A. INTRODUCTION

This chapter assesses the Proposed Action's potential effects on neighborhood character. As defined in the *City Environmental Quality Review* (CEQR) *Technical Manual*, neighborhood character is an amalgam of various elements that give a neighborhood its distinct "personality." These elements may include a neighborhood's land use, socioeconomic, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and/or noise conditions; but not all of these elements contribute to neighborhood character in all cases. For a proposed project, a neighborhood character assessment under CEQR first identifies the defining features of the neighborhood and then evaluates whether the project has the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical analysis areas. Thus, to determine the effects of a proposed project on neighborhood character, the salient features of neighborhood character are considered together. According to the *CEQR Technical Manual*, neighborhood character impacts are rare, and it would be unusual that, in the absence of a significant adverse impact in any of the relevant technical areas, a combination of moderate effects to the neighborhood would result in an impact to neighborhood character. Moreover, a significant adverse impact identified in one of the technical areas that contribute to a neighborhood's character is not automatically equivalent to a significant adverse impact on neighborhood character, but, rather, serves as an indication that neighborhood character should be examined.

As outlined in **Chapter 1, "Project Description,"** the Proposed Actions would facilitate the construction of one Applicant-owned projected development (Projected Development Site 1) and two non-Applicant-owned projected developments (Projected Development Sites 2 and 3). For conservative analysis purposes, the reasonable worst-case development scenario (RWCDS) anticipates that Projected Development Site 1 would be developed with an approximately 298,077 gross square foot (gsf) development containing 75,586 gsf of commercial retail space, 40,732 gsf of light industrial space, 121,786 gsf of commercial office space, 59,973 gsf of community facility (medical office) space, and 0.11 acres of at-grade, private open space areas. Projected Development Site 2 would be redeveloped with an approximately 96,551 gsf building containing 79,821 gsf of commercial office space and 16,730 gsf of commercial retail space. Projected Development Site 3 would be redeveloped with an approximately 38,797 gsf building containing 32,547 gsf of commercial office space and 6,250 gsf of commercial retail space.

This chapter includes a preliminary assessment of neighborhood character, which was prepared in conformance with the *CEQR Technical Manual*. This chapter describes the defining features of the existing neighborhood character and considers the potential effects of the Proposed Action on these defining features. This assessment relies on the technical analyses presented in other chapters of this EIS.

B. PRINCIPAL CONCLUSIONS

The Proposed Actions would not result in significant adverse impacts related to neighborhood character. The neighborhood character of the study area is defined by a few key components, including its mix of land uses and building types, open space resources, vacant buildings and industrial land. As described

elsewhere in this EIS or the *1160 Flushing Avenue Rezoning EAS (2022)*, the Proposed Action would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; shadows; and noise. The significant adverse transportation impacts that have been preliminarily identified and described in the Transportation chapter would not affect any defining feature of neighborhood character, nor would a combination of moderately adverse effects affect such a defining feature.

The Proposed Action would facilitate the development of a mix of commercial office and local retail, light industrial/manufacturing, and community facility uses that would be consistent with the mixed-use character of the surrounding neighborhood. Underutilized and vacant land would be redeveloped at a scale and density that is compatible with neighboring recently planned projects, including 25 Stewart Avenue adjacent to the Project Area. In addition, the proposed commercial, light industrial, and community facility uses would be consistent with and directly support the public policies outlined in *OneNYC* and *New York Works*, which seek to diversify the City's economic base and increase middle-class employment in the City.

As shown by preliminary analyses, while the Proposed Action would result in increased transportation activities and significant adverse transportation impacts, the resulting conditions would be similar to those seen in the study area and would not result in levels of activity or service conditions that would be out of character with the surrounding neighborhood, which is already characterized by moderate vehicle and pedestrian volumes. Thus, the changes in transportation due to the Proposed Action would not result in significant adverse impacts on neighborhood character.

