1160 Flushing Avenue Rezoning

~~DRAFT~~FINAL
SCOPE OF WORK FOR A DRAFT ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 21DCP199K

February 10, 2023

This document is the Final Scope of Work (FSOW) for the 1160 Flushing Avenue Rezoning Draft Environmental Impact Statement (DEIS). This Final Scope has been prepared to describe the Proposed Action, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS. This Final Scope incorporates changes that were made subsequent to publication of the Draft Scope of Work (DSOW). Revisions of the Draft Scope have been incorporated into this Final Scope and are indicated by double-underlining new text and ~~striking~~ deleted text.

A. INTRODUCTION

This ~~Draft~~ Final Scope of Work (~~DSOW~~FSOW) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the 1160 Flushing Avenue Rezoning proposal.

The Applicant, 1160 Flushing Ave LLC, proposes to develop a new mixed-use development at 1160 Flushing Avenue (Block 3167, Lots 18 and 24; or "Projected Development Site 1"), a 37,928-sf, rectangular-shaped site with frontages on Flushing Avenue and Jefferson Street in the Bushwick neighborhood of Brooklyn Community District (CD) 4 (see **Figure 1**). The proposed mixed-use development would consist of a single-story building and a nine-story building separated by a pedestrian alleyway. The single-story structure and first two floors and cellar floor of the nine-story building would contain a combined total of approximately 75,586 gsf (36,730 zoning square feet (zsf)) of retail uses (0.97 FAR); the second and third floors of the proposed nine-story building would contain approximately 40,732 gsf (37,846 zsf) of light industrial uses (1.0 FAR); and the remaining floors (three through nine) of the proposed nine-story building would contain approximately 121,786 gsf (114,983 zsf) of commercial office uses (3.03 FAR) (the "Proposed Project"). In total, the Proposed Project would contain approximately 238,104 gsf (189,559 zsf) of new development (5.0 FAR).

To facilitate the Proposed Project, the Applicant is seeking CPC approval for a zoning map amendment that would rezone Block 3167, Lots 12 (p/o), 18, 24, 26, 29, and 40 (the "Proposed Rezoning Area" or "Project Area") from a M1-1 district to a M1-5 district (the "Proposed Action"). Lots 18 and 24 ("Projected Development Site 1") are owned and controlled by the Applicant; Lots 12, 26, 29, and 40 are not owned or controlled by the Applicant.

In the future with the Proposed Action, the proposed zoning map amendment would be approved, allowing the Applicant to demolish the existing single-story building on Projected Development Site 1 (Lots 18 and 24) and construct the Proposed Project. However, as the proposed M1-5 zoning district permits a maximum floor area ratio (FAR) of 6.5 for community facility uses, the reasonable worst-case development scenario (RWCDS) for Projected Development Site 1 assumes an additional 1.5 FAR of community facility (medical office) uses. As such, for conservative analysis purposes, it is assumed that Projected Development Site 1 could accommodate up to approximately 75,586 gsf (36,730 zsf) of retail uses, approximately 40,732 gsf

(37,846 zsf) of light industrial uses, approximately 121,786 (114,983 zsf) of commercial office uses, and approximately 59,973 gsf (56,975 zsf) of community facility (medical office) uses (the "RWCDS"). In total, the RWCDS for Projected Development Site 1 would comprise approximately 298,077 gsf (246,534 zsf) of new development (6.5 FAR).

In addition, it is assumed for the purpose of providing a conservative analysis that Lots 29 and 40 (both of which are non-Applicant-owned) would each be redeveloped in the future with approval of the Proposed Action as well. It is anticipated that Lot 29 would be redeveloped with a six-story, 5.0 FAR predominantly commercial office building with ground-floor retail uses comprising approximately 79,821 gsf of office space and 16,730 gsf of retail space ("Projected Development Site 2"), and Lot 40 would be redeveloped with a five-story, 5.0 FAR predominantly commercial office building with ground-floor retail uses comprising approximately 32,547 gsf of office space and 6,250 gsf of retail space ("Projected Development Site 3"). As a result, the total With-Action development scenario for the Project Area would include approximately 234,154 gsf of commercial office uses, 98,566 gsf of retail uses, 40,732 gsf of light industrial uses, and 59,973 gsf of community facility (medical office) uses, thus representing the RWCDS for the Project Area under the Proposed Action.

It is expected that all three projected development sites would be constructed and fully operational by the end of 2027. Without discretionary approval, it is anticipated that the on-site conditions would remain unchanged from existing conditions, except for Projected Development Site 1 which is expected to be converted and reoccupied with commercial retail uses

This document provides a description of and purpose and need for the Proposed Action, the resulting proposed and projected developments, and task categories for all technical areas to be analyzed in the EIS. After reviewing an Environmental Assessment Statement (EAS) dated May 23, 2022, the New York City Department of City Planning (DCP), acting as lead agency, determined that the Proposed Action could have the potential for significant adverse impacts in one of the 20 impact categories (Transportation) outlined in the *CEQR Technical Manual*. Therefore, a detailed assessment of likely effects in the area of Transportation – and specifically traffic – will be prepared and disclosed in the Draft EIS (DEIS). Additionally, for purposes of disclosing information related to potential No-Action developments anticipated within the vicinity of the Project Area that may affect the traffic analysis, a detailed Land Use, Zoning, and Public Policy assessment will also be prepared and disclosed in the DEIS. The DEIS will also include detailed Air Quality (mobile source), Noise (mobile source), and Neighborhood Character assessments to ensure consistency with the detailed Transportation analysis. In addition, in the event the DEIS identifies unmitigated significant adverse impacts related to air quality or noise, a public health assessment may be warranted for the specific technical area(s) of the EIS, which will be determined in coordination with the lead agency, DCP.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

Required Approvals

The Proposed Action would encompass a single discretionary action that is subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and CEQR process. As stated above, the anticipated discretionary action consists of:

- A zoning map amendment (Zoning Sectional Map 13b) to change the zoning in the Proposed Rezoning Area from the existing M1-1 light manufacturing zoning district to an M1-5 light manufacturing zoning district (see **Figure 2**);

City Environmental Quality Review (CEQR) and Scoping

The Proposed Action and the associated reasonable worst-case development scenario (as described in further detail below in Section D, "Analysis Framework for Environmental Review") is classified as a Type I Action, as defined under section 617.4 (b)(6) of the State Environmental Quality Review (SEQR) regulations. Therefore, the Proposed Action is subject to environmental review in accordance with CEQR guidance. An Environmental Assessment Statement (EAS) and Positive Declaration were issued on May 23, 2022 by the New York City Department of City Planning (DCP), as lead agency. DCP has determined that the Proposed Action may result in significant adverse environmental impacts and directed that an EIS be prepared.

This Draft Scope of Work (DSOW) for the preparation of an EIS contains a description of the Proposed Action and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Action and associated RWCDS. The issuance of the DSOW marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the DSOW ~~may~~ were able to do so and ~~give~~gave their comments to the lead agency. In accordance with City and State environmental review regulations and methodologies, the Draft Scope of Work to prepare the EIS was issued on May 23, 2022. The public, interested agencies, and elected officials, ~~are~~were invited to comment on the DSOW, either in writing or orally, at the public scoping meeting.

A public scoping meeting ~~is~~was ~~scheduled to be~~ held on Thursday, June 23, 2022 ~~starting~~ at 2:00 PM. In support of the City's efforts to contain the spread of COVID-19, DCP ~~will hold~~held the public scoping meeting remotely. ~~Instructions on how to view and participate, as well as materials relating to the meeting will be available at the NYC Engage webpage (https://www1.nyc.gov/site/nycengage/events/index.page) in advance of the meeting.~~

Comments were received during the Scoping Meeting and written comments received up to ten days after the meeting and through the last day of the commenting period (no later than 5:00 PM on Tuesday, July 5, 2022), ~~will be~~were considered and incorporated, as appropriate, into ~~the~~this ~~Final Scope of Work (~~FSOW~~)~~. The FSOW ~~will~~ incorporates all relevant comments made on the DSOW and has revised the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process, and includes any other necessary changes to the scope of work for the EIS. Appendix II includes responses to comments made on the DSOW. The oral and written comments received are included in Appendix III. The DEIS will be prepared in accordance with ~~the resulting~~this FSOW.

Once the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. The FEIS will then be used by the relevant City agencies to evaluate CEQR findings, which address project impacts and proposed mitigation measures, and to decide whether to approve the requested discretionary actions, with or without modifications. The rationale for this decision is then set forth in a document called a Statement of Findings.

C. DESCRIPTION OF THE PROPOSED ACTION

Existing Conditions

Project Area

The Project Area encompasses Block 3167, Lots 12 (p/o), 18, 24, 26, 29, and 40 in the Bushwick neighborhood of Brooklyn CD 4. Block 3167 is bordered by Flushing Avenue to the west, Wyckoff Avenue to the north, Jefferson Street to the east, and Irving Avenue to the south. Lots 18 and 24 are owned and controlled by the Applicant and comprise Projected Development Site 1. Projected Development Site 1 encompasses a total of approximately 37,928 sf of lot area and has approximately 221-feet 6-inches of frontage on Flushing Avenue and approximately 216 feet of frontage on Jefferson Street. The Project Area totals approximately 79,108 sf of lot area and has approximately 493 feet of frontage on Flushing Avenue, 146 feet of frontage on Wyckoff Avenue, and 485 feet of frontage on Jefferson Street. The Proposed Rezoning Area would be mapped approximately 250 feet north of Irving Avenue between Flushing Avenue and Jefferson Street. A discussion of each of the Project Area lots is provided below.

Applicant-Owned Development Site (Projected Development Site 1)

As described above, the Applicant-owned site, or Projected Development Site 1, is comprised of Brooklyn Block 3167, Lots 18 and 24. Lots 18 and 24 are currently occupied by one single-story vacant industrial (warehouse) building (see **Figure 3b**, photo #1-4). While the existing building on Lots 18 and 24 is currently vacant, it contains approximately 30,388 sf of former warehouse floor area (0.80 FAR). Lot 24 also contains a small portion of vacant, underdeveloped land on the northernmost portion of the lot, totaling approximately 3,750 sf.

Remainder of the Project Area (Lots 12, 26, 29, 40)

Lot 12 (shown in **Figure 3b**, photo #2 and 3) is a 19,265-sf, non-Applicant-owned lot and is currently occupied by a one-story lumber yard building and contains approximately 19,874 gsf of industrial uses (0.98 FAR). An approximately four-foot-wide portion (less than four percent) of Lot 12 is located within the Proposed Rezoning Area.

Lot 26 (shown in **Figure 3b**, photo #4) is a 15,200-sf, non-Applicant-owned lot and is currently occupied by a three-story warehouse building containing approximately 45,780 gsf of industrial uses (2.87 FAR), making the building noncompliant under existing zoning. All of Lot 26 is located within the Proposed Rezoning Area.

Lot 29 (shown in **Figure 3c**, photo #6) is an 18,530-sf, non-Applicant-owned lot and is currently occupied by a single-story building that, according to New York City Department of Buildings (DOB) records, is currently undergoing a conversion from industrial (warehouse) uses to commercial retail uses (DOB job no. 340525300), which will result in a building containing approximately 20,475 gsf of commercial retail space on a 18,530-sf lot (1.05 FAR). All of Lot 29 is located within the Proposed Rezoning Area.

Lot 40 (shown in **Figure 3d**, photo #12) is a 7,450-sf, non-Applicant-owned lot and is currently occupied by a single-story warehouse building containing approximately 7,613 gsf of industrial uses on a 7,450-sf lot (0.97 FAR). In addition, a small, northeastern portion of Lot 40 is encumbered by a Real Estate of Utility Companies (REUC) easement due to the location of street stairs serving the L-line's Jefferson Street Station. All of Lot 40 is located within the Proposed Rezoning Area.

Zoning

As shown in **Figure 4**, the Project Area is currently zoned M1-1, which is the original zoning designation from the 1961 Zoning Resolution. M1-1 is a light manufacturing/industrial district that has performance

standards and may serve as industrial front yards or buffers to adjacent residential and commercial zoning districts. High performance industrial uses are allowed, as well as a range of commercial uses. Pursuant to the recently-approved M1 Hotel Text Amendment, hotels are only permitted by Special Permit. Additional Use Group 4 community facilities are allowed in M1 districts by special permit. Residential development is generally not allowed in M1 districts. M1-1 districts have a maximum floor area ratio (FAR) of 1.0 for manufacturing and commercial uses and 2.4 for community facility uses (Use Group 4, only). Buildings in M1-1 districts are governed by the sky exposure plane, which begins 30 feet above the street line. Within M1-1 districts, off-street parking is required and varies by use.

Surrounding Area and Context

The Project Area is in the Bushwick, neighborhood of Brooklyn CD 4. As presented in **Figure 5**, this area is characterized by a wide variety of industrial, commercial, and residential land uses and various building types. The predominant land use within a 400-foot radius is light manufacturing. The 400-foot radius also includes several commercial uses and residential buildings. Current land uses within the 400-foot radius reflect both longstanding manufacturing and industrial buildings. The single community facility use within the 400-foot radius is the SCO Family of Services building located directly north of the Project Area, which provides transitional housing for at-risk populations.

The Project Area and the areas to the south and east are mapped as M1-1, whereas the areas to the west and north are generally mapped as M1-2; additionally, a small, southwestern portion of the 400-foot radius is zoned R6 (see **Figure 4**). Residential uses are common on blocks to the south of the site, including immediately south of Irving Avenue. Most of the residences are low-rise, single-family buildings. Several exist southeast of the Project Area along Troutman Street and Irving Avenue. Few commercial buildings exist along Jefferson Street and Troutman Street.

The Project Area is located within the North Brooklyn Industrial Business Zone (IBZ). The North Brooklyn IBZ is the third largest in New York City, covering hundreds of blocks along Newtown Creek in the Greenpoint, East Williamsburg and Bushwick neighborhoods. The designation of an IBZ fosters high-performing business districts by creating competitive advantages over locating in areas outside of New York City. The IBZs are supported by tax credits for relocating within them, zone-specific planning efforts, and direct business assistance from Industrial Providers of NYC Business Solutions Industrial and Transportation. In light of the purpose of IBZs to foster industrial sector growth by creating real estate certainty, residential rezonings are generally not supported within IBZs.

The Project Area is also located within the boundaries of NYCDCP's *"North Brooklyn Industry and Innovation Plan"* (2018) study area. The plan was released on November 19th, 2018 and an update was shared in April 2019 at Brooklyn Community Board 1 (April 9, 2019) and Community Board 4 (April 17, 2019). Utilizing input from the local community, the plan identifies strategies to promote job growth and economic activity and ensure that core industrial areas (i.e., areas of the most intensive industrial activity) provide the necessary businesses for industrial areas to thrive. The plan explores new models for innovation districts to support 21st century businesses and jobs, with opportunities, as appropriate, for a mix of light industrial and commercial uses. Using zoning and other policy tools, the goals of the plan are to (1) create a better business environment for all, by preserving and growing industrial jobs, as well as other compatible jobs in the creative and innovative sectors; (2) improve the quality of life for workers and residents within the area and nearby; (3) address the potential for conflicts between industrial and non-industrial uses; (4) identity improvements to transportation and infrastructure conditions that would support growth in economic activity; and (5) address environmental and resiliency challenges. The North Brooklyn Plan also establishes a land use framework that identifies subareas based on existing trends and assets, which include the "Core Industrial Area," which is the central hub for essential industrial business; the "Growth District," which is a dynamic, transit-accessible district for creative and tech-driven jobs of the future; the "Transition Area," which is a mix of industrial and non-industrial uses serving as a buffer between subareas; and the "Stable Areas," or small peripheral areas where no change in land use is recommended, such as the "Mixed

Edge," the "Commercial Edge," and the "Established Residential" area. Of the proposed subareas, the Project Area is located in the "Growth District" at the southern-most edge of the IBZ. The Growth District is described as being the most transit-accessible subarea with the greatest concentration of multistory industrial loft buildings. It has a rapidly evolving mix of artist studios, restaurants, TAMI (technology, advertising, media, and information) and other office-based businesses, artisanal manufacturing, and other industrial uses. According to the plan, the goal of the proposed Growth District is to promote an ecosystem of creative and tech-driven jobs in office-based and industrial sectors near transit by (a) increasing density for commercial and industrial uses; (b) creating new loft-like building envelopes; (c) reducing parking requirements; and (d) modifying loading requirements to reflect business needs.

There have been modest new developments within the 400-foot radius. A new planned nine-story hotel across from Flushing Avenue, located at 25 Stewart Avenue, would be 115-feet tall with 140 hotel rooms. Permits for the proposed 79,798 sf building were approved in 2015. In 2019, the owners of the property sold the lot. No new plans have been filed for the property.

