75 (Block 6698, Lot 6)* is located at 1414 Avenue H. The site is comprised of one tax lot and totals 5,000 square feet and is built with a 3-story, residential building, with a total FAR of 0.60. There are three residential dwelling units. Currently, the site is zoned R5. In the Future No-Action condition, the site could be developed with a 4-story building totaling 6,735 square feet, with 3,000 square feet of community facility space on the ground floor and 4 dwelling units on the upper floors. There would be 2 required parking spaces. Under the proposal, the zoning would be changed to R5D. In the Future With-Action condition, the site could be developed with a 4-story, 10,000 square foot building, with 10 units. The building would require 7 parking spaces.

*Site 76 (Block 6698, Lot 9)* is located at 1420 Avenue H. The site is comprised of one tax lot and totals 5,000 square feet and is built with a 2-story, residential building, with a total FAR of 0.67. There are two residential dwelling units. Currently, the site is zoned R5. In the Future No-Action condition, the site could be developed with a 4-story building totaling 7,185 square feet, with 3,000 square feet of community facility space on the ground floor and 4 dwelling units on the upper floors. There would be 2 required parking spaces. Under the proposal, the zoning would be changed to R5D. In the Future With-Action condition, the site could be developed with a 4-story, 10,000 square foot building, with 10 units. The building would require 7 parking spaces.

*Site 77 (Block 6698, Lots 14, 15)* is located at 818 and 822 East 15<sup>th</sup> Street. The site is comprised of two tax lots and totals 5,000 square feet and is built with one, 3-story, residential building, with a total FAR of 0.35. There are two residential dwelling units. Currently, the site is zoned R5. In the Future No-Action condition, the site could be developed with a 4-story building totaling 5,160 square feet, with 3,000 square feet of community facility space on the ground floor

and 2 dwelling units on the upper floors. There would be 1 required parking space. Under the proposal, the zoning would be changed to R5B. In the Future With-Action condition, the site could be developed with a 4-story, 8,750 square foot building, with 2,000 square feet of community facility use on the ground floor and 7 units on the upper floors. The building would require 4 parking spaces.

*Site 78 (Block 7556, Lots 1, 71)* is located at 33 Hillel Place and 150 Kenilworth Place. The site is comprised of two tax lots and totals 6,028 square feet and is built with two, 2-story, commercial buildings, with a total FAR of 1.57. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 19,290 square feet, with 3,014 square feet of commercial use on the ground floor, 3,014 square feet of community facility space on the second floor and 13 dwelling units on the upper floors. There would be 7 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,729 square foot building, with 4,822 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 79 (Block 7557, Lot 52)* is located at 1520 Flatbush Avenue. The site is comprised of one tax lot and totals 8,000 square feet and is built with a 2-story, commercial building, with a total FAR of 2.00. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 32,000 square feet, with 4,000 square feet of commercial use on the ground floor, 4,000 square feet of community facility space on the second floor and 24 dwelling units on the upper floors. There would be 12 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,800 square foot building, with 6,400 square feet of commercial use on the ground floor and 30 units on the upper floors. There would be no required parking spaces.

*Site 80 (Block 7557, Lots 56, 58)* is located at 1530 and 1532 Flatbush Avenue. The site is comprised of two tax lots and totals 6,000 square feet and is built with two commercial buildings, with a total FAR of 0.88. One building is 1-story and the other is 3-stories. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,000 square feet, with 3,000 square feet of commercial use on the ground floor, 3,000 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 9 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,600 square foot building, with 4,800 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 81 (Block 7557, Lots 60, 62)* is located at 1536 and 1540 Flatbush Avenue. The site is comprised of two tax lots and totals 6,000 square feet and is built with two, 3-story, mixed use, residential and commercial buildings, with a total FAR of 1.68. There are four residential dwelling units. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,000 square feet, with 3,000 square feet of

commercial use on the ground floor, 3,000 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 9 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,600 square foot building, with 4,800 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 82 (Block 7557, Lot 68)* is located at 1556 Flatbush Avenue. The site is comprised of one tax lot and totals 7,090 square feet and is built with a 1-story, commercial buildings, with a total FAR of 1.00. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 28,360 square feet, with 3,545 square feet of commercial use on the ground floor, 3,545 square feet of community facility space on the second floor and 21 dwelling units on the upper floors. There would be 11 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 32,614 square foot building, with 5,672 square feet of commercial use on the ground floor and 27 units on the upper floors. There would be no required parking spaces.

*Site 83 (Block 7557, Lot 1)* is located at 149 Kenilworth Place. The site is comprised of one tax lot and totals 7,500 square feet and is built with a 2-story, mixed use, residential and commercial building, with a total FAR of 0.80. There are three residential dwelling units. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,000 square feet, with 3,750 square feet of commercial use on the ground floor, 3,750 square feet of community facility space on the second floor and 17 dwelling units on the upper floors. There would be 8 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 34,500 square foot building, with 6,000 square feet of commercial use on the ground floor and 29 units on the upper floors. There would be no required parking spaces.

*Site 84 (Block 7557, Lot 128)* is located at 2154 Nostrand Avenue. The site is comprised of one tax lot and totals 7,336 square feet and is built with a 1-story commercial building, with a total FAR of 1.00. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 29,344 square feet, with 3,668 square feet of commercial use on the ground floor, 3,668 square feet of community facility space on the second floor and 22 dwelling units on the upper floors. There would be 11 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 33,746 square foot building, with 5,869 square feet of commercial use on the ground floor and 28 units on the upper floors. There would be no required parking spaces.

*Site 85 (Block 7557, Lots 142, 143, 101)* is located at 2174 and 2184 Nostrand Avenue, and 2925 Avenue H. The site is comprised of three tax lots and totals 8,132 square feet and is built with two, 2-story, and one 1-story commercial buildings, with a total FAR of 1.73. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 32,528 square feet, with 4,066 square feet of commercial use on the ground

floor, 4,066 square feet of community facility space on the second floor and 24 dwelling units on the upper floors. There would be 12 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 37,407 square foot building, with 6,506 square feet of commercial use on the ground floor and 31 units on the upper floors. There would be no required parking spaces.

*Site 86 (Block 7558, Lots 50, 51, 52)* is located at 2127 through 2123 Nostrand Avenue. The site is comprised of three tax lots and totals 6,000 square feet and is built with three, 3-story, buildings, with a total FAR of 1.95. Two buildings contain commercial uses, and one building contains a mix of residential and commercial uses. There are two residential dwelling units. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,000 square feet, with 3,000 square feet of commercial use on the ground floor, 3,000 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 9 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 27,600 square foot building, with 4,800 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

*Site 87 (Block 7558, Lot 43)* is located at 2137 Nostrand Avenue. The site is comprised of one tax lot and totals 8,022 square feet and is built with a 1-story commercial building, with a total FAR of 0.97. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 32,088 square feet, with 4,011 square feet of commercial use on the ground floor, 4,011 square feet of community facility space on the second floor and 24 dwelling units on the upper floors. There would be 12 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 36,901 square foot building, with 6,418 square feet of commercial use on the ground floor and 30 units on the upper floors. There would be no required parking spaces.

*Site 88 (Block 7558, Lot 35)* is located at 1555 Flatbush Avenue. The site is comprised of one tax lot and totals 13,951 square feet and is built with a 1-story commercial building, with a total FAR of 0.83. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 55,804 square feet, with 6,976 square feet of commercial use on the ground floor, 6,976 square feet of community facility space on the second floor and 42 dwelling units on the upper floors. There would be 55 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 64,175 square foot building, with 11,161 square feet of commercial use on the ground floor and 53 units on the upper floors. The building would require 16 parking spaces.

*Site 89 (Block 7558, Lot 32)* is located at 1573 Flatbush Avenue. The site is comprised of one tax lot and totals 6,900 square feet and is built with a 3-story, mixed use, residential and commercial building, with a total FAR of 1.36. There are two residential dwelling units. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 27,600 square feet, with 3,450 square feet of commercial use on

commercial use on the ground floor, 6,976 square feet of community facility space on the second floor and 42 dwelling units on the upper floors. There would be 55 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 64,175 square foot building, with 11,161 square feet of commercial use on the ground floor and 53 units on the upper floors. The building would require 16 parking spaces.

*Site 89 (Block 7558, Lot 32)* is located at 1573 Flatbush Avenue. The site is comprised of one tax lot and totals 6,900 square feet and is built with a 3-story, mixed use, residential and commercial building, with a total FAR of 1.36. There are two residential dwelling units. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 27,600 square feet, with 3,450 square feet of commercial use on the ground floor, 3,450 square feet of community facility space on the second floor and 21 dwelling units on the upper floors. There would be 10 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 31,740 square foot building, with 5,520 square feet of commercial use on the ground floor and 26 units on the upper floors. There would be no required parking spaces.

*Site 90 (Block 7558, Lot 11)* is located at 1578 Flatbush Avenue. The site is comprised of one tax lot and totals 6,100 square feet and is built with a 2-story commercial building, with a total FAR of 2.00. Currently, the site is zoned C4-3. In the Future No-Action condition, the site could be developed with a 7-story building totaling 24,400 square feet, with 3,050 square feet of commercial use on the ground floor, 3,050 square feet of community facility space on the second floor and 18 dwelling units on the upper floors. There would be 9 required parking spaces. Under the proposal, the zoning would be changed to C4-4A with the option of using the Inclusionary Housing program. In the Future With-Action condition, the site could be developed with an 8-story, 28,060 square foot building, with 4,880 square feet of commercial use on the ground floor and 23 units on the upper floors. There would be no required parking spaces.

## **Summary**

The 17 projected development sites were chosen as most likely to be developed within the ten-year analysis period due to their relative readiness for construction. The 73 potential development sites were chosen because they are less likely to be developed within the ten-year period due to the requirement of site assemblage, irregular lot shape, or a reasonably high-level of existing development.

### *Future-No-Action Condition*

During the build period (2009 to 2019), it can be expected that 7 projected sites zoned C4-2 or C4-3 and 10 sites zoned R5 or R6 would be developed under the existing zoning in the Future No-Action condition. This could result in a Future No-Action condition with a total of 756,952 square feet of new floor area on projected development sites, housing 94,362 square feet of commercial uses, 97,482 square feet of community facility uses, and 564 dwelling units.

residential development is 180 dwelling units on 17 sites located on three different corridors. With an average household size of 2.91 persons, the additional 180 dwelling units that would result under in the Future With-Action condition would add an estimated 524 residents to the study area over the next ten years. Projected development sites can be expected to have 60,317 more square feet of commercial uses and 97,482 less square feet of community facility uses in the Future With-Action condition than in the Future No-Action condition. All 89 development sites (projected and potential) identified according to the methodology and described in this development scenario are assessed for possible site-specific impacts of development such as possible impacts to historic resources, noise impacts, and the potential for hazardous material contamination.

## **II. IMPACT ANALYSIS**

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

No adverse impacts related to land use, zoning or public policy are anticipated. In general, the proposed action is expected to result in changes that would be compatible with and supportive of land use trends, zoning and public policy. The proposed changes to zoning regulations would have a positive impact on future development trends, preserving area land uses, bulk and building types. The proposed changes would afford additional protections beyond the current zoning designations, providing a strong framework for the retention of neighborhood character and context. The proposed action would encourage limited new construction that is consistent with existing uses, density, scale and bulk in the Flatbush area.

#### **Existing Conditions**

##### Land Use

The proposed action includes 180 blocks within the Flatbush neighborhoods of Community District 14, Brooklyn. In conducting an assessment of land use conditions, the study area including an additional 400-foot radius beyond the action was evaluated.

The study area is bounded by Parkside Avenue on the north, Bedford Avenue and the Community District 14 boundary on the east, the Long Island Railroad Bay Ridge line on the south and Coney Island Avenue on the west.

##### *Residential Areas*

The neighborhoods of Flatbush are predominantly low-rise residential neighborhoods. A majority of the approximately 180 blocks of the study area is comprised of one- or two-family residences, typically less than four stories and multi-family walk-ups, ranging from four to six stories. A small number of seven and eight story buildings are also within the neighborhood. Vacant lots and parking facilities make up approximately two percent of the study area.

The housing in Flatbush was almost entirely built before 1950, with the majority of the housing stock built between 1890's and 1930's. Approximately 14% of the blocks at the core of the proposed rezoning area are contained within the Prospect Park South (1979), Albemarle and Kenmore Terraces (1978), Ditmas Park (1981) and Fiske Terrace – Midwood Park (2008) Historic Districts. (NYC LPC, State and National Register of Historic Places).

##### *Commercial Areas*

Flatbush Avenue, Coney Island Avenue, and Church Avenue are the primary neighborhood commercial corridors which are predominantly characterized by two- to five-story buildings with ground floor retail and residential uses above. Some single-story commercial buildings are interspersed throughout the corridor. Other uses include gas stations and one-story retail establishments. There are ground floor neighborhood commercial uses along Cortelyou Road, Newkirk Avenue, and Foster Avenue. Each of the commercial corridors has realized recent investments in their future economic development.

Commercial uses are also prevalent in the two commercial zones located along Flatbush Avenue from Church Avenue to Cortelyou Road and from Glenwood Road to Avenue H. These areas have the same development pattern as other portions of Flatbush Avenue.

#### *Transportation*

Flatbush is well served by public transportation by the Q and D trains, which run through the center of the study area, and by the 2 and 5 trains which run beneath Nostrand Avenue, and serve the proposed rezoning area with a station at Flatbush and Nostrand Avenues. The Q train provides local service, stopping at Parkside Avenue, Church Avenue, Beverly Road, Cortelyou Road, Newkirk Avenue and Avenue H. The D train provides express service along the same route as the Q train, stopping at Parkside Avenue, Church Avenue, and Newkirk Avenue within the study area. The Bay Ridge freight line of the Long Island Railroad is located at the southern boundary of the rezoning area. Twelve bus lines serve the proposed rezoning area.

#### *Community Facilities*

Several religious and education institutions dot the study area. A complete list is in Section C: Community Facilities and Services.

#### Zoning and Public Policy

An assessment of the proposed zoning map changes concluded that they are consistent with existing land use conditions and city-wide land use and public policy. The proposed contextual zoning districts were crafted in the mid-1980's as tools to preserve existing land uses, building types, density and neighborhood character. Recently, this effort has been reinforced through a series of contextual rezonings conducted by the Department of City Planning throughout the five boroughs. The proposed contextual rezonings direct the appropriate location for residential, commercial and community facility growth with regulations controlling building scale and density. This current city-wide policy initiative recognizes the value of preserving neighborhoods and prevents out-of-character development. The proposed action would promote limited new construction that is consistent with zoning and public policy.

A detailed description of the existing and proposed zoning is detained in the Project Description section of the report. In addition, zoning in the Future No-Action and Future With-Action conditions is detailed in the Development Scenario section.

Detached One and Two Family Home Areas: R1-2, R3X, R4A

Proposed R1-2

R6, R6/C2-3, R7-1 to R1-2

Approximately 4% of the rezoning area would be rezoned from R6 or R7-1 districts to R1-2 zoning districts.

The proposed zoning would map extensions to two, existing R1-2 districts. Covering portions of seven blocks within the rezoning area, the R1-2 district would protect the detached, single-family

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character of these areas. Forty-seven percent of the nineteen taxlots in these areas comply with the R1-2 district. All are within historic districts.

Currently in the R6 district, tall apartment buildings are permitted to be built to a maximum FAR of 4.8. In the R6/C2-3 district, tall apartment buildings with ground floor commercial are currently permitted to be built to a maximum FAR of 4.8. In the existing R7-1 district, tall apartment buildings built to a maximum FAR of 4.8 are permitted.

**Proposed R3X**

R3-1, R3-1/C1-3, R3-2, R6, R6/C2-3, R7-1 to R3X Approximately 22% of the rezoning area would be rezoned from R3-1, R3-2, R6, or R7-1 districts to R3X zoning districts.

The proposed zoning would map three R3X districts, in three separate neighborhoods within the rezoning area. Covering forty full or partial blocks, the proposal would protect the detached, one- and two-family character of these areas. Fifty-three percent of the 1,085 taxlots in these areas comply with the R3X district. In the existing R3-1 district, semi-detached and detached homes are permitted to be built to a maximum Far 0.6 and community facilities are permitted to a maximum FAR of 1.0.

In the existing R3-1/C1-3 district, semi-detached and detached residential dwellings are permitted to a maximum FAR of 0.6, and community facilities to a maximum FAR of 1.0. Commercial uses would be permitted to a maximum FAR of 1.0. In the existing R3-2 district, rowhouses, semi-detached and detached dwellings would be permitted to a maximum FAR of 0.6. Community facilities would be permitted to a maximum FAR of 1.0. Currently in the R6 district, tall apartment buildings are permitted to be built to a maximum FAR of 4.8. In the R6/C2-3 district, tall apartment buildings with ground floor commercial are currently permitted to be built to a maximum FAR of 4.8. In the existing R7-1 district, tall apartment buildings built to a maximum FAR of 4.8 are permitted.

**Proposed R4A**

R3-2, R4, R6, R6/C1-3, R6/C2-3 to R4A

Approximately 18% of the rezoning area would be rezoned from R3-2, R4, or R6 districts to R4A zoning districts.

The proposed zoning would map four R4A districts, in four areas within the rezoning area. Covering thirty-two full or partial blocks, the proposal would protect the detached, one- and two-family character of these areas. Seventy-seven per cent of the 191 taxlots in these areas comply with the R4A district. In the existing R3-2 district, rowhouses, semi-detached and detached dwellings would be permitted to a maximum FAR of 0.6. Community facilities would be permitted to a maximum FAR of 1.0. In the existing R4 district, all housing types are permitted to a maximum FAR of 0.9, and community facilities are permitted to a maximum FAR of 2.0. Currently in the R6 district, tall apartment buildings are permitted to be built to a maximum FAR of 4.8. In the R6/C1-3 and R6/C2-3 districts, tall apartment buildings with ground floor commercial are currently permitted to be built to a maximum FAR of 4.8.

Semi-Attached Homes, Attached Homes, and Mixed Areas: R5B, R5D, R6B

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**Proposed R5B**

R3-2, R5, R6, R6/C1-3, R6/C2-3, R7-1 to R5B Approximately 14% of the rezoning area would be rezoned from R3-2, R5, R6, or R7-1 districts to R5B zoning districts.

The proposed zoning would map four R5B districts, in seven areas within the rezoning area. Covering twenty-six full or partial blocks, the proposal would protect the predominate row-house character of these areas. Eighty-three percent of the 528 taxlots in these areas comply with the R5B district. In the existing R3-2 district, rowhouses, semi-detached and detached dwellings would be permitted to a maximum FAR of 0.6. Community facilities would be permitted to a maximum FAR of 1.0. In the existing R5 district, all housing types are permitted to a maximum FAR of 1.25, and community facilities are permitted to a maximum FAR of 2.0. Currently in the R6 district, tall apartment buildings are permitted to be built to a maximum FAR of 4.8. In the R6/C1-3 and R6/C2-3 districts, tall apartment buildings with ground floor commercial are currently permitted to be built to a maximum FAR of 4.8. In the existing R7-1 district, tall apartment buildings built to a maximum FAR of 4.8 are permitted.

**Proposed R5D**

**R5 to R5D**

Approximately 3% of the rezoning area would be rezoned from the R5 district to the R5D zoning district.

The proposed zoning would map a R5D district, along Avenue H, within the rezoning area. Covering six full or partial blocks, the proposal would protect the mixed, row-house and small apartment building character of this area. Seventy-four percent of the 38 taxlots in these areas comply with the R5D district. In the existing R5 district, all housing types are permitted to a maximum FAR of 1.25, and community facilities are permitted to a maximum FAR of 2.0.

**Proposed R6B**

R6, R6/C2-3, C4-2, R7-1, R7-1/C1-3 to R6B Approximately 8% of the rezoning area would be rezoned from R6, R7-1 or C4-2 districts to R6B zoning districts.

The proposed zoning would map R6B districts in six areas within the rezoning area. Covering fourteen full or partial blocks, the proposal would protect the mixed, row-house and small apartment building character of this area. Ninety-five percent of the 204 taxlots in these areas comply with the R6B district. In the existing R5/C2-3 district, all housing types are permitted to a maximum FAR of 1.25, and community facilities are permitted to a maximum FAR of 2.0. Commercial uses are also permitted to a maximum FAR of 1.0. Currently in the R6 district, tall apartment buildings are permitted to be built to a maximum FAR of 4.8. In the R6/C2-3 district, tall apartment buildings with ground floor commercial are currently permitted to be built to a maximum FAR of 4.8. In the existing C4-2 district, regional commercial uses, apartment buildings, and community facilities are permitted to a maximum FAR of 4.8. In the existing R7-1 district, tall apartment buildings built to a maximum FAR of 4.8 are permitted. In the existing R7-1/C1-3 district, tall apartment buildings with ground floor commercial are permitted to be built to a maximum FAR of 4.8.

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Apartment Building Areas: R6A, R7A

**Proposed R6A**

R5/C2-3, R6, R6/C1-3, R6/C2-3, C4-2, R7-1, R7-1/C1-3 to R6A Approximately 20% of the rezoning area would be rezoned from R6, R7-1 or C4-2 districts to R6A zoning districts.

