12 Franklin Street

Environmental Assessment Statement

CEQR #: 18DCP099K

ULURP #: 180387 ZSK; N 180388 ZRK; 180389 ZSK

Prepared For:
NYC Department of City Planning

Prepared on Behalf of:
SDG Property Management LLC

Prepared by:
Philip Habib & Associates

August 17, 2018

12 FRANKLIN STREET

ENIRONMENTAL ASSESSMENT STATEMENT

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EAS Form

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 12 Franklin Street

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP099K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
180387 ZSK; N 180388 ZRK; 180389 ZSK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT 12 Franklin Property Co LLC, 12 Franklin 230 LLC, 12 Franklin 197 LLC		
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin, AICP			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Melanie Meyers		
ADDRESS 120 Broadway			ADDRESS One New York Plaza		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10004
TELEPHONE 212-720-3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 212-859-8785	EMAIL Melanie.Meyers@friedfrank.com	

5. *Project Description*

This EAS considers the discretionary actions requested by 12 Franklin Property Co LLC, 12 Franklin 230 LLC, 12 Franklin 197 LLC, the Applicant, that would facilitate the development of a seven-story light industrial and commercial office building comprising approximately 167,174 gross square feet (gsf), including an approximately 17,275 gsf accessory parking facility on the cellar level. The Proposed Development would be constructed on the block bound by Franklin Street, Meserole Avenue, Gem Street, and North 15th Street in the Williamsburg/Northside neighborhood of Brooklyn Community District (CD) 1.

The actions include (i) a zoning text amendment affecting the entire block (Block 2614, Lots 1, 3, 8, 16, 19, and 24) (the "Project Area"), and (ii) special permits pursuant to ZR Sections 74-962 and 74-963 for a development to be built on three of the tax lots (Lots 1, 3, and 8) (the "Development Site"). The discretionary actions proposed by the Applicant would facilitate the development of a seven-story light industrial and commercial office building comprising approximately 167,174 gsf. The proposed development would include approximately 126,352 gsf of local retail, restaurant and commercial office uses and approximately 23,547 gsf of light manufacturing uses. Both the local retail and restaurant uses (approximately 16,831 gsf combined) are permitted by the underlying M1-2 district ["Permitted Uses"]. The first floor would be used primarily for retail and/or eating establishments (approximately 16,831 gsf) with loading and service areas located on Gem Street and the main building lobby located on North 15th Street. Approximately 23,547 gsf of light manufacturing uses ["Required Industrial Uses"] are proposed on the second floor, with approximately 109,521 gsf of commercial office space above. While a rooftop eating or drinking establishment may be located on the 6th and 7th floors, this document assumes that this floor area will contain additional commercial office space for conservative analysis purposes. The project is proposed to include 36 accessory parking spaces, rather than the 367-389 parking spaces that would be required under the current zoning for the proposed mix of uses, and two loading berths, instead of the three that would be required under current zoning.

The proposed building would be built pursuant to special permits under ZR Section 74-96 (Modification of Use, Bulk, Parking and Loading Regulations in Industrial Business Incentive Areas), which, if approved, would allow for a mixed commercial and light industrial building to be built to a maximum permitted floor area ratio (FAR) of 4.8. To achieve this, the Applicant seeks: (i) a zoning text amendment modifying ZR Section 74-96 to include the Project Area as a new Industrial

Business Incentive Area; (ii) a special permit pursuant to ZR Section 74-962 to increase the maximum floor area ratio for specific industrial, manufacturing, and commercial uses and to allow for an adjustment in height and setback controls; and, (iii) a special permit pursuant to ZR Section 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to modify the off-street parking requirements to reduce the required accessory parking to 36 parking spaces and to reduce the required loading from three berths to two berths.

The With-Action development would have an FAR of 4.8, with 0.57 FAR of retail use and eating and drinking establishments; 3.43 FAR for commercial office space qualifying as Incentive Uses; and 0.80 FAR of Required Industrial Uses, as required under the proposed Special Permit. The proposed Development would rise to seven stories to a maximum height of 110 feet.

The proposed Development would be in accordance with the bulk, site design, envelope, and urban design requirements that would be applicable to developments making use of the Special Permit.

While lots 16, 19, and 24 would be included in the Industrial Business Incentive Area, there are no specific proposals to redevelop the non-Applicant owned lots pursuant to the proposed Special Permit. Any future development on the sites pursuant to ZR Section 74-962 is unlikely given the separate ownership of the tax lots and the unique geometry, and in any event would require a Special Permit (a discretionary action), which would be subject to further CEQR review.

It is anticipated that construction of the proposed Development would commence in 2019 and that construction activities would occur over a 20-month period, with building occupancy in 2021. Accordingly, the EAS uses a 2021 Build Year for analysis purposes.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 12 Franklin Street
TAX BLOCK(S) AND LOT(S) Block 2614; Lots 1, 3, 8, 16, 19, and 24		ZIP CODE 11222
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Bound by Franklin Street on the west, Meserole Avenue on the north, Gem Street on the east, and North 15th Street on the south		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-2		ZONING SECTIONAL MAP NUMBER 12c

6. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☐ YES ☐ NO ☐ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☐ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 74-96; 74-962; 74-963 to modify 43-12; 44-20; 44-50

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
	☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

7. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 47,527 Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 47,527 Other, describe (sq. ft.): 0

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 167,174
NUMBER OF BUILDINGS: 1 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 167,174
HEIGHT OF EACH BUILDING (ft.): 110 NUMBER OF STORIES OF EACH BUILDING: 7

Does the proposed project involve changes in zoning on one or more sites? ☐ YES ☒ NO
If "yes," specify: The total square feet owned or controlled by the applicant:
The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 27,963 sq. ft. (width x length) VOLUME OF DISTURBANCE: ~279,630 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 27,963 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	N/A	126,352	N/A	23,547
Type (*e.g.,* retail, office, school)	N/A units	Local retail, office, restaurant	N/A	Light manufacturing

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 519*
Provide a brief explanation of how these numbers were determined:
1 Employee per 250 sf of office
3 Employees per 1,000 sf of local retail/restaurant uses
1 Employee per 250 sf of required industrial uses

*Represents the incremental number of employees over existing conditions.

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18-24

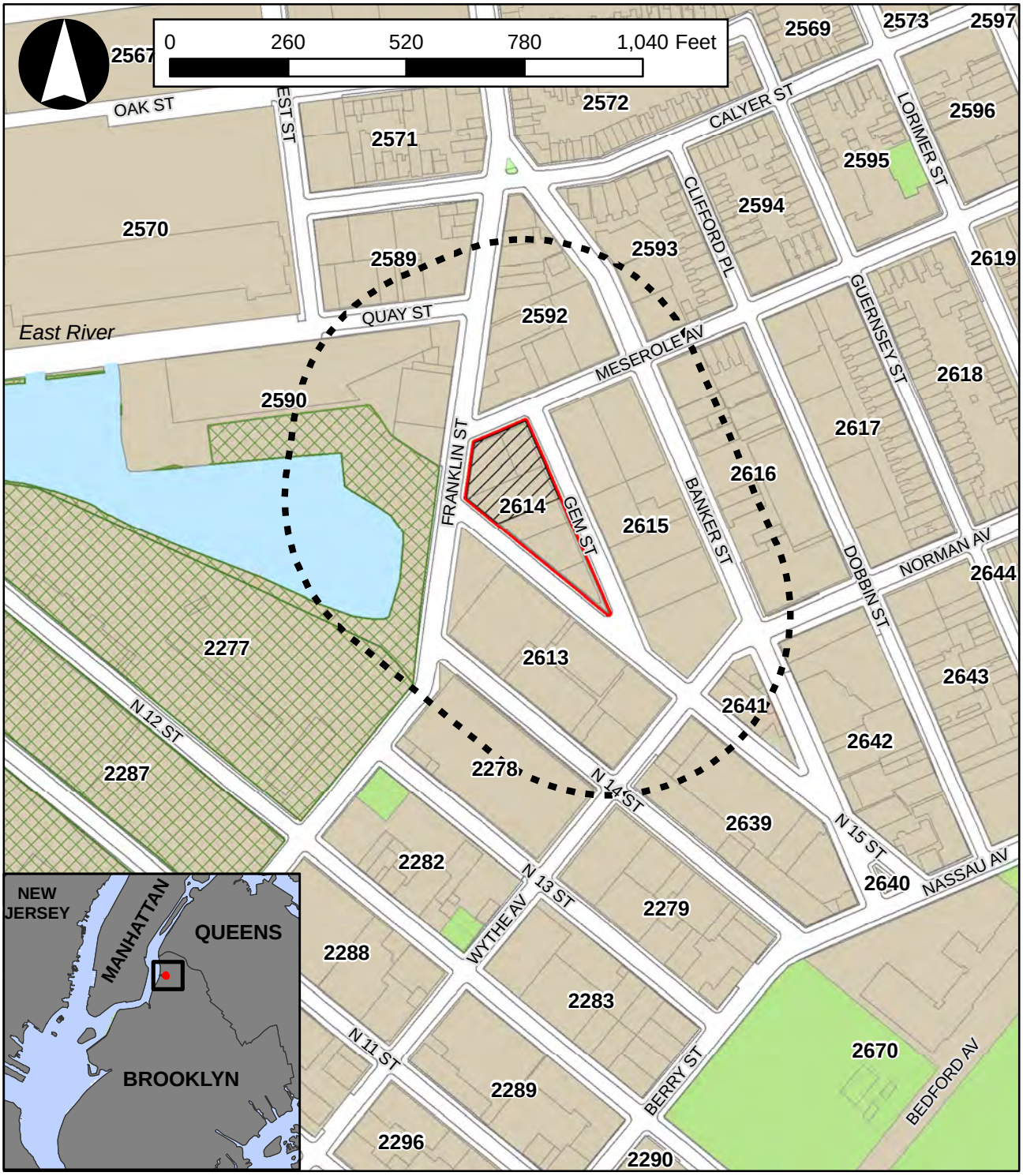
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Single phase, beginning with demo of existing buildings, then excavation for foundations, superstructure and windows and facades, followed by interior fit-up and finishes.

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

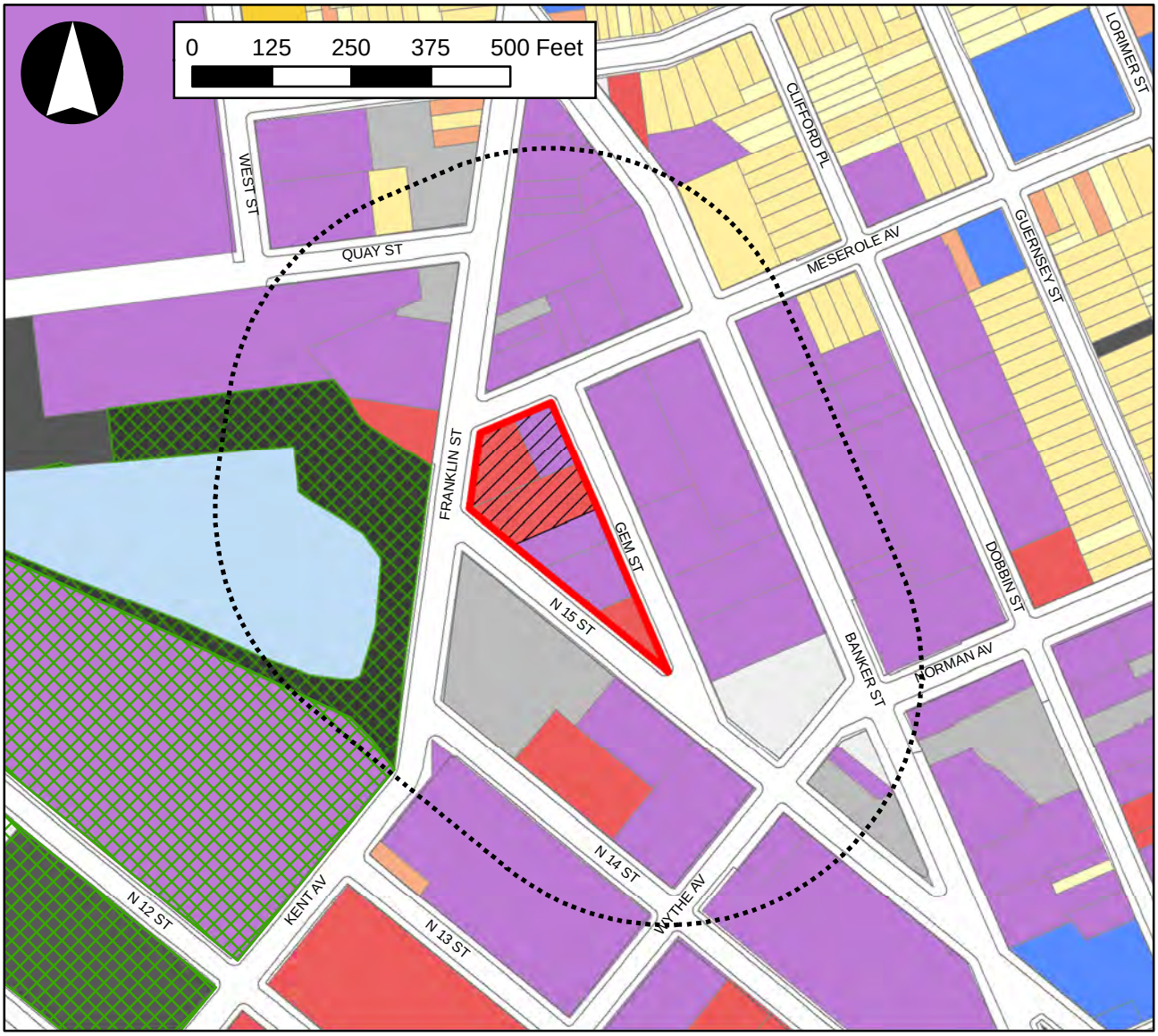
☐ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

Figure 1
Project Location



Legend

- 400-ft Radius
- Project Area
- **2614** Block number
- Open Space
- Proposed Development Site
- Future Bushwick Inlet Park

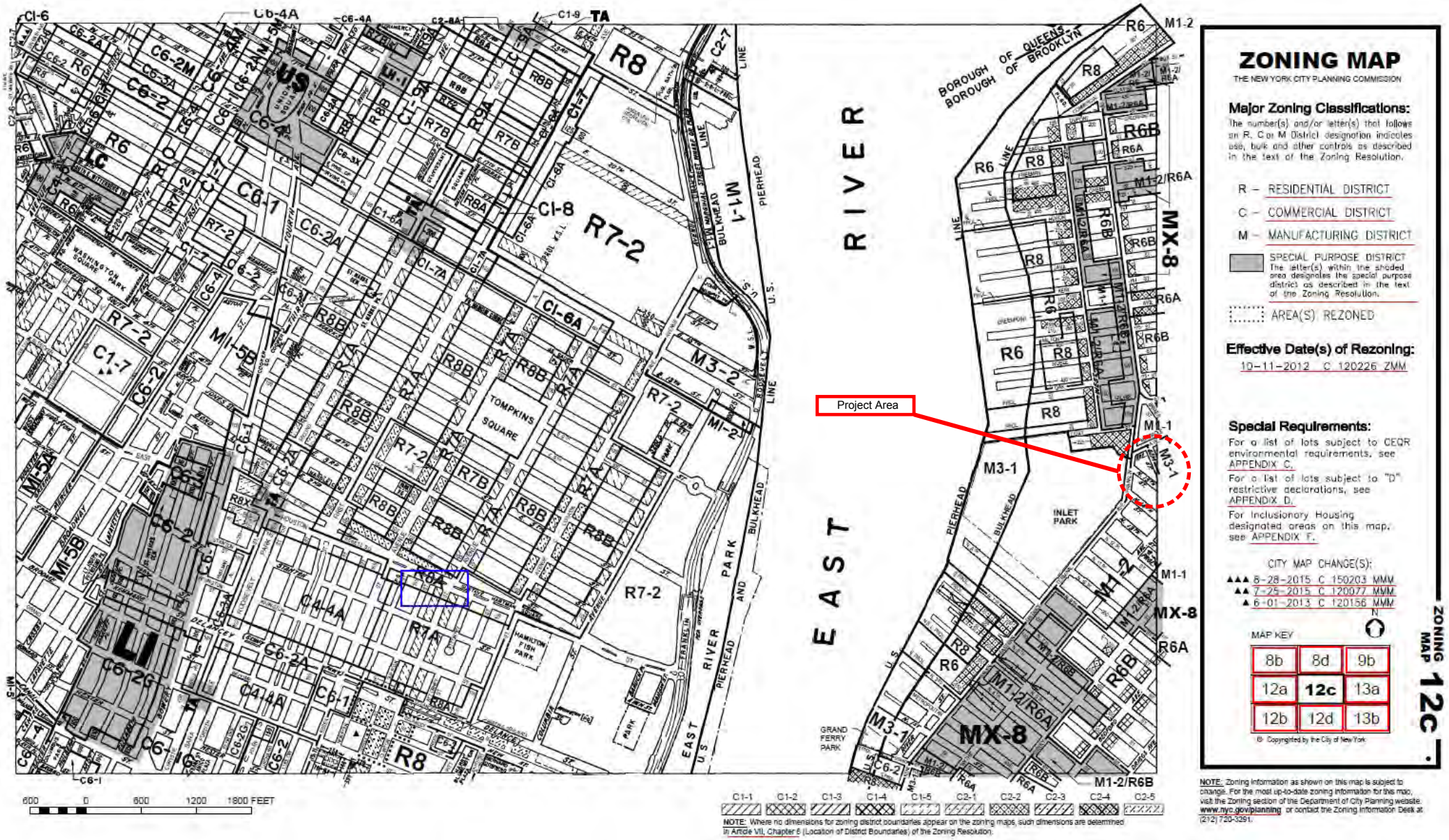


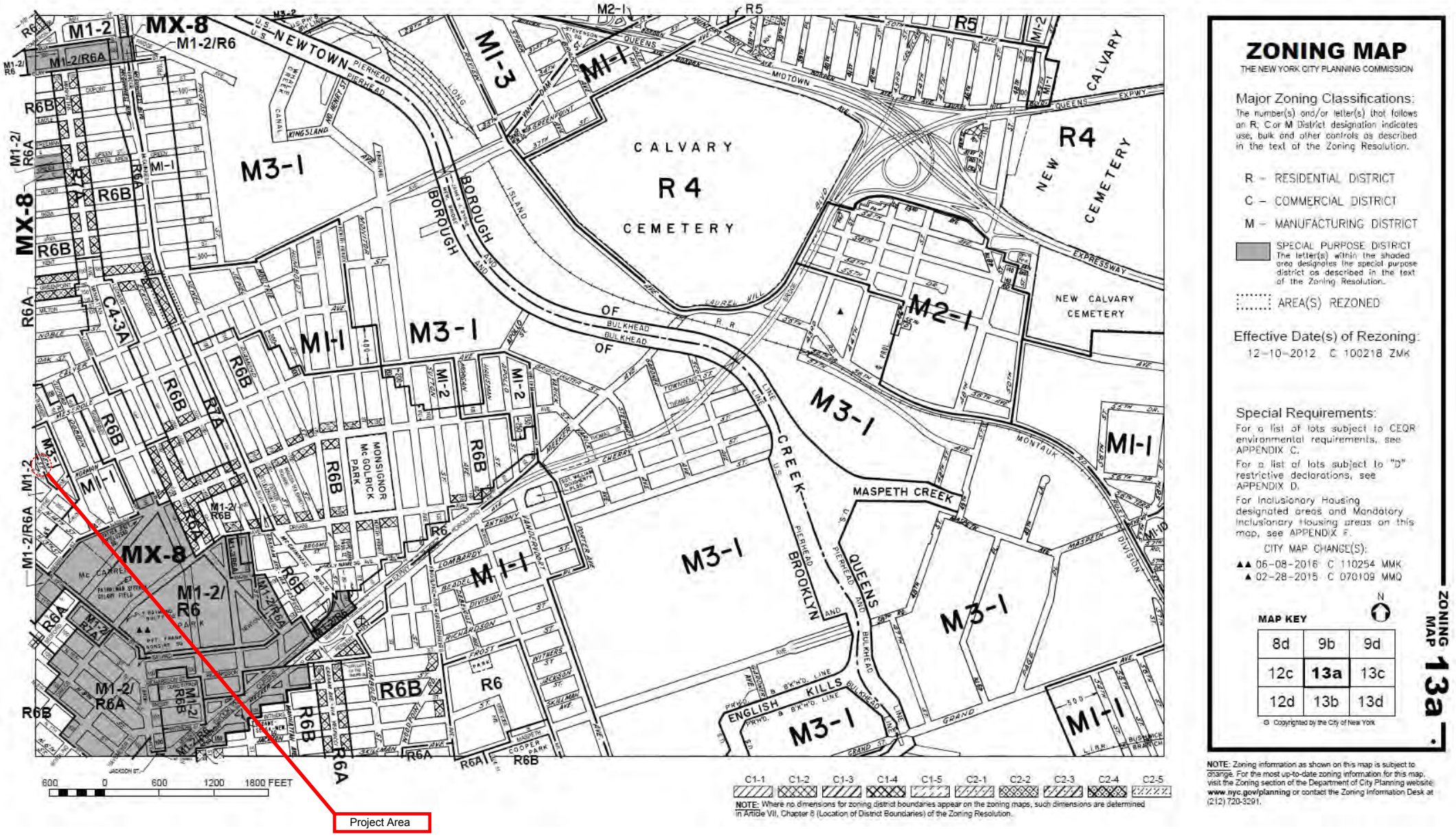
Legend

- 400-ft Radius
- Project Area
- Proposed Development Site
- Future Bushwick Inlet Park

Land Use

- One & Two Family Buildings
- Multi-family Walkup Buildings
- Multi-family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data


ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
10-11-2012 C 120226 ZMM
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
CITY MAP CHANGE(S):
▲▲▲ 6-28-2015 C 150203 MMM
▲▲ 7-25-2015 C 120077 MMM
▲ 6-01-2013 C 120156 MMM
MAP KEY
8b 8d 9b
12a 12c 13a
12b 12d 13b
© Copyrighted by the City of New York
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website, www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.
ZONING MAP 12c
Project Area
BOROUGH OF QUEENS
BOROUGH OF BROOKLYN
EAST RIVER
TOMPKINS SQUARE
INLET PARK
GRAND FERRY PARK
HAMILTON FISH PARK
WASHINGTON SQUARE
UNION SQUARE
600 0 600 1200 1800 FEET
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 5 (Location of District Boundaries) of the Zoning Resolution.


ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
12-10-2012 C 100218 ZMK
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas and Mandatory Inclusionary Housing areas on this map, see APPENDIX F.
CITY MAP CHANGE(S):
▲▲ 06-08-2016 C 110254 MMK
▲ 02-28-2015 C 070109 MMQ
MAP KEY
8d 9b 9d
12c 13a 13c
12d 13b 13d
© Copyrighted by the City of New York
ZONING MAP 13a
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 8 (Location of District Boundaries) of the Zoning Resolution.
600 0 600 1200 1800 FEET
Project Area
CALVARY
R4
CEMETERY
NEW CALVARY CEMETERY
MASPETH CREEK
BROOKLYN QUEENS EXPRESSWAY
BOROUGH OF BULKHEAD
ENGLISH KILLS
MONSIGNOR Mc GOLDRICK PARK
M1-1
M1-2
M2-1
M3-1
MX-8
M1-2/R6
M1-2/R6A
R6
R6A
R6B
C4-3A

FINANCE NEW YORK
MARTHA E. STARK
COMMISSIONER

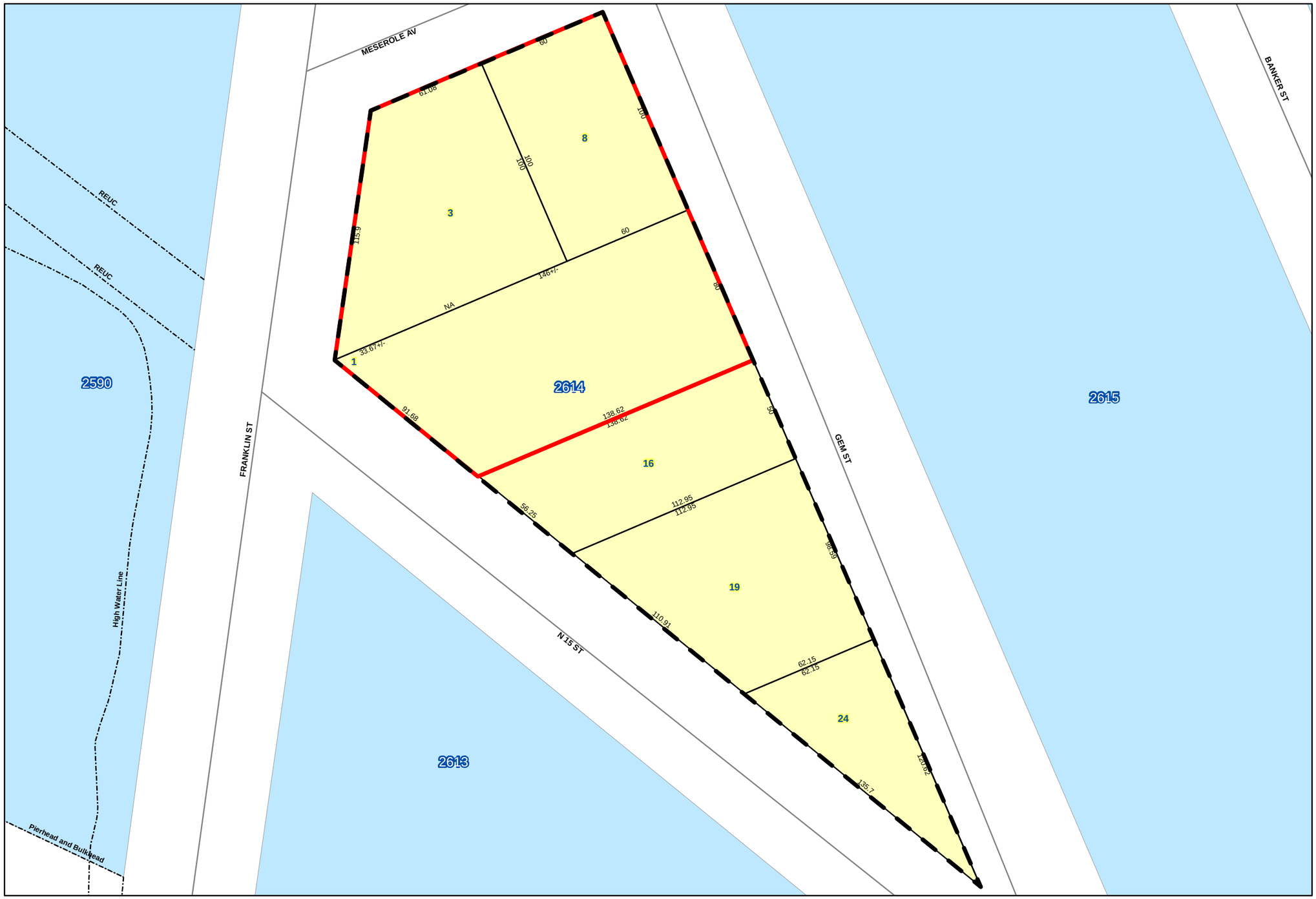
NYC Digital Tax Map

Effective Date : 12-05-2008 13:59:07
End Date : Current

Brooklyn Block: 2614

Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Project Area
- Proposed Development Site



1. Aerial View of the Project Area and Development Site.

3. View southeast from Franklin Street along North 15th Street.

2. View northeast from Franklin Street along Meserole Avenue toward Gem Street.

4. View northwest of the Project Area from the intersection of Gem Street and North 15th Street.

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	☐	☒
o Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
o Directly displace more than 500 residents?	☐	☒
o Directly displace more than 100 employees?	☐	☒
o Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
o **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
o If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☒	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
o If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐

	YES	NO
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
o If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Possible USTs on-site.	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒

	YES	NO
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 21,458		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 40,382,040 MBtu		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. The Proposed Actions are not expected to result in any significant adverse impacts to the relevant technical areas.		

	YES	NO
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. The Proposed Actions not expected to result in any significant adverse impacts to the relevant technical areas.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☐	☒
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☐	☒
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. While sidewalk sheds would likely be required during construction, a protected pedestrian walkway would remain open throughout construction activities. No roadways, parking spaces, bicycle routes, crosswalks or corners are expected to be impeded by construction activities.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Melanie Meyers	8/17/2018

SIGNATURE

Melanie Meyers

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

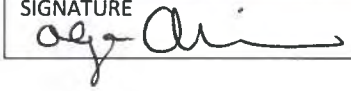
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, EARD	Department of City Planning
NAME	DATE
Olga Abinader	August 17, 2018

SIGNATURE



Attachment A

Project Description

I. INTRODUCTION

This EAS considers the discretionary actions requested by 12 Franklin Property Co LLC, 12 Franklin 230 LLC, 12 Franklin 197 LLC, the Applicant, that would facilitate the development of a seven-story light industrial and commercial office building comprising approximately 167,174 gross square feet (gsf), including an approximately 17,275 gsf accessory parking facility on the cellar level. The Proposed Development would be constructed on the block bound by Franklin Street, Meserole Avenue, Gem Street, and North 15th Street in the Greenpoint neighborhood of Brooklyn Community District (CD) 1. **Figure A-1** shows the project site location and **Figure A-2** shows an aerial view of the project site and the surrounding area.

The proposed actions include (i) a zoning text amendment affecting the entire block (Block 2614, Lots 1, 3, 8, 16, 19, and 24) to map a new Industrial Business Incentive Area (IBIA), and (ii) special permits pursuant to ZR Sections 74-962 and 74-963 for a development to be built on three of the tax lots (Lots 1, 3, and 8) (the "Development Site"). The discretionary actions proposed by the Applicant would facilitate the development of a seven-story light industrial and commercial office building comprising approximately 167,174 gsf (134,222 zoning square feet (zsf)) with approximately 17,275 gsf of accessory parking space on the cellar level. The proposed development would include approximately 109,521 gsf of commercial office use ["Incentive Uses"], approximately 10,000 gsf of local retail use, approximately 6,831 gsf of restaurant use, and approximately 23,547 gsf of light manufacturing uses. Both the local retail and restaurant uses (approximately 17,000 gsf combined) are permitted by the underlying M1-2 district ["Permitted Uses"]. The first floor would be used primarily for retail and/or eating establishments (approximately 17,000 gsf) with loading and service areas located on Gem Street and the main building lobby located on North 15th Street. Approximately 23,547 gsf of light manufacturing uses ["Required Industrial Uses"] are proposed on the second floor, with approximately 126,352 gsf of commercial office space, local retail and restaurant use making up the balance of the above grade space. While a rooftop eating or drinking establishment may be located on the 6th and 7th floors, this document assumes that this floor area would contain additional commercial office space for conservative analysis purposes. The project is proposed to include 36 accessory parking spaces (approximately 17,275 gsf) on the cellar level, rather than the 367-389 parking spaces that would be required under the current zoning for the proposed mix of uses, and two loading berths, instead of the three that would be required under existing zoning.

The Proposed Development would consist of seven stories and would be approximately 110 feet tall. The Proposed Development would have a Floor Area Ratio (FAR) of 4.8 and contain three categories of uses. These uses, described above, include: (i) 0.57 FAR of local retail use and eating and drinking establishments; (ii) 3.43 FAR for commercial office space qualifying as Incentive Uses (defined herein); and (iii) 0.80 FAR of Required Industrial Uses[1], as required under the proposed Special Permit. The Proposed Development also seeks a special permit to reduce the required number of parking and loading spaces to be more in keeping with the anticipated demand from the proposed mix of uses; as such, the Proposed Development would provide two loading docks and a 36-space below-grade accessory parking garage.

[1] "Required Industrial Uses" include manufacturing and light industrial uses that can meet the M1 performance standards. Typical manufacturing uses include art needle work, baking, jewelry manufacturing, printers, custom woodworking shops, and metal working.

Figure A-1
Project Location

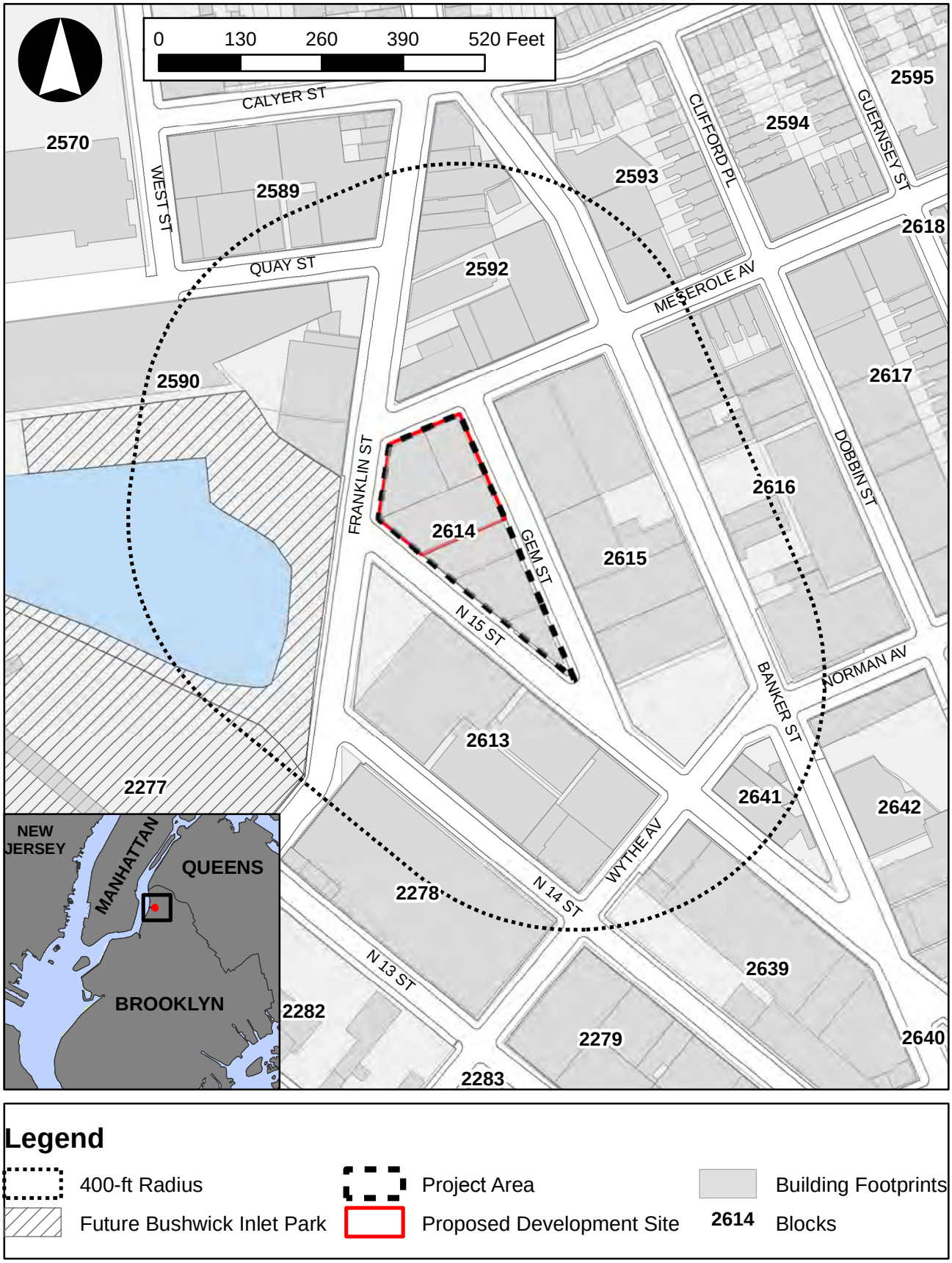
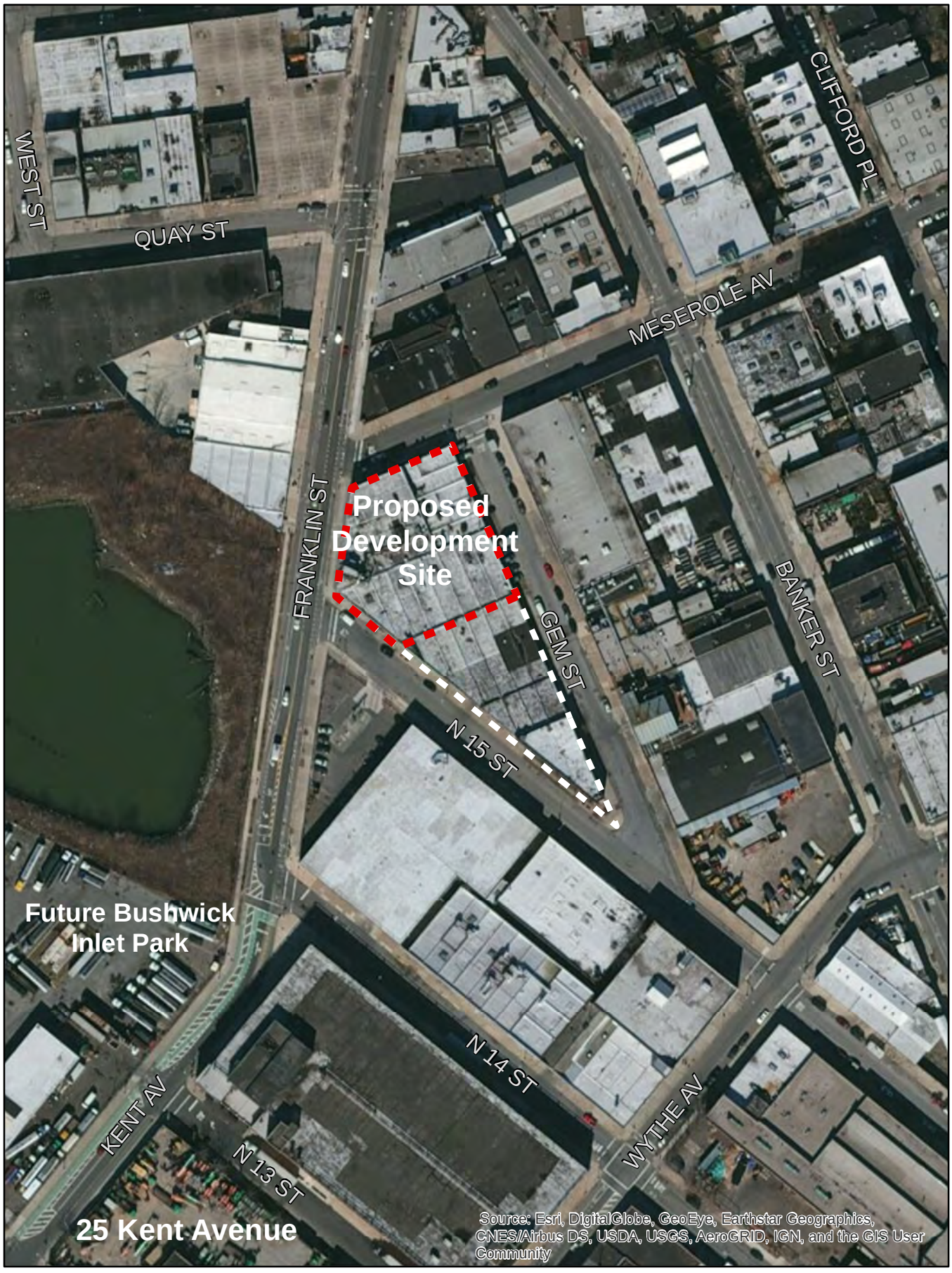


Figure A-2
Aerial Photos



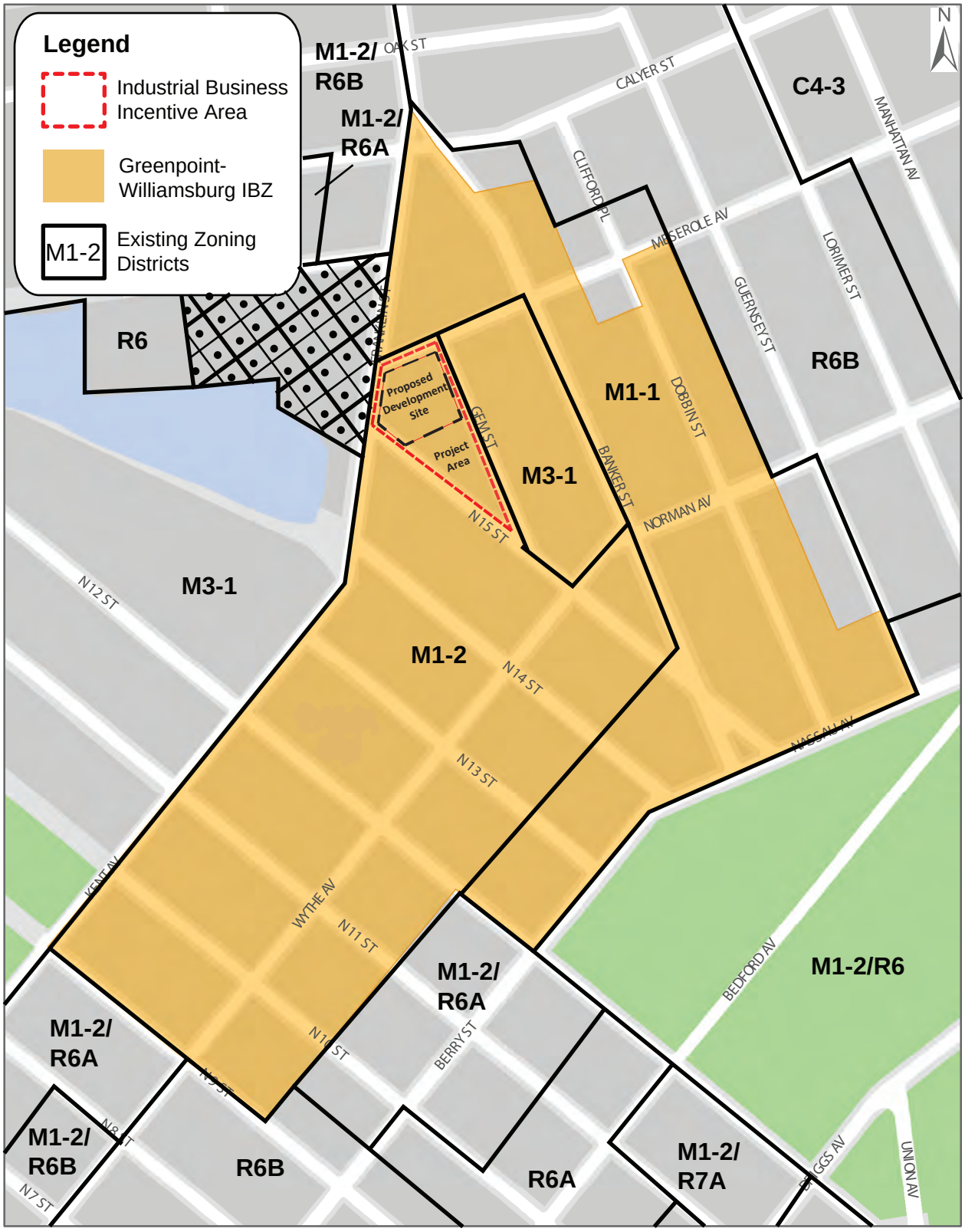
In order to facilitate the Proposed Development, the following land use actions are required:

- A zoning text amendment (the "Zoning Text Amendment") to modify Section 74-96 of the Zoning Resolution of the City of New York (the "Zoning Resolution" or "ZR"). The proposed Zoning Text Amendment would establish and map a new IBIA over the Project Area. ZR Section 74-96 was created as a result of a previous action for the development of a previous action for 25 Kent Avenue, but would be modified to formally map Block 2614 as a new IBIA. The proposed IBIA would be mapped on Block 2614, the block bounded by Franklin Street on the west, Meserole Avenue on the north, Gem Street on the east, and North 15th Street on the south. ZR Section 74-96 includes special permits available to properties within the defined boundaries of the IBIA, which allow modifications to the bulk and accessory off-street parking and loading requirements of the existing zoning district through a series of findings and conditions that are required for the special permit application (described in detail below). The IBIA to be mapped for this project as a result of the proposed Zoning Text Amendment would be a one-block area zoned M1-2 in the Greenpoint-Williamsburg Industrial Business Zone (the "Greenpoint-Williamsburg IBZ"). As shown in **Figure A-3**, the entirety of Block 2614 would be mapped as an IBIA. Three of the six tax lots on Block 2614 (Lots 1, 3, and 8) are Applicant-owned and would be developed as a result of the proposed actions. The balance of the Block, including Lots 16, 19, and 24, are not owned by the Applicant and are not expected to be redeveloped by the 2021 analysis year as a consequence of the proposed actions.
- A special permit for the Development Site pursuant to ZR Section 74-962 (Floor Area Increase and Public Plaza Modifications in Industrial Business Incentive Areas) for a floor area increase for certain uses to 4.8 FAR if Required Industrial Uses are provided. The special permit incentivizes the construction of commercial and/or manufacturing buildings that allocate a portion of their floor area to certain light industrial uses in Use Groups 11A, 16A, 16B, 17B, and 17C, as specified in Sections 32-20, 32-25, and 42-14 of the Zoning Resolution, as well as beverages, alcoholic or breweries (Use Group 18A) as listed in Section 42-15 (collectively, "Required Industrial Uses"). To incentivize construction of Required Industrial Uses, the requested special permit would allow additional floor area devoted to Incentive Uses above the base FAR of 2.0 for commercial and manufacturing uses. "Incentive Uses" are all uses permitted by the underlying M1-2 district, with the following exceptions: transient hotels in Use Group 5 (as specified in Section 32-14); uses in Use Groups 6A and 6C (as specified in Section 32-15); uses in Use Group 7A (as specified in Section 32-16); uses in Use Group 8C (as specified in Section 32-17); uses in Use Group 10A and any retail spaces accessory to wholesale offices or showrooms with storage restricted to samples in Use Group 10B (as specified in Section 32-19); uses in Use Groups 12 and 13 (as specified in Sections 32-21 and 32-22); and moving or storage offices with no limitation as to storage or floor area per establishment, packing or crating establishments, and warehouses (as specified in Section 32-25).

  For projects that devote one square foot of floor area to Required Industrial Uses, the special permit allows a 3.5 square-foot increase in maximum allowable floor area beyond the 2.0 FAR limitation on commercial and industrial uses of the underlying M1-2 district if certain design, envelope and urban design findings are met (provided that such development or enlargement does not include a transient hotel), resulting in a ratio of 1 square-foot of Required Industrial Use for every 2.5 square feet of Incentive Use. In no event may the resulting FAR exceed the maximum 4.8 FAR permitted in the M1-2 district. The Proposed Development would provide sufficient Required Industrial Uses to capture the full 2.0 FAR available, and the Proposed Development would be built to the maximum 4.8 FAR allowed. As part of the special permit, ZR Section 74-962 modifies the height and setback requirements of the underlying M1-2 district to allow for a building envelope incorporating the increased floor area; developments with a special permit under ZR Section 74-962 have a maximum base height of 75 feet and a maximum building height of 110 feet. Additional conditions apply regarding minimum sidewalk width, ground floor design, public plazas, and signs. A property owner must record a Notice of Restrictions against the property as a condition to the issuance of a building permit for a development

Figure A-3

Proposed Special Permit - Affected Area



Data Source: MapPLUTO copyrighted by the New York City Department of City Planning
Prepared by New York City Economic Development Corporation (MGIS Unit) 08/21/2013

subject to these use restrictions. This application would be the second to seek the special permit pursuant to ZR Section 74-962.

- A special permit pursuant to ZR Section 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to modify the number of loading berths and parking spaces required for the Proposed Development pursuant to the existing M1-2 zoning. The Proposed Development would provide two loading docks and a 36-space below-grade parking garage to satisfy the anticipated on-site demand.

In addition to the above, the mechanisms to ensure and document Required Industrial Uses would be required. A public placard would be mandatory to identify the site as containing Required Industrial Uses. Additionally, the Applicant would have to establish a website including information such as the name of Required Industrial Use businesses, the amount of floor area of each such business, and the use group, subgroup, and specific use of each such business.

The proposed actions are subject to environmental review under City Environmental Quality Review (CEQR) regulations and guidance.

By designating the Project Area as an IBIA, the Zoning Text Amendment would make existing special permits, allowed only in IBIAs, available on the Development Site. The Project Area, consisting of the entirety of Tax Block 2614, is zoned M1-2 and is also located within the Greenpoint-Williamsburg Industrial Business Zone[2] (the "Greenpoint-Williamsburg IBZ"), as detailed above and shown in **Figure A-3**.

By allowing Required Industrial Uses and Incentive Uses to occupy floor area beyond that permitted by the M1-2 use limitations in the Project Area, the Zoning Text Amendment seeks to diversify the economic base within the area and to increase employment opportunities.

The Proposed Development is expected to be completed and occupied by the end of 2021. Without discretionary approval, it is anticipated that the on-site conditions would remain unchanged from existing conditions.

This attachment provides a summary and description of the proposed project and its associated reasonable worst-case development scenario (RWCDS), including existing conditions of the area affected by the proposed project, purpose and need for the proposed actions, description of the proposed actions and associated development scenario, and the discretionary approvals required.

[2] As detailed in **Attachment C, "Land Use, Zoning and Public Policy,"** the Greenpoint-Williamsburg IBZ covers over twenty blocks (or portions thereof) in the Greenpoint and Williamsburg neighborhoods, and is generally bordered by Kent Avenue/Franklin Street to the west, Calyer Street and Meserole Avenue to the north, Banker, Dobbin, and Guernsey Streets to the east, and Nassau Ave/Berry Street and North 12th and North 13th Streets to the south. IBZs offer various incentives to prevent industrial uses from relocating outside of the City and represent a commitment by the City not to rezone these areas for residential uses. Within an IBZ, Industrial Business Solutions Providers offer industrial firms guidance accessing appropriate financial and business assistance programs, navigating and complying with regulatory requirements, developing workforces, and ensuring the neighborhood is well-maintained. The Industrial Business Solutions Provider for the Greenpoint-Williamsburg IBZ is Evergreen: Your North Brooklyn Business Exchange.

II. BACKGROUND AND EXISTING CONDITIONS

Description of the Development Site

The approximately 27,963 sf Development Site is comprised of three tax lots (Lots 1, 3 and 8) on Block 2614, although the entire block (including Block 2614, Lots 16, 19, and 24) would be mapped as an IBIA. As described below, no new development is anticipated on the three lots that are not Applicant-owned (Lots 16, 19 and 24). The Development Site is located in the Greenpoint neighborhood of Brooklyn (see **Figure A-1**). The Development Site is located on Franklin Street near Bushwick Inlet and is bounded by Franklin Street to the west, Meserole Avenue to the north, Gem Street to the east, and North 15th Street to the south.

The Development Site has historically been used for commercial, warehousing and manufacturing purposes. As shown in **Table A-1**, below, the site contains the following uses: Greenpoint Beer and Ale, a brewery/bar/restaurant of approximately 5,500 sf; Bacik, a storage/warehouse/distribution facility of approximately 5,500 sf; Eastern Metal, a plumbing supply company of approximately 7,000 sf; Northern Territory, a bar/restaurant of approximately 4,500 sf; and Scilabs Music, a music rehearsal space of approximately 6,000 sf. **Figure A-2**, shows an aerial view of the site and the surrounding area.

There are four existing buildings on the proposed Development Site at present. All of these buildings were built in 1931. The first two buildings are located at 12 Franklin Street (Lot 3). Lot 3 contains a two-story building that is 30 feet tall and a one-story building. Existing uses on Lot 3 include a plumbing supply store and a bar and restaurant. The existing one-story building at 7 North 15th Street (Lot 1) is currently occupied by a brewery, bar, restaurant, and storage warehouse. The fourth building at 8 Meserole Avenue (Lot 8) is a one-story, 14-foot-high building. The 6,000 gsf building is currently occupied by Scilabs Music and is used as a music rehearsal space.

Figure F-4 shows the building FAR and **Figure F-5** shows the primary study area building heights. As shown in these figures, the study area is predominantly comprised of low-rise, low-FAR buildings of 1 and 2-stories, with taller buildings located at the northern and northeastern limits of the study area.

Table A-1: Existing Tenants on the Development Site

Block	Lot	Address	Business Name	Business Description	Approximate Square Feet in Lease
2614	1	7 North 15th Street/ 27 Gem Street	Greenpoint Beer and Ale	Brewery/Bar/Restaurant	5,500
	1	7 North 15th Street/ 27 Gem Street	Bacik	Storage/Warehouse/Distribution	5,500
	3	12 Franklin Street	Eastern Metal	Plumbing Supply	7,000
	3	12 Franklin Street	Northern Territory	Bar/Restaurant	4,500
	8	8 Meserole Avenue	Scilabs Music	Music Rehearsal Space	6,000
				Total Square Footage	**28,500**

The Development Site (zoned M1-2) is located within the 175-block area rezoned in the 2005 Greenpoint-Williamsburg Rezoning. M1 districts are often buffers between M2 and M3 districts and adjacent to residential or commercial districts. Nearly all industrial uses are allowed in M1 districts if they meet the M1 performance standards. Offices, hotels, and most retail uses are also permitted. Certain community uses, such as ambulatory care facilities, are allowed in M1 districts, and houses of worship are permitted as-of-right. M1-2 districts allow a maximum FAR of 2.0 for manufacturing and commercial uses and up to 4.8 FAR for community facility uses, and building height and setbacks are controlled by a sky exposure

plane. Within M1-2 districts, off-street parking is required and varies by use. Prior to the Greenpoint-Williamsburg Rezoning, the Development Site was zoned M3-1.

Description of the Balance of the Project Area

As described above, a new IBIA would be designated over the entirety of the block containing the Development Site as part of the Proposed Project, including properties that are not part of the Development Site (Block 2614, Lots 16, 19, 24). The entire block is currently mapped M1-2. Lots 16, 19, and 24 are currently occupied by warehousing/distribution facilities and music studios. Lot 16 contains a sheet metal storage and fabrication company that occupies the approximately 6,950 gsf, 1-story building on the 6,300 sf lot. Lot 19 contains Steintex Manufacturing LLC, a wholesale clothing trade company, which is located within a 10,976 gsf, 1-story building on the 8,526 sf lot. Lot 24 is an approximately 3,738 sf lot that contains an approximately 5,900 gsf, 2-story building that was converted into commercial office space in 2017. The three lots total approximately 18,564 sf with approximately 23,826 gsf of combined building area. The balance of the Project Area is located in a M1-2 zoning district.

Description of the Surrounding Area

The Development Site is located in Greenpoint, Brooklyn and is located within the Greenpoint-Williamsburg Industrial Business Zone (the "G-W IBZ"). This area is characterized by a wide variety of industrial, commercial, and residential land uses and various building types. In addition to its mix of uses and built character, the surrounding area contains large public open spaces. The predominant land use in the 400-foot study area is light manufacturing. The 400-foot study area also includes several commercial uses and two residential buildings. Current land uses in the 400-foot study area reflect both longstanding manufacturing and industrial buildings (some of which have been converted to commercial uses).

Though the neighborhood has seen significant changes in the past ten years, there have been only two new building developments or conversions within the secondary study area recently. A new building permit has been filed for a three story commercial building at 14 Wythe Avenue, which would create 43,382 gsf of new commercial space including a distillery, restaurant, office space, and 107 off-street parking spaces in the cellar. Additionally, a building conversion and enlargement is underway at an existing two-story manufacturing building, 193 Banker Street.

The majority of buildings in the secondary study area are built to the lot lines, creating continuous street walls throughout the area. Buildings within the secondary study area are typically two-stories or one-story tall. The older industrial buildings tend to be built from either brick or concrete, with more recently renovated buildings featuring glass windows in place of loading area garage doors commonly found on manufacturing buildings in the area.

The Project Area and the area to the south is mapped as M1-2, whereas the area to the east is mapped as M3-1 and M1-1. M1-1 is also mapped to the north. Residential uses are more common several blocks to the north, east and south of the site. M1-1 districts are light manufacturing/industrial districts that have 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. 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 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 thirty feet above the street line. Within M1-1 districts, off-street parking is required and varies by use.

M3 districts are designated areas for heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. M3 districts are usually located near the waterfront and buffered from residential areas. The maximum FAR in M3 districts is 2.0, with a maximum base height before setback of 60 feet. Buildings in M3 districts are governed by the sky exposure plane. M3-1 districts are subject to the same parking requirements as M1-1 and M1-2 districts.

The area to the west of the Project Area is mapped parkland. The area designated to become the 27-acre Bushwick Inlet Park (west of Franklin between North 9th and Quay Street) was mapped as parkland as part of the Greenpoint-Williamsburg rezoning in 2005. East River State Park occupies 7 acres between North 7th and North 9th Street, and the first phase of Bushwick Inlet Park currently occupies the area between North 9th and North 10th Street.

The Greenpoint-Williamsburg Waterfront Action Plan (WAP) was also established as part of the 2005 Greenpoint-Williamsburg Rezoning and became part of the zoning text at that time. The Greenpoint-Williamsburg WAP tailors the public access requirements of waterfront zoning to the specific conditions of a particular waterfront, and identifies the locations of particular access elements. Immediately west of the Development Site is Parcel 20 of the WAP. Parcel 20, along with adjacent Parcels 19, 21, and 22 are designated as public parks under Zoning Resolution Section 62-931(d)(10). The City has been proceeding with the phased acquisition, remediation and development of those parcels as park space.

Another significant public open space is the 35-acre McCarren Park which lies on the border of Greenpoint and Williamsburg, two blocks to the southeast of the Project Area.

The surrounding Greenpoint-Williamsburg rezoning area has seen significant changes since 2005, including new hotel, office, and residential development. South of the Project Area, the Wythe Hotel (at 75 North 11th Street) opened in 2012, and Amazon developed a 40,000 sf photo studio and office space at 35 Kent Avenue. Additionally, the eight story, approximately 405,156 gsf 25 Kent Avenue development, which is the first project in the City to be developed pursuant to ZR Section 74-96 with special permits pursuant to ZR Section 74-962 and Section 74-963, is being constructed three blocks to the south of the project site.

Other developments in the immediate area include the Vice Magazine offices at 99 North 10th Street and a residential building at 34 Berry Street (constructed in 2008); the 21-story William Vale hotel was recently completed southeast of the Project Area at 55 Wythe Avenue, and the Williamsburg Hotel, an eight-story hotel at 97 Wythe Avenue, was recently completed. These new developments are interspersed with existing light manufacturing uses typical of mixed-use districts, including Albest Metal Stamping at 1 Kent Avenue and Star Poly Bag, Inc. at 94 North 13th Street. Ground floor retail is also interspersed throughout the surrounding area.

Area Transportation

The area surrounding the Project Area is served by several public transit options. The Nassau Avenue G subway station (located to the southeast at the intersection of Nassau and Manhattan Avenues) is approximately 0.4 miles to the southeast of the Project Area and the Bedford Avenue L subway station (located to the south at the intersection of Bedford Avenue and North 7th Street) is approximately 0.7 miles from the Project Area. In addition, the B32 bus (connecting Williamsburg Bridge Plaza and Long Island City) runs along Franklin Street/Kent Avenue and Wythe Avenue, the B62 bus (connecting Downtown Brooklyn/Fulton Mall and Long Island City) runs along Bedford and Driggs Avenues, and the B43 bus (connecting Lefferts Gardens/Prospect Park and Greenpoint) runs along Manhattan Avenue and Graham

Avenue. The B32 bus also makes a wide variety of connections to other local bus lines along the Broadway commercial corridor in Brooklyn, including connections with the B24, B39, B46, B60, B62, Q54 and Q59 bus lines. The North Williamsburg stop on the NYC Ferry East River route is located less than 0.6 miles to the south of the Development Site at the western terminus of North 5th Street. There are two nearby CitiBike stations, at the corner of Banker Street and Meserole Avenue and at the corner of North 15th Street and Wythe Avenue. Taken together, these transit options provide access to the Project Area from much of north Brooklyn and beyond.

III. PROPOSED PROJECT

Actions Necessary to Facilitate the Proposed Development

As described above, the Proposed Development requires the following approvals from the CPC:

- A Zoning Text Amendment to modify Section 74-96 of the Zoning Resolution. The proposed Zoning Text Amendment would establish and map a new Industrial Business Incentive Area. The Industrial Business Incentive Area for this project, created by the proposed Zoning Text Amendment, would consist only of the one block that contains the Development Site. By designating the Project Area as an IBIA, the Zoning Text Amendment would allow for the pursuit of existing special permits in the Zoning Resolution (described in detail below) and available in IBIAs. The intent of the Zoning Text Amendment is to encourage the development of a building with a desirable floor area mix of commercial and Required Industrial Uses. The special permits would allow the modification of bulk, parking, and loading regulations on the Development Site.
- A special permit for the Development Site pursuant to ZR Section 74-962 (Floor Area Increase and Public Plaza Modifications in Industrial Business Incentive Areas) to allow for a floor area increase for certain uses to 4.8 if Required Industrial Uses are provided. The 74-96 special permits incentivize the construction of commercial and/or manufacturing buildings that allocate a portion of their floor area to certain light industrial uses in Use Groups 11A, 16A, 16B, 17B, and 17C, as specified in Sections 32-20, 32-25, and 42-14 of the Zoning Resolution, as well as beverages, alcoholic or breweries (Use Group 18A) as listed in Section 42-15 (collectively, "Required Industrial Uses"). To incentivize construction of Required Industrial Uses, ZR Section 74-96 allows additional floor area devoted to Incentive Uses above the base FAR of 2.0 for commercial and manufacturing uses. "Incentive Uses" are all uses permitted by the underlying M1-2 district, with the following exceptions: transient hotels in Use Group 5 (as specified in Section 32-14); uses in Use Groups 6A and 6C (as specified in Section 32-15); uses in Use Group 7A (as specified in Section 32-16), uses in Use Group 8C (as specified in Section 32-17); uses in Use Group 10A and any retail spaces accessory to wholesale offices or showrooms, with storage restricted to samples in Use Group 10B (as specified in Section 32-19); uses in Use Groups 12 and 13 (as specified in Sections 32-21 and 32-22); and moving or storage offices with no limitation as to storage or floor area per establishment, packing or crating establishments, and warehouses (as specified in Section 32-25). For projects that devote one square-foot of floor area to Required Industrial Uses, the special permit allows a 3.5 square-foot increase in maximum allowable floor area beyond the 2.0 FAR limitation on commercial and industrial uses of the underlying M1-2 district if certain design, envelope and urban design findings are met. In no event may the resulting FAR exceed the maximum 4.8 FAR permitted in the M1-2 district. The Proposed Development would provide sufficient Required Industrial Uses to allow development on the Project Site at the maximum 4.8 FAR allowed. As part of the special permit, ZR Section 74-962 modifies the height and setback requirements of the underlying M1-2 district to allow for a building envelope incorporating the increased floor area; developments with a special permit under ZR Section 74-962 have a maximum base height of 75 feet and a maximum building height of 110 feet. Additional conditions apply regarding minimum sidewalk width, ground

floor design, public plazas, and signs.[3] A property owner must record a Notice of Restrictions against the property as a condition to the issuance of a building permit for a development subject to these use restrictions. This application would be the second to seek the special permit pursuant to ZR Section 74-962.

- A special permit pursuant to ZR Section 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to modify the number of loading berths and parking spaces required for the Proposed Development pursuant to the existing M1-2 zoning. M1-2 zoning districts have a high parking requirement under ZR Section 44-20. For office use and most retail uses, one parking space is required for every 300 square feet of floor area. Most manufacturing and industrial uses, including many Required Industrial Uses, require one space for every 1,000 to 2,000 square feet of floor area without the special permit. ZR Section 44-20 would require between approximately 367 and 389 parking spaces for the Proposed Development, depending on the particular mix of uses, a number well in excess of project demand. The Applicant seeks a reduction of the parking requirement to 36 required parking spaces, which would be provided in a below-grade parking garage. Without this reduction, additional stories of parking would need to be constructed above-grade.

  The Applicant also seeks a reduction of the loading berth requirement (i) to reduce the number or loading berths required in the Proposed Development from three to two loading berths, and (ii) to reduce the required length of loading berths for manufacturing uses with 10,000 square feet of floor area or more from 50 feet to 40 feet.[4] Two 40-foot loading berth can accommodate the number of delivery truck anticipated at the Proposed Development.

The Zoning Text Amendment to create and map a new IBIA would help to create opportunities for uses that have limited siting opportunities. By incentivizing the Required Industrial Uses, the Zoning Text Amendment and the resulting special permits intend to maintain the light industrial and manufacturing character of the area, while allowing a mix of other uses that are permitted on an as-of-right basis within the existing M1-2 zoning district.

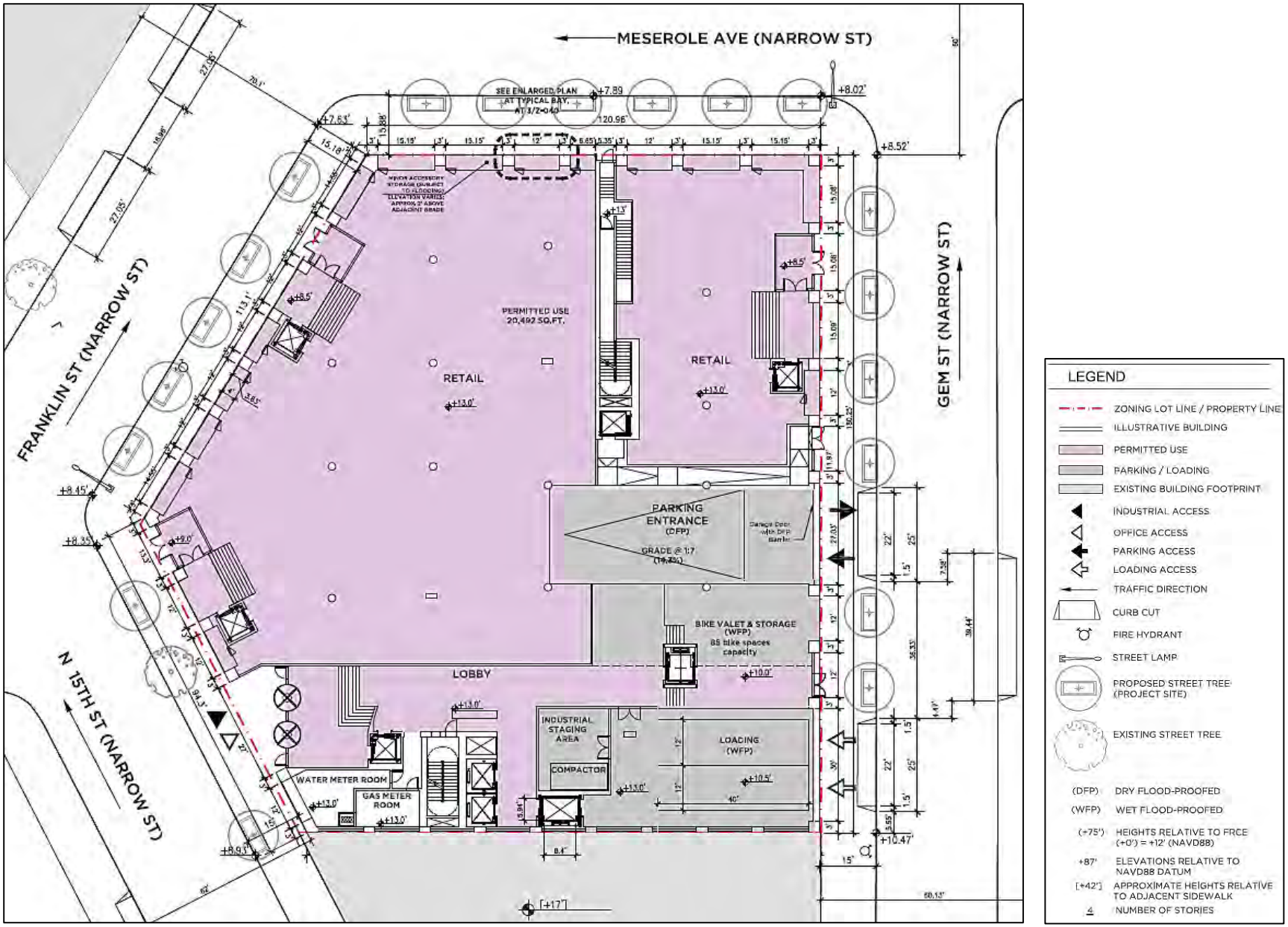
Proposed Development

The two requested special permits would facilitate a permit by the Applicant. The proposed project is the redevelopment of the 27,963 sf Development Site with an approximately 167,174 gsf primarily commercial office building. The Proposed Development (shown in **Figure A-4**) would consist of seven stories and would be approximately 110 feet tall (excluding rooftop mechanical equipment). The proposed development would include approximately 109,521 gsf of commercial office uses, 10,000 gsf of local retail, 6,831 gsf of restaurant use, and approximately 23,547 gsf of light manufacturing uses. Both the local retail and restaurant uses are permitted by the underlying M1-2 district ["Permitted Uses"]. The first floor would be used primarily for retail and/or eating establishments with loading and service areas located on Gem Street and the main building lobby located on North 15th Street. Approximately 23,547 gsf of light

[3] Other elements of the enacted text are not applicable here.

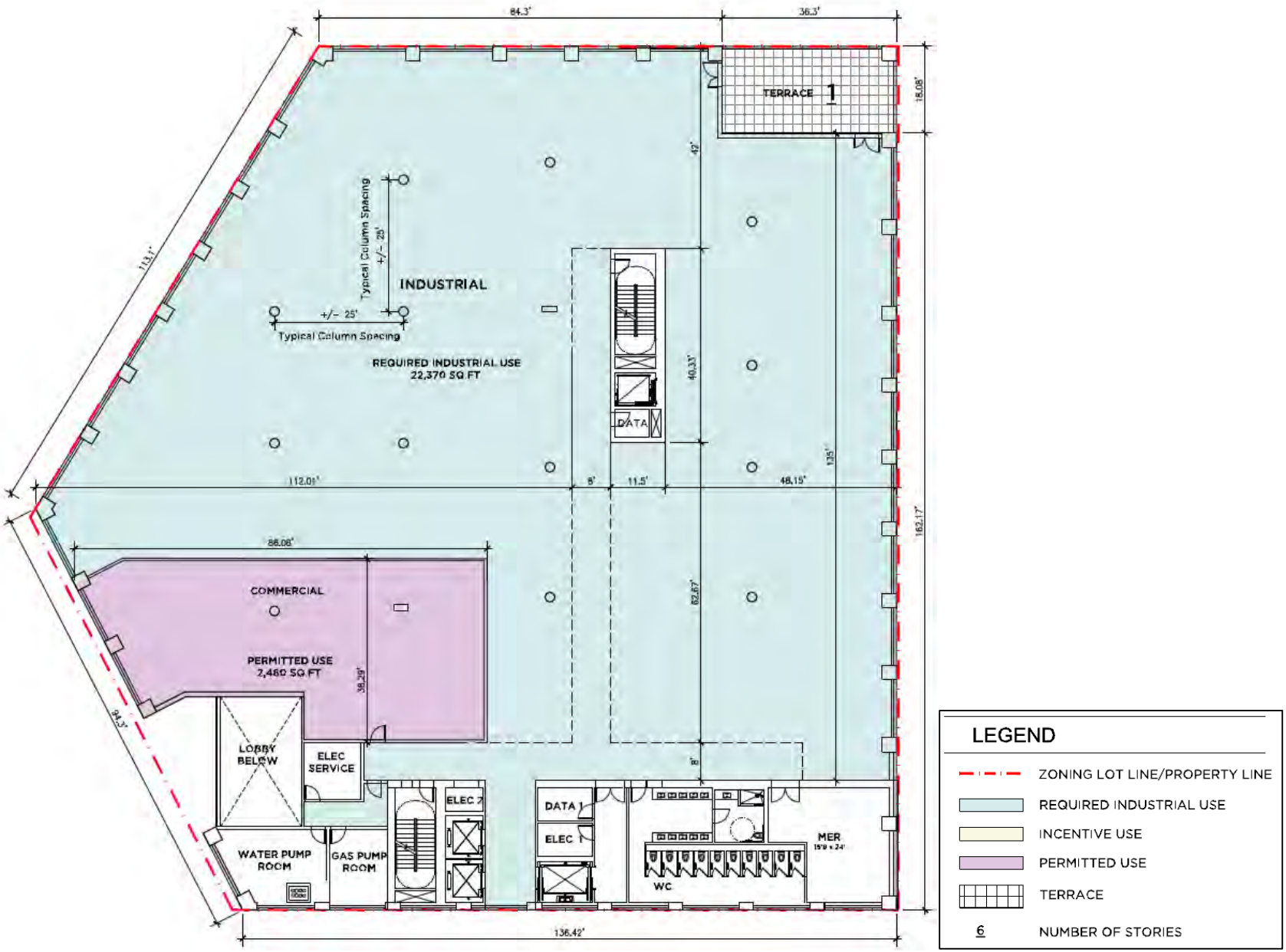
[4] Under ZR Section 44-50, there is a high loading berth requirement. For retail uses and most permitted manufacturing uses, the Zoning Resolution requires no loading berth for the first 8,000 square feet of floor area, one loading berth for the next 17,000 square feet of floor area, one loading berth for the next 15,000 square feet of floor area, one loading berth for the next 20,000 square feet of floor area, one loading berth for the next 40,000 square feet of floor area for retail uses and the next 80,000 square feet of floor area for most manufacturing uses, and additional requirements for larger amounts of floor area. Office use requires no loading berth for the first 25,000 square feet of floor area and one loading berth for the next 75,000 square feet of floor area. ZR Section 44-581 sets forth minimum dimensions for required loading berths. For offices and commercial uses, required loading berths must have a length of at least 33 feet. For wholesale, manufacturing, or storage uses with 10,000 square feet of floor area or more, required loading berths must have a length of at least 50 feet.