C. METHODOLOGY

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the following technical areas: land use, socioeconomic conditions, open space, urban design and visual resources, shadows, transportation, or noise. The *CEQR Technical Manual* states that, even if a proposed project does not have the potential to result in a significant adverse impact in any specific technical area(s), an assessment of neighborhood character may be required if the project would result in a combination of moderate effects to several elements that may cumulatively affect neighborhood character. A "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular technical analysis area.

A preliminary assessment of neighborhood character determines whether changes expected in other technical analysis areas may affect a defining feature of neighborhood character. The key elements that define neighborhood character, and their relationships to one another, form the basis of determining impact significance; in general, the more uniform and consistent the existing neighborhood context, the more sensitive it is to change. A neighborhood that has a more varied context is typically able to tolerate greater change without experiencing significant adverse impacts. If there is no potential for a proposed project to affect the defining features of neighborhood character, a detailed assessment is not warranted.

Study Area

According to the *CEQR Technical Manual*, the study area for a preliminary assessment of neighborhood character is typically consistent with the study areas in the relevant technical areas assessed under CEQR that contribute to the defining features of the neighborhood. Therefore, the study area for this analysis is the same as that used for the analysis of land use, zoning, and public policy, which extends 400 feet from

the Project Area's boundaries.

D. PRELIMINARY ASSESSMENT

Defining Features

The Project Area is located within the northern portion of Bushwick, on the edge of East Williamsburg, and approximately 0.3 miles south of the Newtown Creek. The neighborhood character of the study area is defined by a few key components, including its mix of land uses and building types, and vacant and industrial land.

As presented in **Chapter 2, "Land Use, Zoning, and Public Policy,"** the area surrounding the Project Area contains a general mix of uses, with the predominant land uses being industrial/manufacturing buildings (approximately 69.0 percent of built gsf in the secondary study area). Residential uses account for nearly 11.3 percent of the building area in the secondary study area, and are largely concentrated on the blocks bounded by Jefferson Street, Troutman Street, Wyckoff Avenue, and Irving Avenue, as well as blocks south of Irving Avenue. Residential uses generally consist of low-rise two-to four-story buildings, including two- and three-family residences, as well as walk-up multi-unit residential apartment buildings. Commercial uses comprise almost 8.3 percent of the building area, and include creative workspaces, restaurants, and retail. There is one public facility and institution space that comprises 7.4 percent of the building area. Mixed-use commercial/residential uses are located on Wyckoff Avenue and Irving Avenue and comprises 3.5 percent of total building area. Parking and transportation/utilities comprise less than half of one percent of the total building area each. Four vacant lots and one unidentified land use exists in the secondary study area. There are no open space uses located within the secondary study area.[1]

Like many New York City neighborhoods, Bushwick faces various challenges, with many residents and workers in need of economic opportunities and community facilities and services. As of 2019, there were an estimated 788 employees within the 400-foot study area. Employment in the study area is largely industrial and within construction, manufacturing, wholesale trade and transportation and warehousing sectors, which combined account for roughly 55 percent of employment in the study area. As detailed in Attachment D, "Socioeconomic Conditions," of the *1160 Flushing Avenue Rezoning EAS (2022)*, accommodation and food service employs the largest number of workers, accounting for nearly 25 percent of study area employees, as compared to approximately six percent of employees in Brooklyn and approximately eight percent of workers in New York City. The vast majority of the accommodation and food service employees in the study area are in the food services and drinking places sub-sector, rather than the accommodation sub-sector. Most new commercial development within the study area has included entertainment venues (nightclubs, bars/lounges, theaters) as well as artisan food and drink establishments. The manufacturing sector employs the second largest number of workers in the 400-foot study area, accounting for nearly 24 percent of study area employees, which is higher than Brooklyn (approximately two percent) and New York City (approximately one percent). The third largest sector of employment in the socioeconomic study area is wholesale trade, accounting for approximately 18 percent of study area employees, as compared to approximately 2.8 percent of employees in Brooklyn and approximately 3.1 percent of workers in New York City.

