1160 Flushing Avenue Rezoning

Draft Environmental Impact Statement (DEIS)

CEQR No. 21DCP199K
ULURP No.: 210314ZMK



Lead Agency:
City Planning Commission, City of New York
Daniel R. Garodnick, Chair

February 10, 2023

1160 Flushing Avenue Rezoning

Draft Environmental Impact Statement (DEIS)

Project Location:	Brooklyn, New York Community District 4
Type of Action:	Type I
CEQR No.:	21DCP199K
ULURP Nos.:	ULURP Nos.: 210314ZMK
Lead Agency:	City Planning Commission, City of New York Daniel R. Garodnick, Chair
Lead Agency Contact:	Stephanie Shellooe, AICP, Director Environmental Assessment and Review Division New York City Department of City Planning 120 Broadway, 31st Floor New York, New York, 10271
Project Applicant:	1160 Flushing Avenue LLC
Prepared For:	New York City Department of City Planning
Prepared by:	Philip Habib & Associates 432 Park Avenue South, Floor 6 New York, NY 10016
Acceptance Date:	February 10, 2023

A public hearing on the Draft Environmental Impact Statement (DEIS) will be held at a later date to be announced. Advance notice will be given of the time and place of the hearing. Writing comments on the DEIS are requested and will be received and considered by the Lead Agency until the 10th calendar day following the close of the public hearing. The DEIS is available on the website of the New York City Department of City Planning, via the 1160 Flushing Avenue project page on ZAP: https//zap.planning.nyc.gov/projects/2020K0289

To view the 1160 Flushing Avenue DEIS, navigate to the project page in ZAP and select Public Documents, then “DEIS_21DCP199K”.

TABLE OF CONTENTS

Executive Summary **ES-1**
A. Introduction ES-1
B. Existing Conditions ES-2
C. Description of the Proposed Actions ES-3
Zoning Map Amendment ES-3
D. Purpose and Need for the Proposed Action ES-3
E. Description of the Proposed Project ES-5
F. Analysis Framework for Environmental Review ES-6
Analysis Year ES-6
Reasonable Worst-Case Development Scenario (RWCDS) ES-6
City Environmental Quality Review (CEQR) ES-9
G. Probable Impacts of the Proposed Action ES-11
Land Use, Zoning, and Public Policy ES-11
Open Space ES-11
Transportation ES-13
Air Quality ES-16
Noise ES-17
Public Health ES-18
Neighborhood Character ES-18
H. Mitigation ES-19
Transportation ES-19
I. Alternatives ES-22
No-Action Alternative ES-23
No Unmitigated Significant Adverse Impacts Alternative ES-23
J. Unavoidable Adverse Impacts ES-23
Transportation ES-23
K. Growth-Inducing Aspects of the Proposed Actions ES-24
L. Irreversible and Irretrievable Commitments of Resources ES-25

Chapter 1: Project Description **1-1**
A. Introduction 1-1
B. Background and Existing Conditions 1-2
C. Description of the Proposed Action 1-5
Zoning Map Amendment 1-5
D. Purpose and Need for the Proposed Action 1-6
E. Description of the Proposed Project 1-7
F. Analysis Framework 1-7
Analysis Year 1-7
Reasonable Worst-Case Development Scenario (RWCDS) 1-8
G. Public Review Process 1-11
Uniform Land Use Review Process (ULURP) 1-11
City Environmental Quality Review (CEQR) 1-12

Chapter 2: Land Use, Zoning, and Public Policy **2-1**
A. Introduction 2-1
B. Principal Conclusions 2-2
C. Methodology 2-2
Analysis Year 2-3

Study Area Definition....2-3
Data Sources....2-3
D. Detailed Assessment....2-4
Existing Conditions....2-4
Future without the Proposed Action (No-Action Condition)....2-11
Future with the Proposed Action (With Condition)....2-12

Chapter 3: Open Space....3-1
A. Introduction....3-1
B. Principal Conclusions....3-1
C. Methodology....3-2
Direct Effects....3-2
Indirect Effects....3-3
D. Existing Conditions....3-5
E. The Future without the Proposed Action (No-Action Condition)....3-9
F. The Future with the Proposed Action (With Condition)....3-11