Figure A-4a
Proposed Development First Floor Plan



Source: **fx**Collaborative Architects LLP

Figure A-4b
Proposed Development Second Floor Plan



Source: **fx**Collaborative Architects LLP

manufacturing uses ["Required Industrial Uses"] are proposed on the second floor, with approximately 109,521 gsf of commercial office space above. While a rooftop eating or drinking establishment may be located on the 6th and 7th floors, this document assumes that this floor area would contain additional commercial office space for conservative analysis purposes. The project is proposed to include 36 accessory parking spaces, rather than the 367-389 parking spaces that would be required under the current zoning for the proposed mix of uses, and two loading berths, instead of the three that would be required under existing conditions.

The Proposed Development would have an FAR of 4.8, with 0.57 FAR of retail use and eating and drinking establishments; 3.43 FAR for commercial office space qualifying as Incentive Uses; and 0.80 FAR of Required Industrial Uses, as required under the proposed Special Permit. The proposed Development would rise to seven stories to a maximum height of 110 feet.

The proposed building façade materials are solid, heavy-duty, and durable and were chosen because the Applicant feels that they reflect the industrial character of the neighborhood. A gray colored zinc would be used for details around the windows to emphasize the frame of the building's structure and would represent an attempt to fit the neighborhood's industrial heritage. The range of grays in the metal façade would be paired with more bright and vivid warm red/orange color at the cut-out terraces. The color for the window frames would help accentuate the articulated texture of the facade. The grid pattern of large framed windows on the upper floors are brought down to the first level to create a primarily storefront base.

A side core building is proposed for the building. Given the lot line condition along the southern property line, the side core was placed along that edge. As such, passenger and freight elevators would be accessed from a lobby on either the Gem Street or the North 15th Street side. The two loading berths would be accessed from Gem Street and the freight elevator would also be accessible from the loading docks.

As the majority of the site's frontage along North 15th Street would be visible from the planned Bushwick Inlet Park, the proposed building's main entrance would be located along this frontage. The proposed lobby would be a two story glass portal that would allow views to and from the park. The ground floor of the building attempts to maximize transparency while still maintaining a strong industrial character. The parking and loading access has been proposed on the Gem Street frontage. Gem Street is currently heavily used for loading operations, so use of this frontage for access to the parking and loading areas is in keeping with the current character and operation of the block.

The proposed commercial office and Required Industrial Use spaces would be large-footprint above-grade spaces occupying entire floors to be subdivided as needed. It is anticipated that typical tenants would be small scale manufacturing companies (e.g., clothing, jewelry, food production, etc.), consistent with existing trends in the surrounding area. The ground floor retail spaces would have smaller footprints and would be occupied by local retail uses.

The Proposed Development would provide 15-foot sidewalks, as required by the Zoning Resolution. Ground floor retail would be located along the length of Meserole Avenue and Franklin Street and a portion of North 15th and Gem Streets. The loading, parking, and building service entrances would be located on Gem Street. The primary entry to upper floors would be located on North 15th Street. Street wall setbacks are proposed on North 15th Street, Franklin Street, Meserole Avenue and Gem Street above the 75-foot maximum base height to comply with the required minimum 15-foot setback. The street wall of the Proposed Development would rise to a maximum base height of 75 feet above curb level before setting back from the street line before rising to 110 feet, the maximum permitted building height.

As indicated above, the Proposed Development also includes 36 non-attended accessory parking spaces on the cellar level and two loading berths at Gem Street. The Applicant proposes constructing two curb cuts

on Gem Street, one to provide access to the loading berths and one to provide access to the parking entrance. The Applicant proposes eliminating the existing curb cuts on Franklin Street, North 15th Street, and Meserole Avenue. The Proposed Development will also contain 85 bicycle parking spaces, much more than the 17 spaces required by zoning, which will help facilitate employees biking. Access to the bicycle parking would also be from Gem Street.

The Proposed Development Site is in a flood hazard zone AE and has a Base Flood Elevation of 11 feet and a Design Flood Elevation of 12 feet. The current sidewalk grades range from approximately 7.5 feet to 10.5 feet. The Proposed Development would employ a combination of dry and wet flood-proofing to address the fact of sidewalk elevations 1.5 feet to 4.5 feet lower than the required Design Flood Elevation. The ground floor will have storefront metal window frames with large glass windows and glass doors. The majority of the first floor will be raised to elevation 13, one-foot above the required Design Flood Elevation. The remaining portions of the first floor below the 13-foot elevation will be areas used for the retail entrances and show pits, the office lobby, the service entrance, and the bicycle parking entrance. These entrance (building access) and show window (storage) spaces would be wet flood-proofed, allowing water in during a flood event through doors or pressure activated louvers in the storefront window base. By including glass windows and a retail show pit at street level, the Proposed Development will provide pedestrians with views into the retail space, activating the streetscape.

The spaces that would be dry flood-proofed are the garage entrance and two small utility rooms. The garage entrance would be installed with capability for mounting deployable flood barriers. The remainder of the cellar parking space would be dry flood-proofed through appropriate waterproofing treatment to the concrete foundation and walls. The gas meter and water meter room would similarly be constructed with flood resistant construction. Aside from utility connection rooms, the primary mechanical and utility rooms have been placed on the 2nd floor at an elevation of 28 feet.

Compliance with the Required ZR Section 74-962 Findings

A number of findings must be satisfied by the Proposed Development for CPC approval for the modification of bulk regulations in Industrial Business Incentive Areas. As described in detail in the ULURP application and as discussed in **Attachment C, "Land Use, Zoning and Public Policy,"** the Proposed Development would meet all of the required findings, including: Promoting a Beneficial Mix of Required Industrial and Incentive Uses; Resulting in Superior Site Planning, Harmonious Urban Design Relationships and a Safe and Enjoyable Streetscape; Resulting in a Building that has a Better Design Relationship with Surrounding Streets and Adjacent Open Areas; and, Resulting in a Development or Enlargement that Will Not Have an Adverse Effect on the Surrounding Neighborhood.

Compliance with the Required ZR Section 74-963 Findings to Modify Parking and Loading Requirements in Industrial Business Incentive Areas

As indicated in **Attachment C, "Land Use, Zoning and Public Policy,"** ZR Section 74-963 indicates that CPC may reduce or waive the off-street parking requirements set forth in Section 44-20 (Required Accessory Off-Street Parking Spaces for Manufacturing, Commercial or Community Facility Uses), not including bicycle parking, and may also reduce or waive the loading berth requirements as set forth in Section 44-50 (General Purposes), provided that the following findings are satisfied: Such Reduction or Waiver will not Create or Contribute to Serious Traffic Congestion and will not Unduly Inhibit Vehicular and Pedestrian Movement; The Number of Curb Cuts Provided are the Minimum Required for Adequate Access to Off-Street Parking and Loading Berths, and Such Curb Cuts are Located so as to Cause Minimum Disruption to Traffic, Including Vehicular, Bicycle and Pedestrian Circulation Patterns; The Streets Providing Access to the Development or Enlargement are Adequate to Handle the Traffic Generated Thereby, or Provision has been Made to Handle Such Traffic; and The Reduction or Waiver of Loading Berths will not Create or Contribute to Serious Traffic Congestion or Unduly Inhibit Vehicular and

Pedestrian Movement. As described in **Attachment C**, the Proposed Development satisfies the stated findings.

IV. PROJECT PURPOSE AND NEED

The Zoning Text Amendment would designate the Project Area as an IBIA. The special permits available to properties located in IBIAs encourage the development of new buildings with increased density of uses permitted within M1-2 zoning districts under urban design guidelines that accommodate increased densities. Developments built pursuant to those special permits help attract the tech industry and small-scale manufacturers, encourage job creation in Brooklyn CD 1, provide increased walk-to-work opportunities in Brooklyn CD 1, strengthen the economic base of the City, conserve the value of land and buildings, contribute to a diverse mix of business uses and employment in the area, and protect the City's tax revenues.

Williamsburg's Northside neighborhood and southern Greenpoint have experienced significant residential growth since the 2005 Greenpoint-Williamsburg Rezoning. While several new office buildings have been completed in the surrounding area in recent years (including the previously mentioned Vice Magazine offices and Amazon photo studio), the amount of existing office space in this area of Brooklyn has not expanded much. The creation of this new approximately 109,521 gsf office space would create new employment opportunities for the area's growing residential population.

Furthermore, introducing additional commercial office space in Greenpoint would address a borough-wide need for more commercial office space, particularly for technology firms. In June 2013, the Brooklyn Tech Triangle Coalition, a coalition of economic development organizations representing DUMBO, Downtown Brooklyn, and the Navy Yard, projected that roughly 2.6 million to 3.9 million square feet of office space is needed in the area to accommodate the needs of existing technology firms located in Brooklyn as well as the needs of firms that would like to locate there. The commercial office space facilitated by the proposed actions would contribute toward addressing this demand. This shortage of office space is especially acute for firms seeking large sites.

As noted above, there is an existing trend in the Greenpoint-Williamsburg IBZ of hotel development, which is permitted as-of-right under existing zoning up to a maximum commercial FAR of 2.0. As indicated above, the existing M1-2 district allows 2.0 FAR for commercial and manufacturing uses and 4.8 for community facility uses. Once designated as an IBIA as a result of the zoning text amendment, use of the aforementioned special permits would require that any additional commercial floor area granted under the special permit not be occupied by transient hotel, retail, amusement/entertainment, or warehouse/storage uses; but rather as a combination of office and manufacturing uses. The additional commercial and manufacturing floor area and parking waivers facilitated by the special permit would create new employment opportunities and ensure that future employment in the area includes light-industrial/manufacturing jobs, without any increase in the maximum floor area ratio currently permitted in the M1-2 district.

V. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

For environmental analysis purposes, a RWCDS has been identified for the Development Site for the 2021 analysis year ("Build Year"). The incremental difference between the future No-Action and future With-Action scenarios are the basis for the impact category analyses of this Environmental Assessment Statement (EAS). **Table A-2** provides a comparison of the 2021 No-Action and With-Action conditions.

To determine the scenarios, standard methodologies have been used following 2014 *City Environmental Quality Review Technical Manual* guidance and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future development, as discussed below.

Table A-2: Comparison of 2021 No-Action and With-Action Scenarios

Land Use	**Existing/No-Action**	**With-Action**	**Increment**
Commercial Office	0 gsf	109,521 gsf	+ 109,521 gsf
Local Retail/Restaurant	25,875 gsf	16,831 gsf	- 9,044 gsf
Required Industrial Uses[1]	4,125 gsf	23,547 gsf	+ 19,422 gsf
Parking	0 gsf	17,275 gsf	+ 17,275 gsf
Total Gross Floor Area	**30,000 gsf**	**167,174 gsf**	**+137,174 gsf**
Parking Spaces	0 spaces	36 spaces	36 spaces
Population	**No-Action**	**With-Action**	**Increment**
Employees	64	583	+ 519

Notes: Employee count for the existing uses was determined in consultation with existing businesses. Employee calculations for the Proposed Development were based on the following assumptions: one employee per 250 sf of office; three employees per 1,000 sf of retail; and one employee per 250 sf of industrial.[2]

[1] Includes use groups 11A, 16A, 16B, 17B, 17C, and 18A.

[2] Industrial employee generation rate is conservatively assumed to be the same as office space for the proposed Required Industrial Uses since the types of industrial uses would be small-scale maker spaces.

The Future without the Proposed Actions (No-Action)

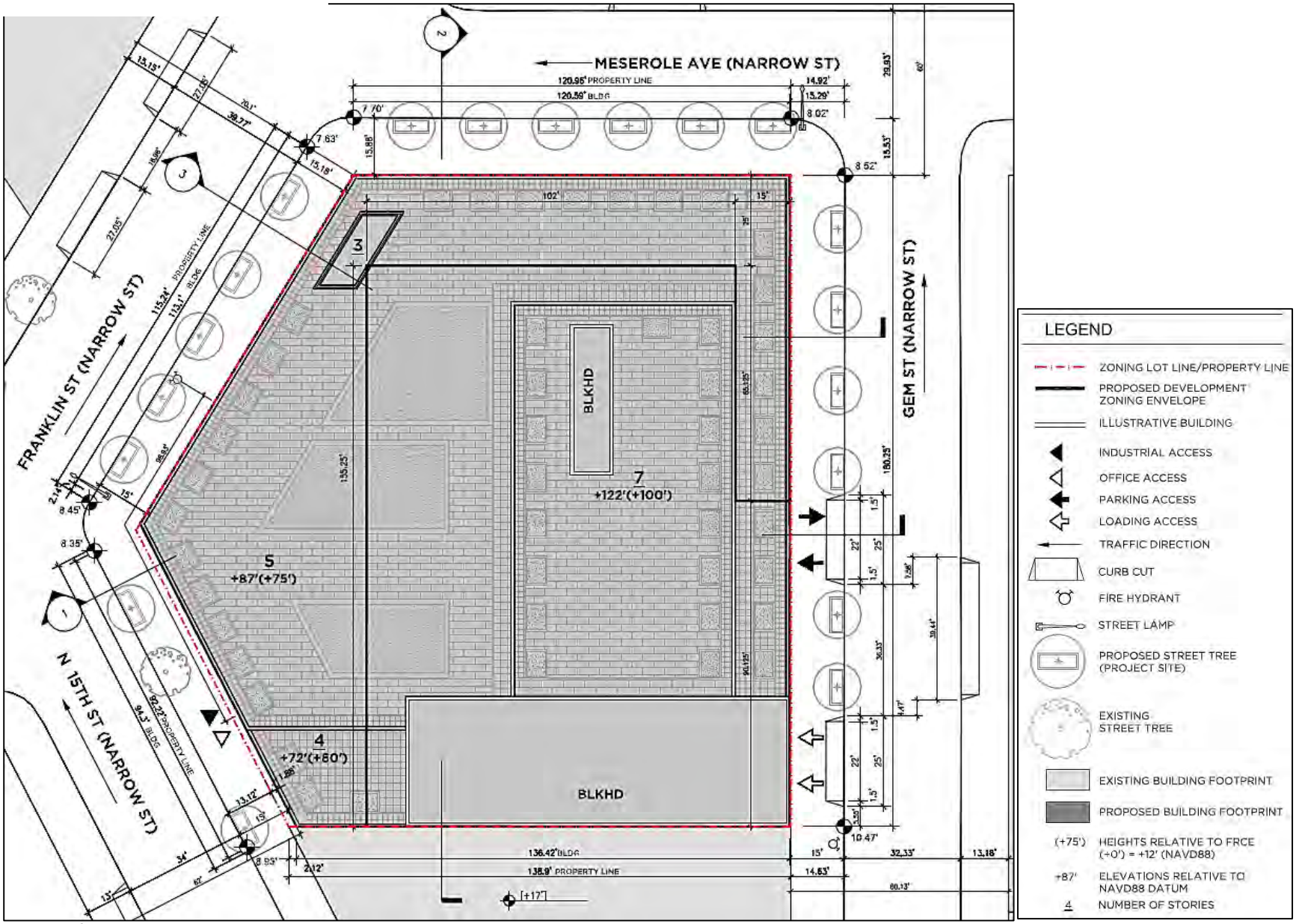
It is anticipated that the existing conditions would remain on the Development Site and on the off-site parcels under future No-Action conditions. No changes are anticipated to the existing businesses or buildings in the absence of the proposed actions.

The Future with the Proposed Actions (With-Action)

In the future with the proposed actions (the With-Action scenario), the requested special permits would facilitate development of the proposed approximately 149,899 gsf above grade (167,174 gsf with below-grade uses) building on the Development Site (refer to **Figures A-4** and **A-5**). The With-Action development would have an FAR of 4.8, with 0.57 FAR of retail use and eating and drinking establishments; 3.43 FAR for commercial office space qualifying as Incentive Uses; and 0.80 FAR of Required Industrial Uses, as required under the proposed Special Permit. The proposed Development would rise to seven stories to a maximum height of 110 feet, excluding the bulkhead. The Proposed Development would be comprised primarily of large-footprint commercial office uses (109,521 gsf). It is anticipated that typical tenants would be companies in the technology and creative media industries, consistent with existing trends in the surrounding area. Based on trends in the surrounding area and the proposed building floor plans, under the RWCDS, it is anticipated that the 23,547 gsf of Required Industrial Uses would be occupied by small scale manufacturers, such as furniture, jewelry, or food manufacturers. The 16,831 gsf of ground floor spaces are expected to have small footprints and would be occupied by local retail and restaurant uses. Approximately 36 accessory parking spaces would be located on a portion of the building's cellar level, which would be accessed from Gem Street. Two loading berths would also be provided, with access from Gem Street.

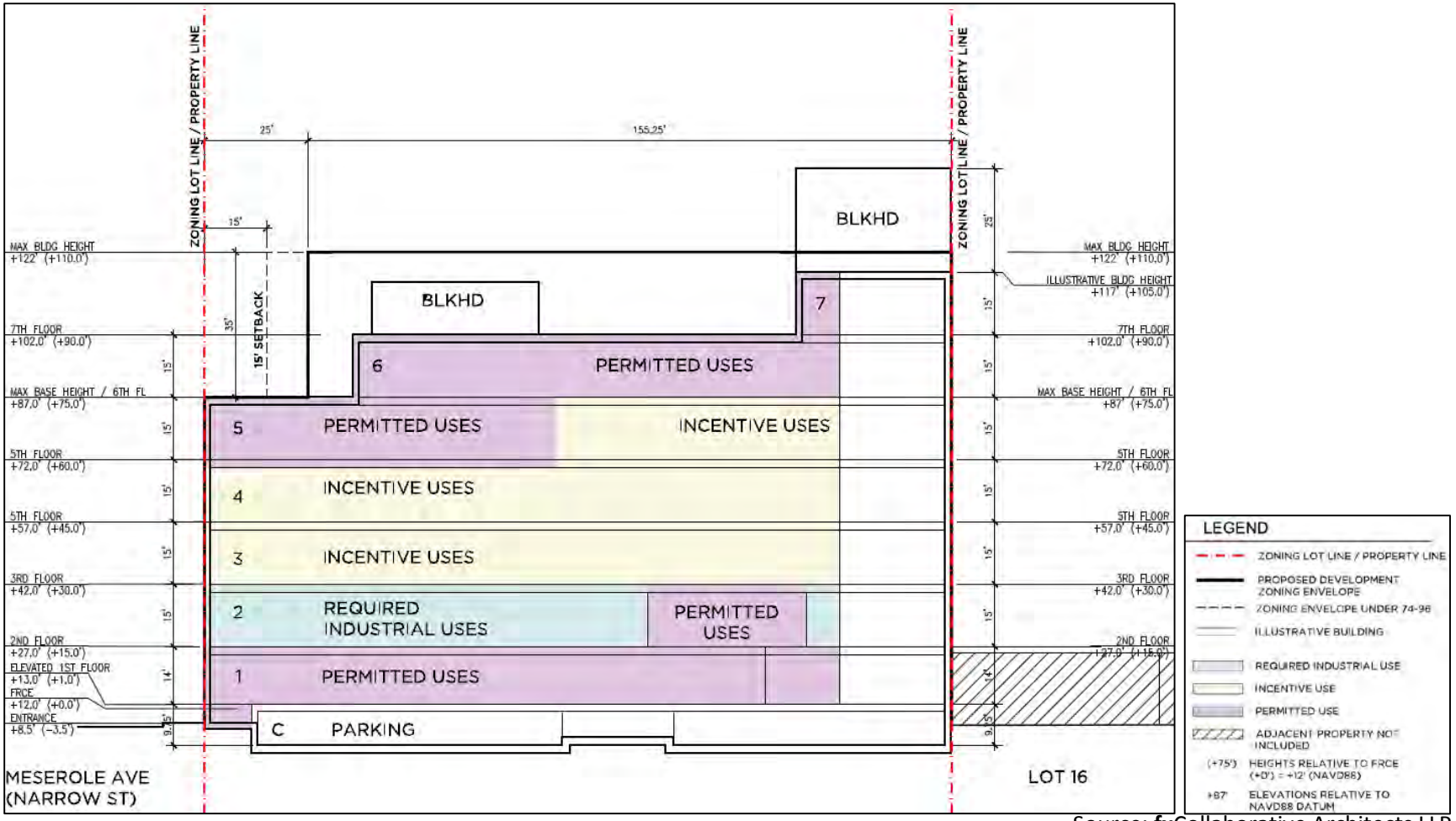
The Proposed Development would be in accordance with the special permit and applicable New York City Zoning bulk regulations and would be designed to meet the site design, envelope, and urban design requirements that would be applicable to developments making use of the special permit.

Figure A-5a
Zoning Site Plan



Source: **fx**Collaborative Architects LLP

Figure A-5b
Illustrative Building Section



Source: **fx**Collaborative Architects LLP

While Lots 16, 19, and 24 would be included in the IBIA, they would not be subject to the proposed Special Permits. The small size, fragmented ownership and ongoing businesses on these parcels makes the development of these tax lots not included in the Development Site unlikely. Moreover, any future developments on the sites would require a Special Permit (a discretionary action), which would be subject to further CEQR review. As such, the area affected by the proposed actions that will be considered in the RWCDS for the 2021 Build Year is limited to the proposed Development Site. As the proposed Development Site is owned by the Applicant in its entirety, no other development sites are considered in the RWCDS.

VI. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed actions are subject to the City's land use and environmental review processes, described below.

Uniform Land Use Review Procedure

The City's Uniform Land Use Review Procedure (ULURP), mandated by Sections 197-c and 201 of the City Charter, is a process specifically designed to allow public review at four levels: the Community Board, the Borough President, the CPC, and the City Council. The procedure sets time limits at each review, with a maximum period of approximately seven months.

The process begins with DCP certification that the land use application is complete. The application is then referred to the Community Board in which the project takes place (for the proposed project, Brooklyn Community Board 1). The Community Board has up to 60 days to review the proposal, hold a public hearing, and adopt a resolution regarding the proposal. Next, the Borough President has up to 30 days to perform the same steps. The CPC then has up to 60 days, and, during that time, a ULURP public hearing is held. The CPC then forwards the application to the City Council. Following the Council's vote, the Mayor, at his discretion, may choose to veto the action. The City Council can override that veto.

Environmental Review

The proposed actions are subject to CEQR. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The CEQR process requires City agencies to assess, disclose, and mitigate to the greatest extent practicable the significant environmental consequences of their decisions to fun, directly undertake, or approve a project. DCP, acting on behalf of the CPC, is the lead agency for the proposed actions.

Attachment B

Supplemental Screening Analyses

I. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidance and methodologies presented in the 2014 *City Environmental Quality Review* (CEQR) *Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Using this guidance, preliminary analyses were conducted for all aspects of the Proposed Development to determine whether detailed analysis of any technical area would be appropriate. Part II, "Technical Analysis," of the EAS identified those technical areas that warrant additional assessment. For those technical areas that warrant a "Yes" answer in Part II of the EAS Form, including land use, zoning, and public policy, open space, shadows, urban design and visual resources, hazardous materials, transportation, air quality, noise, public health, neighborhood character, and construction, supplemental screening analyses are provided in this attachment. Detailed assessments are required in the areas of land use, zoning, and public policy, open space, shadows, urban design and visual resources, hazardous materials, transportation, air quality and noise. These detailed analyses are provided in **Attachments C** through **J**, respectively, and are summarized in this attachment.

As described in **Attachment A, "Project Description,"** the Applicant is requesting a (i) Zoning Text Amendment to modify Section 74-96 of the Zoning Resolution of the City of New York (the "Zoning Resolution" or "ZR") to include the Project Area as an Industrial Business Incentive Area; (ii) a special permit pursuant to Section 74-962 of the ZR to increase the maximum floor area ratio for specific industrial, manufacturing, and commercial uses and to allow for an adjustment in height and setback controls; (iii) a special permit pursuant to ZR Section 94-763 to modify the number of off-street parking requirements to reduce the accessory parking required to 36 parking spaces. The proposed Zoning Text Amendment and associated Special Permits (the "proposed actions") would facilitate the development of an approximately 167,174 gsf primarily commercial office building on Brooklyn Block 2614 (Lots 1, 3, 8) in the Greenpoint neighborhood (the "Proposed Development"). As currently contemplated, the Proposed Development would consist of seven stories and would be approximately 110 feet tall (excluding rooftop mechanical equipment). The Proposed Development would include approximately 109,521 gsf of commercial office uses, 10,000 gsf of local retail uses, 6,831 gsf of restaurant use, and approximately 23,547 gsf of light manufacturing uses and approximately 36 below-grade self-park accessory parking spaces.

Absent the proposed actions, the 30,000 gsf of existing active uses including, restaurant, brewery, plumbing supply, storage/warehouse space, and musical rehearsal space would remain. The incremental development to be analyzed comprises a net increase of 137,174 gsf, including approximately 100,477 gsf of commercial office, restaurant and local retail uses, approximately 19,422 gsf of manufacturing uses and 17,275 gsf of below-grade accessory parking. The Build Year for analysis purposes is 2021.

II. LAND USE, ZONING, AND PUBLIC POLICY

A detailed assessment of land use and zoning is appropriate if a proposed action would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use.

As the proposed actions include a Zoning Text Amendment and associated special permits, a detailed assessment of land use, zoning, and public policy is warranted and is provided in **Attachment C, "Land Use, Zoning, and Public Policy."** As described in **Attachment C**, the Proposed Development would not result in any significant adverse land use, zoning, or public policy impacts.

Waterfront Revitalization Program

In accordance with the guidance in the 2014 *CEQR Technical Manual*, a preliminary evaluation of the proposed actions' potential for inconsistency with the New York City Waterfront Revitalization Program (WRP) policies was undertaken and is included in **Attachment C**. This preliminary evaluation requires completion of the Consistency Assessment Form (CAF), which was developed by the New York City Department of City Planning (DCP) to help applicants identify which WRP policies apply to a specific action or project. The questions in the CAF are designed to screen out those polices that would have no bearing on a consistency determination for a proposed action. For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed actions with the noted policy or policies.

The CAF was prepared for the proposed actions and is provided in **Appendix C**. As indicated in the form, the proposed actions were deemed to require further assessment of several specific policies. As discussed in **Attachment C, "Land Use, Zoning, and Public Policy,"** an assessment of these WRP policies found that the proposed actions would be consistent with all applicable policies. Therefore, the proposed actions would not result in any significant adverse impacts related to the WRP.

III. OPEN SPACE

An analysis of open space is a warranted when a proposed project would increase the population in the area by:

- 50 additional residents or 125 additional employees in areas defined as "Under-served"
- 350 additional residents or 750 additional employees in areas defined as "Well-served"
- 200 additional residents or 500 additional employees in undefined areas

The open space maps provided in the 2014 *CEQR Technical Manual* indicate that the Project Area is located in an under-served area. The Proposed Development would result in an incremental increase of approximately 519 employees to the area, higher than the 125 additional employee number requiring further analysis of open space. Potential impacts to the area's open space are included in **Attachment D.** As discussed in the attachment the Proposed Development would result in a 6.93 percent decrease in open space ratios for the area and is greater than the significant impact threshold of 5 percent. However, given the planned addition of 31.38 acres to Bushwick Inlet Park immediately west of the Development Site and the two new privately owned public spaces (POPS) planned in conjunction with the 25 Kent Avenue development, and as private outdoor spaces would be provided on-site, demand for open space generated by the Proposed Development would not significantly exacerbate the area's open space ratios, and the worker population added as a result of the Proposed Development is not expected to noticeably affect utilization of open spaces within the study area.

IV. SHADOWS

A shadow assessment is required for a proposed project that would result in a new structure(s), or addition(s)

to existing structure(s), which are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. As the proposed actions would result in a new development that would exceed 50 feet in height and would be located adjacent to Bushwick Inlet Park (most of which is only mapped as parkland at this time and is not yet publicly-accessible parkland), the Proposed Development has the potential to result in new shadows on nearby sunlight-sensitive resources. An analysis of the potential for the Proposed Development to result in shadow impacts is included in **Attachment E**.

As described in **Attachment E**, the Proposed Development would result in incremental shadow coverage on one open space resource, the future phase of Bushwick Inlet Park, and one natural resource, the Bushwick Inlet section of the East River. Project-generated shadows would not affect the utilization, enjoyment, or character of these sunlight-sensitive resources and all vegetation would continue to receive a minimum of four to six hours of direct sunlight throughout the growing season. Additionally, project-generated shadows would not have any adverse impacts on the aquatic biota in the East River. Therefore, the proposed actions are not expected to result in significant adverse shadows impacts at any sunlight-sensitive resources.

V. URBAN DESIGN AND VISUAL RESOURCES

An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design characteristics of the neighborhood encompass the various components of buildings and streets in the area, including building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include private residences or places of business.

An analysis of urban design and visual resources is appropriate if a proposed action would (a) result in buildings that have substantially different height, bulk, form, setbacks, size, scale, use, or arrangement than exists in an area; (b) change block form, de-map an active street or map a new street, or affect the street hierarchy, street wall, curb cuts, pedestrian activity or streetscape elements; or (c) would result in above-ground development in an area that includes significant visual resources.

As the proposed actions would involve a Special Permit that would facilitate changes to the building massing permitted as-of-right, an analysis of the potential impacts of the proposed actions on urban design is warranted and is provided in **Attachment F**. As discussed therein the proposed actions would not result in significant adverse impacts to urban design or visual resources on the Proposed Development Site or within the 400-foot study area. It is being built on an existing block, and would not entail any changes to topography, street patterns, street hierarchy, block shapes, or natural features. The Proposed Development would be built in accordance with the requested Special Permits and applicable New York City Zoning bulk requirements, and would meet the site design, envelope, and urban design requirements applicable to developments making use of the applicable Special Permits within the Industrial Business Incentive Area. The Proposed Development would not negatively alter views in the study area from adjacent publicly-accessible locations, and would not obstruct any view corridors of significant visual resources.

The Proposed Development has been designed in a way that intends to create a harmonious architectural and design relationship to the surrounding area. The industrial history of the neighborhood inspired the design of the Proposed Development. The boxy massing of the building imitates the shape of the numerous surrounding warehouse buildings. The grid pattern and use of metallic cladding on the building exterior evokes the manufacturing character of the neighborhood.

VI. HAZARDOUS MATERIALS

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls, and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic. According to the 2014 *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous materials exist on a site and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials.

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed Development Site in December 2015 by AECOM. As described in **Attachment G**, the Phase I ESA identified several Recognized Environmental Conditions (RECs). As such, a site specific Phase II ESI Work Plan will be prepared and submitted to NYC DEP for review and approval. If the Phase II Report indicates that remedial efforts are required, a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) will be prepared and submitted to NYC DEP for review and approval. Overall, with the implementation of the actions outlined in **Attachment G** no significant adverse hazardous materials impacts are anticipated as a result of the proposed actions.

VII. TRANSPORTATION

The objective of the transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement.

The 2014 *CEQR Technical Manual* identifies minimum development densities that have the potential to result in significant adverse impacts to traffic conditions and therefore require a detailed traffic analysis. As shown in Table 16-1 of the *CEQR Technical Manual*, actions with a single or multiple land use(s) that would result in fewer than fifty peak hour vehicle trips are generally unlikely to cause significant adverse impacts. For commercial development in CEQR Traffic Zone 2 (which includes Greenpoint-Williamsburg), the incremental development threshold requiring trip generation analysis to determine the volume of trips during transportation peak hours is 100,000 gsf or more of office uses; 20,000 gsf or more of regional retail uses; and/or 15,000 gsf or more of local retail uses. As the Proposed Development would result in the incremental development of 137,174 gsf, including 100,477 gsf of commercial uses, 19,422 gsf of required industrial uses, and approximately 17,275 gsf of accessory parking on the cellar level, it would exceed the applicable CEQR incremental development threshold.

According to the *CEQR Technical Manual*, if an action would result in development greater than one of the minimum development density thresholds in Table 16-1, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. In most areas of the City, including the proposed Development Site, if a proposed action is projected to result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, or 200 peak hour pedestrian trips, it is unlikely that further analysis would be necessary. If these trip generation screening thresholds are exceeded, a Level 2 (Project-generated Trip Assignment) Screening Assessment should be prepared to determine if the proposed actions would generate or divert 50 peak hour vehicle trips through any intersection, 200 peak hour subway person-trips through a single station, 50 peak hour bus person-trips on a single bus route in the peak direction, or 200 peak hour pedestrian trips through a single pedestrian element. If any of these Level 2 screening thresholds are met or exceeded, a detailed analysis for the respective mode is required.

As described above, under the With-Action scenario, the Proposed Development would be comprised primarily of commercial office uses (109,521 gsf). It is anticipated that typical tenants would be companies in the technology and creative media industries, consistent with existing trends in the surrounding area. Based on trends in the surrounding area and the proposed building floor plans, under the RWCDS, it is assumed that the 23,547 gsf of Required Industrial Uses would be occupied by use groups 11A, 16A, 16B, 17B, 17C, and 18A (e.g., small scale manufacturers, such as furniture, jewelry, or food manufacturers). The ground floor retail spaces would have small footprints and would be occupied by local retail uses. A 36-space non-attended accessory parking garage would be provided below-grade. Compared to future conditions without the proposed actions, the RWCDS associated with the proposed actions would result in a net increase of approximately 100,477 gsf of commercial office space and 19,422 gsf of Required Industrial Uses. This represents the program analyzed to determine if detailed transportation analyses of traffic, parking, transit, and pedestrians is required pursuant to 2014 *CEQR Technical Manual* guidance.

A travel demand forecast was prepared for this net incremental development program to determine if the Proposed Development would result in 50 or more project-generated vehicle trips, 200 or more project-generated transit trips, or 200 or more project-generated pedestrian trips. As described in **Attachment H**, "**Transportation**," development facilitated by the proposed actions would result in 351 person trips during the weekday AM, 806 person trips during the weekday midday, 575 person trips during the weekday PM, and 384 person trips during the Saturday midday peak hour. The proposed actions would result in a net increase of 45, 49, 81, and 47 vehicle trips (in and out) in the weekday AM, midday, PM, and Saturday midday peak hours respectively. The proposed actions would also result in a net increase of 287, 719, 474, and 317 total pedestrian trips (in and out) during the weekday AM, midday, PM, and Saturday midday peak hours respectively. Therefore, a Level 2 screening analysis for traffic and pedestrians is warranted and is provided in **Attachment H**.

Based on Level 1 and Level 2 screening analyses specified in the 2014 *CEQR Technical Manual*, detailed traffic and pedestrian analyses are required for typical traffic peak hours, which include one hour during the weekday AM, weekday midday, weekday PM, and Saturday midday peak periods. The results of these screening analyses are summarized below.

Traffic

The anticipated number of project-generated vehicle trips is expected to result in an increase of 50 or more vehicles at two intersections in proximity to the Development Site. Therefore, as per 2014 *CEQR Technical Manual* criteria, detailed traffic analysis would be warranted and is provided in **Attachment H**.

Parking

It is anticipated that the on-site required accessory parking would not be sufficient to accommodate the overall demand that would be generated by the proposed actions during the weekday midday peak period. As such, detailed existing on-street parking inventories for this period are provided in this EAS to document the existing supply and demand. The parking analysis documents changes in the parking supply and utilization within a ¼-mile radius of the Projected Development Site under both No-Action and With-Action conditions.

Transit

The proposed actions are expected to facilitate new development that would generate new subway riders. It is anticipated that approximately half of the new demand would use the Bedford Avenue station on the BMT Canarsie Line serving the L train at all times, and the rest of the demand would use the Nassau Avenue station on the IND Crosstown Line serving the G train at all times. There would be fewer than 200 project-

generated trips at any one station in any peak hour and therefore the proposed actions would not have the potential result in any significant adverse subway impacts at any station. Therefore, as per 2014 *CEQR Technical Manual* criteria, detailed subway station analysis would not be warranted.

A total of three bus routes operate in the vicinity of the Development Site (the B32, B43, and B62). Total peak hour project generated bus demand is not expected to exceed the 50 bus trips per hour per direction threshold on any route as per 2014 *CEQR Technical Manual* criteria. Therefore, significant adverse impacts to bus routes would not be expected to result from the proposed actions and a detailed bus route analysis would not be warranted.

Pedestrians

Detailed pedestrian analyses were conducted on four sidewalks and one corner area where Development-generated pedestrian demand, including both walk-only and transit trips, is expected to exceed the 200 pedestrian trips per hour threshold during the weekday midday and PM peak hours; no elements are expected to exceed this threshold in the weekday AM or Saturday midday peak hour. The sidewalks and the corner area would continue to operate at an acceptable level of service in both analyzed peak hours under With-Action conditions, and therefore no significant adverse pedestrian impacts would result from the proposed actions as per 2014 *CEQR Technical Manual* criteria.

Vehicular and Pedestrian Safety

No Priority Areas, Priority Corridors, or Priority Intersections in the *Vision Zero Brooklyn Pedestrian Safety Action Plan* were identified in proximity to the Development Site. The New York City (NYC) Department of Transportation (DOT) has not designated any Senior Pedestrian Focus Areas in proximity to the Development Site.

Crash data for the traffic and pedestrian study area intersections were obtained from DOT for the three-year reporting period between January 1, 2014, and December 31, 2016 (the most recent period for which data were available for all locations). During this period, there was a total of one crash and no pedestrian/bicyclist-related injury crashes or fatalities occurred at study area intersections.

VIII. AIR QUALITY

Mobile Sources

As stated in the 2014 *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. Localized increases in carbon monoxide (CO) levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of a proposed development. According to the CEQR screening threshold criteria for this area of the City, if 170 or more project-generated vehicles pass through a signalized intersection in any given peak period or if a project would result in a substantial number of local or regional diesel vehicle trips, there is the potential for mobile air quality impacts and a detailed analysis is required.

As described in Section VII, "Transportation," above, the proposed actions are not anticipated to result in a substantial number of diesel vehicle trips. The trip generation, travel demand forecast and associated trip assignment (see **Figure H-1**) conducted for the Proposed Development indicates that the maximum number of project-generated vehicles through any intersection (59 passenger cars, which are listed as light-duty gasoline vehicles in the *CEQR Technical Manual's* Appendix B, "MOBILE6 Input Data Format Reference

Tables" Table 3, "Complete MOBILE6 Vehicle Classifications") would be below CEQR screening threshold values during all peak periods at all intersections. The Proposed Development would not result in PM2.5 emission equivalent that exceeds the CEQR threshold of 12 to 23 heavy duty diesel vehicles (HDDV), depending on roadway type. Therefore, detailed mobile source air quality analysis for PM2.5 is not warranted. In addition, as the Proposed Development would introduce a maximum of 59 passenger cars through any intersection during the worst-case (PM) peak period and as no new truck trips are associated with the Proposed Development during this time period, an analysis of the project's impact on particulate levels is also not warranted. As such, the proposed actions would not exceed the CEQR screening threshold and therefore a mobile source air quality analysis is not warranted.

Stationary Sources

Actions can result in stationary source air quality impacts when they (1) create new stationary sources of pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or when a building's boiler stack(s) used for heating/hot water, ventilation, or air conditioning systems (HVAC) affect surrounding uses; (2) introduce new sensitive receptors near existing (or planned future) emissions stacks that may adversely affect the new use; or (3) introduce potentially significant odors. No odors are associated with the Proposed Development. Further, as shown in **Figure B-1, "Stationary Source Screen,"** the stationary source emissions from the Proposed Development are not expected to impact adjacent buildings. As such, no detailed analysis is required by CEQR since the Proposed Development passes the stationary source screen. However, the (E) Designation (E-483) would specify that fossil fuel-fired heating and hot water exhaust stacks must be located at least 138 feet above grade.

Industrial Sources

As the Proposed Development would not introduce any new land uses to the area, no air toxics analysis was warranted to assess the potential for existing uses to affect the Proposed Development (existing-on-project analysis). However, **Attachment I, "Air Quality"** includes a detailed assessment of the project's potential to result in industrial source air quality impacts on the contemplated rooftop restaurant and on any operable windows in the proposed office spaces (the potential for project-on-project impacts). As described in **Attachment I**, the Proposed Development would include an (E) Designation (E-483) to limit the stack height associated with the industrial source emissions. With the proposed (E) Designation, the Proposed Development would not result in any industrial source air quality impacts.

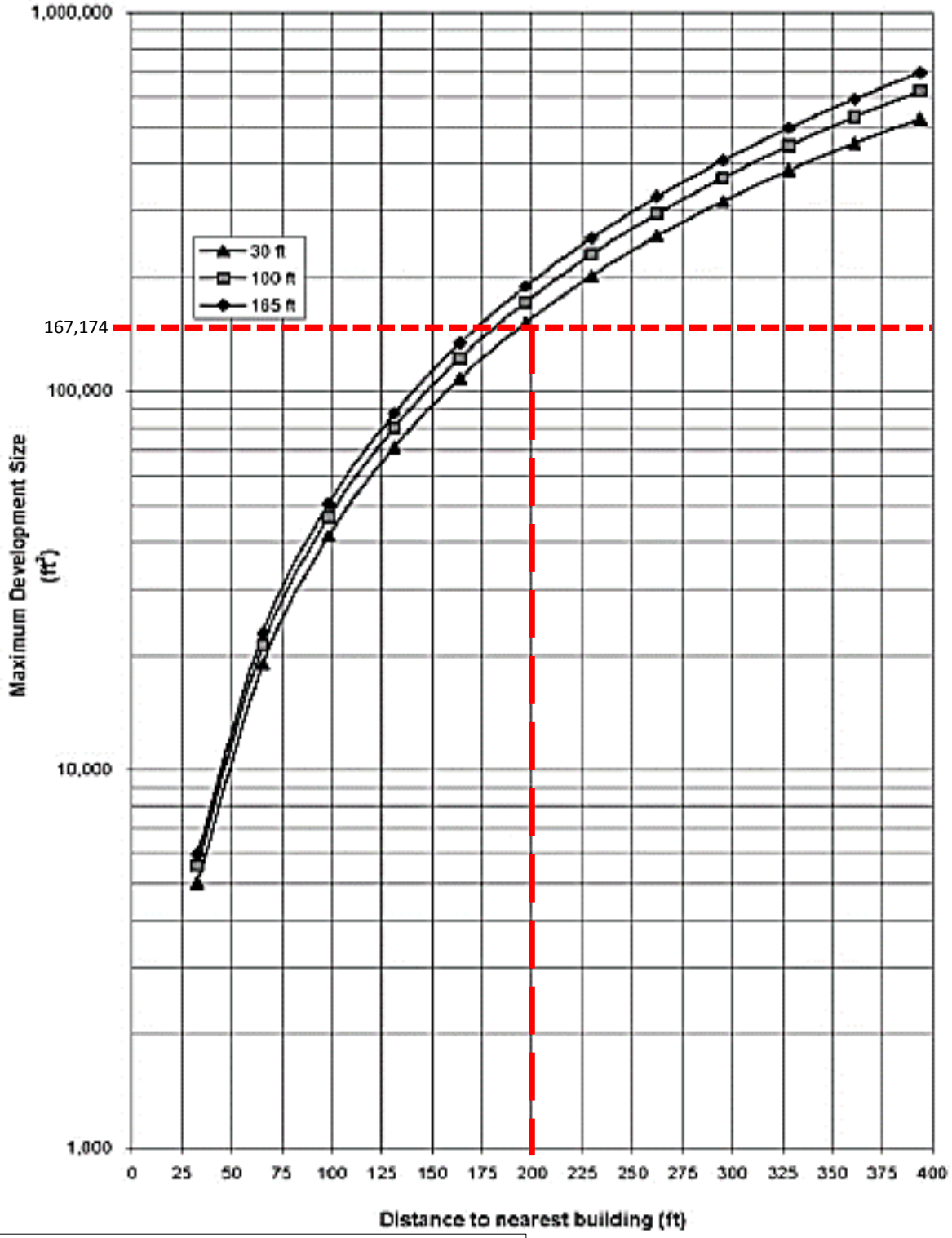
IX. NOISE

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.

Mobile Source Screening

According to the 2014 *CEQR Technical Manual*, a detailed mobile source analysis is generally performed if a proposed action would increase noise passenger car equivalent (noise PCE) values by 100 percent or

Figure 17-3:
Stationary Source Screen



Stack Height: 138' (on the tallest of the two proposed bulkheads)

Distance to Nearest Building of Similar or Greater Height: 400 Feet

Proposed Maximum Square Footage: 167,174 GSF

Minimum Allowable Distance to Nearest Building: ~200 Feet

more. As presented in **Section VII, "Transportation,"** above, the proposed actions would not double vehicle trips, a detailed analysis of mobile source noise impacts is not warranted.

Stationary Source Screening

According to the 2014 *CEQR Technical Manual*, a detailed stationary source analysis is generally performed if a proposed action would cause a substantial stationary source (i.e., unenclosed equipment for building ventilation purposes) to be operating within 1,500 feet of a receptors with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses.

The proposed actions would not meet any of these criteria. It is expected that the rooftop mechanical equipment would be located within enclosed mechanical bulkheads or would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant adverse noise impacts. The Proposed Development would also not be located in an area with high ambient noise levels resulting from stationary sources. Therefore, the Proposed Development would not result in any stationary source noise impacts and no further analysis is warranted.

Sensitive Receptor Analysis

According to the 2014 *CEQR Technical Manual*, a detailed noise analysis may be warranted if a sensitive receptor screening determines that a Proposed Development would introduce a new noise-sensitive location (a "receptor") in an area with high ambient noise levels, which typically include those sites near heavily-trafficked thoroughfares, airports, rail, or other loud activities. Receptors are usually defined as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of acceptability or when noise levels increase by an amount exceeding a predefined threshold of change. As stated in the 2014 *CEQR Technical Manual*¸ indoor receptors include residences, hotels, motels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, and theaters; outdoor receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches. As the surrounding area contains industrial and commercial uses, existing sensitive receptors in the vicinity of the Proposed Development Site are limited. However, the Proposed Development would introduce new commercial office uses in an area that is located near heavily trafficked thoroughfares, including Kent Avenue/Franklin Street and Meserole Avenue. As such, a detailed noise analysis is provided in **Attachment J**. As described in **Attachment J**, the appropriate attenuation would be provided for the Proposed Development. As such, no significant adverse noise impacts to sensitive receptors are anticipated.

X. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, water quality, hazardous materials, and noise.

According to the guidance of the 2014 *CEQR Technical Manual*, a public health assessment may be warranted if a project results in (a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; (b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a source of drinking water; (c) solid waste management practices that could attract vermin and result in an increase in pest populations; (d) potential significant adverse impacts to sensitive receptors from noise and odors; (e) vapor infiltration from contaminants within a building or underlying soil that may result in significant

adverse hazardous materials or air quality impacts; (f) exceedances of accepted federal, state, or local standards; or (g) other actions that might not exceed the preceding thresholds but might, nonetheless, result in significant health concerns.

As detailed in the analyses provided in this EAS, the proposed actions would not result in significant adverse impacts in the areas of air quality, water quality, hazardous materials, or noise. Therefore, the proposed actions would not have the potential to result in significant adverse public health impacts, and a further assessment is not warranted.

XI. NEIGHBORHOOD CHARACTER

As this EAS provides a detailed analysis of land use, zoning, and public policy and socioeconomic conditions, a preliminary screening analysis is needed to determine if a detailed neighborhood character analysis is needed.

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." According to the 2014 *CEQR Technical Manual*, a preliminary assessment may be appropriate if a project has the potential to result in significant adverse impacts on any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation or noise. Per the analyses provided in this EAS, although the proposed actions required supplemental screening or detailed analyses of some of these technical areas, there would be no project-generated significant adverse impacts.

The 2014 *CEQR Technical Manual* also states that for projects not resulting in significant adverse impacts to any technical areas related to neighborhood character, additional analyses may be required to determine if the proposed actions would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. However, the 2014 *CEQR Technical Manual* indicates that 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 in the neighborhood would result in any significant adverse impact to neighborhood character.

The proposed actions would not adversely affect any component of the surrounding area's neighborhood character. The proposed actions would facilitate the redevelopment of a large underutilized site into a productive predominantly office development by 2021. The proposed actions would continue the existing trend in commercial office construction in this part of Greenpoint and would not conflict with the surrounding activities or land use patterns. In addition, as noted above, the proposed actions would not result in significant increases in traffic and noise levels in the area.

The requested Special Permits to modify use, bulk, accessory off-street parking and loading requirements would require that industrial uses be provided in future developments located within the proposed Industrial Business Incentive Area and would exclude certain uses (including hotels) from the bonus commercial floor area permitted under the Special Permit. As such, the proposed actions are intended to maintain the area's existing industrial character by incentivizing other job-generating uses, including manufacturing jobs. Overall, the proposed actions would not result in any significant adverse impacts to neighborhood character and no further analysis is warranted.

XII. CONSTRUCTION

Although temporary, construction impacts can include noticeable and disruptive effects from an action that

is associated with construction or could induce construction. Determination of the significance of the construction impacts and the need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and/or air quality conditions.

In the With-Action scenario the building is expected to have a construction schedule of less than 24 months. Overall, any construction project could result in temporary disruption in the surrounding community, including occasional noise and dust. However, the proposed actions would not result in any prolonged high-intensity construction activities (i.e., excavation, foundation, or superstructure work) and the interior construction activities would not be disruptive to the area.

Moreover, during construction of the Proposed Development, all necessary measures would be implemented to ensure than the New York City Air Pollution Control Code regulating construction-related dust emissions and the New York City Noise Control Code regulation construction noise are followed. By implementing these management measures and controls, any effects associated with construction would be minimized. As such, the Proposed Development would not result in significant adverse impacts during construction and further analysis is not required.

Attachment C

Land Use, Zoning and Public Policy

I. INTRODUCTION

Under the *City Environmental Quality Review* (CEQR) *Technical Manual* guidance, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed project, and determines whether the proposed project is compatible with those conditions or may affect them. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

The Proposed Development would change land use on the Greenpoint, Brooklyn block bounded by Franklin and Gem Street (to the west and east, respectively) and Meserole Avenue and North 15th Street (to the north and south, respectively), from commercial, industrial and storage uses to a mix of commercial office, light industrial/manufacturing and local retail uses. The Proposed Development would require a zoning text amendment and related special permits (together with the development of the proposed Development Site will be referred to as the proposed actions).

Under CEQR guidance, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on the site, regardless of the project's anticipated effects. CEQR also requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas. Since this EAS includes detailed assessments for a number of technical areas, a detailed land use and zoning assessment is provided. In addition, as the proposed actions apply to an area in the Greenpoint-Williamsburg Industrial Business Zone (IBZ) that is zoned M1-2, a detailed public policy assessment is also provided. The detailed assessment discusses existing conditions and future conditions without and with the Proposed Development (the No-Action and With-Action conditions) in the 2021 analysis year for both a primary study area (includes the proposed Development Site/proposed Industrial Business Incentive Area) as well as a 400-foot study area.

II. PRINCIPAL CONCLUSIONS

As described below, the proposed actions would not result in significant adverse impacts to land use, zoning or public policy on the proposed Development Site where the special permit (which corresponds to Brooklyn Block 2614) would be available or in the 400-foot study area. The proposed actions would allow a new commercial office, light industrial/manufacturing and local retail development in an area where there is a strong demand for these particular uses. Additionally, the Proposed Development would support light industrial/manufacturing uses in an existing IBZ. The Proposed Development would also introduce ground-floor local retail on Block 2614, in an area that does not have an abundance of local retail uses. The Proposed Development would be built at a density and bulk compatible with the other newly developed properties in the area, including the eight-story commercial office, light manufacturing building located at 25 Kent Avenue, three blocks to the south. As such, the proposed actions would result in development that, in addition to being appropriate for the area, would complement and improve the mixed land use character of the 400-foot study area as a whole.

The building would contain three categories of uses with a total floor area ratio (FAR) of 4.8. These categories are (i) as-of-right uses permitted in the underlying M1-2 district (excluding transient hotels); (ii) M1-2 uses excluding hotels, storage, and certain other uses, and (iii) a limited list of uses focused on

encouraging light manufacturing. In order to facilitate the Proposed Development, the following land use actions are required:

A. A zoning text amendment ("Zoning Text Amendment") to modify Section 74-96 of the Zoning Resolution of the City of New York (the "Zoning Resolution" or "ZR"). The proposed Zoning Text Amendment would establish and map a new Industrial Business Incentive Area (IBIA). ZR Section 74-96 was created as a result of a previous action, but would be modified to include Block 2614 as a new IBIA. The proposed IBIA would be mapped on Block 2614, the block bounded by Franklin Street on the west, Meserole Avenue on the north, Gem Street on the east, and North 15th Street on the south. ZR Section 74-96 includes special permits available to properties within the defined boundaries of the IBIA, which allow modifications to the bulk and accessory off-street parking and loading requirements of the existing zoning district through a series of findings and conditions that are required for the special permit application (described in detail below). The IBIA to be mapped for this project as a result of the proposed Zoning Text Amendment would be a one-block area zoned M1-2 in the Greenpoint-Williamsburg Industrial Business Zone (the "Greenpoint-Williamsburg IBZ"). The entirety of Block 2614 would be mapped as an IBIA. Three of the six tax lots on Block 2614 are Applicant-owned, including Lots 1, 3, and 8, and would be developed as a result of the proposed actions, while the balance of the block, including Lots 16, 19, and 24, are not owned by the Applicant and would not be redeveloped by the 2021 analysis year as a consequence of the proposed actions. By designating the Project Area as an IBIA, the zoning text amendment would allow for the pursuit of special permits existing in the Zoning Resolution (described in detail below) and available in IBIAs.

B. A special permit for the Development Site pursuant to ZR Section 74-962 (Floor Area Increase and Public Plaza Modifications in Industrial Business Incentive Areas) to allow for a floor area increase for certain uses up to 4.8 FAR if Required Industrial Uses are provided. Required Industrial Uses are certain light industrial uses in Use Groups 11A, 16A, 16B, 17B, and 17C, as specified in Sections 32-20, 32-25, and 42-14 of the Zoning Resolution, as well as beverages, alcoholic or breweries (Use Group 18A) as listed in Section 42-15 (collectively, "Required Industrial Uses"). To incentivize construction of Required Industrial Uses, the Special Permit allows additional floor area devoted to Incentive Uses above the base FAR of 2.0 for commercial and manufacturing uses. "Incentive Uses" are all uses permitted by the underlying M1-2 district, with the following exceptions: transient hotels in Use Group 5 (as specified in Section 32-14); uses in Use Groups 6A and 6C (as specified in Section 32-15); uses in Use Group 7A (as specified in Section 32-16); uses in Use Group 8C (as specified in Section 32-17); uses in Use Group 10A and any retail spaces accessory to wholesale offices or showrooms with storage restricted to samples in Use Group 10B (as specified in Section 32-19); uses in Use Groups 12 and 13 (as specified in Sections 32-21 and 32-22); and moving or storage offices with no limitation as to storage or floor area per establishment, packing or crating establishments, and warehouses (as specified in Section 32-25).

   For projects that devote one square-foot of floor area to Required Industrial Uses, the requested special permit allows a 3.5 square-foot increase in maximum allowable floor area beyond the 2.0 FAR limitation on commercial and industrial uses of the underlying M1-2 district if certain design, envelope and urban design findings are met (provided that such development or enlargement does not include a transient hotel), resulting in a ratio of 1 square-foot of Required Industrial Use for every 2.5 square feet of Incentive Use. The resulting FAR may not exceed the maximum 4.8 FAR permitted in the M1-2 district. The Proposed Development would provide sufficient Required Industrial Uses to capture the full 2.0 FAR available, and the Proposed Development would be built to the maximum 4.80 FAR.

C. A special permit pursuant to ZR Section 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to modify the number of loading berths and parking spaces required for the Proposed Development pursuant to the existing M1-2 zoning. The Proposed Development would provide two loading docks and a 36-space below-grade parking garage to satisfy the anticipated on-site demand.

The Proposed Actions are subject to environmental review under City Environmental Quality Review (CEQR) regulations and guidance.

The special permits are requested to facilitate development of the 27,963 sf proposed Development Site.

By allowing Required Industrial Uses and Incentive Uses to occupy floor area beyond that permitted by the M1-2 floor area limitations, the Proposed Actions would help to diversify the economic base within the Project Area and increase employment. As such, the proposed actions are not anticipated to result in significant adverse zoning impacts.

Finally, based on the Waterfront Revitalization Program (WRP) Consistency Assessment Form (CAF) completed for the Proposed Development, which is provided in **Appendix C**, two policies require further assessment. As indicated below, the assessment provided herein found that the Proposed Development would be consistent with all applicable policies. Therefore, the Proposed Development would not result in any significant adverse impacts related to the WRP and the Proposed Actions would not result in any significant adverse impacts to public policies.

III. METHODOLOGY

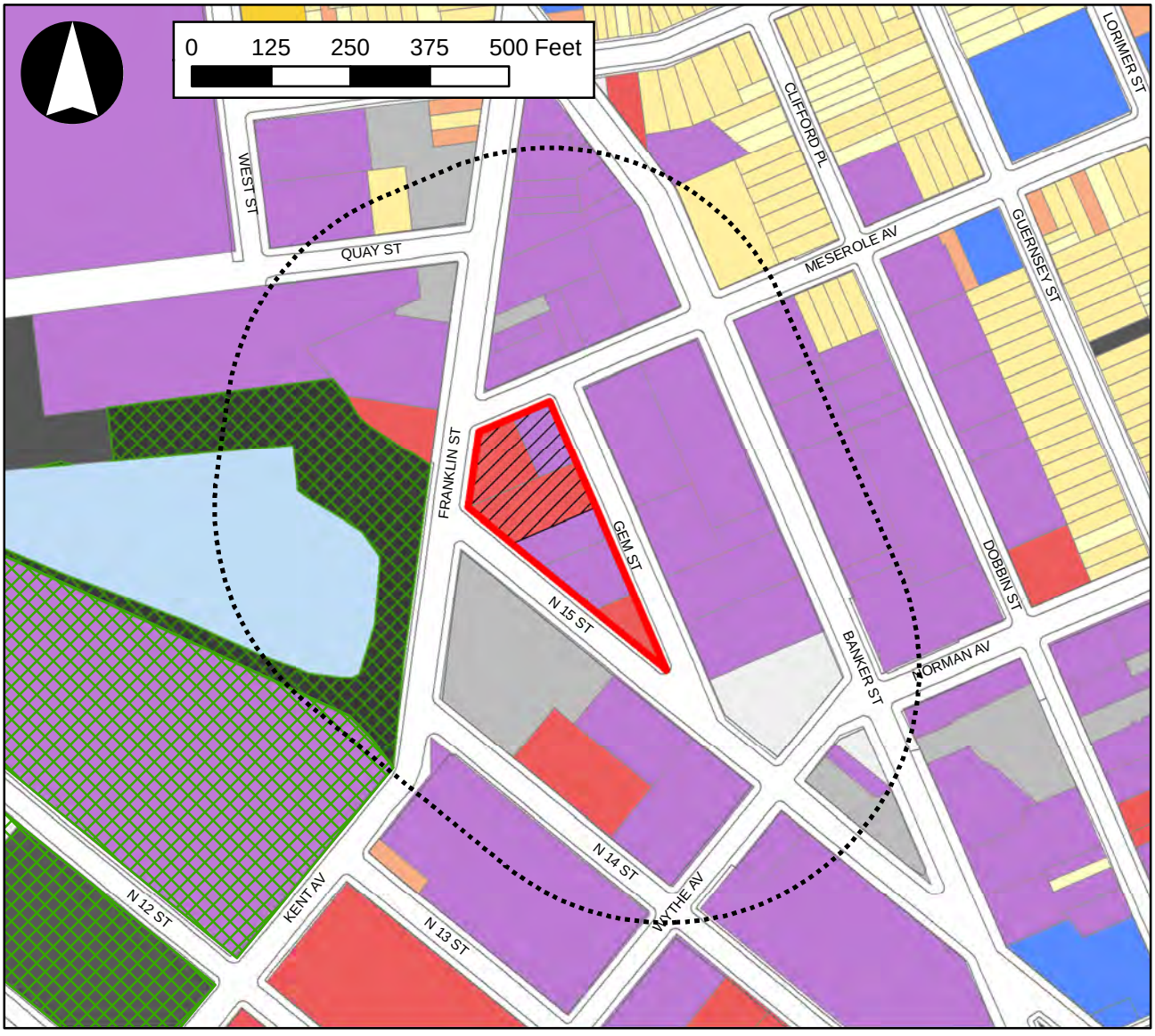
As noted above, the Proposed Development requires a zoning text amendment to include the Project Area as an IBIA and associated special permits—both discretionary actions—which would affect land use, zoning, and public policy. Land use, zoning, and public policy are addressed and analyzed for two geographical areas for the Proposed Development. For the purpose of this assessment, the primary study area encompasses the entire area to be mapped as an IBIA (Brooklyn Block 2614, Lots 1, 3, 8, 16, 19, and 24) and is bounded by Franklin Street to the west, Meserole Avenue to the north, Gem Street to the east, and North 15th Street to the south (see **Figure C-1**).

The 400-foot study area encompasses areas that have the potential to experience indirect impacts as a result of the proposed actions. As indicated above, the 400-foot study area extends approximately 400 feet from the boundary of the Project Area. The 400-foot study area is generally bounded by Quay Street to the north, lots fronting Banker Street between Norman Avenue and Meserole Avenue to the east, the corner of North 14th Street and Wythe Avenue to the south, and also includes the waterfront block located west of Franklin Street. The study area hass been established in accordance with *CEQR Technical Manual* guidance and can be seen in **Figure C-1**.

This chapter provides a description of the existing land use, zoning, and public policy conditions in the study areas. It also projects land use, zoning, and public policy conditions in the 2021 year without the Proposed Development (the "No-Action" condition). The No-Action condition is developed by identifying developments and other relevant changes anticipated to occur within this time frame. The No-Action condition describes the baseline conditions in the study areas against which the proposed actions' incremental changes are measured. Finally, the analysis projects land use, zoning, and public policy conditions in 2021 with the completion of the proposed actions (the "With-Action" condition).

Existing land uses were identified through review of a combination of sources, including field surveys and secondary sources such as the 2005 *Greenpoint-Williamsburg Rezoning Final Environmental Impact Statement* (FEIS), the City's Primary Land Use Tax Lot Output (PLUTO™) data files for 2016, and websites such as NYC Open Accessible Space Information System (OASIS) and NYCityMap. New York City Zoning Maps and the Zoning Resolution of the City of New York were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action

Figure C-1
Land Use Map



Legend

- 400-ft Radius
- Project Area
- Proposed Development Site
- Future Bushwick Inlet Park

Land Use

- One & Two Family Buildings
- Multi-family Walkup Buildings
- Multi-family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

and With-Action conditions. Relevant public policy documents, recognized by the New York City Department of City Planning (DCP) and other City agencies were utilized to describe existing public policies pertaining to the study areas. In addition, as the project site falls within the City's designated Coastal Zone, the WRP CAF was prepared.

IV. PRELIMINARY ASSESSMENT

A preliminary assessment, which includes a basic description of existing and future land use and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. However, under CEQR guidance, if a detailed assessment is required in the technical areas of socioeconomic conditions, neighborhood character, transportation, air quality, noise, infrastructure, or hazardous materials, a detailed land use assessment is appropriate. As this EAS provides detailed assessments of hazardous materials, transportation, and noise, a detailed assessment of land use and zoning is warranted and provided in Section V, below.

In addition, some assessment of public policy should accompany an assessment of land use and zoning. According to the 2014 *CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports that pertain to the study area. If the proposed project could potentially alter or conflict with identified policies, a detailed assessment should be conducted. Otherwise, no further analysis of public policy is necessary.

As described above, the proposed actions involve: A) A text amendment to modify Section 74-96 of the Zoning Resolution to map Block 2614 as an IBIA; this would allow modifications to the bulk, accessory off-street parking and loading requirements by special permit of the City Planning Commission; B) A special permit pursuant to Section 74-962 (floor area increase and public plaza modifications in Industrial Business Incentive Areas) to allow a floor area increase to be used for certain Incentive Uses (as defined herein); and C) A special permit pursuant to Section 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to allow a modification of the required parking capacity and the number of loading berths required for the Proposed Development. As such, a detailed assessment of public policies is warranted and is also provided below.

V. DETAILED ASSESSMENT

Existing Conditions

Land Use

Primary Study Area/Proposed Industrial Business Incentive Area

As described above, the primary study area includes the Applicant-owned proposed Development Site (Block 2614, Lots 1, 3, and 8), as well as Lots 16, 19, and 24 (not owned by the Applicant and not expected to be redeveloped as a result of the proposed actions) and is bounded by Franklin Street to the west, Meserole Avenue to the north, Gem Street to the east, and North 15th Street to the south.

As shown in **Figure C-1**, the primary study area contains commercial and industrial/manufacturing uses. Lot 1, the southernmost lost in the primary study area, is occupied by a brewery, bar, restaurant, and storage warehouse. Lot 3, on the northwest corner of the primary study area, contains two buildings which include

a bar, restaurant, and plumbing supply store. Finally, on Lot 8, the existing building is occupied as a music rehearsal space.

The primary study area is served by several public transit options. The Nassau Avenue G subway station (located to the southeast at the intersection of Nassau and Manhattan Avenues) is approximately 0.4 miles to the southeast of the Project Area and the Bedford Avenue L subway station (located to the south at the intersection of Bedford Avenue and North 7th Street) is approximately 0.7 miles from the Project Area. In addition, the B32 bus (connecting Williamsburg Bridge Plaza and Long Island City) runs along Franklin Street/Kent Avenue and Wythe Avenue, the B62 bus (connecting Downtown Brooklyn/Fulton Mall and Long Island City) runs along Bedford and Driggs Avenues, and the B43 bus (connecting Lefferts Gardens/Prospect Park and Greenpoint) runs along Manhattan Avenue and Graham Avenue. The B32 bus also makes a wide variety of connections to other local bus lines along the Broadway commercial corridor in Brooklyn, including connections with the B24, B39, B46, B60, B62, Q54 and Q59 bus lines. The North Williamsburg stop on the East River route of the NYC Ferry is located less than 0.6 miles to the south of the project site at the western terminus of North 6th Street. There are two nearby CitiBike stations, at the corner of Banker Street and Meserole Avenue and at the corner of North 15th Street and Wythe Avenue.

400-Foot Study Area

As indicated above, the 400-foot study area encompasses areas that have the potential to experience indirect impacts as a result of the proposed actions. The 400-foot study area extends a block and a half to the north and south of the Project Area and approximately a block to the east and west. Like the rest of waterfront in Williamsburg and Greenpoint, this area was developed more than 100 years ago, during Brooklyn's industrial age, when both sides of the East River were dominated by large commercial docks, factories, oil refineries, and shipyards. Inland from the waterfront, residential neighborhoods developed to house workers for these industrial uses. Over time, as manufacturing operations on the waterfront declined, these neighborhoods developed their unique blend of residential and commercial uses.

In recent years, these neighborhoods have grown and adapted. As refineries and shipyards have departed, new businesses have emerged to take their place. Due to its character, proximity to Manhattan, eclectic building typologies, and comparatively lower rents, by the end of the 20th Century, Williamsburg and Greenpoint had become a sought-after community for artists and Manhattan commuters. However, the industrial areas nearest the waterfront, including the Proposed Development Site and large lots in the vicinity of the primary study area, remained largely underutilized, a product of restrictions on residential use and ever-evolving economic conditions.

While new development in the Greenpoint-Williamsburg IBZ has tended toward entertainment and nightlife uses, Brooklyn as a whole has seen resurgence in its office base. A spike in demand from the media, technology, and creative industries has led to very low inventory of available commercial space in Downtown Brooklyn, DUMBO, and Williamsburg. Commonly cited reasons given for this demand include the desire of tenants to occupy converted loft-spaces and the attraction of operating in close proximity to the communities in which their workforces live.

The predominant land uses in the 400-foot study area are a mix of light manufacturing, commercial, and some residential (see **Figure C-1**). The area south of the proposed Development Site contains commercial, manufacturing, and industrial uses. In the northeastern corner of the study area, north of Mesrole Avenue, residential uses are commonly found (see **Figure C-1**).

As part of the 2005 Greenpoint-Williamsburg Rezoning, the Greenpoint-Williamsburg Waterfront Action Plan (WAP) was established and formalized within the zoning text. The Greenpoint-Williamsburg WAP tailors the public access requirements of waterfront zoning to the specific conditions of a particular waterfront, specifying the locations of particular access elements. Parcel 19 of the WAP is located west of

the primary study area. Parcel 19, along with adjacent Parcels 20, 21, and 22 are designated as public parks under ZR Section 62-931(d)(10).

To facilitate creation of this future waterfront park, portions of several streets to the southwest of the primary study area were de-mapped in conjunction with the 2005 Greenpoint-Williamsburg Rezoning. The resultant parcel, mapped as "Inlet Park," is bounded by North 9th Street to the south, Kent Avenue/Franklin Street to the east, Quay Street to the north, and the U.S. Pierhead Line to the west. While the City now owns the entirety of the land to be developed as Bushwick Inlet Park, only a portion of the area has been developed into public parkland. Site remediation is required on much of the future parkland before the land ultimately can be redeveloped. However, the first phase of Bushwick Inlet Park, which occupies the area between North 9th and North 10th Street and the eastern portion of the block bounded by North 11th and North 12th Street and Kent Avenue, is publicly accessible. East River State Park is another public open space that is located within close proximity to the project area, located on the East River waterfront between North 7th and North 9th Street.

The 35-acre McCarren Park is another substantial public open space located in the area, just three blocks southeast of the project site. While McCarren Park is located outside of the 400-foot study area being considered for this project, it is noteworthy due to its size and due to the close proximity of this open space to the study area.

Two new developments have been identified within the 400-foot study area. A three-story commercial building is under construction at 14 Wythe Avenue. Additionally, an existing two-story industrial building at 193 Banker Street is being converted into a three-story, 19,000 square-foot sculpting studio. The building would include manufacturing space on the ground floor, office space on the second floor, and a 1,525 square-foot residential unit on the third floor.

Though it falls just outside the southern limits of the 400-foot study area, the eight-story mixed-use project at 25 Kent Avenue is the City's first designated Industrial Business Incentive Area and is being developed pursuant to per ZR Section 74-96. Additionally, another IBIA development is proposed to be developed beyond the limits of the 400-foot study area by 2020 at 103 North 13th Street, to the southeast of the Proposed Development. 103 North 13th Street is a proposed six-story light industrial and commercial building with approximately 75,315 gsf, including 10,970 gsf of light industrial space, 43,287 gsf of office space, and 21,058 gsf of local retail space.

Zoning

Table C-1 lists and describes the zoning districts located within 400 feet of the proposed Industrial Business Incentive Area and provides information about the maximum permitted FAR in each zoning district.

Primary Study Area/Industrial Business Incentive Area

The proposed Development Site (zoned M1-2) is located within the 175-block area rezoned in the 2005 Greenpoint-Williamsburg Rezoning. M1 districts are often buffers between M2 and M3 districts and adjacent residential or commercial districts. Nearly all industrial uses are allowed in M1 districts if they meet the M1 performance standards. Offices, hotels, and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are permitted as-of-right. M1-2 districts allow maximum FAR of 2.0 for manufacturing and commercial uses and 4.8 for community facility uses (Use Group 4, only), and building height and setbacks are controlled by a sky exposure plane. Within M1-2 districts, off-street parking is required and varies by use. Prior to the Greenpoint-Williamsburg Rezoning, the proposed Development Site was zoned M3-1.