[1] Although no tax lots which have 50 percent or more of their area within the 400-foot radius include open space uses, it should be noted that the 6.87 acre Maria Hernandez Park is located one block to the east of the southernmost boundary of the secondary study area. Furthermore, the 770 sq ft greenstreet located at the intersection of Varick Avenue and Thames Street is within the Secondary Study Area.

As a whole, the socioeconomic characteristics of the population living and working in the study area is already changing and is likely to continue to change over the next several years under the No-Action condition by 2027. An increase in demand from the media, technology, and creative industries has led to particularly low inventory of available modern/functionally-competitive/renovated or new commercial space in the Williamsburg/Bushwick neighborhood. Commonly cited reasons given for this demand include the desire of tenants to occupy non-traditional converted loft-spaces and the attraction of operating near the communities in which their workforces reside. Office spaces that are accessible, and offer efficient space and amenities continue to be highly competitive. In particular, significantly renovated office buildings located adjacent to transit-accessible areas have generally leased rapidly. Small and mid-sized companies, which make up most of Brooklyn's business growth, as well as startups are driving the market and are seeking to locate in areas in close proximity to, or otherwise accessible by, their workforces, near public transportation, and growing residential markets. The success of the Williamsburg/Bushwick residential markets is contributing to the growth of the commercial market in the area and the associated demand for additional office space.

Given the study area's accessibility and proximity to the L train and several bus routes, formerly underutilized industrial buildings and warehouses are also being converted to offices, studios, entertainment spaces, retail, and other commercial uses. In the early 2000's, Williamsburg/Bushwick attracted artists that moved into large warehouses that offered flexible spaces at affordable rents, much of which were former industrial spaces that could be easily subdivided and partitioned to create small, individual affordable studio spaces. Simultaneously, the Williamsburg/Bushwick area has experienced significant growth and change in terms of the residential population. According to U.S. Decennial Census data, from 2000 to 2010, the residential population within a mile of the Project Area increased by approximately 6.8 percent from 123,607 to 132,027, and continued to grow by 3.3 percent from 2010 to 2020 from 132,027 to 136,370. More significantly, the population of legal working age (i.e., population age 16 and over) in the same area increase by approximately 18.4 percent from 2000 to 2010 and by 12.9 percent from 2010 to 2020 (33.7 percent from 2000 to 2020). Additionally, the total number of housing units within the one-mile radius increased significantly between 2000 and 2020 from 41,152 units to 54,652 units, respectively (approximately 32.8 percent increase).[2]

Due to the increased local foot traffic from new residential developments and increased residential population in the area, the increasing demand for commercial uses led to a number of underutilized industrial buildings and warehouses to be converted to flexible, retail, office, and/or artist studios. Such former industrial spaces and factories within the secondary study area that have been converted to flexible co-working, turn-key offices include b[x] at 362 Jefferson Street, and NY Studio Factory and My Hub Studios, both located at 2 St. Nicholas Avenue.

Other former warehouse and industrial buildings located just outside the secondary study area that have been retrofitted as creative studios and workspaces include Madwell (243 Boerum Street), a full-service advertising and market agency; Carto (201 Moore Street), a web-mapping software company; Elsewhere (599 Johnson Avenue), a multi-room music venue, nightclub, and arts space, and Remezcla (203 Moore Street), a media company. The former Schlitz Brewery at 95 Evergreen Avenue has been transformed into a five-story office building that houses the City's Human Resources Administration (HRA). In addition, the

[2] U.S. Decennial Census (2000, 2010, 2020) for Kings County Census Tracts 287, 289. 389, 391, 393, 395, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 441, 443, 445, 447, 449, 453, 481, 485, 489, & 493; and Queens County Census Tracts 535, 539, 545, 547, 549, 589, 591, & 595.