Chapter 4: Transportation....4-1
A. Introduction....4-1
B. Principal Conclusions....4-3
Traffic....4-3
Transit....4-4
Pedestrians....4-5
Street User Safety....4-5
Parking....4-5
C. Preliminary Analysis Methodology....4-6
D. Level 1 Screening Assessment....4-6
Background....4-6
Transportation Planning Factors....4-7
Travel Demand Forecast....4-7
E. Level 2 Screening Assessment....4-12
Vehicular Traffic....4-12
Transit....4-13
Pedestrians....4-14
Parking....4-15
F. Transportation Analyses Methodologies....4-15
Traffic....4-15
Transit....4-17
Pedestrians....4-19
Street User Safety....4-21
Parking....4-22
G. Traffic....4-23
Existing Conditions....4-23
The Future without the Proposed Action (No-Action Condition)....4-24
The Future with the Proposed Action (With-Action Condition)....4-25
H. Transit....4-26
Existing Conditions....4-26
The Future without the Proposed Action (No-Action Condition)....4-27
The Future with the Proposed Action (With-Action Condition)....4-29
I. Pedestrians....4-30
Existing Conditions....4-30
The Future without the Proposed Action (No-Action Condition)....4-31
The Future with the Proposed Action (With-Action Condition)....4-32
J. Street User Safety....4-34

Recent NYCDOT Initiatives....4-34
Study Area High Crash Locations....4-35
K. Parking....4-38
Existing Conditions....4-38
The Future without the Proposed Action (No-Action Condition)....4-38
The Future with the Proposed Action (With-Action Condition)....4-39
Expanded Parking Study Area (1/2-Mile from Project Area)....4-42

Chapter 5: Air Quality....5-1
A. Introduction....5-1
B. Principal Conclusions....5-2
C. Pollutants for Analysis....5-3
Carbon Monoxide....5-3
Nitrogen Dioxide VOC and Ozone....5-3
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)....5-4
Sulfur Dioxide....5-4
Lead....5-4
Air Toxics....5-5
D. Air Quality Standards, Regulations, and Benchmarks....5-5
National and State Air Quality Standards....5-5
NAAQs Attainment Status and State Implementation Plans....5-7
NYC Guidelines – Determining the Significance of Air Quality Impacts....5-8
Noncriteria Pollutants....5-9
E. Mobile Source Analysis....5-10
Screening Assessment....5-11
Detailed Intersection Analysis....5-12
F. Stationary Source Analysis....5-13
Heating and Hot Water Systems....5-13
Existing Industrial Sources....5-20
Major and Large Source....5-24
Industrial Sources Introduced by the Proposed Project....5-25
(E) Designation....5-28

Chapter 6: Noise....6-1
A. Introduction....6-1
B. Principal Conclusions....6-2
C. Acoustical Fundamentals....6-2
"A"-Weighted Sound Level (dBA)....6-3
Noise Descriptors Used In Impact Assessment....6-3
D. Applicable Noise Codes and Impact Criteria....6-4
New York City Noise Code....6-4
New York CEQR Technical Manual Noise Standards....6-4
E. Methodology....6-6
Noise Prediction Methodology....6-6
Building Attenuation Analysis Procedure....6-7
F. Existing Noise Levels....6-8
Noise Monitoring Locations....6-8
Equipment Used During Noise Monitoring....6-9
Existing Noise Levels at Noise Receptor Locations....6-9
G. The Future without the Proposed Action (No-Action Conditions)....6-10
Mobile Source Noise Screening Analysis....6-10
H. The Future with the Proposed Actions (With-Action Conditions)....6-11
Mobile Source Noise Screening Analysis....6-11

I. Noise Attenuation Requirements 6-12
(E) Designation 6-14
J. Other Noise Concerns 6-15
Mechanical Equipment 6-15
Train Noise 6-15
Aircraft Noise 6-15

Chapter 7: Public Health 7-1
A. Introduction 7-1
B. Principal Conclusions 7-1
C. Preliminary Screening 7-1