Table C-1:
Study Area Zoning Districts

District	Definition/General Use	Maximum FAR
M1-1	Light manufacturing—high performance district. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. Building heights are governed by sky exposure planes. Parking requirements vary with use.	R: Not permitted C: 1.0 CF: 2.4 (Use Group 4 only) M: 1.0
M1-2		R: Not permitted C: 2.0 CF: 4.8 (Use Group 4 only) M: 2.0
MX8 (M1-2/R6-A)	Special Mixed Use District. Mixed-use buildings in these districts have a maximum FAR not exceeding the maximum FAR for residential, commercial, or manufacturing uses, whichever is greatest.	R: 3.0 C: 2.0 CF: 3.0 M: 2.0
MX8 (M1-2/R6-B)	Special Mixed Use District. Mixed-use buildings in these districts have a maximum FAR not exceeding the maximum FAR for residential, commercial, or manufacturing uses, whichever is greatest.	R: 2.0 C: 2.0 CF: 2.0 M: 2.0
M3-1	Manufacturing—heavy industries. M3 districts are usually located near the waterfront and buffered from industrial uses.	R: Not permitted C: 2.0 CF: Not permitted M: 2.0
R6	Residential - Medium density residential district. Height is governed by the sky exposure plane. The utilization of contextual zoning regulations is optional within the R6 district.	R: 2.43 C: Not permitted CF: 4.8 M: Not permitted

Notes: CF: community facility; R: residential; C: commercial; M: manufacturing

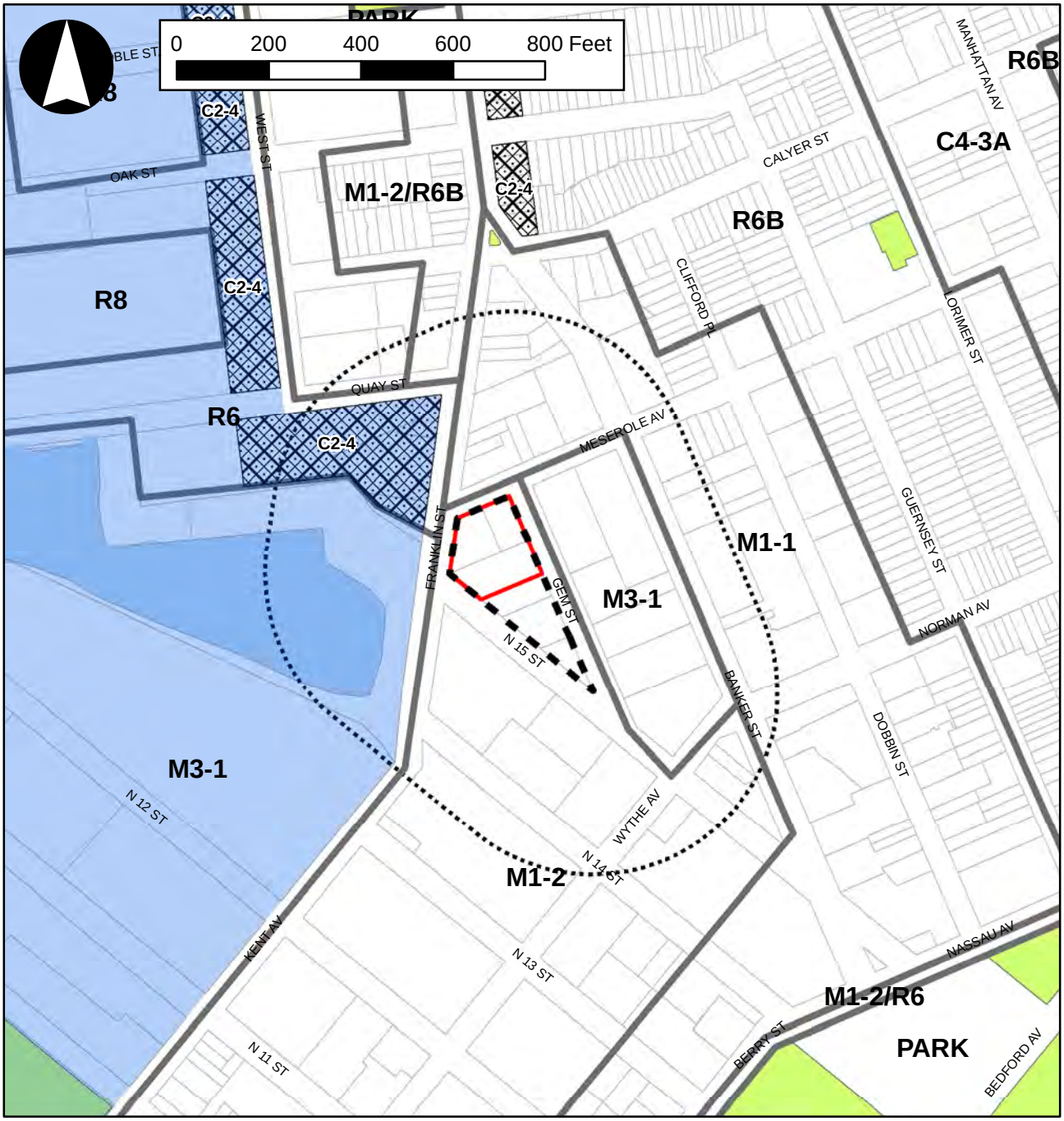
400-Foot Study Area

The 2005 Greenpoint-Williamsburg Rezoning resulted in new zoning that permitted lighter industrial uses and allowed residential uses in certain areas. The Greenpoint-Williamsburg Rezoning included street demappings, zoning text amendments, and zoning map changes, including a zoning map change to the proposed 400-foot study area. To better reflect the types of manufacturing uses that had come to occupy the area, and to ensure that new industrial uses in the area would be fully enclosed and compatible with the nearby residential and mixed use neighborhoods, the 2005 Greenpoint-Williamsburg Rezoning changed the zoning within the 400-foot study area from a heavy M3-1 manufacturing district to an M1-2 district. M1-2 districts limit activity to light industrial and commercial uses, as described above.

As indicated in **Figure C-2**, areas to the east of the proposed Development Site are mapped with M3-1 and M1-1. To the north is the Greenpoint-Williamsburg MX-8 Special Mixed Use Districts (M1-2/R6A, M1-2/R6B, and R6/C2-4). The area to the south are mapped with M1-2 districts.

M1-1 districts are light manufacturing/industrial districts that have 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. 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 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 thirty feet above the street line. Within M1-1 districts, off-street parking is required and varies by use.

Figure C-2
Zoning Map



Legend

- Project Area
- Proposed Development Site
- 400-ft Radius
- Zoning Districts
- C2-4 Commercial Overlay
- Waterfront Access Plan Area

M3 districts are designated areas for heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. M3 districts are usually located near the waterfront and buffered from residential areas. The maximum FAR in M3 districts is 2.0, with a maximum base height before setback of 60 feet. Buildings in M3 districts are governed by the sky exposure plane. M3-1 districts are subject to the same parking requirements as M1-1 and M1-2 districts.

The Greenpoint-Williamsburg Special Mixed Use District was established in 2005 to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity and create expanded opportunities for new mixed-use communities.

Waterfront Access Plan BK-1 (WAP BK-1): Greenpoint-Williamsburg
As indicated above, the Greenpoint-Williamsburg WAP was established as part of the 2005 Greenpoint-Williamsburg Rezoning and became part of the zoning text. The Greenpoint-Williamsburg WAP, also called WAP BK-1, identifies specific locations for required waterfront public access areas on private development parcels; establishes requirements for widened shore public walkways, parks, and plazas; allows flexibility for different shore treatments and quality landscape design; and establishes parameters for consistency of design along the waterfront. It also specifies the locations of upland connections and visual corridors to be established as waterfront sites are developed. Immediately west of the proposed Development Site is Parcel 19 of the WAP. Parcel 19, along with adjacent Parcels 20, 21, and 22 are designated as public parks under ZR Section 62-931(d)(10). As with most developments on waterfront blocks, developments on properties in the WAP BK-1 require certifications from the Chair of the CPC.

Public Policy

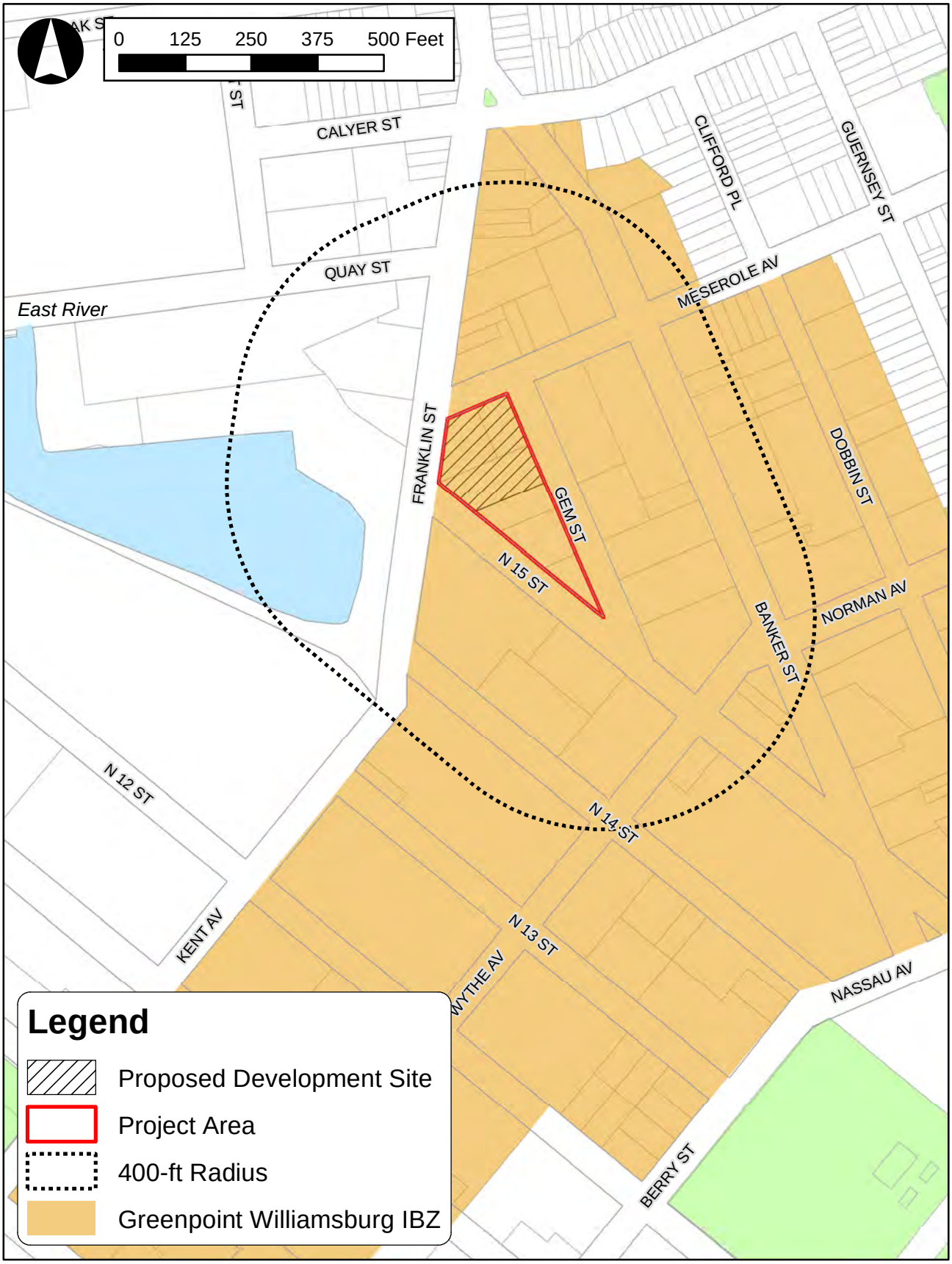
Primary Study Area/Industrial Business Incentive Area
Public policies that apply to the proposed Development Site include the Greenpoint-Williamsburg IBZ, the North Brooklyn Empire Zone (EZ), the WRP, and the Greenpoint 197-a Plan, which are discussed in greater detail below.

Greenpoint-Williamsburg IBZ
In 2006, the Mayor's Office for Industrial and Manufacturing Businesses ratified the establishment of sixteen IBZs in which the City provides expanded assistance services to industrial firms in partnership with local development groups. During the summer of 2012, the City undertook an effort to modify the boundaries of existing IBZs and to add the Staten Island IBZ. Additional IBZs were subsequently established, and the boundaries of select IBZs were modified. There are currently 21 IBZs throughout New York City. Usually built upon pre-existing In-Place Industrial Parks, IBZs offer various incentives to prevent industrial uses from relocating outside of the City and represent a commitment by the City not to rezone these areas for residential uses.

The proposed Development Site is located within the Greenpoint-Williamsburg IBZ. As shown in **Figure C-3**, the Greenpoint-Williamsburg IBZ covers over twenty blocks (or portions thereof) on the border of the Greenpoint and Williamsburg neighborhoods, and is generally bordered by Kent Avenue/Franklin Street to the west, Calyer Street and Meserole Avenue to the north, Banker, Dobbin, and Guernsey Streets to the east, and Nassau Ave/Berry Street and North 12th and North 13th Streets to the south.

Within an IBZ, Industrial Business Solutions Providers offer industrial firms guidance accessing appropriate financial and business assistance programs, navigating and complying with regulatory requirements, developing workforces, and ensuring the neighborhood is well-maintained. The Industrial

Greenpoint Williamsburg Industrial Business Zone



Business Solutions Provider for the Greenpoint-Williamsburg IBZ is Evergreen: Your North Brooklyn Business Exchange.

Additionally, planning studies are performed to determine changes that can be made to improve business efficiency within the City's IBZs. These changes can include traffic and parking monitoring, clustering of similar businesses, and IBZ-specific marketing. Higher regulation and steeper penalties for illegal conversions, as well as a guarantee not to rezone to residential districts, help to alleviate real estate uncertainty. Tax incentives also encourage new industrial uses to move to these areas of the City.

North Brooklyn Empire Zone (EZ)
The proposed Development Site is located withinNorth Brooklyn EZ, which includes parts of Greenpoint, Williamsburg, and the Brooklyn Navy Yard (see **Figure C-4**). The New York State EZ program was created in 1986 (originally "Economic Development Zone"), and the North Brooklyn EZ was established in 1998. "Area 2" of the North Brooklyn EZ was added in 2006, reflecting the establishment of the Greenpoint-Williamsburg IBZ in that same year. In total, there are eleven Empire Zones in New York City, which are administered locally by the New York City Department of Small Business Services (SBS), in partnership with Empire State Development (ESD), New York State's lead economic development agency, and the New York State Departments of Labor and Taxation and Finance.

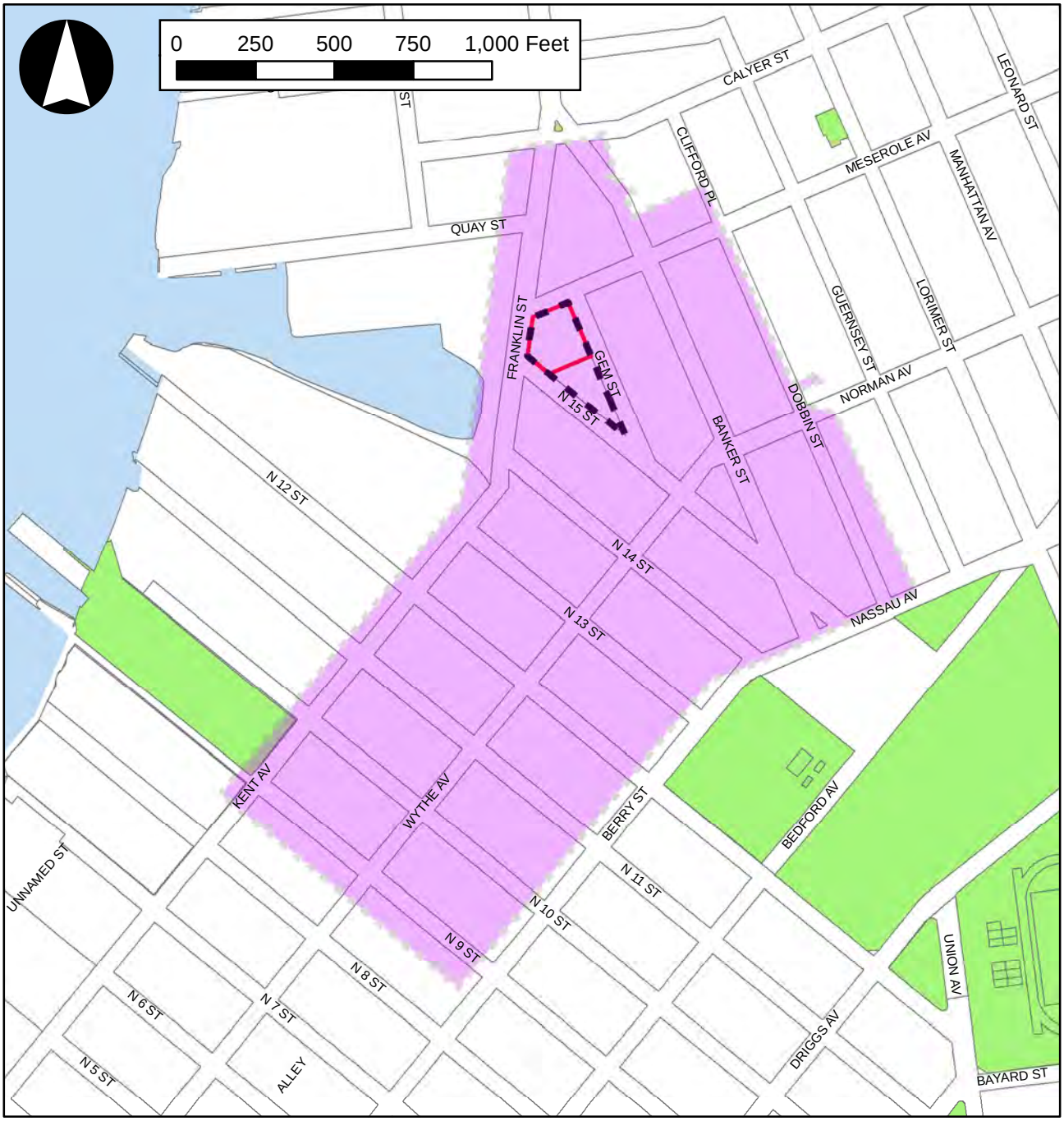
The New York State EZ program was created to make New York more competitive and stimulate economic growth through incentives designed to attract new businesses to New York State and to enable existing businesses to expand and create more jobs. Specifically, the EZ program encourages development in designated areas by offering an array of incentives in the form of employment, investment, real property, tax credits, and utility discounts.

Waterfront Revitalization Program (WRP)
Proposed projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's WRP. The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to city, state, and federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City.

The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. The NYSDOS administers the program at the State level, and DCP administers it in the City. The WRP was revised and approved by the City Council in October 1999. In August 2002, the NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers (USACE) and the U.S. Fish and Wildlife Service (USFWS)) adopted the City's ten WRP policies for most of the properties located within its boundaries.

In October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in "Vision 2020: The New York City Comprehensive Waterfront Plan," released in 2011. The changes are intended to solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change consideration into its Coastal Zone Management Program. They are also intended to promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable, working waterfront. On February 3, 2016, the

Figure C-4
Empire Zone



Legend

- Empire Zone
- Project Area
- Proposed Development Site

NYS Secretary of State approved the revisions to the WRP. As such, the updated policies are reflected in this analysis.

Also in 2013, the New York City Panel on Climate Change (NPCC) released a report, "Climate Risk Information 2013: Observations, Climate Change Projections, and Maps," outlining New York City-specific climate change projections to help respond to climate change and accomplish *OneNYC* goals. The NPCC report predicted future City temperatures, precipitation amounts, sea levels, and extreme event frequency for the 2020s and 2050s. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC report predicts that mean annual temperatures will increase by 2 to 3˚F and by 4 to 6.5˚F by the 2020s and 2050s, respectively; total annual precipitation will rise by zero to 10 percent and five to 15 percent by the 2020s and 2050s, respectively; sea level will rise by four to 11 inches and 11 to 31 inches by the 2020s and 2050s, respectively; and by the 2050s, heat waves and heavy downpours are very likely to become more frequent, more intense, and longer in duration, and coastal flooding is very likely to increase in frequency, extent, and height.

As illustrated in **Figure C-5**, the Project Area falls within the City's designated coastal zone, and, accordingly, the Proposed Development must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). An assessment is provided below under the "Future with the Proposed Development (With-Action Condition)" and the completed WRP Form is included in **Appendix C**.

Greenpoint 197-a Plan

Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth, and improvement of land within their districts. Once approved by CPC and adopted by the City Council, as submitted or modified, 197-a plans serve as policy guides for subsequent actions by City agencies.

In 1998, Brooklyn Community Board (CB) 1 submitted the Greenpoint 197-a plan, which was officially adopted in January 2002. The plan's study area, as modified by the CPC, is generally coterminous with zip code 11222 and is bounded by the East River to the west, Newtown Creek to the north and east, and North 12th Street, Bayard Street, Meeker Avenue, Metropolitan Avenue, Maspeth Avenue, Morgan Avenue, and the Brooklyn-Queens Expressway (BQE) to the south. The Project Area is located within the boundaries of the Greenpoint 197-a plan, along its southern border.

The Greenpoint 197-a Plan was the result of over a decade of effort by residents, community organizations, business leaders, and Brooklyn CB 1 to create a blueprint for future development in Greenpoint, facilitate quality of life improvements in the community, and maximize Greenpoint's potential. The guiding principles of the 197-a Plan were to establish zoning districts that would foster market rate housing, affordable housing, and commercial redevelopment. The plan's recommendations for improving access to the waterfront and redeveloping industrial land into mixed-use residential, manufacturing, and parks were largely addressed in the 2005 Greenpoint-Williamsburg Rezoning project. In addition to the waterfront recommendations, the Greenpoint 197-a Plan also calls for the promotion of neighborhood-scale retail development to serve the needs of the local community and maintain the variety of shops and services along the area's retail corridors; encouraging non-polluting businesses; and creating economic development programs to retain non-polluting businesses.

Williamsburg Waterfront 197-a Plan

The Williamsburg Waterfront 197-a Plan (proposed in 1998, and adopted in 2002) focuses on the East River waterfronts of three neighborhoods in the southern portion of Brooklyn CD 1: Northside, Southside,

WRP Coastal Zone Boundary

and South Williamsburg. The Williamsburg Waterfront 197-a Plan area extends south from Bushwick Inlet (North 14th Street) to the point at which the BQE passes the Brooklyn Navy Yard, and is generally two blocks deep along the waterfront. The planning area extends farther inland at two points to connect to McCarren Park to the north and Continental Army Plaza at the foot of the Williamsburg Bridge. The Project Area is located within the Williamsburg Waterfront 197-a plan.

The major goals of the Williamsburg Waterfront 197-a Plan were to: increase waterfront access and public open space; encourage growth along the waterfront consistent with the scale and character of adjacent neighborhoods; foster mixed-use development in the Northside and Southside and residential development in South Williamsburg; promote a clean and safe living and working environment; promote local economic development that provide jobs and strengthens the residential and retail sectors; and support and strengthen existing ethnic and income diversity. The plan's recommendations were largely addressed in the 2005 Greenpoint-Williamsburg Rezoning project.

400-Foot Study Area

Apart from the aforementioned public policies, *OneNYC: The Plan for a Strong and Just City, and New York Works* apply in portions of the 400-foot study area, as described below.

OneNYC: The Plan for a Strong and Just City

In April 2015, Mayor Bill de Blasio released *OneNYC*, a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced. *OneNYC* is the update to the sustainability plan for the City started under the Bloomberg administration, previously known as PlaNYC 2030: A Greener, Greater New York. Growth, sustainability, and resiliency remain at the core of *OneNYC*, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth; aging infrastructure; and global climate change, *OneNYC* brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts. Since the 2011 and 2013 updates of PlanNYC, the City has made considerable progress towards reaching original goals and completing initiatives. *OneNYC* includes updates on the progress towards the 2011 sustainability initiatives and 2013 resiliency initiatives and also sets additional goals and outlines new initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

Goals of the plan are to make New York City:

- A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.
- A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.
- A Sustainable City by reducing greenhouse gas emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

New York Works

In June 2017, Mayor Bill de Blasio released *New York Works*, a 10-year plan to invest in new industries, raise wages, and train New Yorkers for new careers. *New York Works* includes 25 initiatives to spur the creation of 100,000 new jobs in cyber security, freight, life sciences and healthcare, virtual reality, culture, tech, manufacturing, and apprenticeships. As affordability has persisted as an issue for many New Yorkers

this plan attempts to identify opportunities to spur job creation for jobs paying more than $50,000 a year, making New York a more affordable place to live and work.

The plan has three objectives:

- Invest in the creation of middle-class jobs
- Ensure those jobs are accessible to New Yorkers
- Prepare for jobs of the future

Future without the Proposed Actions (No-Action Condition)

Land Use

Primary Study Area/Industrial Business Incentive Area
As discussed in **Attachment A, "Project Description,"** in the future without the proposed actions, the Project Area would remain in its existing form. Currently, the site includes approximately 53,990 gsf of existing uses (approximately 30,000 gsf on the proposed Development Site and approximately 23,990 gsf on the balance of the block), including approximately 11,389 gsf of local retail, approximately 6,388 gsf of manufacturing, and approximately 36,214 gsf of warehouse and storage uses on the proposed Development Site.

400-Foot Study Area
Two projects are currently under construction within the 400 feet of the proposed Industrial Business Incentive Area. It is anticipated that these projects would be completed by the 2021 Build Year, and their locations are shown in **Figure C-6**.

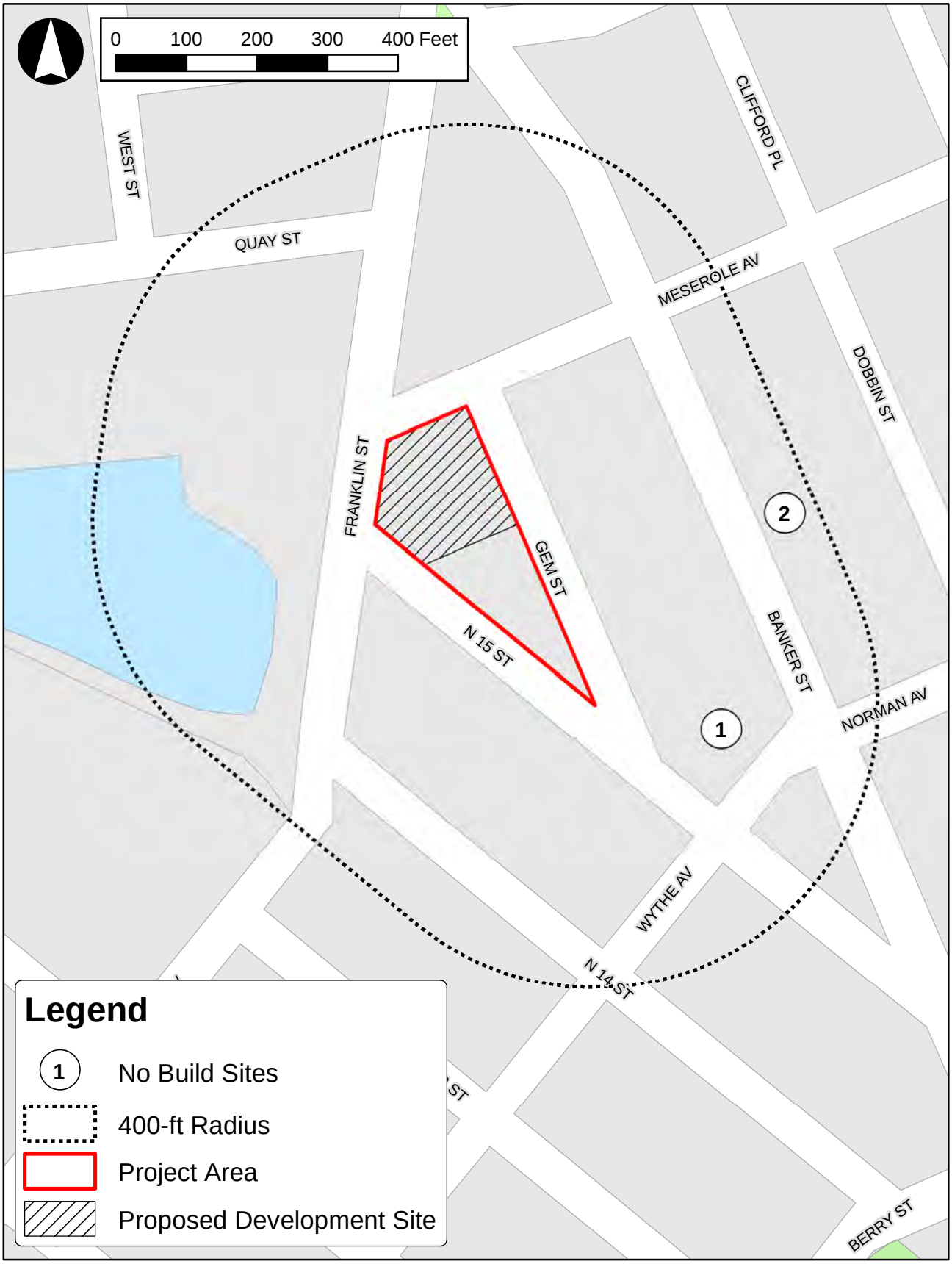
At 14 Wythe Avenue a new three-story commercial building has been proposed. New building permits were initially filed in 2015. The building will include a ground floor distillery with office and dance studio space on the second floor and more restaurant use on the third floor. In all, the new building will introduce 43,382 gsf of commercial use to the area and 107 off-street parking spaces in the cellar of the building. At 193 Banker Street an existing 2-story industrial buildings is being converted into a 3-story, 19,000 square-foot sculpting studio. The building will include manufacturing space on the ground floor, office space on the second floor, and a 1,525 square-foot residential unit on the third floor.

Additionally, as indicated above, the section of Bushwick Inlet Park that has been opened to the public is located to the southwest of the Project Area. The park currently is located along the East River near North 9th and 10th Streets. The park includes a multi-purpose sports field a green building with a green roof, a viewing platform, playground and public access to the waterfront. While Phase I of the park has been completed and is publicly accessible, the later phases of the park which will eventually expand the park into Greenpoint at Quay Street are only partially funded and the timetable for completion has not been determined. These later phases of the park will be located immediately west of the proposed Development Site.

Zoning

Primary Study Area/Industrial Business Incentive Area
In the future No-Action condition, no zoning changes are anticipated within the Project Area. As such, it is anticipated that the existing M1-2 zoning district would be retained. Further, the proposed zoning text amendment would not be established in absence of the proposed actions.

No-Build Sites



400-Foot Study Area
There are currently no planned zoning changes in the 400-foot study area in the future without the proposed actions.

Public Policy

Primary Study Area/Industrial Business Incentive Area
No changes are expected to public policy in the Project Area under No-Action conditions.

400-Foot Study Area
There are no expected changes to public policy in the 400-foot study area in the 2021 future without the proposed actions.

Future with the Proposed Action (With-Action Condition)

In the future with the proposed actions (the With-Action scenario), the proposed zoning text amendment and the related special permits would facilitate development of the proposed approximately 167,174 gsf building on the proposed Development Site (refer to **Figures A-4** and **A-5** in **Attachment A, "Project Description"**). The With-Action development would have an FAR of 4.80. Commercial uses would comprise approximately 4.00 FAR, with Required Industrial Uses comprising the remaining 0.8 FAR and occupying the second floor of the building. The Proposed Development would rise to seven stories to a height of 110 feet (excluding rooftop mechanical equipment).

As described above, under the With-Action Scenario, the Proposed Development would be comprised primarily of large-footprint commercial office uses (approximately 109,521 gsf), with the balance of the above-grade area comprised of local retail and restaurant uses (16,831 gsf), and manufacturing and Required Industrial Uses (23,547 gsf). It is anticipated that prospective tenants would be companies in the technology and creative media industries, consistent with existing trends in the surrounding area (e.g., Amazon has a photo studio located just south of the 400-foot study area boundary). It is anticipated that the 23,547 gsf of manufacturing and light industrial space would be occupied by small scale manufacturers, such as furniture, jewelry, or food manufacturers based on the tenant mix located in similar facilities in the Greenpoint neighborhood (e.g., the Greenpoint Manufacturing and Design Center) and the proposed floor plans. The 16,831 gsf of ground floor retail spaces would have small footprints and would be occupied by local retail and restaurant uses. Approximately 36 accessory, self-park parking spaces would be located on the building's cellar level, which would be accessed from Gem Street.

The Proposed Development would be in accordance with the special permits and applicable New York City Zoning bulk regulations and would be designed to meet the site design, envelope, and urban design requirements that would be allowed by the special permit.

Land Use

Primary Study Area/Industrial Business Incentive Area
Table C-2 shows the proposed Development Site would accommodate new development in both the RWCDS No-Action and With-Action conditions. As described above, in the future with the proposed actions, the Proposed Development would consist of a net increase of approximately 109,521 gsf of commercial office space, approximately 10,000 gsf of local retail, approximately 6,831 gsf of restaurant space (16,831 gsf of combined local retail and restaurant space), 23,547 gsf of Required Industrial Uses.

Table C-2:
Comparison of 2021 Existing/No-Action and With-Action Scenarios on the Development Site

Land Use	Existing/ No-Action	With-Action	Increment
Commercial Office	0 gsf	109,521 gsf	+ 109,521 gsf
Local Retail/Restaurant	25,875 gsf	16,831 gsf	-9,044 gsf
Required Industrial Uses[1]	4,125 gsf	23,547 gsf	+ 19,422 gsf
Parking	0 gsf	17,275 gsf	17,275 gsf
Total Gross Floor Area	**30,000 gsf**	**167,174 gsf**	**+137,174 gsf**
Parking Spaces	0 spaces	36 spaces	36 spaces
Population	**No-Action**	**With-Action**	**Increment**
Employees	64	583	+ 519

Notes: Employee count for the existing uses was determined in consultation with existing businesses. Employee calculations for the Proposed Development were based on the following assumptions: one employee per 250 sf of office; three employees per 1,000 sf of retail; and one employee per 250 sf of industrial.[2]
[1] Includes use groups 11A, 16A, 16B, 17B, 17C, and 18A.
[2] Industrial employee generation rate is conservatively assumed to be the same as office space for the proposed Required Industrial Uses since the types of industrial uses would be small-scale maker spaces.

The Proposed Development would provide increased walk-to-work opportunities in Brooklyn CD 1, contribute to an increased density of appropriate land uses, strengthen the economic base of the City, conserve the value of land and buildings, contribute to a diverse mix of business uses and employment in the area, and protect the City's tax revenues.

Greenpoint and the adjacent northside of Williamsburg has experienced significant residential growth since the 2005 Greenpoint-Williamsburg Rezoning. While new office conversions have been completed in the surrounding area in recent years (including the Vice Magazine offices and Amazon photo studio), the amount of existing office space in the surrounding area has not expanded sufficiently to meet the needs of the area's growing residential population. Therefore, the introduction of approximately 109,521 gsf of commercial office space facilitated by the proposed actions would provide office space within close proximity to this growing residential population.

Furthermore, introducing additional commercial office space in Williamsburg would address a borough-wide need for new commercial office space, particularly for technology firms. In June 2013, the Brooklyn Tech Triangle Coalition, a coalition of economic development organizations representing DUMBO, Downtown Brooklyn, and the Navy Yard, projected that roughly 2.6 million to 3.9 million square feet of office space was needed in the area by 2015 to accommodate the needs of existing technology firms located in Brooklyn as well as the needs of firms that would like to locate there.

400-Foot Study Area
As described above, the blocks within the 400-foot study area have been relatively untouched by new development. The exception being the previously mentioned developments at 14 Wythe Avenue and 193 Banker Street.

No additional changes to land use are anticipated within the 400-foot study area as a result of the Proposed Actions.

Assessment

The proposed actions would not result in significant adverse impacts to land use on the proposed

Development Site, within the larger Project Area, or in the 400-foot study area. The proposed actions would allow a new mixed commercial office, light industrial/manufacturing and local retail development on the proposed Development Site in an area where there is a strong demand for these particular uses. Additionally, the Proposed Development would support light industrial/manufacturing uses in an existing IBZ. The Proposed Development would expand ground-floor retail on Block 2614, in an area that does not have an abundance of local retail uses. The Proposed Development would be built at a density and bulk compatible with the other properties in the area. As such, the proposed actions would result in development that, in addition to being appropriate for the area, would complement the land use character of the 400-foot study area as a whole.

Zoning

Primary Study Area/Industrial Business Incentive Area

Actions Necessary to Facilitate the Proposed Development

The Proposed Development requires the following approvals from the CPC:

A. A Zoning Text Amendment to modify Section 74-96 of ZR. The proposed Zoning Text Amendment would establish and map a new Industrial Business Incentive Area (IBIA) over the Project Area. ZR Section 74-96 was created as a result of a previous action for the development of a previous action for 25 Kent Avenue, but would be modified to formally map Block 2614 as a new IBIA. The proposed IBIA would be mapped on Block 2614, the block bounded by Franklin Street on the west, Meserole Avenue on the north, Gem Street on the east, and North 15th Street on the south. ZR Section 74-96 includes special permits available to properties within the defined boundaries of the IBIA, which allow modifications to the bulk and accessory off-street parking and loading requirements of the existing zoning district through a series of findings and conditions that are required for the special permit application (described in detail below). The IBIA to be mapped for this project as a result of the proposed Zoning Text Amendment would be a one-block area zoned M1-2 in the Greenpoint-Williamsburg Industrial Business Zone (the "Greenpoint-Williamsburg IBZ"). As shown in **Figure A-3**, the entirety of Block 2614 would be mapped as an IBIA. Three of the six tax lots on Block 2614 (Lots 1, 3, and 8) are Applicant-owned and would be developed as a result of the Proposed Actions. The balance of the Block, including Lots 16, 19, and 24, would not be redeveloped by the Applicant. The proposed IBIA would be mapped on Block 2614, the block bounded by Franklin Street on the west, Meserole Avenue on the north, Gem Street on the east, and North 15th Street on the south. By designating the Project Area as an IBIA, the Zoning Text Amendment would allow for the pursuit of special permits existing in the Zoning Resolution (described in detail below) and available in IBIAs.

B. A special permit for the Development Site pursuant to ZR Section 74-962 (Floor Area Increase and Public Plaza Modifications in Industrial Business Incentive Areas) to allow for a floor area increase for certain uses to 4.8 if Required Industrial Uses are provided. Required Industrial Uses are certain light industrial uses in Use Groups 11A, 16A, 16B, 17B, and 17C, as specified in Sections 32-20, 32-25, and 42-14 of the Zoning Resolution, as well as beverages, alcoholic or breweries (Use Group 18A) as listed in Section 42-15 (collectively, "Required Industrial Uses"). To incentivize construction of Required Industrial Uses, the Special Permit allows additional floor area devoted to Incentive Uses. "Incentive Uses" are all uses permitted by the underlying M1-2 district, with the following exceptions: transient hotels in Use Group 5 (as specified in Section 32-14); uses in Use Groups 6A and 6C (as specified in Section 32-15); uses in Use Group 7A (as specified in Section 32-16); uses in Use Group 8C (as specified in Section 32-17); uses in Use Group 10A and any retail spaces accessory to wholesale offices or showrooms with storage restricted to samples in Use Group 10B (as specified in Section 32-19); uses in Use Groups 12 and 13 (as specified in Sections 32-21 and 32-22); and moving or storage offices

with no limitation as to storage or floor area per establishment, packing or crating establishments, and warehouses (as specified in Section 32-25).

For projects that devote one square foot of floor area to Required Industrial Uses, the Special Permit allows a 3.5 square-foot increase in maximum allowable floor area beyond the 2.0 FAR limitation on commercial and industrial uses of the underlying M1-2 district if certain design, envelope and urban design findings are met (provided that such development or enlargement does not include a transient hotel), resulting in a ratio of 1 square-foot of Required Industrial Use for every 2.5 square feet of Incentive Use. The resulting FAR may not exceed the maximum 4.8 FAR permitted in the M1-2 district. The Proposed Development would provide sufficient Required Industrial Uses to capture the full 2.0 FAR available, and the Proposed Development would be built to the maximum 4.8 FAR allowed. As part of the special permit, ZR Section 74-962 modifies the height and setback requirements of the underlying M1-2 district to allow for a building envelope incorporating the increased floor area; developments with a special permit under ZR Section 74-962 have a maximum base height of 75 feet and a maximum building height of 110 feet. Additional conditions apply regarding minimum sidewalk width, ground floor design, public plazas, and signs. A property owner must record a Notice of Restrictions against the property as a condition to the issuance of a building permit for a development subject to these use restrictions. This application would be the second to seek the special permit pursuant to ZR Section 74-962.

C. A special permit pursuant to ZR Section 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to modify the number of loading berths and parking spaces required for the Proposed Development pursuant to the existing M1-2 zoning. M1-2 zoning districts have a high parking requirement under ZR Section 44-20. For office use and most retail uses, one parking space is required for every 300 square feet of floor area. Most manufacturing and industrial uses, including many Required Industrial Uses, require one space for every 1,000 to 2,000 square feet of floor area without the special permit. ZR Section 44-20 would require between approximately 367 and 389 parking spaces for the Proposed Development, depending on the particular mix of uses, a number well in excess of project demand. The Applicant seeks a reduction of the parking requirement to 36 required parking spaces, which would be provided in a below-grade parking garage. Without this reduction, additional stories of parking would need to be constructed above-grade.

   The Applicant also seeks a reduction of the loading berth requirement (i) to reduce the number or loading berths required in the Proposed Development from three to two loading berths, and (ii) to reduce the required length of loading berths for manufacturing uses with 10,000 square feet of floor area or more from 50 feet to 40 feet.[1] Two 40-foot loading berth can accommodate the number of delivery truck anticipated at the Proposed Development.

In addition to the above, mechanisms to ensure and document the Required Industrial Uses would be required. A public placard would be mandatory to identify the site as containing Required Industrial Uses. Additionally, the Applicant would have to establish a website including information such as the name of

[1] Under ZR Section 44-50, there is a high loading berth requirement. For retail uses and most permitted manufacturing uses, the Zoning Resolution requires no loading berth for the first 8,000 square feet of floor area, one loading berth for the next 17,000 square feet of floor area, one loading berth for the next 15,000 square feet of floor area, one loading berth for the next 20,000 square feet of floor area, one loading berth for the next 40,000 square feet of floor area for retail uses and the next 80,000 square feet of floor area for most manufacturing uses, and additional requirements for larger amounts of floor area. Office use requires no loading berth for the first 25,000 square feet of floor area and one loading berth for the next 75,000 square feet of floor area. ZR Section 44-581 sets forth minimum dimensions for required loading berths. For offices and commercial uses, required loading berths must have a length of at least 33 feet. For wholesale, manufacturing, or storage uses with 10,000 square feet of floor area or more, required loading berths must have a length of at least 50 feet.

Required Industrial Use businesses, the amount of floor area of each such business, and the use group, subgroup, and specific use of each such business.

Proposed Development

In conjunction with the two requested special permits, the Applicant is proposing the redevelopment of the 27,963 sf proposed Development Site with an approximately 167,174 gsf primarily commercial office building. The Proposed Development (shown in **Figure A-4a**) would consist of seven stories and would be approximately 110 feet tall (excluding rooftop mechanical equipment). The Proposed Development would include approximately 109,521 gsf (95,863 zsf) of commercial office space, approximately 23,547 gsf (22,370 zsf) of Required Industrial Uses (manufacturing), and 16,831 gsf (15,989 zsf) for local retail/restaurant uses. The Proposed Development would also provide two loading docks and a 36-space below-grade accessory parking garage. The Proposed Development would have an FAR of 4.80.

The proposed office and light industrial spaces would be large-footprint above-grade spaces occupying entire floors to be subdivided as needed. It is anticipated that typical tenants of the industrial space would be small scale manufacturing companies (e.g., clothing, jewelry, food production, etc.), consistent with existing trends in the surrounding area. The ground floor retail spaces would have small footprints and would be occupied by local retail uses.

As indicated above, the Proposed Development would include commercial office space, local retail, and Required Industrial Uses (as described above, this could include Use Groups 11A, 16A, 16B, 17B, and 17C, as specified in Sections 32-20, 32-25, and 42-14 of the Zoning Resolution, as well as beverages, alcoholic or breweries (Use Group 18A) as listed in Section 42-15).

Consistent with ZR Section 74-962(b)(2), the Proposed Development would provide at least 15-foot-wide sidewalks on all street frontages. Street walls on Franklin Street, North 15th Street, and Meserole Avenue would rise to a base height of 75 feet. 105 feet of the street wall along Gem Street would rise 75 feet before setting back 10 feet from the street line and then rising to a final height of 90 feet. 27 feet of the street wall along Gem Street would rise continuously from street to a maximum height of 110 feet with no setback. At the ground level this 27 feet would be used for entry to the parking area.

As indicated above, the Proposed Development also includes 36 accessory parking spaces on the cellar level and two loading berths at Gem Street. The Applicant proposes constructing two curb cuts on Gem Street, one to provide access to the loading berths and one to provide access to the parking entrance. The Applicant proposes eliminating the existing curb cuts on Franklin Street, North 15th Street, and Meserole Avenue. The Proposed Development will also contain 85 bicycle parking spaces, much more than the 17 spaces required by zoning, which will help facilitate employees biking. Access to the bicycle parking would also be from Gem Street.

The Proposed Development Site is in a flood hazard zone AE and has a Base Flood Elevation of 11 feet and a Design Flood Elevation of 12 feet. The current sidewalk grades range from approximately 7.5 feet to 10.5 feet. The Proposed Development would employ a combination of dry and wet flood-proofing to address the fact of sidewalk elevations 1.5 feet to 4.5 feet lower than the required Design Flood Elevation. The ground floor will have storefront metal window frames with large glass windows and glass doors. The majority of the first floor will be raised to elevation 13, one-foot above the required Design Flood Elevation. The remaining portions of the first floor below the 13-foot elevation will be areas used for the retail entrances and show pits, the office lobby, the service entrance, and the bicycle parking entrance. These entrance (building access) and show window (storage) spaces would be wet flood-proofed, allowing water in during a flood event through doors or pressure activated louvers in the storefront window base. By

including glass windows and a retail show pit at street level, the Proposed Development will provide pedestrians with views into the retail space, activating the streetscape.

The spaces that would be dry flood-proofed are the garage entrance and two small utility rooms. The garage entrance would be installed with capability for mounting deployable flood barriers. The remainder of the cellar parking space would be dry flood-proofed through appropriate waterproofing treatment to the concrete foundation and walls. The gas meter and water meter room would similarly be constructed with flood resistant construction. Aside from utility connection rooms, the primary mechanical and utility rooms have been placed on the 2nd floor at an elevation of 28 feet.

Compliance with ZR Section 74-96 Conditions

As indicated above, a number of conditions have to be satisfied by the Proposed Development for CPC approval for the modification of use, bulk, parking and loading regulations in Industrial Business Incentive Areas. As described in detail in the ULURP application and as discussed below, the Proposed Development would satisfy the stated conditions.

Minimum Amount of Required Industrial Uses

As described above, the Proposed Development would contain substantial floor area devoted to Required Industrial Uses. As specified in the applicable zoning text, Required Industrial Uses shall occupy a minimum of 5,000 square feet of horizontally contiguous floor area and shall be served by loading areas and freight elevators with sufficient capacity. The floor area dedicated to Required Industrial Uses is contiguous, occupying undivided spaces of approximately 23,547 gsf of floor area on the second floor. The Required Industrial Uses are served by two loading berths, each 40 feet deep to accommodate oversized single-unit trucks. Access to the two loading berths is proposed on Gem Street. A freight elevator would be located adjacent to the loading berths to provide the second-floor Required Industrial Use space with direct access to the loading berths. The freight elevator and loading berths are sufficient to handle the loading requirements of the ground floor retail, second-floor manufacturing, and office operations above.

Minimum Sidewalk Width

As indicated in the proposed zoning text, the zoning text contains a required minimum sidewalk width of 15 feet. The Applicant would provide open area along portions of Gem Street (an approximately 0.37-foot strip) and North 15th Street (a strip with a width ranging from approximately 1.83 feet to 1.88 feet) to satisfy this requirement. In a survey dated July 25, 2017 by Montrose Surveying Company, the existing sidewalk widths along Franklin Street and Meserole Avenue are more than 15-feet wide and accordingly no additional setback from the street line is required.The sidewalk, and any open area on the zoning lot required to meet such minimum width, would be improved in accordance with the standards of the New York City Department of Transportation, would be at the same level as any adjoining public sidewalk, and would be publicly accessible at all times. This would satisfy the conditions of the proposed zoning text.

Height and Setback

The Proposed Development complies with the height and setback conditions. The street wall of the building rises to a height of 75 feet. At the base height of 75 feet, the building sets back at least 15 feet on each street frontage. (Each of the surrounding streets are narrow streets with widths ranging from 60 feet to 70 feet.) The portion of the building above the 75-foot base height, comprised of the sixth and seventh floors, is on the southeastern portion of the Development Site and rises to a maximum height of 110 feet. There is a 15-foot setback on Gem Street, a 41-foot setback on Meserole Avenue, a setback on North 15th Street with a depth ranging from 29 feet to 113 feet, and a setback on Franklin Street with a depth ranging from 43 feet to 97 feet. A bulkhead above the seventh floor is a permitted obstruction under ZR Section 43-42.

The Proposed Development also complies with the street wall location conditions. These conditions require that at least 70 percent of the aggregate width of the street wall below 12 feet be located at the street line

and no less than 70 percent of the aggregate area of the street wall up to the base height be located on the street line. The street wall of the building is located on the street line except four multi-story loggias—one located at the corner of Gem Street and Meserole Avenue from the second floor to the third floor, one located at the corner of Franklin Street and North 15th Street from the third floor to the fourth floor, one located at the corner of Franklin Street and Meserole Avenue from the fourth floor to the fifth floor, and one located on North 15th Street on the fifth floor open to the sky—and an open area in front of the entrance to the lobby on North 15th Street. The Proposed Development complies with the requirement for street wall width and area as applied to each street frontage as follows: On the North 15th Street frontage, 71.4 percent of the aggregate width of the street wall below 12 feet will be located at the street line. On the Franklin Street frontage, 100 percent of the aggregate width of the street wall below 12 feet will be located at the street line. On the Meserole Avenue frontage, 100 percent of the aggregate width of the street wall below 12 feet will be located at the street line. On the Gem Street frontage, 100 percent of the aggregate width of the street wall below 12 feet will be located at the street line. With respect to the upper floors of the building, 78.2 percent of the total aggregate area of the street wall on North 15th Street will be located at the street line, 88.5 percent of the total aggregate area of the street wall on Franklin Street will be located at the street line, 88.1 percent of the total aggregate area of the street wall on Meserole Avenue will be located at the street line, and 97.5 percent of the total aggregate area of the street wall on Gem Street will be located at the street line.

Ground Floor Design

The Proposed Development Site is within the flood hazard area, zone AE, and will satisfy the transparency requirements of ZR Section 64-22. Per sections 74-962(b)(4)(ii) and 64-22 of the Zoning Resolution, at least 50 percent of the surface area of the street wall, measured between the level of the first finished floor above curb level and a height of 12 feet above such level, must be glazed with transparent materials. On the North 15th Street (south) frontage of the Proposed Development, 578 sf of the street wall would be glazed, out of a total of 1,131 sf of street wall area (51 percent of the street wall). On the Franklin Street (west) frontage, 692 sf of the street wall would be glazed, out of a total of 1,357 sf of street wall (51 percent of the street wall). On the Meserole Avenue (north) frontage, 751 sf of the street wall would be glazed out of a total of 1,389 sf (54 percent of the street wall). On the Gem Street (east) frontage, 727 sf of the street wall would be glazed out of a total of 1,389 sf of street wall (52 percent of the street wall).

In total, 2,748 sf of the street wall on all four facades of the Proposed Development would be glazed, out of 5,266 sf of street wall. Thus, 52.2 percent of the street wall would be glazed. The floor levels behind such transparent materials would not exceed the level of the window sill for a depth of at least four feet, measured perpendicular to the street wall.

Signage

All signage at the Proposed Development would comply with the signage regulations applicable in C6-4 districts. ZR Section 32-60 permits accessory signs in C6-4 districts. Signs may not exceed a maximum surface area of five times the street frontage of the zoning lot, but in no event more than 500 square feet for interior or through lots or 500 square feet on each frontage for corner lots. Signs may not exceed a maximum height of 40 feet. Additional restrictions apply to accessory signs in C6-4 districts.

Compliance with the Required ZR Section 74-96 Findings

As indicated above, a number of findings must be satisfied by the Proposed Development for CPC approval for the modification of use, bulk, parking and loading regulations in Industrial Business Incentive Areas. As described in detail in the ULURP application and as discussed below, the Proposed Development would meet all of the required findings.

Promote a Beneficial Mix of Required Industrial and Incentive Uses

Consistent with Section 74-962(c)(1), the special permit would facilitate the redevelopment of the

Development Site with the Proposed Development: a seven-story, 167,174 gsf/134,222 zsf (4.80 FAR) commercial, manufacturing, and retail building. Specifically, the Proposed Development includes approximately:

- 16,831 gsf/15,989 zsf of floor area devoted to uses permitted in the underlying M1-2 zoning district; ("Permitted Uses");
- 23,547 gsf/22,370 zsf of floor area devoted to Required Industrial Uses;
- 109,521 gsf/95,863 zsf of floor area devoted to Incentive Uses.

The proposed mix of office, retail and industrial space would benefit the business and residential communities of northern Williamsburg and Greenpoint. The Proposed Development includes a large open and contiguous space designed specifically for small manufacturing or light industrial firms. By providing space dedicated to industrial uses, the Proposed Development would help retain the industrial character of the neighborhood. The Proposed Development would also offer approximately 109,521 gsf of floor area for office space responding to the significant demand for Class A office space in Brooklyn and creating jobs within walking distance of the residential neighborhoods of Williamsburg and Greenpoint. With the mix of spaces available, the Proposed Development has the potential to host a technology firm with need for both manufacturing and office space or a manufacturing tenant with need for retail space adjacent to its manufacturing area for selling its product. Together, the Required Industrial Uses and Incentive Uses would create a mix of new commercial and industrial jobs in the Greenpoint-Williamsburg IBZ, increasing employment opportunities and enhancing the mixed use character of the area.

The Applicant is not seeking a modification of the public plaza regulations.

Result in Superior Site Planning, Harmonious Urban Design Relationships and a Safe and Enjoyable Streetscape

Consistent with Section 74-962(c)(2), the grant of a floor area increase for Incentive Use would result in superior site planning. The site has been carefully planned to provide significant space for the Required Industrial Uses and Incentive Uses suitable to the particular needs of those businesses. The 23,547 gsf of floor area for Required Industrial Uses is provided in one horizontally contiguous space on the second floor, which increases the range of manufacturing firms that could feasibly use the space. The second floor plan is planned to accommodate an oversized corridor in the event that there are multiple, smaller manufacturing tenants. The second floor also features a terrace, which the manufacturing tenants may use as a collaborative or social space, additional work space, or a space to temporarily showcase manufactured goods, increasing the visibility of the manufacturing use to the surrounding streets.

The Applicant has designed the Proposed Development to create a harmonious architectural and design relationship to the surrounding blocks. The industrial history of the neighborhood inspired the design of the Proposed Development. Existing industrial and manufacturing buildings in Brooklyn served as design inspiration. The boxy massing of the building imitates the shape of the many surrounding warehouse buildings and the grid pattern reflects a manufacturing use. Several two-story loggia will be incorporated into the building façade and will provide an interesting design feature within the strong streetwall. The introduction of the loggias play off of the irregular shape of the site, providing glimpses of the sky at interesting intervals and providing some relief from an otherwise uniform streetwall presence while maintaining an industrial feel throughout.

Expressive of the industrial heritage and culture of making in the neighborhood, the proposed building façade materials are solid, rich, heavy-duty, long-lasting and durable. A gray colored zinc would be used around the windows to emphasize the frame of the building's structure. Grays in the metal façade would be paired with more bright and vivid warm red/orange palette at the cut-out terraces and in details around the

windows to help accentuate an articulated and crafted texture. In this way, the building design and materials evoke the manufacturing character of the neighborhood with a modern twist befitting a Class A office building.

The grant of the special permit would result in a safe and enjoyable streetscape. The Applicant will improve the surrounding sidewalks by providing sidewalk widening along portions of Gem Street and North 15th Street and eliminating three unnecessary curb cuts on Franklin Street, Meserole Avenue, and North 15th Street. The Applicant has designed the Proposed Development to maximize the amount of retail on the street frontage. The street frontage along North 15th Street, Franklin Street, Meserole Avenue, and the northern portion of Gem Street have large framed storefront windows. Although the floodproofing strategy requires raising the retail space at the ground floor, the ground floor has been designed with display areas, or "show pits," at the level of the window sill to bring the active retail use to the pedestrian. This is an innovative approach; a more typical floodproofing approach is to elevate the entire structure to five feet above the curb level. By making the ground floor transparent and employing the "show pit" floodproofing strategy, the Applicant has designed the Proposed Development to activate the streetscape and improve the pedestrian experience.

Will Result in a Building that has a Better Design Relationship with Surrounding Streets and Adjacent Open Areas

Consistent with Section 74-962(c)(3), the grant of the special permit would allow construction of a building that has a better design relationship with the surrounding streets and adjacent open areas. The Applicant has designed the Proposed Development to enhance the design relationship with the adjacent planned Bushwick Inlet Park. The Applicant designed the Proposed Development to include retail along the entire frontage of Franklin Street and Meserole Avenue as well as the western portion of the North 15th Street frontage, providing active uses directly across from the park. The street wall would rise straight up to a height of 75 feet with the exception of several loggias. The loggias would provide an interesting design feature while maintaining a strong street wall for the view from the park. The portion of the Proposed Development above the 75-foot base height is setback away from the park at the southeast corner of the Development Site. The Applicant would remove the existing curb cuts on Franklin Street, Meserole Avenue and North 15th Street and provide 20 street trees surrounding the Proposed Development, improving the pedestrian experience and pathways to Bushwick Inlet Park.

Will Result in a Development or Enlargement that Will Not Have an Adverse Effect on the Surrounding Neighborhood

Consistent with Section 74-962(c)(4), the Proposed Development would have a beneficial, not adverse effect on the surrounding neighborhood. The new construction of office and industrial space would: (i) grow the industrial sector in the neighborhood in keeping with the policy goals of the Greenpoint-Williamsburg Industrial Business Zone; (ii) help satisfy a market need for commercial office space in Williamsburg; (iii) foster a mix of uses in the neighborhood alongside the many conversions to hotel, retail and entertainment use to the south; and (iv) create a significant number of permanent new jobs in an area with proximity to residential neighborhoods.

The scale of the Proposed Development is not out of context with the surrounding neighborhood. The building envelope is relatively low with a maximum height of 110 feet and a building height of 75 feet or 90 feet over most of the lot area. This is in keeping with other buildings and proposed buildings in the area, including the mixed-use development at 25 Kent Avenue (134 feet in height), a 21-story William Vale Hotel at 55 Wythe Avenue, and a seven-story residential building at 34 Berry Street constructed in 2008. Without a special permit, the Applicant could develop a community facility building with the same amount of floor area as the Proposed Development.

Compliance with the Required ZR Section 74-963 Findings to Modify Parking and Loading Requirements in Industrial Business Incentive Areas

As indicated in ZR Section 74-963, CPC may reduce or waive the off-street parking requirements set forth in Section 44-20 (Required Accessory Off-Street Parking Spaces for Manufacturing, Commercial or Community Facility Uses, not including bicycle parking, and may also reduce or waive the loading berth requirements as set forth in Section 44-50 (General Purposes), provided that the following findings are satisfied:

Such Reduction or Waiver will not Create or Contribute to Serious Traffic Congestion and will not Unduly Inhibit Vehicular and Pedestrian Movement

The reduction in parking and loading requirements would not contribute to serious traffic congestion. The travel demand forecast included in **Attachment H, "Transportation,"** states that most employees and visitors to the Proposed Development would use alternate forms of transportation, such as bicycling, walking, buses, and the subway. The travel demand forecast projects that 11.9 percent of the office employees at the Proposed Development would use automobiles, 61.7 percent of the office employees would use the subway, and one percent would ride the bus, while 23.3 percent of office employees would walk or bike. The travel demand forecast estimates that the Proposed Development would generate a peak parking demand of 97 vehicles during the afternoon from 2 to 3 PM.

According to the travel demand forecast, the Proposed Development would generate 287, 719, 474, and 317 pedestrian trips, including walk-only trips and trips to and from subway stations or bus stops, in the weekday AM, midday, PM, and Saturday midday peak hours respectively.

The Proposed Development would contain 36 off-street accessory parking spaces and two loading berths, all accessed at Gem Street. The 36 on-site parking spaces together with available on-street parking spaces in the area are sufficient to handle parking demand generated by the Proposed Development. The Proposed Development would also contain 85 bicycle parking spaces, much more than the 25 spaces required by zoning, which would help facilitate employees biking.

The organization of the ground floor would prevent disruption to vehicular and pedestrian movement. Pedestrian traffic would be concentrated along North 15th Street, where the office lobby is located, as well as Franklin Street and Meserole Street adjacent to the planned Bushwick Inlet Park. The parking entrance and loading berths would be located on Gem Street, and vehicles stopping at the Proposed Development would be concentrated on that street. The sidewalk widening proposed on North 15th Street and Gem Street would further improve pedestrian circulation around the Proposed Development.

A lower number of off-street parking spaces would not contribute to serious traffic congestion in the area. It is anticipated that most employees and visitors would be traveling from locations within the inner ring of central Brooklyn and western Queens, and from Manhattan. Thus, public transit and bicycle would be the preferred means of transportation for most travelers to the Proposed Development. Automobiles would remain a preferred mode of transportation for persons traveling long distances to the Proposed Development, but the 36 on-site parking spaces together with on-street parking spaces in the area are sufficient to handle parking demand generated by the Proposed Development.

The Number of Curb Cuts Provided are the Minimum Required for Adequate Access to Off-Street Parking and Loading Berths, and Such Curb Cuts are Located so as to Cause Minimum Disruption to Traffic, Including Vehicular, Bicycle and Pedestrian Circulation Patterns

Consistent with Section 74-963(b), the total number of curb cuts provided are the minimum required for adequate access to off-street parking and loading berths. The Applicant proposes constructing two curb cuts on Gem Street, one to provide access to the loading berths and one to provide access to the parking entrance. The Applicant proposes eliminating the existing curb cut on Franklin Street.

Locating the vehicle entrances along Gem Street would cause less disruption to vehicular and pedestrian traffic than if they were located on the other streets surrounding the Proposed Development. Because Gem Street is one-block long, Gem Street is used less frequently by vehicles passing through the area than the other surrounding streets. Gem Street is currently used for loading operations. Locating both the loading berths and the parking entrance on Gem Street reinforces Gem Street as the service-oriented street and helps maintain a strong pedestrian experience on the other surrounding streets, North 15th Street, Franklin Street, and Meserole Avenue, resulting in a rational and safe organization of the ground floor.

The Streets Providing Access to the Development or Enlargement are Adequate to Handle the Traffic Generated Thereby, or Provision has been Made to Handle Such Traffic

It is anticipated that a majority of occupants and visitors to the Proposed Development would either walk, bike, or use public transit, such as the MTA subway, MTA buses, and the NYC Ferry. As described in **Attachment H**, it is anticipated that transit and walk trips would comprise the majority of the trips. Vehicle trips are expected to peak in the AM. Uses in the surrounding neighborhood do not experience peak traffic generation at the same time. In close proximity to the Proposed Development are a number of construction, food distribution and entertainment uses that generate peak traffic demand in the early morning, at night and on weekends. The Proposed Development contains commercial and manufacturing uses that would experience peak traffic during weekday hours, so the peak traffic for the Proposed Development would not compound the traffic generated by other uses surrounding the Proposed Development.

The roadway network surrounding the Development Site is a regular local street grid containing predominantly one-way streets typically sixty feet in width. The density and consistency of the grid provide adequate access for any traffic generated by the Proposed Development. North 15th Street is a sixty-foot-wide, one way single lane street running west, with two lanes of parking. Gem Street is a sixty-foot wide, oneway street running north, with parking lanes on both sides of the street. Meserole Avenue, which is a sixty-foot wide, one way, one-lane street runningwest, with one lane of parking, bounds the Development Site to the north. Franklin Street, a seventy-foot wide, two lane street running north and south with one lane of parking in the soutbound side and two north and south-running bike lanes, bounds the Development Site to the west.

Additionally, the Development Site is close to subway, bus and bike transit options, providing the primary means of transportation for project-generated employees and patrons. The Bedford Avenue subway stop on the L Train line is seven blocks away, and the Nassau Avenue subway stop on the G Train line is seven and one-half blocks away. There are bike lanes running along Wythe Avenue and Kent Avenue, connecting Williamsburg and Greenpoint with greater Brooklyn via the Brooklyn Greenway, located along the waterfront. The B32 bus, running between Long Island City and the Williamsburg Bridge, runs northand south on Franklin Street, and the B62 bus, running between Queens Plaza and Downtown Brooklyn, runs north on Bedford Avenue and south on Driggs Avenue.

Based on the travel demand forecast, the streets providing access to the Proposed Development would be able to handle the traffic generated by the project. The streets surrounding the Development Site are part of a dense street network through which traffic can easily and quickly disperse.

The Reduction or Waiver of Loading Berths will not Create or Contribute to Serious Traffic Congestion or Unduly Inhibit Vehicular and Pedestrian Movement

Consistent with ZR Section 74-963(d), the Applicant is proposing to provide two off-street loading berths for the Proposed Development, which is fewer than the three berths that would be required pursuant to ZR Sections 44-52. The proposed loading berths would be 40 feet in depth, which is shorter than the 50-foot length requirements for wholesale, manufacturing or storages uses with 10,000 square feet or more of floor

area. The reduction in the required number of loading berths provided in the Proposed Development would not create or contribute to serious traffic congestion or unduly inhibit vehicular or pedestrian movement.

The Applicant does not anticipate that the office, retail and manufacturing tenants of the Proposed Development would require more than two loading berths. The street grid surrounding the Development Site is sufficient to handle any additional traffic generated by loading and unloading at the Proposed Development.

The local retail uses anticipated for the Proposed Development would generate very little traditional off-street loading demand, if any, as most deliveries are expected to arrive via a courier service such as USPS, FedEx or UPS. The individual retail spaces of the Proposed Development would likely contain less than 8,000 sf of floor area, and therefore each would not require a loading berth were they developed as individual zoning lots pursuant to ZR Section 44-52. The ground floor retail spaces would be adequately served by the two loading berths located on Gem Street.

Required Industrial Uses on the second story of the Proposed Development may require the berths for loading and unloading of raw materials, equipment, and finished products. It is anticipated that two berths should adequately serve the proposed Required Industrial Uses. It is anticipated that manufacturing uses would primarily receive shipments after dawn and throughout the morning.

Truck deliveries are anticipated to peak in the afternoon. Deliveries are anticipated to be staggered over the course of the day, with a typical stay in a loading berth being less than thirty minutes. Staggering of loading activities would ensure that each use may load and unload without creating or contributing to traffic congestion or inhibiting vehicular and pedestrian movement.

400-Foot Study Area

As described above, the Zoning Text Amendment would only apply on the Project Area which would be mapped as an Industrial Business Incentive Area, it would not result in any changes beyond this area. There are currently no other planned zoning changes in the 400-foot study area in the future with the Proposed Actions.

Assessment

The proposed actions would not result in significant adverse impacts to zoning. The Proposed Development requires approvals from the CPC for the requested special permits, which are described in detail above. The underlying M1-2 zoning would remain in place; the proposed IBIA would only affect the Project Area since that is the site that would be mapped with the Industrial Business Incentive Area and and only the Development Site would be subject to the special permit. The Proposed Development would be consistent with current land use trends and market conditions in the surrounding area. The proposed actions would result in development that would use zoning floor area bonuses as a means to spur the creation of light industrial/manufacturing space and commercial office space within the existing IBZ. As such, the proposed actions are not anticipated to result in significant adverse zoning impacts.

Public Policy

Primary Study Area/Industrial Business Incentive Area

OneNYC: The Plan for a Strong and Just City

As described above, *OneNYC* was issued in April 2015. *OneNYC* is a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced.

As described below, the proposed actions and the resulting development are consistent with this policy. The Applicant, 12 Franklin Property Co LLC, 12 Franklin 230 LLC, 12 Franklin 197 LLC is also providing 23,547 gsf of space for Required Industrial Uses, which are generally skilled manufacturers. As such, the proposed actions would help to foster industry expansion and cultivation through the requirement of Required Industrial Uses. The proposed Zoning Text Amendment would map the site as an Industrial Business Incentive Area, a designation that includes a variety of conditions and findings that specify design standards related to sidewalks, ground floor design, public plazas and signs. Finally, it is anticipated that the Proposed Development would help to create a vibrant neighborhood through quality, resilient design. As such, the proposed actions and the Proposed Development would be consistent with this public policy.

New York Works:
New York Works was released in June 2017. As discussed above, the plan attempts to identify intiatives that will spur 100,000 new jobs for middle-class households that will lead to careers in several sectors.

The proposed actions and resulting development are consistent with this policy. The project would create 109,521 gsf of commercial office space and 23,547 gsf of Required Industrial Uses. This mix of manufacturing and commercial office uses would create much needed work space in the Greenpoint neighborhood of Brooklyn.

Waterfront Revitalization Program
The proposed Development Site is located within the New York City Coastal Zone and, as such, is subject to review for its consistency with the NYC WRP. In accordance with the guidance of the *CEQR Technical Manual*, a preliminary evaluation of the Proposed Actions' potential for inconsistency with the new WRP policies was undertaken. This preliminary evaluation requires completion of the CAF; the questions in the CAF are designed to screen out those policies that would have no bearing on a consistency determination for a proposed action. For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed action with the noted policy or policies (see **Appendix C** for the WRP CAF). The WRP CAF prepared for the Proposed Development (**WRP # 17-053**) was reviewed by DCP's Waterfront and Open Space Division.

Per the recently revised WRP, the following policies warranted further assessment: 1; 1.1; 1.2; 1.3; 1.5; 4; 4.1; 4.4; 6; 6.1; and 6.2. Therefore, these policies are addressed below.

Consistency with Applicable WRP Policies

POLICY 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1: ***Encourage commercial and residential redevelopment in appropriate coastal zone areas.***

Compliance Statement: As mentioned above, the proposed Development Site is not a waterfront site. Bushwick Inlet Park is located on the waterfront immediately to the west of the proposed Development Site, across Franklin Street from the proposed Development Site/proposed Industrial Business Incentive Area.

The proposed Development Site is an inland site. The Proposed Development Site is currently developed with a variety of active uses, including commercial uses such as retail, restaurant and music rehearsal and studio space, and also contains a brew pub. The other three lots that comprise the Project Area (Lots 16, 19, and 24) contain similar uses. All buildings within the Project Area are built to the lot line and have full lot coverage.

Under future conditions with the Proposed Actions, the Proposed Development would consist of approximately 167,174 gsf in a seven story building. Approximately 109,521 gsf of commercial office, 23,547 gsf of Required Industrial Uses, and approximately 16,831 gsf of local retail and restaurant uses would be constructed on the proposed Development Site. As indicated above, it is anticipated that typical office tenants would be companies in the technology and creative media industries, consistent with existing trends in the surrounding area. It is anticipated that the 23,547 gsf of light industrial space would be occupied by small scale manufacturers, such as furniture, jewelry, or food manufacturers. The 16,831 gsf of ground floor retail and restaurant spaces would have small footprints and would be occupied by local retail uses. Approximately 36 parking spaces would be located on the building's cellar level, which would be accessed from Gem Street.

The Proposed Development would be in accordance with the special permit and applicable New York City Zoning bulk regulations and would be designed to meet the site design, envelope, and urban design requirements that are specified in ZR 74-96. Additionally, the mapping of the proposed Industrial Business Incentive Area on the Project Area would encourage the development of uses appropriate in this area. Therefore, the Proposed Development would be consistent with this policy.

Policy 1.2: ***Encourage non-industrial development that enlivens the waterfront and attracts the public.***

Compliance Statement: While the Applicant proposes to include approximately 23,547 gsf of light industrial/light manufacturing uses on the second story of the Proposed Development, the balance of the proposed seven-story building would accommodate commercial office, local retail and restaurant uses. Additionally, it is anticipated that the light industrial/light manufacturing space would be occupied by small scale manufacturers, such as a brewery, or furniture, jewelry, or food manufacturers, not the heavy industries that are the focus of this policy. Ground-floor retail and restaurant space is proposed and is intended to help attract the public. Further, the Proposed Development would comply with ground floor transparency requirements, sidewalk width requirements, and street tree planting requirements which have been codified in the ZR 74-96 zoning text with the intent of creating public spaces.

At the first floor, the storefront window frame would house the retail show windows, with a 2-foot tall base sill height, and a display zone behind it that enables a continuous view in to the elevated retail spaces for pedestrians on the sidewalk. The retail/restaurant and bicycle entrance lobbies on Franklin Street, Meserole Avenue and Gem Street would be built into the same framed openings, but with double glass doors that come down to grade height. These entrance (building access) and show window (storage) spaces are all designed to be wet-flood-proofed, allowing water in during a flood event through doors or pressure activated louvers in the storefront window base. The building would have a large two story glass portal for the main lobby entrance along North 15th Street that is planned as a point-supported glass frame with revolving glass doors.