The proposed zoning would map R6A districts in nine areas within the rezoning area. Covering thirty-six full or partial blocks, the proposal would protect the medium-density apartment house character of these areas. The R6A district would also allow opportunities for appropriately scaled new developments on vacant and underdeveloped sites. Eighty-seven percent of the 554 taxlots in these areas comply with the R6A district. Currently in the R6 district, tall apartment buildings are permitted to be built to a maximum FAR of 4.8. In the R6/C1-3 and R6/C2-3 districts, tall apartment buildings with ground floor commercial are currently permitted to be built to a maximum FAR of 4.8. In the existing C4-2 district, regional commercial uses, apartment buildings, and community facilities are permitted to a maximum FAR of 4.8. In the existing R7-1 district, tall apartment buildings built to a maximum FAR of 4.8 are permitted. In the existing R7-1/C1-3 district, tall apartment buildings with ground floor commercial are permitted to be built to a maximum FAR of 4.8.

**Proposed R7A**

R3-2, R4, R6, R6/C1-3, R6/C2-3, R7-1, R7-1/C1-3 to R7A Approximately 51% of the rezoning area would be rezoned from R3-2, R4, R6 or R7-1 districts to the R7A zoning district.

The proposed zoning would map R7A districts in five areas within the rezoning area. Covering ninety-one full or partial blocks, the proposal would protect the medium-density apartment house character of these areas. The R7A district would also allow for limited expansion of existing buildings, as well as provide for contextual height limits, and incentives for affordable housing construction, in Inclusionary Housing program areas. Eighty-three percent of the 1,166 taxlots in these areas comply with the R7A district. In the existing R3-2 district, rowhouses, semi-detached and detached dwellings would be permitted to a maximum FAR of 0.6. Community facilities would be permitted to a maximum FAR of 1.0. In the existing R4 district, all housing types are permitted to a maximum FAR of 0.9, and community facilities are permitted to a maximum FAR of 2.0. Currently in the R6 district, tall apartment buildings are permitted to be built to a maximum FAR of 4.8. In the R6/C1-3 and R6/C2-3 districts, tall apartment buildings with ground floor commercial are currently permitted to be built to a maximum FAR of 4.8. In the existing R7-1 district, tall apartment buildings built to a maximum FAR of 4.8 are permitted. In the existing R7-1/C1-3 district, tall apartment buildings with ground floor commercial are permitted to be built to a maximum FAR of 4.8.

Commercial Areas: C4-4A, C4-2 commercial overlays

Proposed C4-4A

C4-2, C4-3 to C4-4A

Approximately 9% of the rezoning area would be rezoned from C4-2 or C4-3 districts to the C4-4A zoning district.

The proposed zoning would map C4-4A districts in two areas within the rezoning area. Covering seventeen full or partial blocks, the proposal would protect the prevailing medium-density, commercial and mixed-use character of these areas. The C4-4A district would also allow for limited expansion of existing buildings, as well as provide for contextual height limits, and incentives for affordable housing construction, in Inclusionary Housing program areas. Ninety-nine percent of the 186 taxlots in these areas comply with the C4-4A district. In the existing C4-2 district, regional commercial uses, apartment buildings, and community facilities are permitted to a maximum FAR of 4.8. Commercial uses are limited to a maximum FAR of 3.4 in both the C4-2 and C4-3 districts.

Commercial Overlays C2-4

C2-4 commercial overlays are proposed on Flatbush, Nostrand, Coney Island, and Church Avenues, as well as on Cortelyou Road, and around Newkirk Plaza where existing C1-3 and C2-3 commercial overlays are mapped. New C2-4 commercial overlays are proposed for blocks of Parkside Avenue, Cortelyou Road, Avenue H, and East 21st Street, in locations not currently zoned for commercial use, but with predominately ground floor retail uses.

Commercial uses in C2 districts have a maximum FAR of 2.0.

Residential, mixed commercial/residential and community facility uses in C2 commercial overlay districts are regulated by the underlying residential districts.

Commercial uses in mixed use buildings cannot be located above the first floor. Currently, the existing C1-3 and C2-3 commercial overlays allow a narrower range of commercial uses that can be built to a maximum FAR of 1.0 in R3-1 – to R5 districts, and a maximum FAR of 2.0 in R6 and R7-1 districts.

Most commercial overlay districts that are currently mapped to a depth of 150 feet or more would be reduced to a depth of 100 feet to protect against the location of commercial uses in the midblocks. The new C2-4 overlays would be mapped to a depth of 100 feet. The exceptions to the 150 foot districts are proposed where there are small, irregularly shaped blocks where the districts would be mapped over the entire block.

### ***Zoning Text Amendments***

#### ***Inclusionary Housing Program***

The proposed R7A and C4-4A districts, with the Inclusionary Housing provision, allow apartment house construction. This change would encourage the development of underutilized

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sites which are currently vacant, or in marginal use, and would create new affordable units for and moderate income families.

The Flatbush rezoning proposal would adapt a zoning text change adopted by the Commission and the City Council, offering incentives to create affordable housing in the proposed R7A and C4-4A districts. This Inclusionary Housing program, developed during the public review process of the Greenpoint-Williamsburg rezoning, promotes affordable units in both rental and condominium developments and targets affordable housing to a range of income levels.

A bonus for providing affordable housing would be available in the R7A and C4-4A districts in the Flatbush rezoning, where extra floor area (up to 4.6) would be accommodated within the contextual height limits of 80 feet after a setback at 65 feet.

Buildings can satisfy the affordable housing requirement by developing affordable units on-site or off-site, or by acquiring and preserving existing housing at affordable rents. Coupled with the use of various NYC Department of Housing Preservation and Development, Housing Corporation, and New York State Housing Finance Agency finance programs, developers can construct affordable housing and help to meet the city's commitment to the development of affordable housing in Flatbush.

The Inclusionary Housing Text Amendment (CEQR No. 09DCP046Y), recently referred out for public review on February 17, 2009, would apply to all areas where the Inclusionary Housing program applies within the City, including within the proposed rezoning area. The principal effects of the text amendment in inclusionary housing designated areas are to promote affordable home ownership, modify certain administrative and technical provisions, and clarify existing zoning text provisions in the Inclusionary Housing program. The text amendment would not change the number or location of affordable units as described under the proposed actions, and additional analysis is not required.

*Quality Housing Study Areas*

Section 23-011 of the New York City Zoning Resolution specifies Quality Housing Study Areas in several locations throughout the city. In Community District 14, there are two such areas, one in the study area, and the other partially located in the previously concluded Midwood Rezoning study area.

Under the proposal, the "Ocean Parkway Area Quality Housing Study Area" and the portion of the "Midwood Quality Housing Study Area" within Community District 14 would be removed from the zoning text. As explained in the previous section, R6 and R7 districts have been replaced with contextual districts in all but one area, and in that area, the regulations currently do not apply. The zoning studies that have been completed in both of these areas have rendered the provisions of the Quality Housing Study Area irrelevant.

## **B. SOCIOECONOMIC CONDITIONS**

The proposed actions would not result in significant adverse impacts related to socioeconomic conditions. A socioeconomic assessment may be necessary if the proposed action is expected to create substantial socioeconomic changes within the area that would not be expected to occur in the absence of the proposed action. Such socioeconomic changes include direct displacement of residential population, businesses, or employees; a new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry. According to the *CEQR Technical Manual*, a residential development of 200 units or less, or a commercial development of 200,000 sf or less would typically not result in socioeconomic impacts, unless it generates socioeconomic conditions that are very different from prevailing conditions.

### **Preliminary Analyses**

#### ***Direct Residential Displacement***

On the 17 potential development sites there are currently residential units that would be demolished under the no action and with action conditions. Since, no direct residential displacement would occur as a result of the proposed action in the With-Action Scenario that would not occur in the No Action Scenario, and therefore no additional analysis of direct residential displacement was considered warranted for the proposed action.

#### ***Direct Business Displacement***

As with residential uses, the No-Action Scenario is the baseline for assessing the potential for direct displacement of businesses and institutions. Currently, eight of the 17 projected development sites are occupied by single-story retail uses, four are vacant, and the remaining sites are occupied by gas stations, community facilities and residential uses. In the No-Action Scenario, none of the existing uses would be expected to remain on the 17 projected development sites, therefore, the action is not projected to directly displace any existing businesses.

#### ***Indirect Residential Displacement***

The CEQR Technical Manual directs that if a proposed action could generate more than 200 dwelling units, or if the proposed action would increase the population in the study area by more than 5 percent, further analysis is required. It is anticipated that the proposed action would result in a net increase of 180 dwelling units. The dwelling unit generations do not meet the threshold for further analysis as directed by the *CEQR Technical Manual*, therefore, no further analysis is required.

***Indirect Business Displacement***

The proposed action would be expected to result in a net reduction of 97,482 sf of community facility floor area between the no action and with action scenario, and the addition of 60,317 sf of commercial floor area on the 17 projected development sites. This is less than 200,000, therefore, the change does not meet the standard for significant indirect business displacement.

***Adverse Effects on Specific Industries***

There are no specific industries located within the study area. The study area is not home to a concentration of any single industry. The proposed action would not significantly benefit or harm any particular industry, either within or outside the study area. The proposed action would not likely result in an impairment of economic viability of any industry or category of business. Therefore, significant adverse impacts on specific industries are not expected and a detailed investigation is not warranted.

**Conclusion**

Detailed socioeconomic analysis is not warranted based on the above preliminary analyses. The proposed action would not displace existing residents or businesses. The proposed action would also not affect real estate market conditions in a way that would result in indirect displacement of residents or businesses. As the proposed action does not have the potential to result in direct or indirect residential or business impacts or impacts on specific industries, no significant impacts are anticipated and further analysis is not warranted.

**C. COMMUNITY FACILITIES AND SERVICES**

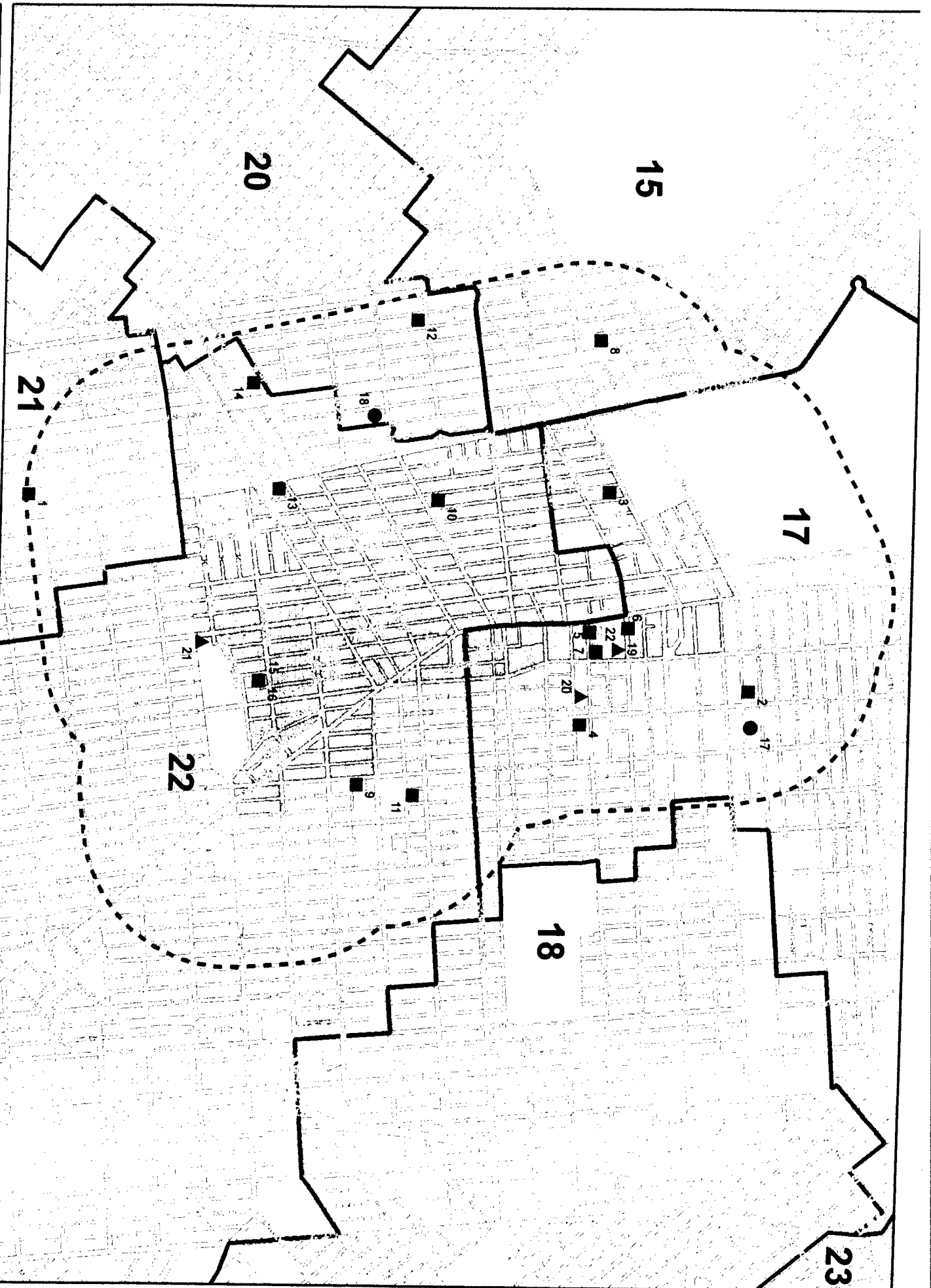
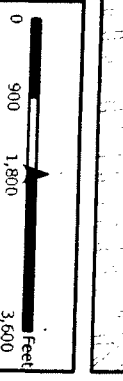
**Introduction**

The proposed Flatbush rezoning is generally bounded by Caton Avenue, Parkside Avenue and Clarkson Avenue on the north; Bedford Avenue, Nostrand Avenue, and East 32<sup>nd</sup> Street on the east; Avenue H, Campus Drive and the Long Island Railroad's Bay Ridge freight line on the south; and Coney Island Avenue on the west. The proposed zoning would protect the predominantly low-rise, detached character of detached home neighborhoods, while also protecting the existing the apartment house and rowhouse character of other areas, from out-of-scale development. It would also provide opportunities for apartment house construction and incentives for affordable housing on Coney Island, Church and Flatbush avenues, within the rezoning area. Opportunities for commercial growth would be maintained along Coney Island and Flatbush avenues.

Under the Future-No Action scenario, DCP projects that the RWCDs development sites will yield 564 dwelling units by 2019. With the adoption of the proposed Flatbush Rezoning, DCP projects that an additional 180 dwelling units could be developed, of which 144 dwelling units could be created or preserved as affordable housing through the Inclusionary Housing Program.

**Public Schools in Vicinity of  
Proposed Flatbush Rezoning**

- Elementary Schools
- Middle Schools/  
Junior High Schools
- One-Half Mile Radius  
Proposed Rezoning  
Boundary
- 22 Community School District Boundary



### **Need for Further Analysis**

The *CEQR Technical Manual* defines community facilities and services as public or publicly funded schools, hospitals, libraries, day care centers, and police and fire services. A community facilities analysis examines a proposed action's potential effect on the provision of services by those community facilities. Direct effects occur when a particular action physically alters or displaces a community facility; indirect effects result from increases in population which creates additional demand on service delivery.

The proposed action would not result in physical alteration or displacement of any community facilities, therefore direct effects to existing community facilities are not expected as a result of the proposed action.

The *CEQR Technical Manual's* Table 3C-1: *Community Facilities and Services Thresholds* provides thresholds for analyses of indirect effects. Based on these thresholds, the addition of 180 dwelling units generated by the proposed action does not require detailed analyses of public or publicly funded high schools, hospitals, libraries, or police and fire services. However, the *CEQR Technical Manual* directs that if a proposed action could generate more than 50 public elementary and intermediate school students, further analysis of the impact of the proposed action on the neighborhood public elementary and intermediate schools. The Flatbush Rezoning action is expected to generate 74 public elementary and intermediate school students (Table 4). Based on the number of new affordable housing units potentially generated through the rezoning, approximately 76 children under the age 6 and 27 children between the ages of 6 and 12 would be eligible for publicly funded day care in 2019. Further analysis of the impacts of the proposed rezoning on public elementary and intermediate schools, and day care and head start facilities in this area is warranted.

## **PUBLIC SCHOOLS**

### **Existing Conditions**

As suggested in the *CEQR Technical Manual*, the study area for the analysis is a half-mile radius of the boundaries of the rezoning area, and schools located in or near that half-mile study area are identified in Table 1. The Flatbush Rezoning Area is in Community School Districts (CSD) 17 and 22. The half-mile study area extends into CSDs 15, 20, and 21. All schools within the half-mile radius are included in the analysis. Since the rezoning area is located entirely within CSDs 17 and 22, an assessment of the impacts of the proposed rezoning on these school districts as a whole is also provided.

As shown in Table 1, the majority of the public elementary and intermediate schools within the Flatbush Rezoning study area are currently operating below capacity.

**Table 1  
Public Elementary and Intermediate Schools in the Study Area and CSDs 17 and 22  
Enrollment, Capacity and Utilization, 2006-2007**

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Key	Facility Name	Facility Address	CSD	Enrollment	Target Capacity	Available Seat	Utilization (Percent)
1	P.S. 99 ISAAC ASIMOV SCHOOL*	1120 East 10 St	21	489	448	-41	109%
2	P.S. 92 ADRIAN HEGEMAN SCHOOL	601 Parkside Ave	17	786	1059	273	74%
3	P.S. 249 CATON SCHOOL	18 Marlborough Road	17	742	701	-41	106%
4	P.S. 399 STANLEY E. CLARKE SCHOOL	2707 Albermarle Road	17	449	289	-160	155%
5	EXPLORE CHARTER SCHOOL	15 Snyder Ave	17	400	570	170	70%
6	P.S. 245	2222 Church Ave	22	166	453	287	37%
7	P.S. 6	43 Snyder Ave	17	636	642	6	99%
8	P.S. 130 THE PARKSIDE SCHOOL	70 Ocean Parkway	15	519	540	21	96%
9	PS 269 NOSTRAND SCHOOL	1957 Nostrand Ave	22	532	716	184	74%
10	PS 139 ALEXINE A FENTY SCHOOL	330 Rugby Road	22	1,093	833	-260	131%
11	PS 361	3109 Newkirk Ave	22	712	626	-86	114%
	PS 361 (OLD 89)			519	473	-46	109%
	PS 361 (MINISCHOOL)			193	151	-42	128%
12	P.S. 179 THE KENSINGTON SCHOOL	202 Ave C	20	963	1,035	72	93%
	PS 179			801	927	126	86%
	PS 179 (TRANSPORTABLE)			162	108	-54	150%
13	PS 217 COL DAVID MARCUS SCHOOL	1100 Newkirk Ave	22	1,196	1097	-99	109%
14	P.S. 134	4001 18 Ave	22	424	542	118	78%
	PS 134			264	372	108	70%
	PS 134 (MINISCHOOL)			160	170	10	88%
15	PS 315 (SHARES PS 152's BUILDING)	725 E 23 St	22	812	516	-296	157%
	PS 315			799	504	-295	159%
	PS 315 (TRANSPORTABLE)			13	12	-1	107%
16	PS 152-SCHOOL OF SCIENCE AND TECHNOLOGY	725 E. 23 St	22	656	708	52	93%
	PS 152			439	431	-8	100%
	PS 152 (TRANSPORTABLE)			11	76	65	85%
<b>1/2-Mile Study Area Total</b>				10,575	10,775	200	98%
<b>CSD 17 Total</b>				12,458	15,465	3,007	81%
<b>CSD 22 Total</b>				17,900	18,025	125	99%

1	P.S. 99 ISAAC ASIMOV SCHOOL**	1120 East 10 St	21	320	292	-28	110%
17	I.S. 2	655 Parkside Ave	17	621	1118	497	56%
18	J.H.S. 62 DITMAS JUNIOR HIGH SCHOOL	700 Cortelyou Road	20	1,107	1,483	376	75%
19	SCIENCE, TECH & RESEARCH HIGH SCHOOL***	911 Flatbush Ave	17	69	104	35	66%
20	I.S. 246 WALT WHITMAN***	72 Veronica Place	17	969	1,485	516	65%
21	BROOKLYN COLLEGE ACADEMY***	2900 Bedford Ave	22	28	29	1	97%
22	I.S. 382: ACADEMY FOR COLLEGE PREPARATION AND CAREER EXPLORATION**	2900 Bedford Ave	17	43	29	-14	148%
<b>1/2-Mile Study Area Total</b>				3,157	4,540	1,383	70%
<b>CSD 17 Total</b>				6,683	10,064	3,381	66%
<b>CSD 22 Total</b>				9,534	11,170	1,636	85%

\* PS component of PS/IS school.

\*\* IS component of PS/IS school.

\*\*\* IS component of IS/HS school.

Source: 2006-2007 Enrollment, Capacity and Utilization Report, NYCDOE and School Construction Authority, November, 2007. Target capacity, which assumes 20 children per class for grades K-3, was used.

**Future-No Action Condition**

Based on Future-No Action conditions, DCP projects that 564 dwelling units would be developed on the RWCDs development sites within the Flatbush Rezoning Area by 2019. This would generate 231 elementary and intermediate school students (Table 2).

**Table 2**  
**Future-No Action: Number of Public School Students Generated Within the Flatbush Rezoning Area by 2019**

# of DUs	PS STUDENTS	IS STUDENTS	TOTAL PS/IS STUDENTS
564	164	68	231

*CEQR Technical Manual, Table 3C-2, updated Fall 2008.*

The latest available Department of Education enrollment projections (Actual 2006, Projected 2007-2016) were obtained, and the projections for 2016 were assumed for the 2019 build year. The DOE projects a modest increase in enrollment in CSD 15, a substantial increase in CSD 20, and substantial decreases in CSD's 17, 21, and 22. Overall, based on DOE enrollment projections, a 9.0% decline in elementary and intermediate school enrollments is expected in the study area by 2019. As shown in Table 3, it is expected that there will be plenty of excess capacity in the study area by 2019 to absorb students generated by Future-No Action projects.