Chapter 8: Neighborhood Character 8-1
A. Introduction 8-1
B. Principal Conclusions 8-1
C. Methodology 8-2
Study Area 8-2
D. Preliminary Assessment 8-3
Defining Features 8-3
Assessment of the Potential to Affect the Defining Feature of the Neighborhood 8-5

Chapter 9: Mitigation 9-1
A. Introduction 9-1
B. Principal Conclusions 9-1
Transportation 9-1
C. Transportation 9-2
Traffic 9-2
Pedestrians 9-8

Chapter 10: Alternatives 10-1
A. Introduction 10-1
B. Principal Conclusions 10-2
No-Action Alternative 10-2
No Unmitigated Significant Adverse Impacts Alternative 10-2
C. No-Action Alternative 10-2
Land Use, Zoning, and Public Policy 10-3
Open Space 10-3
Transportation 10-4
Air Quality 10-5
Noise 10-6
Public Health 10-6
Neighborhood Character 10-7
D. No Unmitigated Significant Adverse Impact Alternative 10-7
Transportation 10-7

Chapter 11: Unavoidable Adverse Impacts 11-1
A. Introduction 11-1
B. Transportation 11-1
Traffic 11-1
Pedestrians 11-2

Chapter 12: Growth-Inducing Aspects of the Proposed Action 12-1

Chapter 13: Irreversible and Irretrievable Commitment of Resources 13-1

LIST OF TABLES

ES-1 Comparison of 2027 RWCDS No-Action and With-Action Scenarios for Projected Development Sites 1, 2, and 3 ..... ES-9
ES-2 Proposed Traffic Mitigation Measures ES-19
ES-3 Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts ES-20
ES-4 Lane Groups With Unmitigated Significant Adverse Traffic Impacts ES-20
ES-5 Effects of Traffic Mitigation on Crosswalks ES-22
ES-6 Effects of Traffic Mitigation on Corners ES-22
1-1 Comparison of 2027 RWCDS No-Action and With-Action Scenarios for Projected Development Sites 1, 2, and 3 1-11
2-1 Existing Land Uses within the Secondary Study Area 2-7
2-2 Existing Zoning Districts within the Secondary Study Area 2-8
2-3 No-Action Developments 2-12
2-4 2027 RWCDS No-Action and With-Action Land Uses – Primary Study Area 2-14
2-5 Comparison of Existing and Proposed Zoning – Primary Study Area 2-16
3-1 Study Area Non-Residential and Residential Populations 3-5
3-2 Existing Non-Residential Open Space (1/4-mile) Study Area Residential Population Characteristics 3-6
3-3 Open Space Resources within the ¼-mile Open Space Study Area 3-8
3-4 Adequacy of Open Space Resources: Existing Conditions 3-9
3-5 No-Action Open Space Study Area Population 3-10
3-6 Adequacy of Open Space Resources: No-Action Condition 3-10
3-7 With-Action Open Space Study Area Population 3-11
3-8 Adequacy of Open Space Resources: With-Action Condition 3-12
3-9 Study Area Open Space Ratios Summary 3-13
4-1 2027 RWCDS No-Action and With-Action Land Uses 4-2
4-2 Number of Impacted Intersections and Lane Groups by Peak Hour 4-3
4-3 Summary of Significantly Impacted Intersections 4-3
4-4 Transportation Planning Factors 4-9
4-5 RWCDS Travel Demand Forecast – Incremental Person Trips 4-10
4-6 RWCDS Travel Demand Forecast – Incremental Vehicle Trips 4-11
4-7 Travel Demand Forecast Summary 4-11
4-8 Subway Assignments by Direction – L Train 4-13
4-9 Bus Assignments by Route 4-14
4-10 Intersection Level of Service Criteria 4-16
4-11 Level of Service Criteria for Subway Station Elements 4-17
4-12 Significant Impact Thresholds for Stairway and Passageways 4-18
4-13 Pedestrian Crosswalk/Corner Area and Sidewalk Levels of Service Descriptions 4-20
4-14 Significant Impact Criteria for Sidewalks with Platooned Flow in a CBD Location 4-21
4-15 Significant Impact Criteria for Corners and Crosswalks in a CBD Location 4-22
4-16 Existing Conditions Intersection Level of Service Analysis 4-24
4-17 No-Action Conditions Intersection Level of Service Analysis 4-24
4-18 With-Action Conditions Intersection Level of Service Analysis 4-25
4-19 Existing Conditions Subway Station Stair Analysis 4-26
4-20 Existing Conditions Subway Station Fare Array Analysis 4-26
4-21 Existing Conditions Subway Line Haul Analysis 4-27
4-22 No-Action Stair Analysis at Analyzed Subway Stations 4-28
4-23 No-Action Fare Array Analysis at Analyzed Subway Stations 4-28
4-24 No-Action Subway Line Haul Analysis 4-28
4-25 With-Action Stair Analysis at Analyzed Subway Stations 4-29
4-26 With-Action Fare Array Analysis at Analyzed Subway Stations 4-29