Area Transportation

The area surrounding the Project Area is served by several public transit options. The Jefferson Street L subway station (located to the north at the intersection of Jefferson Street and Wyckoff Avenue) is directly adjacent to the Project Area (refer to **Figure 1** and **Figure 6**). In addition, the B57 bus (connecting Maspeth, Queens and Red Hook, Brooklyn) runs along Flushing Avenue (see **Figure 6**). The B57 bus also makes a wide variety of connections to other local bus lines along Flushing Avenue in Brooklyn, including connections with the B15, B43, B44, B44 SBS, B46, B46, B47, B48, B60, B62, B69 bus lines. There are two nearby CitiBike stations, at the corner of Jefferson Street and Irving Avenue and on Wyckoff Avenue between Jefferson Street and Flushing Avenue. Taken together, these transit options provide access to the Project Area from much of north Brooklyn and beyond.

Purpose and Need for the Proposed Action

In recent years, the population of North Brooklyn and the demand for workspace has increased substantially. Between 2010 and 2016, job growth in North Brooklyn increased by as much as 42 percent. However, despite the growing investment momentum and demand for commercial space, there has been limited new construction in the area.[1] As a result of the increase in demand, the growth of the new economy in North Brooklyn is constrained, with a commercial/office vacancy rate of only two percent in Brooklyn as of 2015. In North Brooklyn, due to underlying density and parking zoning constraints, M1-1 and M1-2 districts, which are envisioned to employ many local workers, are often being used for warehousing and freight distribution where average employment is often less than one job per 2,500 sf. Frequently, as is the case for the Project Area, the narrow streets of these districts are not appropriate for the large trucks associated with heavy industrial uses, and the small footprint buildings are unsuited for the high-cube mechanized warehouses of today. While warehousing and freight distribution facilities can serve as appropriate uses in certain sections of North Brooklyn, transit accessible areas, such as the Project Area, are better served by high-density commercial office and retail uses. The proposed M1-5 zoning district would allow for the development of commercial uses at higher densities and would create opportunities for nearby schools, community groups and growing tech businesses to engage with one another.

Specifically, the proposed zoning map amendment would facilitate the development of new office and retail space in the Project Area by increasing the buildable commercial FAR from 1.0 to 5.0. Introducing additional commercial office space on Flushing Avenue would address a borough-wide need for more

[1] *North Brooklyn Industry & Innovation Plan* (2018), New York City Department of City Planning.

commercial office space, particularly for technology, advertising, media, and information ("TAMI") firms. The Proposed Action would result in new Class A office space that could accommodate a wide variety of tenants, including TAMI firms, generating new employment opportunities in the Project Area. The proposed M1-5 zoning would also help preserve essential light industrial uses within the Project Area, as the Applicant is committed to providing approximately 1.00 FAR (approximately 40,732 gsf) of light industrial uses (Use Groups 11, 16, 17) at Projected Development Site 1. The proposed retail uses that would be facilitated by the Proposed Action would serve to improve the pedestrian environment along this portion of Flushing Avenue and Jefferson Street, as well the accompanying project-generated pedestrian areas, with active ground floor uses, thus activating the streetscape surrounding and within the Project Area. Further, the proposed commercial office and light industrial development would align with the goals of the New York Works policy, which is a series of 25 initiatives to spur 100,000 jobs over the coming decade. Specifically, the plan calls for the need to bring jobs closer to where New Yorkers live to reduce commuting times and minimize the strain on the transit network.

The proposed M1-5 zoning district would also eliminate any requirements for accessory on-site parking at the Applicant-owned site and within the Project Area. As the Project Area is within a transit zone and contains the Canarsie-bound entrances to the Jefferson Street subway station, providing service along the L-line (Manhattan-bound entrances are located directly adjacent the Project Area across Wyckoff Avenue), the Proposed Action would encourage and support transit-oriented development within the Project Area in an appropriate area of Brooklyn, and would therefore support the goals of OneNYC in facilitating greater opportunities for transit-oriented growth throughout the city. Additionally, with the onset of the COVID-19 pandemic, the Proposed Action and resultant RWCDS would further support the growing need to promote livable and walkable mixed-use neighborhoods with work spaces within close proximity to residential communities.

The Proposed Action

Zoning Map Amendment

The proposed zoning map amendment, which would rezone the Project Area from M1-1 and M1-5, would increase the maximum permitted FAR from 2.4 to 6.5, allowing for additional development of commercial, light industrial, and/or community facility uses than could be provided under existing conditions, in addition to reducing the loading dock and accessory parking requirements. While the Project Area under an M1-5 district would still be governed by the sky-exposure plane as under the existing M1-1 zoning, the additional permitted density under the M1-5 district would result in larger building envelopes to accommodate the increase in permitted commercial, light industrial, and community facility uses. As shown in **Figure 2** the Proposed Rezoning Area would be mapped 250 feet north of Irving Avenue between Flushing Avenue and Jefferson Street, and its boundaries would extend approximately 493 feet along Flushing Avenue, 146 feet along Wyckoff Avenue, and 485 feet along Jefferson Street.

The Proposed Project

In the future with the Proposed Action, the Applicant proposes to demolish the existing single-story building on Projected Development Site 1 in order to facilitate a new mixed-use development spread between two buildings on a single zoning lot (the "Proposed Project"). The Proposed Project would consist of a single-story building and a nine-story building separated by a pedestrian alleyway (see **Figure 7**). The single-story structure and first two floors and cellar floor of the nine-story building would contain a combined total of approximately 75,586 gsf (36,730 zsf) of retail uses (0.97 FAR); the second and third floors of the proposed nine-story building would contain approximately 40,732 gsf (37,846 zsf) of light

industrial uses (1.0 FAR)[2]; and the remaining floors (three through nine) of the proposed nine-story building would contain approximately 121,786 gsf (114,983 zsf) of commercial office uses (3.03 FAR) (see **Figure 8**). The Proposed Project would also create up to 0.11 acres of private, at-grade open space areas located within the pedestrian alleyway, as well as approximately 0.33 acres of private outdoor office amenity space located at the Proposed Project's second- and fourth-floor terraces. The proposed retail spaces located on the ground floor and cellar would accommodate multiple retail tenants and would be accessed from the building's pedestrian alley, Flushing Avenue, and Jefferson Street frontages. Additionally, within the nine-story building, each of the retail spaces would provide internal connections via the commercial lobby. As shown in **Figure 9**, three loading bays would be provided with a single curb cut along Flushing Avenue to satisfy the M1-5 zoning requirements associated with the proposed office, retail, and industrial uses; no accessory parking spaces would be required under the proposed M1-5 zoning district. In total, the Proposed Project would contain approximately 238,104 gsf (189,559 zsf) of new development (5.0 FAR).

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The Proposed Action would change the regulatory controls governing land use and development in the Project Area. The 2021 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Action's potential effects on various environmental areas of analysis. The EIS defines a RWCDS for analysis using site-specific assumptions that can be reasonably anticipated base on zoning and surrounding land use trends. Based on this, the EIS considers the Proposed Action's potential to result in significant adverse impacts on the environmental setting.

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Action, a RWCDS for the Project Area was established for both Future No-Action and Future With-Action conditions. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the EIS.

Analysis Year

Accounting for the ULURP approval timeline and based on the Proposed Project's anticipated 22-month construction timeline, it is assumed that full build-out of the Proposed Project would occur by 2025. Additionally, as noted above and described in greater detail below, two additional projected development sites (Lots 29 and Lot 40) have been identified in the Project Area that could be developed as a result of the Proposed Action. However, as described below, no formal redevelopment plans exist for the non-Applicant-owned sites. Nonetheless, the two sites meet the CEQR soft site criteria and, as such, are anticipated to be redeveloped by 2027. This analysis year reflects a reasonable estimate of the time needed for developers to demolish the existing structures on Lots 29 and 40, design the two projects, obtain design approvals, and construct the projects (a total of approximately five years). Accordingly, the EAS will use a 2027 analysis

[2] While the future tenant(s) to utilize the proposed industrial space(s) are not known at this time, these spaces are intended to be occupied by uses similar to those identified in the approved applications for IBIA development projects located at 25 Kent Avenue (CEQR No: 16DCP065K; ULURP Nos: C 160124 ZSK; C 160125 ZSK; N 160126 ZRK), 103 North 13th Street (CEQR No: 18DCP182K, ULURP Nos: N 190083 ZRK; C 190084 ZSK; C 190085 ZSK), and 1 Wythe Avenue (CEQR No: 21DCP075K, ULURP Nos: 210272ZSK; N210273ZRK), all of which allocated a portion of their floor area to accommodate light industrial/manufacturing uses pursuant to IBIA regulations. For conservative analysis purposes, the analysis presented in Attachment J, "Air Quality," assumes these light manufacturing uses to include Commercial Art & Woodworking, Jewelry Manufacturing, Printing, Commercial Art & Graphic Design, and Baking (refer to Table J-14).

year. As all developments facilitated by the Proposed Action are expected to be operational in 2027, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses assess current conditions and forecast these conditions to the analysis year of 2027 for the purposes of determining potential impacts.

Development Site Criteria

Pursuant to the *CEQR Technical Manual*, several factors were considered in projecting the amount and timing of new development on the non-applicant owned lots within the Project Area. These include known development proposals, past development trends, and the development site criteria described below. The first step in establishing the RWCDS was to identify those sites where new development could reasonably occur.

According to the *CEQR Technical Manual* the following factors, commonly referred to as "soft site criteria," are generally considered when evaluating whether some amount of development would likely be constructed by the build year as a result of the Proposed Action:

- The uses and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable FAR under the existing zoning are considered "soft" enough such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, site specific conditions that make development difficult, and issues relating to site control or site assemblage that may affect redevelopment potential); and
- Size of the development site: Lots must be large enough to be considered "soft." Generally, lots with a small lot size are not considered likely to be redeveloped, even if currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 sf or less, but the lot size criteria is dependent on neighborhood specific trends, and common development sizes in the study area should be examined prior to establishing these criteria.

However, the following uses and types of buildings that meet the soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of a proposed project:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;
- Lots where construction is actively occurring, or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment, unless recently constructed or altered lots were built to less than or equal to half of the maximum allowable FAR under the proposed zoning;
- Lots whose location or irregular shape would preclude or greatly limit future as-of-right development. Generally, development on irregular lots does not produce marketable floor space;
- Long-standing institutional uses with no known development plans; or
- Residential buildings with six or more units constructed before 1974. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant re-location requirements.

Projected Development Site 1

In the future with the Proposed Action, the proposed zoning map amendment would be approved, allowing the Applicant to redevelop Projected Development Site 1. However, as the proposed M1-5 zoning district permits a maximum community facility FAR of 6.5, the reasonable worst-case development scenario for the Applicant's Development Site maximizes the permitted FAR with an additional 1.5 FAR of community facility (medical office) uses over the Proposed Project (5.0 FAR) for conservative analysis purposes. As

such, for reasonable worst-case analysis purposes, it is assumed that Projected Development Site 1 would accommodate approximately 75,586 gsf (36,730 zsf) of retail uses, approximately 40,732 gsf (37,846 zsf) of light industrial uses, approximately 121,786 gsf (114,983 zsf) of commercial office uses, and approximately 59,973 gsf (56,975 zsf) of community facility (medical office) uses (the "RWCDS"). Similar to the Proposed Project, the RWCDS would require three loading bays, which would be accommodated by a single curb cut along Flushing Avenue, and would not contain any accessory parking spaces. In total, the RWCDS for Projected Development Site 1 would contain approximately 298,077 gsf (246,534 zsf) of new development (6.5 FAR).

Remainder of the Project Area

In addition to the Applicant's property, the Project Area also includes the entirety of three privately-owned tax lots that are not controlled by the Applicant (Lots 26, 29, and 40), and an approximately four foot portion of the privately-owned Lot 12.

Lot 29 has a total lot area of 18,530 sf and a built FAR of 1.05, which represents 105 percent of the existing permitted commercial FAR and 21 percent of the proposed M1-5 district's maximum permitted commercial FAR. Lot 40 has a total area of 7,450 sf and a built FAR of 0.97, which represents 97 percent of the existing permitted commercial FAR and 19 percent of the proposed M1-5 district's maximum permitted commercial FAR. As Lots 29 and 40 both meet several criteria for being considered "soft sites," for RWCDS purposes, it is assumed that both Lots 29 and 40 (or "Projected Development Site 2" and "Projected Development Site 3," respectively) would each be redeveloped as a result of the Proposed Action.

As Lot 26 has an existing built FAR of 2.87, which represents 287 percent of the maximum permitted commercial/industrial uses under the existing M1-1 zoning (and therefore, is considered non-compliant under existing conditions) and 57.4% percent of the maximum permitted commercial/industrial uses under the proposed M1-5 zoning, it is unlikely that Lot 26 would be redeveloped in the future with the Proposed Action as the site does not meet CEQR's "soft-site" criteria. Therefore, Lot 26 is not considered a projected development site.

Additionally, as the proposed M1-5 zoning district would only extend four feet from the eastern edge of Lot 12, and thus, would not exceed 25 feet, the proposed M1-5 zoning district would not apply to Lot 12 (pursuant to ZR Section 77-211), it is unlikely that Lot 12 would be redeveloped as a result of the Proposed Action as the site does not meet CEQR "soft site" criteria. Therefore, Lot 12 is not considered a projected development site.

The Future without the Proposed Action (No-Action Condition)

In the future without the Proposed Action, it is assumed that while no new construction would be planned for the Applicant-owned Projected Development Site 1, the currently vacant, approximately 30,388 sf former industrial building on Lots 18 and 24 would be converted and reoccupied with commercial retail uses in the No-Action condition. As a result, the Projected Development Site 1 would be occupied by approximately 31,907 gsf (30,388 zsf) of commercial retail uses on a 37,928-sf lot (0.80 FAR). No other changes to the remaining Project Area lots are anticipated in the future without the Proposed Action. A summary of the No-Action uses within the Project Area is provided in **Table 1**, below.

The Future with the Proposed Action (With-Action Condition)

In the 2027 future with the Proposed Action (the With-Action scenario), the proposed zoning map amendment would be approved, allowing the Applicant to construct the Proposed Project (5.0 FAR) at Projected Development Site 1. However, as discussed above, it is conservatively assumed that the Proposed Action would result in the development of a new mixed-use building with a built FAR of up to 6.5.

In addition, it is assumed that Projected Development Site 2 (Lot 29) and Projected Development Site 3 (Lot 40) would each be redeveloped in the 2027 With-Action scenario. It is anticipated that Projected Development Site 2 would be redeveloped with a six-story, 5.0 FAR predominantly commercial office building with ground-floor retail uses comprising approximately 79,821 gsf of office space and 16,730 gsf of retail space, and Projected Development Site 3 would be redeveloped with a five-story, 5.0 FAR predominantly commercial office building with ground-floor retail uses comprising approximately 32,547 gsf of office space and 6,250 gsf of retail space. As a result, the total With-Action development scenario for the Project Area would include approximately 234,154 gsf of commercial office uses, 98,566 gsf of retail uses, 40,732 gsf of light industrial uses, and 59,973 gsf of community facility (medical office) uses, thus representing the RWCDS for the Project Area under the Proposed Action (refer to **Figure 10**). A summary of the With-Action uses within the Project Area is provided in **Table 1**, below.

TABLE 1
Comparison of 2027 RWCDS No-Action and With-Action Scenarios for Projected Development Sites 1, 2, and 3

Use	No-Action Scenario	With-Action Scenario	Increment
Commercial	52,382 gsf	332,720 gsf	**+280,338 gsf**
Office	--	234,154 gsf	**+234,154 gsf**
Retail	52,382 gsf	98,566 gsf	**+46,184 gsf**
Community Facility (Medical Office)	--	59,973 gsf	**+59,973 gsf**
Light Industrial	7,613 gsf	40,732 gsf	**+33,119 gsf**
Population/Employment[1]	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Workers	183 workers	1,488 workers	**1,305 workers**

Notes:
[1] Estimate of workers is based on standard rates and are as follows: 1 worker per 300 sf retail space; 4 workers per 1,000 sf of office space; 1 worker per 1,000 sf of light industrial spaces; and 3 workers per 1,000 sf of community facility (medical office) space.

Possible Effects of the Proposed Action

Table 1 below provides a comparison of the 2027 No-Action and With-Action scenarios for Projected Development Sites 1, 2, and 3 identified for analysis purposes. As shown in the table, the incremental (net) change that would result from the Proposed Action is the addition of 234,154 gsf of commercial office uses, 46,184 gsf of local retail uses, 59,973 gsf of community facility (medical office) uses, and 33,119 gsf of light industrial uses. Using standard ratios for estimating employment, **Table 1** estimates that the incremental change in workers that would result from the Proposed Action is the addition of 1,305 workers.