**Table 3**  
**Future-No Action: Estimated Public School Enrollment, Capacity and Utilization in the Study Area and CSDs 17 and 22 in 2019**

	DOE Projected Enrollment by 2019	Additional No-Action Students by 2019	Total Projected Enrollment by 2019	Target Capacity	Available Seats	Utilization (Percent)
<b>Elementary Schools</b>						
Total for Elementary Schools in Study Area	10,139	164	10,303	10,755	452	96%
Total for Elementary Schools in CSD 17	10,203	36	10,239	15,465	5,226	66%
Total for Elementary Schools in CSD 22	17,347	128	17,475	18,025	550	97%
<b>Intermediate Schools</b>						
Total for Intermediate Schools in Study Area	2,363	68	2,431	4,540	2,109	54%
Total for Intermediate Schools in CSD 17	3,412	15	3,427	10,064	6,632	34%
Total for Intermediate Schools in CSD 22	5,531	53	5,584	11,170	5,586	50%
Notes:						

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(1) DOE's projected enrollment for 2016 was assumed for 2019. To estimate student enrollment in 2019 for elementary and intermediate schools within the study area, the total enrollment of each district's schools within the study area was divided by each school district's total enrollment (see Table 1 and DOE's 2006-2007 Enrollment/Capacity/Utilization Report). The resulting percentages were applied to each district's projected enrollment.

(2) Projected study area enrollments for each school district were aggregated to determine the total projected enrollment for the study area in 2019.

(3) Grier projections were used for CSDs 15 and 20; Statistical Forecasting LLC projections were used for CSDs 17, 21, and 22 (per CEQR guidelines for using the higher, more conservative projections for analysis).

Source: DOE Enrollment Projections (Actual 2006, Projected 2007-2016) and DOE 2006-2007 Enrollment/Capacity/Utilization Report, <http://schools.nyc.gov/Offices/SCA/AboutUs/default.htm>

**Future-With Action Condition**

Under the proposed action, an additional 180 dwelling units could be created on the projected development sites by 2019. This would generate 74 elementary and intermediate school students by 2019 (Table 4).

**Table 4**  
**Future-With Action**  
**Number of Public School Students Generated Within the Flatbush Rezoning Area**

# of DUs	PS STUDENTS	IS STUDENTS	TOTAL PS/IS STUDENTS
180	52	22	74

*CEQR Technical Manual, Table 3C-2*

As shown in Table 5, the addition of 74 elementary and intermediate school students generated under the Future-With Action scenario by 2019 will only minimally increase school enrollment and utilization rates over the No-Action condition within the Study Area by 2019.

**Table 5**  
**Future-With Action:**  
**Estimated Public School Enrollment, Capacity and Utilization in the Study Area and CSDs 17 and 22 in 2019**

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	<b>DOE Projected Enrollment by 2019</b>	<b>Additional No-Action Students by 2019</b>	<b>Total Projected Enrollment by 2019</b>	<b>Target Capacity</b>	<b>Available Seats</b>	<b>Utilization (Percent)</b>
<b>Elementary Schools</b>						
Total for Elementary Schools in Study Area	10,303	52	10,355	10,755	400	96%
Total for Elementary Schools in CSD 17	10,239	12	10,251	15,465	5,214	66%
Total for Elementary Schools in CSD 22	17,475	40	17,515	18,025	510	97%
<b>Intermediate Schools</b>						
Total for Intermediate Schools in Study Area	2,431	22	2,453	4,540	2,087	54%
Total for Intermediate Schools in CSD 17	3,427	5	3,432	10,064	6,632	34%
Total for Intermediate Schools in CSD 22	5,584	17	5,601	11,170	5,569	50%

**Conclusion**

The proposed Flatbush Rezoning is not expected to have a significant adverse impact on schools in the study area or on the affected school districts. It is expected that there will be ample elementary and intermediate school capacity within the study area and in CSDs 17 and 22 in both the No-Action and With-Action conditions.

**DAY CARE**

Publicly funded day care for the children of income-eligible households in New York City is sponsored and financially supported by the Division of Child Care and Head Start, within the New York City Administration for Children's Services (ACS), and Head Start, federally funded early childhood education and family support programs. ACS contracts with hundreds of private, non-profit organizations to provide Child Care and Head Start programs in communities across the City that are licensed by the New York City Department of Health (DOH). ACS also issues vouchers to eligible families to provide financial assistance in accessing care from formal and informal providers in the City.

To receive subsidized child care services, a family must meet specific financial and social eligibility criteria that are determined by federal, state, and local regulations. Eligibility is determined by a child's age, (0-13) and a family's gross income, with consideration of family size. To meet the social eligibility for publicly funded day care, a 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.

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According to the *CEQR Technical Manual*, a publicly funded day care facility analysis is warranted if a project would result in more than 50 children eligible for publicly-funded child care services. The proposed actions would introduce approximately 144 new affordable housing units by 2019. As discussed below, based on the number of new affordable housing units, approximately 76 children under the age 6 and 27 children between the ages of 6 and 12 would be eligible for publicly funded day care in 2019. Therefore further analysis is warranted.

Publicly funded day care facilities within one mile of the rezoning area are identified and examined; private day care facilities are not considered in the analysis. Current enrollment and capacity information for each day care facility within the study area was provided by ACS.

The day care enrollment in the future was calculated by multiplying the number of new low-income and low- to moderate-income housing units expected in the one-mile study area using the Fall 2008 updated *CEQR Technical Manual* multipliers to project day care enrollment in the future-no action and with action conditions. This estimate of new day care enrollment was then added to the existing day care enrollment.

The day care-eligible population introduced by the proposed actions was then estimated using the Fall 2008 updated *CEQR Technical Manual* multipliers, and this population was then added to the day care enrollment calculated in the future without the proposed actions. According to the *CEQR Technical Manual*, if a proposed project would result in a demand for slots greater than the remaining capacity of day care centers, and if that demand constitutes an increase of five percent or more of the collective capacity of the day care centers serving the area of the proposed actions, a significant adverse impact may result.

**Existing Conditions**

There are 27 publicly funded child care facilities (14 contracted child care programs and 13 Head Start programs) located within the one-mile study area . In total, the child care programs have capacity for 2,063 children and are currently operating with an enrollment of 1,996 children, at 96.8% percent of capacity (see Table 6).

**Table 6**  
**Publicly Funded Day Care and Head Start Facilities within or near One Mile of the Rezoning Area**  
**Enrollment, Capacity and Utilization, 2009**

Key Number	Facility Name	Facility Address	Type	CD	Enrollment	Capacity	Utilization (Percent)
1	LEARNER'S HAVEN DCC	432 RUTLAND ROAD	Daycare	9	62	85	72.9%
2	K.C.H. INF&CHILD LRNG CTR	604 WINTHROP STREET	Daycare	9	11	20	55.0%
3	GRACE PRE-SCHOOL DCC	1800 BEDFORD AVENUE	Daycare	9	31	39	79.5%
4	HAWTHORNE CORNERS DCC	1950 BEDFORD AVENUE	Daycare	9	59	57	103.5%
5	MOSDOTH DAY CARE CTR	420 LEFFERTS AVENUE	Daycare	9	165	150	110.0%
6	FRIENDS OF CROWN HGHTS #3	317 ROGERS AVENUE	Daycare	9	105	100	105.0%

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7	BIG FIVE BLOCK DC FLATBUSH ACTION COMM.DCC	995 CARROLL STREET	Daycare	9	103	105	98.1%
8	MEDGAR EVERS	525 PARKSIDE AVENUE	Daycare	9	102	120	85.0%
9	YELED V'YALDA	1150 CARROLL ST.	Head Start	9	22	22	100.0%
10	GAN DAY CARE CENTER INC	420 LEFFERTS AVE.	Head Start	9	67	67	100.0%
11	YELED V'YALDA	4206-10 15TH AVENUE	Daycare	12	146	147	99.3%
12	YELED V'YALDA	5110 18 AVE.	Head Start	12	53	53	100.0%
13	YELED V'YALDA	1601 42 ST.	Head Start	12	30	30	100.0%
14	YELED V'YALDA	3909 15 AVE.	Head Start	12	43	43	100.0%
15	YELED V'YALDA	1450 37 ST.	Head Start	12	54	54	100.0%
16	YELED V'YALDA	1257 38 ST.	Head Start	12	36	34	105.9%
17	YELED V'YALDA	600 MC DONALD AVE.	Head Start	12	106	106	100.0%
18	YESHIVA	1402 40 ST.	Head Start	12	65	65	100.0%
19	YELED V'YALDA	4206 15 AVE.	Head Start	12	122	122	100.0%
20	COLLEGE COMMUNITY CCC	2804-06 GLENWOOD ROAD	Daycare	14	55	55	100.0%
21	FLATBUSH YMCA NURSERY	1401 FLATBUSH AVE	Daycare	14	31	37	83.8%
22	HEBREW INS DEAF & EXC CHL	1401 AVENUE I	Daycare	14	47	47	100.0%
23	CATHOLIC CHARITIES	231 E. 17 ST.	Head Start	14	76	76	100.0%
24	SAINT MARK'S	2017 BEVERLY RD.	Head Start	14	182	182	100.0%
25	FRIENDS OF CROWN HGTS #5 S-7	1886 NOSTRAND AVENUE	Daycare	17	50	60	83.3%
26	KIDS ETCETERA DAY CARE CTR-S7	1331 FLATBUSH AVENUE	Daycare	17	29	25	116.0%
27	NATIONAL ASSN.:FAMILY DC	3017 GLENWOOD RD.	Head Start	17	144	162	88.9%
<b>Study Area Totals</b>					<b>1,996</b>	<b>2,063</b>	<b>96.8%</b>
Source: Agency for Children's Services, February 2009							

**Future-No Action Condition**

Based on Future-no Action conditions, DCP does not anticipate the development of affordable dwelling units on the RWCDs development sites within the Flatbush Rezoning Area by 2019.

**Future-With Action Condition**

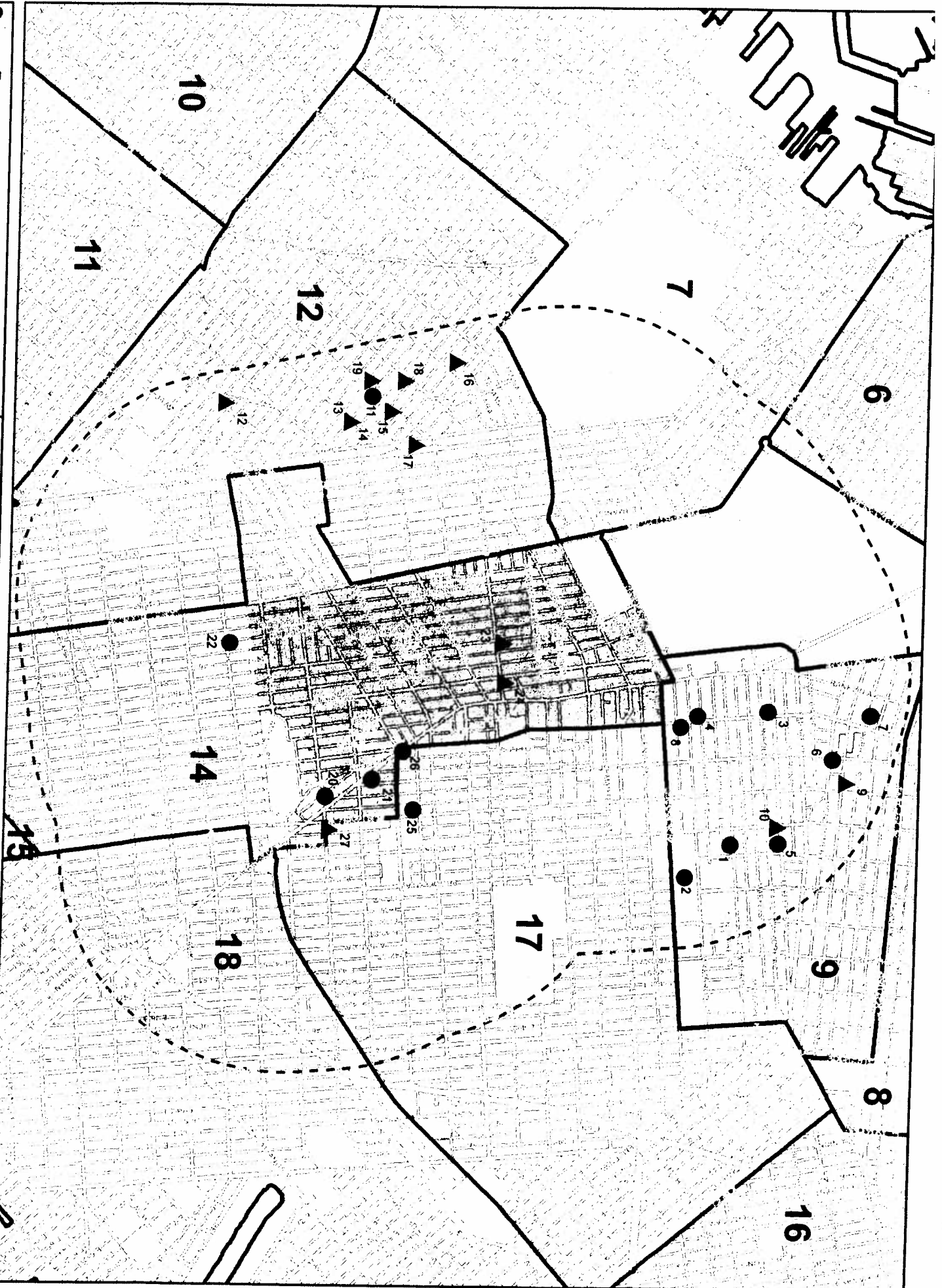
Under the proposed action, 144 affordable dwelling units could be developed on the RWCDs development sites within the Flatbush Rezoning Area by 2019 through Inclusionary Zoning. This would generate 76 children under the age of 6 who would be eligible for publicly funded day care and 27 children between the age of 6 and 12 (per *CEQR Technical Manual*, Table 3C-4).

The addition of 76 children under the age of 6 would increase the utilization of the existing child care facilities to 100.4 percent of existing capacity with a deficit of nine seats. Because the older children are expected to be attending school during most of the day, their need would be for after-school care. The 27 school-aged eligible children generated by the proposed action who qualify for ACS vouchers or other programming

# Group Day Care and Head Start Facilities in Vicinity of Proposed Flatbush Rezoning

- Group Daycare Facilities
- ▲ Head Start Facilities
- ⊞ One Mile Radius
- Proposed Rezoning Boundary

14 Community District Boundary



for after school care could be served by Family Child Care Networks or school-age slots in ACS contracted day care facilities, DYCD's Out of School Time programs, and/or DOE approved after school programs.

### **Conclusion**

According to *CEQR Technical Manual* guidelines, a significant adverse impact on publicly funded day care services may result if a proposed action would result in: 1) a demand for day care slots greater than remaining capacity of day care centers; and 2) demand that constitutes an increase of five percent or more of the collective capacity of the day care centers serving the study area. The introduction of day care eligible children associated with the RWCDs would cause a 3.7% percent increase in demand over the existing capacity of day care facilities in the study area, less than the *CEQR* threshold of five percent. Therefore the proposed action is not expected to have a significant adverse impact on publicly funded day care facilities in the study area.

### **D. OPEN SPACE**

An open space analyses may be necessary when an action would potentially have a direct or indirect effect on open space. According to the *CEQR Technical Manual*, a direct open space impact would physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value. An indirect impact could result if an action would introduce a substantial new user population of greater than 200 residents or 500 employees. An action that would add more than 200 residents or 500 employees or a substantial number of other users to an area is typically assessed for any potential indirect impacts on open space.

This section examines the effect of the proposed zoning map change on publicly accessible open space resources in the vicinity of the project site. The analysis of open space resources has been conducted in accordance with the guidelines of the *CEQR Technical Manual* based on the reasonable worst case development scenario (RWCDs) identified for the proposed zoning changes. It is projected that an additional increment of 180 new dwelling units with 524 new residents could be developed within the ten-year analysis period as a result of the proposed zoning changes. The proposed action would result in 60,317 square feet of new commercial development which would add 151<sup>[1]</sup> employees to the area which is less than the CEQR threshold of 500 employees. The projected population exceeds the preliminary threshold of 200 residents which warrants an assessment of the indirect effects of the proposed action on open space, as cited, in the *CEQR Technical Manual*. An initial quantitative assessment has been conducted to assess the potential effects of the projected increase in residential population resulting from the proposed zoning map amendment.

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<sup>[1]</sup> Assuming 1 employee per 400 square feet.

***Initial Quantitative Assessment***

The methodology employed to conduct this assessment is defined by the *CEQR Technical Manual*. It examines the change in total population relative to total open space in the open space study area in order to determine whether the increase in projected user population would significantly reduce the amount of available open space for the area's population. The open space study area is defined to analyze both the proximity of open spaces and the population using those open spaces. It is generally defined by a reasonable walking distance that users would travel to reach local open space and recreation areas. The *CEQR Technical Manual* defines the study area as being typically a ½ mile radius for residential users and a ¼-mile radius for commercial projects.

The study area for the proposed zoning map amendment was defined by first drawing a ½ mile radius around the development sites for the proposed rezoning. The open space study area consists of sixty-five census tracts with at least 50 percent of their area within a half mile of the project area. For the purpose of this analysis, the study area boundaries were drawn to include those census tracts within a half mile radius of the seventeen projected development sites.

***Residential Population***

Table 7 breaks down the 2000 U.S. Census data which indicates there are approximately 284,529 residents of the 65 Census tracts that comprise the open space study area.

**Table 7 - Open Space Study Area Population**

<b>US Census 2000 Tracts</b>	
<b>Year 2000 Census Tract</b>	<b>Year 2000 Population</b>
327	3,868
456	2,330
458	1,513
460.01	3,058
460.02	610
462.01	2,447
480	3,442
482	5,310
484	5,244
486	3,576
488	4,393
490	6,153

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492	3,346
494	5,596
500	3,680
502.01	1,649
502.02	2,150
504	4,463
506	6,187
508	13,884
510	9,273
512	6,871
514	7,692
516	9,755
518	3,678
520	4,399
522	1,021
524	2,386
526	4,515
528	2,105
530	3,564
532	2,757
Year 2000 Census Tract	Year 2000 Population
534	4,612
740	3,623
742	3,348
750	3,148
752	1,260
762	4,671
764	4,192
766	2,297
770	3,063
772	3,325
774	3,121
776	4,123
780	2,555
782	4,320
784	2,740
786	4,469
788	3,775
790	5,908

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792	3,815
794	1,932
796	10,384
798	9,091
800	3,927
802	4,817
804	3,380
818	5,253
820	5,392
822	7,463
824	4,448
826	6,051
828	3,985
830	6,563
832	2,563
<b>Total</b>	<b>284,529</b>

***Total Amount of Open Space***

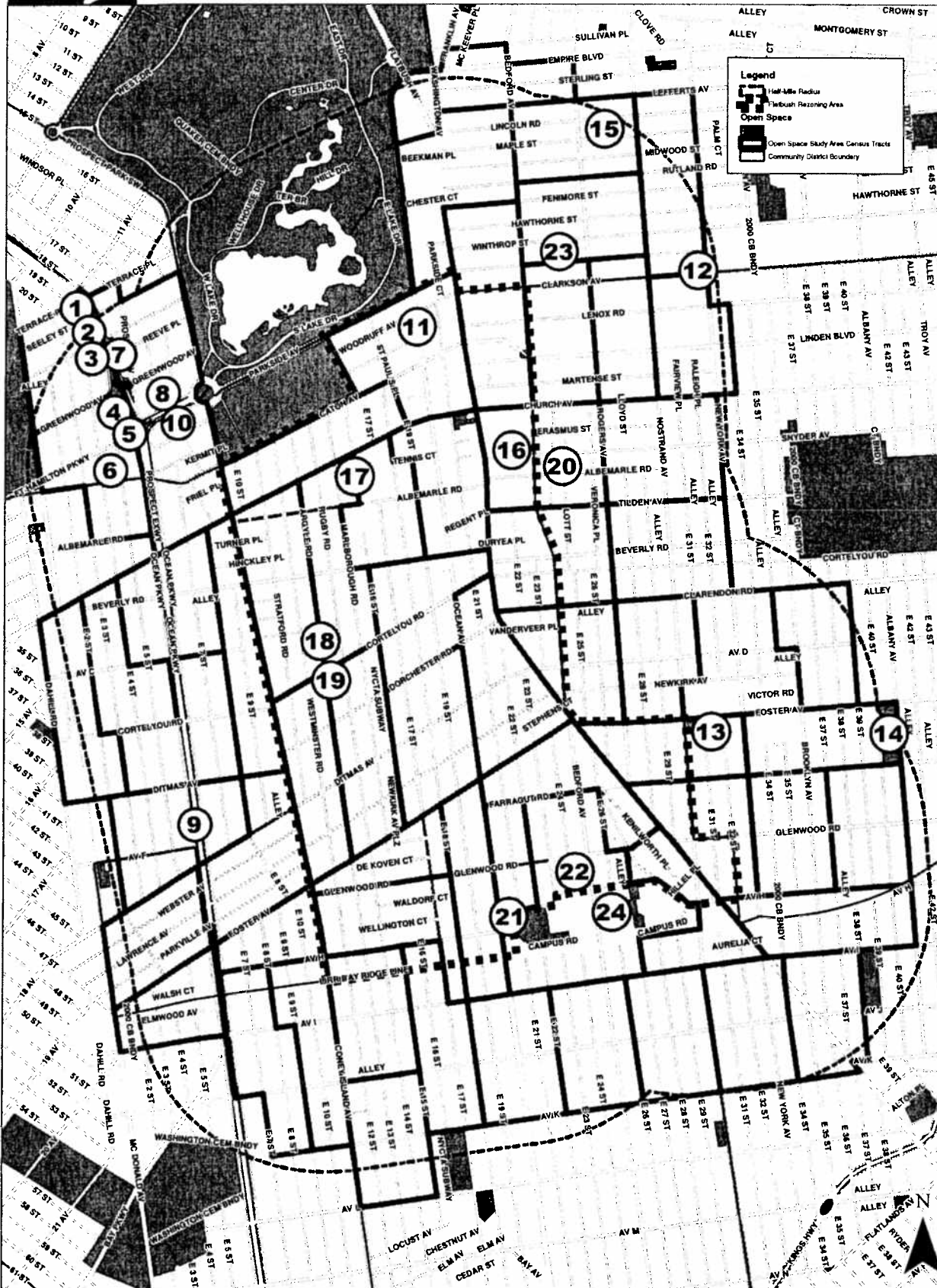
DCP inventoried open space resources within the open space study area, using the files of the New York City Department of Parks and Recreation (NYCDPR) and by conducting a field survey. Open spaces outside the jurisdiction of DPR were included in this inventory if they were open and accessible to the public at the time of field work (midday and midweek), or if open hours were posted. Public space is defined in the *CEQR Technical Manual* as open space that is accessible to the public on a constant and regular basis for designated daily periods.