Policy 1.3: ***Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.***

Compliance Statement: As previously indicated, the proposed Development Site, and the balance of the Project Area, is fully developed and is adequately served by local infrastructure. As described throughout this environmental assessment statement (EAS), the density of the Proposed Development is compatible with the capacity of surrounding roadways, and mass transit, and essential community services. It is anticipated that the mix of uses and scale of the Proposed Development would not overburden the area and the Project Area would continue to be adequately served by the existing local infrastructure.

Policy 1.5: ***Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.***

Compliance Statement: The Proposed Development has considered potential risks related to coastal flooding to features specific to each project, including, but not limited to, the location of critical electrical and mechanical systems.

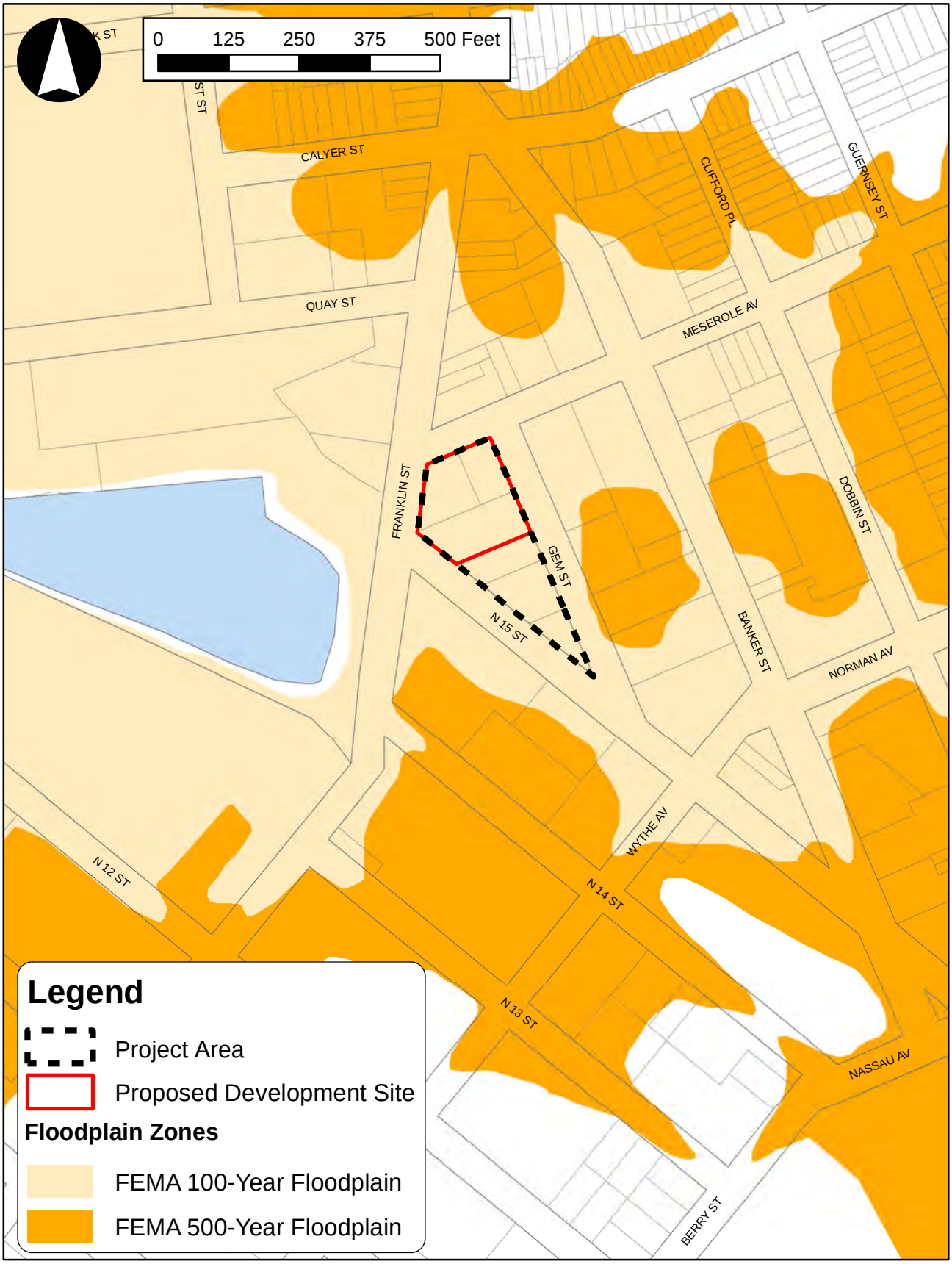
In June 2013, the Federal Emergency Management Agency (FEMA) issued Preliminary Work Maps for New York City to show coastal flood hazard data. Subsequently, the City made immediate accommodations to zoning regulations and upgrades to the New York City Building Code so that new construction would be built to these higher standards. In January 2015, FEMA issued Revised Preliminary Flood Insurance Rate Maps (FIRMs) for New York City, which are considered the best available flood hazard data, replacing the FEMA Preliminary Work Maps. As shown in **Figure C-7**, the project site is located within the currently applicable 500-year flood zone.

The NPCC additionally recommends assessing the impacts of projected sea level rise on the lifespan of projects. While the NPCC developed a series of maps incorporating projections for sea level rise with FEMA's 2013 Preliminary Work Maps, because of limitations in the accuracy of flood projections, the NPCC recommends that these maps not be used to judge site-specific risks. However, in general, the NPCC estimates that in the New York City area, sea level will rise up to a high estimate of 10 inches by the 2020s, and up to a high estimate of 30 inches by the 2050s. As such, areas not currently within the currently applicable 100-year and 500-year flood zones will be in the future, based on the NPCC projections. Furthermore, the NPCC projects that the frequency, extent, and height of 100-year and 500-year floods will increase by the 2050s.

The Flood Elevation Worksheet was prepared for the Proposed Development, and is provided in **Appendix C**. As shown in the graph below, the average elevation of the lowest commercial floor, parking level, and first floor service closet are above the elevation of the current 1 percent annual chance floodplain, but could fall below by 2020 (See **Figure C-8**) and are expected to be below by 2050 (see **Figure C-9**). If these areas were to fall below the elevation of the current 1 percent annual chance floodplain, it could result in a loss of building services, damage to property and cars, loss of inventory, or potentially increased flood insurance costs. However, the NPCC recommends that these projections not be used to judge site-specific risks and they are subject to change. Furthermore, floors 2 through 7 would be located well above the current and future 1 percent annual chance floodplain under high-projections. Similarly, mechanical equipment for heating and cooling is expected to be located on the rooftop within the two bulkheads, which are at an elevation of approximately 90 feet and 110 feet (NAVD88), respectively.

Coastal floodplains are influenced by astronomic tide and meteorological forces and not by fluvial flooding, and as such are not affected by the placement of obstructions within the floodplain. As shown in the graph below, no building features are expected to be below the elevation of the Mean Higher High Water at any point over the building's lifespan and it is unlikely the project site would be affected by tidal flooding.

Figure C-7
2013 Floodplain



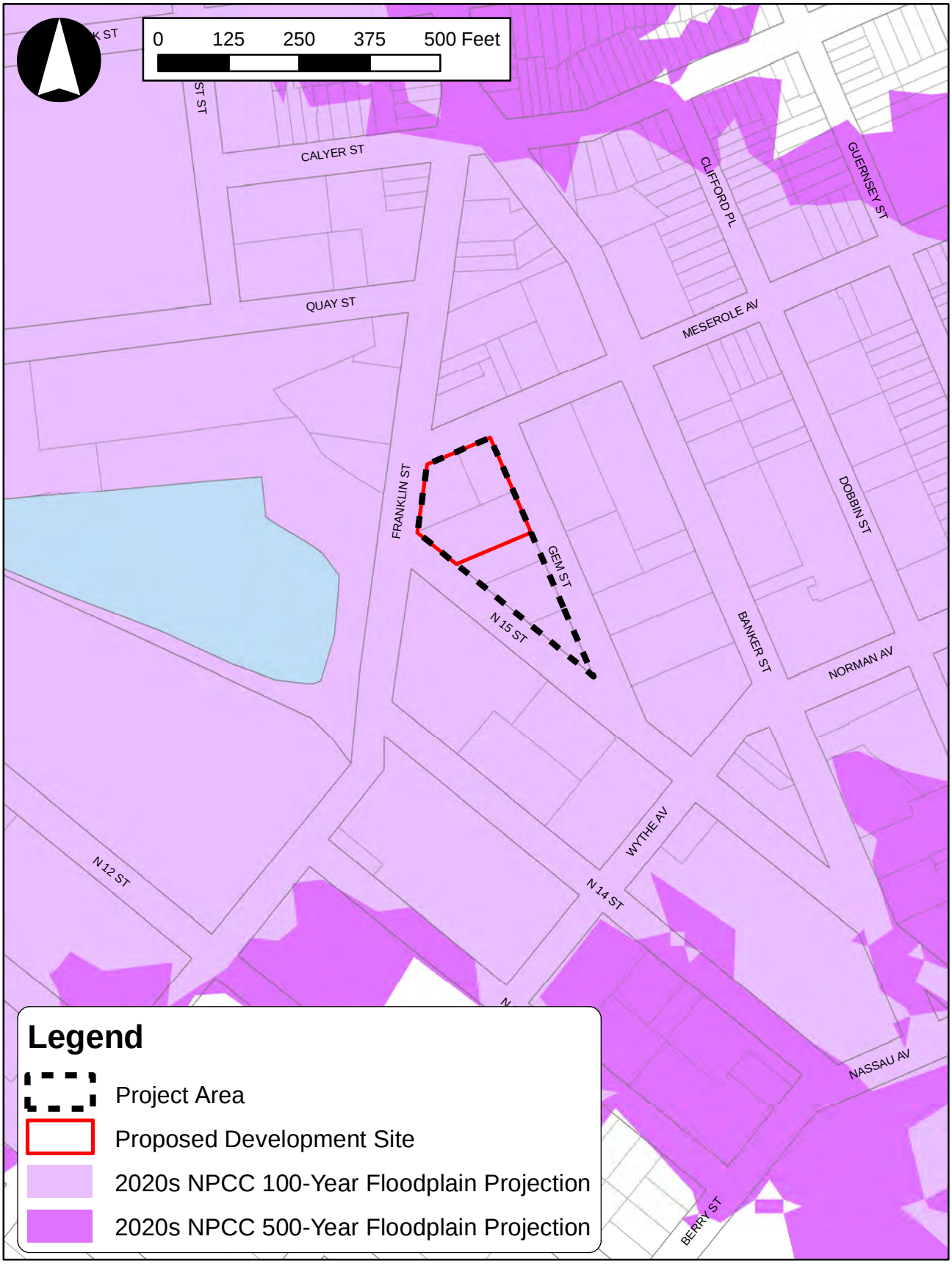
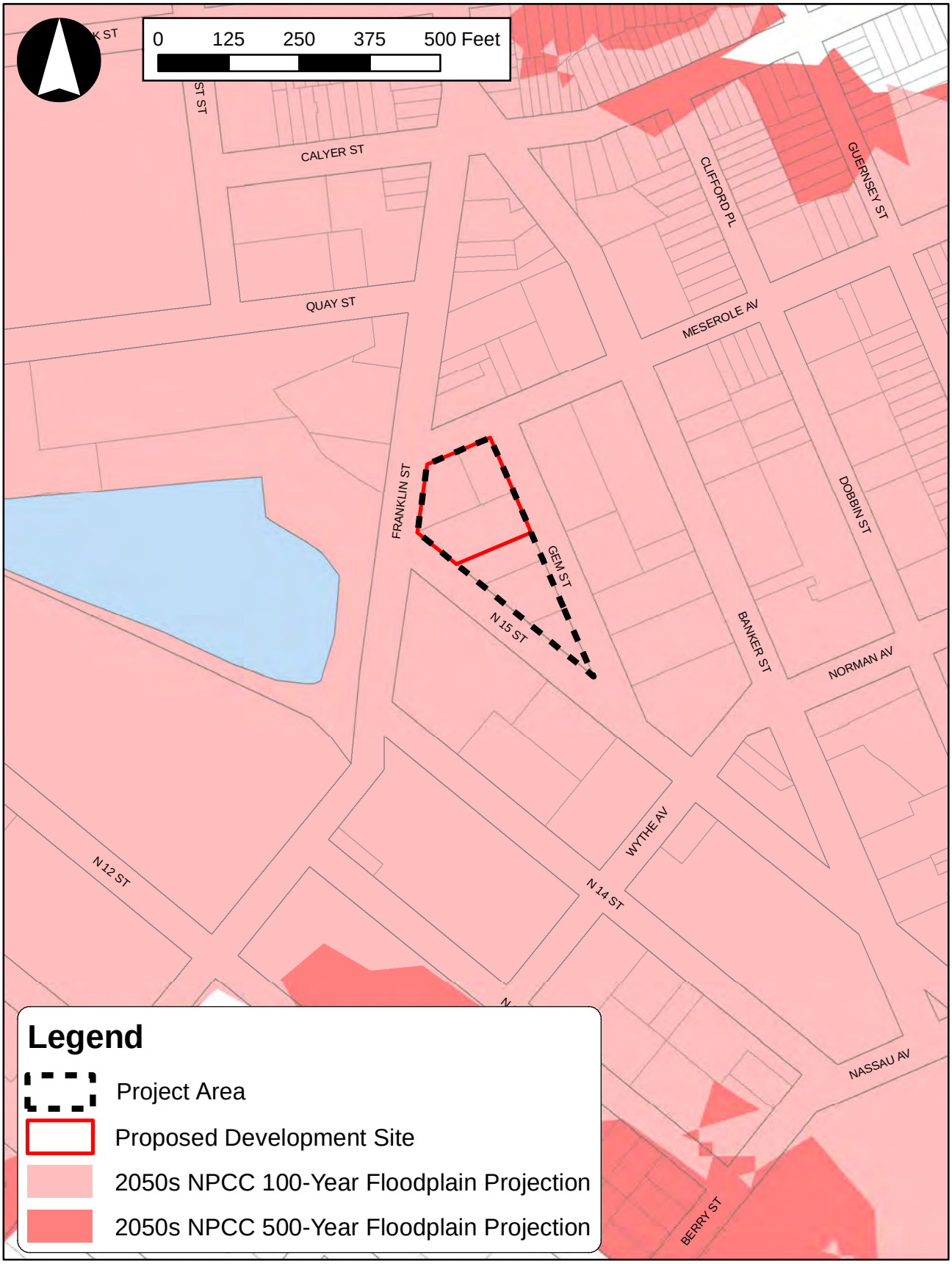
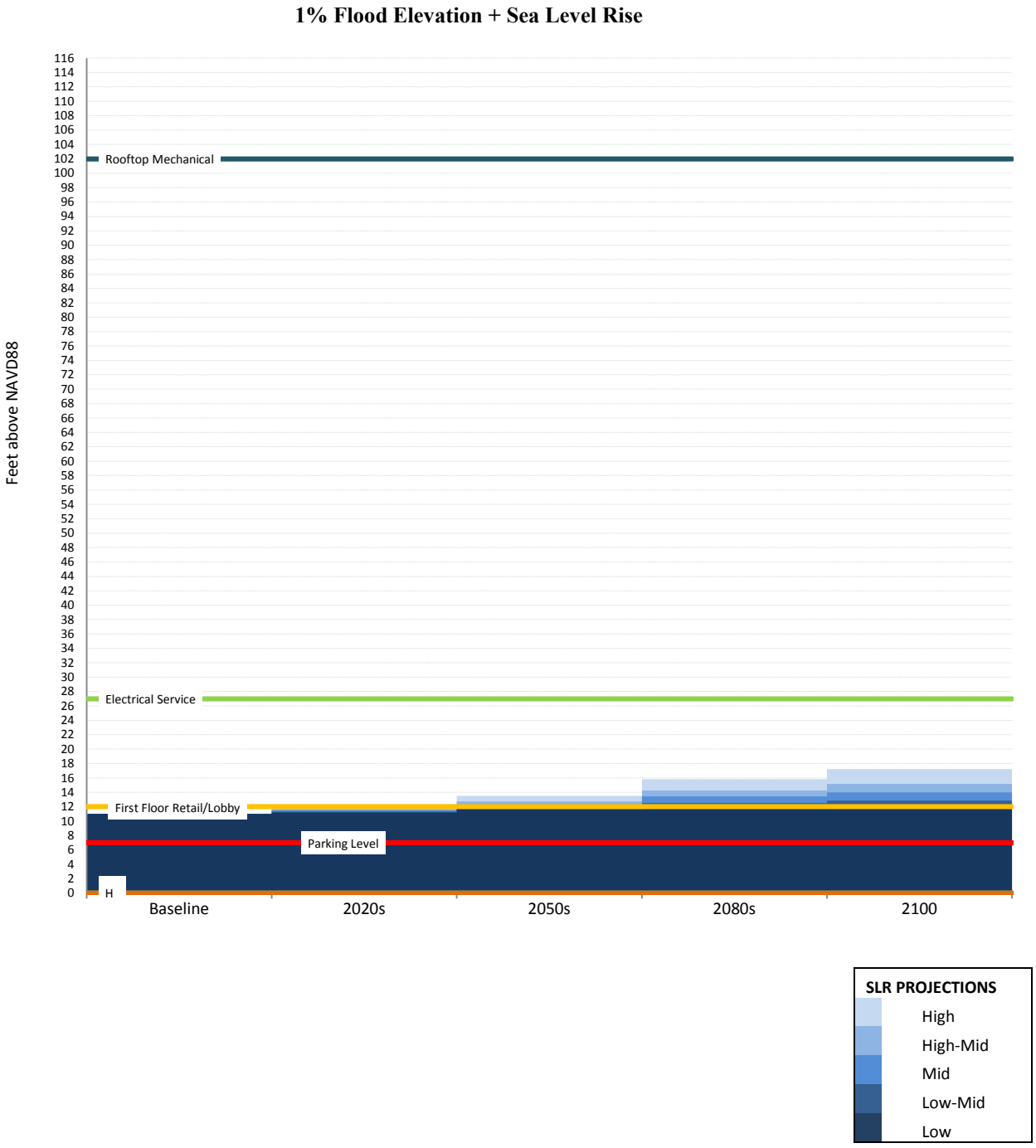

0 125 250 375 500 Feet
CALYER ST
QUAY ST
MESEROLE AV
CLIFFORD PL
GUERNSEY ST
FRANKLIN ST
GEM ST
N 15 ST
DOBBIN ST
BANKER ST
NORMAN AV
WYTHE AV
N 14 ST
N 12 ST
NASSAU AV
BERRY ST
Legend
Project Area
Proposed Development Site
2020s NPCC 100-Year Floodplain Projection
2020s NPCC 500-Year Floodplain Projection

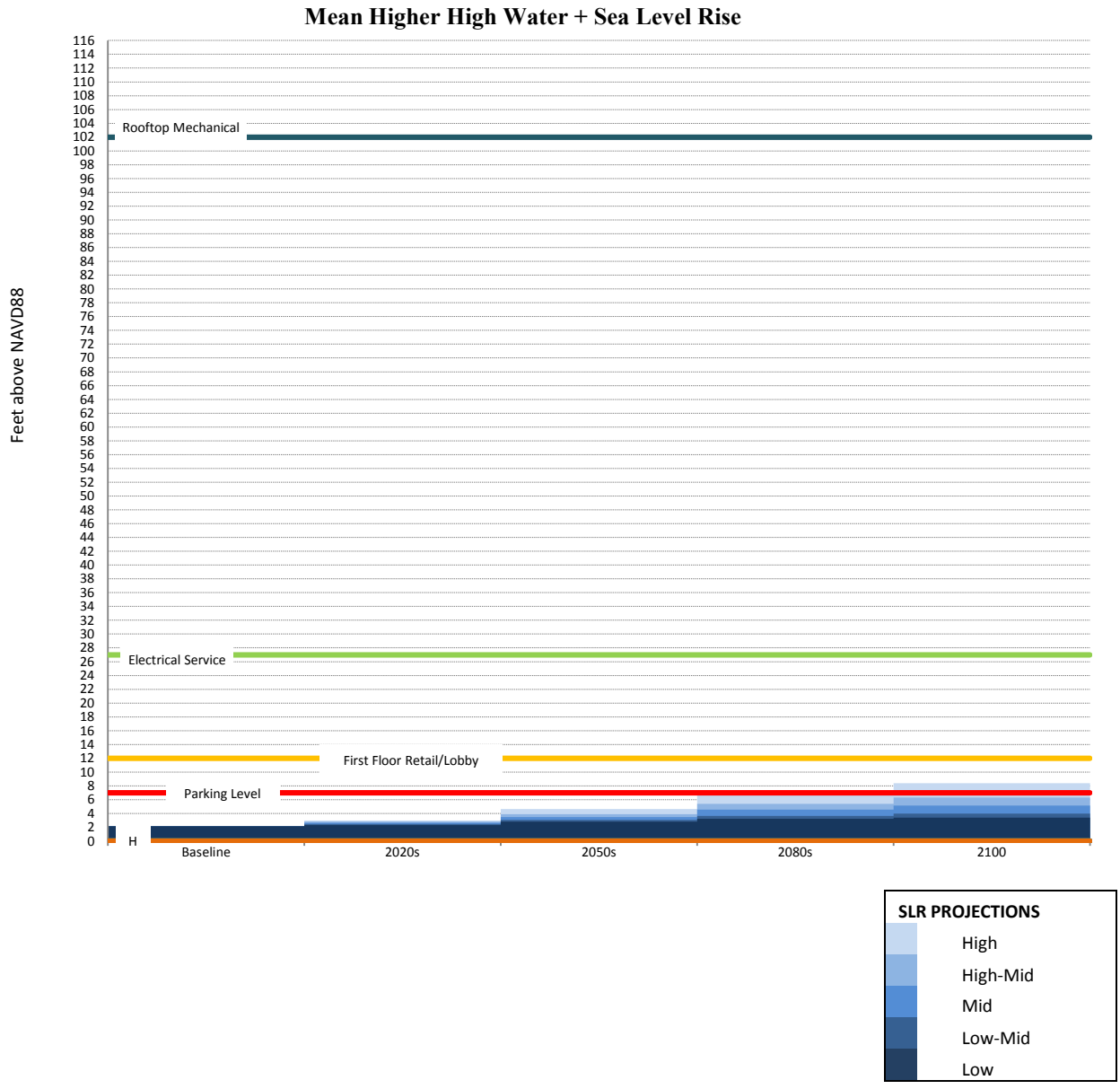
Figure C-9
2050 Floodplain





As the proposed Development Site is located within a 100-year flood zone, the Proposed Development has been designed to incorporate flood mitigation measures with wet and dry floodproofing strategies. Areas such as building entries, bicycle storage, and loading docks would be wet floodproofed as they would be at approximately the same elevation as the adjacent sidewalk. A majority of the ground floor space would be raised out of the floodzone to an elevation of approximately 13 feet. At the first floor, the storefront window frame would house the retail show windows, with a 2-foot tall base sill height, and a display zone behind it that enables a continuous view in to the elevated retail spaces for pedestrians on the sidewalk. The

retail/restaurant and bicycle entrance lobbies on Franklin Street, Meserole Avenue and Gem Street would be built into the same framed openings, but with double glass doors that come down to grade height. These entrance (building access) and show window (storage) spaces are all designed to be wet-flood-proofed, allowing water in during a flood event through doors or pressure activated louvers in the storefront window base. The building would have a large two story glass portal for the main lobby entrance along North 15th Street that is planned as a point-supported glass frame with revolving glass doors. The gas meter room, water meter room, and the parking garage entrance would be dry floodproofed to ensure that these areas are protected from floodwaters. Finally, mechanical equipment for the Proposed Development would be located on the second floor and on the roof. The flood mitigation measures incorporated in the the design of the Proposed Development would also help to protect against rising sea levels. The Proposed Development would be designed and constructed in accordance with all applicable state and city flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones").



As such, the proposed project would advance Policy 1.5 and there would be no significant adverse impacts associated with the project site's location in the 100-year floodplain. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures or future adaptive actions.

POLICY 4: Minimize loss of life, structures, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Compliance Statement: The parallel goals of this policy are to avoid or minimize any adverse primary or secondary impacts to the coastal ecosystem and to restore ecological systems and habitat where practicable. This policy seeks the protection and, where appropriate, restoration of specific designated natural resources, including state and federal regulated tidal and freshwater wetlands, designated Significant Coastal Fish and Wildlife Habitats, vulnerable plants and animals, rare ecological communities, and natural ecological communities. Many of these resources are presently protected as public parklands, including designated Forever Wild Preserves. The goal of restoration should be to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Furthermore, this policy recognizes the importance of maintaining contiguous natural areas to ensure the viability of the natural communities within them. Fragmentation of ecosystems can lead to loss of species that need large expanses or access to several types of habitats in which to breed or feed.

Recognized Ecological Complexes

This policy also recognizes the presence of other ecological complexes where clusters of valuable natural features are somewhat fragmented and are often interspersed with developed sites. Referred to as Recognized Ecological Complexes (RECs), many of these sites are within protected parkland or areas designated as Forever Wild Preserves. The proposed Development Site is located on the opposite side of Franklin Street from a Bushwick Inlet Park, which is an REC. The designation of these sites was based on priority acquisition or restoration list from science-based plans and reports—including the Hudson Raritan Estuary Comprehensive Restoration Plan from the U.S. Army Corps of Engineers; the Buffer the Bay, Buffer the Bay Revisited, and An Islanded Nature reports from the Trust for Public Land and NYC Audubon; the Natural Areas Initiative by NYC Audubon; the New York State Open Space Conservation Plan; the Jamaica Bay Watershed Protection Plan; the Bronx River Intermunicipal Watershed Protection Plan, and the Comprehensive Conservation and Management Plan from the U.S. Environmental Protection Agency PA/NY-NJ Harbor Estuary Program. Some of these sites are substantially environmentally deteriorated and require an active approach to restoration.

As the proposed Development Site is located outside of the Bushwick Inlet Park REC and as the proposed Development would be constructed on land that is fully developed, no preservation, restoration, and/or remediation would be required as a result of the proposed Development.

Policy 4.1 ***Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.***

- ***A. Avoid activities that may cause or cumulatively contribute to permanent adverse changes to the ecological systems and their natural processes. When avoidance is not possible, minimize the impacts of the project to the extent feasible and mitigate any physical loss or degradation of ecological elements. Use mitigation measures that are likely to result in the least environmentally damaging feasible alternative.***
- ***B. Avoid fragmentation of natural ecological communities and maintain corridors to facilitate the free exchange of biological resources within and among these communities. Protect those sites which have been identified as key to maintaining habitat connections within ecological systems.***

C. To the extent practicable, remediate and restore ecological systems so as to ensure their continued existence as natural, self-regulating systems.

D. Utilize stormwater management best practices, industrial pollution prevention, and other sustainable development strategies to reduce impacts of development on natural resources. Potential design strategies include, but are not limited to, the use of vegetated buffers, preservation of hydrological connectivity and natural drainage patterns, and minimization of impervious surfaces.

E. Protect non-invasive plants from excessive loss or disturbance, and encourage greater quantity and diversity of non-invasive plants to the extent practicable. Select plants that are resilient to current and future changes in climate. Avoid use of invasive plants except in ornamental gardens, as collector specimens, or for erosion control, filtration, or phytoremediation, provided that it is not feasible to use non-invasive species to perform the same functions. Avoid use of non-indigenous plants that are invasive species likely to alter existing natural community composition. Where destruction or significant impairment of non-invasive plants cannot be avoided, the potential impacts of land use or development should be minimized and any resulting losses of non-invasive plants mitigated to the extent practicable.

F. For the planning and design of projects with disturbance over 1 acre—except for maintenance to existing facilities (including in-kind replacement of structures)—a natural resources assessment should be prepared whether or not the project meets the threshold criteria described in Chapter 11, Section 200 of the CEQR Technical Manual. This assessment should be used to guide site layout and design. The assessment methodology laid out in Chapter 11, Section 300 of the CEQR Technical Manual should be used as the basis for preparing the natural resources assessment.

G. Target public investment towards habitat protection and improvement. Avoid public investment which would interfere with the habitat functions of the area. Pursue acquisition of sites for habitat protection.

Compliance Statement: This policy aims to protect and restore the ecological quality and component habitats and resources within Special Natural Waterfront Areas, specifically Bushwick Inlet Park, which is an REC located immediately west of the proposed Development Site, across Franklin Street. As indicated above, the Project Area and the proposed Development Site are fully developed and contain active uses. The proposed actions would facilitate a mix of uses that would not cause or cumulatively contribute to permanent adverse changes to the ecological systems and their natural processes. As the Project Area is already developed, the proposed Development would not contribute to fragmentation of natural ecological communities. The proposed actions and the subsequent development of the proposed Development Site would involve remedial measures to ensure that any recognized environmental conditions are identified and the site remediation occurs according to a DEP-approved remedial action plan (RAP) and a construction health and safety plan (CHASP), if warranted. However, the proposed actions would not involve any off-site remedial or restoration efforts in Bushwick Inlet.

The proposed Development would utilize stormwater management best practices, industrial pollution prevention, and other sustainable development strategies to reduce impacts of development on natural resources. Due to the location of the site in a developed urban environment, potential design strategies are limited to the use of tree pits and connection to the City's stormwater system. The proposed Development would plant trees that are appropriate for the area and would not introduce invasive plants.

For the planning and design of projects with disturbance over 1 acre a natural resources assessment should be prepared. As the proposed Development would be on a site of approximately 0.64-acres, this is not applicable. Further, as the proposed Development would be a private venture, it would not affect any public

investment towards habitat protection and improvement in Bushwick Inlet or the surrounding Bushwick Inlet Park. Therefore, the proposed Development would comply with Policy 4.1.

Policy 4.4: ***Identify, remediate and restore ecological functions within Recognized Ecological Complexes.***

A. Projects located within a Recognized Ecological Complex should consider the following:

- ***Further identification of natural resources through consulting relevant science-based plans and studies listed in the introduction to Policy 4.***
- ***The use of design features to incorporate restoration objectives, as identified in the relevant science-based plans and studies listed in the introduction to Policy 4.***
- ***Remediation, protection, and restoration of ecological complexes so as to ensure their continued existence as natural, self-regulating systems.***

Compliance Statement: This policy aims to protect and restore the ecological quality and component habitats and resources within Special Natural Waterfront Areas, specifically Bushwick Inlet Park, which is an REC located immediately west of the proposed Development Site, across Franklin Street. As indicated above, the Project Area and the proposed Development Site are fully developed and contain active uses. The proposed actions would facilitate a mix of uses that would not cause or cumulatively contribute to permanent adverse changes to the ecological systems and their natural processes. However, the proposed Development would not involve any off-site remedial or restoration efforts in Bushwick Inlet. Stormwater management best practices, industrial pollution prevention, and other sustainable development strategies would be implemented to reduce impacts of development on natural resources. Due to the location of the site in a developed urban environment, potential design strategies are limited to the use of tree pits and connection to the City's stormwater system. The proposed Development would introduce street trees that are appropriate for the area and would not introduce invasive plants. The proposed Development would not interfere with remedial, protection or restoration efforts in Bushwick Inlet or the planned Bushwick Inlet Park. Therefore, the proposed Development would comply with Policy 4.4.

POLICY 6: Minimize loss of life, structures, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Compliance Statement: This policy aims to reduce flooding and erosion hazards and to protect life, structures and natural resources by reinforcing state and city flooding and erosion regulations.

As indicated above, the Proposed Development Site is not a waterfront property. Further, the other land comprising the proposed Industrial Business Incentive Area is not located on the waterfront. The Proposed Development would not impede existing erosion control measures or interfere with the maintenance of bulkheads.

The East River is tidal, and the flood elevation is controlled by the tidal conditions within the New York Bay, Long Island Sound, and the Atlantic Ocean. Because the floodplain within and adjacent to the proposed Development Site is affected by coastal flooding, rather than local or fluvial flooding, the operation of the Proposed Development would not exacerbate flooding conditions on or near the proposed Development Site. Further, coastal floodplains are influenced by astronomic tide and meteorological forces (e.g., northeasters and hurricanes) and not by fluvial flooding (e.g., rivers and streams overflowing their banks), and as such are not affected by the placement of obstructions (e.g., buildings) within the floodplain.

Therefore, the redevelopment of the Development Site would not exacerbate future projected flooding conditions.

The New York City Panel on Climate Change (NPCC) recommends assessing the impacts of projected sea level rise on the lifespan of projects. The NPCC developed a series of maps incorporating projections for sea level rise with FEMA's 2013 Preliminary Work Maps. The NPCC estimates that in the New York City area, sea level will rise up to a high estimate of 11 inches by the 2020s, and up to a high estimate of 31 inches by the 2050s. As such, areas not currently within the currently applicable 100-year and 500-year flood zones will be in the future based on the NPCC projections. Furthermore, the NPCC projects that the frequency, extent, and height of 100-year and 500-year floods will increase by the 2050s. Based on future 100-year and 500-year flood zone projections for the 2020s and 2050s, the site would be located within the 100-year future floodplain projections (see **Figure C-8** and **Figure C-9**). However, the NPCC recommends that these maps not be used to judge site-specific risks and they are subject to change.

Policy 6.1: ***Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.***

Compliance Statement: As the proposed Development Site is located within a 100-year flood zone, the Proposed Development has been designed to incorporate flood mitigation measures with wet and dry floodproofing strategies. Areas such as building entries, bicycle storage, and loading docks would be wet floodproofed as they would be at approximately the same elevation as the adjacent sidewalk. A majority of the ground floor space would be raised out of the floodzone to an elevation of approximately 13 feet. The gas meter room, water meter room, and the parking garage entrance would be dry floodproofed to ensure that these areas are protected from floodwaters. Finally, mechanical equipment for the Proposed Development would be located on the second floor and on the roof. The flood mitigation measures incorporated in the the design of the Proposed Development would also help to protect against rising sea levels. The Proposed Development would be designed and constructed in accordance with all applicable state and city flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones").

Policy 6.2: ***Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.***

Compliance Statement: As detailed in the Compliance Statement for WRP Policy 1.5 above, the Proposed Development would integrate consideration of the latest projections of climate change and sea level rise in New York City into planning and design. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures or future adaptive actions. As such, the Proposed Actions are consistent with this WRP policy.

400-Foot Study Area

There are no anticipated changes to public policy in the 400-foot study area in the future with the Proposed Actions.

Assessment

As discussed above, the goals and objectives of *OneNYC* are applicable to the Development Site and within the 400-foot study area. Per the 2014 *CEQR Technical Manual*, *OneNYC* initiatives need to be considered for large, publicly-sponsored projects to ensure the projects align with the broader sustainability priorities

and goals the City has set. The Proposed Actions would result in the development of ground-floor retail space and publicly accessible plazas and a publicly accessible covered pedestrian walkway, furthering the *OneNYC* Housing and Neighborhood goal of promoting walkable destinations for retail and other services. As such, the Proposed Actions would further the objectives laid out in *OneNYC*, making them consistent with applicable public policies in the study area.

Based on the Consistency Assessment Form completed for the Proposed Development, which is provided in **Appendix C**, two policies required further assessment. As indicated above, the assessment provided herein found that the Proposed Development would be consistent with all applicable policies. Therefore, the Proposed Development would not result in any significant adverse impacts related to the WRP.

As described above, the Proposed Actions would not result in any significant adverse impacts to public policies.

Attachment D

Open Space

I. INTRODUCTION

An open space assessment may be necessary if a proposed action could potentially have a direct or indirect effect on open space resources in the project area. A direct effect would "physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value." An indirect effect may occur when the population generated by a proposed development would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future population. According to the guidance established in the 2014 *City Environmental Quality Review* (CEQR) *Technical Manual*, if a project site is located in an area considered underserved by open space, an analysis of indirect effects on open space is warranted if a proposed action would add more than 50 residents or 125 employees. The development site at 12 Franklin Street is located in an area considered to be underserved by open space, as defined in the *CEQR Technical Manual*.

Under RWCDS With-Action conditions, the proposed actions would result in a net increase of approximately 519 employees[1], which exceeds the *CEQR Technical Manual* threshold for a detailed indirect open space analysis. A quantitative assessment was conducted to determine whether the proposed actions would significantly reduce the amount of open space available for the area's residential population.

II. PRINCIPAL CONCLUSIONS

According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse impact on open space resources if (a) there would be direct displacement/alteration of existing open space within the study area that has a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently overburden existing facilities or further exacerbate deficiency in open space. The 2014 *CEQR Technical Manual* also states that "if the area exhibits a low open space ratio indicating a shortfall of open space, even a small decrease in the ratio as a result of the action may cause an adverse effect." A five percent or greater decrease in the open space ratio is considered to be "substantial", and a decrease of less than one percent is generally considered to be insignificant unless open space resources are extremely limited. The open space study area analyzed in this attachment is located in an area that is considered underserved by open space as defined in the 2014 *CEQR Technical Manual Appendix: Open Space Maps*.

As discussed in detail below, the detailed open space analysis shows that the worker and combined residential/worker passive open space ratio associated with the proposed actions and the associated RWCDS would remain above the City's planning guideline and recommended weighted ratios of 0.15 acres and 0.3248 acres, respectively. Further, the analysis shows that the proposed actions and the associated RWCDS would decrease the open space ratio by more than five percent in the study area, which would exceed the CEQR threshold for significant adverse impacts; however, the planned expansion of Bushwick Inlet Park will add an additional 31.38-acres of publicly-accessible open space to the study area immediately west of the project site. While City funds have been allocated for the remediation of part of the park and for construction of part of the park (approximately 1.6 acres at 50 Kent Avenue), the timing of completion of the entire park is unknown at this time. In addition, the Proposed Development would introduce new private open spaces on-site for use by workers. Finally, as noted above, the proposed actions

[1] Worker increment is based on a survey of existing tenants' employees. The standard assumption of three workers for every 1,000 gsf of retail space, one worker per 250 gsf of office space, and one worker per 250 gsf of Required Industrial Uses was utilized to determine the anticipated increase.

would not result in any direct displacement or alteration of existing public open space in the study area. Therefore, as described in detail below, the proposed actions would not result in a significant adverse open space impact.

III. METHODOLOGY

The analysis of open space resources has been conducted in accordance with the guidance established in the 2014 *CEQR Technical Manual*. Using CEQR methodology, the adequacy of open space in the study area is assessed quantitatively using a ratio of usable open space acreage to the study area population, referred to as the open space ratio. This quantitative measure is then used to assess the changes in the adequacy of open space resources by the analysis year of 2021, both without and with the proposed actions. In addition, qualitative factors are considered in making an assessment of the proposed actions' effects on open space resources.

Open Space Study Area

In accordance with the guidance established in the 2014 *CEQR Technical Manual*, the open space study area is generally defined by a reasonable walking distance that users would travel to reach local open space and recreational resources. As no residential uses would result from the proposed actions, the analysis focuses on non-residential usage. The walking distance is typically a quarter-mile radius for commercial projects. Pursuant to CEQR guidance, the commercial open space study area includes all census tracts that have at least 50 percent of their area located within a quarter-mile of the Project Area and all open spaces within those census tracts that are publicly accessible. The Project Area encompasses Brooklyn Block 2614 in the Greenpoint neighborhood of Brooklyn Community District (CD) 1. As shown in **Figure D-1**, the open space study area is roughly bounded by Noble Street to the north, Leonard Street to the east, North 7th and Berry Streets to the south, and the East River waterfront to the west. The study area includes the following census tracts in their entirety: 557, 561, and 569.

Analysis Framework

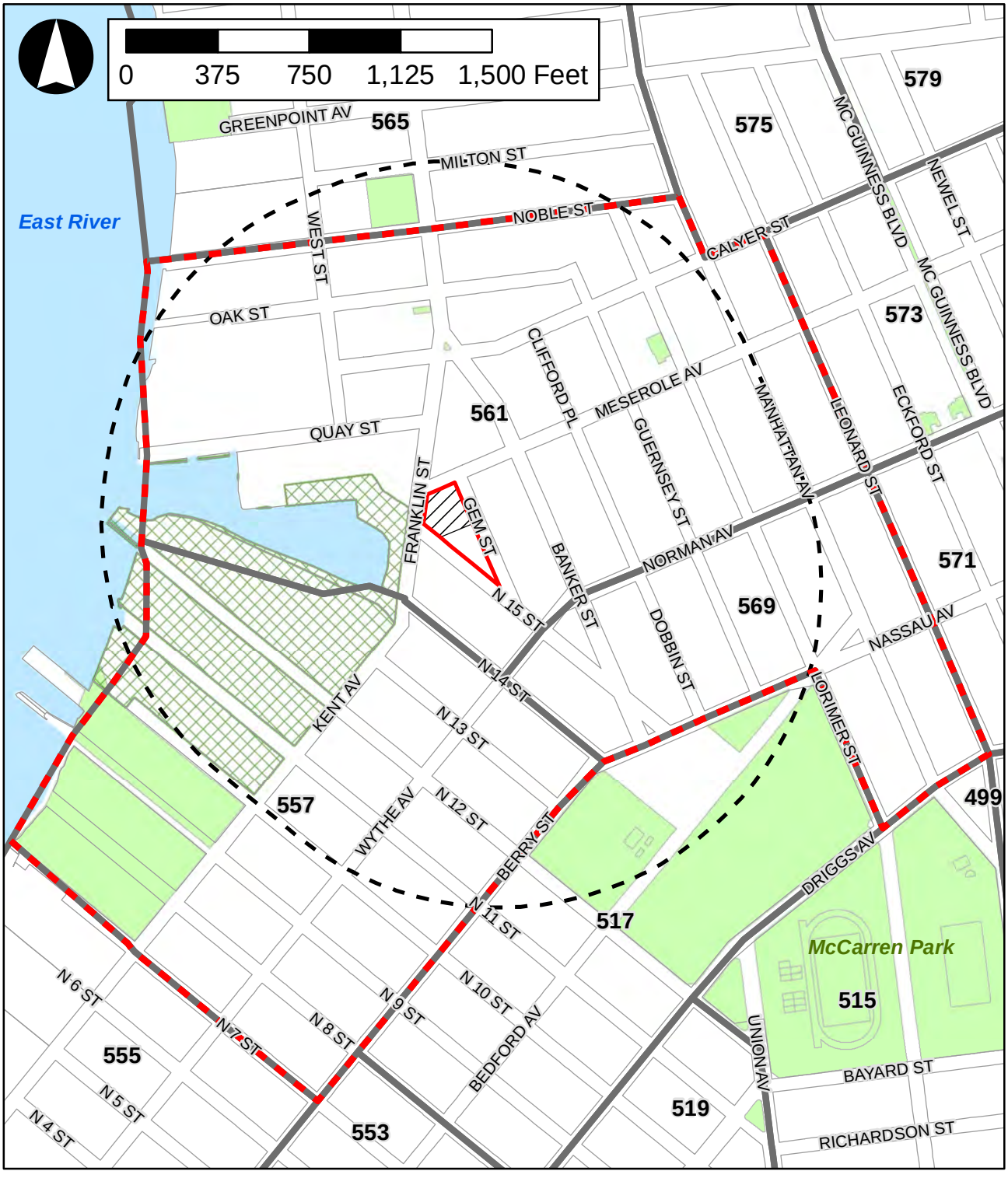
Direct Effects Analysis

According to the *CEQR Technical Manual*, a project would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment onto the space or displacement of the space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or causes increased noise or air pollutant emissions, odors, or shadows that would affect its usefulness, whether on a permanent or temporary basis. As there are no publicly accessible open spaces in the Project Area, the proposed actions would not have any direct effects and no further analysis is warranted. However, Bushwick Inlet Park is planned along the waterfront on the west side of Franklin Street/Kent Avenue in the vicinity of the proposed Development Site. Additionally, as detailed in other attachments of this EAS, the proposed actions would not result in the imposition of noise, air pollutant emissions, odors, or significant new shadows on public open spaces that may alter usability.

Indirect Effects Analysis

Indirect effects occur to an area's open spaces when a proposed action would add enough population, either workers or residents, to noticeably diminish the ability of an area's open space to serve the existing or future population. The 2014 *CEQR Technical Manual* methodology suggests conducting an initial quantitative assessment to determine whether more detailed analyses are appropriate, but also recognizes that for projects that introduce a large population in an area that is underserved by open space, it may be clear that

Figure D-1
Open Space Study Area



Legend

- Project Area
- Proposed Development Site
- Quarter-Mile Radius
- Open Space Study Area
- 561 Census Tracts
- Open Space
- Future Bushwick Inlet Park

a full, detailed analysis should be conducted. The Project Area is located within an underserved area as identified in the *CEQR Technical Manual*. However, it should be noted that in the larger study area, census tract 557 is located within an area that is defined as well-served by open space in the 2014 *CEQR Technical Manual*, while census tracts 561 and 569 are located in an underserved area.

With an inventory of available open space resources and potential users, the adequacy of open space in the study area can be assessed both quantitatively and qualitatively. The quantitative approach computes the ratio of open space acreage to the population in the study area and compares this ratio with certain guidelines. The qualitative assessment examines other factors that can affect conclusions about adequacy, including proximity to additional resources beyond the study area, the availability of private recreational facilities, and the demographic characteristics of the area's population. Specifically, the analysis in this attachment includes:

- Characteristics of the open space users: residents and workers. To determine the number of residents and workers in the study area, 2006-2010, and 2011-2015 American Community Survey (ACS) data have been compiled for census tracts comprising the open space study area. In addition, a 0.5 percent per year (2015-2017) background growth rate is applied to the 2015 population to account for general increases in the residential population.
- An inventory of all publicly accessible passive and active recreational facilities in the open space study area.
- An assessment of the quantitative ratio of open space in the study area by computing the ratio of open space acreage to the population in the study area and comparing this open space ratio with certain guidelines.
    - As a planning goal, a ratio of 2.5 acres per 1,000 residents represents an area well-served by open spaces and is consequently used by the City as an optimal benchmark for residential populations in large-scale plans and proposals. Ideally, this would be comprised of a balance of 80 percent active open space (2.0 acres per 1,000 residents) and 20 percent passive open space (0.5 acres per 1,000 residents).
    - Local open space ratios vary widely, and the median ratio at the citywide Community District level is 1.5 acres of open space per 1,000 residents.
- An evaluation of qualitative factors affecting open space use.
- A final determination of the adequacy of open space in the open space study area.

IV. PRELIMINARY ASSESSMENT

Pursuant to the guidance of the *CEQR Technical Manual*, a preliminary open space assessment was conducted which provided a comparison of the total existing open space ratios and in the future with and without the proposed actions. As the study area is located in an underserved area and is expected to introduce more than 500 workers to the study area, a detailed open space assessment is warranted and is provided below.

V. DETAILED ANALYSIS

Existing Conditions

Demographic Characteristics of the Study Area

To determine the residential population served by existing open space resources, 2011-2015 5-Year ACS Estimates Census data were compiled for the census tracts comprising the quarter-mile study area and updated to 2017. With an inventory of available open space resources and the number of potential users, open space ratios were calculated and compared with existing citywide averages and planning goals set forth by NYCDCP. As mentioned above and shown in **Figure D-1**, the open space study area is comprised of three census tracts. As shown in **Table D-1** below, Census data indicate that the study area had a total residential population of approximately 6,819 people in 2015. Factoring in a yearly background growth factor of approximately 0.5 percent, the 2017 residential population of the study area is estimated to be approximately 6,887. As shown in **Table D-2** below, Census data indicate that the study area had a total worker population of 4,725 people in 2010. Factoring in a yearly background growth factor of approximately 0.08 percent, the 2017 worker population of the study area is estimated to be approximately 4,752.

Table D-1:
Existing Open Space Study Area Residential Population

Census Tract	Residential Population
557	2,384
561	3,003
569	1,432
Residential Total	6,819
Background Growth (0.5% year growth since 2015)	68
Residential Total in 2017	**6,887**

Source: *2011-2015 ACS 5-Year Estimates.*

Table D-2:
Existing Open Space Study Area Non-Residential Population (Workers Aged 16 Years and Older)

Census Tract	Non-Residential Population
557	1,660
561	1,965
569	1,100
Non-Residential Total	4,725
Background Growth (0.08% year growth since 2010)[1]	27
Non-Residential Total in 2017	**4,752**

Source: *2006-2010 ACS 5-Year Estimates.*
Note: *Non-residential growth rate of 0.08 percent (NYSDOL data).*

Within a given area, the age distribution of a population affects the way open space resources are used and the need for various types of recreational facilities. Typically, children four years old or younger use traditional playgrounds that have play equipment for toddlers and preschool-aged children. Children ages five through nine also use traditional playgrounds as well as grassy and hard-surfaced open spaces, which are used for activities such as ball playing, running, and skipping rope. Children ages ten through 14 use playground equipment, court spaces, and ball fields. Teenagers' and young adults' needs tend toward court game facilities such as basketball and field sports. Adults between the ages of 20 and 64 continue to use court game facilities and fields for sports, as well as more individualized forms of recreation such as rollerblading, biking, and jogging, requiring bike paths, promenades, and vehicle-free roadways. Adults also gather with families for picnicking, ad hoc active sports such as Frisbee, and recreational activities in which all ages can participate. Senior citizens engage in active recreation such as tennis, gardening, and swimming, as well as recreational activities that require passive facilities.

Therefore the residential population of the study area was also broken down by age group. As shown in **Table D-3**, people between the ages of 20 and 64 make up the majority (approximately 80.5 percent) of the residential population. Children and teenagers (0 to 19 years old) account for approximately 11.6 percent of the entire residential population, and persons 65 years and over account for approximately 7.9 percent of the residential study area population. The study area's children/teenager population (11.6 percent) represents a lower share of the population, as compared to Brooklyn (25.3 percent) and the City as a whole (24.4 percent). The study area's adult (20-64 years) population (80.5 percent) is greater than that of Brooklyn (62.3 percent) and comparable to the City as a whole (63.4 percent). The study area's elderly population (65 years and over) is lower than that of Brooklyn (12.4 percent) and the City as a whole (12.2 percent).

The median age for the population within the individual census tracts of the residential study area ranges from a low of 32.8 years (census tract 569) to a high of 35.4 years (census tract 557). The open space study area's median age of 34.1 is comparable to the median age for Brooklyn (34.7 years) and slightly younger than the median age for New York City as a whole (36.0 years).

This data suggests a need for facilities geared towards the recreational needs of adults, as well as children and teenagers, as the study area exhibits a high percentage of residents in the 20 to 64 and 0 to 19 age brackets.

Table D-3:
Existing Open Space Study Area Residential Population Characteristics

Census Tract	Total Residential Population	Under 5 Years		5 to 9 Years		10 to 14 Years		15 to 19 Years		20 to 64 Years		65+ Years		Median Age
		#	%	#	%	#	%	#	%	#	%	#	%	
557	2,384	117	4.9	30	1.3	50	2.1	75	3.1	1,987	83.3	125	5.2	35.4
561	3,003	102	3.4	69	2.3	52	1.7	133	4.4	2,365	78.8	282	9.4	33.8
569	1,432	61	4.3	48	3.4	17	1.2	38	2.7	1,140	79.6	128	8.9	32.8
Total	***6,819***	***280***	***4.1***	***147***	***2.2***	***119***	***1.7***	***246***	***3.6***	***5,492***	***80.5***	***535***	***7.9***	***34.1***

Source: *2011-2015 ACS 5-Year Estimates.*

Inventory of Open Space Resources in the Study Area

According to the 2014 *CEQR Technical Manual*, open space may be public or private and may be used for active or passive recreational purposes. Pursuant to the 2014 *CEQR Technical Manual*, public open space is defined as facilities open to the public at designated hours on a regular basis and is assessed for impacts under CEQR guidance, whereas private open space is not accessible to the general public on a regular basis, and is therefore only considered qualitatively. Public open spaces that do not contain seating are also excluded from the quantitative assessment, in accordance with 2014 *CEQR Technical Manual* methodology. Field surveys and secondary sources were used to determine the number, availability, and condition of publicly accessible open space resources in the study area.

An open space is determined to be active or passive by the uses that the design of the space allows. Active open space is the part of a facility used for active play, such as sports or exercise, and may include playground equipment, playing fields and courts, swimming pools, skating rinks, golf courses, and multi-purpose play areas (open lawns and paved areas for active recreation such as running games, informal ball-playing, skipping rope, etc.). Passive open space is used for sitting, strolling, and relaxation, and typically contains benches, walkways, and picnicking areas.

Within the defined study area, all publicly accessible open spaces were inventoried and identified by their location, size, owner, type, utilization, equipment, hours, and condition. The information used for this analysis was gathered through field inventories conducted in July and September of 2017, the New York

City Department of Park and Recreation's (DPR's) website, the New York City Open Accessible Space Information System (OASIS) database, and other secondary sources of information.

The condition of each open space facility was categorized as "Excellent," "Good," "Fair," or "Poor." A facility was considered in excellent condition if the area was clean and attractive and if all equipment was present and in good repair. A good facility had minor problems such as litter or older but operative equipment. A fair or poor facility was one that was poorly maintained, had broken or missing equipment or lack of security, or other factors that would diminish the facility's attractiveness. Determinations were made based on a visual assessment of the facilities.

Likewise, judgments as to the intensity of use of the facilities were qualitative, based on an observed degree of activity or utilization on a weekday afternoon, which is considered the weekday peak utilization period according to the *CEQR Technical Manual*. If a facility seemed to be at or near capacity (i.e. the majority of benches or equipment was in use), then utilization was considered heavy. If the facility or equipment was in use but could accommodate additional users, utilization was considered moderate. If a playground or sitting area had few people, usage was considered light. **Table D-4, "Inventory of Existing Open Space and Recreational Facilities in Study Area,"** identifies the address, ownership, features, and acreage of active and passive open spaces in the study area, as well as their condition and utilization. **Figure D-2** maps their location in the study area.

Open Space Resources

As shown in **Table D-4**, there are three publicly-accessible open space resources within the study area included in the quantitative analysis. In addition, there is one resource located within the study area that is not included in the quantitative analysis due to limited hours of operation and/or public accessibility, in accordance with 2014 *CEQR Technical Manual* methodology.

The study area contains a total of approximately 11.15 acres of publicly accessible open space[2], approximately 41 percent of which (4.53 acres) comprises active open space and approximately 59 percent of which (6.63 acres) comprises passive open space (refer to **Table D-4**).

The largest open space resource in the study area is the 7-acre East River State Park (Map No. 1), located southwest of the Project Area and bounded by North 9th Street to the north, North 7th Street to the south, Kent Avenue to the east, and the East River waterfront to the west. The open space is operated by the New York State Office of Parks, Recreation, and Historic Preservation and features both active and passive recreational uses, including a dog run, playgrounds, lawns, picnic tables, benches, and WiFi access. East River State Park is also home to Smorgasburg, an outdoor food market which operates in the park on Saturdays from April through October.

Another significant open space resource in the study area is the 4.15–acre Bushwick Inlet Park (Map No. 2), located southwest of the Project Area and bounded by North 9th Street to the south, North 10th Street to the north, Kent Avenue to the east, and the East River waterfront to the west. Bushwick Inlet Park, which is operated by DPR, contains many active recreational uses, including a synthetic turf multipurpose field for field hockey, football, lacrosse, rugby, soccer, and ultimate Frisbee, as well as playgrounds. Additionally, the open space contains a comfort station, a viewing platform, and a lawn surrounding by benches for passive recreation. The open space, in its current 4.15-acre state, is located approximately 1,500 feet southwest from the Project Area and represents the initial phase of Bushwick Inlet Park, which will ultimately comprise a total of 31.18 acres and span 5.5 blocks along the East River waterfront between

[2] Open space study area acreage conservatively excludes the 0.16-acre P.S. 31 Playground (Map #3) as this resource is currently closed for construction.

Figure D-2
Open Space Resources

Legend

- Project Area
- Proposed Development Site
- Open Space Study Area
- 1 — Open Space Resouces Included in Quantitative Analysis (refer to Table D-4)
- A — Open Space Resources Not Included in Quantitative Analysis (refer to Table D-4)
- Future Bushwick Inlet Park

Table D-4:
Inventory of Existing Open Space and Recreational Resources in Study Area

Map No.[1]	Name	Address/Location	Owner/Agency	Amenities	User Groups	Hours of Access	Total Acres	Active		Passive		Condition & Utilization
								%	Acres	%	Acres	
Open Space Resources Included in Quantitative Analysis												
1	East River State Park	90 Kent Avenue	NYS OPRHP	Dog Run, Playgrounds, Lawns, Picnic Tables, Benches, WiFi Access	Children, Teenagers, Adults, Senior Citizens	9 AM - 9 PM (May - Oct.) 9 AM - 7 PM (Oct. - May)	7.00	35	2.45	65	4.55	Good Condition/Moderate Utilization
2	Bushwick Inlet Park[2]	Kent Ave., North 9th & 10th Streets	DPR	Comfort Station, Viewing Platform, Playgrounds, Soccer/Football Fields, Lawn, Benches	Children, Teenagers, Adults, Senior Citizens	9 AM - 7 PM	4.15	50	2.08	50	2.08	Excellent Condition/Moderate Utilization
3	P.S. 31 Playground	75 Meserole Avenue	DOE/DPR	Under Construction	-	Closed for Construction	0.16	100	0.16	0	0.00	-
Total[3]							**11.15**	**41**	**4.53**	**59**	**6.63**	
Open Space Resources Not Included in Quantitative Analysis												
A	61 Franklin Street Garden	61 Franklin Street	DPR	Shelter, plantings, plant beds, benches	Teenagers, Adults, Senior Citizens	Sunday: 10AM-2PM; Wednesday: 4PM-6PM; Saturday: 10AM-2PM	0.08	0	0.00	100	0.08	Good Condition/Light Utilization
Total							**0.08**	**0**	**0.00**	**100**	**0.08**	

Sources: NYC OASIS, DPR, July and September 2017 field visits.
Notes:
[1]Refer to **Figure D-2**.
[2] Future phases of Bushwick Inlet Park will add an additional 31.38-acres of publicly-accessible open space to the study area; however, the final programming of the park has not yet been determined.
[3] P.S. 31 Playground has been excluded from the total acreage as it is currently closed for construction.
DPR = New York City Department of Parks and Recreation; DOE = New York City Department of Education; NYS OPRHP = New York State Office of Parks, Recreation, and Historic Preservation.

North 9th Street and Quay Street. In the future, when all phases of Bushwick Inlet Park are complete and operational, the Project Area is located immediately adjacent to the open space's Franklin Street frontage where it meets Bushwick Inlet.

Assessment of Open Space Adequacy

The following analysis of the adequacy of existing open space resources within the study area takes into consideration the ratios of active, passive, and total open space resources per 1,000 residents. As an optimal planning goal, the City tries to achieve an overall residential open space ratio of 2.5 acres per 1,000 residents (80 percent [two acres] active and 20 percent [0.5 acres] passive) and 0.15 acres of passive space per 1,000 workers for large-scale plans and proposals. Although a typical population mix may call for such a goal, it is often not feasible for many areas of the City (especially higher density areas). Therefore, the City does not consider these ratios as open space policy for every neighborhood. Rather, the ratios serve as benchmarks that represent how well an area is served by open space.

QUANTITATIVE ASSESSMENT

The non-residential study area includes a total of 11.15 acres of open space, of which approximately 6.63 acres contain passive uses. A total of 6,887 residents live within the study area, and 4,752 people work within the study area; the combined residential and non-residential population is 11,639.

Based on 2014 *CEQR Technical Manual* methodology, the study area has a passive open space ratio of 1.40 acres per 1,000 workers, which is nine times greater than the City's guideline of 0.15 acres (refer to **Table D-5**). As such, workers in the study area are well-served by open space resources under existing conditions. Similarly, the combined workers and residents passive open space ratio is 0.57 acres per 1,000 residents and workers, greater than the recommended weighted average ratio of 0.357 acres per 1,000 combined users (refer to **Table D-5**).

Table D-5:
Adequacy of Open Space Resources: Existing Conditions

	Population	Open Space Acreage			Open Space Ratios per 1,000 People			*CEQR Technical Manual* Open Space Optimal Planning Goal		
		Total	Passive	Active	Total	Passive	Active	Total	Passive	Active
Workers	4,752	11.15	6.63	4.53	N/A	1.40	N/A	N/A	0.15	N/A
Combined Workers & Residents	11,639				N/A	0.57	N/A	N/A	0.357[1]	N/A

Notes:
[1] Based on target open space ratios established by creating a weighted average of the amount of open space necessary to meet the City guideline of 0.50 acres of passive open space per 1,000 residents and 0.15 acres of passive open space per 1,000 workers.

QUALITATIVE ASSESSMENT

As shown in **Table D-4**, all of the study area open space resources are in good or excellent condition and feature low to moderate utilization levels. The study area includes many passive open space uses, such as lawns and landscaped areas, a viewing platform, picnic tables, and benches, all of which are suitable for use by the non-residential population in the study area. In addition, two open space resources provide access to additional acreage beyond the study area boundary, and, given their proximity to the Project Area, it is possible that residents and workers could venture beyond the quarter-mile boundary of the study area to make use of these additional open space resources. McCarren Park is a 35-acre public park located approximately 1,500 feet southeast of the Project Area (refer to **Figure D-2**). The DPR-operated open space

features many passive recreational uses, including basketball, tennis, and bocce courts, baseball, soccer, and football fields, playgrounds, outdoor pools, a running track, a dog park, and a skate park. Additionally, the open space contains eateries, lawns, walking paths, benches, and WiFi access for passive recreation.

Moreover, as noted above, the quantitative analysis is conservative in scope as it assumes that residents and daytime users (workers) are separate populations, whereas it is possible that some of the residents live near their workplace or work from home, resulting in some double-counting of the daily user population in the study area.

VI. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Study Area Population

In the 2021 future without the proposed actions, the Proposed Development would not be built and the existing 28,500 gsf of active uses located on the proposed Development Site would continue to operate. However, there are two significant known and anticipated developments in the open space study area. The 25 Kent Avenue development, currently under construction, will include an eight-story commercial building containing office and light manufacturing uses. This new development is expected to introduce a total of 1,516 workers. The second known development is a planned IBIA project proposed for 103 North 13th Street, which would include approximately 43,287 gsf of commercial office space, approximately 10,970 gsf of required industrial uses, approximately 21,058 gsf of local retail uses. Additionally, a 0.5 percent annual residential growth rate and a 0.08 percent annual non-residential growth rate were applied to account for general background growth anticipated in the area by 2021. The anticipated No-Action development, combined with the residential and non-residential growth rates, are expected to increase the open space study area population to 13,309 by 2021.

Open Space Resources

As shown in **Table D-6**, the P.S. 31 playground is currently closed to the public due to ongoing construction; as such, the P.S. 31 open space was not included in the existing conditions quantitative open space analysis. It is anticipated that construction would be completed in the 2021 No-Action condition, resulting in an additional 0.16 acres of open space.

NYC Department of Parks and Recreation plans to expand Bushwick Inlet Park, as indicated in both **Figures D-1** and **D-2**. The City of New York has recently completed the land acquisition phase for the proposed expansion, which will add an additional 31.38-acres of publicly-accessible open space to the study area when the Bushwick Inlet Park expansion is complete and operational. The City, in conjunction with NYC Department of Parks and Recreation, is currently in the process of remediating several of the former-industrial properties that will become part of Bushwick Inlet Park in the future. As such, the additional 31.38-acres of the expanded Bushwick Inlet Park were not included in the quantitative existing conditions open space analysis. At this time, no project timeline or completion date for the expansion project has been finalized. It is anticipated that the expansion of Bushwick Inlet Park will improve the conditions and usability of open space upon completion.

Additionally, the commercial building under construction at 25 Kent Avenue will introduce 0.22-acres of privately-owned public space (POPS) into the study area by 2018. The new POPS will comprise two publicly-accessible plazas featuring benches, tables, and landscaping. As these two POPS are in close proximity to the Project Area, it is likely new employees introduced into the study area by the Proposed Development would utilize this additional open space.

Assessment of Open Space Adequacy

As noted above, it is anticipated that new development and background growth in the study area will result in an increase in the population in the future without the proposed actions; in addition, the total open space acreage in the non-residential study area is expected to increase by 0.16 acres, as a result of the completion of construction work at the P.S. 31 playground. As a result of these anticipated No-Action changes, while the ratio of open space per 1,000 workers would decrease to 1.01 (from 1.40 under existing conditions), it will continue to be well above the City's planning guideline ratio of 0.15 acres (see **Table D-6**). Similarly, while the ratio for the combined population of residents and workers would decrease to 0.49 (from 0.57 under existing conditions), it will continue to exceed the calculated No-Action recommended weighted ratio of 0.331.

Table D-6:
Adequacy of Open Space Resources: No-Action Condition

	Population	Open Space Acreage[1]			Open Space Ratios per 1,000 People			*CEQR Technical Manual* Open Space Optimal Planning Goal		
		Total	Passive	Active	Total	Passive	Active	Total	Passive	Active
Workers	6,563	11.31	6.63	4.69	N/A	1.01	N/A	N/A	0.15	N/A
Combined Workers & Residents	13,559				N/A	0.49	N/A	N/A	0.331[2]	N/A

Notes:
[1] Reflects the addition of 0.16 acres of open space with the completion of the ongoing construction at the P.S. 31 playground.
[2] Based on target open space ratios established by creating a weighted average of the amount of open space necessary to meet the City guideline of 0.50 acres of passive open space per 1,000 residents and 0.15 acres of passive open space per 1,000 workers.
[3] Does not include the 31.38 acres of open space to be generated by the construction of Bushwick Inlet Park

VII. THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

Study Area Population

In the 2021 future without the proposed actions, the proposed Development Site would be redeveloped with a new seven-story commercial building containing local retail, commercial office, and light manufacturing uses. The Proposed Development is expected to introduce an incremental increase of 519 workers over the No-Action condition. Additionally, a 0.5 percent annual residential growth rate and a 0.08 percent annual non-residential growth rate were applied to account for general background growth anticipated in the study area by 2021. Therefore, the Proposed Development and the anticipated No-Action developments at 25 Kent Avenue and 103 North 13th Street, combined with the residential and non-residential growth rates, are expected to increase the open space study area population to 13,559 by 2021 (a worker population of 7,082 and a residential population of 7,026).

Direct Effects

The Proposed Development would not have a direct effect on publicly-accessible open spaces within the study area. Operation of the Proposed Development would not cause the physical loss of public open space because of encroachment or displacement of the space; would not change the use of an open space so that it no longer serves the same user population; and would not limit public access to an open space. As discussed in **Attachment A, "Project Description,"** as part of the Proposed Development, the proposed building would contain an outdoor terrace above the fifth-floor, as well as balconies along the building's Franklin Street façade. However, these features would only be accessible to workers within the proposed building and are not included in the quantitative analysis below.

Indirect Effects

As presented in **Table D-7**, in the future with the proposed actions, while the ratio of passive open space per 1,000 workers would decrease to 0.94 (from 1.01 under No-Action conditions), it would continue to be above the City's guideline ratio of 0.15 acres. Similarly, the passive open space ratio for the combined population of residents and workers would decrease to 0.47 (from 0.49 under No-Action conditions) and would continue to exceed the calculated With-Action recommended weighted ratio of 0.324. Because the ratios would remain above the City's guideline ratios, the Proposed Actions would have no significant adverse impact on open space resources.

Table D-7:
Adequacy of Open Space Resources: With-Action Condition

	Population	Open Space Acreage[1]			Open Space Ratios per 1,000 People			*CEQR Technical Manual* Open Space Optimal Planning Goal		
		Total	Passive	Active	Total	Passive	Active	Total	Passive	Active
Workers	7,082	11.31	6.63	4.69	N/A	0.94	N/A	N/A	0.15	N/A
Combined Workers & Residents	14,078				N/A	0.47	N/A	N/A	0.324[2]	N/A

Notes:
[1] Reflects the addition of 0.16 acres of open space with the completion of the ongoing construction at the P.S. 31 playground.
[2] Based on target open space ratios established by creating a weighted average of the amount of open space necessary to meet the City guideline of 0.50 acres of passive open space per 1,000 residents and 0.15 acres of passive open space per 1,000 workers.

In the future with the proposed actions, the worker and combined residential/worker passive open space ratio would remain above the City's planning guideline and recommended weighted ratios of 0.15 acres and 0.324 acres, respectively.

The proposed actions would result in a decrease of 6.93 percent in the open space ratio for passive open space in the future. However, the open space ratios in the study area would remain higher than the DCP planning goals both without and with the proposed actions. Further, the deficiency of open space resources within the study area would be ameliorated by several factors. Overall, a majority of the open space resources in the study area were found to be in good condition with moderate utilization. Additionally, as the Proposed Development would also provide on-site amenities such as open air loggias and the rooftop that would have seating areas that would be accessible to the on-site worker population, use of off-site open space resources by the on-site worker population may prove to be negligible.

Moreover, the DPR plans to expand Bushwick Inlet Park, as described above, which will add an additional 31.38-acres of publicly-accessible open space immediately west of the project site when the Bushwick Inlet Park expansion is complete and operational. The planned total acreage of this park is not included in the open space calculations. As the exact programming of this open space is not known at this time, passive and active open space ratios could not be calculated for the future condition with the expanded Bushwick Inlet Park acreage included. However, it is anticipated that the expansion of Bushwick Inlet Park would help to keep the overall change in utilization due to the proposed actions below the five percent impact threshold. Additionally, the commercial building under construction at 25 Kent Avenue will introduce 0.22-acres of POPS into the study area by 2018. The new POPS will comprise two publicly-accessible plazas featuring benches, tables, and landscaping. As these two POPS are in close proximity to the Project Area, it is likely new employees introduced into the study area by the Proposed Development would utilize the additional open spaces due to their close proximity to the project site. Lastly, the 35-acre McCarren Park is located approximately a quarter-mile southeast of the project site, just beyond the boundaries of the open space study area. It is possible that workers may choose to take advantage of this substantial open space resource even though it is outside of the study area boundaries.

Given the planned addition of 31.38 acres to Bushwick Inlet Park immediately west of the project site and the two new POPS planned in conjunction with the 25 Kent Avenue development, and as private outdoor spaces would be provided on-site, demand for open space generated by the Proposed Development would not significantly exacerbate the No-Action open space ratios, and the worker population added as a result of the Proposed Development is not expected to noticeably affect utilization of the area's open spaces.

Attachment E

Shadows

I. INTRODUCTION

This chapter assesses the potential for the proposed actions to result in incremental shadows long enough to reach any nearby publicly accessible open spaces or other sunlight-sensitive resources. According to the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, a shadows assessment is required if a proposed action would result in structures (or additions to existing structures) of 50 feet in height or greater, or those that would be located adjacent to, or across the street from, a sunlight sensitive resource. As discussed in **Attachment A, "Project Description,"** the Proposed Development is located adjacent to mapped parkland which is part of the future phases of Bushwick Inlet Park, and Bushwick Inlet, a sunlight sensitive natural resource, and would facilitate a new building greater than 50 feet in height over the No-Action condition. As such, a detailed shadows analysis was prepared to determine the potential for the Proposed Development to result in significant adverse impacts on the future portion of Bushwick Inlet Park, Bushwick Inlet, or any other sunlight-sensitive resources in the surrounding area.

II. PRINCIPAL CONCLUSIONS

The Proposed Development would result in incremental shadow coverage on one open space resource, the future phase of Bushwick Inlet Park, and one natural resource, the Bushwick Inlet section of the East River. Project-generated shadows would not affect the utilization, enjoyment, or character of these sunlight-sensitive resources and all vegetation would continue to receive a minimum of four to six hours of direct sunlight throughout the growing season. Additionally, project-generated shadows would not have any adverse impacts on the aquatic biota in the East River. Therefore, the proposed actions are not expected to result in significant adverse shadows impacts at any sunlight-sensitive resources.

III. METHODOLOGY

According to the *CEQR Technical Manual*, the longest shadow a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. For projects or actions resulting in structures less than 50 feet tall, a shadow assessment is generally not necessary, unless the site is adjacent to a park, historic resource, or important natural feature (if the feature that makes the structure significant depends on sunlight).

First, a preliminary screening assessment must be conducted to ascertain whether shadows resulting from a project could reach any sunlight-sensitive resource at any time of year. The *CEQR Technical Manual* defines sunlight-sensitive resources as those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. The following are considered to be sunlight-sensitive resources:

- *Public open space* (e.g., parks, playgrounds, plazas, schoolyards, greenways, and landscaped medians with seating). Planted areas within unused portions or roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources. The use of vegetation in an open space establishes its sensitivity to shadows. This sensitivity is assessed for both (1) warm-weather dependent features, like wading pools and sandboxes, or vegetation that could be affected by loss of sunlight during the growing season (i.e., March through October); and (2) features, such as benches,

that could be affected by a loss of winter sunlight. Uses that rely on sunlight include: passive use, such as sitting or sunning; active use, such as playfields or paved courts; and such activities as gardening, or children's wading pools and sprinklers. Where lawns are actively used, the turf requires extensive sunlight. Vegetation requiring direct sunlight includes the tree canopy, flowering plants, and plots in community gardens. Generally, four to six hours a day of sunlight, particularly in the growing season, is a minimum requirement.