E. PROPOSED SCOPE OF WORK FOR THE EIS

As the RWCDS associated with the Proposed Action would affect various areas of environmental concern and were found to have the potential for significant adverse impacts pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) pursuant to CEQR will be prepared for the Proposed Action that will analyze all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA; Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will be targeted to the analysis of the Proposed Project for technical areas

of concern, including: Open Space,[3] Transportation ~~(traffic)~~, Air Quality ~~(mobile source)~~, Noise (mobile source), Neighborhood Character, and Public Health.[4] The remaining CEQR impact categories have undergone analysis as part of an EAS for the Proposed Action. The EAS prepared for the Proposed Action contains analyses that conclude there is no potential for significant adverse impacts in the following areas: Land Use, Zoning, and Public Policy[5]; Socioeconomic Conditions; Community Facilities; Open Space[6]; Shadows; Historic and Cultural Resources; Urban Design and Visual Resources; Hazardous Materials; Natural Resources; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; Greenhouse Gases and Climate Change; and Construction Impacts.

As described above, measures would be incorporated as part of the design, construction, and/or operation of the Proposed Project and would be required through the assignment of an (E) designation (E-674) to ensure that no significant adverse impacts related to Hazardous Materials, Air Quality, and Noise would result from the Proposed Action. These measures are described in further detail above and in the EAS. Consequently, while the Air Quality and Noise assessments will be included in the EIS to ensure consistency with the detailed Transportation analysis, Hazardous Materials will not be assessed in the EIS.[7]

The EIS, following the guidance of the 2021 *CEQR Technical Manual*, will include:

- A description of the Proposed Action, Proposed Project, RWCDS, and the Project Area's environmental setting;
- A statement of the environmental impacts of the Proposed Action, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Action is implemented;
- A discussion of reasonable alternatives to the Proposed Action;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Action, should it be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

Each chapter of the EIS that requires a detailed analysis will include an analysis of the future With-Action condition compared to the future No-Action condition, as set forth in the *CEQR Technical Manual*. The

[3] In the *1160 Flushing Avenue Rezoning Environmental Assessment Statement (EAS)* (released on May 23, 2022), the proposed 0.11-acre pedestrian alley to be introduced at Projected Development Site 1 was previously defined as a 'publicly accessible area' and was thus studied as such; particularly in Attachment F, "Open Space," the 0.11-acre space was included in the quantitative open space analysis. However, as described above, the proposed pedestrian alley has since been refined to serve as a 'private open space' that will be open to the public during normal operating hours. As such, an updated detailed Open Space analysis will be included in the DEIS to assesses the pedestrian alley as a private open space. While the 0.11-acre private open space will no longer be included in the quantitative open space analysis presented in the DEIS, it will be assessed as part of the qualitative open space analysis.

[4] As described above, the DEIS will also include detailed Air Quality ~~(mobile source)~~, Noise (mobile source), Neighborhood Character, and Public Health assessments to ensure consistency with the detailed Transportation analysis. In addition, in the event the DEIS identifies unmitigated significant adverse impacts related to air quality or noise, a public health assessment may be warranted for the specific technical area(s) of the EIS, which will be determined in coordination with the lead agency, DCP.

[5] As described above, while further analysis of Land Use, Zoning, and Public Policy is not warranted and is not expected to result in significant adverse impacts, the Land Use, Zoning, and Public Policy chapter of the EIS will disclose the information related to potential No-Action developments anticipated within the vicinity of the Project Area that may affect the results of the Transportation (traffic) analysis.

[6] See footnote No. 3 above.

[7] As described above, in terms of noise, in the event that the findings of the EIS result in exterior L_{10} noise levels that require higher attenuation ratings on any of the projected development sites' facades compared to those presented above and in the EAS, the (E) designation (E-674) will need to be modified to be consistent with the findings of the detailed noise analysis provided in the EIS.

technical analyses of the EIS will examine the potential impacts related to the approval of the Proposed Action and the development of the RWCDS by the 2027 Analysis Year. DCP, as lead agency, will coordinate the environmental review of the Proposed Action among the involved and interested agencies and the public. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Action and sets the context in which to assess impacts. This chapter contains a description of the Proposed Action: site location; the background and/or history of the project site; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Action; and discussion of the approvals required, procedures to be followed, and the environmental review process.

In addition, the Project Description chapter will present the planning background and rationale for the action being proposed and summarize the RWCDS for analysis in the EIS.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action, and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Action on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Action would be directly experienced (reflecting the Proposed Action and resultant RWCDS). The secondary land use study area would include the neighboring areas within a 400-foot radius from the Project Area, as shown in **Figure 11**, which could experience indirect impacts. The analysis will include the following subtasks:

- Provide a brief development history of the primary (i.e., Project Area) and secondary study areas.
- Provide a description and map of land use patterns and trends in the study areas, including recent development activity.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Describe public policies that apply the study areas, including specific development projects and plans for public improvement, including: PlaNYC, the Industrial Action Plan, the North Brooklyn Industrial Business Zone (IBZ), the North Brooklyn Industry and Innovation Plan, Vision Zero, and New York Works.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2027 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Action (No-Action condition).
- Describe proposed zoning changes and the potential land use changes resulting from the Proposed Action.

- Assess the potential impacts of the Proposed Action on land use, land use trends, zoning, and public policy.
- Describe the Proposed Action's potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Action on ongoing development trends and conditions in the study areas.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. OPEN SPACE

An open space assessment is typically warranted if a project would directly affect an open space or if it would increase the area population by more than 200 residents or 500 non-residents. If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the Proposed Actions would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population.

As detailed above, the Proposed Action would introduce an increment of 1,305 additional workers and no additional residents to the Project Area. As the Proposed Action would result in an increase in the non-residential population above the *CEQR Technical Manual* threshold for analysis, an open space analysis of indirect impacts on non-residential populations generated by the Proposed Action is warranted and will be provided in the EIS.[8] The open space analysis will consider open space resources within a non-residential (0.25-mile radius) study area. The study areas will generally comprise those census tracts that have 50 percent or more of their area located within the 0.25-mile radius of the Project Area, as recommended in the *CEQR Technical Manual*.

The detailed open space analyses in the EIS will include the following subtasks:

- The Project Area will be reviewed to determine if it is located in an area of the City within a Walk to a Park Service Area, which describes areas that are within a walking distance of a park.
- Characteristics of worker/daytime open space users will be determined. The number of employees and daytime workers in the study area will also be calculated based on the latest available reverse journey-to-work census data.
- Existing open spaces within the 0.25-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of passive and active open spaces will also be calculated.

[8] As described above, the proposed 0.11-acre pedestrian alley to be introduced at Projected Development Site 1 was previously defined as a 'publicly accessible area' in the *1160 Flushing Avenue Rezoning EAS* ~~EAS~~ released on May 23, 2022, and thus studied as such; particularly in Attachment F, "Open Space," ~~of the *1160 Flushing Avenue Rezoning EAS (2022)*~~, the 0.11-acre space was included in the quantitative open space analysis. ~~However, as described above, t~~The proposed pedestrian alley has since been refined to serve as a 'private open space' that will be open to the public during normal operating hours. As such, an updated detailed Open Space analysis will be included in the DEIS to assesses the pedestrian alley as a private open space. While the 0.11-acre private open space will no longer be included in the quantitative open space analysis presented in the DEIS, it will be assessed as part of the qualitative open space analysis.

- Based on the inventory of facilities and study area populations, open space ratios will be calculated for the residential and non-residential populations and compared to City guidelines to assess adequacy.
- Expected changes in future levels of open space supply and demand in the 2027 analysis year will be assessed, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. The open space ratios will be calculated for future No-Action conditions and compared with the exiting ratios to determine the change in future levels of adequacy.
- Effects on open space supply and demand resulting from the increased worker and residential populations associated with the Proposed Action will be assessed. The assessment of the Proposed Action's impacts will be based on a comparison of the open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Action constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by open space, given the capacity, condition, and distribution of open space, and the profile of the study area populations.
- If a significant adverse open space impact regarding direct and/or indirect impacts is identified (i.e., if the Proposed Action results in conflicts in open space use or a user group being underserved), the EIS would investigate measures to avoid, minimize, or fully mitigate such adverse impacts to open space.

TASK 4~~3~~. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant adverse impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on-and off-street parking, or goods movement. The Proposed Action and resultant RWCDS is expected to induce new commercial, community facility, and light industrial development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

Travel Demand and Screening Assessment

Detailed travel demand forecasts will be prepared for the RWCDS using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously-approved studies, and other references to determine the worse-case scenario to be analyzed in the EIS transportation analysis. A travel demand forecast (a Level 1 screening assessment) will be presented by peak hour, mode of travel, and person and vehicle trips. The travel demand forecasts will also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. Detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) will be prepared based on the results of the Proposed Action's travel demand forecast to identify the intersections and pedestrian/transit elements selected for quantified analysis.

Traffic

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based

upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour, or at known congested locations. A discussion on the existing bicycle network in the study area will be included in the EIS.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Action:

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality (Task 4) and noise (Task 5) analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, curbside parking regulations, and vehicle queue lengths. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity ("v/c") ratios, average vehicle delays, and levels of service ("LOS") per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS), or other methodology as may be determined in consultation with DOT.
- Based on available sources, Census data, and standard references, including the *CEQR Technical Manual*, estimate the demand from other major developments planned in the vicinity of the Project Area by the 2027 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects, as well as other DOT initiatives, will be included in the future No-Action network, as applicable.
- Compute the future 2027 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year) and demand from major development projects expected to be completed in the future without the Proposed Action. Incorporate any planned changes to the roadway system anticipated by 2027, and determine the No-Action v/c ratios, delays, and LOS at analyzed intersections.
- Based on available sources, Census data, and standard references, including the *CEQR Technical Manual*, develop a travel demand forecast for the RWCDS based on the net change in uses compared to the No-Action condition. Determine the net change in vehicle trips expected to be generated by the RWCDS. Assign the net action-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2027 future with the Proposed Action condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.

- Identify and evaluate potential traffic mitigation measures, as appropriate, for any significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures, such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway

The Proposed Action is expected to generate a net increase of more than 200 additional subway trips at the Jefferson Street (L) station in one or more peak hour, and would therefore require a detailed subway analysis of this station. In addition, while the RWCDS is not expected to generate more than 200 new peak hour subway trips per line in a peak direction, the Proposed Action would generate more than 200 incremental subway trips along the L line in the non-peak direction during the AM and PM peak hours. As such, further line haul analyses will be conducted and presented in the EIS if or as needed pursuant to *CEQR Technical Manual* guidance. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed subway analysis will include the following subtasks:

- Identify for analysis those stairways and fare entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at the Jefferson Street (L) station elements and determine existing v/c ratios and LOS based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at the Jefferson Street (L) station elements in the future without the Proposed Action using approved background growth rates and accounting for any trips expected to be generated by No-Action development within the Project Area, as well as major No-Action projects in the vicinity of the Project Area.
- Add action-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Action.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- As the RWCDS is expected to generate 200 or more subway trips in the non-peak directions of the L subway line, subway line haul conditions will also be assessed in the EIS if or as needed pursuant to *CEQR Technical Manual* guidance.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

As part of the EIS, a Level 1 trip generation and (if warranted) Level 2 bus trip assignment will be prepared for the RWCDS. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the *CEQR Technical Manual*. As the incremental person-trips by bus generated by the Proposed Action is not anticipated to exceed 50 peak hour trips in one direction on any of the routes serving the Project Area, a detailed bus analysis is not expected to be warranted and no significant adverse impacts are anticipated.

Pedestrians

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. Based on the level of new pedestrian demand generated by the RWCDS, it is anticipated that action-generated pedestrian trips would exceed the 200-trip analysis threshold at one or more locations in one or more peak hour. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing LOS. No-Action and With-Action pedestrian volumes and LOS will be determined based on approved background growth rates, trips expected to be generated by No-Action development in the Project Area and other major projects in the vicinity of the study area, and action-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Action to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

Vehicular and Pedestrian Safety

The City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. In an effort to drive these fatalities down, DOT and New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. As discussed in the *Vision Zero Brooklyn Pedestrian Safety Action Plan*, the Project Area is located within a Priority Area, which is prioritized for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on City streets that lead to pedestrian fatality and injury.

Under CEQR Technical Manual guidance, an evaluation of street user safety is needed for locations within the traffic and pedestrian study areas that have been identified as high-crash locations. There are defined as a location identified along a Vision Zero corridor/intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available.[9] Data on traffic crashes involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high crash locations and whether vehicle

[9] Vision Zero seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside of a motor vehicle. Vision Zero corridors and intersections are identified as locations that disproportionately account for pedestrian fatalities and severe injuries, thus prioritizing them for safety interventions.

and/or pedestrian trips and any street network changes resulting from the Proposed Action would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

Parking

As part of the EIS transportation task, an hourly parking accumulation forecast will be prepared for the RWCDS. As no accessory or public parking would be provided on-site under the RWCDS, a detailed parking analysis will be prepared to determine if there is sufficient on- and off-street capacity in the surrounding area to accommodate overflow demand from the Project Area. As the RWCDS would consist of non-residential uses, the analysis of on-street and off-street parking conditions would focus on the weekday midday period, when demand is expected to be highest. Existing on- and off-street parking inventories would be conducted for the weekday midday period (when parking in a business area is frequently at peak occupancy) to document existing supply and demand for each period. Parking utilization within a 0.25-mile of the Project Area will be analyzed. If the initial on- and off-street parking assessment shows conditions at or near capacity, then a parking assessment would be conducted up to a 0.5-mile radius to determine if capacity is available to accommodate the projected demand. The parking analysis would document changes in the parking utilization in proximity to the Project Area under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development in the Project Area and other major projects in the vicinity of the study area.

TASK 54: AIR QUALITY

CEQR Technical Manual criteria require an air quality assessment for actions that can result in potentially significant air quality impacts. Mobile source impacts could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources, as well as from vehicles using parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from HVAC systems that can affect surrounding uses; or when proposed actions add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks. As is described in the EAS, the Proposed Action is not expected to result in significant air quality impacts related to mobile or stationary sources. However, to ensure that the mobile source air quality analysis is consistent with the detailed transportation analysis that will be provided in the EIS (see Task 3), the mobile source air quality analysis will be included in the EIS.

Mobile Source

As stated in the *CEQR Technical Manual*, a project—whether site-specific or generic—may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any other mobile sources of pollutants, or add new users near mobile sources. According to the *CEQR Technical Manual* screening threshold criteria for the City, if 170 or more project-generated vehicles pass through an intersection in any given peak period for CO impact, or if a project would result in 12-23 heavy-duty diesel vehicle trips or equivalent PM emission, depending on road type for PM2.5 impact, there is the potential for mobile air quality impacts and a detailed analysis is required.

A screening analysis for CO and PM will be prepared based on the traffic analysis and the above-mentioned CEQR criteria. If screening levels are exceeded, a detailed mobile source analysis will be prepared in accordance with CEQR guidance, to evaluate the Proposed Actions for potential impacts from CO, and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), due to vehicular traffic anticipated to be generated by the Proposed Development. Intersection(s) would be analyzed for both CO and $PM_{2.5}$, as

described below:

Emissions Modeling

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling will be computed using EPA's Motor Vehicle Emission Simulator (MOVES). Each selected intersection will be divided into distinct links for emissions modeling purposes reflecting different types of vehicle activity in accordance with the recommendations of EPA's Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas. Project specific traffic data obtained through field studies will be used, as well as county- specific hourly temperature, relative humidity, vehicle age distribution, fuels and inspection/maintenance program data obtained from the New York State Department of Environmental Conservation (NYSDEC).

In order to account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, as DEP considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA.

Dispersion Modeling

The CO mobile source analysis will be conducted using the US Environmental Protection Agency (EPA) CAL3QHC model Version 13196 (Lakes Environmental CALRoad commercial version). $PM_{2.5}$ analysis will be conducted using the refined CAL3QHCR model and five years of meteorological data. The $PM_{2.5}$ analysis will include estimating off-peak traffic volumes based on available 24-hr count data in the study area.

Multiple receptors will be modeled at the selected worst-case intersection; receptors will be placed at sidewalks along approach and departure links at spaced intervals, at a pedestrian height of 1.8 meters. Based on DEP guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis will be placed at a distance of 15 meters from the nearest moving lane at each analysis location.

TASK 6~~5~~. NOISE

A noise analysis examines an action for its potential effects on sensitive noise receptors (which can be both indoors and outdoors), including the effects on the interior noise levels of residential, commercial, and certain community facility uses, such as hospitals, schools, and libraries. The principal types of noise sources affecting the City are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building HVAC systems) and construction noise (e.g., trucks, bulldozers, power tools, etc.). An initial impact screening would consider whether a proposed action would generate any mobile or stationary source noise, or would be located in an area with high ambient noise levels.