As shown in Table 8, the open space study area contains 26.32 acres of open space.

**Table 8: Open Space Inventory**

<b>Number</b>	<b>Open Space</b>	<b>Address</b>	<b>Acreage</b>
1	Thomas J. Cuite Park	11 <sup>th</sup> Avenue to Seeley Street, at 19 <sup>th</sup> Street	0.49
2	Seeley Street Park	W/S Exwy, Seeley Street to Vanderbilt Street	0.36
3	Park	South of Vanderbilt Street at East 5 <sup>th</sup> Street	0.48
4	Greenwood Playground	Ft Hamilton Pkwy, Prospect Ave, Greenwood Ave	3.19
5	Open Space	Ft. Hamilton Pkwy and East 5 <sup>th</sup> Street	0.27
6	East 4 <sup>th</sup> Street Garden	East 4 <sup>th</sup> Street, Caton Avenue, Ft. Hamilton Pkwy	0.18
7	Park Strip	Prospect Expwy, Prospect Avenue, Greenwood Avenue	0.40
8	Park	Sherman Street and Ocean Parkway	0.21
9	Ocean Parkway Malls	Ocean Parkway from Prospect Park to Avenue I, east side only between Avenue I and Avenue J	5.34
10	Park	East 8 <sup>th</sup> Street btwn Caton Avenue and Ocean Parkway	0.8
11	Umma Park	Woodruff, Ocean and Crooke Avenues	0.23
12	Rolf Henry Playground	New York and Classon Avenues	0.21
13	Nostrand Playground	Nostrand and Foster Avenues	3.05
14	Paerdegat Park	Foster Avenue and Farragut Road	3.56
15	Lincoln Rd Block Association	316 Lincoln Road	0.07
16	Explore Charter School Playground	15 Snyder Avenue	0.34
17	Buckingham Road Open Space	Buckingham Road btwn Church Avenue and Albemarle Road	0.19
18	PS 139 Playground	330 Rugby Road	0.36
19	Lt. Federico Navarez Playground	Argyle Road and Cortelyou Road	0.12
20	Lott Park	Albemarle Road btwn Bedford Ave and Veronica Pl	0.07
21	Hot Spot Tot Lot	Campus Rd, E 21 St & Ave H	0.32
22	Bedford Avenue Playground	Bedford Avenue, btwn Glenwood Rd and Campus Rd	0.65
23	Parkside Playground	Rogers Ave, Winthrop St, Parkside Ave	1.41
24	Brooklyn College Quad	Bedford Avenue btwn Campus Rd and the LIRR cut	4.02
<b>Total</b>			<b>26.32</b>

# Flatbush Rezoning Open Space Study Area



***Open Space Ratio***

The open space ratio is the amount of open space acreage per 1,000 user population. For the proposed action, the open space ratio was calculated for the residential population within the open space study area. The Open Space inventory found in Table 8 indicates that the 284,529 person residential population is served by 26.32 acres of public open space. This acreage results in a ratio of 0.0924 acres of open space per 1,000 residents within the open space study area.

***Projected Population Increase***

The increase in residential population projected to occur as a result of the proposed action is 2,165 people. As noted previously, the existing residential population within the Open Space study area is 284,529. Therefore, the projected total residential population in the open space study area is anticipated to be 286,694 as a result of the proposed action.

***Anticipated Change in Open Space Acreage***

No changes in the amount of open space are anticipated in the future with the proposed action.

***Projected Open Space Ratio***

As a result of the proposed action, the open space ratio is projected to decrease from 0.0924 acres per 1,000 residents to 0.0918 acres per 1,000 residents, or a decrease of less than 1%.

***Analysis***

The *CEQR Technical Manual* indicates that if the ratio decreases as a result of the proposed action, the applicant should consider the existing open space ratio and the extent to which the proposed action would alter that ratio. A City-wide survey indicated that half of all community districts have an open space ratio of 1.5 acres of open space per 1,000 residents. While a 1.5 open space ratio is considered to be adequate, the City attempts to achieve a ratio of 2.5 acres per 1,000 residents on large scale plans and proposals.

Decreases in open space ratio would generally warrant a more detailed analysis under the following conditions:

- If the decrease in open space ratio would approach or exceed 5 percent
- If the study area exhibits a low open space ratio.

The projected decrease in the open space ratio would not constitute a substantial change. A 1% decrease in the open space ratio in this area would not have the potential to result in significant adverse impacts, and detailed analyses are not warranted. In addition, it should also be noted that the 526-acre Prospect Park is located adjacent to the study area, however the census tract containing the park was not more than fifty percent within the open space study area. Prospect Park provides active and passive recreation uses, offering

a variety of recreation activities. Residents will travel somewhat further than a half mile to utilize a major regional park such as Prospect Park. Also, approximately 39% of the total land area of the rezoning area has been improved with detached one and two family homes. These homes have yards that can also accommodate passive and active recreation.

#### **E. SHADOWS**

The proposed action is not expected to result in significant adverse shadow impacts. The *CEQR Technical Manual* defines a shadow as the circumstance in which a building or other built structure blocks the sun from the land. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and important landscaping and vegetation. In general, increases in shadow coverage make parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive, such as stained-glass windows, by obscuring the features or details which make the resources significant.

In general, shadows on city streets and sidewalks or on other buildings are not considered significant under CEQR. Some open spaces contain facilities that are not sensitive to sunlight. These are usually paved such as handball or basketball courts, contain no sitting areas and no vegetation, no unusual or historic plantings, or contain only unusual or historic plantings that are shade tolerant. These types of facilities do not need to be analyzed for shadows impacts. Additionally, it is generally not necessary to assess resources located to the south of development sites as shadows cast by the action-generated development would not be cast in the direction of these resources. Furthermore, shadows occurring within an hour and a half of sunrise and sunset generally are not considered significant under CEQR.

To determine whether new shadows could adversely affect the aforementioned opens spaces, screening analyses are necessary. The first step is to calculate the heights of structures or additions resulting from the proposed action and compare them to the heights of the structures or additions in the future without the proposed action. Pursuant to *CEQR Technical Manual* methodologies, if the increases in height from the no-action compared to the with-action structures or enlargements are less than 50 feet, no assessment of shadows is generally necessary unless the site is adjacent to a sunlight-sensitive park, historic resource, or other important natural feature. For this initial step, the projected and potential development sites and their immediate surroundings comprise the study area. As discussed in the Historic Resources section below, there are a number of architectural resources located near, or adjacent to, projected and potential development sites; however, none of these resources have sun-sensitive features (such as stained-glass windows) that would be affected by action-induced development.

Height increments were calculated between future no-action and future action conditions for each of the projected and potential development sites. The analysis showed that in general, the incremental height difference between the no-action and with-action scenario would be only 10 feet. None of the projected development sites or potential development

sites would have a height increment increase of 50 feet or greater. The incremental development would not exceed the screening analysis of the CEQR Technical Manual, therefore, no further analysis is needed.

## **F. HISTORIC RESOURCES**

This section evaluates the potential impacts of the proposed actions on archaeological and historic architectural resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include designated New York City Landmarks (NYCL), Interior Landmarks, Scenic Landmarks, and properties located within designated New York City Historic Districts; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State and/or National Registers of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for Historic Preservation for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. The analyses utilized in this chapter follow the guidelines contained in the *CEQR Technical Manual*.

According to the guidelines contained in the *CEQR Technical Manual*, impacts on historic resources are considered on those sites affected by a proposed action and in the area surrounding identified development sites. Consequently, the study area for historic resources is defined as the rezoning area plus an area approximately 400 feet around the rezoning area's perimeter. This is the area in which it is expected that new development could affect physical, visual, and historic relationships of architectural resources and is also called the "area of potential effect" (APE).

### Historical Overview

Flatbush was settled in 1652 as one of the six original towns of Brooklyn. It was situated in the center of the area known as *Midwout* (middle woods). Its name derives from the Dutch word *vlackebos* (wooded plain). The area remained rural until the 1880s, when it was made ripe for development by the opening of the Brooklyn, Flatbush and Coney Island Railroad on July 2, 1878. Henry A. Meyer, a local grocer, was the first to initiate large-scale construction. In 1892 his Germania Land and Improvement Company laid a grid across approximately sixty-five acres of land formerly occupied by the potato farm of the Vanderveers and built rows of Queen Anne cottages. Acres of farmland quickly became well-planned communities, and by 1910 the area had been transformed into a fashionable suburb.

After the opening in 1920 of the Brighton Beach subway line, large apartment buildings were erected along Ocean Avenue as far south as Kings Highway. In these years, the neighborhood was the site of Ebbets Field, where the Brooklyn Dodgers played from 1915 to 1957.

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Flatbush has 3500 one- and two-family houses and more than thirty thousand apartments. Notable buildings in the neighborhood include the Flatbush Reformed Dutch Church, at Flatbush and Church avenues (the present structure is the third on the site and was built in 1798; the first was built by order of Peter Stuyvesant); the Erasmus Hall Museum, in the courtyard of Erasmus High School opposite the church (originally Erasmus Hall Academy, opened in 1786 by the Flatbush Reformed Dutch Church and made a public school in 1896); Flatbush Town Hall at 35 Snyder Avenue (1875); and Loew's King on Flatbush Avenue near Beverly Road (1929), a grand movie theater. Newkirk Plaza, between Newkirk and Foster avenues, was one of the city's first commercial revitalization projects in 1977.

The area to be rezoning includes portions of the Albemarle-Kenmore Terraces Historic District, Prospect Park South Historic District, Ditmas Park Historic District, and Fiske Terrace Midwood Park Historic District.

*Albemarle-Kenmore Terraces Historic District.*

This small historic district, nestled behind the grounds of the Flatbush Reformed Dutch Church consists of two cul-de-sac streets lined with houses designed by the local firm Slee & Bryson. Albemarle Terrace (1916-17) has charming Colonial Revival brick row houses, while the Garden City (1917-18, with two houses from 1919-20), inspired Kenmore Terrace, is an early example of the influence of the automobile on American architecture; each house on the south side of Kenmore Terrace incorporates a garage into the ground story. There are no potential or projected development sites located in the Albemarle-Kenmore Terraces Historic District.

*Prospect Park South Historic District.*

Prospect Park South, Brooklyn's most imposing suburban neighborhood, was a development scheme initiated by Dean Alvord, who sought "to create a rural park within the limitations of the conventional city block and city street." After purchasing approximately sixty acres of farmland in 1899, Alvord laid out all the utilities, erected brick gateposts, planned lawns and malls, and hired the Scottish landscape gardener John Aitkin to supervise the plantings. Alvord also hired an architectural staff, which was headed by the talented John J. Petit, to design large, comfortable houses in a wide variety of styles. Petit was responsible for some of the finest houses in the district (as an alternative, owners could hire their own architects), including examples of the Colonial Revival (for example, 1510 Albemarle Road), neo-Tudor (183 Argyle Road), and Queen Anne (1423 and 1501 Albemarle Road) styles, as well as several more uncommon examples, most notably a Swiss chalet (100 Rugby Road) and a house modeled on a Japanese pagoda (131 Buckingham Road). Within a few years Alvord had created a community that, in his words, was "acceptable to people of culture with means equal to some of the luxuries as well as the necessities of life." There are no potential or projected development sites located in the Prospect Park South Historic District.

*Ditmas Park Historic District.*

Following the success of Prospect Park South, much of Flatbush was developed with freestanding suburban homes. Ditmas Park was a real-estate venture planned by the developer Lewis H. Pounds in 1902. Pounds graded the land, divided the area into lots, and planted the magnificent trees that still grace the streets. He then erected houses or

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sold lots to other builders. Most of the houses in the district are wood-frame structures in the Colonial Revival style, although there are also a few examples of neo-Tudor and neo-Renaissance design. Most of them were designed by local Brooklyn architects such as A. White Pierce, Arlington Isham, Benjamin Driesler, and Slee & Bryson who were responsible for residential work throughout Brooklyn in the early 20th century. The most unusual houses in the district are Arlington Isham's Arts and Crafts bungalows on East 16th Street, all built in 1909, and the romantic English cottage, designed in 1931 by Frank J. Forster and R. A. Gallimore for legendary baker Arthur Ebinger, located at 415 East 19th Street. The most prominent building in the district is the imposing neo-Georgian Flatbush Congregational Church, designed in 1910 by the Boston architecture firm Allen & Collens working in collaboration with the local architect Louis Jallade. The adjacent parish house, designed by Whitefield & King and built in 1899, is an unusual polygonal Shingle Style structure. There are no potential or projected development sites located in the Ditmas Park Historic District.

*Fiske Terrace - Midwood Park Historic District*

The Fiske Terrace - Midwood Park Historic District is a planned development consisting of approximately 250 predominantly free-standing single-family residences constructed during the first two decades of the twentieth century. The initial impetus for the development occurred with the completion of the Brooklyn Bridge in 1883 and followed with the construction of the Brooklyn, Flatbush and Coney Island railroad in 1895. The first development in the area was Tennis Court in 1886. The construction of park-like suburbs such as Prospect Park South (1899) provided a model for the developments of Fiske Terrace and Midwood Park. The residences of Fiske Terrace - Midwood Park are important early examples of houses that were either mass-produced at the factory or designed in multiples of ten. The predominantly Colonial Revival and Shingle Style houses are largely intact, asymmetrically massed and feature spacious porches, elaborate projecting towers, oriels and bays, Palladian windows and deep eaves. . There are no potential or projected development sites located in the Fiske Terrace - Midwood Park Historic District.

*Architectural Resources*

No significant adverse impacts to existing architectural resources are anticipated. The CEQR Technical Manual specifies that actions not involving new construction, demolition, or significant physical alteration generally do not need to be analyzed for architectural resources. The proposed zoning map amendment would not result in development on lots that would not otherwise be developed in the future absent the proposed action, or development that would result in a substantial change in development patterns. The proposed action is intended to produce building forms that are in context with existing development. To determine the potential for the proposed actions to result in significant, adverse impacts, a screening analysis was performed pursuant to the methodologies identified in the *CEQR Technical Manual*. The proposed actions would not result in a change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature. The proposed actions would restrict future development to a scale, visual prominence, and context that is consistent and compatible with existing development and streetscapes.

As discussed below, there are a number of individual landmarks located within the study area that would not be affected by the proposed actions.

*Flatbush Reformed Dutch Church Complex*

Located at 890 Flatbush Avenue, this church, the third to be erected at this location, occupies the site in longest continuous use for religious purposes in New York City. The stone and brick building in the Federal style has an elegant clock tower and steeple. The western façade of the church has a stained-glass window. The church sits within a cemetery to the south and west, that contains the graves of members of local families; familiar names include Vanderbilt, Lott, Lefferts, Cortelyou, and Bergen. The parsonage is an exceptional example of a vernacular house in a transitional style, with both Greek Revival and Italianate features. A Colonial Revival brick church house completes the complex. Potential Development Site 24 (1004 Flatbush Avenue) is located just south of the Reformed Dutch Church cemetery, an other development sites are located east of the church, across Flatbush Avenue. There is no potential for development on these sites, located to the south and east of the church, to cast shadows on the sun-sensitive stained glass window on the western façade of the church. Since significant new shadows would not be introduced by the proposed action, and no further analysis is warranted. Action-induced development would be about 10-feet higher than no-action development, and would therefore not be expected to change the scale, visual context, or visual prominence of the historic building or its landscape features. Therefore, a significant adverse impact to this historic resource is not expected

*Erasmus Hall Academy*

Today known as the Erasmus Hall Museum, located in the courtyard of Erasmus Hall High School at 911 Flatbush Avenue, Erasmus Hall (first built in 1786), was the first secondary school chartered by the New York State Board of Regents. It was originally a private school for boys, founded with the assistance of Alexander Hamilton, Aaron Burr, John Jay, and others. The school was housed in this Federal-period wooden building until Erasmus Hall High School, the surrounding Collegiate Gothic complex, was erected early in the 20th century. Several potential development sites, as well as Projected Development Site 4 (26 Snyder Avenue) are located around Erasmus Hall High School. However, since the Erasmus Hall Museum is located in the courtyard of the high school, it is protected from any construction which could occur on those sites. Action-induced development would be about 10-feet higher than no-action development, and would therefore not be expected to change the scale, visual context, or visual prominence of the historic building or its landscape features. Therefore, a significant adverse impact to this historic resource is not expected.

*Flatbush Town Hall*

Located at 35 Snyder Avenue, Flatbush Town Hall was designed in a High Victorian Gothic style by John Y. Culyer and constructed in 1875. This brick and stone structure, with its prominent tower and gables, is a reminder of the period when Flatbush was an independent community. The building, which was restored in the late 1980s after years of standing vacant, is currently used by the New York City Board of Education. Potential

**Flatbush Rezoning**  
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Site 32 (1094 Flatbush Avenue) is adjacent to the landmark. There are no sun-sensitive features incorporated into the landmark building. Action-induced development would be about 10-feet higher than no-action development, and would therefore not be expected to change the scale, visual context, or visual prominence of the historic building or its landscape features. Therefore, a significant adverse impact to this historic resource is not expected.

*Flatbush District No. 1 School (PS 90)*

Located at 2274/2286 Church Avenue, at the intersection of Bedford Avenue, the Flatbush District No. 1 School was completed in 1878 and designed by John Y. Culyer, the chief engineer and longtime superintendent of Prospect Park. The building's round arches, symmetrical bays and patterned brick edifice set it apart from the schoolhouses that had been built earlier in Flatbush. There are no sun-sensitive features incorporated into the landmark building. These structures were built with wood frames, sided with clapboard, and resembled the residences that had been built around them. Projected Site 3 (2248 Church Avenue), located approximately 70-feet from the post office, is the closest site to the landmark. Action-induced development would be about 10-feet higher than no-action development, and would therefore not be expected to change the scale, visual context, or visual prominence of the historic building or its landscape features. Therefore, a significant adverse impact to this historic resource is not expected.

*Knickerbocker Field Club*

In 1889, the Knickerbocker Field Club was organized and four years later (1893) it completed a clubhouse just west of Tennis Court, on the west side of East 18th Street, south of Church Avenue. Designed by the Parfitt Brothers, the gambrel-roofed club is covered in clapboard with a broad porch on one side, in the Colonial Revival style. It is located at 114 East 18<sup>th</sup> Street. There are no projected or potential development sites in proximity to the Knickerbocker Field Club. Therefore, a significant adverse impact to this historic resource is not expected.

*Beverly Road Subway Station (S/NR only)*

Located at the intersection of Beverly Road and Malborough Road, the subway station was constructed around 1900 in the Mission-Spanish Revival style. The station was established to serve the then-new planned community of Prospect Park South. The current station house and below-grade platforms were completed at the end of 1907. The stationhouse features artwork called *Garden Stops* by Patsy Norvell, which has etched images of leaves on the glass windows inside the fare control facing the south. The artwork can be seen from both inside the mezzanine and while standing on either platform to the south of it. There are no projected or potential development sites in proximity to the Beverly Road Subway Station. Therefore, a significant adverse impact to this historic resource is not expected.

*US Post Office, Flatbush Station (S/NR only)*

Located at 2273 Church Avenue, the Flatbush Post Office was designed in the Colonial Revival style and constructed in 1925. There are no sun-sensitive features incorporated into the landmark building. It continues to be used as a post office today. There are no



development sites adjacent to the post office, but Projected Development Site 1 (2231 Church Avenue) and Projected Development Site 3 (2248 Church Avenue) are both approximately 100-feet away. Since there are no development sites proximate to the historic resource, there would be no change in scale, visual context, or visual prominence of the landmark building or its landscape features. Therefore, a significant adverse impact to this historic resource is not expected.