- *Features of historic architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features are considered, as opposed to the entire architectural resource. Sunlight-sensitive features include the following: design elements that are part of a recognized architectural style that depends on the contrast between light and dark (e.g., deep recesses or voids, such as open galleries, arcades, recessed balconies, deep window reveals, and prominent rustication); elaborate, highly carved ornamentation; stained glass windows; exterior building materials and color that depend on direct sunlight for visual character (e.g., the polychromy [multicolored] features found on Victorian Gothic Revival or Art Deco facades); historic landscapes, such as scenic landmarks, including vegetation recognized as an historic feature of the landscape; and structural features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as an historic landmark.
- *Natural resources where the introduction of shadows could alter the resource's condition or microclimate.* Such resources could include surface water bodies, wetlands, or designated resources, such as coastal fish and wildlife habitats.

The preliminary screening assessment consists of three tiers of analysis. The first tier determines a simple radius around the proposed buildings representing the longest shadow that could be cast. If there are sunlight-sensitive resources within the radius, the analysis proceeds to the second tier, which reduces the area that could be affected by project-generated shadows by accounting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by new shadows by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project.

In accordance with the *CEQR Technical Manual*, shadows on sunlight-sensitive resources of concern are modeled for four representative days of the year. For the New York City area, the months of interest for an open space resource encompass the growing season (i.e., March through October) and one month between November and February representing a cold-weather month (usually December). Representative days for the growing season are generally the March 21st vernal equinox (or the September 21st autumnal equinox, which is approximately the same), the June 21st summer solstice, and a spring or summer day halfway between the summer solstice and equinoxes, such as May 6th or August 6th (which are approximately the same). For the cold- weather months, the December 21st winter solstice is included to demonstrate conditions when open space users rely most heavily on available sunlight warmth. As these months and days are representative of the full range of possible shadows, they are also used for assessing shadows on sunlight-sensitive historic and natural resources.

The *CEQR Technical Manual* defines the temporal limits of a shadow analysis period to fall from an hour and a half after sunrise to an hour and a half before sunset.

The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance is considered.

The result of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text. As described in the *CEQR Technical Manual*, an incremental shadow is generally not considered significant when its duration is no longer than ten minutes at any time of year and the resource continues to receive substantial direct sunlight. A significant shadow impact generally occurs when an incremental shadow of ten minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- *Vegetation:* a substantial reduction in sunlight available to sunlight-sensitive features of the resource to less than the minimum time necessary for its survival (when there would be sufficient sunlight in the future without the project) or a reduction in direct sunlight exposure where the sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).
- *Historic and cultural resources:* a substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of an historic or cultural resource.
- *Open space utilization:* a substantial reduction in the usability of open space as a result of increased shadow, including information regarding anticipated new users and the open space's utilization rates throughout the affected time periods.
- *For any sunlight-sensitive feature of a resource:* complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

In general, a significant adverse shadow impact occurs when the incremental shadow added by a proposed action falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

IV. PRELIMINARY SCREENING

Tier 1 Screening Assessment

According to the *CEQR Technical Manual*, the longest shadow that a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. The maximum shadow radius for the proposed project (580.5 feet) was determined using the proposed building's maximum height of approximately 110 feet, which includes bulkhead and rooftop mechanical equipment (Tier 1 Assessment).[1] Within this longest shadow study area, there are two potentially sunlight-sensitive open space resources and one sunlight-sensitive natural resource. Therefore, further screening was warranted in order to determine whether any resources could be affected by project-generated shadows.

Tier 2 Screening Assessment

Due to the path of the sun across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City, this area lies between -108 and +108 degrees from true north. The purpose of the Tier 2 screening is to determine whether the sunlight-sensitive resources identified in the Tier 1 screening are located within portions of the longest shadow study area that can receive shade from the proposed project.

[1] The maximum shadow radius was calculated by combining the maximum building height of the proposed project (110 feet) and the proposed bulkhead and rooftop mechanical equipment (25 feet) (totaling 135 feet), and multiplying that number by 4.3.

Figure E-1 provides a base map illustrating the results of the Tier 1 and Tier 2 screening assessments (i.e., the portion of the longest shadow study area lying within -108 degrees from the true north and +108 degrees from true north as measured from southernmost portions of the development sites). A total of three resources were identified as sunlight-sensitive resources that warranted further assessment. A list of these resources is provided below in **Table E-1**.

Table E-1:
Sunlight-Sensitive Resources Warranting Further Analysis Based on Tier 1 and 2 Screening

No.[1]	Sunlight-Sensitive Open Space Resources
1	Greenstreet
2	Bushwick Inlet Park[2]
No.[1]	**Sunlight-Sensitive Natural Resources**
3	East River (Lower)

[1] Numbers keyed to **Figure E-1**
[2] Refers to the future portion of Bushwick Inlet Park

Tier 3 Screening Assessment

According to the *CEQR Technical Manual*, a Tier 3 screening assessment should be performed to determine if, in the absence of intervening buildings, shadows resulting from a proposed action can reach a sunlight-sensitive resource, thereby warranting a detailed shadow analysis. The Tier 3 screening assessment is used to determine if shadows resulting from a proposed action can reach a sunlight-sensitive resource at any time between 1.5 hours after sunrise and 1.5 hours before sunset on representative analysis dates.

As project-generated shadows could reach a number of sunlight-sensitive resources, a Tier 3 assessment was performed using three dimensional (3D) computer mapping software. The 3D model was used to calculate and display project-generated shadows on individual representative analysis dates. The model contained 3D representations of the elements in the base map used in the preceding assessments and a 3D model of the proposed project. At this stage of the assessment, surrounding buildings within the study area were not included in the model so that it may be determined whether project-generated shadows would reach any sunlight sensitive resources.

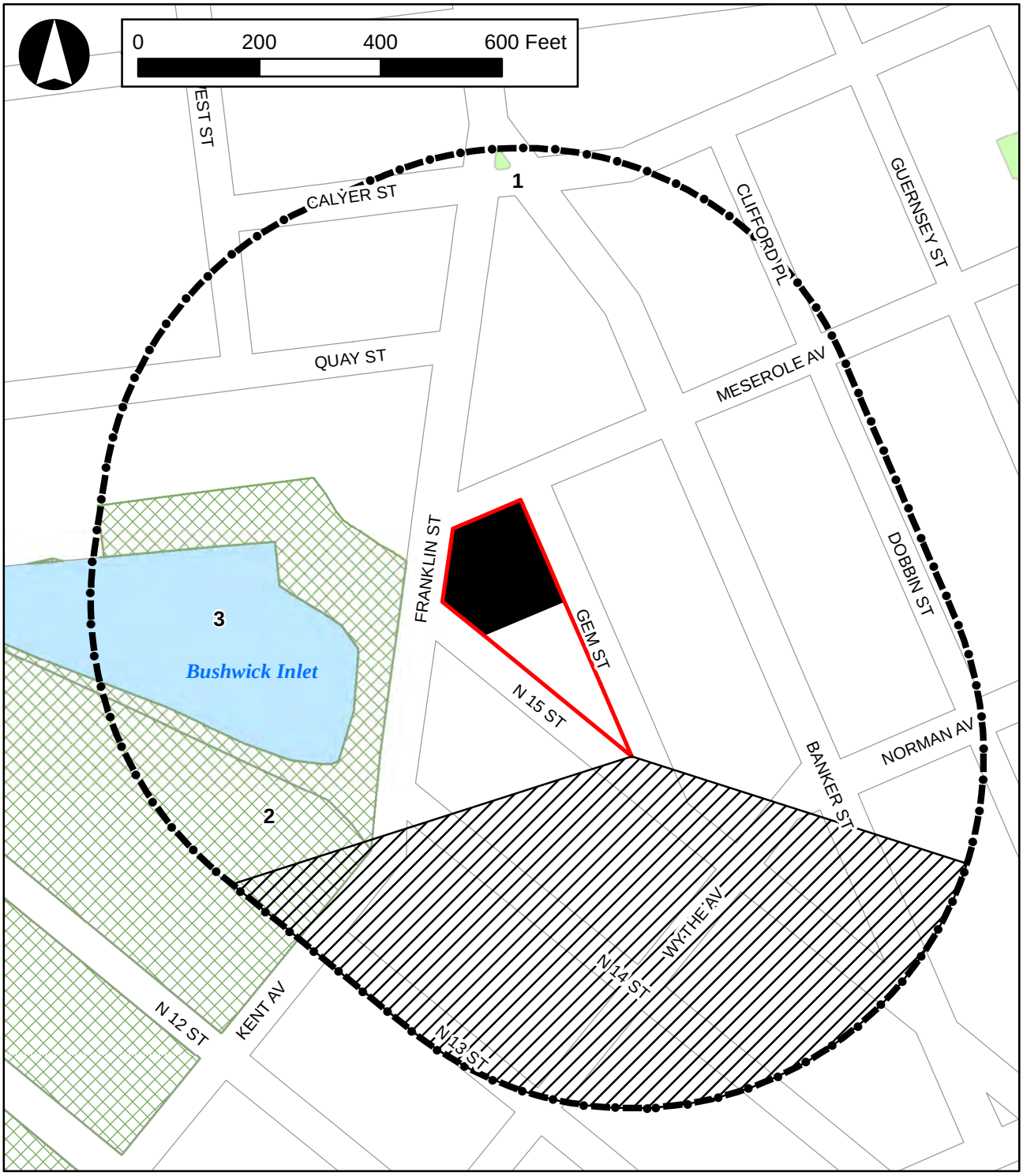
As shown in **Figure E-2**, one sunlight-sensitive resource, the greenstreet located at the intersection of Franklin Street, Calyer Street, and Banker Street, would not receive project-generated shadows on any of the four analysis days, and this resource therefore did not require any further analysis. **Table E-2** presents a summary of the Tier 3 assessment, showing the one open space resource and one natural resource that could, in the absence of intervening buildings, receive project-generated shadows, and on which analysis days the new shadows would occur.

Table E-2:
Tier 3 Assessment Results

No.[1]	Name	March 21/Sept. 21 7:36 AM – 4:29 PM	May 6/August 6 6:27 AM – 5:18 PM	June 21 5:57 AM – 6:01 PM	December 21 8:51 AM – 2:53 PM	Number of Analysis Days
1	Greenstreet	**NO**	**NO**	**NO**	**NO**	**0**
2	Bushwick Inlet Park[2]	**YES**	**YES**	**YES**	**YES**	**4**
3	East River (Lower)	**YES**	**YES**	**YES**	**NO**	**3**

[1] Numbers keyed to **Figure E-1**
[2] Refers to the future portion of Bushwick Inlet Park

Figure E-1
Tier 1 and Tier 2 Shadows Assessment

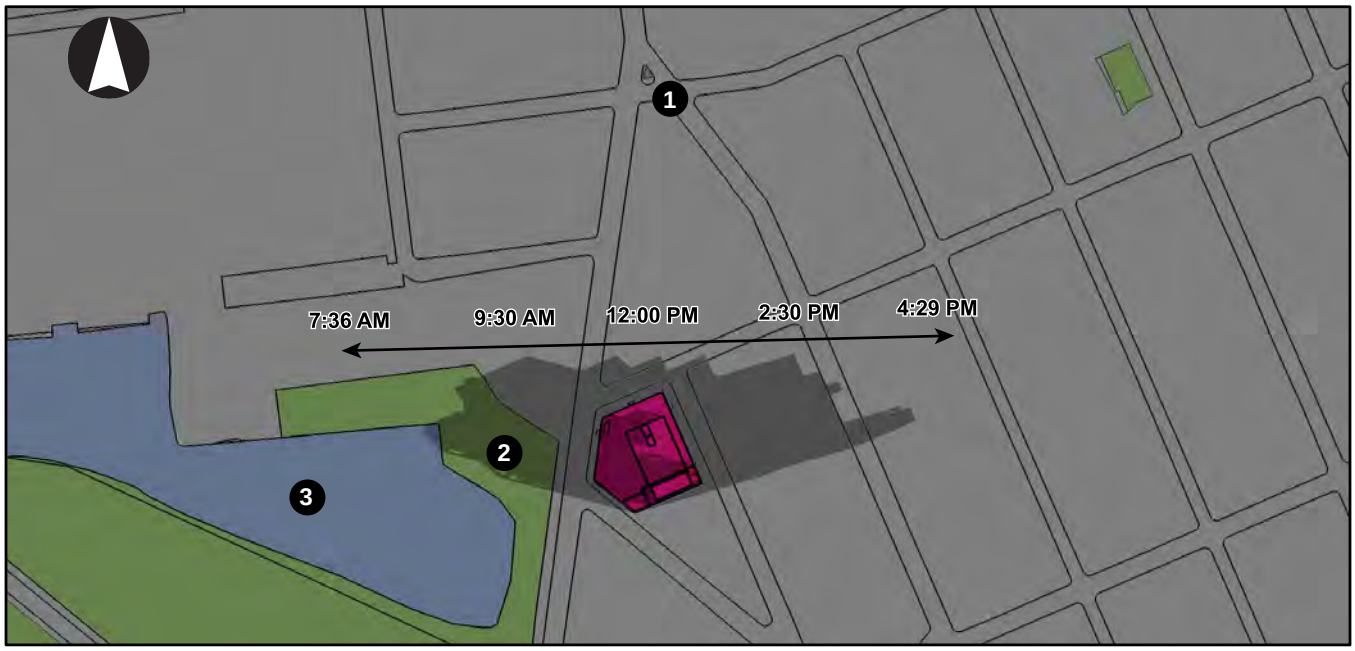


Legend

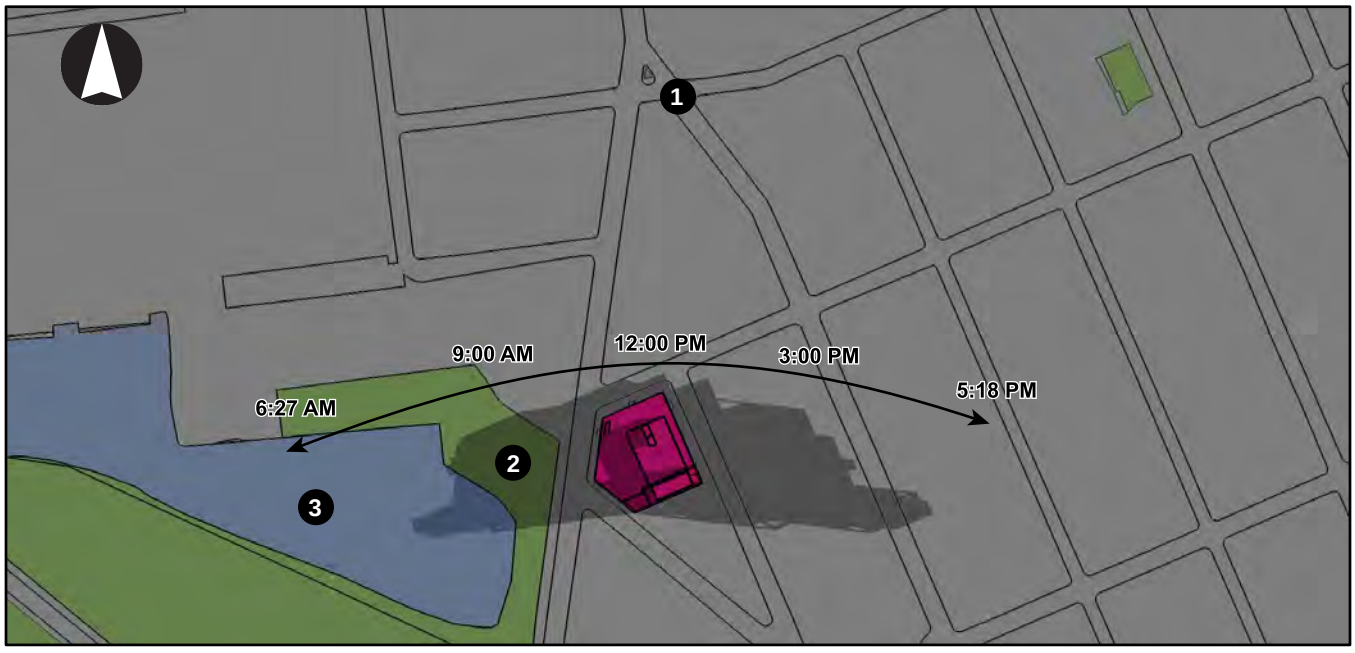
- Proposed Development Site
- Proposed Rezoning Area
- Tier 1: Longest Shadow Study Area
- Tier 2: Area That Cannot Be Shaded
- 1 Open Space Resouces
- 2 Future Bushwick Inlet Park
- 3 Natural Resource

**Sunlight-Sensitive Resources Keyed to Table E-_*

Figure E-2a
Tier 3 Screening



MARCH 21/SEPTEMBER 21



MAY 6/AUGUST 6

Proposed Development

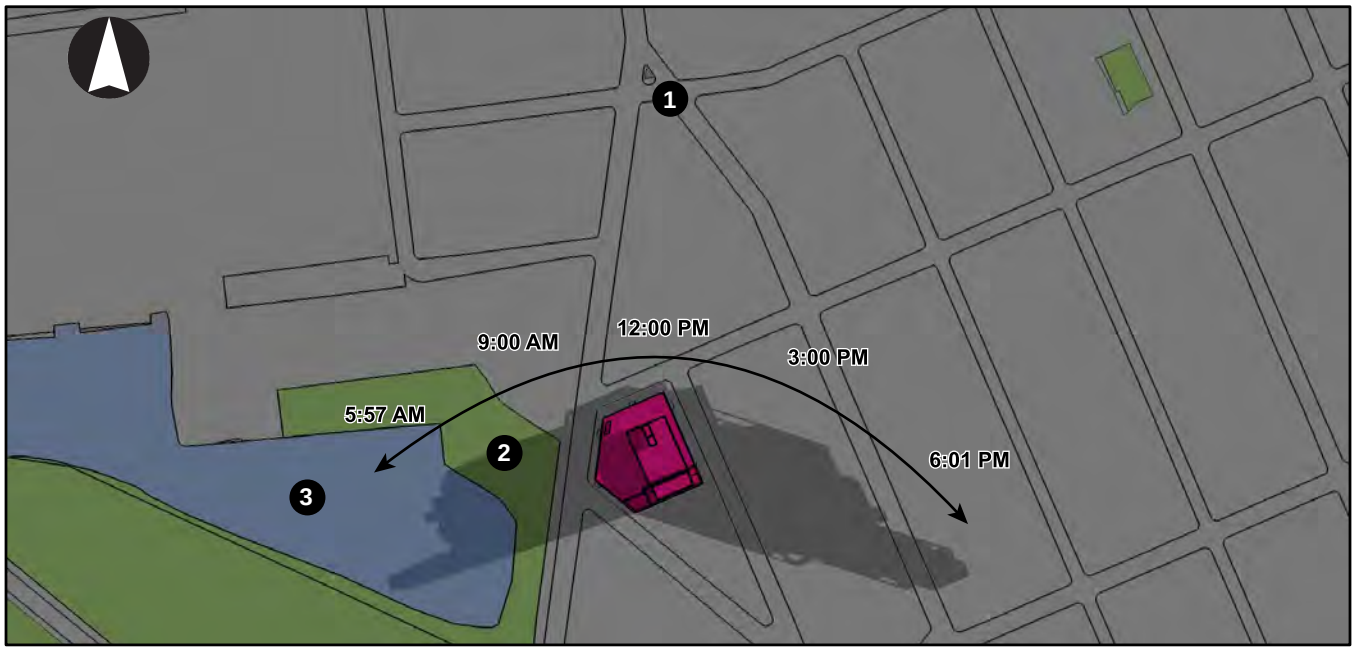
Incremental Shadow

1 **Open Space**

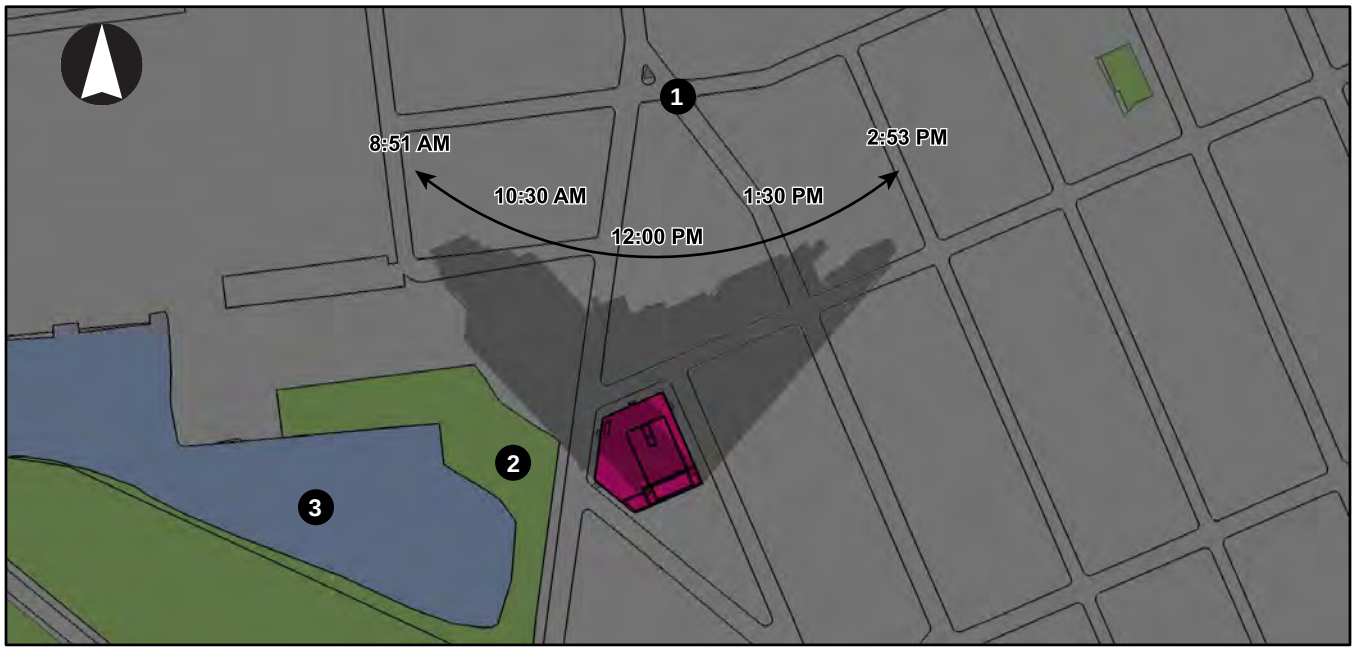
3 **Natural Resource**

Note: Open Space and Natural Resources keyed to Table E-1

Figure E-2b
Tier 3 Screening



JUNE 21



DECEMBER 21

Proposed Development

Incremental Shadow

1 **Open Space**

3 **Natural Resource**

Note: Open Space and Natural Resources keyed to Table E-1

V. DETAILED ASSESSMENT

Resources of Concern

Bushwick Inlet Park (Future Phase)

The area west of the Proposed Development Site is designated to become the 31-acre Bushwick Inlet Park (west of Franklin Street between North 9th Street and Quay Street) and was mapped as parkland as part of the Greenpoint-Williamsburg rezoning in 2005. East River State Park occupies the area between North 7th Street and North 9th Street, and Bushwick Inlet Park currently occupies the area between North 9th Street and North 10th Street and the eastern portion of the block bounded by North 11th Street and North 12th Street and Kent Avenue.

To facilitate creation of this future waterfront park, portions of several streets to the west and southwest of the Project Area were de-mapped in conjunction with the 2005 Greenpoint-Williamsburg Rezoning. The resultant parcel was mapped as Bushwick Inlet Park bounded by North 9th Street to the south, Kent Avenue/Franklin Street to the east, Quay Street to the north, and the U.S. Pierhead Line to the west.

The City has been proceeding with the phased acquisition, remediation and development of those parcels as park space. The first phase of the park is complete and open to the public. The 4.15–acre park currently contains many active recreational uses, including a synthetic turf multipurpose sports field, as well as playgrounds. Additionally, the open space contains a comfort station, a viewing platform, and a lawn surrounded by benches for passive recreation.

The Bayside parcel, which is located directly across from the Proposed Development, was acquired by the City in 2016. On November 21, 2016 the City of New York finalized a deal with the owner of the 11-acre CitiStorage site, to acquire the final piece of the planned Bushwick Inlet Park. Although the first phase of the park is complete and open to the public, remediation of the 50 Kent parcel recently commenced. Additionally, much of the land comprising the future phases of Bushwick Inlet Park will require remediation from industrial contaminants before completion of the park's future phases can get underway. The final programming and design of the park has yet to be determined.

East River (Lower)

The lower portion of the East River, part of the greater Hudson/East River Watershed, is located west of the Proposed Development. This portion of the East River is a degraded natural resource and does not consistently meet standards for good ecological health. According to the New York State Department of Environmental Conservation (NYSDEC) the lower portion of the East River is assessed as an impaired waterbody due to recreational uses and fish consumption that are considered to be impaired by floatable debris, as well as PCBs and other toxics. Urban stormwater runoff, combined sewer overflows (CSOs), contaminated sediment, and the industrial use of the waterway result in conditions that negatively impact recreational use. However, recent data shows dissolved oxygen levels in this segment of the East River typically meet applicable water quality standards for support of aquatic life.[2]

Shadows Analysis

Per 2014 *CEQR Technical Manual* guidance, shadow analyses were performed for the two sunlight-sensitive resources identified above on four representative days of the year: March 21/September 21, the

[2] NYSDEC. 2017. "Waterbody Inventory/Priority Waterbodies List: Hudson/East River Watershed."

equinoxes; May 6, the midpoint between the summer solstice and the equinox (and equivalent to August 6); June 21, the summer solstice and the longest day of the year; and December 21, the winter solstice and shortest day of the year. These four representative days indicate the range of shadows over the course of the year. CEQR guidance define the temporal limits of a shadow analysis period to fall from 1.5 hours after sunrise to 1.5 hours before sunset. As discussed above, the results of the shadows analysis show the incremental difference in shadow impact between the No-Action and With-Action conditions (see **Table E-3**).

As shown in **Table E-3**, incremental project-generated shadows would reach the two sunlight-sensitive resource identified in the Tier 3 assessment. Increases in shadow coverage would occur at both the future phase of Bushwick Inlet Park and the East River on the March 21/September 21, May 6/August 6, and June 21 representative analysis days. No incremental shadow coverage would occur at either resource on the December 21 representative analysis day. **Figures E-3** through **E-5**, provided at the end of this attachment, show representative shadow views for each sunlight-sensitive resource of concern on each of the three representative analysis days mentioned above.

Table E-3:
Duration of Shadows on Sunlight Sensitive Resources (Increment Compared to No-Action)

Resource	Analysis Day	March 21/Sept. 21	May 6/August 6	June 21	December 21
		7:36 AM – 4:29 PM	6:27 AM – 5:18 PM	5:57 AM – 6:01 PM	8:51 AM – 2:53 PM
Bushwick Inlet Park (future phase)	Shadow enter-exit time	7:36 – 10:01 AM	6:27 – 9:09 AM	5:57 – 8:56 AM	N/A
	Incremental shadow duration	2 hours, 25 minutes	2 hours, 42 minutes	2 hours, 59 minutes	N/A
East River	Shadow enter-exit time	7:36 – 7:43 AM	6:27 – 7:13 AM	5:57 – 7:07 AM	N/A
	Incremental shadow duration	7 minutes	46 minutes	1 hour, 10 minutes	N/A

Note: All times are Eastern Standard Time; Daylight Savings Time was not accounted for per *CEQR Technical Manual* guidance.
Table indicates the entry and exit times and total duration of incremental shadow for each sunlight-sensitive resource.

It should be noted that, per the 2014 *CEQR Technical Manual*, all times reported herein are Eastern Standard Time and do not reflect adjustments for daylight savings time that is in effect from mid-March to early November. As such, the times reported in this chapter for March 21/September 21, May 6/August 6, and June 21 need to have one hour added to reflect the Eastern Daylight Saving Time.

March 21/September 21

On March 21/September 21 the time period for shadows analysis begins at 7:36 AM and continues until 4:29 PM. March is considered the beginning of the growing season in New York City, and September 21, which has the same shadow patterns as March 21, is also within the growing season. On the March 21/September 21 analysis day, incremental shadows from the Proposed Development would reach both Bushwick Inlet Park and a portion of the Bushwick Inlet section of the East River.

The Proposed Development would cast incremental shadows on the future phase of Bushwick Inlet Park beginning at 7:36 AM and continuing until 10:01 AM, for a duration of approximately 2 hours and 25 minutes. After 10:01 AM the planned open space would not experience any incremental shadow coverage as a result of the Proposed Development. As indicated in **Figure E-3**, incremental shadows would enter the open space from the west before moving in an easterly direction across the park towards Franklin Street. By 9:30 AM, the extent of incremental shadow coverage would decrease, and the majority of the open space would receive direct sunlight. As the programming for the future phases of Bushwick Inlet Park is yet to be determined, it is difficult to project what types of features and amenities would experience incremental shadow coverage on this representative analysis day. It is possible that there would be no sunlight sensitive features in the affected sections of the park, or that the park design would account for future development along Kent Avenue and Franklin Street.

The Proposed Development would also cast incremental shadows on a small portion of the East River's Bushwick Inlet beginning at 7:36 AM and continuing until 7:43 AM, for a duration of approximately 7 minutes. After 7:43 AM the natural resource would not experience any incremental shadow coverage as a result of the Proposed Development. As indicated in **Figure E-3**, incremental shadows would enter a small portion of the natural resource for only a brief period of time from the west before moving in an easterly direction towards Franklin Street.

May 6/August 6

On May 6/August 6 the time period for shadows analysis begins at 6:27 AM and continues until 5:18 PM. On the midpoint between the equinoxes and the solstices, incremental shadows from the Proposed Development would reach both the Bushwick Inlet Park and the East River.

The Proposed Development would cast incremental shadows on Bushwick Inlet Park beginning at 6:27 AM and continuing until 9:09 AM, for a duration of approximately 2 hours and 42 minutes. After 9:09 AM the open space would not experience any incremental shadow coverage as a result of the Proposed Development. As indicated in **Figure E-4**, by 6:27 AM incremental shadows would enter the open space from the west before moving in an easterly direction across the park towards Franklin Street. By 7:30 AM incremental shadow coverage would decrease slightly, shifting eastward towards Franklin Street. As the programming for the future phase of Bushwick Inlet Park is yet to be determined, it is difficult to project what types of features and amenities would experience incremental shadow coverage on this representative analysis day. It is possible that there would be no sunlight sensitive features in the affected sections of the park, or that the park design would account for future development along Kent Avenue and Franklin Street.

The Proposed Development would also cast incremental shadows on a small portion of the East River's Bushwick Inlet beginning at 6:27 AM and continuing until 7:13 AM, for a duration of approximately 46 minutes. After 7:13 AM the natural resource would not experience any incremental shadow coverage as a result of the Proposed Development. As indicated in **Figure E-4**, incremental shadows would enter a small portion of an eastern segment of the natural resource, moving in an easterly direction towards Franklin Street.

June 21

On June 21 the time period for shadows analysis begins at 5:57 AM and continues until 6:01 PM. On the summer solstice, which is the day of the year with the longest period of daylight, the sun is most directly overhead and generally shadows are shortest and move across the widest angular range from west to east. On this date the Proposed Development would cast incremental shadows on both the Bushwick Inlet Park and the East River's Bushwick Inlet.

The Proposed Development would cast incremental shadows on Bushwick Inlet Park beginning at 5:57 AM and continuing until 8:56 AM, for a duration of approximately 2 hours and 59 minutes. After 8:56 AM the open space would not experience any incremental shadow coverage as a result of the Proposed Development. As indicated in **Figure E-5**, by 5:57 AM incremental shadows would enter a northeastern portion of the open space, and by 8:00 AM incremental shadow coverage would decrease, and the majority of the open space would receive direct sunlight. As the programming for the future phase of Bushwick Inlet Park is yet to be determined, it is difficult to project what types of features and amenities would experience incremental shadow coverage on this representative analysis day. As indicated above, it is possible that there would be no sunlight sensitive features in the affected sections of the park, or that the park design would account for future development along Kent Avenue and Franklin Street.

The Proposed Development would also cast incremental shadows on a small portion of the East River's Bushwick Inlet beginning at 5:57 AM and continuing until 7:07 AM, for a duration of approximately 1 hour and 10 minutes. After 7:07 AM the natural resource would not experience any incremental shadow coverage as a result of the Proposed Development. As indicated in **Figure E-5**, at 5:57 AM incremental shadows would enter a small portion of an eastern segment of the natural resource, moving in an easterly direction towards Franklin Street. By 7:00 AM incremental shadow coverage would decrease, and a majority of the natural resource would receive direct sunlight.

Assessment

As described above, a shadow impact occurs when the incremental shadow from a proposed project falls on a sunlight sensitive resource or feature and reduces its direct sunlight exposure. Determining whether this impact is significant or not depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs. For open spaces, the uses and features of the space indicate its sensitivity to shadows. Shadows occurring during the cold-weather months of interest generally do not affect the growing season of outdoor vegetation; therefore, this sensitivity is assessed for both (1) warm-weather-dependent features or vegetation that could be affected by a loss of sunlight during the growing season; and (2) features, such as benches, that could be affected by a loss of winter sunlight. Uses that rely on sunlight include: passive use, such as sitting or sunning; active use, such as playfields or paved courts; and such activities as gardening, or children's wading pools and sprinklers. Generally, 4 to 6 hours a day of sunlight, particularly in the growing season, is often a minimum requirement. Consequently, the assessment of an open space's sensitivity to increased shadow focuses on identifying the existing conditions of its facilities, plantings, and uses, and the sunlight requirements for each.

Bushwick Inlet Park (Future Phase)

The Proposed Development would cast incremental shadows on Bushwick Inlet Park on three of the four representative analysis days: March 21/September 21, May 6/August 6, and June 21. Incremental shadow duration would range from 2 hours and 25 minutes on March 21/September 21 to 2 hours and 59 minutes on June 21 and would generally be limited to the early morning hours before 10:00 AM. As shadow coverage would be confined to small portions of the open space near the northeastern portion of Bushwick Inlet Park (see **Figures E-3** through **E-5**), and the open space would primarily be used for a mixture of active- and passive-recreational uses, incremental shadows are not expected to have a significant effect on the utilization or enjoyment of this resource.[3] Additionally, it is expected that the open space would still obtain adequate sunlight during the plant growing season (at least the four to six hour minimum specified in the *CEQR Technical Manual*), and any future features dependent on sunlight would not be affected. Furthermore, project-generated shadows would be limited to a small portion of the open space's planned 35.53 total acres and would not have a noticeable effect on the use and character of this resource as a whole. Finally, it is possible that the design of the park would account for ongoing and planned development along the Kent Avenue and Franklin Street so that no sunlight sensitive resources would be located within areas that would be in shadows. Therefore, the incremental shadows that could result from the proposed actions are not anticipated to adversely impact Bushwick Inlet Park.

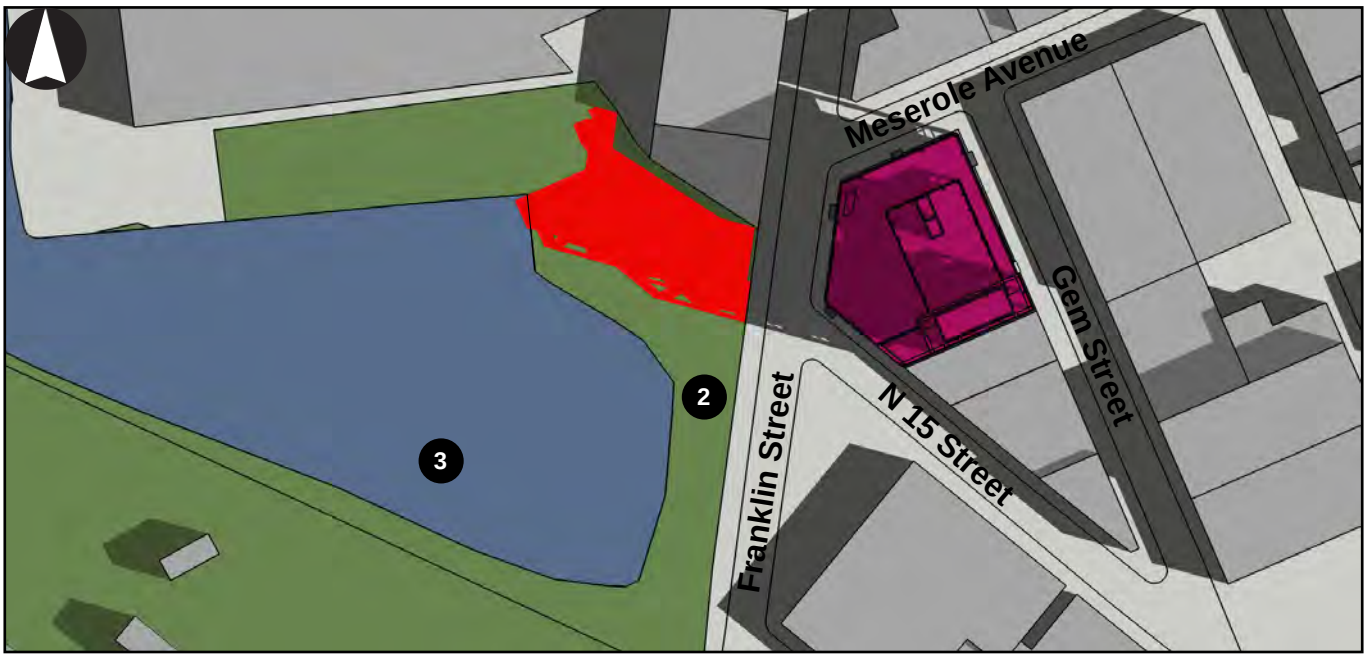
East River

The Proposed Development would cast incremental shadows on the East River's Bushwick Inlet on three of the four representative analysis days: March 21/September 21, May 6/August 6, and June 21. Incremental shadow duration would range from 7 minutes on March 21/September 21 to 1 hour and 10

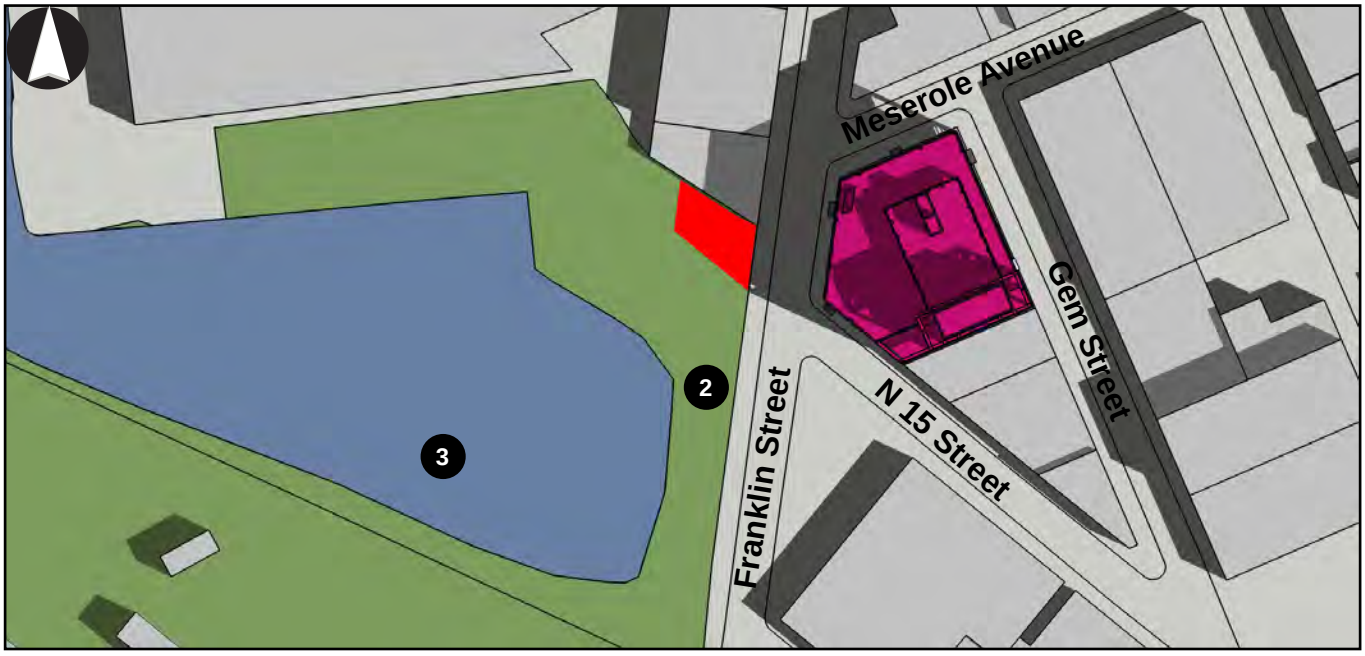
[3] It should be noted that the programming for the future phase of Bushwick Inlet Park is yet to be determined; as such, any projections regarding the level of active and passive recreational uses is based on the existing portions of Bushwick Inlet Park.

minutes on June 21 and would generally be limited to the early morning hours before 8:00 AM. As shadow coverage would be confined to small portions of the natural resource west of the intersection at Franklin Street and North 15th Street (see **Figures E-3** through **E-5**), it is important to note that this area of the East River is a degraded natural resource and does not consistently meet standards for good ecological health. The East River currently retains a "Class I, Impaired designation" under NYSDEC regulations regarding fish habitat, recreational uses and fish consumption, meaning communities surrounding the river cannot fully utilize this natural resource. Furthermore, any wildlife present in the area is tolerant of urban conditions and low-quality habitat. As shadows are not static and move from west to east throughout the day, no area of the East River would be permanently in shade or shaded to a degree that would impact aquatic biota as a result of incremental shadows Therefore, the incremental shadows that could result from the proposed actions are nor anticipated to adversely impact the East River.

Incremental Shadows on March 21/September 21



7:40 AM



8:30 AM

Proposed Development

Incremental Shadow

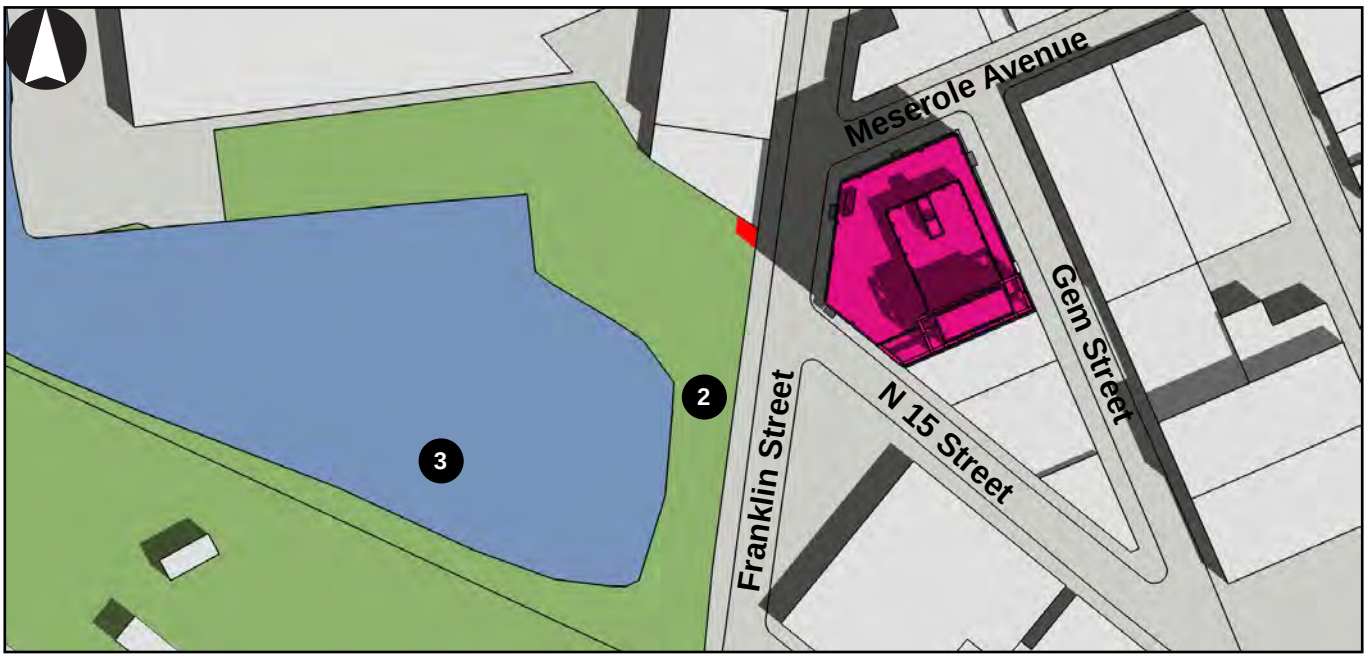
2 Open Space

3 Natural Resource

Note: Open Space and Natural Resources keyed to Table E-1

Figure E-3b

Incremental Shadows on March 21/September 21



9:30 AM

Proposed Development

Incremental Shadow

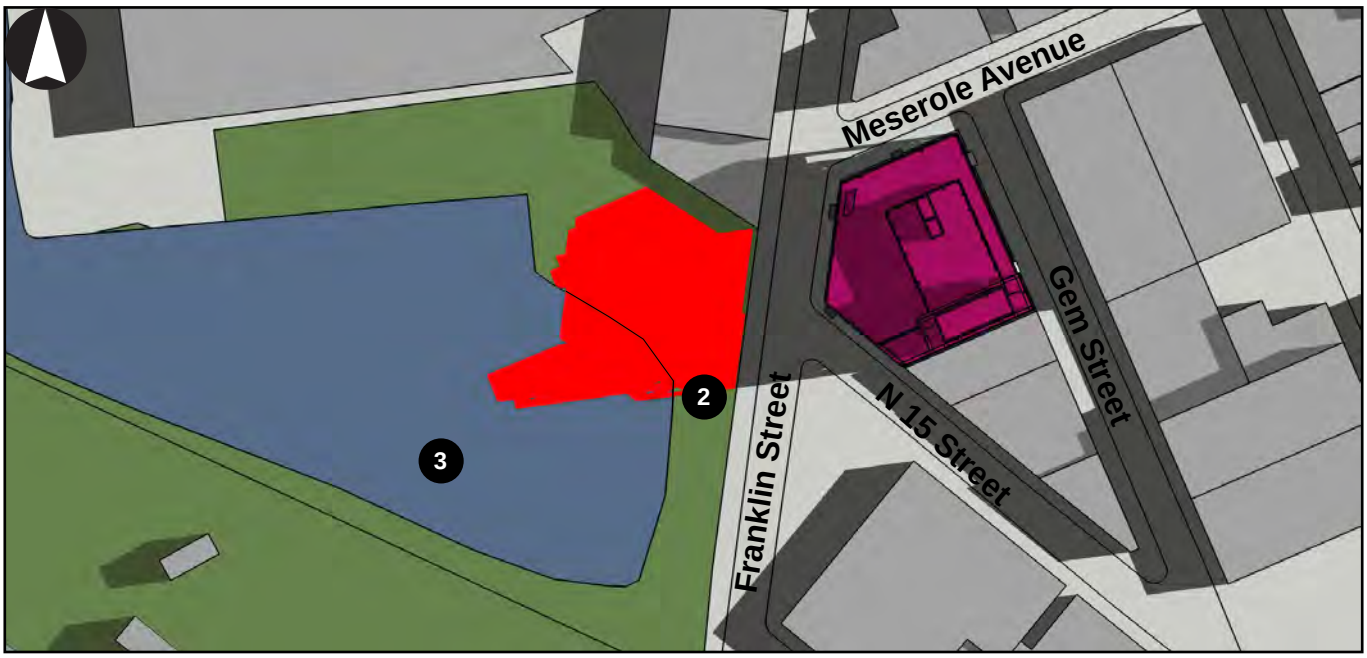
2 Open Space

3 Natural Resource

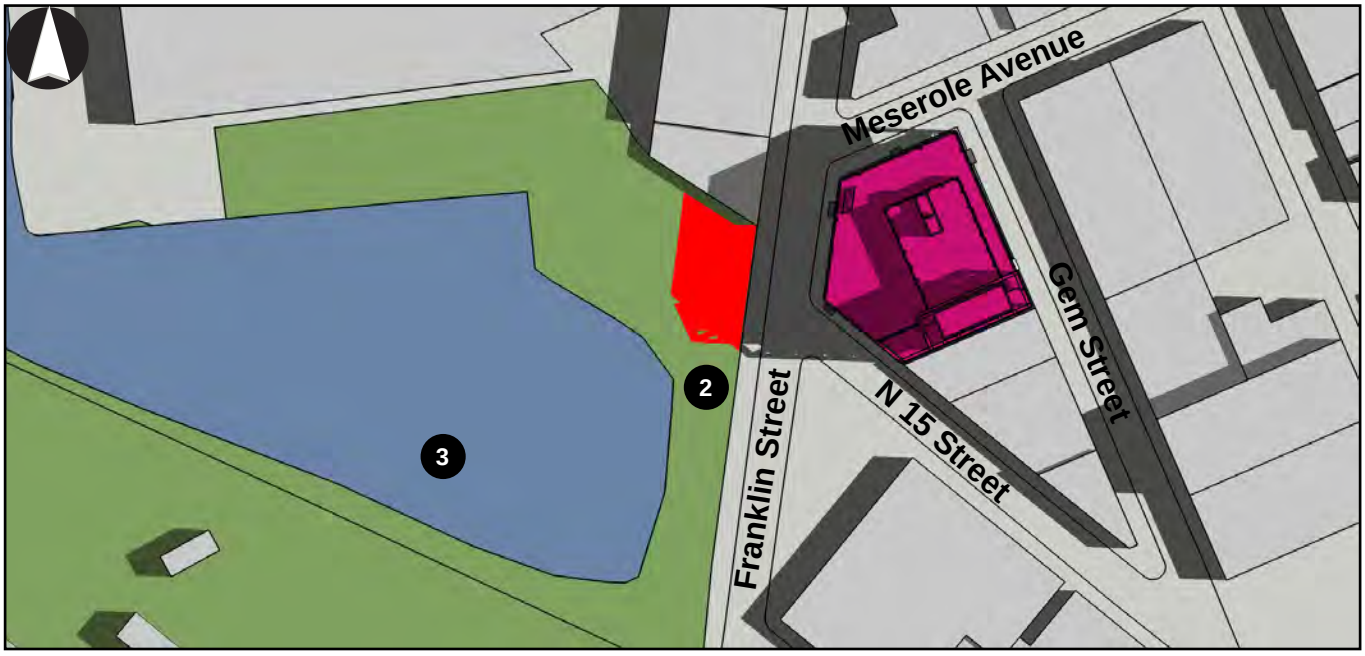
Note: Open Space and Natural Resources keyed to Table E-1

Figure E-4a

Incremental Shadows on May 6/August 6



6:30 AM



7:30 AM

Proposed Development

Incremental Shadow

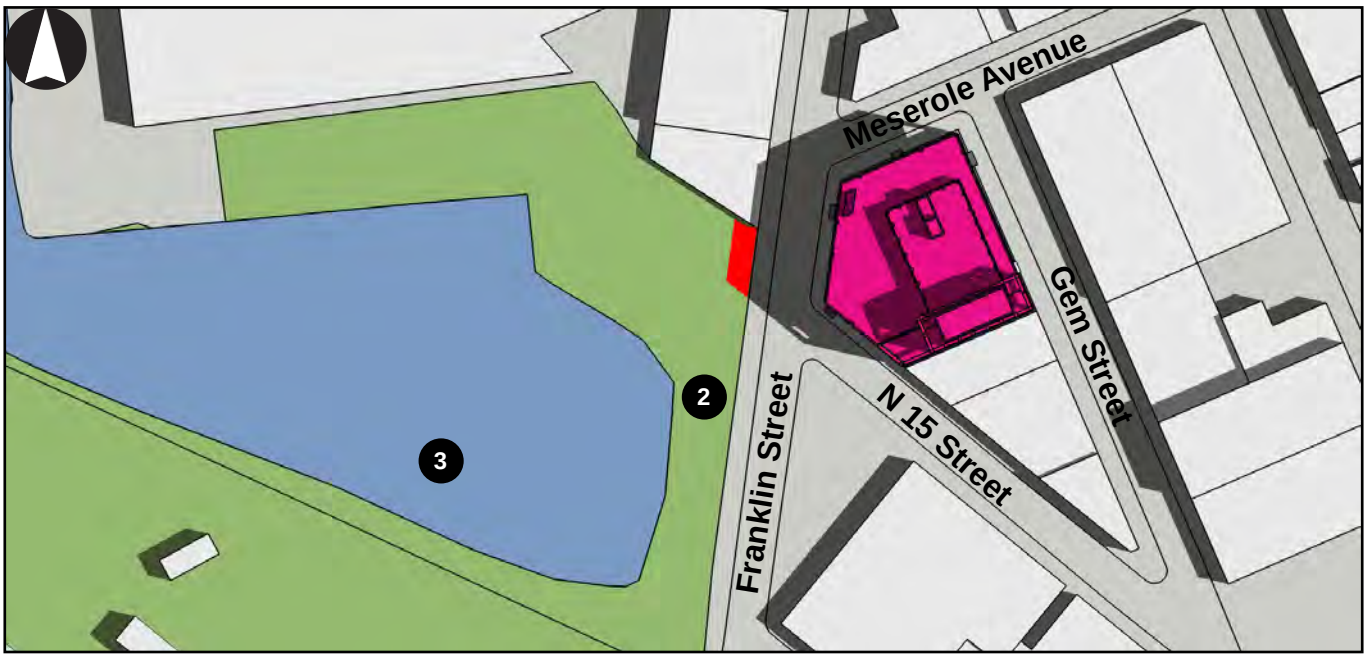
2 **Open Space**

3 **Natural Resource**

Note: Open Space and Natural Resources keyed to Table E-1

Figure E-4b

Incremental Shadows on May 6/August 6



8:30 AM

Proposed Development

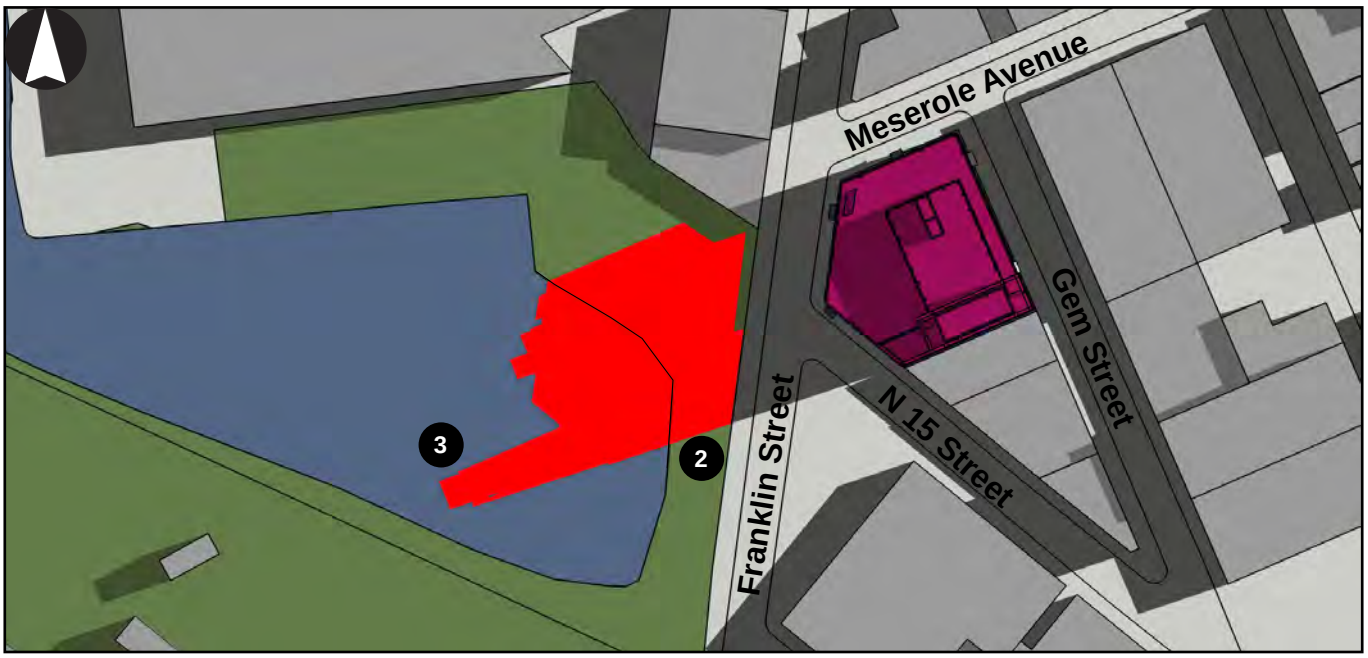
Incremental Shadow

2 **Open Space**

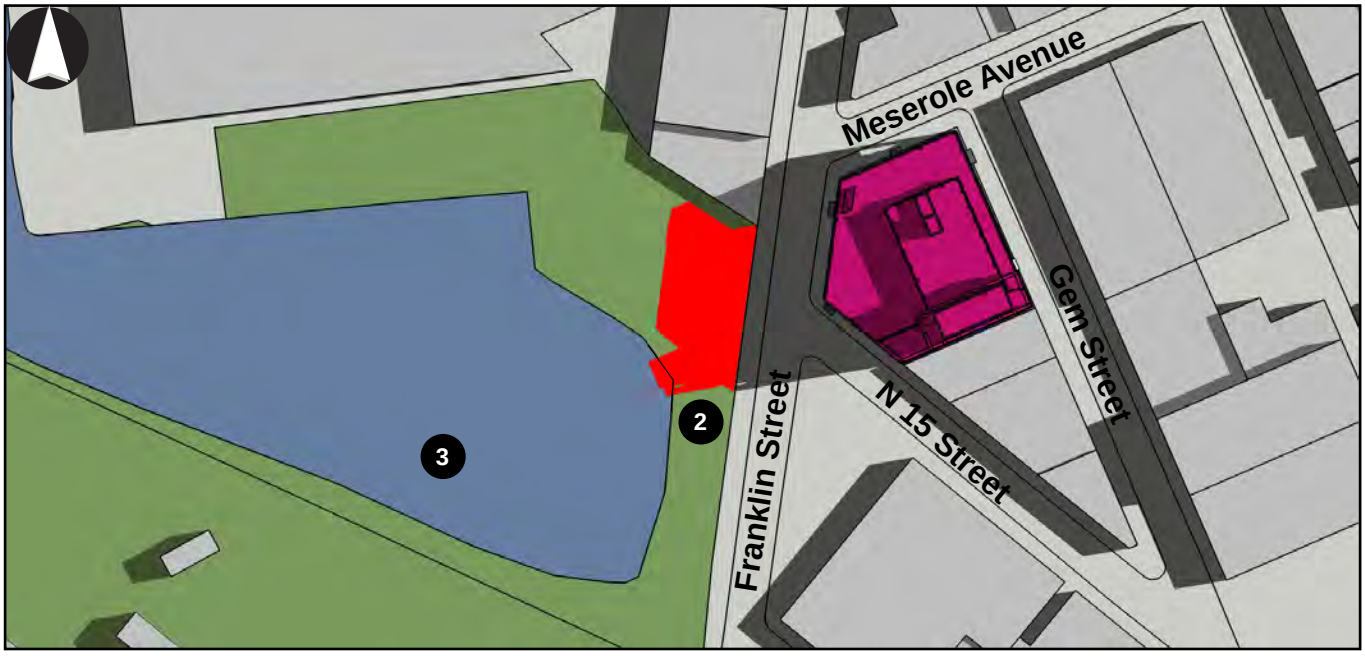
3 **Natural Resource**

Note: Open Space and Natural Resources keyed to Table E-1

Incremental Shadows on June 21



6:00 AM



7:00 AM

Proposed Development

Incremental Shadow

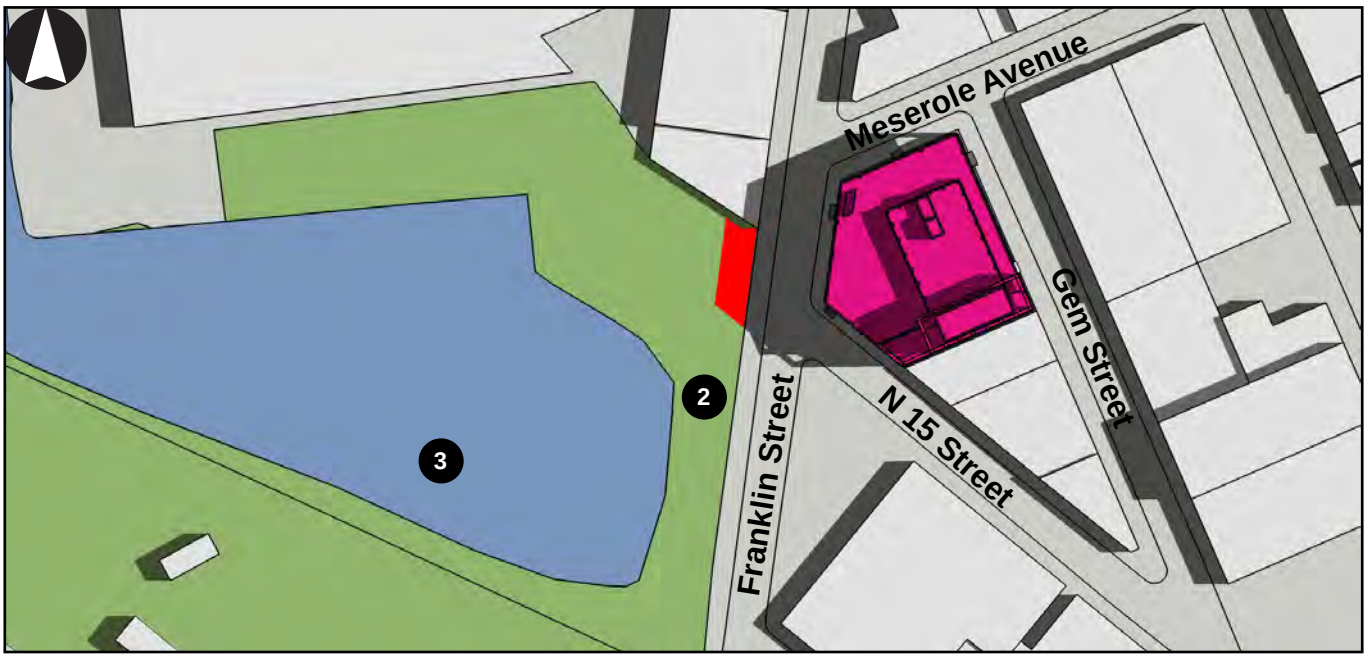
2 Open Space

3 Natural Resource

Note: Open Space and Natural Resources keyed to Table E-1

Figure E-5b

Incremental Shadows on June 21



8:00 AM

Proposed Development

Incremental Shadow

2 Open Space

3 Natural Resource

Note: Open Space and Natural Resources keyed to Table E-1

Attachment F

Urban Design and Visual Resources

I. INTRODUCTION

In an urban design assessment pursuant to the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, one considers whether and how a project may change the experience of a pedestrian in the study area. The assessment focuses on the components of a project that may have the potential to alter the arrangement, appearance, and functionality of the built environment, as experienced by pedestrians in the study area. The components considered include building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features.

This attachment assesses the potential effects on urban design and visual resources that could result from the proposed actions. The following analysis addresses each of the urban design characteristics for existing conditions and the future without and with the proposed actions for the analysis year of 2021. As detailed in **Attachment A, "Project Description,"** the proposed actions include a zoning text amendment and related special permits that would facilitate the development of an approximately 167,174 gross square foot (gsf) building on the proposed Development Site with commercial space, industrial space, and parking.

II. PRINCIPAL CONCLUSIONS

As described below, the proposed actions would not result in significant adverse impacts to urban design or visual resources within the primary study area (the Project Area), or in the 400-foot secondary study area. The development facilitated by the proposed actions is being built on an existing block, and would not entail any changes to topography, street patterns, street hierarchy, block shapes, or natural features. The Proposed Development would be built in accordance with the proposed special permits and bulk requirements allowed by the special permit, and would meet the site design, envelope, and urban design requirements specified in the existing special permit text. The proposed building would not negatively alter views in the study area from adjacent publicly-accessible locations, and would not obstruct any view corridors of significant visual resources. As such, the proposed actions would not result in significant adverse impacts to urban design and visual resources, but is expected to complement and improve the urban design of the area.

III. METHODOLOGY

Determining Whether an Urban Design Analysis is Necessary

Urban design is the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open space, natural features, and wind and sunlight conditions. These elements, as defined in the 2014 *CEQR Technical Manual*, are described below:

- Streets. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk areas is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands.

- Buildings. Buildings support streets. A building's street walls form the most common backdrop in the city for public space. A building's size, shape, setbacks, lot coverage, placement on the zoning lot and block, the orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.
- Visual Resources. A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- Open Space. For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots and privately owned public spaces.
- Natural Features. Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- Wind. Channelized wind pressure from between tall buildings and down washed wind pressure from parallel tall buildings may cause winds that jeopardize pedestrian safety.

In general, an assessment of urban design is needed when a project may have effects on one or more of the elements that contribute to the pedestrian experience, which are described above. Pursuant to the 2014 *CEQR Technical Manual*, projects that permit modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed as-of-right, or in the future without the proposed actions, require preliminary analysis. As described in **Attachment A, "Project Description,"** the proposed actions involve a zoning text amendment and special permits. The proposed Zoning Text Amendment would modify ZR Section 74-96 to designate Brooklyn Block 2614, which is located within the Greenpoint-Williamsburg Industrial Business Zone and is mapped within a M1-2 zoning district, as a new Industrial Business Incentive Area (IBIA). The designation would allow for development in the Project Area to seek special permits available in IBIAs to allow an increase in allowable floor area use beyond the 2.0 FAR limitation on commercial and industrial uses of the underlying M1-2 district if certain use, design, envelope and urban design findings are met. Under the IBIA special permits, the CPC may also modify parking and loading requirements if certain findings are met. As such, a preliminary urban design and visual resources analysis is warranted.

Per criteria of Section 230 of the *CEQR Technical Manual*, a wind condition analysis is not required for the proposed actions. CEQR states that high wind conditions in New York City typically happen along waterfronts, or other locations at or in close proximity to waterfront sites where prevailing winds from the waterfront are not attenuated by buildings or natural features. The proposed Development Site is located over 150 feet east of the Bushwick Inlet in Greenpoint, Brooklyn. Additionally, the Proposed Development would involve the construction of one seven-story building on an existing block, and therefore would not exacerbate pedestrian wind conditions in the area. As such, a wind analysis is not warranted for the proposed actions.

Study Area

As defined in the 2014 *CEQR Technical Manual*, the urban design and visual resources study area consists of the area where the project may influence land use patterns and the built environment. Shown in **Figure F-1,** the 400-foot study area extends approximately 400 feet from the boundary of the proposed Development Site. The 400-foot study area is generally bounded by Quay Street to the north, lots fronting Banker Street between Norman Avenue and Meserole Avenue to the east, the corner of North 14th Street and Wythe Avenue to the south, and also includes the waterfront block located west of Franklin Street.

Figure F-1
Urban Design Study Area

The following analysis is based on field visits, photographs, aerial views, and other graphic images of the proposed Development Site and surrounding study area. Zoning calculations, including floor area calculations, building heights, and lot coverage information are also provided for the proposed Development Site and, where applicable, the study area.

IV. EXISTING CONDITIONS

Urban Design

Primary Study Area

The approximately 46,527 sf Project Area (Block 2614, Lots 1, 3, 8, 16, 19, and 24) is located in Greenpoint, Brooklyn, and is bounded by Franklin Street to the west, Meserole Avenue to the north, Gem Street to the east, and North 15th Street to the south (refer to **Figure F-1**). The proposed Development Site includes three buildings currently used for commercial and manufacturing uses.

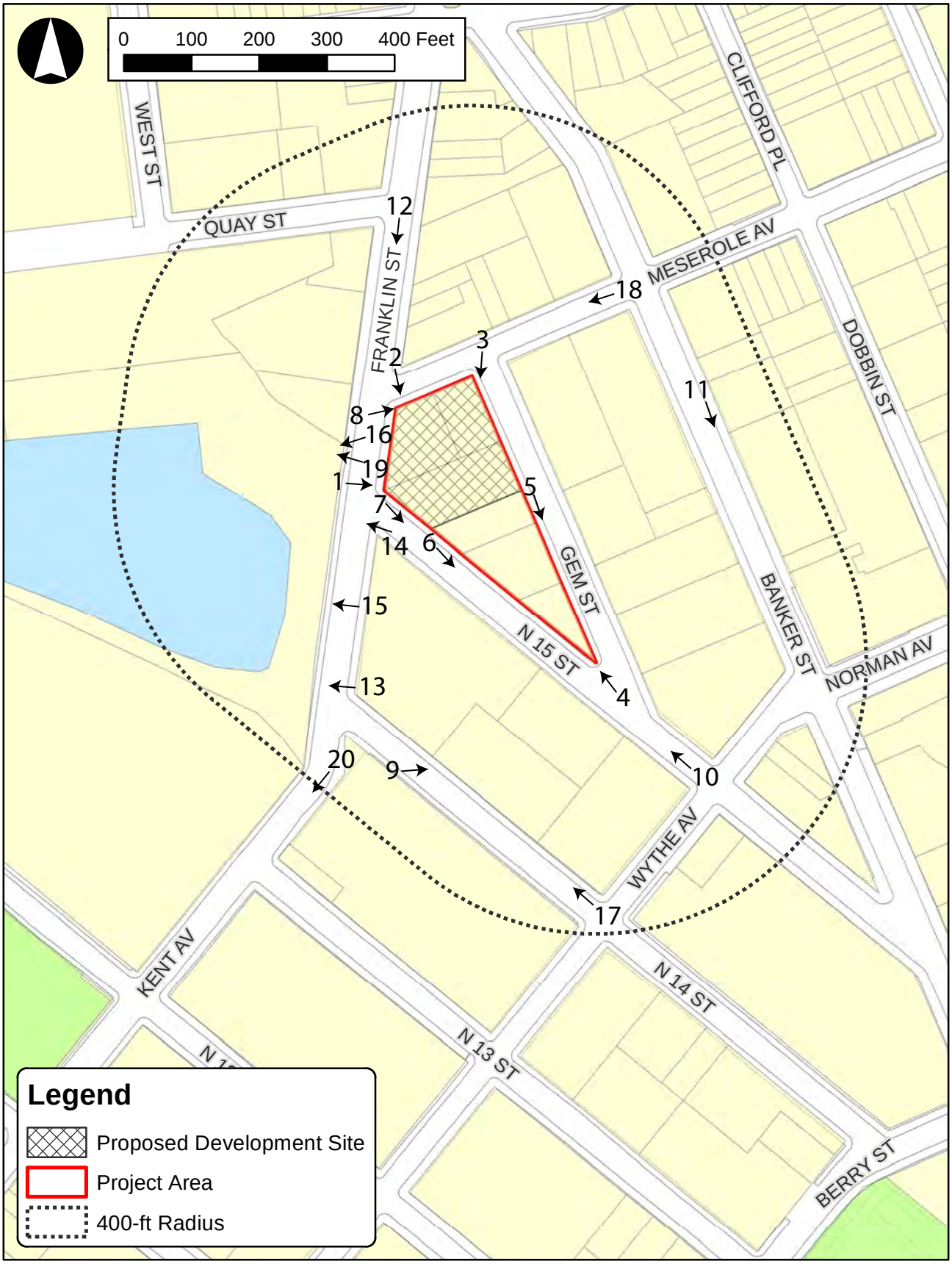
There are no streets, natural features, or open space resources located within the Project Area.

Buildings
As detailed in **Attachment C, "Land Use, Zoning, and Public Policy,"** and as described above, there are three buildings on the proposed Development Site at present. All three of these buildings were built in 1931. Two of these buildings are located at 12 Franklin Street (Lot 3), with a two-story building rising 30 feet and a one-story building. Uses on Lot 3 include a plumbing supply store and a bar and restaurant (see **Figure F-2** for photo locations and **Figure F-3** for site photos). The existing one-story building at 7 North 15th Street (Lot 1) is currently occupied by a brewery, bar, restaurant, and storage warehouse. The building at 8 Meserole Avenue (Lot 8) is a one-story, 14-foot-high building. The 6,000 gsf building is currently occupied by Scilabs Music and is used as a music rehearsal space. Within the Project Area, but outside of the proposed Development Site (Lots, 16, 19, and 24), there are 1- to 2-story manufacturing and commercial buildings similar to the proposed Development Site (see **Figure F-3**).

Figure F-4 shows the building FAR and **Figure F-5** shows the primary study area building heights. As shown in these figures, the study area is predominantly comprised of low-rise, low-FAR buildings of 1 and 2-stories, with taller buildings located at the northern and northeastern limits of the study area.