As the Proposed Action would introduce new sensitive uses, a detailed noise analysis will be conducted in compliance with *CEQR Technical Manual* guidance to determine whether traffic generated by the Proposed Action would have the potential to result in significant noise impacts and determine the level of building attenuation necessary to ensure that the projected development sites' interior noise levels satisfy applicable interior noise criteria.

No detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed, as outdoor mechanical equipment would be designed to meet applicable regulations. Moreover, the Project Area is not located in the vicinity of air or rail facilities, would not generate or reroute aircraft, and is not within a 65 dBA DNL contour. The following tasks would be performed in compliance with guidelines contained in the *CEQR Technical Manual*:

- Select appropriate noise descriptors. Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis would examine the L10, and 1-hour equivalent (Leq(1)) noise levels.
- Select receptor locations for building attenuation purposes. Two types of receptor sites would be selected: 1) sites where the Proposed Action would have the potential for significant noise impacts due to project-generated traffic, and 2) sites where proposed new construction would require specification of window/wall attenuation that would ensure acceptable indoor noise conditions as prescribed in regulations.
- If the current traffic pattern is deemed representative, field noise measurement will be utilized to establish existing noise levels in consultation with DCP. The noise PCEs (passenger-car-equivalents) and detailed mobile source analysis will be calculated utilizing data from the transportation analysis (detailed above) to determine existing and future noise levels.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, existing and future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals and, if warranted, mathematical modeling. All projections will be made with the Leq and L10 noise descriptors.
- Determine the cumulative noise impacts from both future mobile and stationary noise sources by logarithmically adding the projected Leq noise values to yield total maximum-possible Leq and L10 noise levels. To determine the potential for significant adverse impacts caused by the Proposed Action, the total With-Action noise levels will be compared to the total No-Action noise levels at each respective receptor location and will be based on the applicable standards and CEQR impact thresholds.
- Determine amount of any building attenuation required for community facility and commercial office uses as applicable. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined. Calculated future With-Action noise levels will be compared to appropriate standards and guideline levels. As necessary, recommendations regarding noise attenuation measures needed for the proposed development to achieve compliance with standards and guideline levels will be made.
- Determine whether project-generated traffic would have the potential for causing a significant noise impact. If it is determined that project-generated traffic would result in a doubling of Noise PCEs, a detailed mobile source noise modeling analysis will be conducted to determine noise impacts and required levels of building attenuation.

TASK 7~~6~~. PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these

technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK ~~8~~7. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise etc. The area surrounding the Project Area is largely composed of industrial/warehousing uses, with some residential, commercial, and community facility development to the north and east. Vacant, undeveloped land and some parking lots are also prevalent throughout the area.

The Proposed Action has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, traffic, and noise levels, and therefore an analysis will be provided in the EIS. As suggested by the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the 400-foot land use study area. The chapter will summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Action (No-Action condition) as well as describing the Proposed Action's impacts on neighborhood character. Subtasks will include:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on relevant EIS chapters.

- Summarize changes in the character of the neighborhood that can be expected in the future No-Action condition based on planned development projects, public policy initiatives, and planned public improvements, as applicable.

- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition, based on the RWCDS, and compare to the future No-Action condition. A qualitative assessment will be presented, which will include a description of the potential effects of the Proposed Actions on neighborhood character.

TASK ~~8~~9. MITIGATION

Where significant adverse impacts have been identified in any of the above tasks, measures to mitigate those impacts will be described. The chapter will also include a quantitative sensitivity analysis to indicate the stage of the development that any proposed mitigation measures would need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

TASK ~~9~~10. ALTERNATIVES

The purpose of an alternative section in an EIS is to examine reasonable and practical alternatives that have the potential to reduce or eliminate action-related impacts. The alternatives will be better defined once the full extent of the Proposed Action's impacts have been identified. As required by SEQRA, the EIS will include a No-Action alternative. It will also include a No Unmitigated Impact alternative. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Action have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks. A discussion of other

possible alternatives may be identified during the scoping and EIS preparation process, such as alternatives that may reduce but not eliminate identified unavoidable adverse impacts, or that may be posed by the public during the scoping of the EIS. The analysis of such an alternative will be qualitative, except where significant adverse impacts of the Proposed Action have been identified.

TASK 11~~0~~. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, in accordance with CEQR guidance:

- *Unavoidable Adverse Impacts*: summarizes any significant adverse impacts that are unavoidable if the Proposed Action is implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Action*: which generally refer to "secondary" impacts of the Proposed Action that trigger further development.
- *Irreversible and Irretrievable Commitments of Resources*: which summarizes the Proposed Action and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 12~~1~~. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Action, the environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Action. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

Appendix 1

Draft Transportation Planning Factors and Travel Demand Forecast Memorandum

Philip Habib & Associates
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TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **November 8, 2022**

PROJECT: **1160 Flushing Avenue Rezoning (PHA No. 1997)**

RE: **Transportation Planning Factors and Travel Demand Forecast**

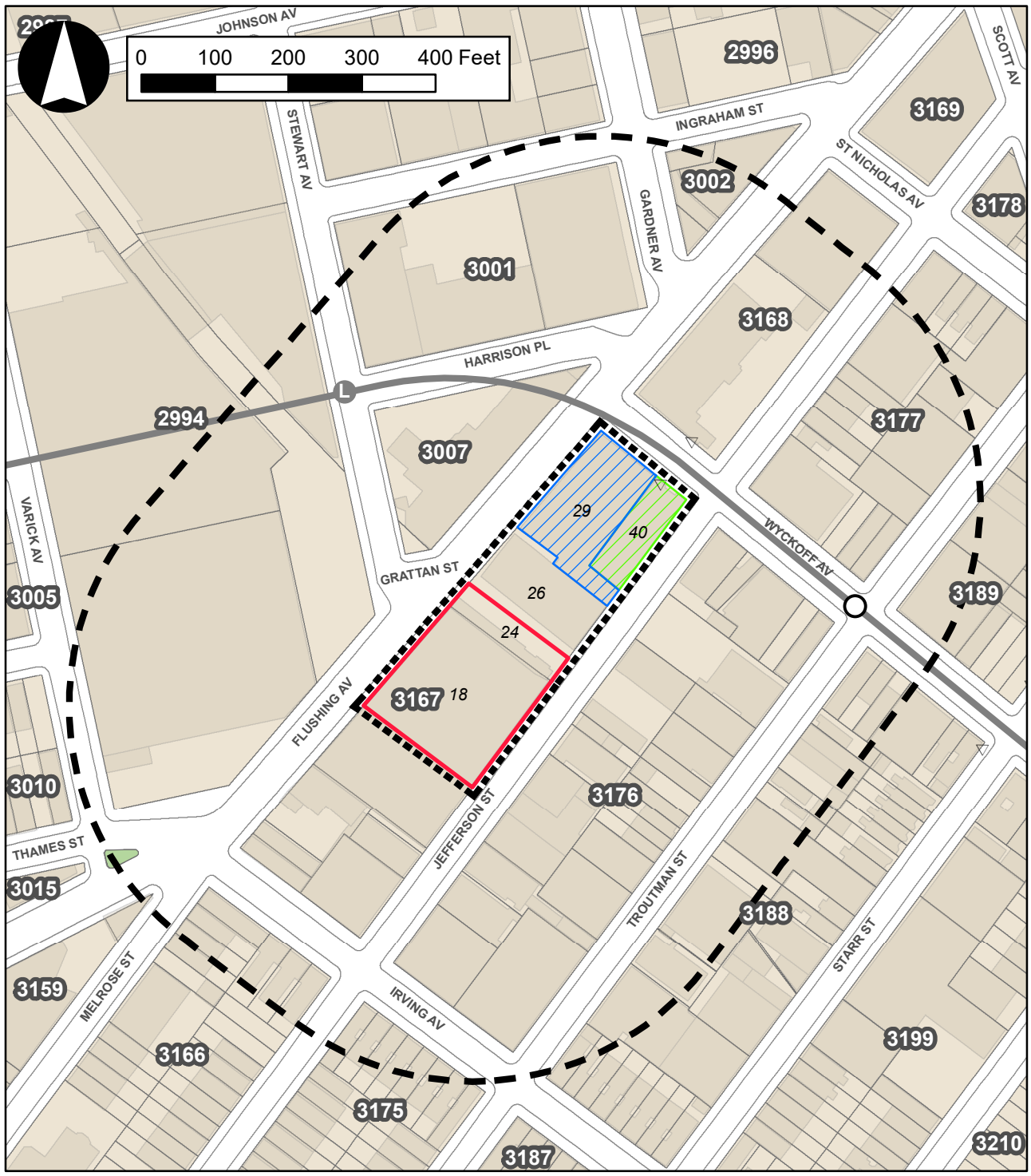
This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian and parking conditions for the *1160 Flushing Avenue Rezoning EAS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTION

The Proposed Action is a zoning map amendment to rezone an existing M1-1 district to M1-5 to facilitate the development of approximately 121,786 gross square feet (gsf) of office uses, 75,586 gsf of local retail uses and 40,732 gsf of light industrial uses ("the Proposed Project'). As discussed below, for conservative analysis purposes the Proposed Action's Reasonable Worst Case Development Scenario (RWCDS) also assumes the development of an additional 59,973 gsf of community facility (medical office) uses. As shown in **Figure 1**, the "Proposed Rezoning Area" or "Project Area" encompasses Block 3167, Lots 12 (p/o), 18, 24, 26, 29 and 40 in the Bushwick neighborhood of Brooklyn Community District (CD) 4. Block 3167 is bordered by Flushing Avenue to the west, Wyckoff Avenue to the north, Jefferson Street to the east, and Irving Avenue to the south. Lots 18 and 24 are owned and controlled by the Applicant and comprise "Projected Development Site 1." They are currently occupied by a vacant building that contains approximately 30,388 sf of former light industrial (warehouse) space. Lot 24 also contains a small amount of vacant land on the northernmost portion of the lot, totaling approximately 3,750 sf. Projected Development Site 1 encompasses a total of approximately 37,928 sf of lot area while the Project Area as a whole encompasses approximately 79,108 sf of lot area.

The remaining non-Applicant-owned sites within the Project Area include Lots 12 (p/o), 26, 29 and 40. Lot 12 is currently occupied by a building containing approximately 19,874 gsf of industrial uses on a 19,265-sf lot. Lot 26 is currently occupied by a building containing approximately 45,780 gsf of

Project Site Location



Legend

- Projected Development Site 1
- Projected Development Site 2
- Projected Development Site 3
- Project Area
- 400-ft Radius
- Open Space
- L-Line
- Jefferson Street Subway Station (L)
- Subway Station Entrance
- 3167 Block
- 18 Lot

warehouse uses on a 15,200-sf lot. Lot 29 ("Projected Development Site 2") is occupied by a single-story building that, according to New York City Department of Buildings (DOB) records, is currently undergoing a conversion from industrial and commercial office uses to commercial retail uses.[1] This will result in a building containing approximately 20,475 gsf of commercial retail space on a 18,530-sf lot. Lot 40 ("Projected Development Site 3") is currently occupied by a single-story warehouse building containing approximately 7,613 gsf of light industrial uses on a 7,450-sf lot. In addition, a small, northeastern portion of Lot 40 is encumbered by a Real Estate of Utility Companies (REUC) easement to accommodate entrance stairs for New York City Transit's (NYCT) Jefferson Street subway station on the Canarsie Line. As it is considered unlikely that Lots 12 and 26 would be redeveloped under the Proposed Action, the existing 19,874 gsf of industrial uses and 45,780 gsf of warehouse uses on these lots, respectively, are expected to remain. Therefore, Lots 12 and 26 are not included as projected development sites.

The proposed zoning map amendment is intended to facilitate the development of new office and retail space in the Project Area. Introducing additional commercial office space on Flushing Avenue would address a borough-wide need for more commercial office space, particularly for technology, advertising, media, and information ("TAMI") firms. The Proposed Action would result in new Class A office space that could accommodate a wide variety of tenants, including TAMI firms, generating new employment opportunities in the Project Area. The proposed M1-5 zoning would also help preserve essential light industrial uses within the Project Area, as the Applicant is committed to providing approximately 40,732 gsf of light industrial uses at Projected Development Site 1. The proposed retail uses that would be facilitated by the Proposed Action would serve to improve the pedestrian environment along this portion of Flushing Avenue and Jefferson Street, as well the accompanying project-generated pedestrian areas, with active ground floor uses, thus activating the streetscape surrounding and within the Project Area. The proposed retail spaces located on the ground floor and cellar would accommodate multiple retail tenants and would be accessed from the building's pedestrian alley, Flushing Avenue, and Jefferson Street frontages. Additionally, within the nine-story building, each of the retail spaces would provide internal connections via the commercial lobby. Further, the proposed commercial office, retail, and light industrial development would align with the goals of the New York Works policy, which is a series of 25 initiatives to spur 100,000 jobs over the coming decade. Specifically, the plan calls for the need to bring jobs closer to where New Yorkers live to reduce commuting times and minimize the strain on the transit network.

The proposed M1-5 zoning district would also eliminate any requirements for accessory on-site parking within the Project Area. As the Project Area is within a transit zone and contains an entrance to the Brooklyn-bound platform at the Jefferson Street subway station (an entrance to the Manhattan-bound platform is located directly across Wyckoff Avenue from the Project Area), the Proposed Action would encourage and support transit-oriented development in an appropriate area of Brooklyn. It would therefore support the goals of PlaNYC and OneNYC in facilitating greater opportunities for transit-oriented growth throughout the NYC area. Additionally, with the onset of the COVID-19 pandemic, the

[1] DOB job no. 340525300.

Proposed Action and resultant RWCDS would further support the growing need to promote livable and walkable mixed-use neighborhoods with work spaces within close proximity to residential communities.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Action, a RWCDS for both "future without the proposed action" (No-Action) and "future with the proposed action" (With-Action) conditions is analyzed for an analysis year of 2027. As per the RWCDS, the No-Action scenario assumes that the currently existing M1-1 zoning would remain and that the Proposed Project would not be constructed. While no new construction is assumed for Projected Development Site 1 (lots 18 and 24), the currently vacant, approximately 31,907 sf building on these lots is assumed to be converted and re-occupied with commercial retail uses in the No-Action condition. It is also assumed that the existing 20,475 gsf of retail space on Projected Development Site 2 (Lot 29) would remain, and that the existing 7,613 gsf of light industrial space on Projected Development Site 3 (Lot 40) would remain.