*Church of the Holy Innocents (S/NR only)*

The Roman Catholic Church of the Holy Innocents was founded in 1909 to serve the Flatbush area of Brooklyn. A first church building was erected on East 17th Street at Beverly Road, and the site would eventually include a rectory and school. The 1,100-seat church was designed in the Late Gothic Revival style by Helme & Corbett, who were also the architects of St. Gregory's Church in Brooklyn. The massive square tower contains a set of 16 tubular tower chimes that were installed in 1923 and built by the J.C. Deagan Co. of Chicago. Holy Innocents Church is located at 229 East 17<sup>th</sup> Street. There are no projected or potential development sites in proximity to the Church of the Holy Innocents. Therefore, a significant adverse impact to this historic resource is not expected.

Therefore, it is concluded that the proposed action does not have the potential to result in significant adverse impacts related to architectural resources, and no further analysis is necessary.

***Archeological Resources***

Archeological resources are considered only in those areas where excavation is likely and would result in new in-ground disturbance, which is defined as any disturbance to an area not previously excavated, and excludes new excavation deeper and/or wider than previous excavation on the same site. These areas are limited to sites that may be developed in the rezoning area, including projected and potential development sites. To determine the potential for the proposed actions to result in significant, adverse impacts, a screening analysis was performed pursuant to the methodologies identified in the *CEQR Technical Manual*. The proposed action would not result in increased ground disturbance on any of the projected or potential development sites. Therefore, it is concluded that the proposed action does not have the potential to result in significant adverse impacts related to archeological resources, and no further analysis is necessary.

**G. URBAN DESIGN/VISUAL RESOURCES**

The proposed action is not expected to result in significant adverse impacts to Urban Design/Visual Resources.

The proposed action would preserve area land uses, bulk and building types through the mapping of contextual zoning districts. These proposed changes encourage the preservation of building arrangements, protecting the predominant character of neighborhoods with detached homes, and neighborhoods of rowhouse and apartment

building characters. The neighborhoods of the study area would be protected with contextual zoning districts, which would limit the height and bulk of new buildings.

Under the proposed rezoning and text amendment, Church Avenue, Flatbush Avenue would encourage small apartment buildings with ground floor retail uses. Along Flatbush Avenue the proposed action would change the zoning from north of Church Avenue to Cortelyou Road from a C4-2 district to a C4-4A district, and south of Cortelyou Road to Glenwood Road from R6/C1-3 and R6/C2-3 to R7A/C2-4. South of Glenwood Road, the proposed action would change the zoning from C4-3 to C4-4A. These changes would allow modest growth along this important commercial corridor. In addition to the proposed zoning change, the proposed text amendment would increase the allowable FAR in an R7A district to a 4.60 versus the standard 3.45. Coney Island Avenue would also have small areas of R7A/C2-4 and R7A zoning which would also allow the maximum FAR to be increased to 4.6, through the Inclusionary Text Amendment.

The proposed action would promote new construction that is consistent with existing uses, density, scale and bulk and would not alter existing block forms, street patterns, streetscape elements, or street hierarchy.

## **Urban Design**

### ***Residential Areas***

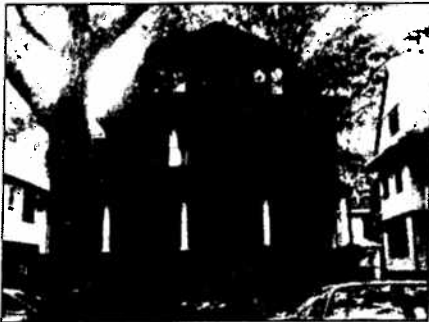
The residential areas are characterized by three distinct building types; detached homes, attached rowhouses, and medium-density apartment buildings.

### ***Detached Homes***

The greater Flatbush neighborhood contains a group of neighborhoods that are collectively known as "Victorian Flatbush". Many of these homes were built between the late 1890's and 1930's in regular street grids with occasional green medians that break up the various neighborhoods. Approximately 50% of the tax lots within the study area consists of detached, one and two-family homes of two and one-half stories. Detached home neighborhoods include; Caton Park, Prospect Park South, Beverly Square, Ditmas Park, Fiske Terrace, Midwood Park, and South Midwood. These neighborhoods are known for their large, architecturally distinct homes, and mature trees. These areas would be protected with zoning districts that would protect existing densities and building heights within the neighborhood, as well as limiting any new construction to detached homes. Currently, some areas are protected with R1-2 and R2 low-density districts. However, other areas are zoned with districts that allow attached or semi-attached structures, or allow apartment buildings with no height limits.



Victorian Flatbush home



Victorian home in Ditmas Park



Trees covering Stratford Road

*Attached Homes*

Rowhouses of two to four stories within a regular grid of streets cover approximately 12% of the lots within the rezoning area. This housing type typically consists of one- and two-family homes or walk-up apartment buildings. The semi-attached and attached homes are typically two- to four-stories in height. The densities, and building heights of these areas would be protected with R5B and R6B zoning districts, which would limit building heights. Currently, there are no height limits.



Linden Blvd Rowhouses



Typical three story rowhouses, Flatbush



Typical three story rowhouses, South Midwood

### *Apartment Buildings*

Rowhouses of two to four stories within a regular grid of streets cover approximately 35% of the lots within the rezoning area. This housing type consists of walk-up and elevator apartment buildings. Typically, these buildings are four to six stories in height. They are high lot-coverage structures and provide little area for open space or parking. These areas would be protected with R6A and R7A districts, which would limit building heights and force new buildings to line-up with existing structures. Currently, there are no height limits. In some R7A areas, a 33% density bonus would be available if affordable housing were to be included in the structure or preserved within ½ mile, or within the community district. Even with the density bonus, heights would still be capped at the same height as within the regular R7A district.



New apartment building on Caton Avenue



Apartment building at Caton Avenue and Ocean Avenue



Nostrand Avenue apartment building

### ***Commercial Areas***

Approximately five percent of the tax lots within the study area is comprised of mixed commercial and residential buildings, as well as single and two-story commercial structures. These uses are located along major corridors, including; Flatbush Avenue, Church Avenue, Cortelyou Road, Newkirk Plaza, Nostrand Avenue, and Avenue H. Large commercially zoned areas are located between Church Avenue and Cortelyou Road east of Flatbush Avenue, and between Glenwood Road and Avenue H in the area known as "The Junction". Typically, commercial corridors within the Flatbush

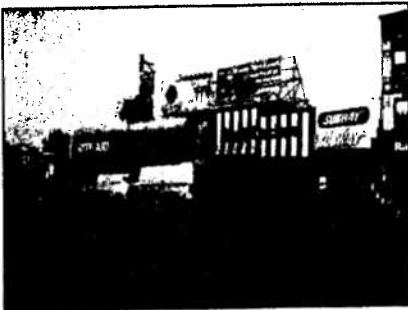
neighborhoods are three stories in height, with retail on the ground floor and office, residential, or storage on the upper floors. There are also single-story retail uses in most of the corridors.



Mixed use structures along Flatbush Avenue



Retail-only uses along Flatbush Avenue in two- and three-story buildings



Single story retail along Flatbush Avenue



Retail and residential uses along Church Avenue at 18<sup>th</sup> Street

## **Visual Resources**

According to the *CEQR Technical Manual*, an area's visual resources are its unique or important view corridors, vistas or built features. As discussed in the Historic Resources section, the Prospect Park South, the Albemarle and Kenmore Terrace, Ditmas Park, and the Fiske Terrace-Midwood Park Historic Districts, as well as seven individual landmarks, are located within the proposed rezoning area, all of which create the unique architectural characteristics of these neighborhoods. In addition, Prospect Park affords views of five hundred and twenty-six acres of parkland from its eastern and southern borders. In addition, the Flatbush and Brooklyn Malls create unique green spaces throughout many of the rezoning area's neighborhoods.

## **Conclusion**

The proposed action would reinforce the character, bulk, density of the rezoning area and would provide for limited development opportunities along Church, Flatbush, and Coney Island Avenues. New development would be consistent with existing uses, bulk and building type, with no impact on block forms, street patterns or streetscape elements.

Through the use of established contextual zoning districts, the current fabric of urban design is reinforced and the potential impacts from the action would be considered beneficial, rather than adverse. In addition, as the amount of new development is to be built within the current built context and block form, the action would not alter the public parks, any landmark structures, or natural resources. Consequently, significant adverse impacts are not anticipated and further detailed analyses are not warranted.

## **H. NEIGHBORHOOD CHARACTER**

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements typically include land use, urban design, visual resources, historic resources, socioeconomics, traffic, and noise.

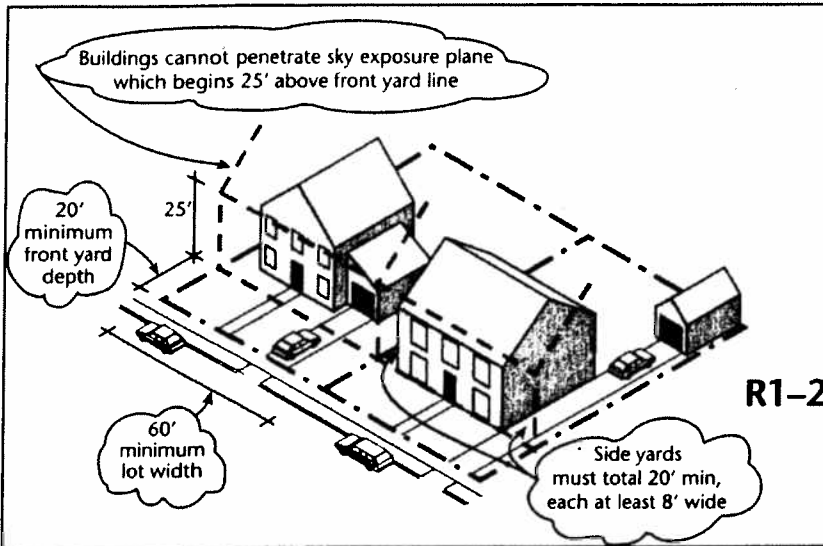
Reviewed individually for their potential for cumulative impacts, the proposed action would not result in:

- development that would conflict with existing uses, conflict with land use policy or other public plans for the area, change land use character, or result in a significant land use impact;
- substantially different building bulk form, size, scale or arrangement; block form, street pattern or street hierarchy; streetscape elements, such as street wall, landscaping, curb cuts, loading docks, and pedestrian activity and circulation;
- changes to natural features or a significant urban design impact;

- substantial direct changes to a visual feature, such as a unique and important public view corridors and vistas, or to public visual access to such a feature;
- substantial direct changes to a historic resource, substantial changes to public views of a historic resource or a significant impact on historic resources;
- substantial direct or indirect displacement or addition of population, employment or businesses substantial changes in the character of businesses, substantial differences in population or employment density from the prevailing conditions or significant socioeconomic conditions impact;
- substantial changes to an aspect of traffic that contributes to the character of an area and change in Level of Service (LOS) to a C-grade or below accompanied by substantial changes in traffic patterns, roadway classification, or vehicle mix, substantial increases in traffic volumes on residential streets or significant traffic impact.

The predominant objective of the proposed action is the introduction of contextual zoning districts to complement the scale and density of the existing neighborhood. The diagrams on the following pages illustrate the type of development that could be expected to occur. The proposed action is expected to complement the scale and density of the existing neighborhood. The proposed action is expected to support the existing neighborhood character which is a mixture of residential and commercial uses. While the proposed zoning along the major commercial corridors encourages new residential development, it also implements height limits where none currently exist. Therefore, no significant adverse impacts to neighborhood character are anticipated.

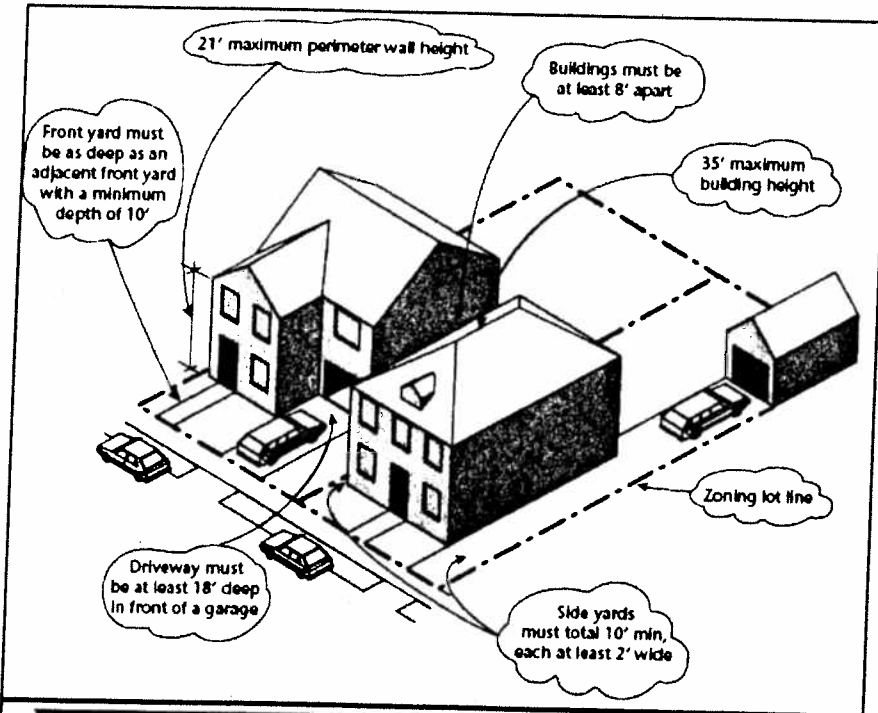
# R1-2



Single-Family Detached Residences											
	Lot Width (min)	Lot Area (min)	FAR (max)	OSR (min)	Front Yard (min)	Rear Yard (min)	Side Yards (min)			Building Height (max)	Required Parking (min)
							#	Total	Each		
<b>R1-2</b>	60 ft	5,700 sf	0.5	150.0	20 ft	30 ft	2	20 ft	8 ft	na <sup>2</sup>	1 per dwelling unit

<sup>1</sup> Regulations may differ in Lower Density Growth Management Areas  
<sup>2</sup> Height controlled by sky exposure plane, a sloping line that begins at a height of 25 feet

# R3-X



## Single- and Two-Family Detached Residences

R3X <sup>1</sup>	Lot Width (min)	Lot Area (min)	FAR (max)	Front Yard (min)	Rear Yard (min)	Side Yards (min)			Building Height/ Perimeter Wall (max)	Required Parking (min)
						#	Total	Each		
	35 ft	3,325 sf	0.5 <sup>2</sup>	10 ft <sup>3</sup>	30 ft	2	10 ft	2 ft <sup>4</sup>	35 ft/21 ft	1 per dwelling unit

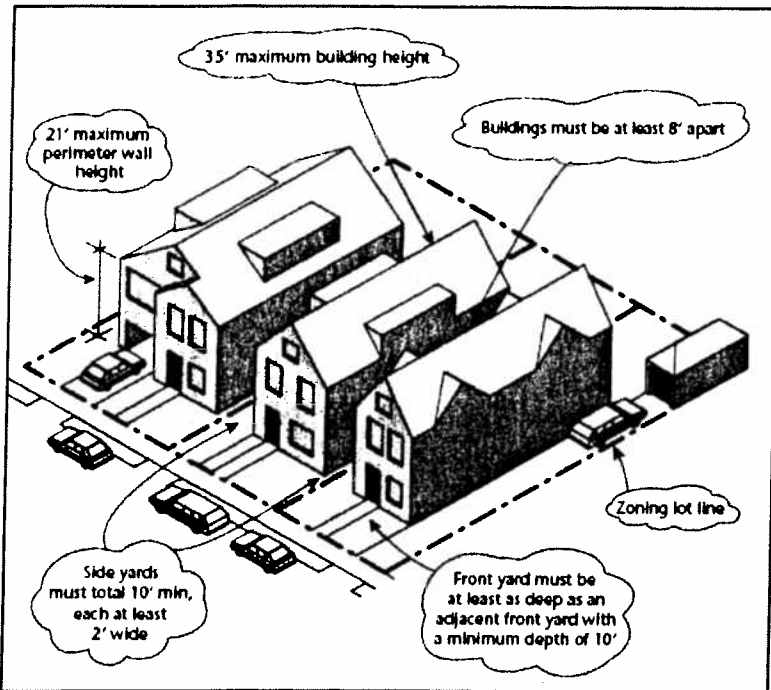
<sup>1</sup> Regulations may differ in Lower Density Growth Management Areas

<sup>2</sup> FAR may be increased up to 20% for attic allowance

<sup>3</sup> Front yard must be at least as deep as an adjacent front yard with a minimum depth of 10 feet

<sup>4</sup> Minimum of 8 feet required between buildings on adjacent zoning lots

# R4A



## Single- and Two-Family Detached Residences

**R4A**

Lot Width (min)	Lot Area (min)	FAR (max)	Front Yard (min)	Rear Yard (min)	Side Yards (min)			Building Height/ Perimeter Wall (max)	Required Parking (min)
					#	Total	Each		
30 ft	2,850 sf	0.75 <sup>2</sup>	10 ft <sup>3</sup>	30 ft	2	10 ft	2 ft <sup>4</sup>	35 ft/21 ft	1 per dwelling unit

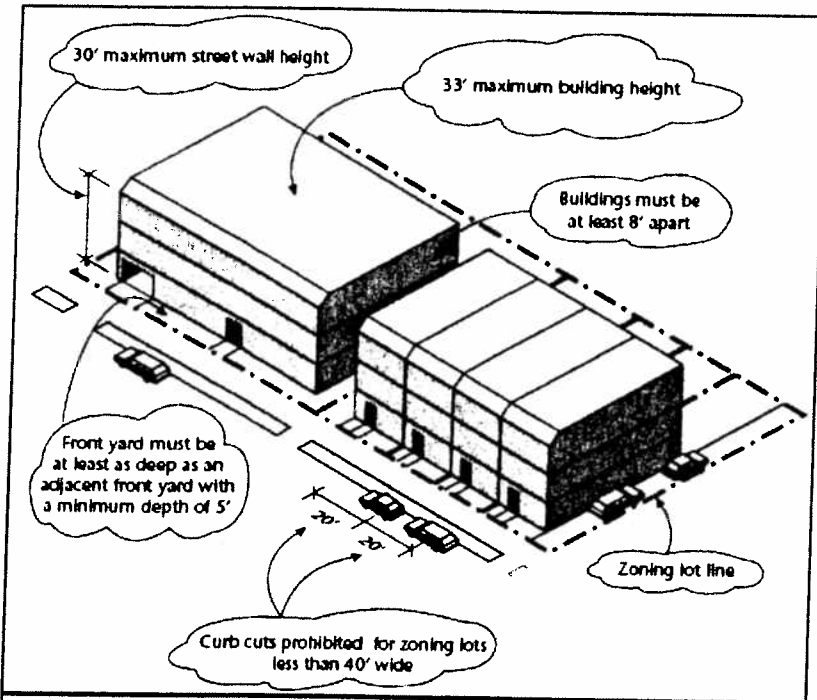
<sup>1</sup> Regulations may differ in Lower Density Growth Management Areas

<sup>2</sup> FAR may be increased up to 20% for attic allowance

<sup>3</sup> Front yard must be at least as deep as an adjacent front yard with a minimum depth of 10 feet

<sup>4</sup> Minimum of 8 feet required between buildings on adjacent zoning lots

# R5B



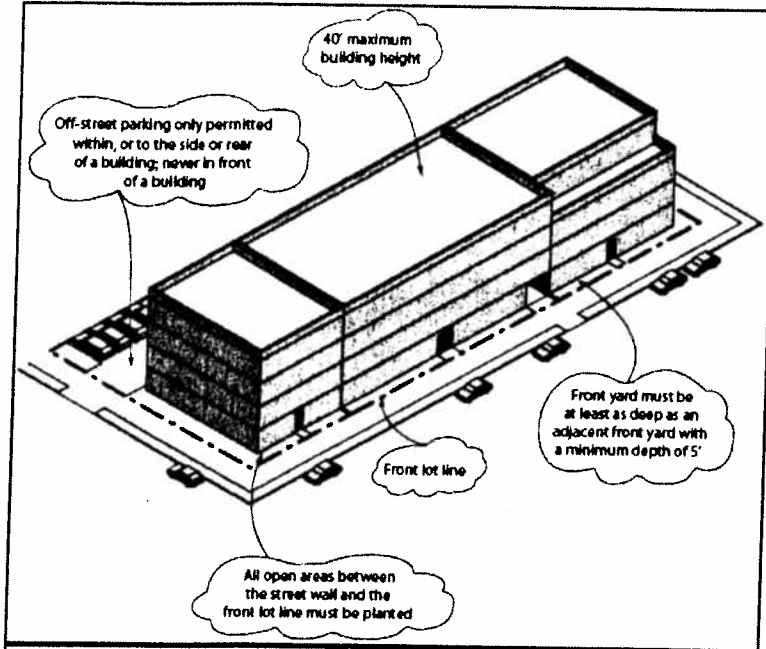
## Low-Density General Residence District

R5B	Lot Width (min)	Lot Area (min)	FAR (max)	Lot Coverage (max)	Front Yard (min)	Rear Yard (min)	Side Yards <sup>2</sup> (min)			Building Height/ Street Wall (max)	Required Parking (min)
							#	Total	Each		
Detached	25 ft	2,375sf	1.35	55%	5 ft'	30 ft	2	8	na	33 ft/30 ft	66% of dwelling units
Other	18 ft	1,700sf					1	4	na		

<sup>1</sup> Must be as deep as one adjacent front yard but no deeper than other adjacent front yard