Jefferson, located at 455 Jefferson Street, is currently being renovated and will provide up to 125,000 sf of large floorplate office space targeting TAMi firms. It should also be noted that Netflix recently acquired the properties at nearby 333 Johnson Avenue (2019) and 375 Johnson Avenue (2020), which will include approximately 160,000 sf of new office space across the two sites, in addition to new studio and film production space, by the 2026 build year.[3] Each of these existing or planned office uses falls within or caters to the "TAMI" sector.

Retail space in the area increased 312.2 percent between 2010 and 2020, from approximately 12,948 sf of total building area in 2010 to approximately 53,377 sf in 2020. Much of this new retail includes entertainment venues (nightclubs, bars/lounges, theaters) as well as artisan food and drink establishments. During the same time, office space in the area increased 306.9 percent, from approximately 9,250 sf in 2010 to approximately 37,634 sf in 2020. These numbers highlight the massive changes in land use trends that have occurred in the socioeconomic study area during the past decade, with the development of over 40,400 sf of retail space and over 28,300 sf of office space.

The character of the study area, like that of many neighborhoods in New York City, is, in part, defined by the levels of pedestrian activity that exist. Preliminary analyses presented in **Chapter 4, "Transportation,"** show that foot traffic in the immediate vicinity of the Project Area is moderate, especially along Flushing Avenue and Wyckoff Avenue. This is due in part to the presence of the improved and vacant buildings on Projected Development Site 1 and the high presence of manufacturing/industrial uses within the study area. The Jefferson Street subway station, which serves the Canarsie (L) Local Line, also generates foot traffic within the study area. The Jefferson Street station is located beneath Wyckoff Avenue immediately adjacent to the Project Area and consists of two island platforms below street level. In addition, vehicular activity is concentrated along Flushing Avenue and is much lighter along Wyckoff Avenue, Irving Avenue, and Jefferson Street. Flushing Avenue is identified as a "local truck route," and likely contributes to the increased vehicle volumes along Flushing Avenue.[4]

Based on field measurements and noise monitoring, the Project Area is located in an area with moderate ambient noise levels. As noted in **Chapter 6, "Noise,"** existing noise levels along Flushing Avenue, Wyckoff Avenue, and Jefferson Street were within the "Marginally Unacceptable (I)," "Marginally Unacceptable (II)," and "Acceptable" CEQR Noise Exposure categories, respectively. The predicted noise levels under the Proposed Actions are not expected to increase in exceedance of the 3 dBA CEQR threshold, and the predicted L_{10} noise levels in proximity to the Projected Development Sites are typical of many neighborhoods in New York City and are not a defining feature of the neighborhood.

Assessment of the Potential to Affect the Defining Features of the Neighborhood

The sections below discuss potential changes resulting from the Proposed Actions in the following technical areas that are considered in the neighborhood character assessment pursuant to the *CEQR Technical Manual*: land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; shadows; transportation; and noise. The assessment uses the findings from the respective attachments from the EAS and chapters of this EIS to identify whether the Proposed Actions would result in any significant adverse impacts or moderate adverse effects in these technical areas and whether any such changes would have the potential to affect the defining features of neighborhood character. As described below, defining features of the study area neighborhood would not be affected

[3] https://therealdeal.com/2020/11/03/netflix-landlord-in-bushwick-snaps-up-property-across-street/

[4] Trucks with an origin or destination for the purpose of delivery, loading, or servicing are limited to using designated local truck routes in New York City.

either through the potential of any significant adverse impacts or a combination of moderate effects in these technical areas.

Land Use, Zoning, and Public Policy

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Action on land use, zoning, and public policy, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. The Proposed Action would facilitate the development of a mixed-use development project with commercial office and local retail, light industrial, community facility, and publicly accessible open space uses in an area where there is strong demand for these uses and that is well-served by infrastructure and public transportation. As there are currently limited retail uses within the study area, the Proposed Action would also introduce ground-floor local retail uses on the projected development sites in an area that does not have an abundance of local retail. Additionally, the Proposed Action would support and preserve light industrial/manufacturing uses in the North Brooklyn Industrial Business Zone (the "North Brooklyn IBZ").