Streets & Streetscape
The area immediately surrounding the Project Area to the north, east, and south is characterized by a generally regular street grid, though certain blocks, including the Project Area, are irregular in shape (see **Figure F-1**). As a result of their width and close proximity to the East River and McCarren Park, most streets in the immediate vicinity of the rezoning area carry local traffic. The streets adjacent to the Development Site are generally narrow, one way roads with parking lanes on both sides of the street (see **Figure F-6**). Franklin Street, to the west, is the exception as a wide street that has two lanes of vehicular traffic a parking lane on the eastern side of the street and bike lanes running north and south on the both sides of the road. Franklin Street is also a designated local truck route. The street serves as a connection between the Greenpoint and Williamsburg neighborhoods (south of North 14th Street it becomes Kent Avenue).

With the exception of the eastern side of the proposed Development Site along Gem Street, all of the streets in the vicinity of the Development Site are flanked by concrete sidewalks with street lights. This sidewalk adjacent to the Proposed Development Site on Gem Street, shown in **Figure F-3**, is currently used as a parking area. Street trees are planted along Franklin Street, North 15th Street, and Gem Street.


0 100 200 300 400 Feet
WEST ST
QUAY ST
FRANKLIN ST
CLIFFORD PL
MESEROLE AV
DOBBIN ST
GEM ST
N 15 ST
BANKER ST
NORMAN AV
WYTHE AV
KENT AV
N 14 ST
N 13 ST
BERRY ST
1
2
3
4
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8
9
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11
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Legend
Proposed Development Site
Project Area
400-ft Radius

1. Intersection of Franklin Street and North 15th Street looking west at the rezoning area

2. Intersection of Meserole Avenue and Franklin Street looking south

3. Gem Street and Meserole Avenue looking southwest

4. Intersection of North 15th Street and Gem Street looking northwest

Figure F-4
Built FAR

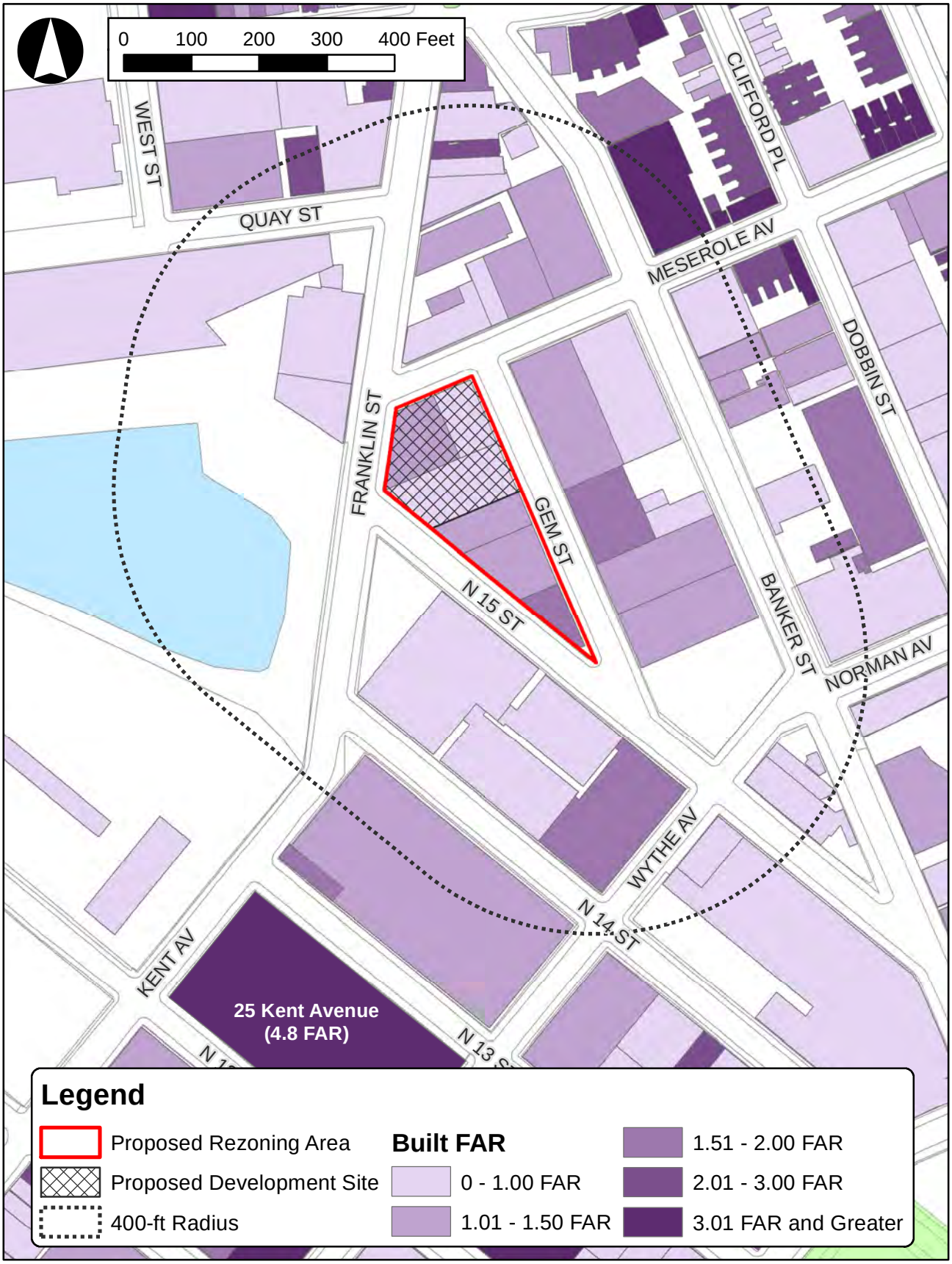
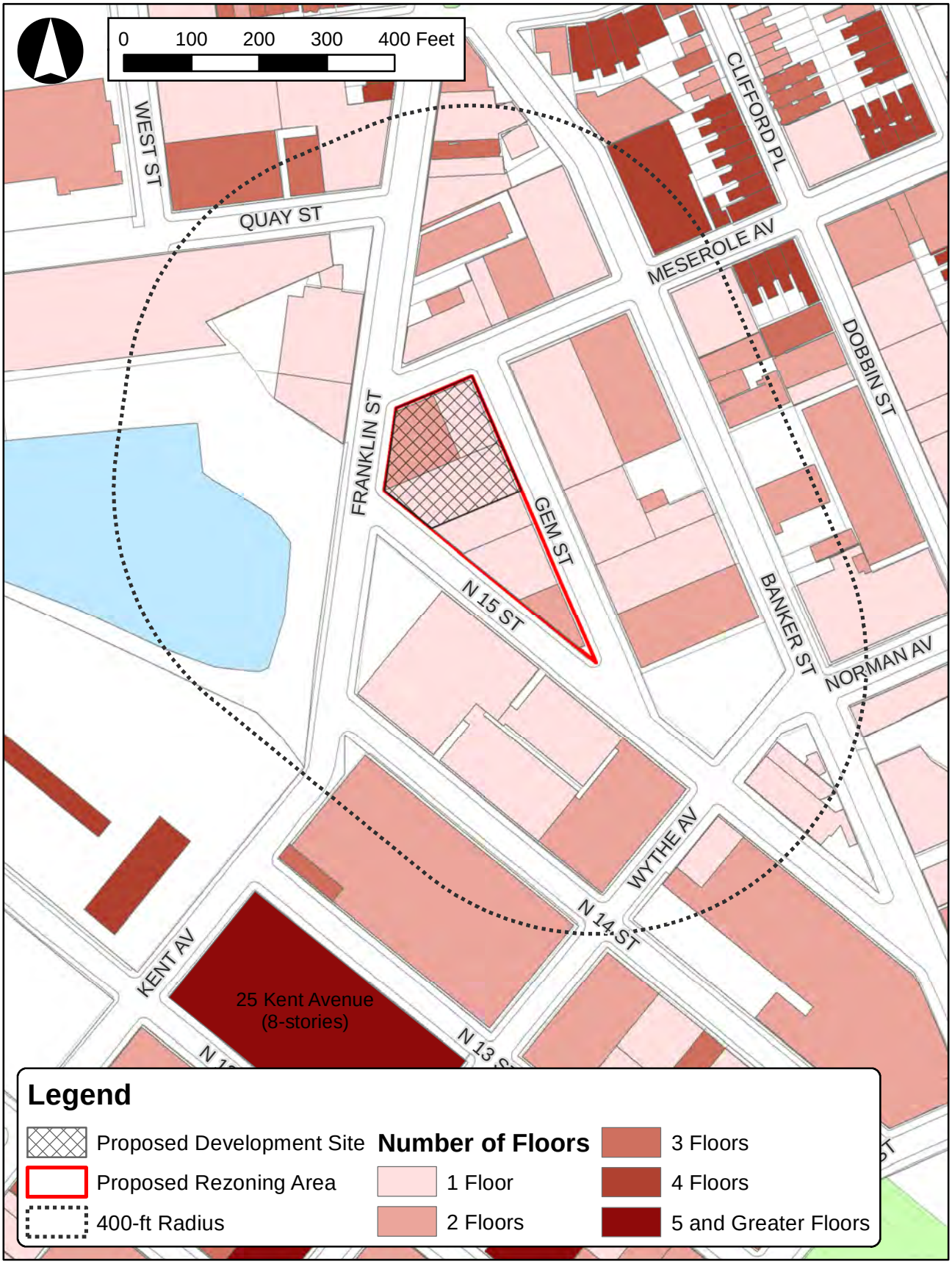


Figure F-5
Building Height



5. Southeastern edge of the proposed development site, looking south along Gem Street

6. Southwestern edge of the proposed development site, looking southeast along North 15th Street

7. Looking west from the corner of Franklin Street and North 15th Street

8. Looking west down Meserole Avenue from the western side of Franklin Street

Natural Features & Open Space
The topography of the area surrounding the proposed Development Site is generally flat, and there are no natural features or open space resources located in the Project Area.

400-Foot Study Area

Buildings
As detailed in **Attachment C, "Land Use, Zoning, and Public Policy,"** the predominant land use in the 400-foot study area is light manufacturing (see **Figure C-1**). The 400-foot study area also includes several commercial uses and two residential buildings. Current land uses in the 400-foot study area reflect both longstanding manufacturing and industrial buildings (some of which have been converted to commercial uses). Since the 2005 Greenpoint-Williamsburg Rezoning was implemented, there has been a trend toward commercial conversion of former manufacturing and industrial buildings in the 400-foot study area.

Though the surrounding area has seen significant changes in the past ten years, there have been only two new building developments or conversions within the secondary study area recently. A new building permit has been filed for a three story commercial building at 14 Wythe Avenue, which would create 43,382 gsf of new commercial space including a distillery, restaurant, office space, and 107 off-street parking spaces in the cellar. Additionally, a building conversion and enlargement is underway at an existing two-story manufacturing building, 193 Banker Street (construction along the sidewalk of Banker Street shown in **Figure F-7**).

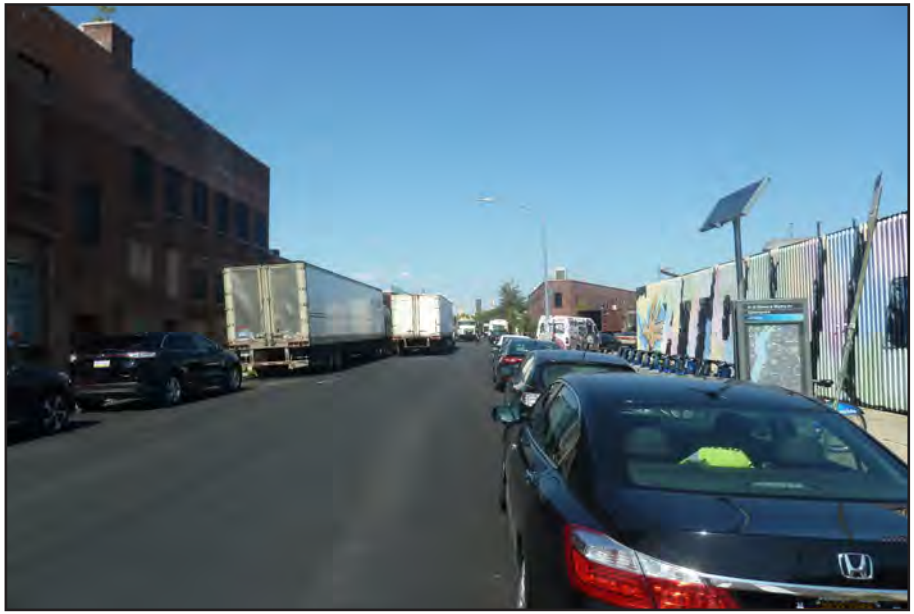
The majority of buildings in the secondary study area are built to the lot lines, creating continuous street walls throughout the area. Buildings within the secondary study area are typically two-stories or one-story tall (refer to **Figure F-5**). The older industrial buildings tend to be built from either brick or concrete, with more recently renovated buildings featuring glass windows in place of loading area garage doors commonly found on manufacturing buildings in the area (see **Figure F-7**).

Streets & Streetscape
As previously discussed, the configuration of the street grid in the 400-foot study area creates generally regular block sizes (see **Figure F-1**). As shown in **Figure F-7**, the majority of streets in the study area are narrow, one-way roads that carry local traffic with parallel parking lanes on both sides of the street. However, as described above, Franklin Street consists of two lanes and also has a bike lane running north and south. It is also a designated local truck route. **Figures F-6** and **F-7** show local streets and streetscapes in the area, including loading activities at the various manufacturing and commercial businesses. Delivery vehicles are routinely double parked or parked on sidewalks during the loading process, most notably along Gem Street and at the intersection of Gem Street and North 15th Street (see **Figure F-7**).

All of the streets in the 400-foot study area are flanked by concrete sidewalks with street lights, and street trees can be found along several of the streets in the vicinity of recent developments and building renovations or conversions.

Natural Features & Open Space
The topography of the 400-foot study area is generally flat, with a gradual slope upward from the water to the inland blocks. A limited amount of natural features are present along the shoreline of Bushwick Inlet; however, this entire area is slated to be redeveloped as part of the planned future phases of Bushwick Inlet Park. Additionally, the Bushwick Inlet section of the East River, a significant natural feature, is located in the 400-foot study area, but is not visible from the Project Area due to trees and shrubbery blocking the view along the waterfront block on Franklin Street. Similarly, the only open space resource within the 400-foot study area is land that has been earmarked for future phases of Bushwick Inlet Park, which will be constructed immediately west of the proposed Development Site along the waterfront blocks west of Kent

9. Looking east at a converted building on North 14th Street



10. Looking west along North 15th Street, just west of Wythe Avenue

11. Looking southeast along Banker Street, north of the conversion at 193 Banker Street

12. Looking south along Franklin Street from the intersection of Quay and Franklin Street

Avenue/Franklin Street (see **Figure F-8)**. The area is currently surrounded by a fence and not publicly accessible.

Visual Resources

Primary Study Area

There are no visual resources located within the Project Area. Views of the Manhattan skyline are visible from the Project Area along Meserole Avenue and North 15th Street facing west (refer to **Figure F-9**). Despite the Project Area being located within close proximity to the East River, trees and overgrown vegetation along the western side of Franklin Street block views of the East River waterfront from the Project Area and surrounding streets (see **Figures F-8** and **F-9**). These views may change with the design of Bushwick Inlet Park, although no specific design is known at this time and the timing of the construction and opening of the planned open space is also unknown at this time.

400-Foot Study Area

The Manhattan skyline is visible from the secondary study area when looking west from North 14th Street, North 15th Street, and Meserole Avenue. The Williamsburg Bridge is visible from the intersection of North 14th Street and Kent Avenue (shown in **Figure F-9**).

V. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Urban Design

Primary Study Area

As detailed in **Attachment A, "Project Description,"** in the future without the Proposed Action, the proposed Development Site would remain in its present form.

Buildings
As described above, the three existing 1- and 2-story buildings would remain on the proposed Development Site (Brooklyn Block 2614, Lots 1, 3, and 8).

Streets & Streetscape
Under the No-Action condition, it is anticipated that no new street trees would be planted around the perimeter of the site. No other changes to streets or streetscapes are expected on the proposed Development Site in the future without the proposed actions.

Natural Features & Open Space
There are no natural features or open spaces on the proposed Development Site and no new natural features or open spaces would be introduced on-site under future No-Action conditions.

400-Foot Study Area

Buildings
As detailed in **Attachment C, "Land Use, Zoning, and Public Policy,"** two projects are anticipated to be completed in the 400-foot study area in the future without the proposed actions: a 3-story commercial building with restaurant space, a brewery, offices, and a 107-space parking garage is planned at 14 Wythe Avenue. Additionally, as described above, expansion of the existing 2-story manufacturing building at 193

13. Looking west from the corner of Franklin Street and North 14th Street at the future phase of Bushwick Inlet Park

14. Looking west along North 15th Street from the southwestern edge of the proposed development site at the future phase of Bushwick Inlet Park

15. Open space on the western side of Franklin Street south of North 15th Street, future Bushwick Inlet Park project location

16. Looking southwest from Franklin Street between North 15th Street and Meserole Avenue at the future phase of Bushwick Inlet Park

17. Looking west at the Manhattan skyline from the intersection of Wythe and North 14th Street

18. Looking west at the Manhattan skyline from the intersection of Banker and Meserole Avenue

19. Facing west from the southwest corner of the development site looking at the Manhattan skyline

20. Facing south down Kent Avenue at the Williamsburg Bridge

Banker Street (construction of which is shown in **Figure F-7**) is anticipated to be complete by the 2021 build year.

Streets & Streetscape
Under No-Action conditions, it is anticipated that street trees would be planted around new development sites within the 400-foot study area, in keeping with City policy. This includes new streetscape along the perimeter of the planned future phases of Bushwick Inlet Park. No other changes to streets or streetscapes are expected in the 400-foot study area in the future without the proposed actions.

Natural Features & Open Space
As described above, future phases of the planned Bushwick Inlet Park will be constructed along the waterfront once funding becomes available. The East River, the only existing natural resource within the 400-foot study area, is not expected to change in the future without the proposed actions. However, public access to the waterfront would be provided as a result of the planned park.

Visual Resources

Primary Study Area

There are no visual resources within the project area itself, and no new visual resources are expected to be introduced within the primary study area in the absence of the proposed actions.

400-Foot Study Area

As indicated above, the planned future phases of Bushwick Inlet Park will be constructed west of Kent Avenue and Franklin Street along the East River and Bushwick Inlet, improving views to the west from the proposed Development Site and nearby streets in the study area. No other changes to visual resources are anticipated within the 400-foot study area under No-Action conditions.

VI. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

As detailed in **Attachment A, "Project Description,"** the proposed actions include a zoning text amendment and related special permits. The proposed zoning text amendment would modify ZR Section 74-96 to designate Brooklyn Block 2614 as an IBIA allowing owners of the properties to seek special permits already existing in the zoning resolution and available in IBIAs. The proposed actions also include applications for two IBIA special permits to (i) increase the base maximum FAR for a development that will provide Required Industrial Uses in an amount equal to at least the minimum FAR specified for such uses and (ii) modify loading and parking controls to reduce the amount of required parking to 36 spaces, and reduce required loading berths from three to two. Under the IBIA special permits, for every square-foot of floor area set aside for Required Industrial Uses, the CPC may increase the permitted floor area by 3.5 square feet above the based 2.0 FAR for commercial and industrial uses of the underlying M1-2 zoning district if certain design, envelope and urban design findings are met, and provided that such a development or enlargement does not include a transient hotel. Under the proposed special permits, the CPC may also modify parking and loading requirements if certain findings are met.

Conditions of the special permits state that Required Industrial Uses shall occupy a minimum of 5,000 sf of contiguous floor area and shall be served by loading areas and freight elevators with sufficient capacity. The zoning text amendment and special permits establish urban design guidelines to accommodate increased densities of appropriate land uses in the Greenpoint and Williamsburg neighborhoods. The proposed guidelines include:

- The height of a building or other structure, or portion thereof, located within ten feet of a street shall not exceed a maximum base height of 75 feet. Beyond ten feet of a street, the height of a building or other structure may not exceed a maximum building height of 110 feet, or 135 feet where a public plaza is provided on the zoning lot.
- Street walls shall be located on the street line and shall extend to a minimum base height of 40 feet and a maximum base height of 75 feet or the height of the building, whichever is less, provided that at least 70 percent of the aggregate width of the street wall below 12 feet shall be located at the street line location requirements. Additionally, on the short end of a block frontage, up to 130 feet of street walls may be set back from the street line to accommodate a public plaza, and a street wall located at the street line that occupies less than 40 percent of the short end of the block frontage may rise without setback to the maximum building height;
- Ground-floor-level street walls and ground-floor-level walls fronting a public plaza of a development or horizontal enlargement shall be glazed with transparent materials which may include show windows, transom windows, or glazed portions of doors, which shall occupy at least 50 percent of the surface area of such street walls, measured between a height of two feet above the level of the adjoining sidewalk or open area and a height of 12 feet above the level of the first finished floor above curb level. The floor level behind such transparent materials shall not exceed the level of the window sill for a depth of at least four feet, as measured perpendicular to the street wall;
- Rear yard requirements shall not apply to any development or enlargement on a through lot;
- Minimum sidewalk width requirements of 15 feet along the full frontage of the zoning lot;
- Parking and loading modifications in Industrial Business Incentive Areas, including reducing or waiving off-street parking requirements, inclusive, not including bicycle parking, and loading berth requirements, inclusive, provided that such reduction or waiver would not create or contribute to serious traffic congestion or unduly inhibit vehicular and pedestrian movement, the number of curb cuts provided are the minimum required and are located so as to cause minimum disruption to traffic, and the streets providing access to the development or enlargement are adequate to handle the traffic generated thereby, or provision has been made to handle such traffic.

The Proposed Development would be built in accordance with the bulk controls set forth in the special permit.

Urban Design

Primary Study Area

Development facilitated by the proposed actions would be built on an existing block, and would not entail any changes to topography, street pattern and hierarchy, block shapes, or natural features on the proposed Development Site or in the 400-foot study area. As detailed in **Attachment A**, under With-Action conditions the proposed zoning text amendment and special permits would be implemented, facilitating the development of the proposed Development Site with a predominately commercial office building with incentive uses and uses typically permitted in M1-2 districts, as well as Required Industrial Uses and local retail space.

Buildings

With the proposed actions the Development Site would be improved with a seven-story, 110-foot tall (excluding rooftop mechanical equipment), approximately 167,174 gsf (includes approximately 17,275 gsf of accessory parking on the cellar level) building with an FAR of 4.80 in the future with the proposed actions. The Proposed Development would be built in accordance with the special permits, including the

bulk requirements set forth in the special permit text and would meet the site design, envelope, and urban design requirements applicable to developments making use of the special permits.

All signage at the Proposed Development would comply with the signage regulations applicable in C6-4 districts. as set forth in Section 32-60, inclusive. ZR Section 32-60 permits accessory signs in C6-4 districts. Signs may not exceed a maximum surface area of five times the street frontage of the zoning lot, but in no event more than 500 square feet for interior or through lots or 500 square feet on each frontage for corner lots. Signs may not exceed a maximum height of 40 feet. Additional restrictions apply to accessory signs in C6-4 districts. The boxy massing of the building imitates the shape of the many surrounding warehouse buildings and the grid pattern reflects a manufacturing use. Several two-story loggia will be incorporated into the building façade and will provide an interesting design feature within the strong streetwall. The introduction of the loggias play off of the irregular shape of the site, providing glimpses of the sky at interesting intervals and providing some relief from an otherwise uniform streetwall presence while maintaining an industrial feel throughout.

Expressive of the industrial heritage and culture of making in the neighborhood, the proposed building façade materials are solid, rich, heavy-duty, long-lasting and durable. A gray colored zinc would be used around the windows to emphasize the frame of the building's structure. Grays in the metal façade would be paired with more bright and vivid warm red/orange palette at the cut-out terraces and in details around the windows to help accentuate an articulated and crafted texture. In this way, the building design and materials evoke the manufacturing character of the neighborhood with a modern twist befitting a Class A office building. As shown in **Figures F-10** and **F-11**, the façade would be the same around the entire building. Large windows would be provided on all façades with street frontage, while glass block or a similar translucent material would be used along the lot line to allow for natural light to penetrate into the building from this façade.

The Proposed Development complies with the height and setback conditions. The street wall of the building rises to a height of 75 feet. At the base height of 75 feet, the building sets back at least 15 feet on each street frontage. (Each of the surrounding streets are narrow streets with widths ranging from 60 feet to 70 feet.) The portion of the building above the 75-foot base height, comprised of the sixth and seventh floors, is on the southeastern portion of the Development Site and rises to a maximum height of 110 feet. There is a 15-foot setback on Gem Street, a 41-foot setback on Meserole Avenue, a setback on North 15th Street with a depth ranging from 29 feet to 113 feet, and a setback on Franklin Street with a depth ranging from 43 feet to 97 feet. A bulkhead above the seventh floor is a permitted obstruction under ZR Section 43-42.

The Proposed Development also complies with the street wall location conditions. These conditions require that at least 70 percent of the aggregate width of the street wall below 12 feet be located at the street line and no less than 70 percent of the aggregate area of the street wall up to the base height be located on the street line. The street wall of the building is located on the street line except four multi-story loggias—one located at the corner of Gem Street and Meserole Avenue from the second floor to the third floor, one located at the corner of Franklin Street and North 15th Street from the third floor to the fourth floor, one located at the corner of Franklin Street and Meserole Avenue from the fourth floor to the fifth floor, and one located on North 15th Street on the fifth floor open to the sky—and an open area in front of the entrance to the lobby on North 15th Street. The Proposed Development complies with the requirement for street wall width and area as applied to each street frontage as follows: On the North 15th Street frontage, 71.4 percent of the aggregate width of the street wall below 12 feet will be located at the street line. On the Franklin Street frontage, 100 percent of the aggregate width of the street wall below 12 feet will be located at the street line. On the Meserole Avenue frontage, 100 percent of the aggregate width of the street wall below 12 feet will be located at the street line. On the Gem Street frontage, 100 percent of the aggregate width of the street wall below 12 feet will be located at the street line. With respect to the upper floors of the building, 78.2 percent of the total aggregate area of the street wall on North 15th Street will be located at the street

Illustrative view of the Proposed Development, facing southwest

Source: **fx**collaborative Architects, LLP

Figure F-11a
Illustrative Pedestrian View - South Along Franklin Street

Source: **fx**Collaborative Architects LLP

Figure F-11a
Illustrative Pedestrian View - North Along Franklin Street

Source: **fx**Collaborative Architects LLP

Illustrative Pedestrian View - West Along Meserole Avenue

Source: **fx**Collaborative Architects LLP

line, 88.5 percent of the total aggregate area of the street wall on Franklin Street will be located at the street line, 88.1 percent of the total aggregate area of the street wall on Meserole Avenue will be located at the street line, and 97.5 percent of the total aggregate area of the street wall on Gem Street will be located at the street line.

The Proposed Development Site is within the flood hazard area, zone AE, and will satisfy the transparency requirements of ZR Section 64-22. Per sections 74-962(b)(4)(ii) and 64-22 of the Zoning Resolution, at least 50 percent of the surface area of the street wall, measured between the level of the first finished floor above curb level and a height of 12 feet above such level, must be glazed with transparent materials. On the North 15th Street (south) frontage of the Proposed Development, 578 sf of the street wall would be glazed, out of a total of 1,131 sf of street wall area (51 percent of the street wall). On the Franklin Street (west) frontage, 692 sf of the street wall would be glazed, out of a total of 1,357 sf of street wall (51 percent of the street wall). On the Meserole Avenue (north) frontage, 751 sf of the street wall would be glazed out of a total of 1,389 sf (54 percent of the street wall). On the Gem Street (east) frontage, 727 sf of the street wall would be glazed out of a total of 1,389 sf of street wall (52 percent of the street wall).

In total, 2,748 sf of the street wall on all four facades of the Proposed Development would be glazed, out of 5,266 sf of street wall. Thus, 52.2 percent of the street wall would be glazed. The floor levels behind such transparent materials would not exceed the level of the window sill for a depth of at least four feet, measured perpendicular to the street wall.

All signage at the Proposed Development would comply with the signage regulations applicable in C6-4 districts. ZR Section 32-60 permits accessory signs in C6-4 districts. Signs may not exceed a maximum surface area of five times the street frontage of the zoning lot, but in no event more than 500 square feet for interior or through lots or 500 square feet on each frontage for corner lots. Signs may not exceed a maximum height of 40 feet. Additional restrictions apply to accessory signs in C6-4 districts.

No additional development is anticipated within the primary study area, on Lots 16, 19, and 24.

Streets & Streetscape

The proposed actions and Proposed Development would not change the configuration of the existing blocks. The grant of the special permit would result in a safe and enjoyable streetscape. The Applicant will improve the surrounding sidewalks by providing sidewalk widening along portions of Gem Street and North 15th Street and eliminating three unnecessary curb cuts on Franklin Street, Meserole Avenue, and North 15th Street. It is anticipated that 20 new street trees would be provided on the sidewalks surrounding the proposed Development Site, as shown in **Figures F-10** and **F-11**. Additionally, the ground-floor retail spaces would be glazed with transparent materials creating active, continuous street walls, helping to enhance the pedestrian experience in the area.

The Applicant has designed the Proposed Development to maximize the amount of retail on the street frontage. The street frontage along North 15th Street, Franklin Street, Meserole Avenue, and the northern portion of Gem Street have large framed storefront windows. Although the floodproofing strategy requires raising the retail space at the ground floor, the ground floor has been designed with display areas, or "show pits," at the level of the window sill to bring the active retail use to the pedestrian. This is an innovative approach; a more typical floodproofing approach is to elevate the entire structure to five feet above the curb level.

The retail/restaurant and bicycle entrance lobbies on Franklin Street, Meserole Avenue and Gem Street would be built into the same framed openings, but with double glass doors that come down to grade height. These entrance (building access) and show window (storage) spaces are all designed to be wet-flood-proofed, allowing water in during a flood event through doors or pressure activated louvers in the storefront

window base. The building would have a large two story glass portal for the main lobby entrance along North 15th Street that is planned as a point-supported glass frame with revolving glass doors.

As discussed above, the proposed actions would enable the Applicant to modify building bulk regulations only within the Industrial Business Incentive Area. However, the proposed actions would not allow the Proposed Development to exceed the existing 4.8 FAR that is permitted in this area for community facility uses. As such, the proposed future development pursuant to the proposed actions would not be out of scale with the surrounding neighborhood's existing and anticipated future building fabric. As such, the proposed actions are not anticipated to result in any significant adverse impacts to urban design, but rather are expected to complement and improve the urban design of the area.

Natural Features & Open Space
The construction of the Proposed Development would not result in the creation of any new publicly accessible open space within the rezoning area. As discussed previously, the Project Area is fully built out with existing commercial and manufacturing buildings and does not contain any natural features. However, it should be noted that the Proposed Development would introduce new private open space amenities, including loggias and a rooftop deck, for use on-site by tenants. While these private open spaces would be landscaped, they would not introduce any unique natural features to the primary study area.

400-Foot Study Area

Buildings
Within the 400-foot study area, it is anticipated that two projects would be completed by the 2021 analysis year, including a new 3-story commercial building at 14 Wythe Avenue and a building expansion at 193 Banker Street. There are no other developments planned within the 400-foot study area that are expected to be complete by the analysis year.

Streets & Streetscape
The proposed actions would not alter any street patterns, street hierarchies, block forms, or arrangements in the study area.

Natural Features & Open Space
The construction of the proposed Development Site would not create or diminish any natural or open space resources within the secondary study area.

Visual Resources

Primary Study Area

The anticipated With-Action development on the proposed Development Site would not block any view corridors of significant visual resources in the study area, as all new development would occur on an existing block that currently contains buildings that are built to the lot lines. Therefore, the proposed actions would not result in any significant adverse impacts on visual resources related to the Proposed Development.

400-Foot Study Area

No changes to visual resources are anticipated in the 400-foot study area as a result of the proposed actions. As noted above, views of the Manhattan skyline and East River would not be obstructed by the Proposed Development from streets and sidewalks facing west in the 400-foot study area. Additionally, views of the Williamsburg Bridge from Kent Avenue and North 14th Street would not be affected.

Attachment G

Hazardous Materials

I. INTRODUCTION

As detailed in the 2014 New York *City Environmental Quality Review (CEQR) Technical Manual*, the goal of a hazardous materials assessment is to determine whether a proposed project may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls (PCB's) and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous materials exist on a site; (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials.

As discussed below, an assessment was conducted in conformance with the American Society of Testing and Materials' (ASTM) International Standard Practice Designation E 1527-13 (Standard Practice for Environmental Site Assessments) to determine whether the proposed actions could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant adverse impacts. A Phase I Environmental Site Assessment (ESA), dated December 2015, was prepared to evaluate conditions at the proposed Development Site (refer to **Appendix B**). The findings are summarized below.

II. PHASE I ENVIRONMENTAL SITE ASSESSMENT

Phase I Environmental Site Assessment for the Project Site

The Phase I ESA provided a site description and history, records review, site reconnaissance and interviews, and identified potential environmental conditions. A Recognized Environmental Condition (REC) is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The Phase I ESA revealed that historical on-site and surrounding area land uses consisted of commercial, light manufacturing, storage, distribution and open space uses. Based on the information gathered as a result of the Phase I ESA process, The Phase I identified the following RECs:

- A 2,000-gallon No. 2 Fuel Oil underground storage tank (UST) located at the 7 North 15th Street parcel. The location of the former UST is located below the bar and dining area for Greenpoint Beer and Ale (formerly Dirck the Norseman). There is no documentation describing the removal of the tank. The potential exists for residual contamination to exist below the parcel.
- The 1942 and 1951 Sanborn Maps indicate the presence of three gasoline tanks located at the 7 North 15th Street parcel. Two of these tanks appear to be located in the parcel which is the bar and brewery area for Greenpoint Beer and Ale and one tank appears to be located along the sidewalk of the parcel. The geophysical survey did not detect any evidence of the former UST in the sidewalk and the survey could not be performed within the interior of Greenpoint Beer and Ale. The potential exists that the two former gasoline tanks are USTs that are still beneath the floor of Greenpoint Beer and Ale.

- Visual evidence identified the presence of a UST vent pipe within the sidewalk at 8 Meserole Avenue. The geophysical survey performed along 8 Meserole Avenue did not detect any evidence of the former UST in the sidewalk, yet it should be noted that the geophysical survey did not detect the abandoned UST at 7 North 15th Street which is documented to have been closed in place. In addition, the concrete sidewalk in the area of the vent pipe appears to be newer than the surrounding concrete. This suggests that a UST may still be present and that it was abandoned in-place. Since there is no documentation associated with this potential UST, the potential exists for a UST to be present and that residual contamination may exist in the area.
- The former operations of Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue and VE2 Plating Company located at 7-11 North 15th Street generated a variety of wastes associated with electro-plating. These wastes generally consisting of spent cyanide plating bath solutions, spent stripping, corrosive wastes, cleaning bath solutions, and non-listed corrosive wastes between 2005 and 2012. Therefore, the potential exists for these two former operations to have impacted the surrounding environment.
- Information pertaining to the New York City Department of Environmental Protection (NYC DEP) B-9 Facility at 22 North 15th Street indicates that a maintenance fueling station is located approximately 150 feet south of the subject property across North 15th Street. According to the site-specific environmental database report, this site had three USTs removed in 1984 and currently has three active 1,000-gallon gasoline USTs. Due to the lack of available information regarding the manner of removal of the USTs or the current operations of the active USTs, it is AECOM's opinion that residual contamination cannot be ruled out.
- W.H. Christian & Sons at 22-28 Franklin Street provides uniform rental, laundry and dry cleaning services, and is located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going sometime after 1939 and prior to 1992. Due to the information pertaining to the disposal of halogenated solvents and still bottoms, and the knowledge that the historical operations of dry cleaners have the potential to impact the environment, it is AECOM's opinion that potential contamination to the surrounding environment cannot be ruled out.

The Phase I ESA revealed no evidence of controlled recognized environmental conditions (CRECs) or evidence of historical recognized environmental conditions (HRECs) in connection with the property.

The term "recognized environmental conditions" is not intended to include de minimis conditions. De minimis conditions generally do not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not RECs or CRECs. The following de minimis conditions were identified in the Phase I ESA:

- Pipe cutting and threading equipment was located at two locations within Eastern Metal Plumbing Supply. Cutting oil stains were located on the floor and wall for the equipment located in the rear of the facility while oil staining on the floor was present in the equipment located near the garage door for the facility. Each of the stains on the floor measured approximately three feet wide by three feet long while the staining on the wall measured approximately two feet wide by three feet long. The concrete floor appeared to be in good condition and there were no floor drains visible at these two locations. Given the localized nature of this staining, AECOM considers this a de minimis condition.
- AECOM noted some staining in the partial basement located at 8 Meserole Avenue. The staining is less than four square feet on one of the basement walls and was likely associated with the former aboveground heating oil tank reported by the site contact for Scientific Laboratory Music. No other information was available on this reported former AST such as removal date, size, or age. Though a sump is located in the corner of the basement to discharge rainwater that enters the basement, the visible staining was isolated and not near the sump. Given the localized nature of this staining, AECOM considers this a DMC.

As for the RECs identified above, the current operations at the subject property make it highly unlikely for employees and/or patrons to come into contact with potential contaminants typically associated with these types of RECs.

Impacts from potential contaminants are not a significant concern at this time. However, these RECs will need to be further evaluated prior to redevelopment or intrusive work at the subject property.

As no Phase II reports have been completed, an (E)-designation would be required for the site. The (E)-designation text related to hazardous materials (E-483), is as follows:

Task 1- Sampling Protocol

The applicant shall submit to OER the Phase I report for the site along with a proposed soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.

If OER determines that site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites shall be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine the appropriate remediation protocol (if any required) after review of sampling data.

Task 2- Remediation Determination and Protocol

A written report with findings and a summary of the data shall be submitted to OER after completion of the testing phase and laboratory analysis for review, approval, and a determination by OER as to whether remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER and no further action shall be required.

If remediation is determined to be necessary by OER, a proposed remediation plan shall be submitted to OER for review and approval. Once approved, the applicant shall undertake and complete such remediation in accordance with the OER-approved remediation plan. The applicant shall provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan shall be submitted to OER and implemented during excavation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. The CHASP shall be submitted to OER for review and approval prior to implementation.

All demolition would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials.

IV. FINDINGS

With the implementation of the aforementioned measures, no significant adverse hazardous materials impacts are anticipated as a result of the proposed actions.

Attachment H

Transportation

I. INTRODUCTION

As presented in detail in **Attachment A, "Project Description,"** the Applicant is seeking the redevelopment of a site (the Development Site) in the Greenpoint neighborhood of Brooklyn Community District 1. The Development Site is located on the northwest portion of Block 2614 and consists of Lots 1, 3, and 8. Block 2614 is bounded by Messerole Avenue on the north, Gem Street on the east, North 15th Street on the southwest, and Franklin Street on the west.

The Development Site currently consists of restaurant, distribution, plumbing supply, and music studio uses. In the Reasonable Worst Case Development Scenario (RWCDS), the Development Site would be redeveloped with 16,831 gross square feet (gsf) of restaurant/retail space (for analysis purposes this will be broken out into 10,000 gsf of restaurant space and 6,831 gsf of local retail space), 23,547 gsf of light manufacturing space, 109,521 gsf of office space and 36 accessory parking spaces.

The project exceeds the applicable development density thresholds specified in Table 16-1 of the 2014 *City Environmental Quality Review (CEQR) Technical Manual* and therefore a screening assessment is necessary to determine if detailed analyses of traffic and parking, transit, and pedestrians are warranted. Per 2014 *CEQR Technical Manual* guidance, the screening assessment consists of a two-level process including a Level 1 Project Trip Generation Screening Assessment and a Level 2 Project-generated Trip Assignment Screening Assessment.

II. PRINCIPAL CONCLUSIONS

Traffic

Detailed traffic analyses were conducted for two unsignalized intersections where Development-generated vehicle trips are expected to exceed the 50 vehicle trips per hour threshold during the weekday PM peak hour. All analyzed lane groups would operate at an acceptable Level of Service (LOS) D or better under With-Action conditions, and therefore no significant adverse traffic impacts would result from the proposed actions as per 2014 *CEQR Technical Manual* criteria.

Transit

The proposed actions are expected to facilitate new development that would generate new subway riders. It is anticipated that approximately half of the new demand would use the Bedford Avenue station on the BMT Canarsie Line serving the L train at all times, and the rest of the demand would use the Nassau Avenue station on the IND Crosstown Line serving the G train at all times. There would be fewer than 200 project-generated trips at any single station in any peak hour and therefore the proposed actions would not have the potential to result in any significant adverse subway impacts at any station. Therefore, as per 2014 *CEQR Technical Manual* criteria, detailed subway station analysis would not be warranted.

A total of three bus routes operate in the vicinity of the Development Site (the B32, B43, and B62). Total peak hour project generated bus demand is not expected to exceed the 50 bus trips per hour per direction threshold on any route as per 2014 *CEQR Technical Manual* criteria. Therefore, significant adverse impacts to bus routes would not be expected to result from the proposed actions and a detailed bus route analysis would not be warranted.

Pedestrians

Detailed pedestrian analyses were conducted on four sidewalks and one corner area where Development-generated pedestrian demand, including both walk-only and transit trips, is expected to exceed the 200 pedestrian trips per hour threshold during the weekday midday and PM peak hours. The sidewalks would operate at Level of Service (LOS) C or better and the corner area would operate at LOS A in both peak hours under With-Action conditions, and therefore no significant adverse pedestrian impacts would result from the proposed actions as per 2014 *CEQR Technical Manual* criteria.

Vehicular and Pedestrian Safety

No Priority Areas, Priority Corridors, or Priority Intersections in the *Vision Zero Brooklyn Pedestrian Safety Action Plan* were identified in proximity to the Development Site. The New York City Department of Transportation (DOT) has not designated any Senior Pedestrian Focus Areas in proximity to the Development Site.

Crash data for the traffic and pedestrian study area intersections were obtained from DOT for the three-year reporting period between January 1, 2014, and December 31, 2016 (the most recent period for which data were available for all locations). During this period, there was a total of one crash and no pedestrian/bicyclist-related injury crashes or fatalities occurred at study area intersections.

Parking

The parking analyses documents changes in the parking supply and utilization in the study area within ¼-mile of projected development sites under both No-Action and With-Action conditions.

Under the With-Action RWCDS, 36 accessory parking spaces would be provided on the Proposed Development Site. After accounting for the excess new parking demand that could not be accomodated by the required accessory spaces, it is estimated that With-Action parking demand would total approximately 1,338 on street spaces in the weekday midday period, resulting in a shortfall of approximately 53 on-street parking spaces. While some drivers destined for the ¼-mile parking study area would potentially have to travel a greater distance (e.g., between a ¼- and ½-mile) to find available parking, this shortfall would not be considered significant based on 2014 *CEQR Technical Manual* criteria due to the magnitude of available alternative modes of transportation.

III. LEVEL 1 AND LEVEL 2 SCREENING ANALYSIS

The 2014 *CEQR Technical Manual* identifies minimum development densities that potentially require a transportation analysis. In Zone 2 (which includes the Development Site) the development thresholds for office is 100,000 gsf, which the anticipated RWCDS With-Action development exceeds. According to the 2014 *CEQR Technical Manual*, if an action would result in development greater than one of the minimum development density thresholds in Table 16-1, further screening is necessary.

The 2014 *CEQR Technical Manual* describes a two level screening procedure for the preparation of a preliminary analysis of traffic, parking, transit, and pedestrians to determine if detailed analysis is warranted. As discussed below the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the number of person and vehicle trips to and from the Development Site. According to the 2014 *CEQR Technical Manual*, detailed traffic analysis is typically not warranted if the Proposed Development generate less than 50 vehicle trips and detailed transit and/or pedestrian analysis is typically not warranted if the Proposed Development generates less than 200 transit and/or pedestrian trips. When these thresholds

are exceeded, detailed trip assignments (Level 2) are to be performed to estimate the incremental trips at nearby intersections (for traffic), subway station elements and bus lines (for transit), and sidewalks, corners, and/or crosswalks (for pedestrians) to identify locations for detailed analysis.

If the trip assignments show that the project would generate an increase of 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 200 or more peak hour subway trips in one direction along a single subway line, 50 or more peak hour bus trips in one direction along a single bus line, and/or 200 or more pedestrian trips traversing a sidewalk, corner area, or crosswalk, then detailed analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, and pedestrians. Detailed on-street and public off-street parking analysis is typically warranted only if there is not a sufficient amount of accessory parking created to accommodate parking demand.

Level 1 Screening Analysis

A trip generation (Level 1 screening analysis) was conducted to estimate the person and vehicle trips expected to be generated by the Proposed Development during the weekday AM, midday, PM, and Saturday midday peak hours. The estimates were then compared to the thresholds provided in the 2014 *CEQR Technical Manual* to determine if a Level 2 screening analysis would be warranted.

Transportation Planning Factors

Table H-1 shows the transportation planning factors used to forecast travel demand in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. These include trip generation rates, temporal distributions, mode share percentages, directional (in and out) splits, and vehicle occupancy rates for the program described above. The following provide the planning factors for each use for a weekday and Saturday as shown in **Table H-1**.

The forecast of travel demand for the RWCDS local retail space used a weekday trip generation rate of 205.0 person trips per 1,000 gsf, a Saturday trip generation rate of 240.0 person trips per 1,000 gsf, and temporal distributions of 3.0 percent, 19.0 percent, 10.0 percent, and 10.0 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, as per the 2014 *CEQR Technical Manual*. The local retail modal split of 5.0 percent, 5.0 percent, 5.0 percent, 5.0 percent, and 80.0 percent mode shares for private auto, taxi, subway, bus, and walk-only modes respectively was based on the Domino Sugar Technical Memorandum, 2013. The vehicle occupancies of 2.20 persons per vehicle on a weekday and 2.10 persons per vehicle on a Saturday as well as the directional splits were also based on this source. Truck trip generation rates were estimated based on the 2014 *CEQR Technical Manual*. It was also assumed that 20.0 percent of local retail trips would be linked trips and not new to the study area.

The forecast of travel demand for the RWCDS light manufacturing space used a weekday trip generation rate of 18.0 person trips per 1,000 gsf and a Saturday trip generation rate of 3.9 person trips per 1,000 gsf and temporal distributions of 12.0 percent, 15.0 percent, 14.0 percent, and 17.0 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively as per the *25 Kent Avenue EAS*. The modal splits for the weekday AM and PM, and Saturday peak hours were based on 2006-2010 ACS reverse journey-to-work data for Kings County census tracts 557, 561, and 565, while the weekday modal splits were based on the *25 Kent Avenue EAS,* assuming that weekday midday trips would be primarily walking trips during their lunch break. The directional splits and truck trip generation factors were also based on the *25 Kent Avenue EAS*, while the vehicle occupancy rates were based on reverse journey-to-work data.

Table H-1: Transportation Planning Factors

Land Use:	**Local Retail**	**Light Manufacturing**	**Office**		**Restaurant**
Size/Units:	10,000 gsf	23,547 gsf	109,521 gsf		6,831 gsf
Trip Generation:	(1)	(2)	(2)		(4)
			Employees	Visitors	
Weekday	205	18	17.2	0.9	173.0
Saturday	240	3.9	3.7	0.2	139.0
	per 1,000 sf	per 1,000 sf	per 1,000 sf		per 1,000 sf
Temporal Distribution:	(1)	(2)	(1)		(4)
AM	3.0%	12.0%	12.0%	12.0%	1.0%
MD	19.0%	15.0%	15.0%	15.0%	13.7%
PM	10.0%	14.0%	14.0%	14.0%	7.7%
SatMD	10.0%	17.0%	17.0%	17.0%	11.6%
	(2)	(2,3)	(2)		(4)
Modal Splits:	All Periods	AM/PM/ SAT	MD	Employees AM/PM/SAT	Employees MD	Visitors All Periods	All Periods
Auto	5.0%	34.0%	2.0%	11.9%	2.0%	25.2%	20.0%
Taxi	5.0%	3.0%	1.0%	2.1%	1.0%	16.4%	10.0%
Subway	5.0%	34.0%	7.0%	61.7%	7.0%	27.2%	15.0%
Bus	5.0%	8.0%	7.0%	1.0%	7.0%	8.4%	15.0%
Walk/Other	80.0%	21.0%	83.0%	23.3%	83.0%	22.8%	40.0%
	100.0%	100.0%	100%	100.0%	100%	100%	100.0%
	(2)	(2)	(2)		(4)	
In/Out Splits:	In Out	In	Out	In	Out	In	Out
AM	50% 50.0%	94%	6%	94.0%	6.0%	94%	6.0%
MD	50% 50.0%	39%	61%	39.0%	61.0%	65%	35.0%
PM	50% 50.0%	5%	95%	5.0%	95.0%	65%	35.0%
Sat MD	55% 45.0%	60%	40%	60.0%	40.0%	63%	37.0%
	(2)	(3)	(2)			
Vehicle Occupancy:	Weekday Saturday		Employees	Visitors	(4)	
Auto	2.20 2.10	1.10	1.26	1.60	2.20	
Taxi	2.20 2.10	1.10	1.26	1.60	2.30	
Truck Trip Generation:	(1)	(2)	(1)		(4)	
	0.35	0.35	0.32		3.60	
	0.04	0.04	0.01		3.60	
	per 1,000 sf	per 1,000 sf	per 1,000 sf		per 1,000 sf	
	(1)	(2)	(1)		(4)	
AM	8.0%	10.0%	10.0%		6.0%	
MD	11.0%	11.0%	11.0%		6.0%	
PM	2.0%	2.0%	2.0%		1.0%	
Sat MD	11.0%	11.0%	11.0%		0.0%	
	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) Based on the 2014 *City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on data from *25 Kent Avenue EAS, 2016* .

(3) Based on 2006-2010 ACS Reverse Journey-to-Work census data for Kings County census tracts 557, 561, and 565.

(4) Based on data from the *East New York Rezoning FEIS, 2016.* Modal split adjusted for local conditions.

The factors used for the forecast of travel demand for the RWCDS office space were based on the *25 Kent Avenue EAS* and the 2014 *CEQR Technical Manual* with similar factors and patterns as used for the travel demand forecast for the light industrial uses. It should be noted that the office space travel demand forecast distinguishes between employees and visitors, who are assumed to have different modal split patterns as per the *25 Kent Avenue EAS*.

The forecast of travel demand for the RWCDS restaurant space used a weekday trip generation rate of 173.0 person trips per 1,000 gsf, a Saturday trip generation rate of 139.0 person trips per 1,000 gsf, and temporal distributions of 1.0 percent, 13.7 percent, 7.7 percent, and 11.6 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively. A modal split of 20.0 percent, 10.0 percent, 15.0 percent, 15.0 percent, and 40.0 percent mode shares was estimated for private auto, taxi, subway, bus, and walk-only modes respectively. The vehicle occupancies of 2.20 persons per auto and 2.30 persons per taxi. All these factors, the directional splits, and the truck trip generation factors were based on the *East New York Rezoning FEIS, 2016*. It should be noted that 20.0 percent of restaurant trips would be linked trips and not new to the study area.

In addition, as the Development Site is currently occupied by a mix of active uses, a field count was conducted on November 16th, 2016 to determine the current traffic generation (also assumed to represent the No-Action condition since the existing conditions would remain under future conditions without the proposed project). Table 3 shows a summary of the count data that was collected at the Development Site. While there are no parking lots or parking garages on the property, many of the existing businesses rely on curbside deliveries or have employees and/or customers that park at the adjacent curbside. As such, the count documented curbside activity. As shown in **Table H-2**, the counts indicated that there were 15, 16, and 0 vehicle trips (in and out combined) in the weekday AM, midday, and PM peak hours. It was conservatively assumed that there are no trips during the Saturday midday peak hour due to the nature of the on-site businesses. The existing on-site vehicles were then taken as a credit from the anticipated With-Action vehicle trips, as shown in **Table H-3**. It should also be noted that many of the warehouses close at 5:00 PM, which implies that there is very minimal traffic to and from them after this time.

Trip Generation

Table H-3 shows the resulting person-trip and vehicle-trip travel demand forecasts for the Proposed Development. As shown in **Table H-3**, the Proposed Development would generate 45, 49, 81, and 47 vehicle trips in the weekday AM, midday, PM, and Saturday midday peak hours respectively; 164, 65, 207, and 76 subway trips in the weekday AM, midday, PM, and Saturday midday peak hours respectively; 10, 63, 28, and 26 local bus trips in the weekday AM, midday, PM and Saturday midday peak hours respectively; and 287, 719, 474, and 317 pedestrian trips, including walk-only trips and trips to and from bus stops and subway stations, in the weekday AM, midday, PM and Saturday midday peak hours respectively.

Table H-2:
November 2016 Field Survey

Weekday AM Period				
Time	In	Out	Total	Hourly
7:30 - 7:45	0	0	0	
7:45 - 8:00	3	0	3	
8:00 - 8:15	1	1	2	
8:15 - 8:30	1	1	2	7
8:30 - 8:45	5	4	9	16
8:45 - 9:00	1	1	2	15
9:00 - 9:15	4	1	5	18
9:15 - 9:30	0	2	2	18
Peak Hour Volume	8	7	15	

Weekday Midday Period				
Time	In	Out	Total	Hourly
11:30 - 11:45	4	1		
11:45 - 12:00	3	4	7	
12:00 - 12:15	2	1	3	
12:15 - 12:30	3	4	7	17
12:30 - 12:45	2	1	3	20
12:45 - 1:00	1	2	3	16
1:00 - 1:15	1	1	2	15
1:15 - 1:30	4	2	6	14
Peak Hour Volume	8	8	16	

Weekday PM Period				
Time	In	Out	Total	Hourly
4:30 - 4:45	0	0	0	
4:45 - 5:00	2	2	4	
5:00 - 5:15	0	0	0	
5:15 - 5:30	0	0	0	4
5:30 - 5:45	0	0	0	4
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
Peak Hour Volume	0	0	0	

Table H-3: Travel Demand Forecast

With-Action

Land Use:		Local Retail	Light Manufacturing	Office		Restaurant	Total
Size/Units:		10,000 gsf	23,547 gsf	109,521	gsf	6,831 gsf	
Peak Hour Trips:				Employees	Visitors		
	AM	50	52	228	12	9	**351**
	MD	312	64	284	16	130	**806**
	PM	164	60	264	14	73	**575**
	Sat MD	192	16	70	18	88	**384**

Person Trips:

		In	Out	In	Out	In	Out	In	Out	In	Out	**In**	**Out**
AM	**Auto**	1	1	17	1	26	2	3	0	2	0	**49**	**4**
	Taxi	1	1	1	0	5	0	2	0	1	0	**10**	**1**
	Subway	1	1	17	1	132	8	3	0	1	0	**154**	**10**
	Bus	1	1	4	0	2	0	1	0	1	0	**9**	**1**
	Walk/Other	21	21	10	1	50	3	3	0	4	0	**88**	**25**
	Total	25	25	49	3	215	13	12	0	9	0	**310**	**41**
		In	Out	In	Out	In	Out	In	Out	In	In	**In**	**Out**
MD	**Auto**	8	8	0	1	2	3	2	2	17	9	**29**	**23**
	Taxi	8	8	0	0	1	2	1	2	8	5	**18**	**17**
	Subway	8	8	2	3	8	12	2	2	13	7	**33**	**32**
	Bus	8	8	2	3	8	12	1	1	13	7	**32**	**31**
	Walk/Other	124	124	21	32	92	144	1	2	34	18	**272**	**320**
	Total	156	156	25	39	111	173	7	9	85	46	**384**	**423**
		In	Out	In	Out	In	Out	In	Out	In	In	**In**	**Out**
PM	**Auto**	4	4	1	18	2	30	0	3	9	5	**16**	**60**
	Taxi	4	4	0	2	0	5	0	2	5	3	**9**	**16**
	Subway	4	4	1	19	8	155	0	5	7	4	**20**	**187**
	Bus	4	4	0	5	0	3	0	1	7	4	**11**	**17**
	Walk/Other	66	66	1	13	3	58	0	3	19	10	**89**	**150**
	Total	82	82	3	57	13	251	0	14	47	26	**145**	**430**
		In	Out	In	Out	In	Out	In	Out	In	In	**In**	**Out**
Sat MD	**Auto**	5	4	3	2	5	3	2	2	11	7	**26**	**18**
	Taxi	5	4	0	0	1	1	2	1	6	3	**14**	**9**
	Subway	5	4	3	3	26	17	3	2	8	5	**45**	**31**
	Bus	5	4	1	1	0	0	1	1	8	5	**15**	**11**
	Walk/Other	85	71	2	1	10	7	2	2	22	13	**121**	**94**
	Total	105	87	9	7	42	28	10	8	55	33	**221**	**163**

Vehicle Trips :

		In	Out	In	Out	In	Out	In	Out	In	Out	**In**	**Out**
AM	**Auto (Total)**	0	0	15	1	21	2	2	0	1	0	**39**	**3**
	Taxi	0	0	1	0	4	0	1	0	0	0	**6**	**0**
	Taxi Balanced	0	0	1	1	4	4	1	1	0	0	**6**	**6**
	Truck	0	0	0	0	2	2	0	0	1	1	**3**	**3**
	Total	0	0	16	2	27	8	3	1	2	1	**48**	**12**
		In	Out	In	Out	In	Out	In	Out	In	Out	**In**	**Out**
MD	**Auto (Total)**	4	4	0	1	2	2	1	1	8	4	**15**	**12**
	Taxi	4	4	0	0	1	2	1	1	4	2	**10**	**9**
	Taxi Balanced	8	8	0	0	3	3	2	2	4	4	**17**	**17**
	Truck	0	0	0	0	1	1	0	0	1	1	**2**	**2**
	Total	12	12	0	1	6	6	3	3	13	9	**34**	**31**
		In	Out	In	Out	In	Out	In	Out	In	Out	**In**	**Out**
PM	**Auto (Total)**	2	2	1	16	2	24	0	2	4	2	**9**	**46**
	Taxi	2	2	0	2	0	4	0	1	2	1	**4**	**10**
	Taxi Balanced	4	4	2	2	4	4	1	1	2	2	**13**	**13**
	Truck	0	0	0	0	0	0	0	0	0	0	**0**	**0**
	Total	6	6	3	18	6	28	1	3	6	4	**22**	**59**
		In	Out	In	Out	In	Out	In	Out	In	Out	**In**	**Out**
Sat MD	**Auto (Total)**	2	2	3	2	4	2	1	1	5	3	**15**	**10**
	Taxi	2	2	0	0	1	1	1	1	3	1	**7**	**5**
	Taxi Balanced	4	4	0	0	2	2	2	2	3	3	**11**	**11**
	Truck	0	0	0	0	0	0	0	0	0	0	**0**	**0**
	Total	6	6	3	2	6	4	3	3	8	6	**26**	**21**

	With-Action Total Vehicle Trips:			No-Action Total Vehicle Trips*					Net Increment		
		In	Out	Total	In	Out	In	Out	Total	In	Out	Total
	AM	48	12	60	8	7	8	7	15	40	5	45
	MD	34	31	65	8	8	8	8	16	26	23	49
	PM	22	59	81	0	0	0	0	0	22	59	81
	Sat MD	26	21	47	0	0	0	0	0	26	21	47

20% link -trip credit applied to Local retail and restaurant uses.

*** Refer to Table H-2**

Level 2 Screening Analysis

Traffic

As shown in **Table H-3**, the Proposed Development would generate 45, 49, 81, and 47 vehicle trips in the weekday AM, midday, PM, and Saturday midday peak hours respectively. As there would be fewer than 50 vehicle trips generated by the proposed actions in the weekday AM, midday, and Saturday midday peak hours, a Level 2 screening analysis for traffic is not warranted and significant adverse impacts are not expected in these peak hours. However, as there would be 50 or more Development-generated vehicle trips in the weekday PM peak hour a Level 2 screening analysis would be warranted in this peak hour. **Figure H-1** shows the assignment of PM peak hour project generated trips. Autos and trucks were assigned to the parking garage and loading dock which would be located on Gem Street and taxis were assigned to all of the frontages along the Development Site. As shown in **Figure H-1**, the following two unsignalized intersections would exceed 50 Development-generated vehicles in the weekday PM peak hour and were therefore selected for a detailed traffic analysis:

- Franklin Street and Messerole Avenue,
- Gem Street and Messerole Avenue.

Transit

Subway

As shown in **Table H-3**, the development resulting from the proposed actions would generate 164, 65, 207 and 76 subway trips in the weekday AM, midday, PM, and Saturday midday peak hours respectively. As these new trips are expected to be evenly distributed among two subway stations, namely the Bedford Avenue station on the BMT Canarsie Line serving the L train, and the the Nassau Avenue station on the IND Crosstown Line serving the G train, the proposed actions are not expected to generate 200 or more subway trips at any one station or any one line within any peak hour. A detailed subway station or line-haul analysis would therefore not be warranted and no significant adverse impacts to the subway network would be expected.

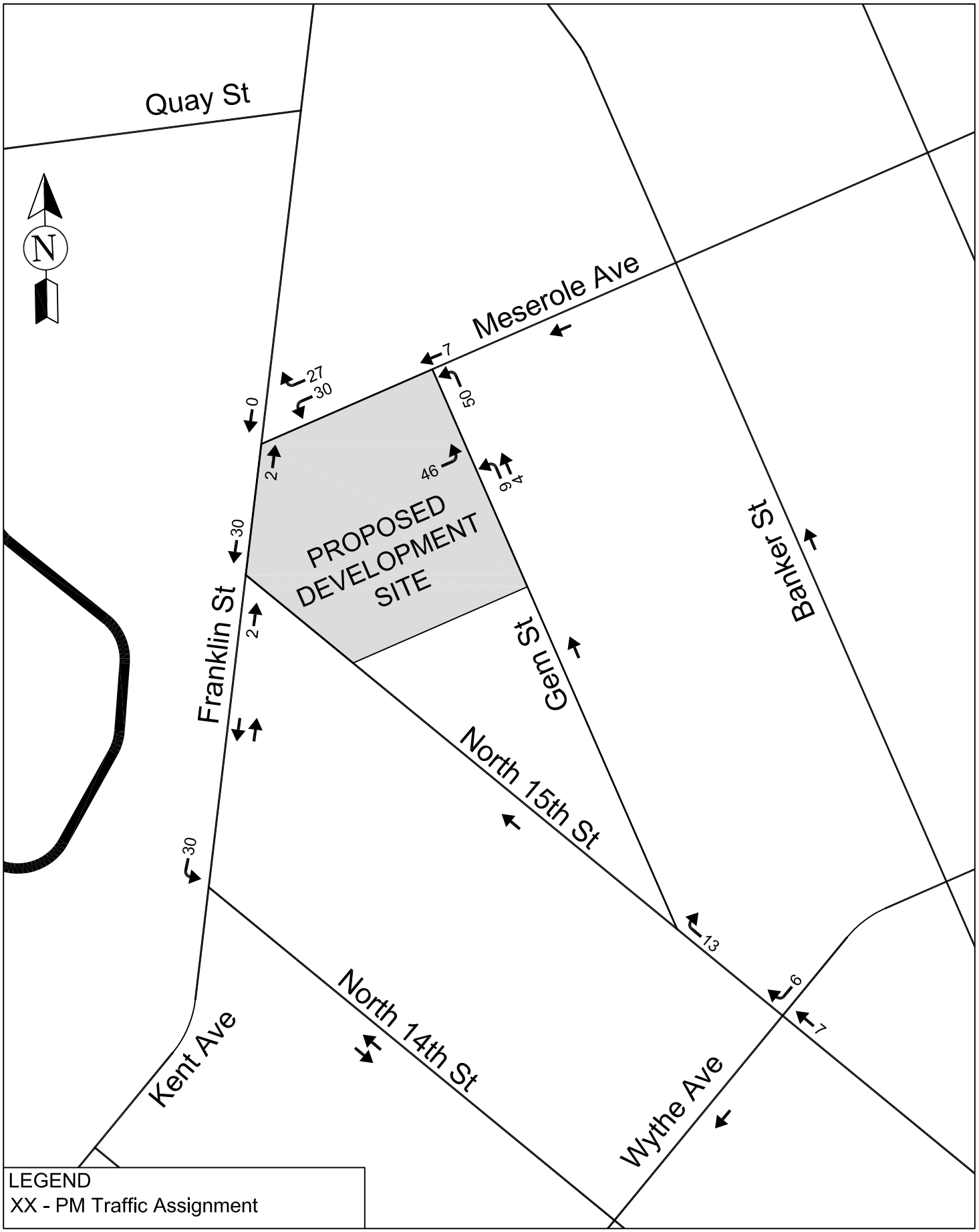
Bus

As shown in **Table H-3**, the development resulting from the proposed actions would generate 10, 63, 28 and 26 bus trips in the weekday AM, midday, PM, and Saturday midday peak hours respectively. As these trips would be distributed among three bus routes operating in the vicinity of the the Development site, the proposed actions are not expected to generate 50 or more bus trips on any one route within any peak hour. A detailed bus line-haul analysis would therefore not be warranted and no significant adverse impacts to the bus network would be expected.

The following three bus routes operate in the vicinity of the Development Site:

- The B32 provides service between the Williamsburg Bridge Plaza and Long Island City, Queens at the intersection of 44th Drive and 21st Street. It operates along Franklin Street west of the Development Site and southbound traffic moves to Wythe Avenue at North 14th Street. It operates 2, 2, 2, and 2 buses in the weekday AM, midday, PM, and Saturday midday peak hours respectively. Northbound trips generated by the Proposed Development using this bus would board/alight on the southeast corner of Franklin Street at Quay Street and southbound trips generated by the Proposed Development using this bus would board/alight on the southwest corner of Franklin Street at Quay Street.
- The B43 provides service between Prospect-Lefferts Gardens at the intersection of Empire Boulevard, Ocean Avenue, and Flatbush Avenue and Greenpoint at the intersection of Box Street and Manhattan

PM Traffic Assignment



Avenue. It operates along Manhattan Avenue east of the Development Site. It operates 8, 3, 6, and 5 buses during the weekday AM, midday, PM, and Saturday midday peak hours respectively. Northbound trips generated by the Proposed Development using this bus would board/alight on the northeast corner of Manhattan Avenue at Messerole Avenue and southbound trips generated by the Proposed Development would board/alight on the southwest corner of Manhattan Avenue at Messerole Avenue.

- The B62 provides service between Downtown Brooklyn at the intersection of Livingston Street at Boerum Place and Long Island City, Queens at the intersection of Jackson Avenue at Queens Plaza South. It operates along Manhattan Avenue east of the Development Site. It operates 8, 3, 5, and 8 buses during the weekday AM, midday, PM, and Saturday midday peak hours respectively. Northbound trips generated by the Proposed Development using this bus would board/alight on the northeast corner of Manhattan Avenue at Messerole Avenue and southbound trips generated by the Proposed Development would board/alight on the southwest corner of Manhattan Avenue at Messerole Avenue.

Pedestrians

As shown in **Table H-3**, the development resulting from the proposed actions would generate 287, 719, 474, and 317 pedestrian trips, including walk-only trips and trips to and from subway stations or bus stops, in the weekday AM, midday, PM, and Saturday midday peak hours respectively. Therefore, according to the 2014 *CEQR Technical Manual*, the Proposed Development exceed the Level 1 threshold of 200 Development-generated pedestrian trips in all peak hours. These trips would be concentrated along pedestrian elements (sidewalks, crosswalks, and corner areas) in the immediate proximity of the Development Site and along corridors to subway stations such as Messerole Avenue, Norman Avenue, Kent Avenue, and Wythe Avenue. **Figures H-2** and **H-3** shows the assignment of pedestrian trips generated by the Proposed Development to pedestrian elements, and **Figure H-4** shows that the following five sidewalks and one signalized corner area have been selected for analysis in the weekday midday and PM peak hours.

Sidewalks

- Franklin Street between North 14th and North 15th Streets – East Sidewalk
- Franklin Street between North 15th Street and Messerole Avenue – East Sidewalk
- Messerole Avenue between Gem and Banker Streets – South Sidewalk
- Gem Street between North 15th Street and Messerole Avenue – West Sidewalk
- North 15th Street between Franklin and Gem Streets – East Sidewalk

Corner Areas

- North 14th Street and Kent Avenue/Franklin Street – Northeast Corner

It should be noted that, as shown in **Figures H-2** and **H-3**, there would be no pedestrian elements that would exceed the threshold of 200 Development-generated pedestrian trips in the weekday AM or Saturday midday peak hours and therefore detailed analysis would not be warranted in these peak hours. In addition, there are a number of unsignalized corner areas and crosswalks that would exceed the threshold of 200 Development-generated pedestrian trips in at least one peak hour. However, no analysis was warranted as no methodology exists for the analysis of these unsignalized elements.