<sup>2</sup> Zero lot line buildings require one side yard at least 8 feet wide; semi-detached buildings require one side yard at least 4 feet wide. Minimum of 8 feet required between buildings on adjacent zoning lots

# R5D



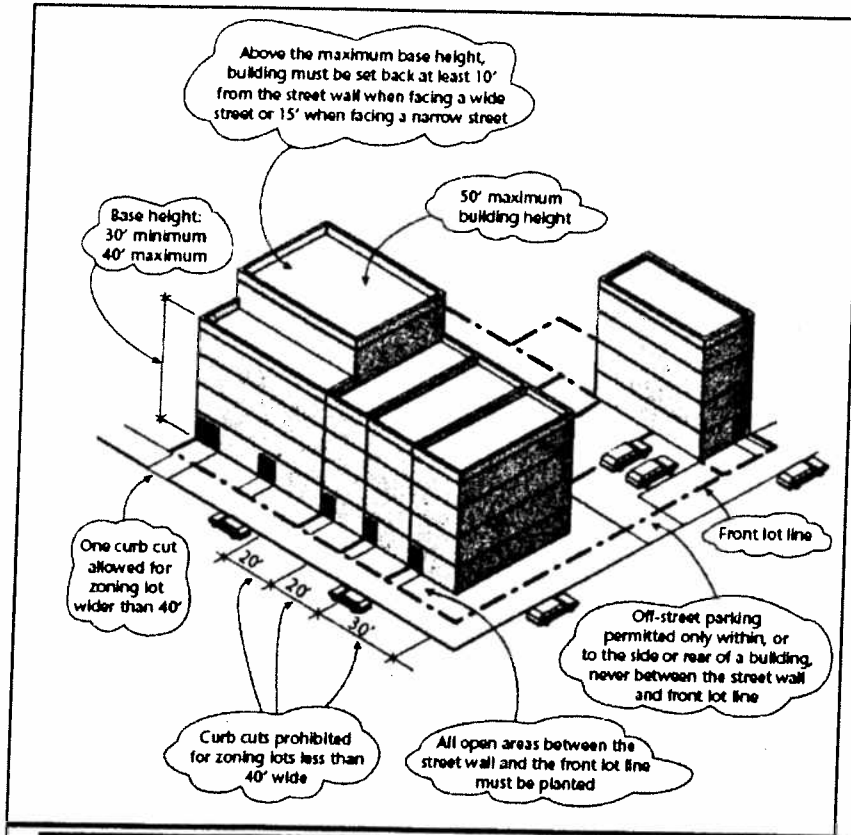
R5D General Residence District												
R5D	Lot Width (min)	Lot Area (min)	FAR (max)	Lot Coverage (max)		Front Yard (min)	Rear Yard (min)	Side Yards <sup>2,3</sup> (min)			Building Height (max)	Required Parking (min)
				Corner Lot	Interior/Through Lot			#	Total	Each		
Detached	25 ft	2,375 sf	2.0	80%	60%	5 ft <sup>1</sup>	30 ft	2	8 ft	na	40 ft	66% of dwelling units
Other	18 ft	1,700 sf						1	4 ft	na		

<sup>1</sup> Must be as deep as one adjacent front yard but no deeper than other adjacent front yard

<sup>2</sup> Not required for lots less than 30 feet wide

<sup>3</sup> For lots at least 30 feet wide, zero lot line buildings require one side yard at least 8 feet wide; semi-detached buildings require one side yard at least 4 feet wide. Minimum of 8 feet required between buildings if residential building on adjacent lot has a side yard

# R6B

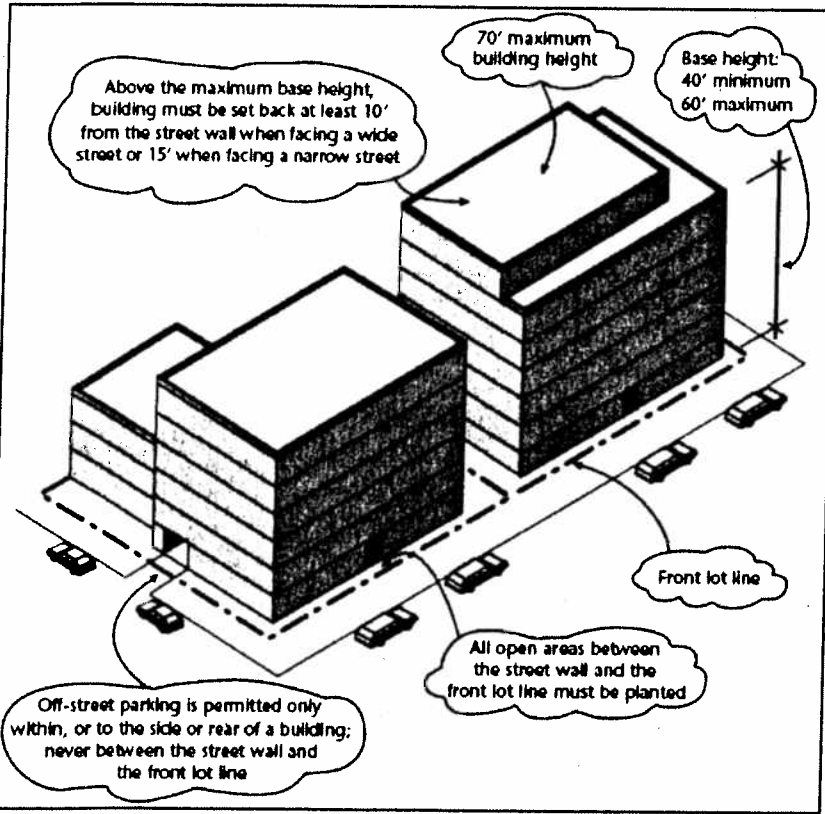


## R6B General Residence District

R6B	FAR (max)	Lot Coverage (max)		Base Height (min/max)	Building Height (max)	Required Parking <sup>1</sup> (min)
		Corner Lot	Interior/Through Lot			
	2.0	80%	60%	30-40 ft	50 ft	50%

<sup>1</sup> Waived if 5 or fewer spaces required

# R6A

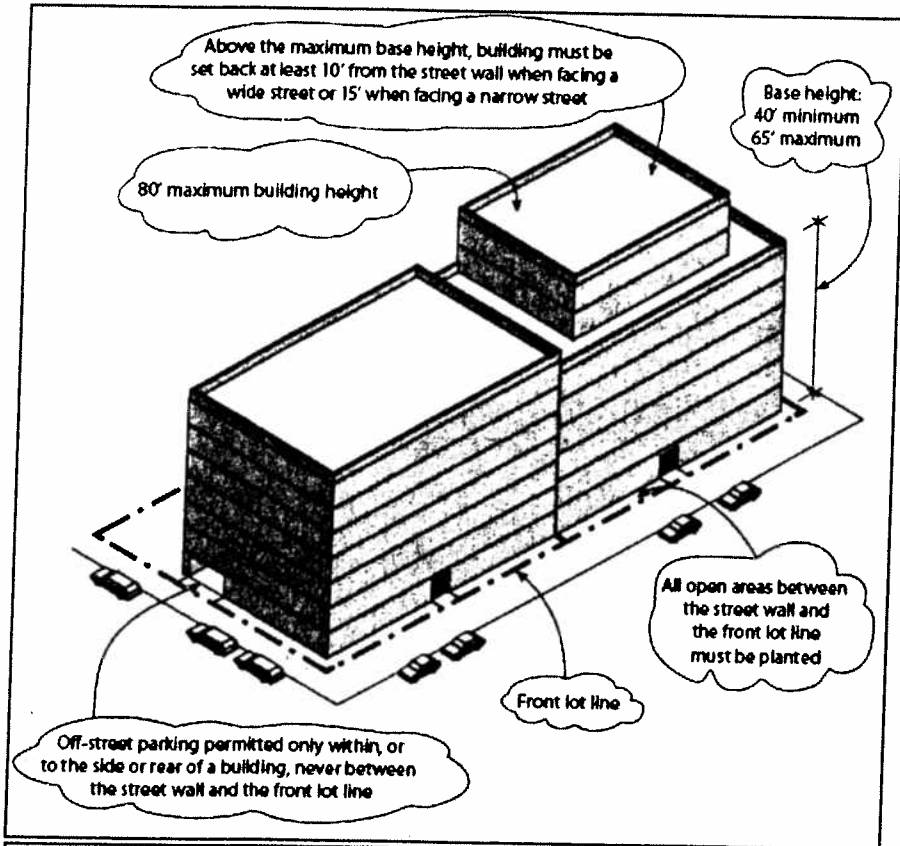


required.

R6A General Residence District						
R6A	FAR (max)	Lot Coverage (max)		Base Height (min/max)	Building Height (max)	Required Parking <sup>1</sup> (min)
		Corner Lot	Interior/Through Lot			
	3.0	80%	65%	40-60 ft	70 ft	50%

<sup>1</sup> Waived if 5 or fewer spaces required

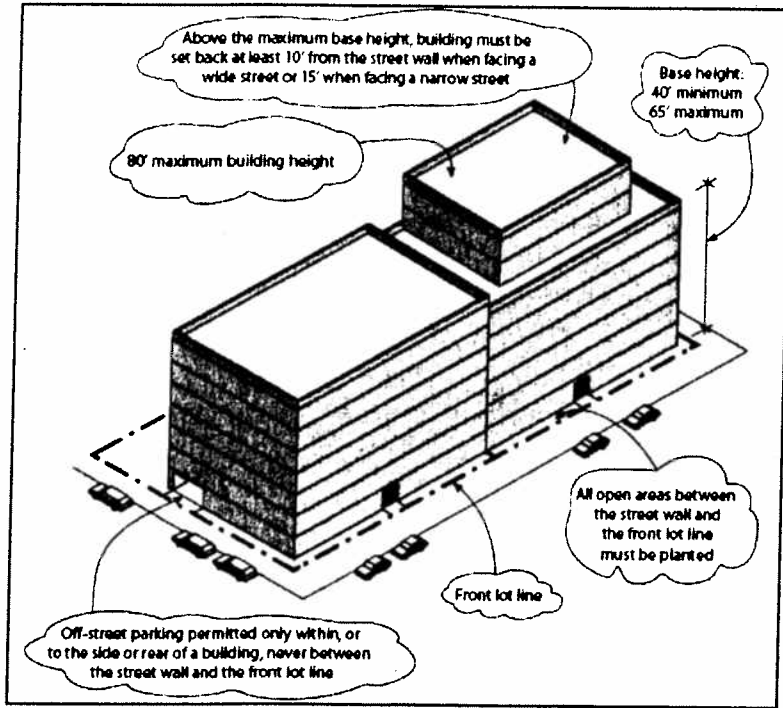
# R7A



R7A General Residence District						
R7A	FAR (max)	Lot Coverage (max)		Base Height (min/max)	Building Height (max)	Required Parking <sup>1</sup>
		Corner Lot	Interior/Through Lot			
	4.0	80%	65%	40-65 ft	80 ft	50%

<sup>1</sup> 30% if zoning lot is 10,000 square feet or less; waived if 15 or fewer spaces required

# C4-4A



R7A General Residence District						
R7A	FAR (max)	Lot Coverage (max)		Base Height (min/max)	Building Height (max)	Required Parking <sup>1</sup>
		Corner Lot	Interior/Through Lot			
	4.0	80%	65%	40-65 ft	80 ft	50%

<sup>1</sup> 30% if zoning lot is 10,000 square feet or less; waived if 15 or fewer spaces required

**(Note: Same height and bulk guidelines as R7A)**

## **I. NATURAL RESOURCES**

For the purpose of this analysis, natural resources are defined as plant and animal species and any area capable of functioning to support ecological systems and maintain the City's environmental balance. The proposed action is not expected to affect natural resources since no natural resources are located on any of the projected development sites. Consequently, no significant adverse impacts on natural resources are anticipated.

## **J. HAZARDOUS MATERIALS**

The term hazardous materials, as used within this report, refer to those substances that pose a threat to human health or the environment. Some of these would include, but are not limited to, heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, dioxins, and hazardous wastes (as defined under the Resource Conservation and Recovery Act (RCRA)).

The proposed action would not result in significant adverse impacts from hazardous materials. For all projected and potential development sites, a preliminary screening was conducted pursuant to Title 15, Rules of the City of New York, Chapter 24, Section 4. The preliminary screening consists of the visual and/or historical identification of any past or current uses at the projected development sites, potential development sites, and surrounding properties. Notable operations in the rezoning area include: auto repair, auto service stations, and former gas service stations as identified in "Appendix A, Hazardous Materials Appendix 5" of the *CEQR Technical Manual* as uses that might have affected or be affecting the development sites.

The proposed action would not result in significant adverse impacts from hazardous materials. The hazardous materials analysis has identified 17 projected development sites and 72 potential development sites where petroleum or non-petroleum based hazardous materials contamination may exist due to past or present land uses. The hazardous materials assessment was performed following *CEQR* guidelines and ASTM protocols. The preliminary screening consists of the visual and/or historical identification of any past or current uses listed in the Hazardous Materials Appendix of the *CEQR Technical Manual* (Appendix 1) within or proximate to the projected and potential development sites. Uses, facilities, activities, or conditions listed in Appendix 1 require further assessment for hazardous materials. To ensure that the proposed action would not result in significant, adverse hazardous material impact, (E) designations would be mapped on these sites as part of the proposed action. The specific lots where (E) designations are proposed and the requirements of the (E) designations are listed below.

Table 11: Hazardous Materials Screening

Site	Block	Lot	Preliminary Screening	Hazardous Materials Conditions	E?
1	5089	65	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
2	5102	28	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
3	5103	42	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
4	5109	20	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
5	5112	1	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
6	5113	24	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
7	5125	51	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
8	5186	10	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
9	5188	14	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
11	5227	13, 15, 16	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
12	5229	11	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
13	5232	37	Petroleum & Possible Non Petroleum Protocol	Approximate to a Auto repair	Yes
14	6686	48	Petroleum & Possible Non Petroleum Protocol	Is a Gas Station	Yes
15	7557	47	Petroleum & Possible Non Petroleum Protocol	Is a Gas Station Adjacent to a railroad right-of-way	Yes Yes

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16	7557	124	Petroleum & Possible Non Petroleum Protocol	Adjacent to a railroad right-of- way	Yes
17	7558	1	Petroleum & Possible Non Petroleum Protocol	Adjacent to a railroad right-of- way	Yes
18	5070	19	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
19	5082	55	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
20	5082	47	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
21	5089	105	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
22	5089	1	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
23	5089	48	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
24	5102	20	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
25	5102	33, 35, 36	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
26	5102	39, 41	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
27	5102	46, 47, 48	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
28	5102	51, 52, 53	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
29	5103	23, 26	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
30	5103	32	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
31	5103	36	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes

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32	5103	8	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
33	5103	1	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
34	5109	8	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
35	5109	15	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
36	5109	4	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
37	5112	4	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
38	5125	11	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
39	5125	20	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
40	5125	56, 58	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
41	5125	60	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
42	5126	7, 9	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
43	5152	12	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
47	5164	13, 15	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
48	5165	67, 69	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
49	5165	58, 59, 61	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Storage	Yes
50	5186	4	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes

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51	5186	16	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
52	5186	24	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
53	5188	6	Petroleum & Possible Non Petroleum Protocol	Dry Cleaners	Yes
56	5224	135	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
57	5225	49	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
58	5225	56	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
59	5227	1,3, 5	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
60	5229	17	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
61	5229	15	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Repair	Yes
62	5231	78	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Repair	Yes
63	5232	35	Petroleum & Possible Non Petroleum Protocol	Adjacent to pharmacy product preparation	Yes
64	5232	27, 28	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
65	5249	51, 52, 53	Petroleum & Possible Non Petroleum Protocol	Approximate to a Gas Station	Yes
66	5249	59	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Repair	Yes
67	5251	14, 15	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Repair	Yes
68	5251	11	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Repair	Yes

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69	5251	7, 8	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Repair	Yes
70	5251	5, 59	Petroleum & Possible Non Petroleum Protocol	Approximate to Auto Repair	Yes
71	6696	1, 5	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
72	6696	81, 82	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
73	6696	78, 79	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
74	6696	16	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
75	6698	6	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
76	6698	9	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
77	6698	14, 15	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
78	7556	1, 71	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
79	7557	52	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
80	7557	56, 58	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
81	7557	60, 62	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
82	7557	68	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
83	7557	1	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
84	7557	128	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes

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85	7557	142, 143, 101	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
86	7558	50, 51, 52	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
87	7558	43	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
88	7558	35	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
89	7558	32	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes
90	7558	11	Petroleum & Possible Non Petroleum Protocol	Adjacent to Railroad right-of-way	Yes

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The (E) designations for hazardous materials would be placed on the following properties:

Block 5070, Lot 19  
Block 5082, Lots 47, 55  
Block 5089, Lots 1, 48, 65, 105  
Block 5102, Lots 20, 28, 33, 35, 36, 39, 41, 46, 47, 48, 51, 52, 53  
Block 5103, Lots 1, 8, 23, 26, 32, 36, 42  
Block 5109, Lots 4, 8, 15, 20  
Block 5112, Lot 1  
Block 5113, Lot 24  
Block 5125, Lots 11, 20, 51, 56, 58, 60  
Block 5126, Lots 7, 9  
Block 5152, Lot 12  
Block 5164, Lot 13, 15  
Block 5165, Lots 58, 59, 6167, 69  
Block 5186, Lots 4, 10, 16, 24  
Block 5188, Lots 6, 13, 14  
Block 5224, Lot 135  
Block 5225, Lots 49, 56  
Block 5227, Lots 1, 3, 5, 13, 15, 16  
Block 5229, Lots 11, 15, 17  
Block 5231, Lot 78  
Block 5232, Lots 27, 28, 35, 37  
Block 5249, Lots 51, 52, 53, 59  
Block 5251, Lots 5, 7, 8, 11, 14, 15, 59  
Block 6886, Lot 48  
Block 6696, Lots 1, 5, 16, 78, 79, 81, 82  
Block 6698, Lots 6, 9, 14, 15  
Block 7756, Lots 1, 71  
Block 7557, Lots 1, 47, 52, 56, 58, 60, 62, 68, 101, 124, 128, 142, 143  
Block 7558, Lots 11, 32, 35, 43, 50, 51, 52

On the sites receiving (E) designation for hazardous materials, the contamination can be classified as petroleum based, non-petroleum based or both. The NYCDEP has developed protocols for both petroleum and non-petroleum based (E) designated sites that must be followed in order to address possible contamination. The placement of the (E) designation on the Zoning Map would eliminate the potential for significant adverse impacts from hazardous materials and would ensure that appropriate testing and remediation, if needed, would be undertaken. The text of the (E) designation is as follows:

***Task 1-Sampling Protocol***

***A. Petroleum***

***A soil, soil gas, and groundwater testing protocol (including a description of methods), and a site map with all sampling location represented clearly and precisely, must be submitted to the NYCDEP by the fee owner(s) of the lot which is restricted by this (E) designation, for review and approval.***

***A site map with the sampling locations clearly identified and a testing protocol with a description of methods, for soil, soil gas, and groundwater, must be submitted by the fee owner(s), of the lot which is restricted by the (E) designation, to the NYCDEP for review and approval.***

***B. Non-Petroleum***

***The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any sampling and testing needed to determine if contamination exists and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to NYCDEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis. For all non-petroleum (E) designated sites, the three generic NYCDEP soil and ground-water sampling protocols should be followed.***

***A scope of work for any sampling and testing to be completed, which will determine the extent of on-site contamination and the required remediation, must be prepared by the fee owner(s) of the lot restricted by this (E) designation. The scope of work will include the following: site plans, sampling locations, and all other relevant supporting documentation. The scope of work must be submitted to the NYCDEP for review and confirmation that an adequate testing protocol ( i.e., number of samples collected, appropriate parameters for laboratory analysis) has been prepared. The NYCDEP must approve the scope of work before it can be implemented.***

***For non-petroleum (E) designated sites, one of the three generic soil and groundwater sampling protocols prepared by the NYCDEP should be followed.***

***The protocols are based on three types of releases to soil and groundwater sampling protocols prepared by the NYCDEP should be followed.***

***The protocols are based on three types of releases to soil and groundwater, including: the release of a solid hazardous material to ground surface; the release of a liquid hazardous***

*material to the ground surface; and the release of a hazardous material to the subsurface (i.e., storage tank or piping). The type of release defines the areas of soil to be sampled from surface, near-surface, to subsurface. Additionally, it determines the need for groundwater sampling.*

*A written approval of the sampling protocol must be received from the NYCDEP before commencement of sampling activities. Sample site quantity and location should be determined so as to adequately characterize the site, the source of contamination, and the condition of the remainder of the site. After review of the sampling data, the characterization should have been complete enough to adequately determine what remediation strategy (if any) is necessary. Upon request, NYCDEP will provide guidelines and criteria for choosing sampling sites and performing sampling.*

*Finally, a Health and Safety Plan must be devised and approved by the NYCDEP before the commencement on any on-site activities.*

#### **Task 2-Remediation Determination and Protocol**

*After sample collection and laboratory analysis have been completed on the soil and/or groundwater samples collected in Task 1, a summary of the data and findings in the form of a written report must be presented to the NYCDEP for review and approval. The NYCDEP will provide a determination as to whether remediation is necessary.*

*If it is determined that no remediation activities are necessary, a written notice will be released to that effect. However, if it is the NYCDEP's determination that remediation is necessary the fee owner(s) of the lot restricted by the (E) designation must submit a proposed remediation plan to the NYCDEP for review and approval. Once approval has been obtained, and the work completed, the fee owner(s) of the lot restricted by the (E) designation must provide proof to the NYCDEP that the work has been completed satisfactorily.*

#### **Summary and Conclusion**

The placement of (E) designations would ensure that no significant impacts related to hazardous materials would occur as a result of the proposed actions.