The Proposed Action would allow new commercial, light industrial, and community facility development at a scale and density that is compatible with neighboring recently planned projects, including 25 Stewart Avenue adjacent to the Project Area. The Proposed Action would ensure that the zoning designation more accurately reflects the area's development trends. Approval of the zoning map amendment would help to create opportunities for retail, office, and community facility (medical office) uses that have limited siting opportunities, and maintain and expand the light industrial and manufacturing character of the East Williamsburg and Bushwick neighborhoods while allowing a mix of other complementary uses that are permitted within the proposed M1-5 zoning district. The proposed commercial, light industrial, and community facility uses would be consistent with and directly support the public policies outlined in *OneNYC* and *New York Works*, which seek to diversify the City's economic base and increase middle-class employment in the City.

As described in **Chapter 2, "Land Use, Zoning, and Public Policy,"** no significant adverse impacts related to land use, zoning, or public policy would occur in the future with the Proposed Action. The Proposed Action would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policies in the surrounding area. The Proposed Action would not result in land uses that conflict with surrounding land uses or public policies applicable to the Projected Development Sites or the secondary study area.

Socioeconomic Conditions

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Action on socioeconomic conditions, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. As discussed in Attachment D, "Socioeconomic Conditions" of the EAS, it was concluded that the Proposed Action would not result in significant adverse socioeconomic impacts.

As discussed in the chapter, the area surrounding the Project Area supports a diverse amount of economic activity with an emerging commercial office and retail market. The Proposed Action and associated RWCDS would introduce a diverse mix of uses. All of the uses contemplated under the Proposed Action are established in the study area, and would not constitute new economic activities or alter existing economic patterns. The proposed office and local retail uses would be consistent with the existing and future mix of land uses in the study area and create new opportunities for businesses to expand and attract new companies. The study area has been experiencing commercial investment, including a limited amount of new construction and the transformation of former industrial buildings into a wide range of

commercial uses. Development facilitated by the Proposed Action would be consistent with recent mixed-use development in the study area.

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 without the Proposed Action. Changes are already occurring in the study area; the area is already experiencing a trend of increase in commercial uses, rents are relatively high, and most investment in the area over the past decade has been commercial development – including hotels, studio/film/production spaces, office, and creative workspaces. New industrial space has been limited and is largely being introduced in conjunction with new commercial space as mixed-use commercial and industrial developments. Through leveraging the demand for office space, newly constructed industrial spaces are being created within mixed-use developments that provide flexible, modern workspaces that serve current industry needs and standards. Additionally, along with the proposed commercial and community facility spaces, the Proposed Action would also introduce a net increase of approximately 40,732 gsf of light industrial space in the Project Area, helping to alleviate any upward rent pressure experienced by these uses in the future with the Proposed Action.

Open Space

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Development on publicly accessible open space, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. As discussed in **Chapter 3, "Open Space,"** the Proposed Action would not have a direct impact on open space resources in the study area nor would they result in the physical loss of existing public open space resources or significant adverse shadow, air, noise, or other environmental impacts that would affect the usefulness of any study area open space. While the detailed analysis determined that the Proposed Action would result in a decrease in the passive open space ratio of over five percent, the passive open space ratio would remain above the City's planning guideline of 0.15 acres per 1,000 non-residents. Additionally, the Project Area is located within a Walk to a Park Service Area, and therefore, is not located within a walk gap area (i.e., an area of the City that is not within a walking distance to a park). As such, workers within the open space study area would continue to have access to passive open space resources, and there would be no significant adverse impact on open space as a result of the Proposed Action. Furthermore, although the Proposed Project would increase the demand for passive open space for the daytime population in the study area, that demand could be partially absorbed by the 0.11-acre, at-grade private open space (a.k.a. the "pedestrian alley") that would be provided on Projected Development Site 1 in the future with the Proposed Action, as well as the approximately 0.33 acres of outdoor private office amenity space located on the Proposed Project's second- and fourth-floor terraces.