In the future with the Proposed Action, the proposed zoning map amendment would be approved allowing the Applicant to construct the Proposed Project at Projected Development Site 1 at a floor area ratio (FAR) of 5.0. However, as the proposed M1-5 zoning district permits a maximum community facility FAR of 6.5, the RWCDS for the Applicant's development site (Lots 18 and 24) assumes an additional 1.5 FAR of community facility uses for conservative analysis purposes. As such, for analysis purposes, the With-Action RWCDS for Projected Development Site 1 conservatively assumes the development of approximately 121,786 gsf of office uses, 75,586 gsf of local retail uses, 40,732 gsf of light industrial uses and 59,973 gsf of community facility uses. (The travel demand forecast conservatively assumes medical office uses for the community facility space.) In addition, it is assumed that Projected Development Sites 2 and 3 would each be redeveloped in the future with the Proposed Action. It is anticipated that Projected Development Site 2 (Lot 29) would be redeveloped with a commercial office building with approximately 79,821 gsf of office space and 16,730 gsf of retail space, and that Projected Development Site 3 (Lot 40) would be redeveloped with a commercial office building with approximately 32,547 gsf of office space and 6,250 gsf of retail space. As a result, the total With-Action development scenario for the three development sites would include approximately 234,154 gsf of commercial office uses, 98,566 gsf of retail uses, 40,732 gsf of light industrial uses, and 59,973 gsf of community facility (medical office) uses. **Table 1** shows the total anticipated No-Action and With-Action land uses assumed under the RWCDS for each of the three projected development sites for the purposes of the transportation analyses, and the net incremental change that would result from the Proposed Action. As shown in **Table 1**, under the Proposed Action's RWCDS there would be a net incremental increase of 234,154 gsf of office uses, 46,184 gsf of retail uses, 33,119 gsf of light industrial uses and 59,973 gsf of community facility (medical office) uses.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No-Action and With-Action land uses on projected development sites are summarized in **Table 2** and

discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, factors cited in the 2016 *East New York Rezoning FEIS* and the 2016 *25 Kent Avenue EAS*, Census data for tracts encompassing the Project Area (Brooklyn tracts 427, 429, 445, 447, 453 and 539), and data provided by the New York City Department of Transportation (NYCDOT). Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Table 1
2027 Total No-Action and With-Action Land Uses
Assumed for the Transportation Analyses

Projected Development Site	No-Action Condition	With-Action Condition	Net Increment
Office			
Projected Development Site 1 (Lots 18 and 24)	0 gsf	121,786 gsf	121,786 gsf
Projected Development Site 2 (Lots 29)	0 gsf	79,821 gsf	79,821 gsf
Projected Development Site 3 (Lot 40)	0 gsf	32,547 gsf	32,547 gsf
Total Office	***0 gsf***	***234,154 gsf***	***234,154 gsf***
Local Retail			
Projected Development Site 1 (Lots 18 and 24)	31,907 gsf	75,586 gsf	43,679 gsf
Projected Development Site 2 (Lots 29)	20,475 gsf	16,730 gsf	(3,745 gsf)
Projected Development Site 3 (Lot 40)	0 gsf	6,250 gsf	6,250 gsf
Total Local Retail	***52,382 gsf***	***98,566 gsf***	***46,184 gsf***
Light Industrial			
Projected Development Site 1 (Lots 18 and 24)	0 gsf	40,732 gsf	40,732 gsf
Projected Development Site 2 (Lots 29)	0 gsf	0 gsf	0 gsf
Projected Development Site 3 (Lot 40)	7,613 gsf	0 gsf	(7,613 gsf)
Total Light Industrial	***7,613 gsf***	***40,732 gsf***	***33,119 gsf***
Medical Office			
Projected Development Site 1 (Lots 18 and 24)	0 gsf	59,973 gsf	59,973 gsf
Projected Development Site 2 (Lots 29)	0 gsf	0 gsf	0 gsf
Projected Development Site 3 (Lot 40)	0 gsf	0 gsf	0 gsf
Total Medical Office	***0 gsf***	***59,973 gsf***	***59,973 gsf***
Total Development	***59,995 gsf***	***433,425 gsf***	***373,430 gsf***

Table 2
Transportation Planning Factors

Land Use:	Local Retail		Office		Light Industrial		Medical Office	
Size/Units:	46,184 gsf		234,154 gsf		33,119 gsf		59,973 gsf	
Trip Generation:	(1)		(1)		(4)		(1,5)	
Weekday	329		18		14.7		See Note (5)	
Saturday	358		3.9		2.2		37.0	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(4)		(1)	
AM	4.8%		12.4%		13.2%		11.0%	
MD	8.0%		11.0%		11.0%		12.6%	
PM	10.9%		10.5%		14.2%		8.5%	
Saturday	11.7%		14.1%		10.7%		16.6%	
	(2)		(2)	(6)	(3)	(6)	(2)	
Modal Splits:	All Periods		AM/PM/Sat	MD	AM/PM/Sat	MD	All Periods	
Auto	11.0%		28.7%	2.0%	43.5%	2.0%	22.0%	
Taxi	0.0%		4.9%	1.0%	1.6%	1.0%	4.0%	
Subway	3.0%		32.1%	7.0%	24.5%	7.0%	13.0%	
Bus	2.0%		12.7%	7.0%	6.5%	7.0%	13.0%	
Walk/Other	84.0%		21.6%	83.0%	23.9%	83.0%	48.0%	
	100.0%		100.0%	100.0%	100.0%	100.0%	100.0%	
	(2)		(2)		(4)		(2)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out
AM	52%	48%	86.0%	14.0%	88%	12%	62%	38%
MD	50%	50%	52.0%	48.0%	50%	50%	53%	47%
PM	50%	50%	16.0%	84.0%	12%	88%	39%	61%
Saturday	50%	50%	48.0%	52.0%	47%	53%	54%	46%
Vehicle Occupancy:	(2)		(3,6)		(3,6)		(2)	
Auto	1.20		1.13		1.13		1.50	
Taxi	1.20		1.26		1.14		1.50	
Truck Trip Generation:	(1)		(1)		(4)		(4)	
Weekday	0.35		0.32		0.67		0.29	
Saturday	0.04		0.01		0.67		0.29	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(4)		(4)	
AM	8.0%		10.0%		14.0%		3.0%	
MD	11.0%		11.0%		9.0%		11.0%	
PM	2.0%		2.0%		1.0%		1.0%	
Saturday	11.0%		11.0%		0.0%		0.0%	
Truck Directional Distribution:	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) *2021 City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on data provided by NYCDOT.

(3) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Brooklyn Census Tracts 427, 429, 445, 447, 453 and 539.

(4) Based on data from the 2016 *East New York Rezoning Proposal FEIS.*

(5) Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousands).

(6) Based on data from the 2016 *25 Kent Avenue EAS.*

Local Retail

The trip generation rates, temporal distributions, and directional in/out splits for the local retail use were based on data from the *CEQR Technical Manual*. The modal splits and vehicle occupancies were based on NYCDOT data. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*. It is assumed for the purposes of the travel demand forecast that 40 percent of all local retail person-trips on weekdays and 20 percent of local retail person-trips on Saturday would be linked to other uses on Projected Development Site 1. On Projected Development Site 3, it was assumed that 20 percent of weekday and 5 percent of Saturday local retail person-trips would be linked to other uses or drawn from existing pedestrian flows, consistent with *CEQR Technical Manual* guidance. As there would be an incremental decrease in the amount of local retail space provided on Projected Development Site 2, no linked trip credit was assumed for this site. As previously discussed, the proposed retail spaces located on the ground floor and cellar would accommodate multiple retail tenants and would be accessed from the building's pedestrian alley, Flushing Avenue, and Jefferson Street frontages. Additionally, within the nine-story building, each of the retail spaces would provide internal connections via the commercial lobby.

Office

The trip generation rates, temporal distributions, and directional in/out splits for the office use were based on data from the *CEQR Technical Manual* and NYCDOT data. The modal splits were based on NYCDOT data and data cited in the *25 Kent Avenue EAS*. The vehicle occupancies were based on 2012-2016 American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data and data cited in the *25 Kent Avenue EAS.* Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*.

Light Industrial

The trip generation rates, temporal distributions, directional in/out splits and truck factors for light industrial uses were based on data from the *East New York Rezoning Proposal FEIS.* The modal splits and vehicle occupancy were based on 2012-2016 American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data for workers in the census tracts encompassing the Project Area along with data from the *25 Kent Avenue EAS.*

Medical Office

Medical office trip generation and mode choice factors were based on data from the *CEQR Technical Manual* and NYCDOT data. Truck trip factors were based on data from the *East New York Rezoning Proposal FEIS*.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2027 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**.

Tables 3 and 4 show an estimate of the total net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2027 with implementation of the Proposed Actions.[2] As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 1,478 person trips in the weekday AM peak hour, 1,762 in the weekday midday, 1,852 in the weekday PM peak hour and 2,062 in the Saturday peak hour. As shown in **Table 4**, peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that taxis would arrive or depart empty) would increase by a net total of approximately 343, 206, 334 and 266 (in and out combined) in the weekday AM, midday and PM peak hours, and the Saturday peak hour, respectively. Peak hour subway trips would increase by a net total of approximately 255, 123, 237 and 141 during these periods, respectively, while transit bus trips would increase by approximately 139, 118, 128 and 96, respectively. Lastly, walk-only trips would increase by 714, 1,290, 1,108 and 1,511 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As a result, the total pedestrian trips (including walk-only and trips to/from nearby off-street parking, subway stations, and bus stops) would increase by 1,433, 1,737, 1,816, and 2,041 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

LEVEL 1 SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking.

[2] Separate demand forecasts for projected development sites 1, 2 and 3 are provided in **Appendix A**.

Table 3
RWCDS Travel Demand Forecast by Land Use

Land Use:		Local Retail [a,b]		Office		Light Industrial		Medical Office		Total	
Size/Units:		46,184 gsf		234,154 gsf		33,119 gsf		59,973 gsf			
Peak Hour Trips:											
	AM	434		524		64		456		1,478	
	MD	722		464		54		522		1,762	
	PM	986		444		70		352		1,852	
	Saturday	1,556		130		8		368		2,062	
Person Trips:											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	26	23	129	21	23	3	62	38	240	85
	Taxi	0	0	22	4	1	0	11	7	34	11
AM	Subway	6	6	144	23	14	2	37	23	201	54
	Bus	4	4	57	9	4	1	37	23	102	37
	Walk/Other	190	175	100	15	14	2	135	83	439	275
	Total	226	208	452	72	56	8	282	174	1,016	462
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	39	39	6	5	1	1	61	54	107	99
	Taxi	0	0	2	2	0	0	11	10	13	12
MD	Subway	10	10	17	15	2	2	36	31	65	58
	Bus	7	7	17	15	2	2	36	32	62	56
	Walk/Other	305	305	200	185	22	22	133	118	660	630
	Total	361	361	242	222	27	27	277	245	907	855
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	55	55	21	107	3	25	30	47	109	234
	Taxi	0	0	3	18	0	1	5	9	8	28
PM	Subway	15	15	23	119	3	16	18	28	59	178
	Bus	10	10	9	48	1	4	18	28	38	90
	Walk/Other	413	413	15	81	2	15	66	103	496	612
	Total	493	493	71	373	9	61	137	215	710	1,142
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	86	86	17	20	1	2	44	37	148	145
	Taxi	0	0	3	3	0	0	8	7	11	10
Saturday	Subway	24	24	20	22	2	1	26	22	72	69
	Bus	16	16	8	8	0	0	26	22	50	46
	Walk/Other	652	652	14	15	1	1	95	81	762	749
	Total	778	778	62	68	4	4	199	169	1,043	1,019
Vehicle Trips :											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	21	18	114	19	20	3	41	25	196	65
AM	Taxi	0	0	17	4	1	0	7	5	25	9
	Taxi (Balanced)	0	0	21	21	1	1	12	12	34	34
	Truck	1	1	4	4	2	2	0	0	7	7
	Total	22	19	139	44	23	6	53	37	237	106
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	33	33	6	5	1	1	41	36	81	75
MD	Taxi	0	0	2	2	0	0	7	7	9	9
	Taxi (Balanced)	0	0	4	4	0	0	14	14	18	18
	Truck	1	1	4	4	1	1	1	1	7	7
	Total	34	34	14	13	2	2	56	51	106	100
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	45	45	19	95	3	22	20	31	87	193
PM	Taxi	0	0	3	14	0	1	3	6	6	21
	Taxi (Balanced)	0	0	17	17	1	1	9	9	27	27
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	45	45	36	112	4	23	29	40	114	220
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	72	72	15	18	1	2	29	25	117	117
	Taxi	0	0	3	3	0	0	5	5	8	8
Saturday	Taxi (Balanced)	0	0	6	6	0	0	10	10	16	16
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	72	72	21	24	1	2	39	35	133	133

Notes:

[a] 40% linked-trip credit applied to weekday local retail trips on Projected Development Site 1.
20% linked-trip credit applied to weekday local retail trips on Projected Development Site 3.

[b] 20% linked-trip credit applied to Saturday local retail trips on Projected Development Site 1.
5% linked-trip credit applied to Saturday local retail trips on Projected Development Site 3.

Table 4
Travel Demand Forecast Summary

Peak Hour	Vehicle Trips			Pedestrian Trips[1]														
				Auto			Subway			Bus			Walk/Other			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	237	106	343	240	85	325	201	54	255	102	37	139	439	275	714	982	451	1,433
MD	106	100	206	107	99	206	65	58	123	62	56	118	660	630	1,290	894	843	1,737
PM	114	220	334	109	234	343	59	178	237	38	90	128	496	612	1,108	702	1,114	1,816
Saturday	133	133	266	148	145	293	72	69	141	50	46	96	762	749	1,511	1,032	1,009	2,041

Notes:
[1]Includes walk-only trips and pedestrians en route to/from nearby off-street parking spaces, subway stations, and bus stops.

Traffic

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, under the Proposed Action's RWCDS, the net number of incremental vehicle trips—343, 206, 334 and 266 in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively—would exceed the 50-trip threshold in all four peak hours, and a Level 2 screening analysis is therefore warranted for these periods to determine which if any intersections would require quantified analysis.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and cited in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 4**, the Proposed Action is expected to generate approximately 255 and 237 incremental subway trips in the weekday AM and PM peak hours, respectively. As these numbers of trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold, a Level 2 screening analysis is warranted to determine which if any subway stations and routes would require quantified analysis. As also shown in **Table 4,** the Proposed Action is expected to generate 139 and 128 incremental bus trips in the weekday AM and PM peak hours, respectively. As these numbers of trips could potentially exceed the 50-trips per direction *CEQR Technical Manual* analysis threshold on one or more routes, a Level 2 screening analysis is also warranted for the bus mode to determine which if any bus routes would require quantified analysis.

Pedestrians

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 4**, the Proposed Action's RWCDS would generate an incremental demand of approximately 1,433, 1,737, 1,816, and 2,041 total pedestrian trips (including walk-only trips and pedestrians en route to and from nearby subway stations and bus stops) in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As the numbers of trips in each of these periods would exceed the 200-trip threshold, a Level 2 screening analysis is warranted to determine which if any pedestrian elements would require quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

Traffic

Area Street Network

As shown in **Figure 2**, the street network in proximity to the Project Area is comprised of an irregular grid pattern of collector and local streets. Intersections are a mix of stop-controlled and signalized.

The Project Area itself is bounded by Flushing Avenue on the west, Jefferson Street on the east, Wyckoff Avenue on the north and Irving Avenue on the south. **Flushing Avenue** extends in a northeast-southwest direction from Maspeth, Queens, where it provides access to/from the Queens-Midtown Expressway (I-495) via Grand Avenue, to Flatbush Avenue in Brooklyn's Dumbo neighborhood where it provides access to the Manhattan Bridge and the Brooklyn-Queens Expressway (I-278). In proximity to the Project Area, it is approximately 44 feet wide and typically operates with one moving lane plus curbside parking in each direction. It is traversed by NYCT B57 local buses and is a designated Local Truck Route. **Jefferson Street** is a one-way northbound local street that typically operates with one moving lane and parking along both curbs. **Wyckoff Avenue** is an approximately 35-foot-wide two-way street that begins at Flushing Avenue and extends to the southeast. It operates with one moving lane plus curbside parking in each direction. The final street bounding the Project Area is **Irving Avenue**, a one-way eastbound local street that operates with one moving lane, parking along each curb, and a striped bicycle lane outboard of the parking lane along the north curb. Like Wyckoff Avenue, which it parallels, Irving Avenue begins at Flushing Avenue and extends in a generally southeast direction.

Other streets of note in proximity to the Project Area include St. Nicholas Avenue and Cypress Avenue, which both run parallel to, and to the north of, Wyckoff Avenue; Knickerbocker Avenue and Wilson Avenue, which both run parallel to, and to the south of, Irving Avenue; and DeKalb Avenue. **St. Nicholas Avenue** is a two-way local street that extends southeast from its intersection with Flushing Avenue and Ingraham Street. It typically operates with one moving lane in each direction plus parking along both curbs. **Cypress Avenue** is a two-way street that is typically 35 to 40 feet in width and extends from Flushing Avenue to the Jackie Robinson Parkway. It typically operates with one moving lane plus curbside parking in each direction. **Knickerbocker Avenue** to the south of the Project Area is a one-way

westbound local street that typically operates with one moving lane and parking along both curbs. It is one of the few streets in proximity to the Project Area that extends across Flushing Avenue. To the south of Knickerbocker Avenue is **Wilson Avenue**, an approximately 35-foot-wide two-way street that extends to the southeast from its intersection with Flushing Avenue. It typically operates with one moving lane in each direction with parking along one or both curbs, and it is traversed by NYCT B60 buses. To the west of Flushing Avenue, the street continues as Morgan Avenue. Other streets in proximity to the Project Area are typically one-way local streets that operate with one moving lane plus parking along one or both curbs.

Traffic Assignment and Analyzed Intersections

As shown in **Table 4** and discussed above, the Proposed Action's RWCDS is expected to result in a net incremental increase of approximately 343, 206, 334 and 266 vehicle trips during the weekday AM, midday, and PM peak hours, and Saturday peak hour, respectively. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), an assignment of net increment traffic volumes was prepared for each period to help identify individual intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Project Area were based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDS (i.e., local retail, office/light industrial and medical office). The origins/destinations of office/light industrial uses were based on 2012-2016 American Community Survey (ACS) five-year reverse journey-to-work data. Origins/destinations for local retail and medical office uses that generate mostly local trips were based on population density in proximity to the Project Area and surrounding neighborhoods within a 0.5-mile radius and a two-mile radius, respectively. **Tables 5 and 6** show the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various portals on the periphery of East Williamsburg/Bushwick, and from there via the most direct route to the Project Area. Although the Proposed Action's RWCDS does not include on-site accessory parking and it is expected that drivers would park in nearby off-street public parking facilities or on-street, all auto trips were assigned directly to the building frontages on Jefferson Street and Flushing and Wyckoff avenues. This can be considered a conservative approach with respect to the traffic impact analysis as it concentrates project traffic at intersections in proximity to the Project Area rather than dispersing it to outlying streets.