AM/Midday Pedestrian Assignment

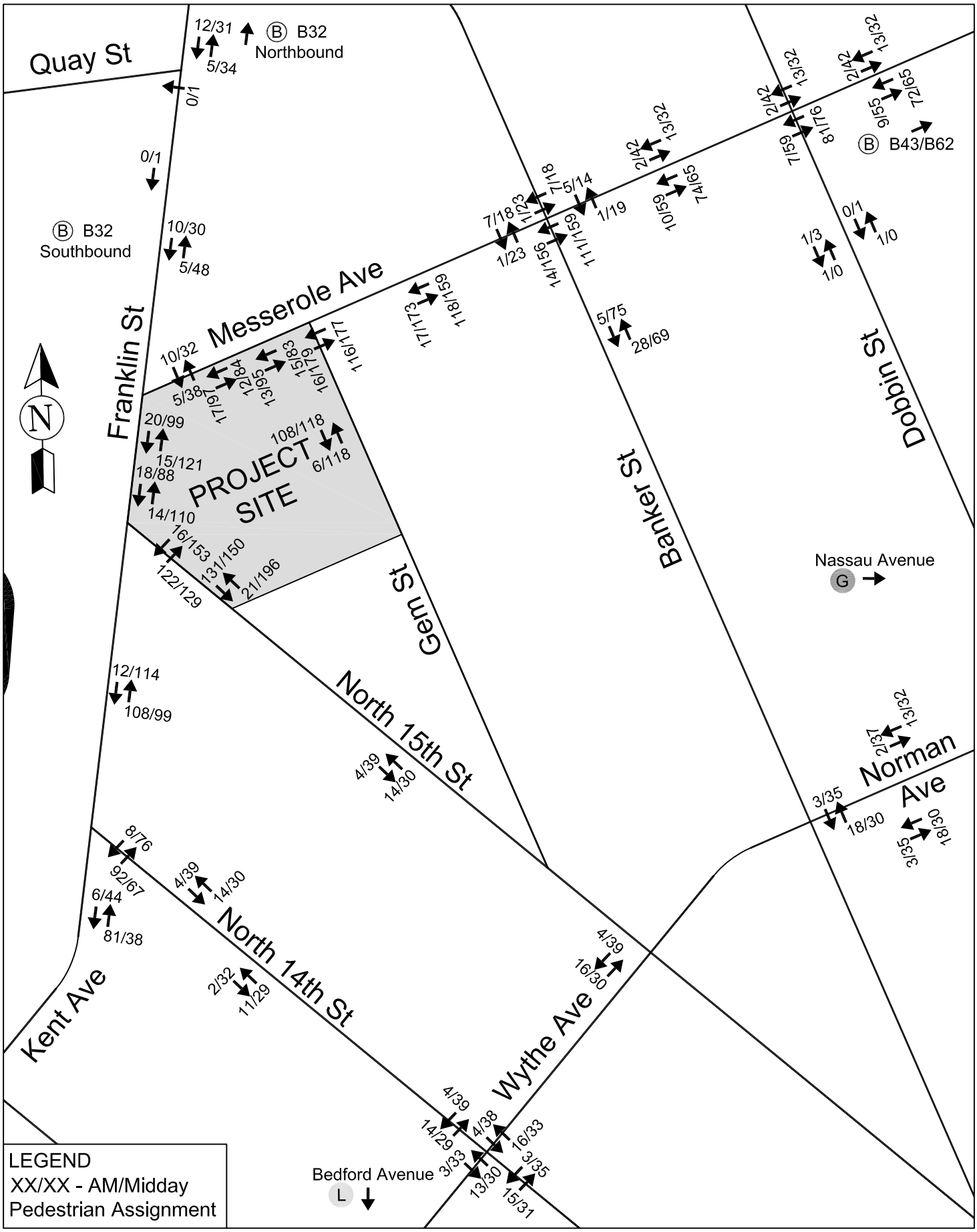
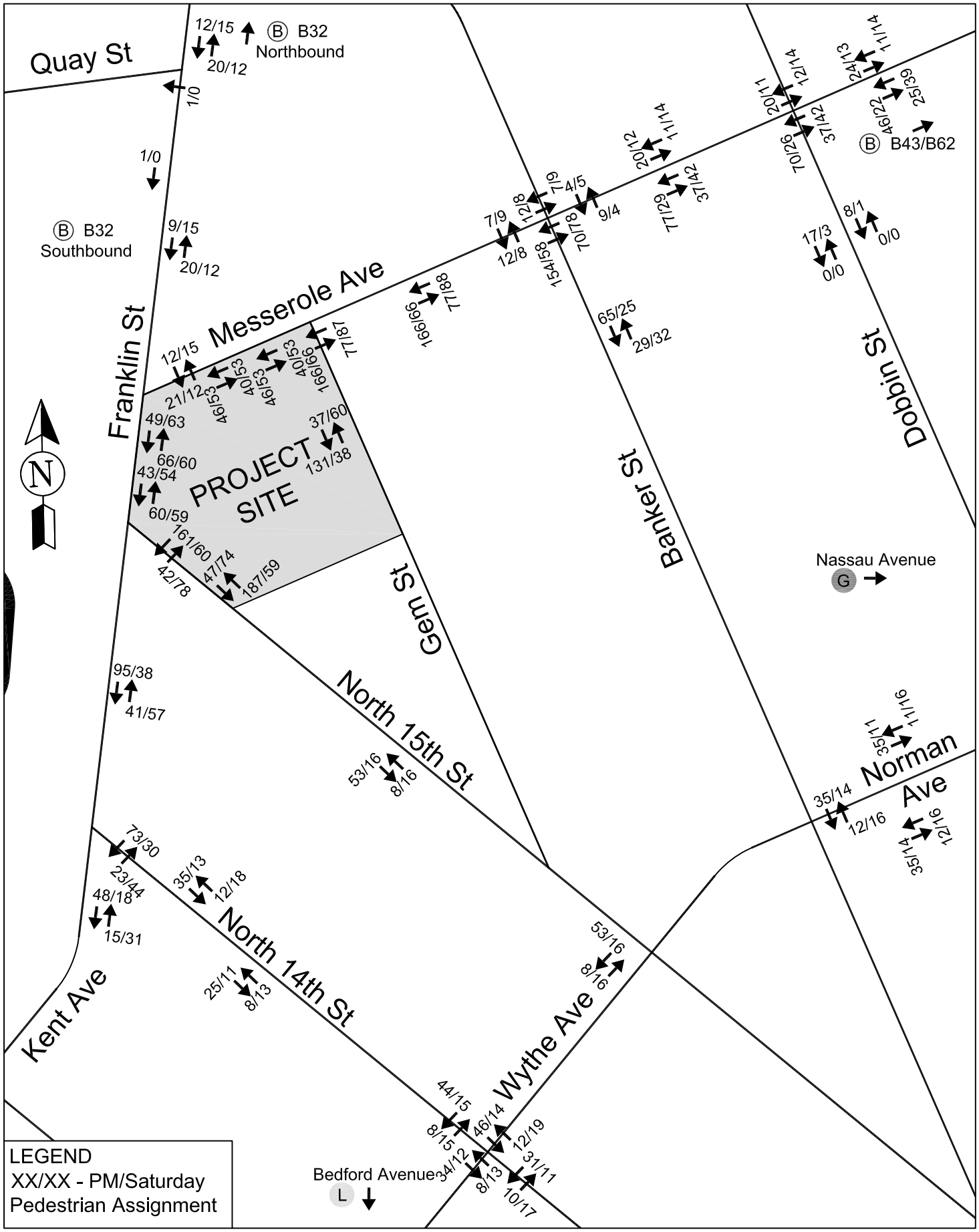
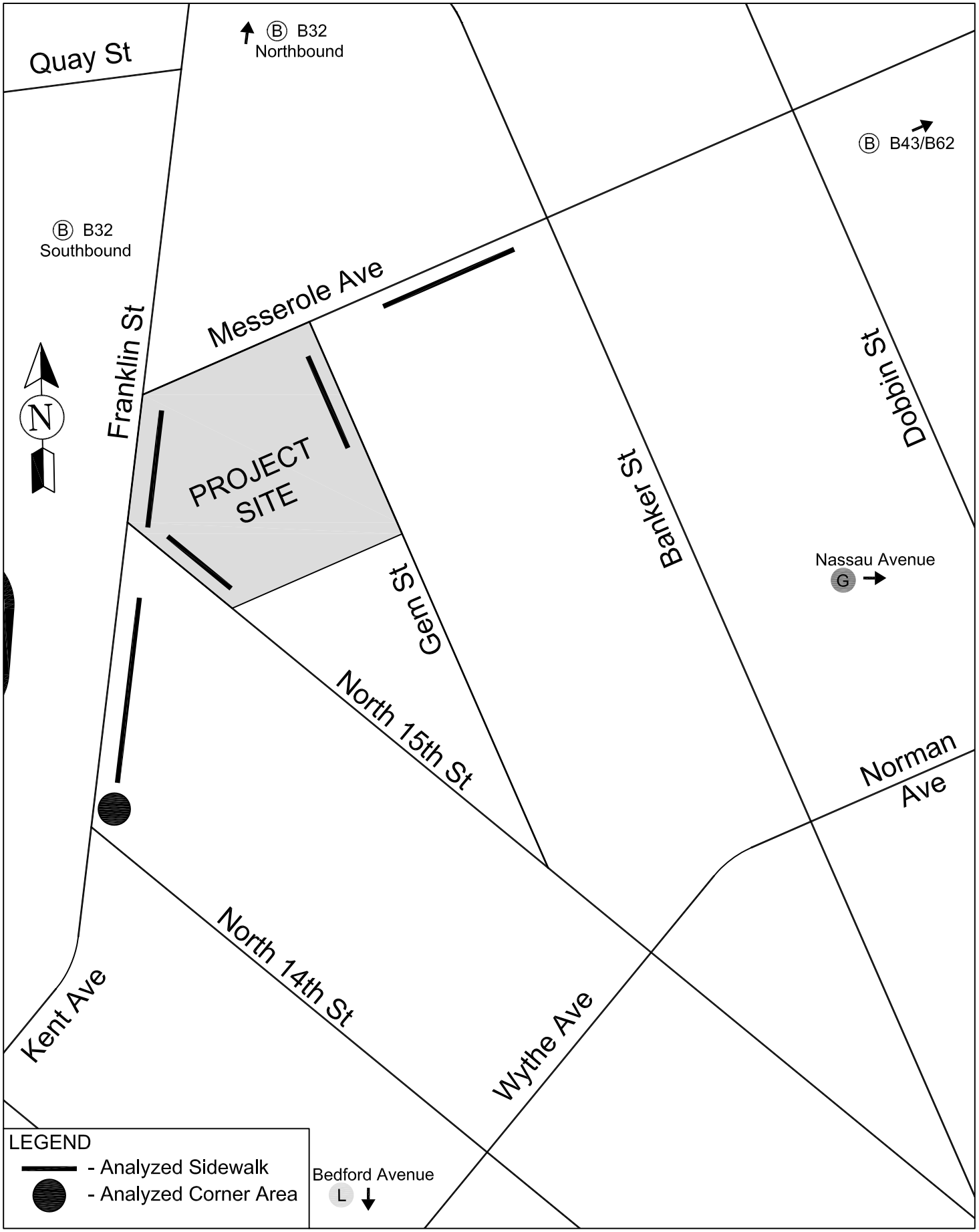


Figure H-3

PM/Saturday Midday Pedestrian Assignment



Pedestrian Analysis Locations



Parking

Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. As there is a mixture of commercial uses in the RWCDS, it is anticipated that there would be peak parking in the midday periods and there would be minimal demand overnight.

It is anticipated that the on-site required accessory parking would not be sufficient to accommodate the overall demand that would be generated by the proposed actions during the weekday midday peak period. As such, detailed existing on-street parking inventories for this period are provided in this EAS to document the existing supply and demand. The parking analysis documents changes in the parking supply and utilization within a ¼-mile radius of the Projected Development Site under both No-Action and With-Action conditions.

IV. TRANSPORTATION ANALYSIS METHODOLOGIES

Analysis Methodology

The traffic analysis examines conditions in the weekday PM peak hour when the increased travel demand attributable to the Proposed Actions is expected to be the greatest. The peak hour selected for analysis is 5:30-6:30 PM, based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data.

The capacity analyses at intersections are based on the methodology presented in the Highway Capacity Manual (HCM) and utilize HCS+ Version 5.5 software. Traffic data required for these analyses include the hourly volumes on each approach, turning movements, the percentage of trucks and buses, and pedestrian volumes at crosswalks. Field inventories are also necessary to document the physical layout and street widths, lane markings, curbside parking regulations, and other relevant characteristics needed for the analysis.

For unsignalized intersections, the HCM methodology generally assumes that traffic on major streets is not affected by traffic flows on minor streets. Left turns from a major street are assumed to be affected by the opposing, or oncoming, traffic flow on that major street. Traffic on minor streets is affected by all conflicting movements. Similar to signalized intersections, the HCM methodology expresses the quality of traffic flow at unsignalized intersections in terms of LOS based on the amount of delay that a driver experiences. Level of service definitions used to characterize traffic flows at unsignalized intersections differ somewhat from those used for signalized intersections, primarily because drivers anticipate different levels of performance from the two different kinds of intersections. For unsignalized intersections, LOS ranges from A, representing minimal delay (ten seconds or less per vehicle), to F, which represents long delays (greater than 50 seconds per vehicle, compared to greater than 80 seconds per vehicle for signalized intersections).

Table H-4 shows the LOS/delay relationship for unsignalized intersections using the HCM methodology. Levels of service A, B, and C generally represent highly favorable to fair levels of traffic flow. At LOS D, the influence of congestion becomes noticeable. LOS E is considered to be the limit of acceptable delay, and LOS F is considered to be unacceptable to most drivers. In these traffic impact analyses, a signalized lane grouping operating at LOS E or F or a v/c ratio of 0.90 or more is identified as congested. For unsignalized intersections, a movement with LOS E or F is also identified as congested.

Table H-4:
Intersection Level of Service Criteria

LOS	Average Delay per Vehicle (seconds) Unsignalized Intersections
A	Less than 10.1
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Source: *2000 Highway Capacity Manual*

Significant Impact Criteria

The identification of significant adverse traffic impacts at analyzed intersections is based on criteria presented in the 2014 *CEQR Technical Manual*. If a lane group in the With-Action condition would be LOS A, B, or C, or marginally acceptable LOS D (i.e., delay less than or equal to 30.0 seconds/vehicle for unsignalized intersections), the impact is not considered significant. If the lane-group LOS would deteriorate from LOS A, B, or C in the No-Action condition to worse than mid-LOS D or to LOS E or F in the With-Action condition, a significant traffic impact is identified. For a lane group that would operate at LOS D in the No-Action condition, an increase in delay of 5.0 or more seconds in the With-Action condition is considered a significant impact if the With-Action delay would exceed mid-LOS D. For a lane group that would operate at LOS E in the No-Action condition, a projected With-Action increase in delay of 4.0 or more seconds is considered a significant impact. For a lane group that would operate at LOS F in the No-Action condition, a projected With-Action increase in delay of 3.0 or more seconds is considered a significant impact.

It should be noted that for traffic on a minor street at an unsignalized intersection to result in a significant impact, 90 passenger car equivalents (PCEs) must be projected in the future With-Action condition in any peak hour.

Pedestrians

Analysis Methodology

Peak hour pedestrian flow conditions on analyzed pedestrian elements are assessed using the *2010 Highway Capacity Manual (HCM)* methodology and procedures outlined in the 2014 *CEQR Technical Manual*. Using this methodology, the congestion level of pedestrian elements is determined using pedestrian volume, the width of a sidewalk or the area of a corner, and, for corner areas, conflicting turning vehicles and signal timing, due to time required to wait for a walk signal. From these inputs, a ratio of space available per pedestrian can be developed in terms of square feet per pedestrian (sf/p). The resulting ratio is then compared with level of service (LOS) standards for pedestrian flow, which qualifies pedestrian conditions at a certain concentration level.

Pedestrian LOS standards are based on the average area available per pedestrian during the analysis period, which is typically expressed as a 15-minute peak period. Levels of Service range from LOS A to LOS F, with LOS A representing free flow conditions without pedestrian conflicts and LOS F representing significant capacity limitations and inconvenience, with activity such as shuffling observed frequently.

Tables H-5 and **H-6** define the LOS criteria for sidewalks and corner areas as based on the *HCM* methodology.

Table H-5:
LOS Criteria for Sidewalks

LOS	Description	Platoon-Adjusted Sidewalk LOS Criteria (sf/p)
A	Unrestricted	Greater than 530
B	Slightly Restricted	90.1 – 530
C	Restricted but Fluid	40.1 – 90
D	Restricted, Necessary to Continuously Alter Walking Stride and Direction	23.1 – 40
E	Severely Restricted	11.1 – 23
F	Forward Progress Only by Shuffling, no Reverse Movement Possible	11 or Less

Source: 2010 *HCM*

Table H-6:
LOS Criteria for Corner Areas

LOS	Description	Platoon-Adjusted Sidewalk LOS Criteria (sf/p)
A	Unrestricted	Greater than 60
B	Slightly Restricted	40.1 – 60
C	Restricted but Fluid	24.1 – 40
D	Restricted, Necessary to Continuously Alter Walking Stride and Direction	15.1 – 24
E	Severely Restricted	8.1 – 15
F	Forward Progress Only by Shuffling, no Reverse Movement Possible	8 or Less

Source: 2010 *HCM*

Significant Impact Criteria

Sidewalks

The 2014 *CEQR Technical Manual* impact criteria central business district (CBD) are used to identify significant adverse impacts due to the proposed actions. These criteria define a significant adverse sidewalk impact to have occurred under platoon conditions if the average pedestrian space under the No-Action condition is greater than 39.2 square feet/pedestrian (sf/ped), and the average pedestrian space under the With-Action condition is 31.5 sf/ped or less (LOS D or worse). If the average pedestrian space under the With-Action condition is greater than 31.5 sf/ped (mid-LOS D or better), the impact should not be considered significant. If the No-Action pedestrian space is between 6.4 and 39.2 sf/ped, a reduction in pedestrian space under the With-Action condition should be considered significant based on **Table H-7** below, which shows a sliding-scale that identifies what decrease in pedestrian space is considered a significant impact for a given pedestrian space value in the No-Action condition. If the average pedestrian space under the No-Action condition is less than 5.1 sf/ped, then a reduction in pedestrian space greater than or equal to 0.2 sf/ped, under the With-Action condition, should be considered significant.

Table H-7:
Significant Impact Criteria for Sidewalks in a CBD Location

No-Action Condition Pedestrian Space (sf/ped)	With-Action Condition Pedestrian Space Reduction to be Considered a Significant Impact (sf/ped)
> 39.2	With Action Condition < 31.5
38.7 to 39.2	Reduction ≥ 3.8
37.8 to 38.6	Reduction ≥ 3.7
36.8 to 37.7	Reduction ≥ 3.6
35.9 to 36.7	Reduction ≥ 3.5
34.9 to 35.8	Reduction ≥ 3.4
34.0 to 34.8	Reduction ≥ 3.3
33.0 to 33.9	Reduction ≥ 3.2
32.1 to 32.9	Reduction ≥ 3.1
31.1 to 32.0	Reduction ≥ 3.0
30.2 to 31.0	Reduction ≥ 2.9
29.2 to 30.1	Reduction ≥ 2.8
28.3 to 29.1	Reduction ≥ 2.7
27.3 to 28.2	Reduction ≥ 2.6
26.4 to 27.2	Reduction ≥ 2.5
25.4 to 26.3	Reduction ≥ 2.4
24.5 to 25.3	Reduction ≥ 2.3
23.5 to 24.4	Reduction ≥ 2.2
22.6 to 23.4	Reduction ≥ 2.1
21.6 to 22.5	Reduction ≥ 2.0
20.7 to 21.5	Reduction ≥ 1.9
19.7 to 20.6	Reduction ≥ 1.8
18.8 to 19.6	Reduction ≥ 1.7
17.8 to 18.7	Reduction ≥ 1.6
16.9 to 17.7	Reduction ≥ 1.5
15.9 to 16.8	Reduction ≥ 1.4
15.0 to 15.8	Reduction ≥ 1.3
14.0 to 14.9	Reduction ≥ 1.2
13.1 to 13.9	Reduction ≥ 1.1
12.1 to 13.0	Reduction ≥ 1.0
11.2 to 12.0	Reduction ≥ 0.9
10.2 to 11.1	Reduction ≥ 0.8
9.3 to 10.1	Reduction ≥ 0.7
8.3 to 9.2	Reduction ≥ 0.6
7.4 to 8.2	Reduction ≥ 0.5
6.4 to 7.3	Reduction ≥ 0.4
< 6.4	Reduction ≥ 0.3

Source:
2014 CEQR Technical Manual

Corner areas

For non-CBD areas, 2014 *CEQR Technical Manual* impact criteria define a significant adverse corner area or crosswalk impact to have occurred if the average pedestrian space under the No-Action condition is greater than 21.5 sf/ped and, under the With-Action condition, the average pedestrian space decreases to 19.5 sf/ped or less (LOS D or worse). If the pedestrian space under the With-Action condition is greater than 19.5 sf/ped (LOS C or better), the impact should not be considered significant. If the average pedestrian space under the No-Action condition is between 5.1 and 21.5 sf/ped, a decrease in pedestrian space under the With- Action condition should be considered significant based on **Table H-8** below, which shows a sliding-scale that identifies what decrease in pedestrian space is considered a significant impact for a given

amount of pedestrian space in the No-Action condition. If the average pedestrian space under the No-Action condition is less than 5.1 sf/ped, then a decrease in pedestrian space greater than or equal to 0.2 sf/ped should be considered significant.

Table H-8:
Significant Impact Criteria for Corners in a CBD Location

No-Action Condition Pedestrian Space (sf/ped)			With-Action Condition Pedestrian Space Reduction to be Considered a Significant Impact (sf/ped)
> 21.5			With Action Condition < 19.5
21.3	to	21.5	Reduction ≥ 2.1
20.4	to	21.2	Reduction ≥ 2.0
19.5	to	20.3	Reduction ≥ 1.9
18.6	to	19.4	Reduction ≥ 1.8
17.7	to	18.5	Reduction ≥ 1.7
16.8	to	17.6	Reduction ≥ 1.6
15.9	to	16.7	Reduction ≥ 1.5
15.0	to	15.8	Reduction ≥ 1.4
14.1	to	14.9	Reduction ≥ 1.3
13.2	to	14.0	Reduction ≥ 1.2
12.3	to	13.1	Reduction ≥ 1.1
11.4	to	12.2	Reduction ≥ 1.0
10.5	to	11.3	Reduction ≥ 0.9
9.6	to	10.4	Reduction ≥ 0.8
8.7	to	9.5	Reduction ≥ 0.7
7.8	to	8.6	Reduction ≥ 0.6
6.9	to	7.7	Reduction ≥ 0.5
6.0	to	6.8	Reduction ≥ 0.4
5.1	to	5.9	Reduction ≥ 0.3
< 5.1			Reduction ≥ 0.2

Source:
2014 CEQR Technical Manual

V. TRAFFIC

Existing Conditions

Study Area Street Network

As indicated above, Block 2614 is bounded by Messerole Avenue on the north, Gem Street on the east, North 15th Street on the southwest, and Franklin Street on the west. The Project Site currently consists of commercial, music rehearsal, and plumbing supply uses. Adjacent land uses include various light industrial/manufacturing and commercial uses.

Franklin Street is a two way north-south street with one lane in each direction that runs through Greenpoint from North 14th Street on the border with Williamsburg (where it continues south as Kent Avenue) to Commercial Street. It is a local truck route for its entire length and carries a Class II bicycle lane in each direction south of Quay Street and a Class III bicycle route in each direction north of Quay Street. The B32 bus runs between North 14th Street and Green Street (northbound) and Freeman Street (southbound) along Franklin Street.

Messerole Avenue is a one way westbound local street with one travel lane running through Greenpoint from North Henry Street to Franklin Street. North 15th Street is a one-way westbound local street forming the border between Williamsburg and Greenpoint which runs from Nassau Avenue to Franklin Street. Gem Street is a one-way northbound street that runs for a single block between North 15th Street and Messerole Avenue.

As indicated above, B32 bus runs along Franklin Street in the vicinity of the Project Site. In addition, the B43 and B62 buses run along Manhattan Avenue approximately 0.25 miles east of the Project Site. The B32 bus runs between the Williamsburg Bridge Plaza Bus Terminal and Long Island City in Queens. The B43 bus runs between Prospect/Lefferts Gardens and Box Street in Greenpoint. The B62 bus runs between Downtown Brooklyn and Long Island City in Queens. The nearest subway stations to the Project Site include the Nassau Avenue station on the IND Crosstown Line serving the G train at all times and the Bedford Avenue station on the BMT Canarsie Line serving the L train at all times.

Traffic Conditions

To establish the Existing conditions traffic network ATR counts and turning movement counts were conducted in April 2018. Physical inventory data needed for operational analysis—e.g., the number of traffic lanes, lane widths, pavement markings, turn prohibitions, bus stops, and typical parking regulations—were also collected in April 2018. **Figure H-5** shows existing traffic volumes during the analyzed weekday PM peak hour.

Intersection Capacity Analysis

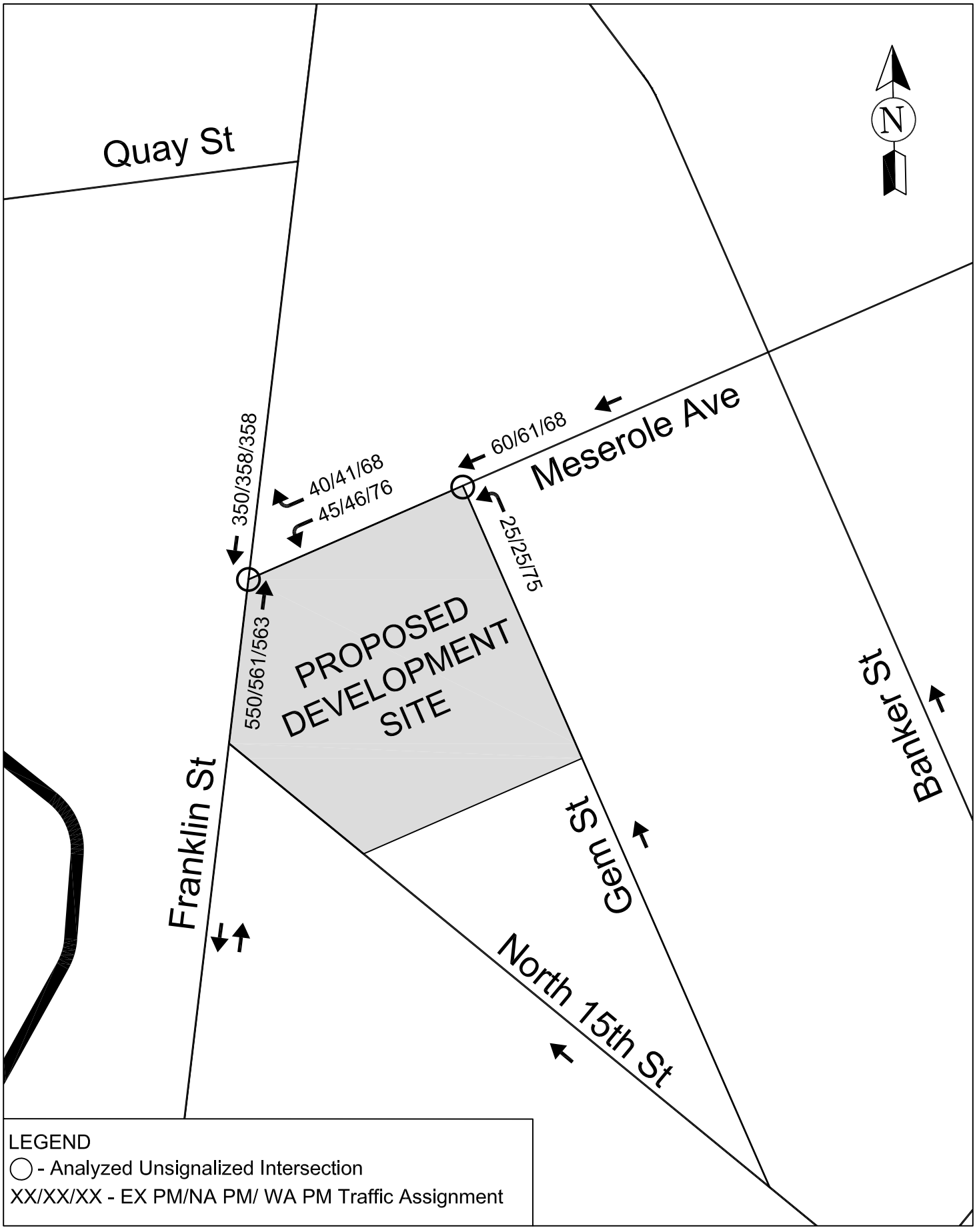
Table H-9 below shows the v/c ratios, delays, and LOS for the analyzed lane groups at the two analyzed unsignalized intersections. As shown in **Table H-9**, all lane groups operate at LOS C or better under existing conditions.

Table H-9:
Weekday PM Peak Hour Traffic Levels of Service Analysis
Existing Conditions

Intersection	Lane Group	V/C Ratio	Delay (sec.)	LOS
Franklin Street (N-S) and Messerole Avenue (WB) (Unsignalized Two-Way Stop)	WB-LR	0.31	22.0	C
Gem Street (NB) and Messerole Avenue (WB) (Unsignalized Two-Way Stop)	NB-L	0.04	9.5	A

Notes:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound;
L-Left, T-Through, R-Right;
V/C ratio - volume to capacity ratio
LOS - level of service

Existing PM/No-Action Pm/With-Action PM Traffic Volume



The Future Without the Proposed Development (No-Action Condition)

Future No-Action Traffic Growth

In the future without the proposed actions, it is expected that transportation demands in the vicinity of the project area will increase due to background growth as well as development that would occur pursuant to existing zoning.

In order to forecast future traffic conditions without the Proposed Development (the No-Action condition), vehicle trips that are anticipated to be generated by several large development sites in proximity to the proposed development site were considered. The Future No-Action traffic volumes also reflect annual background growth rates of 0.5 percent per year for the 2018 through 2021 period. This background growth rate, as recommended in the 2014 *CEQR Technical Manual*, is applied to account for smaller projects and as-of-right developments, and general increases in travel demand not attributable to specific development projects. Where new developments were found to generate relatively little new traffic through analyzed intersections, demand from these sites was also assumed to be reflected as part of general background growth. **Figure H-5** shows the total No-Action traffic volumes during the analyzed weekday PM peak hour.

Intersection Capacity Analysis

Table H-10 shows the detailed No-Action v/c ratios, delays, and LOS by movement at the two analyzed intersections for the PM peak hour. As shown in **Table H-10**, all analyzed lane groups would continue to operate at LOS Cor better under No-Action conditions.

Table H-10:
Weekday PM Peak Hour Traffic Levels of Service Analysis
No-Action Conditions

Intersection	Lane Group	Existing			No-Action		
		V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
Franklin Street (N-S) and Messerole Avenue (WB) (Unsignalized Two-Way Stop)	WB-LR	0.31	22.0	C	0.33	23.1	C
Gem Street (NB) and Messerole Avenue (WB) (Unsignalized Two-Way Stop)	NB-L	0.04	9.5	A	0.04	9.5	A

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound;
L-Left, T-Through, R-Right;
V/C ratio - volume to capacity ratio
LOS - level of service

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

With-Action Traffic Growth

As discussed above, the Proposed Development is expected to generate a total of 45, 49, 81, and 47 new incremental vehicle trips (in and out combined) in the weekday AM, midday, PM, and Saturday midday peak periods, respectively. The assignment of the projected vehicle trip increments generated during the weekday PM peak periods is shown in **Figure H-1**. **Figure H-5** shows the resultant total traffic network vehicle volumes at the two analyzed intersections under the With-Action condition for the weekday AM

peak hour. The volumes shown in **Figure H-7** are the sum of the incremental traffic generated by the Proposed Development and the No-Action traffic network.

Intersection Capacity Analysis

Table H-11 shows the detailed With-Action v/c ratios, delays, and LOS by movement at the two analyzed intersections for the PM peak hour. As shown in **Table H-11**, all analyzed lane groups would continue to operate at an acceptable mid-LOS D or better under With-Action conditions. As such, the Proposed Development is not expected to result in significant adverse traffic impacts.

Table H-11:
Weekday PM Peak Hour Traffic Levels of Service Analysis
With-Action Conditions

Intersection	Lane Group	No-Action			With-Action		
		V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
Franklin Street (N-S) and Messerole Avenue (WB) (Unsignalized Two-Way Stop)	WB-LR	0.33	23.1	C	0.55	31.3	D
Gem Street (NB) and Messerole Avenue (WB) (Unsignalized Two-Way Stop)	NB-L	0.04	9.5	A	0.26	16.8	C

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound;
L-Left, T-Through, R-Right;
V/C ratio - volume to capacity ratio
LOS - level of service

VI. PEDESTRIANS

As discussed previously, action-generated pedestrian trips include trips en route to or from subway stations and bus stops as well as "walk-only" trips. As shown in **Table H-3**, the proposed actions would generate 287, 719, 474, and 317 pedestrian trips, including walk-only trips and trips to and from subway or bus stops, in the weekday AM, midday, PM, and Saturday midday peak hours respectively. These trips are expected to be concentrated on pedestrian elements (including sidewalks, crosswalks, and corner areas) immediately adjacent to the project area and along corridors leading to subway stations and bus stops. As shown in **Figure H-4** and as described above, five sidewalks and one corner area have been selected for analysis as they are expected to exceed the 200 pedestrians per hour threshold in one or more peak hours. The following provides the detailed analysis.

At present, sidewalks are between 14 and 15 feet wide with obstructions such as tree pits and fire hydrants which narrow the sidewalk. The sidewalk along Gem Street is used for parking and loading in front of the Development Site; however, this activity would be eliminated as a consequence of the Proposed Development.

Existing Condition

Data on peak period pedestrian flow was collected along the elements listed previously for the weekday midday and PM peak periods on Wednesday, June 14th 2017 and Thursday, June 15th 2017. The pedestrian peak hours were determined to be 11:45 AM to 12:45 PM (weekday midday) and 5:30 to 6:30 PM (weekday PM). Pedestrian volumes in the area tend to be very low. This is due to the fact that the area around the Proposed Development is mostly industrial and contains many warehouses and distribution facilities.

Tables H-12 and H-13 show the existing hourly volumes, available pedestrian space, and LOS for sidewalks and corner areas respectively. As shown in **Tables H-12** and **H-13**, the sidewalks and corner areas operate at LOS A at both peak hours. As noted above, these levels of service reflect the generally low existing pedestrian volumes near the Development Site.

Table H-12:
Existing Sidewalk Levels of Service

No.	Location	Effective Width (feet)	Peak Hour Volumes MD	Peak Hour Volumes PM	Ped Space (sf/ped) MD	Ped Space (sf/ped) PM	Platoon Adjusted LOS MD	Platoon Adjusted LOS PM
S1	Franklin St between North 14th and North 15th Sts - East	7.0	37	47	2127.7	1981.7	A	A
S2	Franklin St between North 15th St and Messerole Ave - East	9.0	42	64	2545.7	1626.0	A	A
S3	Gem St between North 15th St and Messerole Ave - West	5.0	5	6	9979.2	5016.0	A	A
S4	Messerole Ave between Gem and Banker Sts - South	11.0	65	35	1125.8	1991.3	A	A
S5	North 15th St between Franklin and Gem Sts - North	4.5	11	58	4471.2	897.1	A	A

Notes:
MD - weekday 11:45-12:45 PM peak hour
PM - weekday 5:30-6:30 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.

Table H-13:
Existing Corner Area Levels of Service

No.	Intersection	Corner	Average Conditions MD SF/Ped	Average Conditions MD LOS	Average Conditions PM SF/Ped	Average Conditions PM LOS
C1	North 14th St @ Kent Ave/Franklin St	Northeast	2,856.5	A	1,981.7	A

Notes:
MD - weekday 11:45-12:45 PM peak hour
PM - weekday 5:30-6:30 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.

The Future Without the Proposed Development (No-Action Condition)

Estimates of peak hour pedestrian trips on the analyzed sidewalk in the No-Action condition were developed by applying a background growth rate of 0.5 percent per year from 2017 to 2021 as well as pedestrian demand for large known developments within a quarter-mile radius of the Proposed Development Site that are expected to be completed by 2021.

Tables H-14 and **H-15** shows the 2021 No-Action hourly volumes, available pedestrian space, and LOS for sidewalks and corner areas respectively. As shown in **Tables H-14** and **H-15**, the sidewalks would

operate at LOS B or better in both peak hours, and the corner area would continue to operate at LOS A in both peak hours.

Table H-14:
No-Action Sidewalk Levels of Service

No.	Location	Effective Width (feet)	Peak Hour Volumes		Ped Space (sf/ped)		Platoon Adjusted LOS	
			MD	PM	MD	PM	MD	PM
S1	Franklin St between North 14th and North 15th Sts - East	7.0	708	375	110.7	248.2	B	B
S2	Franklin St between North 15th St and Messerole Ave - East	9.0	713	393	149.6	264.6	B	B
S3	Gem St between North 15th St and Messerole Ave - West	5.0	5	6	9979.2	5016.0	A	A
S4	Messerole Ave between Gem and Banker Sts - South	11.0	66	35	1108.8	1991.3	A	A
S5	North 15th St between Franklin and Gem Sts - North	4.5	11	60	4471.2	867.2	A	A

Notes:
MD - weekday 11:45-12:45 PM peak hour
PM - weekday 5:30-6:30 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.

Table H-15:
No-Action Corner Area Levels of Service

No.	Intersection	Corner	Average Conditions			
			MD		PM	
			SF/Ped	LOS	SF/Ped	LOS
C1	North 14th St @ Kent Ave/Franklin St	Northeast	191.3	A	359.0	A

Notes:
MD - weekday 11:45-12:45 PM peak hour
PM - weekday 5:30-6:30 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.

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

The Proposed Development would generate new pedestrian demand on the analyzed sidewalk and corner area in 2019 (see **Figure H-4**). The sidewalks around the Development Site would be widened to create a 15-foot width in all locations. In general, pedestrian trips to and from the Proposed Development are expected to primarily be concentrated along pedestrian elements (sidewalks, crosswalks, and corner areas) in the immediate proximity of the Development Site.

Tables H-16 and **H-17** show the 2021 With-Action hourly volumes, available pedestrian space, and LOS for sidewalks and corner areas respectively. As shown in **Tables H-16** and **H-17**, under With-Action conditions, the sidewalks would operate at LOS C or better in both peak hours and the corner area would

continue to operate at LOS A in both peak hours, and therefore there would be no significant adverse impacts to any pedestrian element as a result of the Proposed Development.

Table H-16:
With-Action Sidewalk Levels of Service

No.	Location	Effective Width (feet)	Peak Hour Volumes MD	PM	Ped Space (sf/ped) MD	PM	Platoon Adjusted LOS MD	PM
S1	Franklin St between North 14th and North 15th Sts - East	7.0	921	518	84.8	179.5	C	B
S2	Franklin St between North 15th St and Messerole Ave - East	9.0	933	508	101.3	181.8	B	B
S3	Gem St between North 15th St and Messerole Ave - West	5.0	241	174	248.2	207.3	B	B
S4	Messerole Ave between Gem and Banker Sts - South	11.0	420	278	173.9	250.5	B	B
S5	North 15th St between Franklin and Gem Sts - North	4.5	357	294	198.7	255.4	B	B

Notes:
MD - weekday 11:45-12:45 PM peak hour
PM - weekday 5:30-6:30 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.

Table H-17:
With-Action Corner Area Levels of Service

No.	Intersection	Corner	Average Conditions MD SF/Ped	MD LOS	PM SF/Ped	PM LOS
C1	North 14th St @ Kent Ave/Franklin St	Northeast	144.8	A	250.5	A

Notes:
MD - weekday 11:45-12:45 PM peak hour
PM - weekday 5:30-6:30 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.

VII. PEDESTRIAN AND VEHICULAR SAFETY

Recent DOT Initiatives

Vison Zero Brooklyn Pedestrian Safety Action Plan
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 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. These plans pinpoint the conditions and characteristics of pedestrian fatalities and severe injuries; they also identify priority corridors, intersections, and areas that disproportionately account for pedestrian fatalities and

severe injuries, prioritizing them 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.

The *Vision Zero Brooklyn Pedestrian Safety Action Plan* was released in 2015. In proximity to the Project Area, no Priority Areas, Priority Corridors, or Priority Intersections were identified.

Safe Streets for Seniors

Safe Streets for Seniors is a pedestrian safety initiative for older New Yorkers. The program evaluates crash data, and then develops and implements mitigation measures to improve the safety of seniors and other pedestrians, as well as all road users in New York City. Under this program, DOT has identified Senior Pedestrian Focus Areas (SPFAs) throughout the city based on the density of senior pedestrian (age 65+) crashes resulting in fatalities or severe injuries in a five-year period, as well as variables such as senior trip generators, concentrations of senior centers, and senior housing locations. There are no SFPAs near the Development Site.

Study Area High Crash Locations

Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations with 48 or more total reportable and non-reportable crashes 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. For these locations, crash trends would 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. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic and pedestrian volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety should be identified and coordinated with DOT.

Crash data for intersections in the pedestrian study area were obtained from DOT for the three-year period between January 1st, 2014, and December 31st, 2016 (the most recent three-year period for which data are available). The data quantify the total number of reportable (involving a fatality, injury, or more than $1,000 in property damage) and non-reportable crashes as well as the total number of crashes involving injuries to pedestrians or bicyclists. During the three-year reporting period, there was a total of one crash that did not result in injuries to pedestrians or byclists at analyzed study area intersections. Based on this data, no further analysis is warranted.

IIX. PARKING

Existing Conditions

An inventory of existing parking regulations within a ¼-mile radius of the Development Site was compiled from field surveys and on-line sources. On-street public parking is generally governed by alternate-side-of-the-street regulations to facilitate street cleaning, with more restrictive regulations in place at locations where additional traffic flow capacity is needed, especially during the weekday AM and PM peak periods. Based on existing curbside parking regulations, and taking into account curb space obstructed by curb cuts, fire hydrants, and other impediments, there are a total of approximately 1,285 legal curbside parking spaces during the midday period within ¼-mile of the Development Site.

As shown in **Table H-18**, based on data collected during field surveys conducted in April 2018, on-street parking within the overall parking study area is approximately 98 percent utilized during the midday period.

Approximately 27 on-street parking spaces are currently available within the study area during the weekday midday peak period. It should be noted that there are no public off-street parking facilities within a ¼-mile radius of the Development Site.

Table H-18:
Existing Weekday Midday On-Street Parking Utilization in the Study Area

Legal Curbside Parking Spaces	Utilized Spaces	Estimated Utilization	Available Capacity
1,285	1,258	98%	27

The Future Without the Proposed Development (No-Action Condition)

By 2021, it is expected that parking demand in the vicinity of projected development sites will increase due to long-term background growth, as well as development that would occur pursuant to existing zoning. As shown in **Table H-19** below, after accounting for background growth, the demand for on-street parking within the overall ¼ mile study area is expected to increase to 1,277 spaces in the weekday midday period. Overall, **Table H-21** shows that in the future without the proposed actions, on-street parking within a ¼-mile of the Development Site is expected to be approximately 99 percent utilized in the weekday midday (versus 98 percent in the existing condition). Approximately eight on-street parking spaces would remain available within the overall study area during each of these periods, respectively, in the No-Action condition. It should be noted that parking demand from larger No-Action developments south of the project site was assumed to either be accommodated by their respective accessory parking garages or by several public off-street parking facilities, which are located just south of the Development Site's ¼-mile study area.

Table H-19:
No-Action Weekday Midday On-Street Parking Utilization in the Study Area

	Capacity	Demand	Estimated Utilization	Available Capacity
Existing	1,285	1,258	98%	27
No-Action	1,285	1,277	99%	8

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

On-Street Parking

As noted above, the Proposed Development would provide 36 parking spaces. As there is a mixture of commercial uses in the RWCDS, it is anticipated that there would be peak parking in the midday periods and there would be minimal demand overnight. **Tables H-20** and **H-21** show the hourly parking accumulation for a typical weekday and Saturday. The hourly temporal distributions for the office and retail uses were referenced from the *Domino Sugar Technical Memorandum, 2013*, the hourly temporal distribution for the light manufacturing space was referenced from surveys conducted at the Brooklyn Navy Yard, and the distribution for the restaurant space was referenced from the *East New York Rezoning FEIS*, *2013*. As shown in **Tables H-20** and **H-21**, the parking demand would peak at 97 vehicles, which corresponds to a shortfall of 61 spaces, between 2:00 and 3:00 PM on a weekday and would peak at 29 vehicles, between 1:00 and 2:00 PM on a Saturday.

Table H-20: Projected Weekday Hourly Parking Accumulation

	Local Retail			Office			Office Visitors			Light Manufacturing			Restaurant			
	10,000		gsf	109,521		gsf	109,521		gsf	23,547		gsf	6,831		gsf	
Time	In	Out	*Accumulation*	In	Out	*Accumulation*	In	Out	*Accumulation*	In	Out	*Accumulation*	In	Out	*Accumulation*	*Total Accumulation*
12-1 AM	0	0	***0***	2	2	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
1-2	0	0	***0***	1	1	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
2-3	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
3-4	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
4-5	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
5-6	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
6-7	0	0	***0***	3	0	*3*	0	0	*0*	1	0	*5*	0	0	*0*	***8***
7-8	0	0	***0***	11	1	*13*	1	0	*1*	6	1	*10*	0	0	*0*	***24***
8-9	0	0	***0***	21	2	*32*	2	0	*3*	15	1	*24*	1	0	*1*	***60***
9-10	1	1	***0***	11	3	*40*	1	0	*4*	7	2	*29*	1	0	*2*	***75***
10-11	1	1	***0***	6	4	*42*	0	0	*4*	2	2	*29*	2	1	*3*	***78***
11-12	1	1	***0***	4	4	*42*	0	1	*3*	2	3	*28*	3	1	*5*	***78***
12-1 PM	4	4	***0***	2	2	*42*	1	1	*3*	0	1	*27*	8	4	*9*	***81***
1-2	4	3	***1***	7	2	*47*	1	1	*3*	2	1	*28*	5	5	*9*	***88***
2-3	2	2	***1***	12	2	*57*	1	0	*4*	3	1	*30*	2	6	*5*	***97***
3-4	1	1	***1***	7	9	*55*	0	0	*4*	3	2	*31*	1	2	*4*	***95***
4-5	1	1	***1***	2	13	*44*	0	1	*3*	2	10	*23*	2	4	*2*	***73***
5-6	2	2	***1***	2	24	*22*	0	2	*1*	1	16	*8*	5	2	*5*	***37***
6-7	1	2	***0***	2	15	*9*	0	1	*0*	1	3	*6*	7	1	*11*	***26***
7-8	1	1	***0***	1	9	*1*	0	0	*0*	2	2	*6*	6	2	*15*	***22***
8-9	0	0	***0***	0	1	*0*	0	0	*0*	1	2	*5*	0	6	*9*	***14***
9-10	0	0	***0***	0	0	*0*	0	0	*0*	0	1	*4*	0	6	*3*	***7***
10-11	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	3	*0*	***4***
11-12	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
Total	19	19		94	94		7	7		48	48		43	43		

Table H-21: Projected Saturday Hourly Parking Accumulation

	Local Retail			Office Employees			Office Visitors			Light Manufacturing			Restaurant			
	10,000		gsf	109,521		gsf	109,521		gsf	23,547		gsf	6,831		gsf	
Time	In	Out	*Accumulation*	In	Out	*Accumulation*	In	Out	*Accumulation*	In	Out	*Accumulation*	In	Out	*Accumulation*	*Total Accumulation*
12-1 AM	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
1-2	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
2-3	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
3-4	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
4-5	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
5-6	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
6-7	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***4***
7-8	1	0	***1***	0	0	*0*	0	0	*0*	0	0	*4*	0	0	*0*	***5***
8-9	1	1	***1***	5	0	*5*	0	0	*0*	3	0	*7*	0	0	*0*	***13***
9-10	2	1	***2***	4	0	*9*	0	0	*0*	2	0	*9*	0	0	*0*	***20***
10-11	2	1	***3***	1	1	*9*	1	0	*1*	1	0	*10*	1	1	*0*	***23***
11-12	2	1	***4***	1	2	*8*	0	0	*1*	1	2	*9*	3	0	*3*	***25***
12-1 PM	1	1	***4***	2	2	*8*	0	0	*1*	2	3	*8*	2	2	*3*	***24***
1-2	2	2	***4***	4	2	*10*	1	1	*1*	3	2	*9*	5	3	*5*	***29***
2-3	2	3	***3***	3	1	*12*	0	0	*1*	1	1	*9*	2	5	*2*	***27***
3-4	2	3	***2***	0	2	*10*	0	0	*1*	1	0	*10*	1	3	*0*	***23***
4-5	2	3	***1***	0	3	*7*	0	0	*1*	0	2	*8*	2	2	*0*	***17***
5-6	2	2	***1***	0	5	*2*	0	1	*0*	1	4	*5*	4	2	*2*	***10***
6-7	2	2	***1***	0	2	*0*	0	0	*0*	0	1	*4*	5	3	*4*	***9***
7-8	1	1	***1***	0	0	*0*	0	0	*0*	0	0	*4*	4	2	*6*	***11***
8-9	1	1	***1***	0	0	*0*	0	0	*0*	0	0	*4*	3	5	*4*	***9***
9-10	0	1	***0***	0	0	*0*	0	0	*0*	0	0	*4*	2	4	*2*	***6***
10-11	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	1	2	*1*	***5***
11-12	0	0	***0***	0	0	*0*	0	0	*0*	0	0	*4*	0	1	*0*	***4***
Total	23	23		20	20		2	2		15	15		35	35		

After accounting for the excess new parking demand that could not be accomodated by the required accessory spaces, it is estimated that With-Action parking demand would total approximately 1,338 on street spaces in the weekday midday period, as shown in **Table H-22**. Utilization would increase from 99 percent of capacity in the No-Action condition to 104 percent with the proposed actions in the weekday midday period. There would be a deficit of approximately 53 on-street parking spaces within the overall study area in the weekday midday period. While some drivers destined for the ¼-mile parking study area would potentially have to travel a greater distance (e.g., between a ¼- and ½-mile) to find available parking, this shortfall would not be considered significant based on 2014 *CEQR Technical Manual* criteria due to the magnitude of available alternative modes of transportation.

Table H-22:
With-Action Weekday Midday On-Street Parking Utilization in the Study Area

	Capacity	Demand	Estimated Utilization	Available Capacity
Existing	1,285	1,258	98%	27
No-Action	1,285	1,277	99%	8
With-Action	1,285	1,338	104%	(-53)

Attachment I

Air Quality

I. INTRODUCTION

Proposed Action, which would facilitate the development of a seven-story light industrial and commercial office building comprising approximately 167,174 gross square feet (gsf) at 12 Franklin Street in Brooklyn (Block 2614 Lots 1, 3, and 8). The proposed building would be constructed on the block bounded by Franklin Street, Meserole Avenue, Gem Street, and North 15th Street in the Greenpoint neighborhood of Brooklyn (see **Figure A-1** in **Attachment A, "Project Description"**).

The proposed building, which would be approximately 117-feet tall with a bulkhead (extending to up to 142 feet), would include approximately 109,521 gross square feet (gsf) of commercial office use, 10,000 gsf of local retail use, 6,831 gsf of restaurant use, and approximately 23,547 gsf of light manufacturing uses. The industrial uses would be limited to the second floor and rooftop eating/drinking establishments may be provided on the 6th and 7th floors. The industrial uses would include (but not be limited to) small scale manufacturing, such as furniture, jewelry, or food manufacturers, and other industries consistent with existing trends in the surrounding area. The special permit required for this development incentivizes the construction of commercial and/or manufacturing buildings that allocate a portion of their floor area to certain light industrial uses.

The presence of industrial uses within the predominantly commercial building would require the consideration of portions of the proposed building as industrial sources with toxic pollutant releases, and a toxic air pollutant analysis is therefore warranted. The number and types of light manufacturing/industrial uses that would operate within the building are not currently known, and these uses could vary to accommodate current and future market demand. These uses could include, but are not limited to, the following operations: assembly, disassembly, fabricating, finishing, packaging, repairing or processing of materials, jewelry manufacturing, cleaning and polishing, baking operations, printing, plating, commercial laundry, building maintenance shops, metal work, and woodworking. The emissions from these operations would be exhausted through a roof-top stack.

This project is nearly identical to 25 Kent Avenue in Brooklyn, where the proposed commercial building also contained space specifically designed to accommodate future light industrial uses, and for which an Environmental Assessment Statement (EAS) was recently certified under New York City Environmental Quality Review (*CEQR*) guidelines. Based on research and data collected from numerous New York City Department of Environmental Protection (NYCDEP) permits, a number of typical light industrial uses were identified and used in the analysis for the previous EAS.

Due to the similarity of this project to the 25 Kent Avenue project, the same approach for analysis of the potential air quality impacts of industrial uses located within the proposed building was utilized for this proposed project – along with types of facilities that were presented in the 25 Kent Avenue EAS. In addition, information on the potential impacts of the woodworking facilities that could operate within the proposed building was obtained from the "Potential Air Quality Impacts of Existing Industrial Source Emissions on the Proposed Academic School in Building 77 of the Brooklyn Navy Yard," which was recently approved by NYCDEP in conjunction with the Brooklyn Navy Yard EAS.

The types of manufacturing operations described above could emit toxic air pollutants into the atmosphere and potentially impact the building's own sensitive receptors (such as operable office windows, outdoor/rooftop eating establishments, etc.) as well as nearby existing land uses. While some of the operations undertaken by likely building tenants are not likely to be associated with any measurable amount

of emissions, others, such as jewelry manufacturing, digital printing, baking operations, and woodworking, can be a source of air toxic emissions.

II. EMISSIONS AND ANALYSES

In accordance with *CEQR* Technical Manual (*CEQR TM*) guidance, analyses were conducted to conservatively assess whether the potential impacts of toxic air emissions associated with emissions from the proposed building's manufacturing/industrial uses on the building's own sensitive receptors or nearby existing sensitive land uses would be significant.

Selected Light Industrial Uses

Because neither the number or types of manufacturing operations uses are currently known (and these operations could change to accommodate future market demand), the light industries and manufacturing uses that would likely be accommodated within the proposed building were selected based on the allowable zoning and on similar activities identified in the 25 Kent Avenue EAS. In addition, woodworking facilities, which were not included in the list of potential industries in the 25 Kent Avenue EAS because of potential significant impacts associated with particulate emissions on nearby taller buildings, were added to the types of light industries that could be accommodated within the proposed commercial/industrial building as there are no nearby taller buildings (see below).

The complete list of applicable industries considered for the proposed building is as follows:

- Jewelry manufacturing (including gold precipitation), cleaning, polishing and plating;
- Digital printing, photocopying, and commercial art and graphic design;
- Baking bread and cookies/pastries, and
- Woodworking operations.

To conservatively estimate the potential air quality impacts from the toxic air emissions of these types of operations, a reasonable worst-case scenario was developed that assumed that these light industries would operate simultaneously within the proposed building. This assumes that one entire floor would be dedicated to industrial uses, with the balance of the industrial uses on another floor. This also reflects the special requirement that a minimum of 5,000 gsf of contiguous area must be provided if industrial uses are to be accommodated. Based on the preliminary design of the proposed building, the designated area for the industrial uses would be more than 20,000 gsf.

Emission Data

As mentioned above, data on the types of the light industrial uses and associated pollutant emission rates with the ten (10) selected industrial facilities were obtained from the 25 Kent Avenue EAS. These data were collected from a review of numerous NYCDEP permits and contained more than thirty (30) individual pollutants of different toxicities from these industrial operations. Additional data for woodworking facilities were collected from the recently DEP-approved Brooklyn Navy Yard EAS.

III. HEALTH RISK ASSESSMENT METHODOLOGY

Toxic air pollutants can be grouped into two categories: carcinogenic air pollutants, and non-carcinogenic air pollutants. These include hundreds of pollutants, ranging from high to low toxicity. While no federal standards have been promulgated for toxic air pollutants, the Division of Air Recourses (DAR) of the New York State Department of Environmental Conservation (NYSDEC) have issued guidance (DAR-1) that outlines the procedure for evaluating the emissions of the criteria and non-criteria (toxic) pollutants from process operations in the New York State. DAR-1 has established acceptable ambient levels for these pollutants based on human exposure criteria.

In order to evaluate short-term and annual impacts of non-carcinogenic toxic air pollutants, the DAR-1 has established short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) for exposure limits. These are maximum allowable 1-hour and annual guideline concentrations, respectively, that are considered acceptable concentrations below which there should be no adverse health effects.

Based on SGCs and AGCs, NYSDEC has developed methodologies that can be used to estimate the potential impacts of air toxic pollutants from single or multiple emission sources. If the concentration of any pollutant exceeds its applicable guideline value (either SGC or AGC), a more detailed analysis would be required. Otherwise, no further analysis is warranted.

For assessing of the carcinogenic pollutants, unit risk factors (based on the toxicity of each pollutant) are used. The NYSDEC (as the EPA) does not consider an overall incremental cancer risk from a proposed action of less than one-in-one million to be significant. If the total incremental cancer risk of the individual or combined carcinogenic pollutants is less than one-in-a million, no significant air quality impacts are predicted to occur due to these pollutant releases. Because DAR-1 annual guideline concentrations for carcinogenic pollutants (AGC) are compiled on one-per-million base, the unit risk factors are already incorporated in these values and annual concentration could be compared directly to the AGC value.

IV. INDUSTRIAL FACILITIES AND POLLUTANTS CONSIDERED

Toxic Pollutants

Two factors are critical in estimating the potential impacts of the air toxic emissions -- pollutant toxicities and quantities emitted. Even with the potential release of highly toxic pollutants from the operations of jewelry manufacturing and printing/plating, significant impacts may not occur if pollutants are emitted in small quantities.

Emissions from the selected manufacturing operations included both carcinogenic and non-carcinogenic pollutants (see **Table I-1**) -- with a total of thirty (30) pollutants. The most toxic non-carcinogenic pollutants (i.e., those with the strictest guideline values) are lead oxide (AGC=0.044 ug/m^3), hydrogen cyanide (AGC=1 ug/m^3), sulfuric acid (AGC=1 ug/m^3), zinc chloride (AGC=2 ug/m^3), copper cyanide (AGC=3.5 ug/m^3), sodium cyanide (AGC=4 ug/m^3), and zinc oxide (AGC=4.8 ug/m^3). For carcinogens, the most toxic pollutant is tetrachloroethylene (**Table I-2**).

Criteria Pollutants

The current (August 2016) edition of the DAR-1 separates criteria pollutants (i.e., pollutants for which national ambient air quality standards NAAQS have been established, particularly particulate matter smaller than 2.5 microns ($PM_{2.5}$), from the list of toxic pollutants even though criteria pollutants are also toxic based on health implications. This edition no longer includes short-term (1-hour SGC) and annual (AGC) guideline values for $PM_{2.5}$ but uses the federal standards for this pollutant (e.g., NAAQS). As per the DAR-1 guidance, federal standards for $PM_{2.5}$ are not SGC or AGC and are only included in the DAR-1 to facilitate screening or regulatory analysis.

Following this revision of DAR-1, if a $PM_{2.5}$ analysis from industrial sources is required, the 24-hour NAAQS of 35 ug/m^3 and the annual standard of 12 ug/m^3 have to be applied. Because the NAAQS as well as the *CEQR* significant impact criteria established for $PM_{2.5}$ are based on a 24-hour and annual averaging time periods, the analysis of $PM_{2.5}$ requires use of the AERMOD dispersion model, which contains a special procedure for this type of analysis.

Particulate Emissions from Selected Industrial Operations

Of all the toxic pollutants associated with the selected industrial operations, the most significant impacts could be linked to $PM_{2.5}$ (even though it is a criteria pollutant) because $PM_{2.5}$ is emitted from almost all of the industrial uses under consideration (jewelry cleaning, commercial art and graphics, gold precipitation,

printing, and baking operations), and its cumulative effect could be more significant than the impact from each individual source. In addition, $PM_{2.5}$ has strict guideline values established by the *CEQR*. All these factors together could make $PM_{2.5}$ a critical pollutant even for industrial source toxic pollutant analysis.

From the selected industries, baking and woodworking operations emit substantial amounts of $PM_{2.5}$ associated with the combustion of large quantities of natural gas or directly from the industrial processes. Particulate emissions for woodworking operations were obtained from the Brooklyn Navy Yard Report (see above) where data were collected from several permits associated with woodworking operations, including sanding, polishing, cutting, etc. (see Permits PB016507J, PB016707X, PB016807Y, PA013576, PA024997, PB048905, and PB076103), which are considered as representative of woodworking operations.

Particulate emissions from woodworking operations are a mixture of $PM_{10}/PM_{2.5}$ fractions. According to EPA data, the percentage of $PM_{2.5}$ in the total mass of particulate matter from woodworking operations is approximately 30 percent. However, for the conservative purpose of this analysis, particulate emissions associated with woodworking operations as well as with the other industrial uses considered (jewelry manufacturing, digital printing) were conservatively assumed to be 100 percent $PM_{2.5}$.

CEQR Significant Impact Criteria for $PM_{2.5}$

The $PM_{2.5}$ significant impact criteria (based on project-related concentration increments) were developed by NYCDEP to determine whether potential adverse $PM_{2.5}$ impacts would be significant. If the estimated impacts of a proposed project are less than these increments, the impacts are not considered to be significant. *CEQR TM* guidance includes the following criteria for evaluating significant adverse $PM_{2.5}$ incremental impacts:

> *Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour $PM_{2.5}$ background concentration and the 24-hour standard.*

The 24-hour $PM_{2.5}$ background concentration of 19.6 ug/m^3 was obtained from Brooklyn JHS-126 monitoring station as the average of the 98th percentile for the latest 3 years of available monitoring data collected by the NYSDEC for 2015-2017. As the applicable background value is 19.6 ug/m^3, half of the difference between the 24-hour $PM_{2.5}$ NAAQS and this background value is 7.7 ug/m^3. As such, significant impact criteria of 7.7 ug/m^3 has to be used for determining whether the potential 24-hour $PM_{2.5}$ impacts of the proposed development are considered to be significant.

For annual average adverse $PM_{2.5}$ incremental impact, according to *CEQR* guidance:

> *<u>Predicted annual average</u> $PM_{2.5}$ concentration increments greater than 0.3 ug/m^3 at any receptor location for stationary sources.*

The annual PM2.5 background concentration for the latest 3 years of monitoring data from Brooklyn JHS-126 for 2014-2016 is 8.6 ug/m3. The 24-hour and annual significant impact criteria were used to evaluate the significance of predicted $PM_{2.5}$ impacts from selected manufacturing/industrial uses.

NO_2 Analysis

Based on the August 2016 DAR-1 revision, in order to estimate 1-hour and annual NO_2 concentrations from the industrial sources, the 1-hour and annual federal standards (NAAQS) for NO_2 of 188 ug/m^3 and 100 ug/m3, respectively, have to be used.

Nitrogen oxide (NOx) emissions gradually converted to NO_2 in the atmosphere in the presence of ozone and sunlight. The 1-hour NO_2 NAAQS standard of 0.100 ppm (188 ug/m^3) is the 3-year average of the 98th percentile of daily maximum 1-hour average concentrations in a year. For determining compliance with this standard, the EPA has developed a modeling approach for estimating 1-hour NO_2 concentrations that is comprised of 3 tiers: Tier 1, the most conservative approach, assumes a full (100 percent) conversion of NOx to NO_2; Tier 2 applies a conservative ambient NOx/NO_2 ratio of 80 percent to the NOx estimated

concentrations; and Tier 3, which is the most precise approach, employs AERMOD's Plume Volume Molar Ratio Method (PVMRM) module. The PVMRM accounts for the chemical transformation of NO emitted from the stack to NO_2 within the source plume using hourly ozone background concentrations. If Tier 3 is utilized, AERMOD generates 8th highest daily maximum 1-hour NO_2 concentrations or total 1-hour NO_2 concentrations if hourly NO_2 background concentrations are added within the model, and averages these values over the numbers of the years modeled. Total estimated can be directly compared with the 1-hour NO_2 NAAQS standard. If Tier 1 is used, the background concentration should be added to the 1-hour estimated concentration and total 1-hr NO2 concentration is compared to the 1-hr NO_2 NAAQS.

Based on NYCDCP guidance, Tier 1, as the most conservative approach, should initially be applied as a preliminary screening tool to determine whether a violation of the NAAQS is likely to occur. If exceedances of the 1-hour NO_2 NAAQS were estimated, the less conservative Tier 3 approach should be applied.

The annual NO_2 standard is 0.053 parts per million (ppm or 100 ug/m^3). In order to conservatively estimate annual NO_2 impacts, a NO_2 to NOx ratio of 0.75 percent, which is recommended by the NYCDEP for an annual NO_2 analysis, has to be applied.

V. DISPERSION ANALYSIS

As a first step in toxic air analysis, *CEQR* recommends conducting a screening analysis using the pre-tabulated values from *CEQR* Table 17-3, which are based on a generic emission rate of 1 gram per second. However, because an E-designation for the stack location for the industrial emissions will be imposed on the project, such a designation could only be based on a detailed dispersion analysis, which would determine, with the necessary precision, the acceptable location(s) of the toxic pollutant exhaust (with the corresponding UTM coordinates). Therefore, detailed toxic pollutant dispersion analyses, using the EPA AERMOD model, of the emissions from the selected industrial uses was conducted.

AERMOD was run using generic rate of 1 gram per second and predicted 1-hour and annual concentrations for 1 g/sec were multiplied by the actual emission rate of each toxic pollutant to arrive at the actual 1-hour and annual pollutant concentrations.

The latest version of EPA's AERMOD dispersion model 8.1 (EPA version18081) was used for this analysis. In accordance with CEQR guidance, analysis was conducted assuming stack tip downwash, urban dispersion surface roughness length, elimination of calms, with and without the downwash effect. AERMOD's Building Profile Input Program (BPIP) algorithm was utilized to account for downwash effect and both results are reported. The building's two bulkheads were included in the downwash calculations.

Meteorological Data

All analyses were conducted using the latest five consecutive years of meteorological data (2012-2016). Surface data was obtained from La Guardia Airport and upper air data was obtained from Brookhaven station, New York. The data were processed by Trinity Consultants, Inc. using the current EPA AERMET and EPA procedures. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period. Five years of meteorological data were concatenated into single multiyear file to conduct 24-hour/annual $PM_{2.5}$ as well as 1-hour NO_2 analyses.

Background Concentrations

Because the nearest monitoring station at Brooklyn JHS-126 does not collect hourly ozone or NO_2 background data, hourly NO_2 and hourly ozone background concentrations were developed from monitoring data collected by the NYSDEC at the Queens College monitoring station for the 5 consecutive years (2012-2016), and compiled into AERMOD's hourly emission (NO_2) and concentration (ozone) data format for use with the Tier 3 NO_2 analysis, if warranted.

The maximum 1-hour NO_2 background concentration is 59.7 ppb or 112.2 ug/m^3, which is the 3-year

average of the 98th percentile of daily maximum 1-hour concentrations for 2015-2017, and the annual NO_2 background concentration is 16.07 ppb or 30.3 ug/m^3, which is the maximum annual average for latest 3 years from the Queens College monitoring station for 2015 through 2017.

Stack Location

The proposed building has two bulkheads -- at 105 feet and 135 feet above the ground (see **Figures I-1** and **I-2**). Based on building's roof design, the stack was assumed to be located 3 feet above the top of the 135-foot tall bulkhead -- at 138 feet above the ground. With this stack location, there would be significant separation between stack height (even without plume rise) and receptors on building. Without downwash effects, the highest impacts are likely to occur on the upper floor and with downwash effects, the highest impacts are likely to occur downwind of the building.

If no significant impacts are predicted at this stack height, the stack could be located anywhere within the bulkhead area.

Receptors Considered

A review of existing land uses shows that there are no existing buildings within 400 feet of the proposed building that is taller than the proposed development that could be potentially impacted by the toxic emissions and, as such, no project-on-existing analysis is warranted. Therefore, the potential impacts could only occur on the building's own receptors -- the future rooftop restaurant at 7th floor (90 feet above grade), eating establishments and office on the 6th floor (75 feet above grade), and the buildings operable windows on all levels.

Receptors were placed on all these levels around the perimeter of the proposed building within the building starting at the ground floor and extending up to the roof level, in 10-feet increments (see **Figure I-3**). Receptors were also placed on the open areas of the 6th and 7th rooftop establishments, and on the 6th floor office windows. More than 1,000 receptors were placed on building to assure that the maximum impacts, wherever they occur, are estimated.

VI. RESULTS

Based on AERMOD-predicted hourly and annual maximum generic concentrations for a 1 g/sec emission rate, actual concentrations for each toxic pollutant were estimated and compared to the applicable DAR-1 guideline values (**Tables I-1** and **I-2**). Results for $PM_{2.5}$, in comparison with *CEQR* significant impact criteria and the NAAQS (as well as NO_2), are provided in **Tables I-3** and **I-4**.

Toxic Pollutants

The highest 1-hour and annual concentrations for a 1 g/sec emission rate of 1066.7 ug/m^3 and 69.8 ug/m^3, respectively, occurs with downwash. Results without downwash 375.1 ug/m^3 and 2.5 ug/m^3 are significantly lower. Results with and without downwash are so different because the presence of the building itself affects plume rise, and initial plume dispersion forces pollutants to the ground instead of allowing them to rise freely within the atmosphere, resulting in higher concentrations with downwash. With the downwash effects enabled, estimated 1-hour concentrations are more than two times higher than without downwash while annual concentration is significantly higher. However, all estimated maximum 1-hour and annual concentrations are significantly lower than the applicable guideline values.

Figure I-1:
3 Dimensional View of the Proposed Building

Illustrative view of the Proposed Development, facing southwest

Source: **fx**collaborative Architects, LLP

Figure I-2:
Exhaust Stack Location on 135 feet tall Bulkhead

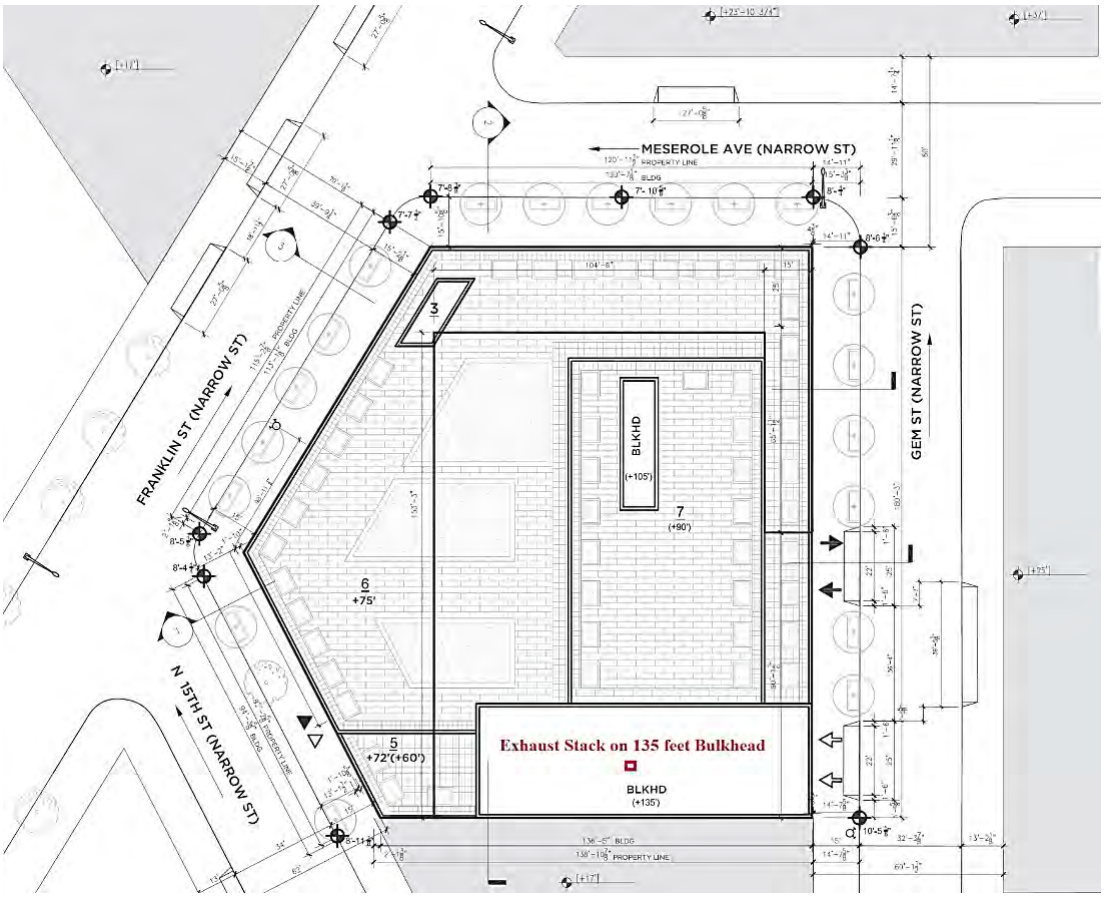


Figure I-3:
Receptors on Proposed Building

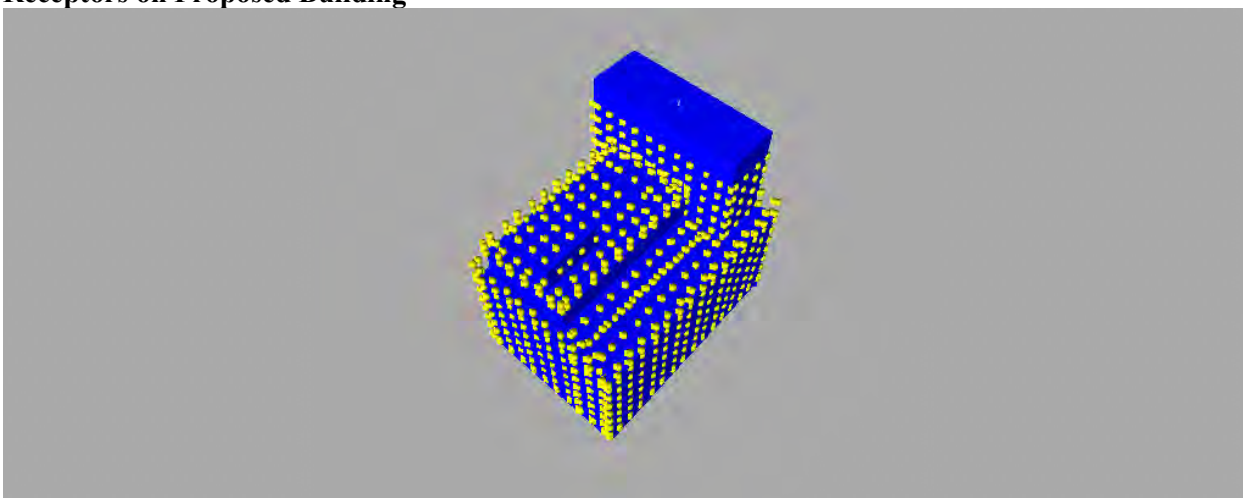
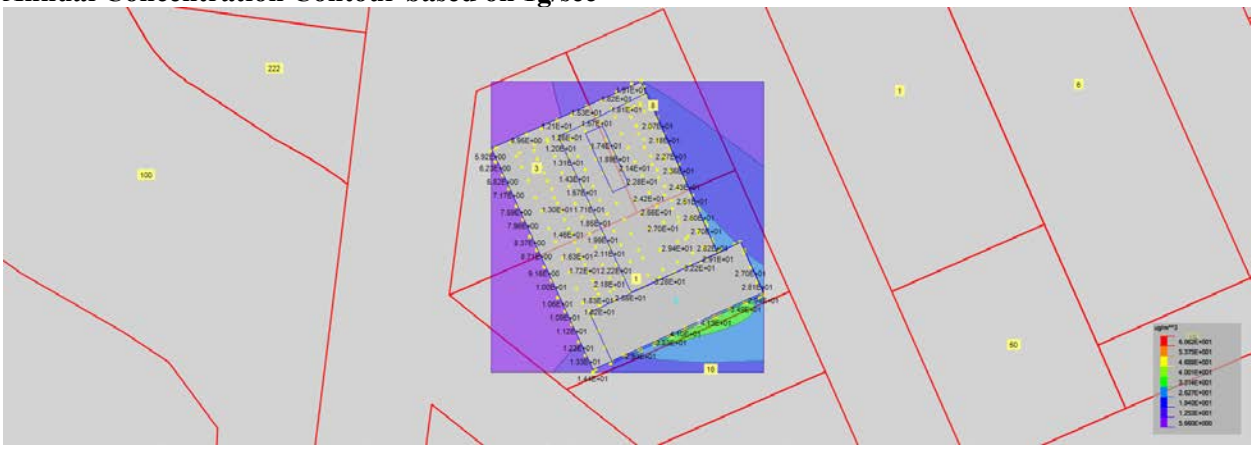


Figure I-4:
Proposed Building in Google Coordinates

Generic concentrations were converted to actual concentrations, which were then compared to the applicable DAR-1 guideline values for each pollutant. As shown, the resulting hourly and annual concentrations are relatively low and substantially less than the applicable DAR-1 guideline values for each pollutant (**Table I-1** and **I-2**). Contours of 1-hour and annual concentrations based on a 1g/sec emission rate are provided on **Figures I-5** and **I-6**.