Shadows

Defining features of the neighborhood would not be adversely affected due to potential shadow effects of the Projected Development Sites, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. As discussed in Attachment F, "Shadows" of the EAS, the incremental shadows from the Projected Development Sites would result in incremental shadow coverage on one greenstreet at the intersection of Flushing Avenue and Varick Avenue. All study area open spaces would continue to receive a minimum of six to eight hours of direct sunlight throughout the growing season, and the Proposed Action would not have significant adverse effects on any vegetation or adversely affect the usability/enjoyment of the greenstreet.

Urban Design and Visual Resources

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on urban design and visual resources, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section.

Street Pattern and Streetscape

Development facilitated by the Proposed Action would be built on an existing block, and would not entail any changes to topography, street pattern, block shapes, or natural features. Development facilitated by the Proposed Action would introduce street trees to sidewalks in the Project Area in accordance with the Zoning Resolution. In addition a pedestrian alley would be incorporated on Projected Development Site 1, creating a small retail corridor within the site.

Buildings

As described in Attachment G, "Urban Design and Visual Resources" of the EAS, the Proposed Action and RWCDS would result in four new buildings in the Project Area. a significant change to the urban design character of the Project Area. Projected Development Site 1 would include a single-story (18-foot-tall) retail building and a 14-story (208-foot-tall, not including mechanical bulkhead) mixed-use building. The larger building at Projected Development Site 1 would reach five-stories (82 feet) in height before setting back from the streetwall. After a 28-foot setback from both Flushing Avenue and Jefferson Street the building would rise an additional four-stories (56 feet). The building would then setback again 24 feet from Flushing Avenue and Jefferson Street and rise another five-stories (70 feet) and reaching its maximum height. The location of the single-story building would create a small pedestrian alley at Projected Development Site 1. Projected Development Sites 2 and 3 would include a six-story (85-foot-tall) and five-story (70-foot-tall) mixed-use building, respectively, that would each be built to the property line and would reach their maximum height without any setback from the streetwall. The height and bulk of the projected buildings would be substantially taller than the existing buildings within the Project Area, which currently range between one- and three-stories (between 15 and 43 feet-in-height). The increased scale, both in terms of bulk and height, would be a notable change from the pedestrian's perspective to the appearance and character of the Project Area compared to No-Action conditions.

Although the Proposed Action would result in buildings larger in height and bulk than those found in the immediate surrounding neighborhood, from a pedestrian's perspective at the street level, the future buildings would not obstruct important urban design characteristics or view corridors. Instead of several vacant, inactive industrial and warehousing buildings, the pedestrian experience of the area would include new buildings with active ground floor uses. At Projected Development Site 1, the proposed ground floor local retail space within the pedestrian alley that bifurcates the site would further increase pedestrian activity within and in the vicinity of the Project Area. Additionally, all development facilitated by the Proposed Action would be built in accordance with bulk requirements permitted by the proposed M1-5 zoning district. Also, the With-Action developments would be consistent with the street pattern and streetscape found immediately adjacent to the primary study area. Streetscape improvements and ground floor retail space on the public corridors, and the creation of new corridors along the pedestrian alley, would enhance the pedestrian realm, making the surrounding area more active and inviting. Further, while the With-Action developments would be prominent within the Project Area, the increased density at the Project Area would be appropriate considering the site's proximity located near public transit, including the Jefferson Street Station (L line), the B57 bus line, and two nearby CitiBike stations.

Compared to the future without the Proposed Action, in the future with the Proposed Action the visual appearance and thus the pedestrian experience of the Project Area would change considerably; however,

this change would not meet the *CEQR Technical Manual* threshold for a significant adverse urban design and visual resource impact in that it would not alter the arrangement, appearance, or functionality of the Project Area such that the alteration would negatively affect a pedestrian's experience of the area.