Table 5
Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn				Manhattan	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate NY
	N	S	E	W						
Office/Lt. Industrial[1]	0.3%	19.9%	5.9%	3.4%	0.0%	3.4%	32.3%	22.5%	10.6%	1.8%

Notes:
[1] Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Brooklyn Census Tracts 427, 429, 445, 447, 453 and 539.

Table 6
Directional Distributions of Auto/Taxi Trips
for Local Retail and Medical Office Uses

Land Use	North	South	East	West
Local Retail[1]	13.5%	51.6%	26.2%	8.7%
Medical Office[2]	16.5%	34.2%	24.9%	24.4%

Notes:
[1] Based on population density within 0.5-mile of the Project Area.
[2] Based on population density within two miles of the Project Area.

Taxis were generally assigned to the building frontages on Jefferson Street and Flushing and Wyckoff avenues. Trucks were assigned to Flushing Avenue, as it is the primary DOT-designated Local Truck Route in proximity to the Project Area.

The assignment of net incremental peak hour vehicle trips at intersections in proximity to the Project Area are shown in **Figures 2 and 3**. As shown in **Figures 2 and 3**, a total of 10 intersections (seven signalized and three unsignalized) were selected for detailed analysis as they would exceed the 50-trip *CEQR Technical Manual* analysis threshold in one or more peak hours. These intersections are listed below:

Signalized Intersections

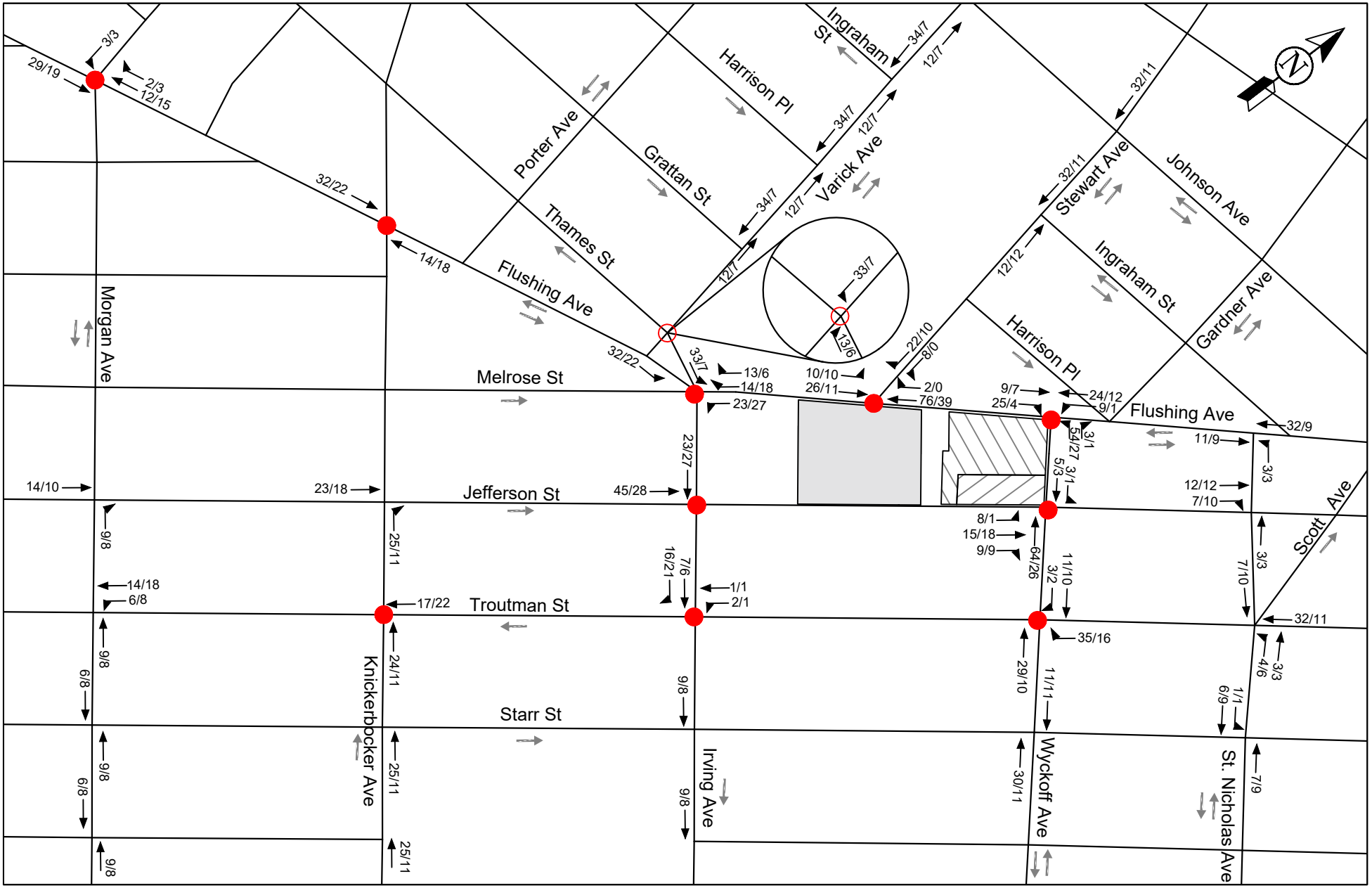
1. Flushing Avenue and Morgan Avenue/Wilson Avenue
2. Flushing Avenue and Knickerbocker Avenue
3. Flushing Avenue and Melrose Street/Irving Avenue/Thames Street/Varick Avenue
4. Flushing Avenue and Wyckoff Avenue
5. Troutman Street and Knickerbocker Avenue
6. Troutman Street and Irving Avenue
7. Troutman Street and Wyckoff Ave

Unsignalized Intersections

8. Flushing Avenue and Stewart Avenue
9. Jefferson Street and Irving Avenue
10. Jefferson Street and Wyckoff Avenue

Traffic Analysis Peak Hours

As discussed above, incremental demand from the Proposed Actions would exceed the 50-trip *CEQR Technical Manual* analysis threshold at one or more intersections during the weekday AM, midday and PM peak hours, and Saturday peak hour. The traffic impact analysis will therefore focus on all four of these periods. The specific peak hours for analysis will determined based on automatic traffic recorder (ATR) count data that will be collected in proximity to the Project Area as part of the data collection program for the EIS transportation analyses.



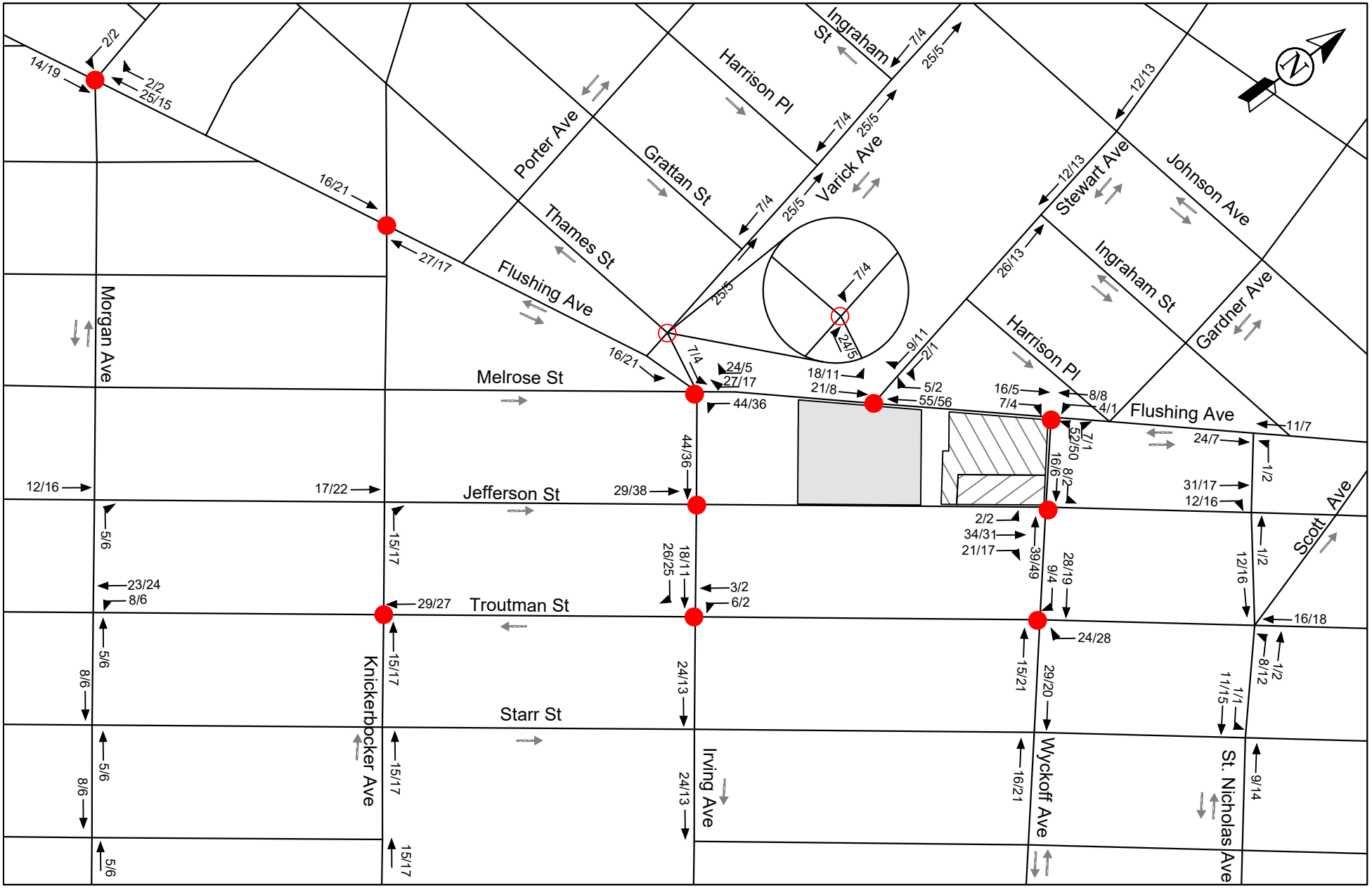
Legend = Projected Development Site 1 = Projected Development Site 2 = Projected Development Site 3

x/x = Weekday AM/MD Peak Hour Volumes = Analyzed Intersection

1160 Flushing Ave Rezoning

Figure 2

Weekday AM/MD Peak Hour Traffic Volumes



Legend = Projected Development Site 1 = Projected Development Site 2 = Projected Development Site 3

x/x = Weekday PM/Saturday Peak Hour Volumes = Analyzed Intersection

1160 Flushing Ave Rezoning

Figure 3

Weekday PM/Saturday Peak Hour Traffic Volumes

Transit

Subway Stations

As discussed previously, according to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, if a proposed action would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed subway analysis would be warranted. As shown in **Table 4**, the Proposed Action is expected to generate a net total of approximately 255 and 237 incremental subway trips in the weekday AM and PM peak hours, respectively. Most, if not all, of these trips are expected to utilize the Jefferson Street subway station, which is served by L trains operating on the Canarsie Line. This station is located beneath Wyckoff Avenue immediately adjacent to the Project Area, and as noted previously, entrance stairs to the station's Brooklyn-bound platform are located on the northeastern portion of Lot 40 (see **Figure 4**).

As the number of subway trips that would be generated by the Proposed Action is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold in both the AM and PM peak hours at the Jefferson Street (L) station, this station was selected for detailed analysis. Key circulation elements (e.g., stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Action will be analyzed.

Subway Line Haul

As discussed above, the vicinity of the Project Area is served by one NYCT subway route – the L train. The peak direction of travel along the L route is typically Manhattan-bound (northbound) in the AM and Brooklyn-bound (southbound) in the PM. **Table 7** provides the assignment of project-generated subway trips for the weekday AM and PM peak hours, by direction. As shown below in **Table 7**, the Proposed Actions would generate approximately 69 Manhattan-bound trips along the L subway route during the weekday AM peak hour, and approximately 71 Brooklyn-bound trips during the weekday PM peak hour. As shown in **Table 7**, it is anticipated that the Proposed Actions would not generate the *CEQR Technical Manual* threshold of 200 or more incremental subway trips along the L subway route in any one direction during the AM and PM peak hours. As such, an analysis of subway line haul conditions is not warranted as impacts are not expected.

Transit Services



Legend

Project Area

LIRR

Subway

L-Line

Subway Station (L-Line)

Subway Station Entrance

Bus

B57

B13

B38

B60

Table 7
Subway Assignments by Direction – L Train

Direction	AM			PM		
	In	Out	Total	In	Out	Total
Brooklyn Bound	181	5	186	53	18	71
Manhattan Bound	20	49	69	6	160	166
Total	**201**	**54**	**255**	**59**	**178**	**237**

Bus

As shown in **Figure 4**, four NYCT local bus services operate within approximately ¼-mile of the Project Area—the B38, B38 Limited (LTD), B57 and B60. These services and the principal corridors on which they operate in proximity to the Project Area are listed in **Table 8**.

Table 8
Bus Routes Serving the Project Area

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Rezoning Area
B38/B38 LTD	NYCT	Ridgewood – Downtown Brooklyn	DeKalb Ave
B57	NYCT	Red Hook – Maspeth, Queens	Flushing Ave
B60	NYCT	Williamsburg -- Canarsie	Wilson Ave

Bus Assignment and Analyzed Routes

As shown in **Table 4**, the Proposed Action's RWCDS is expected to generate a net total of approximately 139 and 128 incremental trips by local bus during the weekday AM and PM peak hours, respectively. These bus trips were assigned to each route based on proximity to individual projected development sites and current ridership patterns. **Table 9** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 9**, all four routes are expected to experience fewer than 50 new trips per direction in each peak hour. Therefore, based on *CEQR Technical Manual* guidance, significant adverse impacts to local bus service are not anticipated, and a detailed analysis of local bus conditions is not warranted in the EAS.

Table 9
Net Incremental Bus Trips by Route

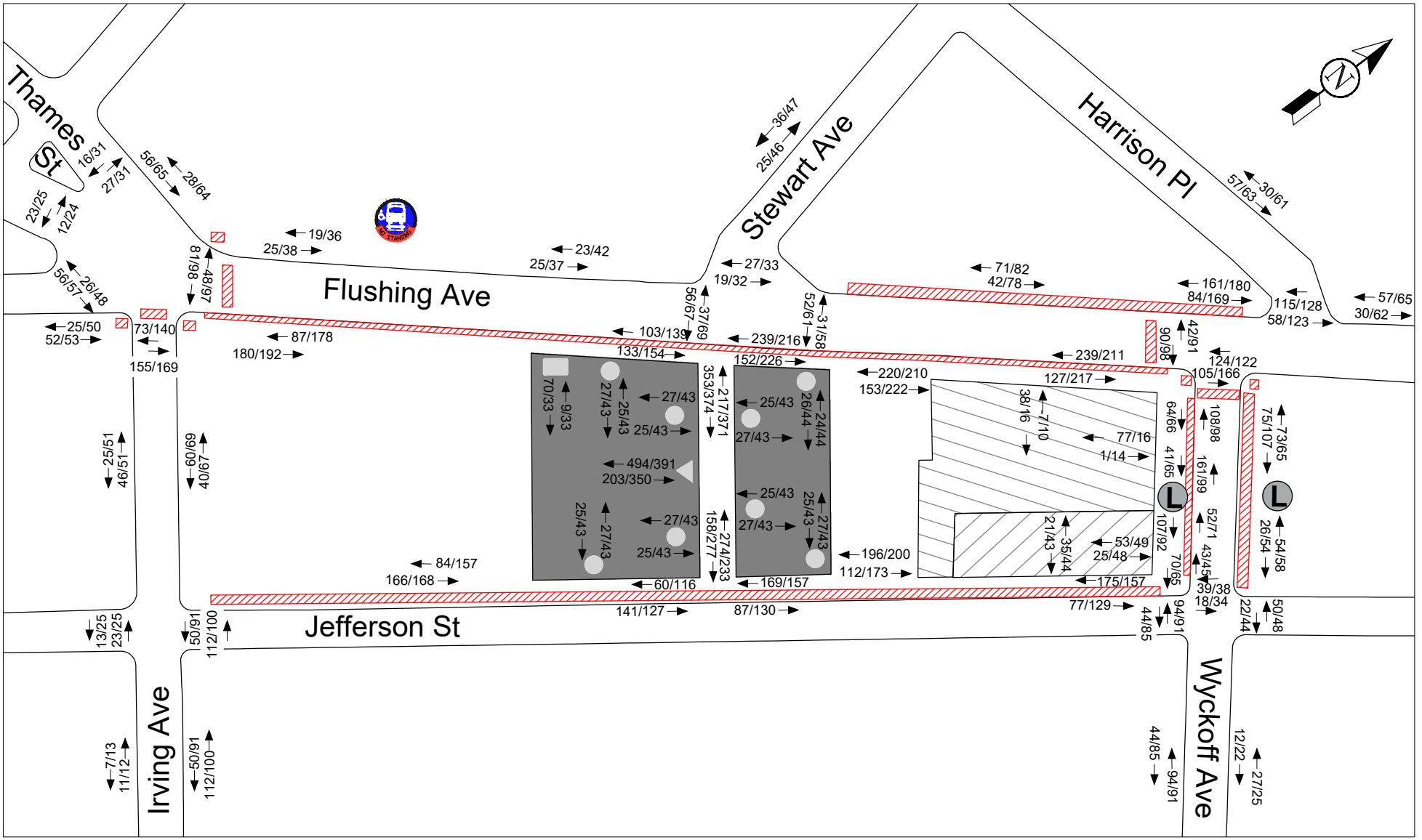
Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B38	EB	25	0	25	9	1	10
	WB	1	10	11	1	23	24
B38 LTD	EB	25	0	25	10	1	11
	WB	1	9	10	1	22	23
B57	EB	13	3	16	6	8	14
	WB	10	5	15	3	12	15
B60	NB	16	4	20	5	10	15
	SB	11	6	17	3	13	16
Total		**102**	**37**	**139**	**38**	**90**	**128**

PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 4**, the Proposed Actions are expected to generate approximately 714 walk-only trips in the weekday AM peak hour, 1,290 in the weekday midday peak hour, 1,108 in the weekday PM peak hour, and 1,511 in the Saturday peak hour. Persons en route to and from nearby parking facilities, subway station entrances, and bus stops would add approximately 719, 447, 708, and 530 additional pedestrian trips to sidewalks and crosswalks in proximity to the Project Area during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the projected development sites and nearby subway station entrances and bus stops. In the weekday midday and Saturday peak hours, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

Given the numbers of incremental pedestrian trips that would be generated, a detailed analysis of pedestrian conditions under the Proposed Action is warranted. The analysis of pedestrian conditions will therefore focus on the weekday AM, midday, PM, and Saturday peak hours. The specific peak hours for analysis will determined based on pedestrian counts that will be conducted in proximity to the Project Area as part of the data collection program for the EIS transportation analyses.