4-27 With-Action Subway Line Haul Analysis Stations 4-30
4-28 Existing Sidewalk Conditions 4-30
4-29 Existing Crosswalk Conditions 4-31
4-30 Existing Corner Conditions 4-31
4-31 No-Action Sidewalk Conditions 4-32
4-32 No-Action Crosswalk Conditions 4-32
4-33 No-Action Corner Conditions 4-32
4-34 With-Action Sidewalk Conditions 4-33
4-35 With-Action Crosswalk Conditions 4-34
4-36 With-Action Corner Conditions 4-34
4-37 Summary of Motor Vehicle Crash Data 2017-2019 4-37
4-38 No-Action Public Parking Capacity, Demand and Utilization – Weekday Midday 4-39
4-39 Total Weekday Hourly Parking Accumulation Under the Proposed Action and Associated RWCDS at Projected Development Site 1 4-40
4-40 Total Weekday Hourly Parking Accumulation Under the Proposed Action's RWCDS – Project Area 4-41
4-41 With-Action On-Street Public Parking Capacity, Demand and Utilization – Weekday Midday 4-41
4-42 Existing Off-Street Public Parking Facilities 4-42
4-43 No-Action Off-Street Public Parking Capacity, Demand and Utilization – Weekday Midday Within ½-mile of the Project Area 4-43
4-44 No-Action On-Street Public Parking Capacity, Demand and Utilization – Weekday Midday 4-44
4-45 With-Action Off-Street Public Parking Capacity, Demand and Utilization 4-45
4-46 With-Action On-Street Public Parking Capacity, Demand and Utilization 4-45
5-1 National Ambient Air Quality Standards (NAAQS) 5-6
5-2 NAAQS and Background Concentration Published in the NYSDEC 2020 Report 5-7
5-3 Kings County NAAQS Attainment Status 5-7
5-4 Relevant Noncriteria Pollutants Guidelines - NYSDEC 5-9
5-5 Relevant Noncriteria Pollutants Guidelines - NYSDEC 5-10
5-6 CEQR Technical Manual Equivalent Truck Calculations for the Intersection of Irving Avenue and Jefferson Street and the Intersection of Irving Avenue and Troutman Street 5-12
5-7 Irving Avenue and Jefferson Street Dispersion Analysis Results 5-13
5-8 RWCDS HVAC Systems Short-term and Annual Emission Rates 5-18
5-9 HVAC Dispersion Analysis Results 5-19
5-10 VOC Emission Rates from the Inkz Print Shop Screen Printing Facility 5-23
5-11 Inkz Print Shop – Noncriteria Pollutants Concentrations and the SGC/AGC Standards 5-24
5-12 Inkz Print Shop – PM_{10} Concentration 5-24
5-13 Criteria Pollutants – Emission Rates from Industrial Sources Introduced by the Project 5-25
5-14 Noncriteria Pollutants – Emission Rates from Industrial Sources Introduced by the Project 5-26
5-15 Criteria Pollutants Dispersion Analysis Results 5-27
5-16 Noncriteria Pollutants Dispersion Analysis Results 5-28
6-1 Noise Levels of Common Sources 6-3
6-2 Noise Exposure Guidelines for Use in City Environmental Impact Review 6-5
6-3 Required Attenuation Values to Achieve Acceptable Interior Noise Level 6-6
6-4 Existing Noise Levels (dBA) 6-9
6-5 2027 No-Action Condition Noise Levels and PCE Values (dBA) 6-10
6-6 2027 No-Action and With-Action Condition Noise Levels and PCE Values (dBA) 6-12
6-7 Required Attenuation Values for the Projected Development Sites under CEQR Criteria 6-13
9-1 Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts 9-2
9-2 Lane Groups With Unmitigated Significant Adverse Traffic Impacts 9-2
9-3 Proposed Traffic Mitigation Measures 9-3
9-4 Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday AM Peak Hour 9-4
9-5 Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday Midday Peak Hour 9-5
9-6 Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday PM Peak Hour 9-6
9-7 Action-With-Mitigation Conditions at Impacted Lane Groups – Saturday Peak Hour 9-7