#### **K. WATERFRONT REVITALIZATION PROGRAM**

Proposed actions that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the Local Waterfront Revitalization Program (WRP).

The proposed rezoning area does not lie within the Coastal Zone Boundary of New York City Department of City Planning (NYCDCP) (see attached Map 4: Waterfront Revitalization

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Program Boundaries). An evaluation for consistency with the policies of the WRP is therefore not required.

## **L. INFRASTRUCTURE**

The proposed actions are not anticipated to adversely impact New York City's infrastructure. The City's infrastructure comprises the physical systems that support its population, including water supply, wastewater, roadways, bridges, tunnels and public transportation. For the assessment of infrastructure, impacts related to the City's water supply, wastewater and storm water runoff are discussed within this section.

### **Water Supply**

New York City obtains its potable water supply from a network of three upstate water supply systems/watersheds (Delaware, Catskill and Croton) covering almost 2,000 square miles of area, composed of reservoirs and aqueducts, with a capacity of approximately 550 billion gallons of water. Water sources extend from as far north as the Catskill Mountains, about 125 miles from the City. Once in the City, water is conveyed through two tunnels to a grid of distribution mains, with a third currently under construction (parts of which are operational). According to the *CEQR Technical Manual*, the City's water consumption totals approximately 1.2 billion gallons per day (gpd).

Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressure, few actions have the potential to cause significant impacts to the system. Therefore, only very large developments or actions having exceptionally large water demands (i.e., more than one million gallons per day) would warrant a detailed water supply assessment. Similarly, only projects with unusually large water flows could potentially affect wastewater treatment.

As noted earlier, the proposed actions would result in a net decrease of 60,317 sf of commercial space and 97,482 sf of community facilities and an increase of 180 residential dwelling units. Conservatively, considering just the water usage for the increase number dwelling units, there would be approximately 58,688 gallons per day (gpd) increased water demand based on 524 new residents (2.91 persons per household). Such an amount is very minimal when compared to the estimated 220 million gpd consumed in the Borough of Brooklyn. Therefore, it is anticipated that the proposed actions would not result in a significant adverse impact on water supply.

### **Wastewater**

New York City's wastewater system consists of a network of sewers beneath the City's streets that collects and delivers wastewater flow to 14 Water Pollution Control Plants (WPCP). The project site is located within the service area of the Newtown Creek WPCP, which has a capacity (design flow) of 310 million gallons per day (mgd), and includes dewatering capabilities. Once at one of the City's WPCP, sanitary water (and sometimes storm water/wastewater) is treated through a variety of physical and biological processes that remove solid contaminants, so that water does not adversely affect water quality once discharged into the City's waterways.

As with water supply, conservatively the proposed actions projected 524 new residents would generate approximately 58,688 gallons per day (gpd) of new wastewater flow. Such an amount is very minimal when compared to the estimated 310 million gpd capacity of the Newtown Creek WPCP. Therefore, it is anticipated that the proposed actions would not result in a significant adverse impact on wastewater treatment.

#### **Storm water**

The *CEQR Technical Manual* states that an analysis of storm water management is warranted if a proposed action involves certain types of industrial activities (e.g., manufacturing, processing, or raw materials storage), or actions that would greatly increase the amount of paved area, or areas that would be served by a separate storm system and that would involve construction activities, or construction of a new storm water outfall system. The proposed actions could affect 17 projected development sites. However, the vast majority of these sites are currently occupied by buildings or other impervious surfaces (parking lots, etc.). Consequently, it is anticipated that the proposed actions would not adversely impact the city's storm water management system.

### **M. SOLID WASTE AND SANITATION SERVICES**

The New York City Department of Sanitation (DSNY) is responsible for the collection and disposal of municipal solid waste and recyclables generated by residences, city agencies, tax exempt properties and some nonprofit organizations. Solid waste and recyclables from commercial and industrial establishments are collected and disposed of by private carters. Private carters use manual and containerized collection methods, depending on the source, amount and collection route, and generally bill customers on a per-cubic-yard basis. Litter basket waste, street sweeping and lot cleaning activities are also under the jurisdiction of DSNY.

DSNY is the world's largest manager of solid waste, collecting over 12,000 tons of residential and institutional refuse and recyclables a day. The city's businesses (whose waste is collected by private carting companies) generate another 13,000 tons of refuse daily. The department operates out of 59 districts, using approximately 2,230 collection trucks, 450 mechanical street sweepers, 275 specialized collection trucks, 365 salt/sand spreaders, 298 front end loaders, and 2,360 various other support vehicles. DSNY transports the collected municipal solid waste to transfer stations, or solid waste management facilities, which are located throughout the city. Transfer stations process and deliver the waste to out-of-city disposal facilities, regardless of whether the waste experienced treatment or a reduction in volume at the transfer station.

With respect to solid waste, the *CEQR Technical Manual* stipulates that actions involving construction of housing or other development generally do not require an evaluation of solid waste impacts unless they are unusually large. This is because the city's Comprehensive Solid Waste Management Plan (SWMP) assumes projected rates of growth in the generation of solid waste. For example, residential waste projections are based on presumed increases in population and presumed increases in waste generated per household. A very large project, or an action

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involving a use with unusual waste generation characteristics, could potentially increase an element of the city's waste stream beyond the projections incorporated in the SWMP.

The proposed actions would result in a net increase of 60,317 sf of commercial space and a net decrease 97,482 sf of community facilities and an increase of 180 residential dwelling units. Conservatively, considering just the generation of solid waste due to the increase number dwelling units, approximately 8,908 pounds or less than 10 tons of solid waste would be generated per week based on 41 pounds of solid waste per week per household. Such an amount is very minimal when compared to the 13,000 tons of refuse that DSNY collects daily. Therefore, it is anticipated that the proposed actions would not result in a significant adverse impact on solid waste and sanitation services.

**N. ENERGY**

No significant adverse energy impacts are anticipated.

Energy analyses focus on an action's consumption of energy, as well as any relevant effects on energy transmission as a result of an action. All new structures requiring heating and cooling systems are subject to the New York State Energy Conservation Code, reflecting State and City energy policies. Detailed assessments of energy impacts are limited to projects that could significantly affect energy transmission or generation, or that would generate substantial indirect energy consumption.

The proposed action could result in an incremental increase of only 180 new residential units. This is a relatively small amount in relation to the total amount of energy used by the city as a whole. Therefore, the proposed action would not be expected to create adverse energy impacts and does not require detailed energy analyses.

### **O. TRAFFIC AND PARKING**

To determine the potential for the proposed action to result in significant adverse impacts to traffic and parking, screening analyses were performed pursuant to the methodologies identified in the *CEQR Technical Manual*. Based on the projected development scenario of a total net increase of 180 dwelling units, 60,317 square feet of local retail and a total net decrease of 97,482 square feet of community facility (medical office), it was determined that the proposed action would not result in significant adverse impacts.

To assess the potential effects of the proposed action on traffic and parking conditions, the appropriate trip generation screening analyses have been performed pursuant to the methodologies identified in the *CEQR Technical Manual*. The resulting conclusions are summarized below.

The proposed action would generate fewer than 50 peak hour net vehicle trips during the AM, MD and PM peak hours. Thus, based upon the *CEQR Technical Manual Guidelines*, no further traffic or parking analysis is required.

#### **Trip Generation Characteristics**

The following assumptions were utilized in estimating likely future trips from each of the land uses resulting from the proposed action as summarized in Table 1.

#### **Residential Development**

A rate of 8.075 daily person trips per dwelling unit combined with the temporal distribution for urban apartments from *Pushkarev and Zupan's Urban Space for Pedestrians* was assumed for the project's residential component. The mode of transportation (modal split) was estimated based on journey-to-work (JTW) data from the 2000 Census for the census tract numbers 456, 460.01, 460.02, 482, 492, 510, 516, 524, 526, 528, 530, 770, 772, 774, 786, 788, 790, 792, 794 and 796 in Brooklyn, which contain or are adjacent to 16 of the 17 RWCDs projected development sites. Based on those census tracts, the modal split used is ranging from 24.2 to 33.8 percent autos, .6 to .9 percent taxi, 8.9 to 18.9 percent bus, 46.1 to 48.2 percent subway, 4.4 to 8.5 percent walk, and 2.1 to 3.4 percent other, as summarized in Table 1. Based on census data, the auto vehicle occupancy was estimated to range from 1.14 to 1.2, depending upon the proposed site(s) location(s); and for taxis, based on the Taxi Travel Survey, a rate of 1.4 was assumed for all sites.

#### **Local Retail Development**

The retail space projected to occur as a ground-floor component of the action-induced development is local-type stores serving building occupants and the surrounding neighborhood. The local-type retail trip generation rates, temporal distribution and modal split information were all based on the Atlantic Yards FEIS. The trip generation rate is estimated at 154 (205 person trips per 1,000 sq-ft with a 25% link-trip credit) person trips per 1,000 square feet of space (*CEQR Technical Manual, Table 3O-2*). The modal split data reported in the Atlantic Yards FEIS is 2 percent autos, 3 percent taxi, 5 percent bus, 20 percent subway, and 70 percent walk.

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The vehicle occupancy of 2 and 2 for retail trips was also based on Atlantic Yards FEIS for autos and taxis, respectively.

**Community Facility (Medical Office) Development**

The medical office trip generation rates, peak hour temporal distribution and modal split information were all based on the *400 East 61<sup>st</sup> Street FEIS (CEQR # 85-212M)*. The trip generation rates are estimated at 10 and 33.6 person trips per 1,000 square feet of space for staff and visitors trips, respectively. The modal split data reported for the staff trips is 20 percent autos, 10 percent taxi, 30 percent bus, 30 percent subway, and 10 percent walk. The modal split information for the visitors is 25 percent autos, 25 percent taxi, 11 percent bus, 29 percent subway, and 10 percent walk. The vehicle occupancy for staff and visitors trips, respectively are 1.00 and 1.65 for autos and 1.4 and 1.2 for taxis.

**Delivery Vehicles**

The rates of 0.05 per dwelling unit, 0.35 per 1,000 square feet of retail space and 0.16 per 1,000 square feet of office space, as reported in *Curbside Pickup and Delivery and Arterial traffic impacts*, were used to estimate daily delivery vehicles for the proposed action.

**Total Person Trips**

The proposed action would collectively generate -10, 1,373 and 649 net person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Flatbush Avenue Corridor***

*Residential Component:* Projected sites along the Flatbush Avenue Corridor would generate 93, 48 and 109 person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Flatbush Avenue Corridor would generate 229, 1,402 and 708 person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Community Facility Component:* Projected sites along the Flatbush Avenue Corridor would generate -327, -350 and -302 person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Coney Island Avenue Corridor***

*Residential Component:* Projected sites along the Coney Island Avenue Corridor would generate 40, 20 and 47 person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Coney Island Avenue Corridor would generate 59, 363 and 183 person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

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*Community Facility Component:* Projected sites along the Coney Island Avenue Corridor would generate -103, -111 and -95 person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

**Total Vehicle Trips**

The proposed action would collectively generate -91, -86 and -63 net vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

***Flatbush Avenue Corridor***

*Residential Component:* Projected sites along the Flatbush Avenue Corridor would generate 23, 12 and 24 vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

*Local Retail Component:* Projected sites along the Flatbush Avenue Corridor would generate 10, 40 and 19 vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

*Community Facility Component:* Projected sites along the Flatbush Avenue Corridor would generate -106, -117 and -96 vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

***Coney Island Avenue Corridor***

*Residential Component:* Projected sites along the Coney Island Avenue Corridor would generate 12, 6 and 14 vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

*Local Retail Component:* Projected sites along the Coney Island Avenue Corridor would generate 3, 10 and 6 vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

*Community Facility Component:* Projected sites along the Coney Island Avenue Corridor would generate -32, -37 and -29 vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3.

The projected development sites would collectively generate fewer than 50 net vehicle trips during all peak hours, thus, based upon the *CEQR Technical Manual Guidelines*, no further traffic or parking analysis is required.

**P. TRANSIT AND PEDESTRIANS**

To determine the potential for the proposed action to result in significant adverse impacts to transit and pedestrian conditions, screening analyses were performed pursuant to the methodologies identified in the *CEQR Technical Manual*. Based on the projected development scenario of a total net increase of 180 dwelling units, 60,317 square feet of local retail and a total

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net decrease of 97,482 square feet of community facility (medical office), it was determined that the proposed action would not result in significant adverse impacts.

To assess the potential effects of the proposed action on public transit and pedestrian conditions, the appropriate trip generation screening analyses have been performed pursuant to the methodologies identified in the *CEQR Technical Manual*. The resulting conclusions are summarized below.

**Bus Trips**

The proposed action would collectively generate -56, 17 and -19 net bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Flatbush Avenue Corridor***

*Residential Component:* Projected sites along the Flatbush Avenue Corridor would generate 18, 9 and 21 bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Flatbush Avenue Corridor would generate 11, 70 and 35 bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Community Facility Component:* Projected sites along the Flatbush Avenue Corridor would generate -70, -62 and -67 bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Coney Island Avenue Corridor***

*Residential Component:* Projected sites along the Coney Island Avenue Corridor would generate 4, 2 and 4 bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Coney Island Avenue Corridor would generate 3, 18 and 9 bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Community Facility Component:* Projected sites along the Coney Island Avenue Corridor would generate -22, -20 and -21 bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

The proposed action would collectively generate fewer bus trips than the *CEQR Technical Manual* threshold of 200 net bus trips, during the AM, Midday, and PM peak hours, respectively as summarized in Table 2. Thus, based upon the *CEQR Technical Manual Guidelines*, no further bus analysis is required.

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**Subway Trips**

The proposed action would collectively generate -7, 250 and 135 net subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Flatbush Avenue Corridor***

*Residential Component:* Projected sites along the Flatbush Avenue Corridor would generate 45, 23 and 52 subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Flatbush Avenue Corridor would generate 46, 280 and 142 subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Community Facility Component:* Projected sites along the Flatbush Avenue Corridor would generate -97, -103 and -89 subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Coney Island Avenue Corridor***

*Residential Component:* Projected sites along the Coney Island Avenue Corridor would generate 18, 9 and 21 subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Coney Island Avenue Corridor would generate 12, 73 and 37 subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Community Facility Component:* Projected sites along the Coney Island Avenue Corridor would generate -31, -32 and -28 subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

The proposed action would collectively generate -7, 250, and 135 net subway trips during the AM, Midday, and PM peak hours, respectively as summarized in Table 2. Due to the number of subway stations (8 subway stations located between Marlborough Road and E. 16<sup>th</sup> Street and along Nostrand Avenue) within or in close proximity to the proposed rezoning area (180 Blocks), no one subway element would experience more than the *CEQR Technical Manual* threshold of 200 net subway trips, therefore no further subway analysis is required.

**Pedestrian Trips**

The proposed action would collectively generate 107, 1,462 and 714 net pedestrian (bus, subway, walk and other) trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Flatbush Avenue Corridor***

*Residential Component:* Projected sites along the Flatbush Avenue Corridor would generate 69, 36 and 82 pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Flatbush Avenue Corridor would generate 217, 1,331 and 673 pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Community Facility Component:* Projected sites along the Flatbush Avenue Corridor would generate -199, -200 and -186 pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Coney Island Avenue Corridor***

*Residential Component:* Projected sites along the Coney Island Avenue Corridor would generate 26, 13 and 31 pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Local Retail Component:* Projected sites along the Coney Island Avenue Corridor would generate 56, 345 and 174 pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

*Community Facility Component:* Projected sites along the Coney Island Avenue Corridor would generate -63, -63 and -59 pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

Based on trip generation and mode split characteristics as described above, the proposed action would collectively generate 107, 1,462 and 714 net pedestrian (bus, subway, walk and other) trips. Due to the number of pedestrian elements in the proposed rezoning area (180 Blocks), no one pedestrian element would experience more than the *CEQR Technical Manual threshold* of 200 net pedestrian trips, therefore no further pedestrian analysis would be required.

**Table 1**  
**Trip Generation Assumptions**  
**Flatbush Rezoning-Brooklyn, NY**

Project Components:	Residential Units		Neighborhood		Medical	
	Sites 1-4, 7-9, 11,12 & 15-17	Sites 5, 6, 10, 12 & 13	Retail		Office	
Trip Generation Rates:					Staff	Visitors
( Person-trip/d.u. or 1,000 gsf )	(1)	(1)	(5)		(6)	(6)
Weekday	8.075	8.075	154		10	33.6
Peak Hours Trips:	(1)	(1)	(5)		(6)	(6)
(8-9) AM	9.10%	9.10%	3.10%		24.00%	6.00%
(12-1) PM	4.70%	4.70%	19%		17.00%	9.00%
(5-6) PM	10.70%	10.70%	9.60%		24.00%	5.00%
Peak Hours	(2)	(2)	(5)		(6)	(6)
Modal Split (%):						
Auto	24.20%	33.80%	2%		20%	25%
Taxi	0.90%	0.60%	3%		10%	25%
Bus	18.90%	8.90%	5%		30%	11%
Subway	48.20%	46.10%	20%		30%	29%
Walk	4.40%	8.50%	70%		10%	10%
Other	3.40%	2.10%	0%		0%	0%
Total	1	1	1		1	1
Vehicle Occupancy:	(2,3)	(2,3)	(5)		(6)	(6)
Auto	1.2	1.14	2.0		1.0	1.65
Taxi	1.4	1.4	2.0		1.4	1.2
Vehicle Ownership	(2)	(2)				
	0.41	0.63	n/a		n/a	n/a
Directional Distribution	(1)	(1)	(5)		(6)	(6)
	In% Out %	In% Out %	In% Out %		In% Out %	In% Out %
AM	15 85	15 85	50 50		100 0	92.5 7.5
Middy	50 50	50 50	50 50		50 50	50 50
PM	70 30	70 30	50 50		0 100	31.4 68.6
Truck Trip Generation:	(4)	(4)	(4)		(4)	
( Per / d.u. or 1,000 gsf )	0.05	0.05	0.35		0.16	
AM	12.00%	12.00%	7.70%		9.60%	
Middy	9.00%	9.00%	11.00%		11.00%	
PM	2.00%	2.00%	1.00%		1.00%	
Directional Splits						
( Truck Trips)	In% Out %	In% Out %	In% Out %		In% Out %	
AM/MD/PM	100 100	100 100	100 100		100 100	

**Sources:**

- (1)-Pushkarev & Zupan, *Urban Space for Pedestrians*.
- (2)- 2000 US Census, *Journey-to-Work*, Census tracts numbers 456, 460.01, 460.02, 482, 492, 510, 516, 524, 526, 528, 530, 770, 772, 774, 786, 788, 790, 792, 794 & 796 Brooklyn, New York.
- (3)-Taxi Travel Survey
- (4)- *Curbside Pickup & Delivery Operations & Arterial Traffic Impacts*
- (5)- *Atlantic Yards FEIS -A 25% link-trip was applied to person trip rate.*
- (6) - *400 East 61st Street FEIS (CEQR #85-212M)*

**Table 2**  
Project's Total Net Person Trips by Mode of Transportation  
**Flatbush Rezoning-Brooklyn, NY**

<b>Project Components</b>	<b>Auto</b>	<b>Taxi</b>	<b>Bus</b>	<b>Subway</b>	<b>Walk</b>	<b>Other</b>	<b>Total</b>
<b>Flatbush Corridor Residential Component</b>							
AM Peak Hour	22	1	18	45	4	3	93
Midday Peak Hour	12	0	9	23	2	2	48
PM Peak Hour	26	1	21	52	5	4	109
Daily Total	60	2	47	120	11	8	249
<b>Coney Island Corridor Residential Component</b>							
AM Peak Hour	13	0	4	18	3	1	40
Midday Peak Hour	7	0	2	9	2	0	20
PM Peak Hour	16	0	4	21	4	1	47
Daily Total	36	1	10	49	9	2	107
<b>Flatbush Corridor Local Retail Component</b>							
AM Peak Hour	5	7	11	46	160	0	229
Midday Peak Hour	28	42	70	280	981	0	1,402
PM Peak Hour	14	21	35	142	496	0	708
Daily Total	47	70	117	468	1,637	0	2,338
<b>Coney Island Corridor Local Retail Component</b>							
AM Peak Hour	1	2	3	12	41	0	59
Midday Peak Hour	7	11	18	73	254	0	363
PM Peak Hour	4	5	9	37	128	0	183
Daily Total	12	18	30	121	424	0	605
<b>Flatbush Corridor Community Facility Component</b>							
<b>Medical Office</b>							
AM Peak Hour	-73	-55	-70	-97	-33	0	-327
Midday Peak Hour	-81	-69	-62	-103	-35	0	-350
PM Peak Hour	-67	-49	-67	-89	-30	0	-302
Daily Total	-221	-172	-199	-289	-98	0	-978
<b>Coney Island Corridor Community Facility Component</b>							
<b>Medical Office</b>							
AM Peak Hour	-23	-17	-22	-31	-10	0	-103
Midday Peak Hour	-26	-22	-20	-32	-11	0	-111
PM Peak Hour	-21	-15	-21	-28	-10	0	-95
Daily Total	-70	-55	-63	-91	-31	0	-309
<b>Grand Total</b>							
AM Peak Hour	-54	-63	-56	-7	166	4	-10
Midday Peak Hour	-53	-37	17	250	1,193	2	1,373
PM Peak Hour	-28	-36	-19	135	593	5	649
Daily Total	-135	-136	-58	378	1,952	11	2,012

Source: Table 1

**Table 3**

**Project's Total Net Vehicle Trips**  
**Flatbush Rezoning-Brooklyn, NY**

<b>Project Components</b>	<b>Auto</b>	<b>Taxi*</b>	<b>Truck</b>	<b>Total</b>
<b>Flatbush Corridor</b>				
<b>Residential Component</b>				
AM Peak Hour	19	2	2	23
Midday Peak Hour	10	0	2	12
PM Peak Hour	22	2	0	24
Daily Total	50	4	4	58
<b>Coney Island Corridor</b>				
<b>Residential Component</b>				
AM Peak Hour	12	0	0	12
Midday Peak Hour	6	0	0	6
PM Peak Hour	14	0	0	14
Daily Total	32	0	0	32
<b>Flatbush Corridor</b>				
<b>Local Retail Component</b>				
AM Peak Hour	2	6	2	10
Midday Peak Hour	14	22	4	40
PM Peak Hour	7	12	0	19
Daily Total	23	40	6	69
<b>Coney Island Corridor</b>				
<b>Local Retail Component</b>				
AM Peak Hour	1	2	0	3
Midday Peak Hour	4	6	0	10
PM Peak Hour	2	4	0	6
Daily Total	6	12	0	18
<b>Flatbush Corridor</b>				
<b>Community Facility Component</b>				
<b>Medical Office</b>				
AM Peak Hour	-58	-46	-2	-106
Midday Peak Hour	-59	-56	-2	-117
PM Peak Hour	-54	-40	-2	-96
Daily Total	-172	-142	-6	-320
<b>Coney Island Corridor</b>				
<b>Community Facility Component</b>				
<b>Medical Office</b>				
AM Peak Hour	-18	-14	0	-32
Midday Peak Hour	-19	-18	0	-37
PM Peak Hour	-17	-12	0	-29
Daily Total	-54	-44	0	-98
<b>Grand Total</b>				
AM Peak Hour	-43	-50	2	-91
Midday Peak Hour	-44	-46	4	-86
PM Peak Hour	-27	-34	-2	-63
Daily Total	-114	-130	4	-240

Source: Tables 1 and 2

\*Balanced Taxi Trips

## **O. AIR QUALITY**

Screening analyses for both mobile and stationary source air quality impacts were performed in accordance with procedures from the *CEQR Technical Manual*. Based on the results presented below, the proposed action will not result in significant adverse air quality impacts from either mobile or stationary sources.