Based on a preliminary assignment of incremental peak hour pedestrian trips, a total of 14 pedestrian elements (five sidewalks, four crosswalks and five corner areas) expected to experience a net increase of 200 or more trips in one or more peak hours were selected for analysis. As shown in **Figures 5 and 6,** these elements are primarily located in the immediate proximity of the Project Area and along Flushing Avenue.

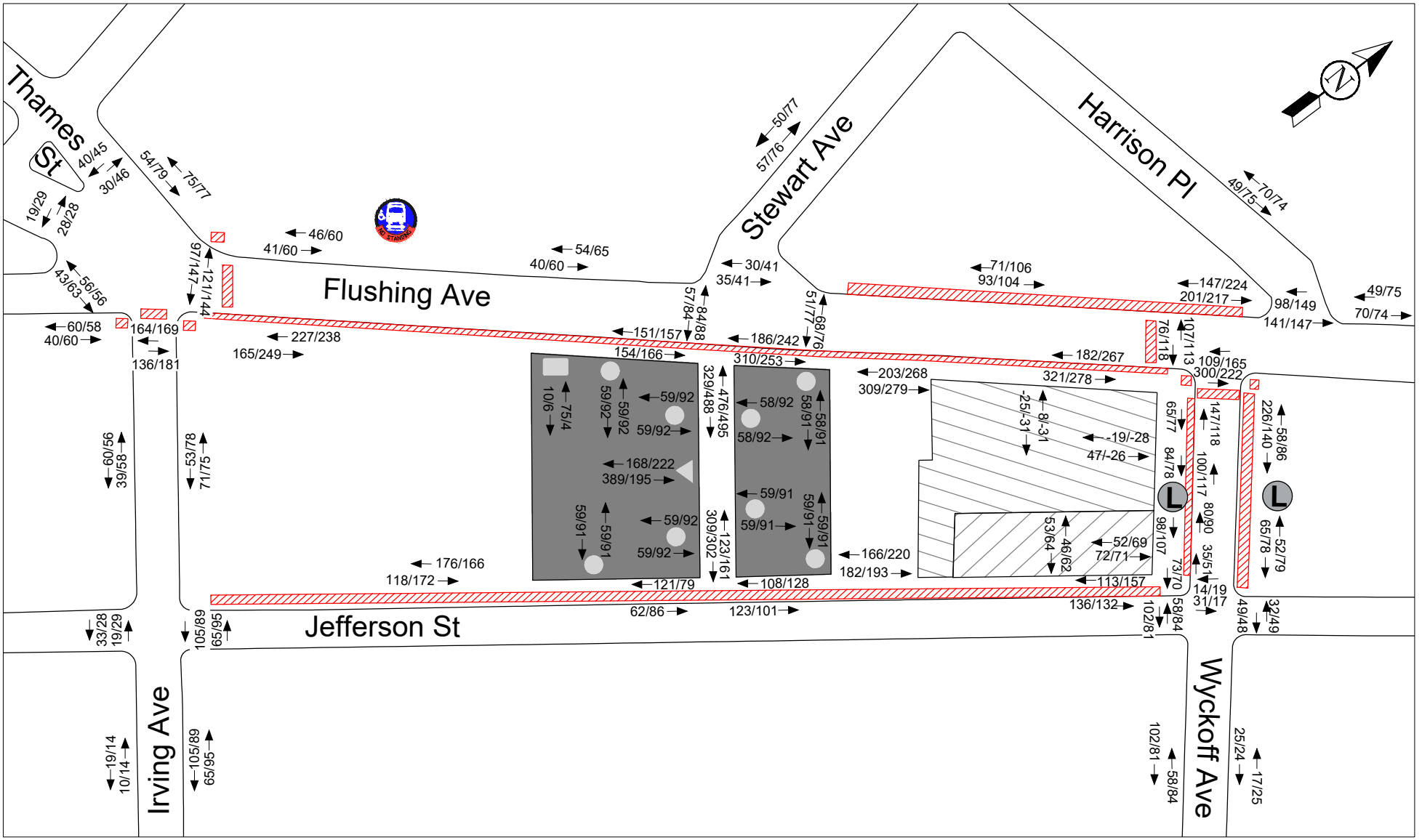


Legend
= Projected Development Site 1
= Projected Development Site 2
= Projected Development Site 3
2/2 = Weekday AM/MD Peak Hour Volume
= Pedestrian Element Analysis Locations
= Light Industrial Entrance
= Office/Community Facility Entrance
= Retail Entrance
L = Jefferson Street Subway Station
= Bus Stop

1160 Flushing Ave Rezoning

Figure 5

Weekday AM/MD Peak Hour Pedestrian Volumes



Legend
= Projected Development Site 1
= Projected Development Site 2
= Projected Development Site 3
2/2 = Weekday PM/SAT Peak Hour Volume
= Pedestrian Element Analysis Locations
= Light Industrial Entrance
= Office/Community Facility Entrance
= Retail Entrance
L = Jefferson Street Subway Station
= Bus Stop

1160 Flushing Ave Rezoning

Figure 6

Weekday PM/Saturday Peak Hour Pedestrian Volumes

SIDEWALKS

1. East sidewalk on Wyckoff Avenue between Flushing Avenue and Jefferson Street
2. West sidewalk on Wyckoff Avenue between Flushing Avenue and Jefferson Street
3. South sidewalk on Flushing Avenue between Irving Avenue and Wyckoff Avenue
4. North sidewalk on Flushing Avenue between Stewart Avenue and Harrison Place
5. North sidewalk on Jefferson Street between Irving Avenue and Wyckoff Avenue

CORNER AREAS

1. Flushing Avenue and Irving Avenue – Northeast Corner
2. Flushing Avenue and Irving Avenue – Southeast Corner
3. Flushing Avenue and Irving Avenue – Southwest Corner
4. Flushing Avenue and Wyckoff Avenue – Southeast Corner
5. Flushing Avenue and Wyckoff Avenue – Southwest Corner

CROSSWALKS

1. Flushing Avenue and Irving Avenue – East Crosswalk
2. Flushing Avenue and Irving Avenue – South Crosswalk
3. Flushing Avenue and Wyckoff Avenue – West Crosswalk
4. Flushing Avenue and Wyckoff Avenue – South Crosswalk

Street User Safety

Under *CEQR Technical Manual* guidance, an evaluation of street user safety is needed for locations within the traffic and pedestrian study areas that have been identified as high-crash locations. These are defined as a location identified along a Vision Zero corridor/intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available.[3] Within the traffic and pedestrian study areas, Flushing Avenue, to the north of the Project Area, is a Vision Zero Priority Corridor.

For high-crash locations, crash trends will be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.

PARKING

Parking demand from commercial, retail and community facility uses typically peaks in the weekday midday period and declines during the afternoon and evening. As no accessory parking would be provided on-site under the Proposed Action's RWCDS, detailed existing on-street and off-street parking inventories will be provided in the EIS to document the existing supply and demand during the weekday

[3] Vision Zero seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside of a motor vehicle. Vision Zero corridors and intersections are identified as locations that disproportionately account for pedestrian fatalities and severe injuries, thus prioritizing them for safety interventions.

midday period. The parking analyses will document changes in the parking supply and utilization within a ¼-mile radius of the Project Area under both No-Action and With-Action conditions.

Parking demands from the uses included in the Proposed Action's RWCDS will be derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization will account for net reductions in demand associated with No-Action land uses displaced from the Project Area under the RWCDS.

APPENDIX A

DETAILED TRAVEL DEMAND FORECASTS

BY PROJECTED DEVELOPMENT SITES

Table A-1

RWCDS Travel Demand Forecast by Land Use for Projected Development Site 1 (Lots 18 and 24)

Land Use:		Local Retail [a,b]		Office		Light Industrial		Medical Office		Total	
Size/Units:		43,679 gsf		121,786 gsf		40,732 gsf		59,973 gsf			
Peak Hour Trips:											
	AM	414		272		80		456		1,222	
	MD	690		242		66		522		1,520	
	PM	940		230		86		352		1,608	
	Saturday	1,464		68		10		368		1,910	
Person Trips:											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM	Auto	24	22	67	11	31	4	62	38	184	75
	Taxi	0	0	11	2	1	0	11	7	23	9
	Subway	6	6	75	12	17	2	37	23	135	43
	Bus	4	4	30	5	5	1	37	23	76	33
	Walk/Other	181	167	51	8	17	2	135	83	384	260
	Total	215	199	234	38	71	9	282	174	802	420
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
MD	Auto	38	38	3	2	1	1	61	54	103	95
	Taxi	0	0	1	1	0	0	11	10	12	11
	Subway	10	10	9	8	2	2	36	31	57	51
	Bus	7	7	9	8	2	2	36	32	54	49
	Walk/Other	290	290	104	97	28	28	133	118	555	533
	Total	345	345	126	116	33	33	277	245	781	739
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
PM	Auto	52	52	11	55	4	33	30	47	97	187
	Taxi	0	0	2	9	0	1	5	9	7	19
	Subway	14	14	12	61	3	19	18	28	47	122
	Bus	9	9	5	25	1	5	18	28	33	67
	Walk/Other	395	395	8	42	2	18	66	103	471	558
	Total	470	470	38	192	10	76	137	215	655	953
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Saturday	Auto	81	81	9	10	2	2	44	37	136	130
	Taxi	0	0	2	2	0	0	8	7	10	9
	Subway	22	22	11	11	2	1	26	22	61	56
	Bus	15	15	4	4	0	0	26	22	45	41
	Walk/Other	614	614	7	8	2	1	95	81	718	704
	Total	732	732	33	35	6	4	199	169	970	940
Vehicle Trips :											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM	Auto	20	18	59	10	27	4	41	25	147	57
	Taxi (Balanced)	0	0	11	11	1	1	12	12	24	24
	Truck	1	1	2	2	2	2	0	0	5	5
	Total	21	19	72	23	30	7	53	37	176	86
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
MD	Auto	32	32	3	2	1	1	41	36	77	71
	Taxi (Balanced)	0	0	2	2	0	0	14	14	16	16
	Truck	1	1	2	2	1	1	1	1	5	5
	Total	33	33	7	6	2	2	56	51	98	92
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
PM	Auto	43	43	10	49	4	29	20	31	77	152
	Taxi (Balanced)	0	0	9	9	1	1	9	9	19	19
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	43	43	19	58	5	30	29	40	96	171
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Saturday	Auto	68	68	8	9	2	2	29	25	107	104
	Taxi (Balanced)	0	0	4	4	0	0	10	10	14	14
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	68	68	12	13	2	2	39	35	121	118

Notes:

[a] 40% linked-trip credit applied to weekday local retail trips.

[b] 20% linked-trip credit applied to Saturday local retail trips.

Table A-2

RWCDS Travel Demand Forecast by Land Use for Projected Development Site 2 (Lot 29)

Land Use:		Local Retail [a,b]		Office		Light Industrial		Medical Office		Total	
Size/Units:		-3,745 gsf		79,821 gsf		0 gsf		0 gsf			
Peak Hour Trips:											
	AM	-60		178		0		0		118	
	MD	-100		158		0		0		58	
	PM	-134		152		0		0		18	
	Saturday	-158		44		0		0		-114	
Person Trips:											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-3	-3	44	7	0	0	0	0	41	4
	Taxi	0	0	8	1	0	0	0	0	8	1
AM	Subway	-1	-1	49	8	0	0	0	0	48	7
	Bus	-1	-1	19	3	0	0	0	0	18	2
	Walk/Other	-26	-24	34	5	0	0	0	0	8	-19
	Total	-31	-29	154	24	0	0	0	0	123	-5
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-6	-6	2	2	0	0	0	0	-4	-4
	Taxi	0	0	1	1	0	0	0	0	1	1
MD	Subway	-2	-2	6	5	0	0	0	0	4	3
	Bus	-1	-1	6	5	0	0	0	0	5	4
	Walk/Other	-41	-41	68	62	0	0	0	0	27	21
	Total	-50	-50	83	75	0	0	0	0	33	25
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-7	-7	7	37	0	0	0	0	0	30
	Taxi	0	0	1	6	0	0	0	0	1	6
PM	Subway	-2	-2	8	41	0	0	0	0	6	39
	Bus	-1	-1	3	16	0	0	0	0	2	15
	Walk/Other	-57	-57	5	28	0	0	0	0	-52	-29
	Total	-67	-67	24	128	0	0	0	0	-43	61
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-9	-9	6	7	0	0	0	0	-3	-2
	Taxi	0	0	1	1	0	0	0	0	1	1
Saturday	Subway	-2	-2	6	7	0	0	0	0	4	5
	Bus	-2	-2	3	3	0	0	0	0	1	1
	Walk/Other	-66	-66	5	5	0	0	0	0	-61	-61
	Total	-79	-79	21	23	0	0	0	0	-58	-56
Vehicle Trips :											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-3	-3	39	6	0	0	0	0	36	3
AM	Taxi (Balanced)	0	0	7	7	0	0	0	0	7	7
	Truck	0	0	1	1	0	0	0	0	1	1
	Total	-3	-3	47	14	0	0	0	0	44	11
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-5	-5	2	2	0	0	0	0	-3	-3
MD	Taxi (Balanced)	0	0	2	2	0	0	0	0	2	2
	Truck	0	0	1	1	0	0	0	0	1	1
	Total	-5	-5	5	5	0	0	0	0	0	0
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-6	-6	6	33	0	0	0	0	0	27
PM	Taxi (Balanced)	0	0	6	6	0	0	0	0	6	6
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	-6	-6	12	39	0	0	0	0	6	33
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	Auto	-8	-8	5	6	0	0	0	0	-3	-2
Saturday	Taxi (Balanced)	0	0	2	2	0	0	0	0	2	2
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	-8	-8	7	8	0	0	0	0	-1	0

Notes:

[a] 0% linked-trip credit applied to weekday local retail trips.

[b] 0% linked-trip credit applied to Saturday local retail trips.