9-8 Pedestrian Impact Summary 9-8
9-9 Action-With-Mitigation Crosswalk Conditions 9-9
9-10 Effects of Traffic Mitigation on Crosswalks 9-9
9-11 Effects of Traffic Mitigation on Corners 9-9
11-1 Lane Groups With Unmitigated Significant Adverse Traffic Impacts 11-2

LIST OF FIGURES

		Following Page
ES-1	Project Site Location	ES-2
ES-2	Zoning Map	ES-3
ES-3	Existing and Proposed Zoning	ES-4
ES-4	Proposed Project	ES-5
ES-5	Building Section – Proposed Project	ES-5
ES-6	Site Plan	ES-5
ES-7	Future 2027 With-Action Condition - RWCDS	ES-9
1-1	Project Site Location	1-2
1-2a	Zoning Map	1-3
1-2b	Zoning Map	1-3
1-3	Land Use Map	1-4
1-4	Existing and Proposed Zoning	1-5
1-5	Proposed Project	1-7
1-6	Building Sections – Proposed Project	1-7
1-7	Site Plan	1-7
1-8	Future 2027 With-Action Condition - RWCDS	1-11
2-1	Land Use Map	2-3
2-2	Zoning Map	2-7
2-3	FEMA 2020s Flood Map	2-11
2-4	FEMA 2050s Flood Map	2-11
2-5	FEMA 2080s Flood Map	2-11
2-6	FEMA 2100s Flood Map	2-11
2-7	No-Action Developments	2-12
3-1	Open Space Study Area	3-3
3-2	Open Space Resources	3-8
3-3	Walk to a Park Service Area	3-13
4-1	Project Site Location	4-1
4-2a	Projected Incremental Weekday AM/MD Peak Hour Traffic Volumes	4-12
4-2b	Projected Incremental Weekday PM/Saturday Peak Hour Traffic Volumes	4-12
4-3	Transit Services	4-13
4-4a	Projected Weekday AM/MD Peak Hour Pedestrian Volumes	4-14
4-4b	Projected Weekday PM/Saturday Peak Hour Pedestrian Volumes	4-14
4-5a	Weekday AM/MD Existing Traffic Volumes	4-24
4-5b	Weekday PM/Saturday Existing Traffic Volumes	4-24
4-6a	Weekday AM/MD No-Action Traffic Volumes	4-24
4-6b	Weekday PM/Saturday No-Action Traffic Volumes	4-24
4-7a	Projected Weekday AM/MD With-Action Traffic Volumes	4-25
4-7b	Projected Weekday PM/Saturday With-Action Traffic Volumes	4-25
4-8	Jefferson Street Subway Station Layout	4-26
4-9	Existing Off-Street Public Parking Facilities within the ¼-mile and ½-mile Study Areas	4-42
5-1	Projected Development Site 2 and 3 Screening Analysis on Existing Land Uses	5-15
5-2	Projected Development Site 1 Screening Analysis on Existing Land Uses	5-16
5-3	Projected Development Site 2 and 3 Screening Analysis on Projected Development Site 1	5-17
6-1	Noise Monitoring Locations	6-8
6-2	Building Attenuation Requirements	6-13