### **Mobile Sources**

To determine the potential for the proposed action to result in significant adverse air quality impacts related to mobile sources, screening analyses were performed pursuant to the methodologies identified in the *CEQR Technical Manual*.

Based on the projected development scenario of a total net increase of 180 dwelling units, 60,317 square feet of local retail and a total net decrease of 97,482 square feet of community facility (medical office), it was determined that the number of vehicular trips projected to be generated by the proposed action is below the *CEQR Technical Manual* air quality threshold of 100 peak hour trips in this area of Brooklyn, and is not expected to result in significant adverse air quality impacts related to mobile sources.

Therefore, significant adverse air quality impacts related to mobile sources are not expected and a more detailed assessment is not warranted.

### **Stationary Sources**

To determine the potential for the proposed action to result in significant adverse air quality impacts related to stationary sources, screening analyses were performed pursuant to the methodologies outlined in the *CEQR Technical Manual*.

#### ***Stationary Source Emissions from the Proposed Project***

An analysis of emissions from individual HVAC systems was conducted to ensure that there are no significant impacts from the projected and potential development sites onto other development sites or existing buildings. The analysis was performed assuming No. 4 fuel oil, No. 2 fuel oil and Natural Gas as the HVAC systems' fuel type. A total of 89 development sites were analyzed using the HVAC Stationary Source Analysis. The analysis concluded that 40 development sites have no potential for significant adverse impacts while the remaining 49 development sites (9 Projected and 40 Potential) have the potential for significant adverse impacts unless specific minimum distances between each HVAC stack and the lot line are maintained or the exclusive use of Natural Gas is provided.

To preclude the potential for significant adverse air quality impacts related to HVAC emissions, an (E) designation would be incorporated into the rezoning proposal for each of the following properties:

Block 5082, Lots 47, 55  
Block 5089, Lots 1, 105  
Block 5102, Lots 28, 33, 35, 36  
Block 5103, Lots 23, 26, 32, 36  
Block 5109, Lots 4, 8, 15  
Block 5112, Lot 1  
Block 5125, Lots 51, 56, 58, 60  
Block 5186, Lots 4, 10, 16, 24  
Block 5229, Lots 11, 15, 17  
Block 5232, Lots 27, 28, 35, 37  
Block 5251, Lots 5, 7, 8, 11, 14, 15, 59  
Block 6696, Lots 16, 78, 79, 81, 82  
Block 6698, Lots 6, 9  
Block 7557, Lots 1, 47, 52, 56, 58, 60, 62, 68, 101, 124, 128, 142, 143  
Block 7558, Lots 1, 11, 32, 35, 43

The text for the (E) designations is as follows:

Block 5102, Lot 28 (Projected Development Site 2)

**Any new residential development on the above-referenced properties must ensure that the HVAC stacks are located at least 60 feet for Oil No. 2 from the lot line facing Albemarle Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 5112, Lot 1 (Projected Development Site 5)

**Any new residential development on the above-referenced properties must ensure that the HVAC stacks are located at least 50 feet for Oil No. 2 from the lot line facing Westminster Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 5125, Lot 51 (Projected Development Site 7)

**Any new residential development on the above-referenced properties must ensure that the HVAC stacks are located at least 60 feet for Oil No. 2 from the lot line facing Beverley Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 5186, Lot 10 (Projected Development Site 8)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least at least 60 feet for Oil No. 2 from the lot lines facing Dorchester Road and Ditmas Avenue, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 5229, Lot 11 (Projected Development Site 12)

Any new residential development on the above-referenced properties must ensure that the HVAC stacks are located at least 60 feet for Oil No. 2 from the lot line facing Farragut Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5232, Lot 37 (Projected Development Site 13)

Any new residential development on the above-referenced properties must ensure that the HVAC stacks are located at least 80 feet for Oil No. 2 from the lot line facing Coney Island Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 7557, Lot 47 (Projected Development Site 15)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 feet for Oil No. 2 from the lot line facing Hillel Place or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 7557, Lot 124 (Projected Development Site 16)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least at least 70 for Oil No. 2 from the lot lines facing Flatbush Avenue and Hillel Place, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 7558, Lot 1 (Projected Development Site 17)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Hillel Place or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5082, Lot 55 (Potential Development Site 19)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 90 feet for Oil No. 2 from the lot line facing 21<sup>st</sup> Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5082, Lot 47 (Potential Development Site 20)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 feet for Oil No. 2 from the lot line facing Flatbush Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5089, Lot 105 (Potential Development Site 21)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Church Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5089, Lot 1 (Potential Development Site 22)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Martense Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5102, Lots 33, 35, 36 (Potential Development Site 25)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Church Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5103, Lots 23, 26 (Potential Development Site 29)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Bedford Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5103, Lot 32 (Potential Development Site 30)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Flatbush Avenue or use Natural Gas as the type of fuel for space

heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5103, Lot 36 (Potential Development Site 31)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Bedford Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5109, Lot 8 (Potential Development Site 34)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Bedford Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5109, Lot 15 (Potential Development Site 35)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Flatbush Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5109, Lot 4 (Potential Development Site 36)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Snyder Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5125, Lots 56, 58 (Potential Development Site 40)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Beverley Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5125, Lot 60 (Potential Development Site 41)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air

**conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Regent Place or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 5186, Lot 4 (Potential Development Site 50)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Ditmas Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 5186, Lot 16 (Potential Development Site 51)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Dorchester Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 5186, Lot 24 (Potential Development Site 52)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Dorchester Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 5229, Lot 17 (Potential Development Site 60)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Farragut Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 5229, Lot 15 (Potential Development Site 61)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Foster Avenue and Farragut Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 5232, Lot 35 (Potential Development Site 63)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Coney Island Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5232, Lots 27, 28 (Potential Development Site 64)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Coney Island Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5251, Lots 14, 15 (Potential Development Site 67)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Farragut Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5251, Lot 11 (Potential Development Site 68)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Farragut Road and 29<sup>th</sup> Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5251, Lots 7, 8 (Potential Development Site 69)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing 28<sup>th</sup> and 29<sup>th</sup> Streets or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 5251, Lots 5, 59 (Potential Development Site 70)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing 28<sup>th</sup> Street or use Natural Gas as the type of fuel for space heating and

hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 6696, Lots 81, 82 (Potential Development Site 72)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 32 feet for Oil No. 2 from the lot line facing Avenue H and I or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 6696, Lots 78, 79 (Potential Development Site 73)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 32 feet for Oil No. 2 from the lot line facing Avenue H or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 6696, Lot 16 (Potential Development Site 74)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 42 feet for Oil No. 2 from the lot line facing 12<sup>th</sup> Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 6698, Lot 6 (Potential Development Site 75)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 32 feet for Oil No. 2 from the lot line facing 14<sup>th</sup> and 15<sup>th</sup> Streets or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 6698, Lot 9 (Potential Development Site 76)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 32 feet for Oil No. 2 from the lot line facing 14<sup>th</sup> Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 7557, Lot 52 (Potential Development Site 79)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air

**conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Glenwood Road and Hillel Place or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 7557, Lots 56, 58 (Potential Development Site 80)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Glenwood Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 7557, Lot 60, 62 (Potential Development Site 81)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Glenwood Road or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 7557, Lot 68 (Potential Development Site 82)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Kenilworth Place or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 7557, Lot 1 (Potential Development Site 83)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Flatbush Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

**Block 7557, Lot 128 (Potential Development Site 84)**

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Flatbush Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 7557, Lots 101, 142, 143 (Potential Development Site 85)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing Avenue H or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 7558, Lot 43 (Potential Development Site 87)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 60 feet for Oil No. 2 from the lot line facing 31<sup>st</sup> Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 7558, Lot 35 (Potential Development Site 88)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 feet for Oil No. 2 from the lot line facing Nostrand Avenue and 31<sup>st</sup> Street or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 7558, Lot 32 (Potential Development Site 89)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Nostrand Avenue or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 7558, Lot 11 (Potential Development Site 90)

**Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 feet for Oil No. 2 from the lot line facing Avenue H or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

With the placement of the (E) designations on the above blocks and lots, no significant adverse air quality impacts related to stationary sources are expected.

## **L. NOISE**

The *CEQR Technical Manual* provides screening thresholds to determine whether a proposed action is likely to result in significant noise impacts and whether detailed analyses are warranted. The initial screening assessment considers whether an action would generate significant noise levels from mobile sources or introduce new noise sensitive uses in an area with high ambient noise levels. As set forth below, the proposed action would not result in significant adverse noise impacts related to either mobile or stationary sources.

### **Mobile Sources**

Based on the traffic screening analysis provided in the Traffic and Parking section, the vehicle trips generated by the proposed action would not result in a doubling of PCEs (Passenger Car Equivalents) on any street, and therefore action-induced noise level increases would be less than 3dBA, which is the threshold for requiring an analysis. The proposed rezoning area's existing residential and commercial zones currently allows residential use and the area is predominantly developed with residential buildings. The proposed action would replace the existing zoning districts to better reflect the area's existing built character and would increase the permitted residential density in some portions of the rezoning area, as described in the Land Use, Zoning, and Public Policy section of this document. However, the proposed action would not allow, or result in the development of any types of new or different uses in the rezoning area, and therefore would not result in the introduction of new noise sensitive uses. Therefore, the proposed action would not result in significant adverse mobile source noise impacts and no further analysis is warranted.

### **Stationary Sources**

The proposed action will not introduce new sensitive receptors near a significant noise generator. Therefore, the proposed action is not expected to result in any significant, adverse noise impacts related to stationary sources, and a detailed assessment is not warranted.

**M. CONSTRUCTION IMPACTS**

No construction related impacts are anticipated as a result of the proposed map changes and text amendment.

Demolition and construction activities associated with the proposed action could result in temporary disruption to the surrounding community, including occasional noise and dust. Construction activities could also result in the temporary closing of sidewalks. However, these conditions are typical of construction activities in New York City and would not be considered significant adverse impacts.

The construction process in New York City is highly regulated to ensure that construction period impacts are eliminated or minimized. The construction process requires consultation and coordination with a number of City and/or State agencies, including the New York City Department of Transportation, the Department of Buildings and the Department of Environmental Protection, among others

**N. PUBLIC HEALTH**

No significant impacts related to public health are anticipated as a result of the proposed action.

Public Health includes the activities that society undertakes to create and maintain conditions in which people can be healthy. A CEQR assessment of public health examines potential impacts on health citywide, or in the case of the proposed action, on the health of a community or certain groups of individuals. Public health concerns for which a public health assessment may be warranted include the following:

- Increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts.
- Solid waste management practices that would attract vermin and result in an increase in pest populations.
- Increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts.
- Vapor infiltration from contaminants within a building or underlying soil (e.g., contamination originating from gasoline stations or dry cleaners) that may result in significant adverse hazardous materials impacts.
- No significant adverse impacts related to noise, hazardous materials, traffic, air quality or sanitation are anticipated as a result of the proposed action, and therefore a further public health assessment for these impact categories is not warranted.

# **Appendix 1**

## **Text Amendment**

# FLATBUSH REZONING TEXT AMENDMENT

## 0.3.2.09

Underlined matter is new, to be added;

Matter in ~~strikeout~~ or crossed out is old, to be deleted;

Matter within # # is defined in Section 12-10;

\* \* \* indicates where unchanged text appears in the Zoning Resolution.

\* \* \*

### 23-011

#### Quality Housing Program

- (a) In R6A, R6B, R7A, R7B, R7D, R7X, R8A, R8B, R8X, R9A, R9X, R10A or R10X Districts, any #development# or #enlargement# shall comply with the applicable district #bulk# regulations as set forth in this Chapter and any #residential development#, #enlargement#, #extension# or conversion shall also comply with the requirements of Article II, Chapter 8 (Quality Housing Program). In R5D Districts, certain requirements of Article II, Chapter 8, shall apply as set forth in Section 28-01 (Applicability of this Chapter).

\* \* \*

The study areas are:

\* \* \*

#### In the Borough of Brooklyn:

##### ~~Ocean Parkway Area~~

~~The area bounded by Church Avenue, Stratford Road, Beverley Road, Ocean Avenue, Foster Avenue and Coney Island Avenue.~~

##### Midwood Area

~~The area bounded by Avenue M, Ocean Avenue, Quentin Road, and a line midway between East 10th Street and Coney Island Avenue.~~ The area bounded by Avenue M, Coney Island Avenue, Avenue P, Ocean Avenue, Quentin Road, and a line midway between East 10<sup>th</sup> Street and Coney Island Avenue.

##### Brighton Beach Area

The area bounded by Shore Parkway, NYCTA Brighton Right-of-Way, Brighton Beach Avenue and Ocean Parkway.

\* \* \*

### 23-922

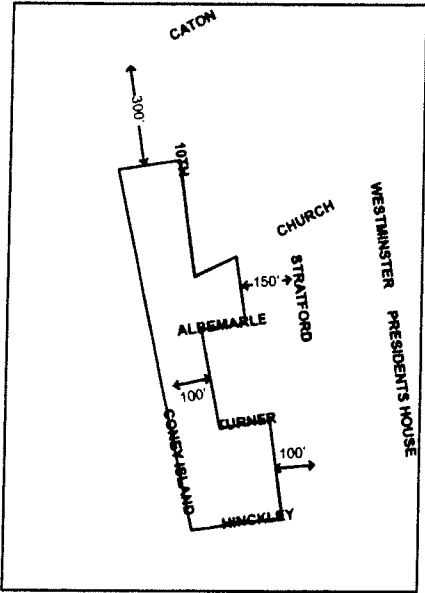
#### Inclusionary housing designated areas

The Inclusionary Housing Program shall apply in the following areas:

\* \* \*

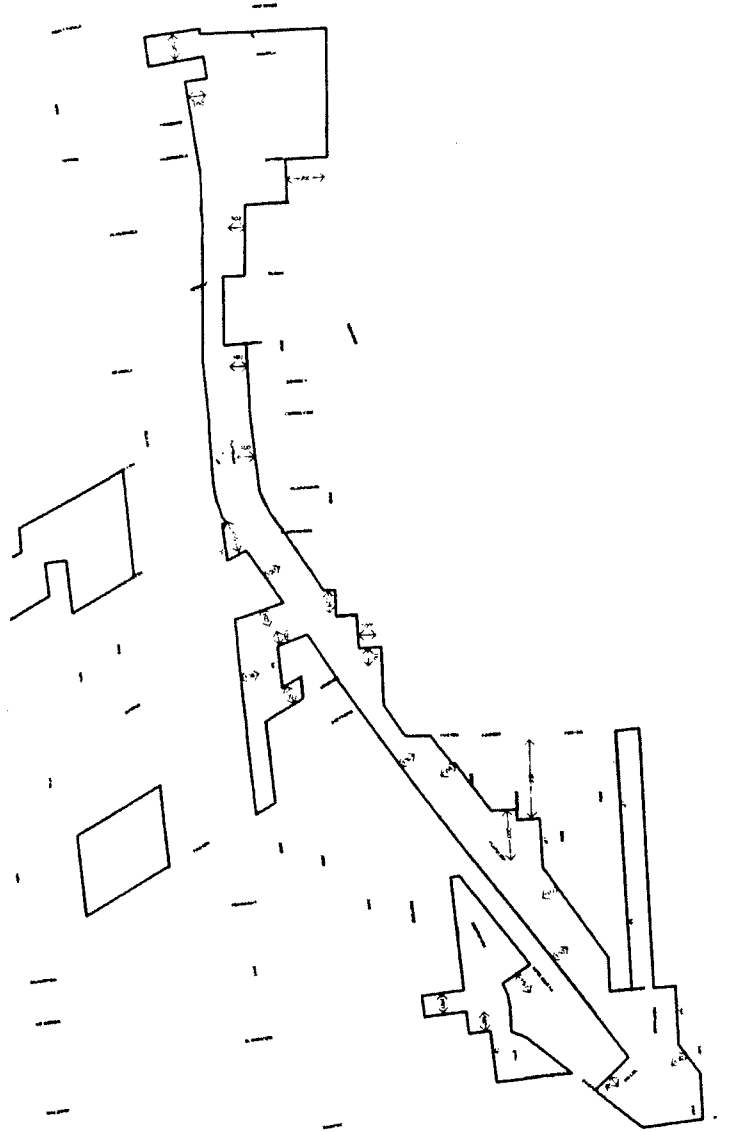
**Flatbush Rezoning**  
**Attachment 6: Proposed Zoning Text Amendment**

(x) In Community District 14, in the Borough of Brooklyn, in the R7A Districts within the areas shown on the following Maps X1, X2 and X3:



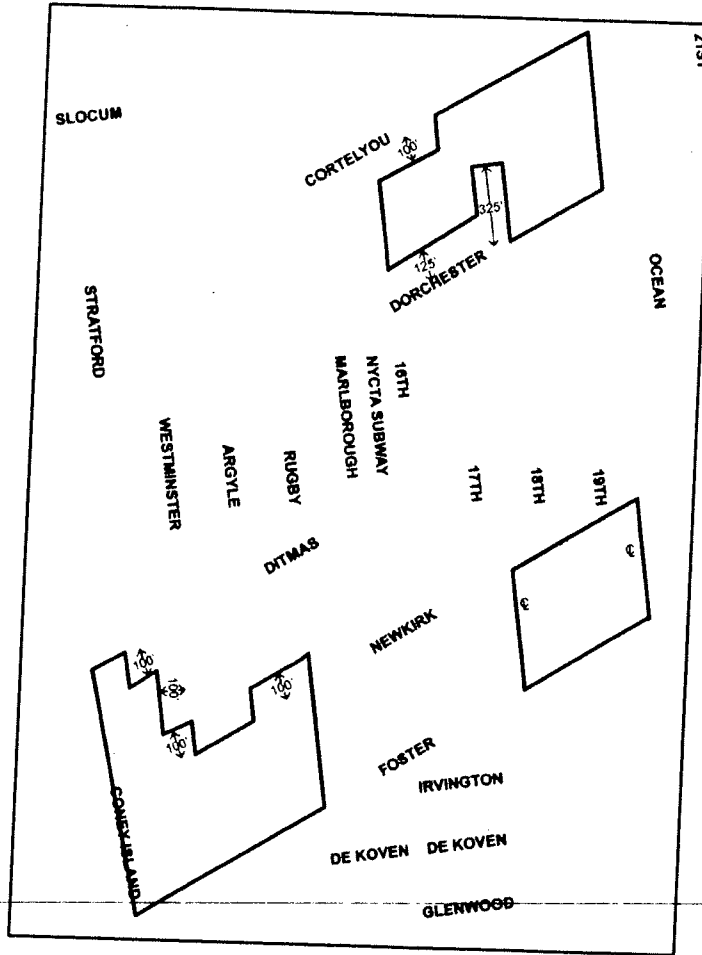
Map X1. Portion of Community District 14, Brooklyn

Flatbush Rezoning  
Attachment 6: Proposed Zoning Text Amendment



Map X2. Portion of Community District 14, Brooklyn

Flatbush Rezoning  
Attachment 6: Proposed Zoning Text Amendment



Map X3. Portion of Community District 14, Brooklyn

\* \* \*