Table A-3

RWCDS Travel Demand Forecast by Land Use for Projected Development Site 3 (Lot 40)

Land Use:		Local Retail [a,b]		Office		Light Industrial		Medical Office		Total	
Size/Units:		6,250 gsf		32,547 gsf		-7,613 gsf		0 gsf			
Peak Hour Trips:											
	AM	80		74		-16		0		138	
	MD	132		64		-12		0		184	
	PM	180		62		-16		0		226	
	Saturday	250		18		-2		0		266	
Person Trips:											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM	Auto	5	4	18	3	-8	-1	0	0	15	6
	Taxi	0	0	3	1	0	0	0	0	3	1
	Subway	1	1	20	3	-3	0	0	0	18	4
	Bus	1	1	8	1	-1	0	0	0	8	2
	Walk/Other	35	32	15	2	-3	0	0	0	47	34
	Total	42	38	64	10	-15	-1	0	0	91	47
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
MD	Auto	7	7	1	1	0	0	0	0	8	8
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	2	2	2	2	0	0	0	0	4	4
	Bus	1	1	2	2	0	0	0	0	3	3
	Walk/Other	56	56	28	26	-6	-6	0	0	78	76
	Total	66	66	33	31	-6	-6	0	0	93	91
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
PM	Auto	10	10	3	15	-1	-8	0	0	12	17
	Taxi	0	0	0	3	0	0	0	0	0	3
	Subway	3	3	3	17	0	-3	0	0	6	17
	Bus	2	2	1	7	0	-1	0	0	3	8
	Walk/Other	75	75	2	11	0	-3	0	0	77	83
	Total	90	90	9	53	-1	-15	0	0	98	128
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Saturday	Auto	14	14	2	3	-1	0	0	0	15	17
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	4	4	3	4	0	0	0	0	7	8
	Bus	3	3	1	1	0	0	0	0	4	4
	Walk/Other	104	104	2	2	-1	0	0	0	105	106
	Total	125	125	8	10	-2	0	0	0	131	135
Vehicle Trips :											
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM	Auto	4	3	16	3	-7	-1	0	0	13	5
	Taxi (Balanced)	0	0	3	3	0	0	0	0	3	3
	Truck	0	0	1	1	0	0	0	0	1	1
	Total	4	3	20	7	-7	-1	0	0	17	9
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
MD	Auto	6	6	1	1	0	0	0	0	7	7
	Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	1	1	0	0	0	0	1	1
	Total	6	6	2	2	0	0	0	0	8	8
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
PM	Auto	8	8	3	13	-1	-7	0	0	10	14
	Taxi (Balanced)	0	0	2	2	0	0	0	0	2	2
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	8	8	5	15	-1	-7	0	0	12	16
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
Saturday	Auto	12	12	2	3	-1	0	0	0	13	15
	Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	12	12	2	3	-1	0	0	0	13	15

Notes:

[a] 20% linked-trip credit applied to weekday local retail trips.

[b] 5% linked-trip credit applied to Saturday local retail trips.

Table A-4

Travel Demand Forecast Summary for Projected Development Site 1 (Lots 18 and 24)

Peak Hour	Vehicle Trips			Person Trips														
				Auto			Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	176	86	262	184	75	259	135	43	178	76	33	109	384	260	644	779	411	1,190
MD	98	92	190	103	95	198	57	51	108	54	49	103	555	533	1,088	769	728	1,497
PM	96	171	267	97	187	284	47	122	169	33	67	100	471	558	1,029	648	934	1,582
Saturday	121	118	239	136	130	266	61	56	117	45	41	86	718	704	1,422	960	931	1,891

Notes:

[1]Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Table A-5

Travel Demand Forecast Summary for Projected Development Site 2 (Lot 29)

Peak Hour	Vehicle Trips			Person Trips														
				Auto			Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	44	11	55	41	4	45	48	7	55	18	2	20	8	-19	-11	115	-6	109
MD	0	0	0	-4	-4	-8	4	3	7	5	4	9	27	21	48	32	24	56
PM	6	33	39	0	30	30	6	39	45	2	15	17	-52	-29	-81	-44	55	11
Saturday	-1	0	-1	-3	-2	-5	4	5	9	1	1	2	-61	-61	-122	-59	-57	-116

Notes:

[1]Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Table A-6

Travel Demand Forecast Summary for Projected Development Site 3 (Lot 40)

Peak Hour	Vehicle Trips			Person Trips														
				Auto			Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	17	9	26	15	6	21	18	4	22	8	2	10	47	34	81	88	46	134
MD	8	8	16	8	8	16	4	4	8	3	3	6	78	76	154	93	91	184
PM	12	16	28	12	17	29	6	17	23	3	8	11	77	83	160	98	125	223
Saturday	13	15	28	15	17	32	7	8	15	4	4	8	105	106	211	131	135	266

Notes:

[1]Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Appendix 2

Responses to Comments on the Draft Scope of Work

1160 FLUSHING AVENUE REZONING
CEQR NO. 21DCP199K

Response to Comments on the Draft Scope of Work for a Draft Environmental Impact Statement

A. INTRODUCTION

This document summarizes and responds to public comments regarding the issues to be addressed in the Draft Environmental Impact Statement (DEIS) as described in the Draft Scope of Work (DSOW), issued on May 23, 2022, for the 1160 Flushing Rezoning project (the "Proposed Actions"). Oral and written comments were received during the public scoping meeting held by the New York City Department of City Planning (DCP) on behalf of the New York City Planning Commission (CPC) on June 23, 2022. Written comments were accepted through the close of the public comment period, through July 5, 2022. Appendix III contains a transcript of the oral comments as well as the written comments received with respect to the DSOW. The Final Scope of Work (FSOW) issued on February 10, 2023 has been modified to incorporate and address substantive public comments on the DSOW where relevant and appropriate.

Section B below lists the elected officials, organizations, and individuals that provided comments on the DSOW. Section C contains a summary of the relevant and substantive comments received by the lead agency and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Comments unrelated to the effects of the Proposed Actions on the quality of the environment are included under Section D, "Miscellaneous". The organization and/or individual that commented is identified after each comment. Where more than one commenter expressed a similar view, the comments have been grouped and addressed together.

B. LIST OF ELECTED OFFICIALS, COMMUNITY BOARD MEMBERS, ORGANIZATIONS, AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SCOPE OF WORK

Elected Officials

1. Jennifer Gutiérrez, Council Member, 34th District; written submission dated July 5, 2022.

Community Board Members

No comments received from Community Board members.

Organizations and Interested Public

2. Leah Archibald, Executive Director, Evergreen; oral statement at public scoping meeting.

C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK

1. Project Description/Development Scenario Comments

No comments addressing this technical area were made.

2. Land Use, Zoning, and Public Policy

Comment 2.1: In the City's Draft IBZ Zoning Framework, 1160 Flushing falls within the so-called "Growth District." This is the least restrictive area of the IBZ, deemed most suitable for commercial uses. The applicant's commitment to reserve 1 FAR of the proposed development for light manufacturing uses, in partnership with Evergreen, makes this an aspirational example of mixed commercial/industrial development, in line with "Growth District" goals. That commitment must be upheld as we move forward, and we find this aspect essential to this application. (Gutiérrez)

Response 2.1: Comment noted.

Comment 2.2: I would like to express my concern about advancing private commercial rezonings of the IBZ without a comprehensive plan in place to ensure that industrial uses are protected and thriving. (Gutiérrez)

Response 2.2: Comment noted. As stated in the DEIS, the North Brooklyn IBZ – in which the Project Area is located in – generally provides incentives (e.g., tax incentives) to prevent industrial uses from relocating outside of the City and represents a commitment by the City not to rezone the area in question for residential uses. Higher regulations and steeper penalties for illegal conversions help to alleviate real estate uncertainty in the IBZ. The Applicant has partnered with Evergreen: Your North Brooklyn Business Exchange, who will provide support and services for the project's industrial uses.

Further, the Project Area is located within the North Brooklyn IBZ's "Growth District," who's goals aim to grow the technology, advertising, media, and information (TAMI) sector by increasing density for commercial and light industrial uses, reducing parking requirements, rightsizing loading requirements to reflect excellent business needs and facilitate development, and creating new loft-like building envelopes. As described in Chapter 1, "Projected Description," and Chapter 2, "Land Use, Zoning, & Public Policy," the Proposed Action and Proposed Project are consistent with the framework and goals of the North Brooklyn IBZ.

Comment 2.3: M1-5 zoning does not apply use and bulk restrictions that have been used in other areas (such as the Gowanus Special District) to facilitate industrial uses and improve the urban design. New zoning should apply these tools to advance IBZ goals. (Gutiérrez)

Response 2.3: Comment noted. If the proposed M1-5 zoning map amendment is approved, future buildings/developments within the Project Area would need to comply with the underlying zoning's (M1-5) use and bulk restrictions.

Comment 2.4: Evergreen is supportive of the mixed commercial-industrial concept. We believe, that if it's done correctly, it will result in no net loss of manufacturing space, while allowing for additional commercial development. This corner of the IBZ has a variety of uses beyond manufacturing, including retail, hospitality, and office space – sometimes on the same block. In areas that have a variety of uses, we believe that the mixed commercial-manufacturing projects are a good way to go. (Archibald)

Response 2.4: Comment noted. As stated in Chapter 1, "Project Description," the Proposed Actions would result in an increment of approximately 33,119 gsf of light industrial/manufacturing uses, and introduce a mixed-use commercial-manufacturing building at Projected Development Site 1. At Projected Development Sites 2 and 3, while the RWCDS assumes each site would be developed

with predominantly commercial (office and retail) buildings for conservative analysis purposes, the proposed M1-5 zoning district would still permit industrial/manufacturing uses at both sites.

Comment 2.5: The proposed proportion of industrial uses set aside at Projected Development Site 1 is better than the ratio that's already been approved in a number of other industrial business incentive area applications, such as 25 Kent. This project is not just aligned with our organization's (Evergreen) development goals, it is also well aligned with the goals for development in Community Board 4. The proposed zoning aligns with their recommendations for development in manufacturing zones, including preserving Flushing Avenue as an industrial quarter, updating outdated parking regulations, and increasing density from the current one floor to incentivize mixed industrial-commercial development. (Archibald)

Response 2.5: Comment noted.

Transportation

No comments addressing this technical area were made.

3. Air Quality

No comments addressing this technical area were made.

4. Noise

No comments addressing this technical area were made.

5. Public Health

No comments addressing this technical area were made.

6. Neighborhood Character

No comments addressing this technical area were made.

7. Mitigation

No comments addressing this technical area were made.

8. Alternatives

No comments addressing this technical area were made.

D. MISCELLANEOUS

Comment D.1: The DSOW does not call for an analysis of indirect business displacement. However, the EAS own rationale that "upward rent pressure experienced by industrial businesses in the area would be present without the Proposed Action" indicates that attention to this issue is warranted. The Proposed Actions are projected to add close to 300,000 square feet of commercial office and retail space, as well as 1,305 additional workers. It risks exacerbating upward rent pressure, and the EIS should analyze the potential for indirect industrial business displacement. (Gutiérrez)

Response D.1: **An assessment of indirect businesses displacement pursuant to CEQR guidance was included in the Environmental Assessment Statement (May 2022) (see EAS's Attachment D, "Socioeconomic Conditions"). The EAS analyzed the potential effects regarding indirect business displacement and concluded that no significant adverse indirect business displacement impacts are expected as a result of the Proposed Action. Specifically, the EAS states that while the Proposed Action would contribute to the existing trend of increasing commercial development in the study area, any upward rent pressure experienced by industrial businesses in the area would be present in the future absent the Proposed Action. Therefore, Proposed Action would not introduce a trend that increases commercial property values, making it difficult for businesses essential to the local economy – or business that is the subject of regulations or publicly adopted plans to preserve, enhance, otherwise protect it – to remain in the study area. Further, it was determined that the Proposed Action would not directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses, and would not directly or indirectly displace residents, workers, or visitors who form the customer base for local businesses. As such, it was determined that the Proposed Action, in accordance with *CEQR Technical Manual* methodologies and guidance, would not result in any significant adverse impacts related to indirect business displacement.**

Appendix 3

Written Comments on the Draft Scope of Work and Transcript of Public Scoping Meeting

New York City Department of City Planning

City Planning Commission

Draft Scope of Work Public Hearing

June 23, 2022

Remote via Zoom

LEAH ARCHIBALD (00:31:40): Hi thanks for having me. So I'm Leah Archibald, I'm the Executive Director of Evergreen and we're the local development corporation that works with businesses here in industrial North Brooklyn to help them grow, so we can keep working class jobs in our community. And I'm here testifying in support of the 1160 Flushing Rezoning. We're grateful that Totem partners have crafted a proposal that both retains industrial real estate in North Brooklyn and expands commercial development. Evergreen has been contracted to advise Totem regarding the manufacturing portion of the development. This is an unusual arrangement for Evergreen. We are involved because the project aligns both with our organization's and local community's development goals and as a potential to serve as a model for similar developments in the future. Evergreen is supportive of the mixed commercial, industrial concept. We believe that if it's done correctly, it will result in no net loss of manufacturing space, while allowing for additional commercial development. This corner of the Industrial Business Zone has a variety of uses beyond manufacturing, including retail, hospitality, office space, sometimes all on the same block. In areas that have a variety of uses, we believe that the mixed commercial-manufacturing projects are a good way to improve and preserve manufacturing space for working class jobs. In our own Brownfield Opportunity Area plan, Evergreen recommended the property owners be allowed to develop additional commercial space as long as manufacturing is preserved. This project does exactly that. In fact, the proposed proportion of industrial set aside is actually better than the ratio that's already been approved in a number of other Industrial Business Incentive Area applications, such as 25 Kent. This project is not just aligned with our organization's development goals, it's well aligned with the goals for development in Community Board 4 set forth by the Bushwick Community Plan. The proposed zoning aligns with their recommendations for development in manufacturing zones, including preserving Flushing Avenue as an industrial corridor, updating outdated parking regulations, and increasing density from the current one FAR to incentivize mixed industrial-commercial development. We're particularly glad to have an innovative proposal that

aligns both with our organization's mission and goals, as well as those set forth by the Community. We're excited to see it come to fruition and hope that this project will serve as a successful, replicable model for creative and equitable development in New York City and beyond. Thank you.

THE COUNCIL
OF
THE CITY OF NEW YORK

JENNIFER GUTIÉRREZ

COUNCIL MEMBER, 34th DISTRICT, BROOKLYN

July 5, 2022

To whom to may concern,

My name is Council Member Jennifer Gutierrez and I am Council Member for the 34th district, which encompasses the site of the proposed development at 1160 Flushing Avenue. The proposed project is located within the North Brooklyn Industrial Business Zone, and should be considered in light of priorities for this area that have been developed through multiple studies and significant community engagement in recent years.

The Department of City Planning and Evergreen Exchange, the Industrial Business Service Provider for the North Brooklyn IBZ, worked closely with my predecessor, now Borough President Antonio Reynoso, to develop a Zoning Framework for the North Brooklyn IBZ that was placed on hold due to the COVID-19 outbreak in March 2020. I look forward to working with DCP, Evergreen, and our community to advance this framework and ensure that it includes strong protections for existing businesses, incentives for new industrial space, and needed infrastructure investments. While this project was put on hold, it is not forgotten and my team plans on working towards further implementation.

The North Brooklyn IBZ is one of New York City's largest industrial hubs. Industrial jobs remain a critical pathway to the middle class for New Yorkers without college degrees and/or limited English proficiency. Industrial workers make 30-50% more than their counterparts in retail, service and hospitality sector jobs. We must implement zoning and policy to protect existing industrial space, and support the expansion of industrial businesses and jobs.

In the City's Draft IBZ Zoning Framework, 1160 Flushing falls within the so-called "Growth District." This is the least restrictive area of the IBZ, deemed most suitable for commercial uses. The applicant's commitment to reserve 1FAR of the proposed development for light manufacturing uses, in partnership with Evergreen, makes this an aspirational example of mixed commercial/industrial development, in line with "Growth District" goals. That commitment must be upheld as we move forward, and we find this aspect essential to this application. However, I would like to express my concern about advancing private commercial rezonings of the IBZ without a comprehensive plan in place to ensure that industrial uses are protected and thriving.

With regard to the Draft Scope of Work for 1160 Flushing does not call for an analysis of indirect business displacement. However, the EAS own rationale that "upward rent pressure experienced by industrial businesses in the area would be present without the Proposed Action" indicates that attention to this issue is warranted. The proposed project is projected to add close to 300,000 square feet of commercial office and retail space, as well as 1305 additional workers. It risks exacerbating upward rent pressure, and the EIS should analyze the potential for indirect industrial business displacement.

Finally, I would like to note that M1-5 zoning does not apply use and bulk restrictions that have been used in other areas (such as the Gowanus Special District) to facilitate industrial uses and improve the urban design. New zoning should apply these tools to advance IBZ goals.

Continued pressure on industrial rents and encroachment by non-industrial uses threaten the vibrancy and future of the North Brooklyn IBZ. I am eager to move forward with a thoughtful and innovative plan that addresses these risks while enabling new projects. I look forward to working with DCP, Evergreen, and the developer through the review process for 1160 Flushing to ensure that it meets our collective goals.

Sincerely,



Council Member Jennifer Gutiérrez
District 34
Brooklyn/Queens