Natural Features and Open Space

Additionally, Projected Development Site 1 will include 0.11 acres of at-grade, private open space areas to be located between the proposed single-story and 14-story buildings on Projected Development Site 1, serving as a pedestrian alley and providing access to the small, project-generated retail corridor within the site. This pedestrian alley and pathway would improve access to and circulation within the Project Area, and would help to enhance the pedestrian experience under future conditions with the Proposed Action.

Visual Resources and View Corridors

There are no visual resources within, or visible from, the Project Area or within the study area, and therefore, the Proposed Action would not result in significant adverse impacts on visual resources.

Transportation

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Action on transportation, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. As described in **Chapter 4, "Transportation,"** the preliminary results show that the Proposed Action would result in significant adverse traffic and pedestrian impacts. As described in **Chapter 9, "Mitigation,"** most of the traffic and pedestrian element impacts could be fully or partially mitigated, although some unmitigated traffic impacts would remain.

Of the intersections that would remain unmitigated, nearly all of them (with exception to the unsignalized intersection of Flushing Avenue and Stewart Avenue during the weekday PM peak period, and the signalized intersection of Troutman Street and Irving Avenue during the Saturday peak period) would operate under congested conditions in at least one or more lane groups in the future without the Proposed Action. As such, the traffic impacts associated with the Proposed Action would not be expected to result in substantial changes to neighborhood character. Moreover, as described above, the study area's traffic conditions are not a defining feature of the neighborhood character of the area; the neighborhood includes both narrow one-way streets, often carrying one or two lanes of moving traffic and two-way higher capacity roadways characterized by moderate to moderately congested conditions during peak travel times.

As noted above, the character of the study area, like that of many neighborhoods in New York City, is, in part, defined by the levels of pedestrian activity that exist. Preliminarily, the Proposed Action would result in increases to pedestrian volumes, sidewalks, corner areas, and most crosswalks in the surrounding area have sufficient capacity to absorb new pedestrian users and analyzed sidewalks would continue to operate under slightly restricted conditions or better and would not represent a significant adverse impact on the character of the neighborhood. While the Proposed Action would result in a significant adverse impact to one crosswalk (i.e., the south crosswalk at the intersection of Flushing Avenue and Irving Avenue), according to **Chapter 9, "Mitigation,"** the impact would be fully mitigated with a 3.5-foot widening (to a total of 16.9 feet in width). The introduction of new vehicle volumes, despite the preliminary anticipated impacts that are disclosed in **Chapter 4**, would also not represent a significant adverse impact on the character of the neighborhood. Therefore, no significant adverse impacts to neighborhood character would result.

Noise

Defining features of the neighborhood would not be adversely affected due to potential noise effects of the Proposed Action, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. As described in **Chapter 6, "Noise,"** the Proposed Action would not result in significant adverse noise impacts.

Noise from the increased traffic volumes generate by the Proposed Action would not cause significant adverse noise impacts as the relative increases in noise levels would fall below the applicable *CEQR Technical Manual* significant adverse impact threshold (3.0 dBA). In terms of noise exposure categories, noise levels along area roadways adjacent to the Project Area would be classified as "Acceptable" along Jefferson Street, "Marginally Unacceptable (I)" along Flushing Avenue, and "Marginally Unacceptable (II)" along Wyckoff Avenue. Therefore, it was determined that special attenuation measures beyond standard construction practices would be required for all future building facades on the Projected Development Sites facing Flushing and Wyckoff avenues in order to maintain acceptable interior noise levels. Furthermore, the noise levels in proximity to the Project Area are typical of many neighborhoods in Brooklyn and New York City and would remain so in the With-Action condition; noise is not a defining feature of the neighborhood, and the incremental increase in noise levels resulting from the Proposed Action would not constitute a significant adverse impact on neighborhood character.