

I am Michael A. DuBick, a homeowner and 37 year resident of Boerum Hill, a community adjacent to and partially encompassing the real estate development site of the 80 Flatbush project. During those nearly four decades, I have witnessed many changes within and surrounding the neighborhood, some of them positive, others negative for the area and its residents, with the project under consideration, 80 Flatbush, having negative effects. I say this for several reasons; they are:

1. The school system. Although the plan under review would provide much needed benefits to the Khalil Gibran High School, it exacerbates an already significant problem plaguing elementary and middle schools in School District 15 which, according to available statistics, has a total need of 2192 classroom seats with fully 912 unfunded at this time. The proposal to build classroom space to accommodate 350 or so students, while appearing to mitigate the problem, will in fact only make it worse, because the large residential towers, comprising 900 units, would conservatively add 495 school age children to the district according to New York City Planning Commission guidelines. Simple arithmetic shows a negative impact on classroom space arising from the 80 Flatbush project.

2. Water and Sewer Infrastructure. There has been a sudden growth of large residential construction in the immediate vicinity of the proposed project and even more is coming in the near future. The vicinity of 80 Flatbush has, perhaps, some of the oldest water and sewer lines in the city. My own block in Boerum Hill, Wyckoff Street, between Smith and Hoyt streets, had its main sewer line replaced 18 months ago because the previous plumbing was verging on collapse. How intact are the system components at the proposed site and its surrounding area? Can it withstand the stress of 900 additional apartments plus large scale commercial development as proposed by the 80 Flatbush project? These are, I believe, unanswered questions.

3. Transportation. The location of 80 Flatbush would appear to be ideally suited to take advantage of mass transit hub nearby, serviced by several subway lines plus the Long Island Railroad Station. Those stations are already growing more crowded and will continue to be so with the nearby Atlantic Yards development plus several multistory apartment buildings in proximity to 80 Flatbush. In addition, with the proposed commercial development incorporated in the project, which proposes a loading dock on State Street, vehicular traffic is likely to worsen. The number of families that would inhabit the proposed project will, no doubt, add to the problems of traffic, parking and congestion on narrow one way streets. During the construction phase, which would likely extend to 2025 and beyond, the ability for emergency vehicles, particularly coming from the fire station on State Street, to respond efficiently would be compromised as well.

4. Integrity of the architectural character. Neighborhoods surrounding 80 Flatbush such as Boerum Hill and Fort Greene are characterized primarily by 3 and 4 story residences, many built in the late 19th and early 20th centuries, hence the designation: "Brownstone Brooklyn". Although recent construction in nearby "Downtown Brooklyn" has included several high rise (20 to 30 story) apartment towers, particularly along Schermerhorn Street, Ashland Place and Flatbush Avenue, the area is still fundamentally comprised of smaller scale buildings. Much of Boerum Hill, for example, is zoned as R6B, with its attendant height and floor area ratio (FAR) restrictions. The site for the 80 Flatbush project currently has an FAR of 6.5. The proposed project requests a change of that ratio to an FAR of 18, just

shy of a 277 per cent increase. Granting such a gross change belies the concept of zoning to the point where zoning maps seem to exist only for the purpose of petitioning for an exception, waiving the zoning restrictions for a given site. One can reasonably raise the question: why bother to have zoning in the first place. Thus, allowing a FAR 18 project to go forward is building a bridge too far.

For these reasons, I oppose the project known as 80 Flatbush.