Figure I-5:
1-hour Concentration Contour based on 1g/sec

Figure I-6:
Annual Concentration Contour based on 1g/sec



The results of the dispersion analysis of toxic pollutant emissions from the possible industrial uses that may be in the proposed building are as follows:

- At the selected stack location on the highest-tier bulkhead, both short-term and annual concentrations for each individual toxic pollutant and cumulatively for identical contaminants are all less than the applicable DAR-1 guideline values (either SGC or AGC); and
- The predicted cancer risks from individual or combined toxic contaminants are less than one-per-million cancer threshold.

The E-designation that should be imposed on the proposed development will ensure that stack is located on the highest-tier bulkhead of the proposed building.

Table I-1: Industrial Uses, Emission Rates, and Estimated Short-Term (1-hour) and Annual Pollutant Concentrations

Type of Operations	CAS Number	Pollutant Name	Emission Rates				Estimated 1-hr Conc.	DAR-1 SGC	Exceed SGC	Estimated Annual Conc.	DAR-1 AGC	Exceed AGC
			Hourly	Annual	Hourly	Annual						
			lb/hr	lb/year	g/sec	g/sec	ug/m^3	ug/m^3	Yes/No	ug/m^3	ug/m^3	Yes/No
Commercial Art & Woodworking	00067-63-0	Isopropyl Alcohol	2.48	446	0.31244	0.00641	333.3	98,000	No	0.4478	7,000	No
	00067-64-1	Acetone	4.5	810	0.56693	0.01165	604.7	180,000	No	0.8133	30,000	No
	00071-55-6	Methyl Chloroform	4.8	864	0.60472	0.01243	645.1	9,000	No	0.8676	5,000	No
	00123-86-4	Butyl Acetate	1.8	324	0.22677	0.00466	241.9	95,000	No	0.3253	17,000	No
Jewelry Manufacturing	07646-85-7	Zinc Chloride	0.001	2	0.00013	0.00003	0.13	200	No	0.0020	2.4	No
	07439-92-1	Lead Oxide	0.001	2	0.00013	0.00003	0.13	-	-	0.0020	0.044	No
Jewelry Plating	00143-33-9	Sodium Cyanide	0.001	1.6	0.00013	0.00002	0.13	380	No	0.0016	3.5	No
	00544-92-3	Copper Cyanide	0.001	1.6	0.00013	0.00002	0.13	380	No	0.0016	3.5	No
Jewelry Cleaning	00143-33-9	Sodium Cyanide	0.002	0.5	0.00025	0.00001	0.27	380	No	0.0005	3.5	No
	00074-90-8	Hydrogen Cyanide	0.002	0.5	0.00025	0.00001	0.27	520	No	0.0005	0.8	No
	07664-41-7	Ammonia	0.001	0.002	0.00013	0.00000	0.13	2,400	No	0.0000	100	No
Printing	00108-88-3	Toluene	2.12	4.23	0.26708	0.00006	284.9	37,000	No	0.0042	5,000	No
	01330-20-7	Xylene, M,O&P Mixt	0.06	110	0.00756	0.00158	8.06	22,000	No	0.1105	100	No
	00111-76-2	Butoxyethanol, 2-	0.07	147	0.00882	0.00211	9.41	14,000	No	0.1476	1,600	No
Printing	08032-32-4	VM&P Naphtha	0.004	7.97	0.00050	0.00011	0.54	-	-	0.0080	900	No
	00111-76-2	Butoxyethanol, 2-	0.042	84.04	0.00529	0.00121	5.64	14,000	No	0.0844	1,600	No
	00056-81-5	Glycerin	0.011	22.41	0.00139	0.00032	1.48	-	-	0.0225	240	No
	07429-90-5	Aluminum	0.003	34	0.00038	0.00049	0.40	-	-	0.0341	2.4	No
	01309-37-1	Iron	0.002	25.5	0.00025	0.00037	0.27	-	-	0.0256	12	No
	07440-50-8	Copper	0.001	3.6	0.00013	0.00005	0.13	-	-	0.0036	490	No
	07440-66-6	Zinc	0.001	0.27	0.00013	0.00000	0.13	-	-	0.0003	45	No
Commercial Art & Graphic Design	00111-76-2	Butoxyethanol, 2-	0.231	480	0.02910	0.00690	31.0	14,000	No	0.4820	1,600	No
	00067-63-0	Isopropyl Alcohol	0.032	668	0.00403	0.00961	4.30	98,000	No	0.6708	7,000	No
	00141-78-6	Ethyl Acetate	0.05	104	0.00630	0.00150	6.72	-	-	0.1044	3,400	No
	00108-88-3	Toluene	0.444	888	0.05594	0.01277	59.7	37,000	No	0.8917	5,000	No
	00067-64-1	Acetone	0.034	71	0.00428	0.00102	4.57	180,000	No	0.0713	30,000	No
	00084-74-2	Dibutyl Phthalate	0.02	62	0.00252	0.00089	2.69	-	-	0.0623	12	No
	00123-86-4	Butyl Acetate	0.3	624	0.03780	0.00897	40.3	95,000	No	0.6266	17,000	No
	00141-78-6	Ethyl Acetate	0.05	104	0.00630	0.00150	6.72	-	-	0.1044	3,400	No
Gold Precipitation	00143-33-9	Sodium Cyanide	0.001	2	0.00013	0.00003	0.13	380	No	0.0020	3.5	No
	01309-60-0	Lead Oxide	0.09	18	0.01134	0.00026	12.09	-	-	0.0181	0.044	No
	07697-37-2	Nitric Acid	0.033	64.3	0.00416	0.00092	4.43	86	No	0.0645	12	No
	07647-01-0	Hydrogen Chloride	0.002	2.25	0.00025	0.00003	0.27	2,100	No	0.0023	20	No

Table I-1 Continued

Type of Operations	CAS Number	Pollutant Name	Emission Rates				Estimated 1-hr Conc.	DAR-1 SGC	Exceed SGC	Estimated Annual Conc.	DAR-1 AGC	Exceed AGC
			Hourly	Annual	Hourly	Annual						
			lb/hr	lb/year	g/sec	g/sec	ug/m^3	ug/m^3	Yes/No	ug/m^3	ug/m^3	Yes/No
Baking of Cookies	00630-08-0	Carbon Monoxide	0.001	1.92	0.0001	0.00003	0.13	40,000	No	0.0019	-	-
	00064-17-5	Ethanol	3.750	885	0.4724	0.01273	503.9	-	-	0.8887	45,000	No
Baking of Pastries/Bread	00630-08-0	Carbon Monoxide	0.001	1.9	0.0001	0.00003	0.13	40,000	No	0.0019	-	-
	00064-17-5	Ethanol	3.750	885	0.4724	0.01273	503.9	-	-	0.8887	45,000	No

Lead Oxide, VM&P Naphtha, glycerin, aluminum, iron, copper, zinc, ethyl acetate, dibutyl phthalate, and ethanol have no SGC values, and carbon monoxide has no AGC value.

Table I-2:
Cancer Risk Estimate

Pollutant	Emission Rate		Estimated Annual Conc.	DAR-1 AGC	Estimated Cancer Risk	Cancer Risk Threshold	Exceed Yes/No
	lb/year	g/sec	ug/m^3	ug/m^3			
Dichloromethane	413	5.94E-03	4.15E-01	6.00E+01	6.91E-09	1.0E-06	No
Tetrachloroethylene	24.9	3.58E-04	2.50E-02	4.00E+00	6.25E-09		No

$PM_{2.5}$

The total 1-hour/annual $PM_{2.5}$ emission rates from selected industrial uses provided in **Table I-3** were used to model $PM_{2.5}$ emissions to estimate cumulative 24-hour and annual impacts. It was assumed that industrial uses would operate 12 hours a day for 365 days per year. Results were compared to the CEQR significant impact criteria and respective NAAQS.

Table I-3:
Cumulative 24-Hour/Annual $PM_{2.5}$ Impacts from Industrial Uses Emissions

No.	Type of Operations	$PM_{2.5}$ Emission Rates				Estimated Cumulative Impact		Estimated Cumulative Conc. (1,2)		Exceed CEQR (3)/NAAQS
		Hourly	Annual	Hourly	Annual	24-hr	Annual	24-hr	Annual	
		lb/hr	lb/year	g/sec	g/sec	ug/m^3	ug/m^3	ug/m^3	ug/m^3	
1	Jewelry Cleaning	0.001	0.002	0.00013	0.00000	2.31	0.11	21.7	8.3	No
2	Commercial Art &Graphics	0.068	26.0	0.00857	0.00037					
3	Gold Precipitation	0.001	0.25	0.00013	0.00000					
4	Baking of Cookies	0.011	21.1	0.0014	0.00030					
5	Baking of Pastries/Bread	0.008	15.4	0.0010	0.00022					
6	Heritage Woodshop	0.001	0.16	0.00013	0.00000					
7	Lico Contracting Inc	0.01	16.0	0.00126	0.00023					
8	Keystone Electronic Co	0.001	1.6	0.00013	0.00002					
9	Innova Interiors Inc	0.001	1.6	0.00013	0.00002					
10	Craft Custom Furniture	0.02	32	0.00025	0.00046					
	Total Emission Rate			**0.01313**	**0.00162**					

(1) Includes 24-hr and annual $PM_{2.5}$ background values of 19.6 ug/m^3 and 8.2 ug/m^3, respectively
(2) The highest value of estimated 24-hr $PM_{2.5}$ concentration of 2.31 ug/m^3 was used for comparison with CEQR significant impact criteria and the 5-year average value of 2.14 ug/m^3 was used for comparison with NAAQS
(3) CEQR significant impact criteria based on current background is 7.7 ug/m^3

The results of the dispersion analysis of the $PM_{2.5}$ are as follows:

- Cumulative 24-hour $PM_{2.5}$ impact of the combined emissions from selected industrial uses is less than CEQR significant impact criteria of 7.7 ug/m^3 and total cumulative concentration is less than the NAAQS of 35 ug/m^3; and
- Cumulative annual $PM_{2.5}$ impact of the combined emissions from selected industrial uses is less than the CEQR significant impact criteria of 0.3 ug/m^3 and total cumulative concentration is less than NAAQS of 12 ug/m^3.

As result, no significant air quality impacts from the $PM_{2.5}$ emissions associated with the current or future industrial uses within the proposed commercial building would occur.

NO_2

NO_2 emissions from all industrial uses (a total of three facilities) were modeled in one modeling run to estimate cumulative 1-hour NO_2 concentration assuming that these uses would operate 12 hours a day. Results were compared to the 1-hr NO_2 NAAQS. A Tier 1 conservative analysis was enough to demonstrate compliance with 1-hr NO_2 NAAQS of 188 ug/m^3. The total 1-hr NO_2 concentration of 122 ug/m^3 (impact 9.76 ug/m^3 and background value of 112.2 ug/m^3) is less than the 1-hr NO_2 NAAQS of 188 ug/m^3.

The total annual NO_2 concentration (with added background concentration of 30.3 ug/m^3) is also less than the annual NO_2 NAAQS of 100 ug/m^3.

Table I-4:
Cumulative 1-Hour NO_2 Concentration from Industrial Uses Emissions

No.	Type of Operations	Emission Rate				Estimated Cumulative Concentration	1-hr NO_2 NAAQS	Exceed Yes/No
		Hourly	Annual	Hourly	Annual	1-hr		
		lb/hr	lb/year	g/sec	g/sec	ug/m^3	ug/m^3	ug/m^3
1	Gold Precipitation	0.019	372	0.0024	0.0054	122	188	No
2	Baking of Cookies	0.070	134	0.0088	0.0019			
3	Baking of Pastries/Bread	0.046	88.3	0.0058	0.0013			

(1) Includes 1-hr NO_2 background values of 112.2 ug/m^3 and impact of 9.76 ug/m^3

The results of the dispersion analysis of the NO_2 are as follows:

- Cumulative 1-hour NO_2 concentration of the combined emissions from selected industrial uses is less than the 1-hr NAAQS of 188 ug/m^3; and
- Cumulative annual NO_2 concentration of the combined emissions from selected industrial uses is less than the annual NAAQS of 100 ug/m^3.

As result, no significant air quality impacts from the NO_2 emissions associated with the current or future industrial uses within the proposed building would occur.

VII. (E) DESIGNATION

Based on the results of this analysis, the following (E) Designation (E-483) would be required for the proposed commercial and manufacturing/industrial building at 12 Franklin Street:

> **Any new commercial development on Block 2614, Lots 1, 3, and 8, to preclude the potential for significant adverse air quality impacts from any Industrial/Manufacturing Uses developed pursuant to Section 74-962 of the Zoning Resolution of the City of New York, must locate the emission stack for toxic releases on or within the highest-tier bulkhead at, at least, 138 feet above grade. Fossil fuel-fired heating and hot water exhaust stacks must be located at least 138 feet above grade. Adherence to these conditions would avoid any potential significant adverse air quality impacts.**

VIII. CONCLUSION

The result of the dispersion analysis of the toxic emissions from the internal industrial/manufacturing uses is that the potential impacts of the air toxics emissions would not be significant with the exhaust stack located at the highest-tier bulkhead of the building. With the applicable (E) Designation in place, no significant adverse impacts are anticipated as a result of the proposed project.

Based on these results, industrial facilities that could be accommodated within the designated area for proposed commercial/manufacturing building are, as following:

- Jewelry manufacturing (including gold precipitation), cleaning, polishing and plating;
- Digital printing, photocopying, and commercial art and graphic design;

- Baking bread and cookies/pastries, and
- Woodworking operations.

The other types of industrial operations that could be accommodated in the future without causing exceedances of applicable standards/guideline are:

- Carpentry design, fabrication, wood refinishing and restoration, included wood painting using water-based paints;
- Food distribution/packaging/warehousing;
- Wholesale food/products distribution;
- Assembly, disassembly, fabricating, finishing or packaging materials, and
- Storage facilities.

Attachment J

Noise

I. INTRODUCTION

The Applicant is seeking three discretionary actions in order to facilitate the redevelopment of 12 Franklin Street (Block 2614, Lots 1, 3, and 8) in the Greenpoint neighborhood of Brooklyn Community District 1 with a new primarily commercial office building (the Proposed Development). The balance of Block 2614, while it would not be redeveloped as a consequence of this project, would be mapped as an Industrial Business Incentive Area (IBIA) as a consequence of the proposed actions (together with the Proposed Development, the "Project Area").

As discussed in **Attachment A, "Project Description,"** the Proposed Development would consist of seven stories and would be approximately 110 feet tall (excluding rooftop mechanical equipment). The Proposed Development would include approximately 109,521 gsf of commercial office uses, 10,000 gsf of local retail uses, 6,831 gsf of restaurant use, and approximately 23,547 gsf of light manufacturing uses and approximately 36 below-grade self-park accessory parking spaces. Construction of the Proposed Development is expected to be completed and building occupancy is anticipated by 2021. Without discretionary approval, the existing buildings and businesses are expected to remain on the Development Site.

As discussed in **Attachment H, "Transportation,"** the proposed actions would change traffic patterns and volumes in the general vicinity of the Project Area. As local vehicular traffic is a major source of ambient noise in the area, this could lead to changes in the ambient noise levels. According to the 2014 *CEQR Technical Manual*, if existing passenger car equivalent (PCE) values are increased by 100 percent or more due to a proposed action (which is equivalent to an increase of 3.0 dBA or more) a detailed analysis is generally warranted. Conversely, if existing noise PCE values are not increased by 100 percent or more it is likely that the proposed actions would not cause a significant adverse vehicular noise impact, and therefore no further vehicular noise analysis is needed.

The noise analysis for the proposed actions was carried out in compliance with 2014 *CEQR Technical Manual* guidance and consists of two parts:

1. A screening analysis to determine whether traffic generated by the proposed actions would have the potential to result in significant adverse noise impacts on existing sensitive receptors;
2. An analysis to determine the level of building attenuation necessary to ensure that interior noise levels for the Proposed Development satisfies applicable interior noise criteria. This attachment does not include an analysis of mechanical equipment because such mechanical equipment would be designed to meet all applicable noise regulations and, therefore, would not result in adverse noise impacts.

II. PRINCIPAL CONCLUSIONS

Noise from the increased traffic volumes generated by the proposed actions would not cause significant adverse noise impacts as the relative increases in noise levels would fall below the applicable 2014 *CEQR Technical Manual* significant adverse impact threshold (3.0 dBA). However, as Franklin Street is considered a highly-trafficked roadway, a noise analysis was warranted.

Based on the calculated With-Action L_{10} noise levels, it was determined that the following composite window/wall attenuations would be required for future residential/community facility uses within the Project Area:

- A minimum of **31 dBA** composite window/wall attenuation would be required on the western (Franklin Street) frontage and a minimum of **28 dBA** composite window/wall attenuation would be required on the eastern (Gem Street) frontage for any future residential/community facility uses on the proposed Development Site to maintain an interior noise level of 45 dBA or lower. The minimum required composite window/wall attenuation for future commercial uses would be 5 dBA less than that for residential/community facility uses.
- **No special attenuation measures** beyond standard construction practices would be required for commercial uses on any other frontage within the Project Area.

The composite window/wall noise attenuations described above would be required through the assignment of an (E)-Designation (E-483) for noise at the proposed Development Site (Block 2614, Lots 1, 3, 8) in conjunction with the proposed actions. As described in **Attachment K, "Conceptual Analysis,"** the balance of the Project Area (Block 2614, Lots 16, 19, 24) would be subject to its own environmental review should an applicant wish to pursue redevelopment pursuant to the proposed IBIA regulations. The analysis provided identifies potential (E)-Designation language for the site, but no (E)-Designation would be mapped on the balance of the Project Area at this time. The future environmental review would determine appropriate (E)-Designation requirements. As such, no (E)-Designation would be mapped on the balance of the Project Area at this time. With implementation of the attenuation levels outlined above and described in **Table J-6**, the proposed actions and subsequent RWCDS would provide sufficient attenuation to achieve the *CEQR Technical Manual* interior noise level guidance. Therefore, the proposed actions would not result in any significant adverse impacts related to noise attenuation.

III. NOISE FUNDAMENTALS

Quantitative information on the effects of airborne noise on people is well documented. If sufficiently loud, noise may adversely affect people in several ways. For example, noise may interfere with human activities such as sleep, speech communication, and tasks requiring concentration or coordination. It may also cause annoyance, hearing damage, and other physiological problems. Although it is possible to study these effects on people on an average or statistical basis, it must be remembered that all the stated effects of noise on people vary greatly with the individual. Several noise scales and rating methods are used to quantify the effects of noise on people. These scales and methods consider factors such as loudness, duration, time of occurrence, and changes in noise level with time.

"A"-Weighted Sound Level (dBA)

Noise is typically measured in units called decibels (dB), which are ten times the logarithm of the ratio of the sound pressure squared to a standard reference pressure squared. Because loudness is important in the assessment of the effects of noise on people, the dependence of loudness on frequency must be taken into account in the noise scale used in environmental assessments. Frequency is the rate at which sound pressures fluctuate in a cycle over a given quantity of time, and is measured in Hertz (Hz), where 1 Hz equals one cycle per second. Frequency defines sound in terms of pitch components. In the measurement system, one of the simplified scales that accounts for the dependence of perceived loudness on frequency is the use of a weighting network - known as A-weighting - that simulates the response of the human ear. For most noise assessments, the A-weighted sound pressure level in units of dBA is used due to its widespread recognition and its close correlation to perception. In this analysis, all measured noise levels

are reported in dBA or A-weighted decibels.

Noise Descriptors Used In Impact Assessment

Because the sound pressure level unit, dBA, describes a noise level at just one moment, and very few noises are constant, other ways of describing noise over extended periods have been developed. One way of describing fluctuating sound is to describe the fluctuating noise heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level", L_{eq}, can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted as $L_{eq(24)}$), conveys the same sound-energy as the actual time-varying sound. Statistical sound level descriptors such as L_1, L_{10}, L_{50}, L_{90}, and L_x, are sometimes used to indicate noise levels that are exceeded 1, 10, 50, and 90 percent of the time, respectively. Discrete event peak levels are given as L_1 levels. L_{eq} is used in the prediction of future noise levels, by adding the contributions from new sources of noise (i.e., increases in traffic volumes) to the existing levels and in relating annoyance to increases in noise levels.

Table J-1: Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1. Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	---------- Ldn ≤ 60 dBA ----------		---------- 60 < Ldn ≤ 65 dBA ----------		(1) 65 < Ldn ≤ 70 dBA, (II) 70 ≤ Ldn		---------- Ldn ≤ 75 dBA ----------
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		55 < L_{10} ≤ 65 dBA		65 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
3. Residence, residential hotel or motel	7 AM to 10 PM	$L_{10} \leq 65$ dBA		65 < L_{10} ≤ 70 dBA		70 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
	10 PM to 7 AM	$L_{10} \leq 55$ dBA		55 < L_{10} ≤ 70 dBA		70 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
4. School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Source: New York City Department of Environmental Protection (adopted policy 1983).

Notes:

(i) In addition, any new activity would not increase the ambient noise level by 3 dBA or more;

[1] Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

[2] Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential for the area to serve its intended purpose.

[3] One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.

[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

For the purposes of this analysis, the maximum 1-hour equivalent sound level ($L_{eq(1)}$) has been selected as the noise descriptor to be used in the noise impact evaluation. $L_{eq(1)}$ is the noise descriptor used in the 2014 *CEQR Technical Manual* for noise impact evaluation, and is used to provide an indication of highest expected sound levels. $L_{10(1)}$ is the noise descriptor used in the 2014 *CEQR Technical Manual* for building attenuation. Hourly statistical noise levels (particularly L_{10} and L_{eq} levels) were used to characterize the relevant noise sources and their relative importance at each receptor location.

Applicable Noise Codes and Impact Criteria

New York 2014 CEQR Technical Manual Noise Standards

The New York City Department of Environmental Protection (DEP) has set external noise exposure standards. These standards are shown on the previous page in **Table J-1**. Noise Exposure is classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. The standards are based on maintaining an interior noise level for the worst-case hour L_{10} of less than or equal to 45 dBA. Attenuation requirements are shown below in **Table J-2**.

Table J-2:
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				**Clearly Unacceptable**
Noise level with proposed development	$70<L_{10}\leq73$	$73<L_{10}\leq76$	$76<L_{10}\leq78$	$78<L_{10}\leq80$	$80<L_{10}$
Attenuation	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)^{B}$ dB(A)

Note: [A] The above composite window-wall attenuation values are for residential dwellings. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.
[B] Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dBA.
Source: New York City Department of Environmental Protection / 2014 *CEQR Technical Manual*

IV. NOISE PREDICTION METHODOLOGY

Future No-Action and With-Action noise levels were calculated using either the proportional modeling technique or the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5. As stated in the *CEQR Technical Manual*, the proportional modeling technique may be employed for most projects. However, TNM modeling should be used when: (a) conditions result in new or significant changes in roadway or street geometry; (b) roadways currently carry no or very low traffic volumes; (c) ambient noise is the result of multiple sources including traffic; or (d) a detailed analysis of changes due to the traffic component of the total ambient noise levels is necessary. As such, the proportional modeling technique was used at Receptor Location 1 where existing and future noise levels are primarily a result of the level of traffic on the immediately adjacent roadway segments (Franklin Street). As Meserole Avenue, Gem Street, and North 15th Street each carry very low traffic volumes under existing conditions, TNM modeling was used at Receptor Locations 2, 3, and 4 to account for noise associated with the additional project-generated traffic along Meserole Avenue between Gem Street and Franklin Street, Gem Street between North 15th Street and Meserole Avenue, and North 15th Street between Gem Street and Franklin Street.

Analyses for the proposed actions were conducted for three typical time periods: the weekday AM peak hour (8 AM to 9 AM), the weekday midday peak hour (12 PM to 1 PM), and the weekday PM peak hour (5 PM to 6 PM). These time periods are the hours when the maximum traffic generation is expected and,

therefore, the hours when future conditions with the proposed actions are most likely to result in maximum noise impacts for the receptor locations.

For this analysis, during the noise recording, vehicles were counted and classified. To calculate the 2021 No-Action PCE values at the Project Area, an annual background growth rate of 0.50 percent for years 1 through 4 was applied to the counted PCE values.[1] To calculate the 2021 With-Action PCE values, a trip generation and trip assignment was prepared based on the proposed number of incremental local retail use (approximately 10,000 gsf), the incremental light manufacturing use (approximately 23,547 gsf), the incremental commercial office use (approximately 109,521 gsf), and the incremental restaurant use (approximately 6,831 gsf) generated by the 2021 With-Action development, utilizing existing modal split data for the census tract within which the Project Area is located as well as studies that have been used in previous environmental assessments and Environmental Impact Statements (EISs) for projects with similar uses in nearby areas of Brooklyn.[2] The total incremental vehicles generated per hour were estimated at 45 for the AM peak hour, 49 for the midday peak hour, and 81 for the PM peak hour (refer to **Attachment H, "Transportation"**). For conservative analysis purposes all project-generated trips were assigned to the perimeter of the Development Site along Franklin Street, Meserole Avenue, Gem Street, and North 15th Street. The resulting incremental vehicle trips on each street segment during each analyzed peak hour are as described below:

- Franklin Street: 5 during the AM peak hour, 16 during the midday peak hour, and 32 during the PM peak hour;
- Meserole Avenue: 7 during the AM peak hour, 23 during the midday peak hour, and 57 during the PM peak hour;
- Gem Street: 47 during the AM peak hour, 31 during the midday peak hour, and 65 during the PM peak hour; and
- North 15th Street: 1 during the AM peak hour, 3 during the midday peak hour, and 0 during the PM peak hour.

The proportional modeling and TNM procedures used for the noise analysis are described below.

Proportional Modeling

Proportional modeling was used to determine No-Action and With-Action noise levels at the receptor locations, which are discussed in more detail below. Proportional modeling is one of the techniques recommended in the 2014 *CEQR Technical Manual* for mobile source analysis. Using this technique, the prediction of future noise levels, where traffic is the dominant noise source, is based on a calculation using measured Existing noise levels and predicted changes in traffic volumes to determine No-Action and With-Action noise levels. Vehicular traffic volumes, which are counted during the noise recording, are converted into PCE values, for which one medium-duty truck (having a gross weight between 9,900 and 26,400 pounds) is assumed to generate the noise equivalent of 13 cars, and one heavy-duty truck (having a gross weight of more than 26,400 pounds) is assumed to generate the noise equivalent of 47 cars, and one bus (vehicles designed to carry more than nine passengers) is assumed to generate the noise equivalent of 18 cars. Future noise levels are calculated using the following equation:

FNA NL =10 log (NA PCE/E PCE) + E NL
where:

[1] Calculation according to Table 16-4 in the *CEQR Technical Manual.*
[2] Based on: data from *25 Kent Avenue EAS, 2016*; data from the *East New York Rezoning FEIS, 2016* (modal split adjusted for local conditions); and 2006-2010 ACS Reverse Journey-to-Work census data for Kings County census tracts 557, 561, and 565.

FNA NL = Future No-Action Noise Level
NA PCE = No-Action PCEs
E PCE = Existing PCEs
E NL = Existing Noise Level

Sound levels are measured in decibels and therefore increase logarithmically with sound source strength. In this case, the sound source is traffic volumes measured in PCEs. For example, assume that traffic is the dominant noise source at a particular location. If the existing traffic volume on a street is 100 PCE and if the future traffic volume were increased by 50 PCE to a total of 150 PCE, the noise level would increase by 1.8 dBA. Similarly, if the future traffic were to increase by 100 PCE, or doubled to a total of 200 PCE, the noise level would increase by 3.0 dBA.

Traffic Noise Modeling (TNM)

As the existing traffic volumes along Meserole Avenue (Receptor Location 2), Gem Street (Receptor Location 3), and North 15th Street (Receptor Location 4) at the Proposed Development's northern, eastern, southwestern frontage, respectively, are very low, a preliminary assessment using the proportional modeling technique indicated that the future traffic along these roads may have the potential to cause noticeable increases in noise levels. Therefore, to more accurately forecast noise at these locations, a refined analysis was performed using TNM.

TNM is a computerized model developed for the FHWA that calculates the noise contribution of each roadway segment to a given noise receptor. The noise from each vehicle type is determined as a function of the reference energy-mean emission level, corrected for vehicle volume, speed, roadway grade, roadway segment length, and source-receptor distance. Further considerations in modeling the propagation path include identifying the shielding provided by rows of buildings, analyzing the effects of different ground types, identifying source and receptor elevations, and analyzing the effects of any intervening noise barriers. TNM provided more accurate results than proportional modeling for Receptor Locations 2, 3, and 4. The less refined proportional modeling technique could not account for the noise contributions from adjacent roadways, and thus, over-predicts the project-generated traffic noise levels by attributing all noise due to traffic and traffic changes to the immediately adjacent street.

The existing TNM noise levels were logarithmically subtracted from the measured existing noise levels and logarithmically added to the predicted TNM No-Action and With-Action noise levels to account for background noise not attributable to vehicular traffic.

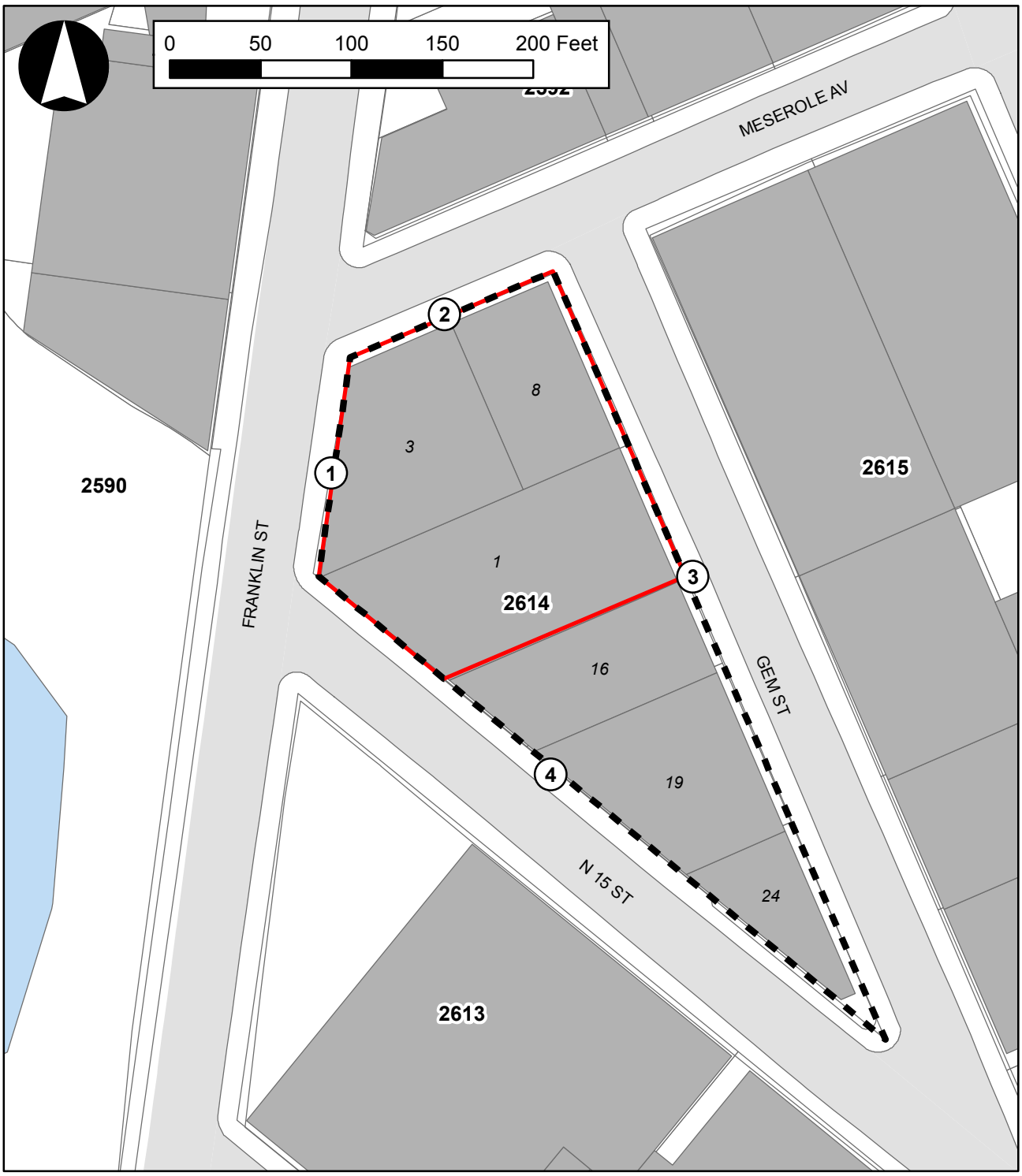
V. EXISTING CONDITIONS

According to the RWCDS, the approximately 27,963 sf proposed Development Site is comprised of three tax lots (Lots 1, 3 and 8) on Block 2614 in the Greenpoint neighborhood of Brooklyn. The proposed Development Site is located one block east of the East River and is bounded by Franklin Street, Meserole Avenue, Gem Street, and North 15th Street (see **Figure J-1**).

At present, the proposed Development Site contains slightly less than 30,000 gsf of active uses, including restaurant, brewery, plumbing supply, storage/warehouse space, and music rehearsal space. The existing buildings range in size from approximately 4,500 to 7,000 sf and include both single and two-story structures.

The proposed Development Site (zoned M1-2) is located within the 175-block area rezoned in the 2005 Greenpoint-Williamsburg Rezoning. M1 districts are often buffers between M2 and M3 districts and

Figure J-1
Noise Monitor Locations



Legend

- Proposed Development Site
- Project Area
- (1) Noise Monitor Locations
- Existing Building
- **2614** Blocks
- *1* Lots

adjacent residential or commercial districts. Nearly all industrial uses are allowed in M1 districts if they meet the M1 performance standards. Offices, hotels, and most retail uses are also permitted. Certain community facility uses, such as ambulatory care facilities, are allowed in M1 districts, and houses of worship are permitted as-of-right. M1-2 districts allow maximum FAR of 2.0 for manufacturing and commercial uses and up to 4.8 for community facility uses, and building height and setbacks are controlled by a sky exposure plane. Within M1-2 districts, off-street parking is required and varies by use.

Selection of Noise Receptor Locations

As discussed above, traffic along Franklin Street, Meserole Avenue, Gem Street, and North 15th Street is the dominant source of noise in the vicinity of the proposed Development Site. Therefore, the noise receptor locations were selected based upon the assumption that the future development within the proposed Development Site would be built to the lot lines. The receptor locations are shown in **Figure J-1** and described below:

- Receptor Location 1 – Future western frontage of Applicant-owned proposed Development Site (Franklin Street); approximate midpoint of frontage (approximately 58 feet south of Meserole Avenue).
- Receptor Location 2 – Future northern frontage of Applicant-owned proposed Development Site (Meserole Avenue); approximate midpoint of frontage (approximately 60 feet east of Franklin Street).
- Receptor Location 3 – Future eastern frontage of Applicant-owned proposed Development Site and Project Area (Gem Street); approximate midpoint of frontage (approximately 220 feet south of Meserole Avenue).
- Receptor Location 4 – Future southwestern frontage of Applicant-owned proposed Development Site and Project Area (North 15th Street); approximate midpoint of frontage (approximately 200 feet east of Franklin Street).

Noise Monitoring

At all four receptor locations, 20-minute spot measurements of existing noise levels were performed for each of the three noise analysis time periods - weekday AM peak hour (8:00 AM to 9:00 AM), weekday midday peak hour (12:00 PM to 1:00 PM), and weekday PM peak hour (5:00 PM to 6:00 PM). Noise monitoring was performed on Wednesday, May 24, 2017. The weather was overcast and in the low-60s °F with an average wind speed of 7 mph.

Equipment Used During Noise Monitoring

The instrumentation used for the measurements was a Brüel & Kjær Type 4189 ½-inch microphone connected to a Brüel & Kjær Model 2250 Type 1 (as defined by the American National Standards Institute) sound level meter. This assembly was mounted at a height of 5 feet above the ground surface on a tripod and at least 6 feet away from any sound-reflecting surfaces to avoid major interference with source sound level that is being measured. The meter was calibrated before and after readings with a Brüel & Kjær Type 4231 sound-level calibrator using the appropriate adaptor. Measurements at each location were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_1, L_{10}, L_{50}, and L_{90}. A windscreen was used during all sound measurements except for calibration. Only traffic-related noise was measured; noise from other sources (e.g., emergency sirens, aircraft flyovers, etc.) was excluded from the measured noise levels. Weather conditions were noted to ensure a true reading as follows: wind speed under

12 mph; relative humidity under 90 percent; and temperature above 14°F and below 122°F (pursuant to ANSI Standard S1.13-2005).

Existing Noise Levels at Noise Receptor Locations

Measured Noise Levels

Noise monitoring results for Receptor Locations 1, 2, 3, and 4 are shown in **Table J-3**. Traffic was the dominant noise source and the values shown reflect the level of vehicular activity on the respective thoroughfares adjacent to the Project Area.[3] Vehicular traffic volumes were counted during the noise recording for each peak period and converted into hourly PCE values. Existing noise levels at Receptor Location 1 are within the "Marginally Unacceptable (II)" CEQR Noise Exposure category; existing noise levels at Receptor Location 2 are within the "Marginally Acceptable" CEQR Noise Exposure category; existing noise levels at Receptor Location 3 are within the "Marginally Unacceptable (I)" CEQR Noise Exposure category; and existing noise levels at Receptor Location 4 are within the "Acceptable" CEQR Noise Exposure category. The highest noise levels were observed during the AM peak period at Receptor Location 1 (Franklin Street), exhibiting an L_{10} of 73.94 dBA.

Table J-3:
Existing Noise Levels (in dBA) at Receptor Locations

#[1]	Noise Receptor Location	Time	L_{max}[2]	L_{min}	L_{eq}	L_1	L_{10}[3]	L_{50}	L_{90}	CEQR Noise Exposure Category
1	Franklin Street	AM	85.69	49.48	70.01	79.97	**73.94**	64.70	51.23	**Marginally Unacceptable (II)**
		MD	88.47	49.28	68.78	79.52	72.51	62.93	51.30	
		PM	85.42	52.76	69.11	79.03	72.47	64.68	54.00	
2	Meserole Avenue	AM	81.17	54.21	63.73	74.42	66.57	59.10	56.54	**Marginally Acceptable**
		MD	86.31	53.63	63.18	73.05	65.21	59.26	55.71	
		PM	82.40	60.56	66.32	74.35	**67.95**	64.91	62.46	
3	Gem Street	AM	74.94	62.30	64.11	66.58	64.76	63.96	63.40	**Marginally Unacceptable (I)**
		MD	78.52	59.91	62.98	69.67	63.94	62.06	61.17	
		PM	82.60	63.73	70.54	75.36	**72.91**	70.27	65.27	
4	North 15th Street	AM	81.06	53.88	61.71	73.82	**61.37**	58.55	56.97	**Acceptable**
		MD	74.49	52.86	58.63	66.31	60.10	57.36	54.77	
		PM	83.68	54.15	60.16	68.10	60.00	57.85	56.75	

Notes: Field measurements were performed by Philip Habib & Associates on Wednesday, May 24, 2017.
[1] Refer to **Figure J-1** for noise monitoring receptor locations.
[2] AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.
[3] Highest L_{10} value at each receptor location indicated in **bold**.

VI. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

In the 2021 future without the proposed actions (the No-Action condition), it is anticipated that the existing uses would remain. As indicated above, the approximately 27,963 sf proposed Development Site is comprised of three tax lots (Lots 1, 3 and 8) on Block 2614 in Brooklyn Community District 1. At present, the proposed Development Site contains slightly less than 30,000 gsf of active uses, including restaurant,

[3] It should be noted that although Gem Street typically experiences minimal mobile traffic, recorded noise levels were exceptionally high at Receptor Location 3 due to a series of idling trucks double-parked along much of Gem Street during the PM peak period. Trucks were owned and operated by neighboring ACME Smoked Fish, which is located at 30 Gem Street (Block 2615, Lots 1 and 50). After multiple visits to the site, it became evident the idling of double-parked trucks is a normal occurrence on the street during the PM peak period.

brewery, plumbing supply, storage/warehouse space, and music rehearsal space. The existing buildings range in size from approximately 4,500 sf to 7,000 sf and include both single and two-story structures. Similarly, the balance of the property within the Project Area (Lots 16, 19, and 24) contain approximately 23,800 gsf of existing warehouse, manufacturing and office uses which would be expected to remain under future No-Action conditions. As such, under RWCDS No-Action conditions, no changes are anticipated in the Project Area, and the area would continue to be occupied by a variety of as-of-right commercial, manufacturing and storage uses in the future without the proposed actions.

Using the noise prediction methodology and TNM previously described in Section III above, future noise levels in the No-Action condition were calculated for the three analysis periods for the 2021 Build Year. **Table J-4** shows the measured Existing noise levels and calculated future No-Action condition noise levels at the receptor locations.

Comparing future No-Action noise levels with Existing noise levels, the increases in L_{eq} noise levels would range from 0.0 dBA to 0.09 dBA for all analysis periods. According to 2014 *CEQR Technical Manual* guidance, increases of less than 3.0 dBA would not be perceptible. The projected L_{10} noise levels at Receptor Location 1 would range from 72.56 to 74.03 dBA, projected L_{10} noise levels at Receptor Location 2 would range from 65.26 to 67.97 dBA, projected L_{10} noise levels at Receptor Location 3 would range from 63.96 to 72.91 dBA, and projected L_{10} noise levels at Receptor Location 4 would range from 60.00 to 61.37 dBA. As under Existing conditions under all analysis periods, No-Action L_{10} noise levels at Receptor Location 1 would remain in the "Marginally Unacceptable (II)" CEQR Noise Exposure category, No-Action L_{10} noise levels at Receptor Location 2 would remain in the "Marginally Acceptable" CEQR Noise Exposure category, No-Action L_{10} noise levels at Receptor Location 3 would remain in the "Marginally Unacceptable (I)" CEQR Noise Exposure category, and No-Action L_{10} noise levels at Receptor Location 4 would remain in the "Acceptable" CEQR Noise Exposure category.

Table J-4:
Future No-Action Noise Levels (in dBA)

Noise Receptor Location[1]	Time[2]	Existing L_{eq}	2021 No-Action L_{eq}	Change[3]	2021 No-Action L_{10}[4]	CEQR Noise Exposure Category
1	AM	70.01	70.10	0.09	**74.03**	**Marginally Unacceptable (II)**
	MD	68.78	68.87	0.09	72.60	
	PM	69.11	69.20	0.09	72.56	
2	AM	63.73	63.77	0.04	66.61	**Marginally Acceptable**
	MD	63.18	63.23	0.05	65.26	
	PM	66.32	66.34	0.02	**67.97**	
3	AM	64.11	64.12	0.01	64.77	**Marginally Unacceptable (I)**
	MD	62.98	63.00	0.02	63.96	
	PM	70.54	70.54	0.00	**72.91**	
4	AM	61.71	61.71	0.00	**61.37**	**Acceptable**
	MD	58.63	58.63	0.00	60.10	
	PM	60.16	60.16	0.00	60.00	

Notes: Future No-Action noise levels at Receptor Location 1 were calculated using proportional modeling;future No-Action noise levels at Receptor Locations 2, 3, and 4 were calculated using TNM.

[1] Refer to **Figure J-1** for noise monitoring receptor locations.

[2] AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.

[3] Change in L_{eq} = No-Action L_{eq} – Existing L_{eq}.

[4] Highest L_{10} value at each receptor location indicated in **bold**.

VII. THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

Using the noise prediction methodology and TNM previously described in Section III, the noise levels in the future with the proposed actions were calculated for the three peak analysis periods in the 2021 Build Year. **Table J-5** presents noise levels in the future with the proposed actions at Receptor Locations 1, 2, 3 and 4 in 2021.

Comparing the future With-Action noise levels with No-Action noise levels, increases in L_{eq} noise level would range from 0.01 dBA to 0.27 dBA for all peak hours. Increases of this magnitude during the AM, midday and PM peak hours would not be perceptible as they are less than 3.0 dBA. Based upon *CEQR* impact criteria, as the With-Action noise levels would experience changes of less than 3.0 dBA during all peak hours, the proposed actions would not result in a significant adverse noise impact.

As shown in **Table J-5**, the maximum projected With-Action L_{10} noise level along the Project Area's western boundary (Receptor Location 1, Franklin Street) would be 74.03 dBA and would remain in the "Marginally Unacceptable (II)" CEQR Noise Exposure category, as under No-Action conditions. The maximum projected With-Action L_{10} noise level along the Project Area's northern boundary (Receptor Location 2, Meserole Avenue) would be 68.09 dBA and would remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under No-Action conditions. The maximum projected With-Action L_{10} noise level along the Project Area's eastern boundary (Receptor Location 3, Gem Street) would be 72.92 dBA and would remain in the "Marginally Unacceptable (I)" CEQR Noise Exposure category, as under No-Action conditions. The maximum projected With-Action L_{10} noise level along the Project Area's southwestern boundary (Receptor Location 4, North 15th Street) would be 61.48 dBA and would remain in the "Acceptable" CEQR Noise Exposure category, as under No-Action conditions.

Table J-5:
Future With-Action Noise Levels (in dBA)

Noise Receptor Location[1]	Time[2]	No-Action L_{eq}	2021 With-Action L_{eq}	Change[3]	2021 With-Action L_{10}[4]	CEQR Noise Exposure Category
1	AM	70.10	70.10	0.01	**74.03**	**Marginally Unacceptable (II)**
	MD	68.87	68.89	0.03	72.62	
	PM	69.20	69.27	0.08	72.63	
2	AM	63.77	63.91	0.14	66.75	**Marginally Acceptable**
	MD	63.23	63.46	0.23	65.49	
	PM	66.34	66.46	0.12	**68.09**	
3	AM	64.12	64.26	0.13	64.91	**Marginally Unacceptable (I)**
	MD	63.00	63.09	0.09	64.05	
	PM	70.54	70.55	0.01	**72.92**	
4	AM	61.71	61.82	0.11	**61.48**	**Acceptable**
	MD	58.63	58.90	0.27	60.37	
	PM	60.16	60.19	0.03	60.03	

Notes: Future With-Action noise levels at Receptor Location 1 were calculated using proportional modeling; future With-Action noise levels at Receptor Locations 2, 3, and 4 were calculated using TNM.

[1] Refer to **Figure J-1** for noise monitoring receptor locations.

[2] AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.

[3] Change in L_{eq} = With-Action L_{eq} – No-Action L_{eq}.

[4] Highest L_{10} value at each receptor location indicated in **bold**.

VIII. ATTENUATION REQUIREMENTS

As shown in **Table J-2**, the 2014 *CEQR Technical Manual* has set noise attenuation requirements for buildings based on exterior noise levels. Recommended noise attenuation values for buildings are designed to maintain a maximum interior noise level of 45 dBA or lower for residential and community facility uses and 50 dBA or lower for retail and office uses, and are determined based on exterior L_{10} noise levels. Results of the building attenuation analysis are summarized in **Table J-6** and **Figure J-2.**

The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Typically, a building façade is composed of the wall, windows, and any vents or louvers for HVAC systems in various ratios of area. Since the proposed buildings would most likely be of masonry construction, which typically provides a high level of sound attenuation, the attenuation requirements for HUD or *CEQR* purposes apply primarily to the windows, but may also represent a composite window/wall attenuation value. Window/Wall attenuation can be described in terms of sound transmission class (STC), transmission loss (TL), and outdoor-indoor transmission class (OITC). Although these terms are sometimes used interchangeably, they are unique from each other. Transmission loss refers to how many decibels of sound a façade (wall) or façade accessory (window or door) can stop at a given frequency. The TL for a given construction material varies with the individual frequencies of the noise.

Table J-6:
Required Attenuation Values for the Projected Developments Within Project Area

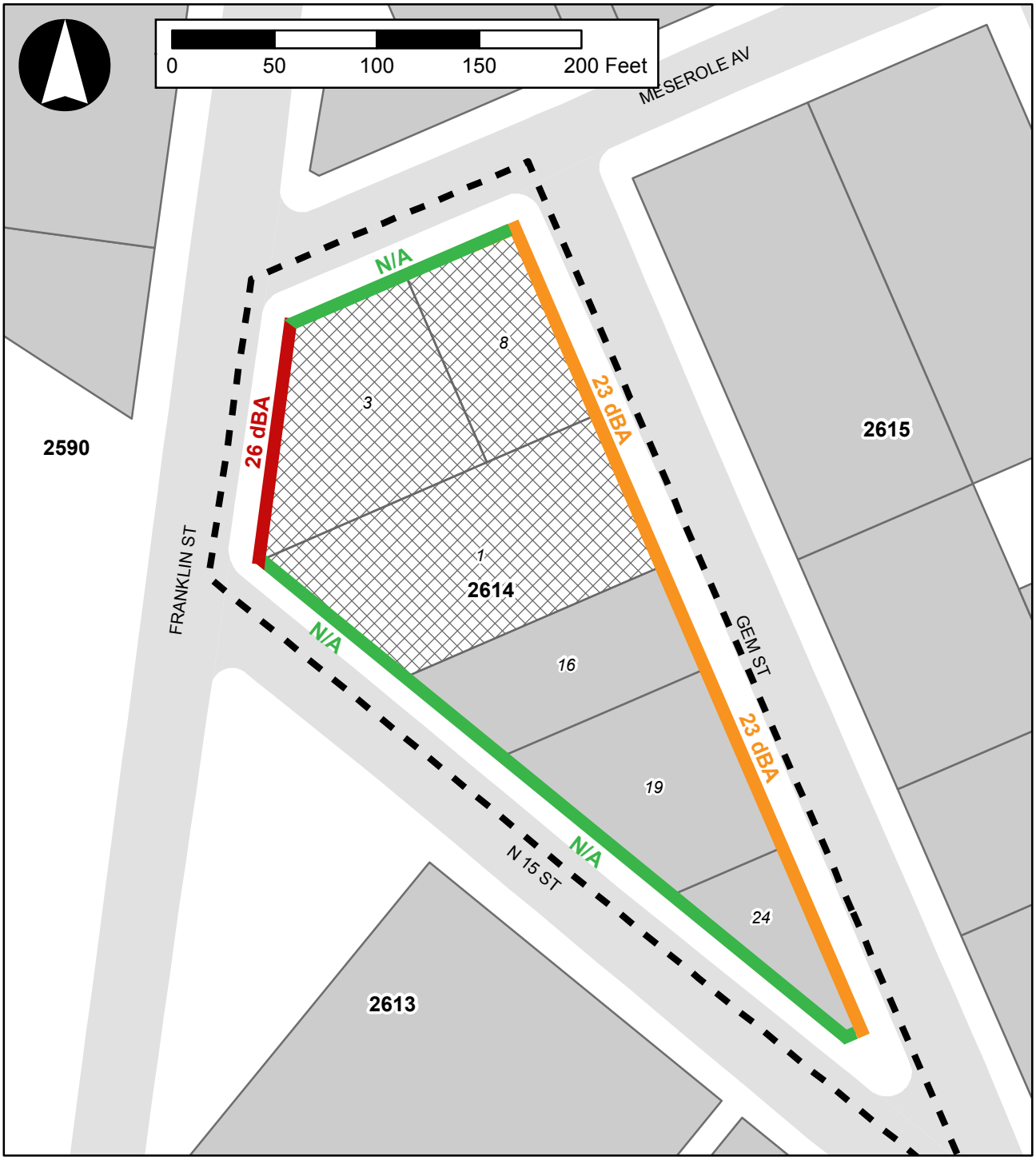
Site	Frontage	Associated Receptor Location	Maximum With-Action L_{10}	CEQR Noise Exposure Category	Required Attenuation (OITC)[1]
Proposed Development Site (Block 2614, Lots 1, 3, and 8)	Northern (Meserole Avenue)	2	68.09	Marginally Acceptable	N/A[2]
	Southwestern (North 15th Street)	4	61.48	Acceptable	N/A
	Eastern (Gem Street)	3	72.92	Marginally Unacceptable (I)	28
	Western (Franklin Street)	1	74.03	Marginally Unacceptable (II)	31
Non-Applicant-Owned Sites (Block 2614, Lots 16, 19, and 24)	Eastern (Gem Street)	3	72.92	Marginally Unacceptable (I)	28
	Southwestern (North 15th Street)	4	61.48	Acceptable	N/A

Notes: [1]The above attenuation values are for residential/community facility uses; commercial uses would be 5 dBA less.
[2] N/A = Not Applicable; no additional noise attenuation measures are required beyond standard construction practices. All the above categories require a closed window condition and hence an alternate means of ventilation.

To simplify the noise attenuation properties of a wall, the STC rating was developed. It is a single number that describes the sound isolation performance of a given material for the range of test frequencies between 125 and 4,000 Hz. These frequencies sufficiently cover the range of human speech. Higher STC values reflect greater efficiencies to block airborne sound. HUD uses the STC when identifying the required sound attenuation for a façade.

The OITC is similar to the STC, except that it is weighted more towards the lower frequencies associated with aircraft, rail, and truck traffic. The OITC classification is defined by the American Society of Testing and Materials (ASTM E1332-90 (Reapproved 2003)) and provides a single-number rating that is used for designing a building façade including walls, doors, glazing, and combinations thereof. The OITC rating is

Figure J-2
Noise Attenuation Requirements



Legend

- Project Area
- Existing Building
- Development Site

2614 Blocks

1 Lots

CEQR Window/Wall Attenuation Requirements
(Refer to Table I-6)

- N/A
- 23 dBA
- 26 dBA

*Attenuation requirements for residential and/or community facility use would be 5 dBA more.

designed to evaluate building elements by their ability to reduce the overall loudness of ground and air transportation noise. NYCDEP uses the OITC when identifying the required sound attenuation for a façade.

Proposed Development Site (Block 2614, Lots 1, 3, and 8)

As maximum With-Action L_{10} noise levels at Receptor Location 1 would be 74.03, a minimum 31 dBA of composite window/wall attenuation would be required for residential/community facility uses on the western (Franklin Street) frontages of the proposed Development Site, in order to achieve the required residential/community facility interior noise level of 45 dBA or lower (refer to **Figure J-2**). Commercial uses would require 5 dBA less in order to achieve the required commercial interior noise level of 50 dBA or lower.

As maximum With-Action L_{10} noise levels at Receptor Location 3 would be 72.92 dBA, a minimum 28 dBA of composite window/wall attenuation would be required for residential/community facility uses on the eastern (Gem Street) frontage of the proposed Development Site, in order to achieve the required residential/community facility interior noise level of 45 dBA or lower (refer to **Figure J-2**). Commercial uses would require 5 dBA less in order to achieve the required commercial interior noise level of 50 dBA or lower.

As maximum With-Action L_{10} noise levels at Receptor Locations 2 and 4 would be less than 70 dBA, no special noise attenuation measures beyond standard construction practices would be required for residential, community facility, or commercial uses on any of the proposed Development Site's northern (Meserole Avenue) and southwestern (North 15th Street) frontages in order to achieve the required interior noise level of 45 dBA or lower for residential/community facility uses or 50 dBA or lower for commercial uses (refer to **Figure J-2**).

The Balance of the Project Area/Non-Applicant-Owned Sites (Block 2614, Lots 16, 19, and 24)

As maximum With-Action L_{10} noise levels at Receptor Location 3 would be 72.92 dBA, it is projected that a minimum 28 dBA of composite window/wall attenuation would be required for any new future residential/community facility uses on the eastern (Gem Street) frontage of the Project Area (the portion of the block not owned by the Applicant), in order to achieve the required residential/community facility interior noise level of 45 dBA or lower (refer to **Figure J-2**). Commercial uses would require 5 dBA less in order to achieve the required commercial interior noise level of 50 dBA or lower.

As maximum With-Action L_{10} noise levels at Receptor Location 4 would be less than 70 dBA, it is projected that no special noise attenuation measures beyond standard construction practices would be required for residential, community facility, or commercial uses on any of the Project Area's southwestern (North 15th Street) frontage in order to achieve the required interior noise level of 45 dBA or lower for residential/community facility uses or 50 dBA or lower for commercial uses (refer to **Figure J-2**).

Because this site would be subject to environmental review upon application for a special permit on this site, no (E)-Designation would be mapped on the site at this time. The future environmental review would determine appropriate (E)-Designation requirements.

(E)-Designation

An (E)-Designation for noise provides a notice of the presence of an environmental requirement pertaining to high ambient noise levels on a particular tax lot. If an environmental analysis indicates that a development on a property may be adversely affected by noise, then an (E)-Designation for window/wall attenuation and alternate means of ventilation may be placed on the property by the lead agency in order to address such

issues in conjunction with any new development or new use of the property. For new developments, enlargements of existing buildings, or changes in use, the NYC Department of Buildings will not issue a building permit until the environmental requirements of the (E)-Designation are satisfied. The Office of Environmental Remediation (OER) administers the (E)-Designation Environmental Review Program.

The composite window/wall noise attenuations described above would be required through the assignment of an (E)-Designation for noise to the applicant-owned Development Site (Block 2614, Lots 1, 3, 8) in conjunction with the proposed actions. With the implementation of this composite window/wall noise attenuation, no significant adverse noise impacts would occur as a result of the proposed actions. The text for the (E)-Designation (E-483) is as follows:

> **Block: 2614; Lots: 1, 3, 8**
> **To ensure an acceptable interior noise environment, future Residential and/or Community Facility uses must provide a closed window condition with a minimum of 31 dBA window/wall attenuation on any western-facing façade located on Franklin Street and 28 dBA window/wall attenuation on any eastern-facing façade located on Gem Street to maintain an interior noise level of 45 dBA or lower. The minimum required composite window/wall attenuation for future Commercial uses would be 5 dBA less than that for Residential and/or Community Facility uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.**

VIII. OTHER NOISE CONCERNS

Mechanical Equipment

The proposed actions would not include any unenclosed mechanical equipment for building ventilation purposes, and would not include any active outdoor recreational space that could result in stationary source noise impacts to the surrounding area. All mechanical equipment would be located either inside the building or would be enclosed on the roof of the structures, and should be designed to meet all applicable noise regulations and requirements. Therefore, the proposed actions would not result in any significant increase in ambient noise levels in the vicinity of the applicant-owned site, the Project Area, or the surrounding study area.

Train Noise

An initial train noise impact screening analysis would be warranted if a new receptor would be located within 1,500 feet of existing rail activity and have a direct line of sight to that activity. As the Project Area is not within 1,500 feet of an existing rail line nor does the site have a direct line of sight to a rail activity, no initial train noise impact screening analysis is warranted.

Aircraft Noise

An initial aircraft noise impact screening analysis would be warranted if the new receptor would be located within one mile of an existing flight path, or cause aircraft to fly through existing or new flight paths over or within one mile of a receptor. Since the Project Area is not within one mile of an existing flight path, no initial aircraft noise impact screening analysis is warranted.

Attachment K

Conceptual Analysis

I. INTRODUCTION

This attachment analyzes the potential future development of the three lots on Block 2614 (Lots 16, 19, and 24) that are not Applicant-owned under future With-Action conditions. As detailed in **Attachment A, "Project Description,"** while Lots 16, 19, and 24 would be included in the Industrial Business Incentive Area (IBIA), there are no specific proposals to redevelop the non-Applicant owned lots. The small size, fragmented ownership and ongoing businesses on these parcels makes the development of these tax lots not included in the proposed Development Site unlikely. Moreover, any future developments on the sites would require a Special Permit (a discretionary action), which would be subject to further CEQR review. As such, the area affected by the proposed actions that will be considered in the RWCDS for the 2021 Build Year is limited to the proposed Development Site. As the proposed Development Site is owned by the Applicant in its entirety, no other development sites are considered in the RWCDS.

II. EXISTING CONDITIONS

Lots 16, 19, and 24 are currently occupied by warehousing/distribution facilities and office, as shown in **Table K-1**. Lot 16, located at 9 North 15th Street, contains a sheet metal storage and fabrication company that occupies the approximately 6,950 gsf building. Lot 19, located at 15 North 15th Street, contains Steintex Manufacturing LLC, a wholesale clothing trade company, which is located within a 10,976 gsf building. Lot 24, located at 37 North 15th Street, contains an approximately 5,900 gsf building that was converted into commercial office space in 2017. The three lots total approximately 18,564 sf with approximately 23,826 gsf of combined building area.

Table K-1:
Existing Site Conditions on the Sites Under Conceptual Analysis

Lot Number	Address	Lot Area (sf)	Building Area (gsf)	Existing Built FAR	Maximum FAR Permitted	Owner
16	9 North 15th Street	6,300	6,950	1.10	2.0	Haplin Realty Corp.
19	15 North 15th Street	8,526	10,976	1.29	2.0	Jacob Guttman
24	37 North 15th Street	3,738	5,900	1.58	2.0	1-11 Gem Street LLC
Total		**18,564**	**23,826**			

III. FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION CONDITION)

It is anticipated that the existing conditions will remain on Lots 16, 19, and 24 under future No-Action conditions. No changes are anticipated to the existing businesses or buildings in the absence of the proposed actions.

IV. FUTURE WITH THE PROPOSED ACTION (WITH-ACTION CONDITION)

As previously mentioned, there are no specific proposals to redevelop the non-Applicant owned lots pursuant to the IBIA Special Permits. The small size, fragmented ownership and ongoing businesses on these parcels makes the development of these tax lots not included in the proposed Development Site unlikely. Nonetheless, the conceptual analysis evaluates a building that maximizes the available FAR. **Table K-2** presents an estimate of the development potential of the site under conceptual analysis. While the table shows the zoning floor area, it should be noted that the total gross square footage is an estimate as no design has been proposed and an exact size cannot be determined at this time.

Table K-2:
Possible Future Site Conditions on the Sites Under Conceptual Analysis

Lot Number	Lot Area (sf)	Maximum Permitted FAR Under IBIA	Maximum Zoning Floor Area (zsf)	Approximate Gross Floor Area (gsf)	Maximum Permitted Height (ft)
16	6,300	4.8	30,240	31,752	**110**
19	8,526	4.8	40,925	42,971	**110**
24	3,738	4.8	17,942	18,839	**110**
Total	**18,564**		**89,107**	**93,562**	

The following qualitative analysis describes the potential for the balance of the Project Area property to result in significant adverse environmental impacts to any technical area under future conditions with the proposed actions.

As the three parcels under conceptual analysis are currently built and fully occupied, the increment in the development potential associated with the proposed IBIA and associated special permits is approximately 69,700 gsf assuming that all three lots are developed. This is assessed as the reasonable worst case scenario for development of these three parcels pursuant to the 74-96 special permits.

V. CONCEPTUAL ANALYSIS

In the With-Action condition, Lots 16, 19, and 24 would not necessarily be developed. However, given the limited area to which the proposed IBIA and related special permits would apply, it is possible for some technical areas of analysis to generally characterize effects under a hypothetical scenario in which the sites under conceptual analysis were to be developed. Under existing conditions, the sites under conceptual

analysis utilize approximately one quarter of the available floor area. This conceptual analysis conservatively assumes that the barriers to redevelopment (small size, fragmented ownership and ongoing businesses on these parcels) would be overcome and that all three of the lots would be redeveloped together. However, it is possible that a smaller development (e.g., a single lot or two of the three lots) would be developed pursuant to the IBIA and related special permits, although it would not be possible for developments on Lot 24 and possibly Lot 16 to meet the condition of providing 5,000 sf of contiguous industrial space.

In general, analysis at a level consistent with the methodologies for the 2014 *CEQR Technical Manual* is only possible when site-specific applications for special permits are made. As with the proposed actions studied in the previous sections of this document, a separate discretionary action would be required for the sites under conceptual analysis that would require separate CEQR review.

Land Use, Zoning and Public Policy

The land uses of the projected development sites and surrounding area as well as the zoning and public policies that apply to the Project Area are described in detail in **Attachment C, "Land Use, Zoning, and Public Policy."** The descriptions of existing conditions provided below summarize the information provided in that chapter. The study area for the analysis of land use, zoning, and public policy encompasses the area within 400 feet of the Project Area, as described in **Attachment C**.

Existing Condition

Land Use

As described above, the lots under conceptual analysis all contain structures with active businesses, including warehousing/distribution facilities and music studios.

The 400-foot study area for land use extends a block and a half to the north and south of the Project Area and approximately a block to the east and west. The predominant land uses in the 400-foot study area are a mix of light manufacturing, commercial, and some residential (see **Figure C-1**). Within the 400-foot study area, commercial uses are found in converted industrial buildings, such as the Root photography studio located on North 14th Street. As seen in **Figure C-1**, residential use is commonly found in the areas north and east of the 400-foot study area.

As part of the 2005 Greenpoint-Williamsburg Rezoning, the Greenpoint-Williamsburg Waterfront Action Plan (WAP) was established and formalized within the zoning text. The Greenpoint-Williamsburg WAP tailors the public access requirements of waterfront zoning to the specific conditions of a particular waterfront, specifying the locations of particular access elements. Parcel 19 of the WAP is located west of the primary study area. Parcel 19, along with adjacent Parcels 20, 21, and 22 are designated as public parks under ZR Section 62-931(d)(10).

To facilitate creation of this future waterfront park, portions of several streets to the southwest of the primary study area were de-mapped in conjunction with the 2005 Greenpoint-Williamsburg Rezoning. The resultant parcel, mapped as "Inlet Park," is bounded by North 9th Street to the south, Kent Avenue/Franklin Street to the east, Quay Street to the north, and the U.S. Pierhead Line to the west. While the City now owns the entirety of the land to be developed as Bushwick Inlet Park, only a portion of the area has been developed into public parkland. Site remediation is required on much of the future parkland before the land ultimately can be redeveloped. However, the first phase of Bushwick Inlet Park, which occupies the area between North 9th and North 10th Street and the eastern portion of the block bounded by North 11th and North 12th Street and Kent Avenue, is publicly accessible. East River State Park is another public open space that is

located within close proximity to the project area, located on the East River waterfront between North 7th and North 9th Street.

The 35-acre McCarren Park is another substantial public open space located in the area, just three blocks southeast of the project site. While McCarren Park is located outside of the 400-foot study area being considered for this project, it is noteworthy due to its size and due to the close proximity of this open space to the study area.

Zoning

The 2005 Greenpoint-Williamsburg Rezoning resulted in new zoning that permitted lighter industrial uses and allowed residential uses in certain areas. The Greenpoint-Williamsburg Rezoning, which affected a 175-block area, included street de-mappings, zoning text amendments, and zoning map changes, including a zoning map change to the proposed 400-foot study area. To better reflect the types of manufacturing uses that had come to occupy the area, and to ensure that new industrial uses in the area would be fully enclosed and compatible with the nearby residential and mixed use neighborhoods, the 2005 Greenpoint-Williamsburg Rezoning changed the zoning within the 400-foot study area, including the Project Area, from a heavy M3-1 manufacturing district to an M1-2 district.

The Project Area, including the sites under conceptual analysis, is zoned M1-2. M1 districts are often buffers between M2 and M3 districts and adjacent residential or commercial districts. Nearly all industrial uses are allowed in M1 districts if they meet the M1 performance standards. Offices, hotels, and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are permitted as-of-right. M1-2 districts allow maximum FAR of 2.0 for manufacturing and commercial uses and 4.8 for community facility uses (Use Group 4, only), and building height and setbacks are controlled by a sky exposure plane. Within M1-2 districts, off-street parking is required and varies by use. Prior to the Greenpoint-Williamsburg Rezoning, the proposed Development Site was zoned M3-1.

Areas to the east of the sites under conceptual analysis are mapped with M3-1 and M1-1. The area to the south are mapped with M1-2 districts. As described above, Bushwick Inlet Park is mapped to the west of the Project Area.

Public Policy

The proposed IBIA and the secondary study area are controlled by or located in an area that is under the jurisdiction of the Greenpoint-Williamsburg IBZ, the North Brooklyn Empire Zone (EZ), the WRP, the Greenpoint 197-a Plan, the New York City *FRESH Program*, and *OneNYC: The Plan for a Strong and Just City*, and *New York Works* which are discussed in greater detail below.

Greenpoint-Williamsburg IBZ

The proposed Development Site is located within the Greenpoint-Williamsburg IBZ. As shown in **Figure C-3**, the Greenpoint-Williamsburg IBZ covers over twenty blocks (or portions thereof) on the border of the Greenpoint and Williamsburg neighborhoods, and is generally bordered by Kent Avenue/Franklin Street to the west, Calyer Street and Meserole Avenue to the north, Banker, Dobbin, and Guernsey Streets to the east, and Nassau Ave/Berry Street and North 12th and North 13th Streets to the south. In 2006, the Mayor's Office for Industrial and Manufacturing Businesses ratified the establishment of sixteen IBZs in which the City provides expanded assistance services to industrial firms in partnership with local development groups.

During the summer of 2012, the City undertook an effort to modify the boundaries of existing IBZs and to add the Staten Island IBZ. Additional IBZs were subsequently established, and the boundaries of select IBZs were modified. There are currently 21 IBZs throughout New York City. Usually built upon pre-

existing In-Place Industrial Parks, IBZs offer various incentives to prevent industrial uses from relocating outside of the City and represent a commitment by the City not to rezone these areas for residential uses.

Within an IBZ, Industrial Business Solutions Providers offer industrial firms guidance accessing appropriate financial and business assistance programs, navigating and complying with regulatory requirements, developing workforces, and ensuring the neighborhood is well-maintained. The Industrial Business Solutions Provider for the Greenpoint-Williamsburg IBZ is Evergreen: Your North Brooklyn Business Exchange.

Additionally, planning studies are performed to determine changes that can be made to improve business efficiency within the City's IBZs. These changes can include traffic and parking monitoring, clustering of similar businesses, and IBZ-specific marketing. Higher regulation and steeper penalties for illegal conversions, as well as a guarantee not to rezone to residential districts, help to alleviate real estate uncertainty. Tax incentives also encourage new industrial uses to move to these areas of the City.

North Brooklyn Empire Zone (EZ)
The proposed Development Site is located four blocks west of the North Brooklyn EZ, which includes parts of Greenpoint, Williamsburg, and the Brooklyn Navy Yard (see **Figure C-4**). The New York State EZ program was created in 1986 (originally "Economic Development Zone"), and the North Brooklyn EZ was established in 1998. "Area 2" of the North Brooklyn EZ was added in 2006, reflecting the establishment of the Greenpoint-Williamsburg IBZ in that same year. In total, there are eleven Empire Zones in New York City, which are administered locally by the New York City Department of Small Business Services (SBS), in partnership with Empire State Development (ESD), New York State's lead economic development agency, and the New York State Departments of Labor and Taxation and Finance.

The New York State EZ program was created to make New York more competitive and stimulate economic growth through incentives designed to attract new businesses to New York State and to enable existing businesses to expand and create more jobs. Specifically, the EZ program encourages development in designated areas by offering an array of incentives in the form of employment, investment, real property, tax credits, and utility discounts.

Waterfront Revitalization Program (WRP)
Proposed projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's WRP. The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to city, state, and federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local WRP, as is the case in New York City.

The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. The NYSDOS administers the program at the State level, and DCP administers it in the City. The WRP was revised and approved by the City Council in October 1999. In August 2002, the NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers [USACE] and the U.S. Fish and Wildlife Service [USFWS]) adopted the City's ten WRP policies for most of the properties located within its boundaries.

In October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in "Vision 2020: The New York City Comprehensive Waterfront Plan," released in 2011. The changes are intended to solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change consideration into its Coastal Zone Management Program. They are also intended to promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable, working waterfront. On February 3, 2016, the NYS Secretary of State approved the revisions to the WRP. As such, the updated policies are reflected in this analysis.

Also in 2013, the New York City Panel on Climate Change (NPCC) released a report, "Climate Risk Information 2013: Observations, Climate Change Projections, and Maps," outlining New York City-specific climate change projections to help respond to climate change and accomplish *OneNYC* goals. The NPCC report predicted future City temperatures, precipitation amounts, sea levels, and extreme event frequency for the 2020s and 2050s. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC report predicts that mean annual temperatures will increase by 2 to 3˚F and by 4 to 6.5˚F by the 2020s and 2050s, respectively; total annual precipitation will rise by zero to 10 percent and five to 15 percent by the 2020s and 2050s, respectively; sea level will rise by four to 11 inches and 11 to 31 inches by the 2020s and 2050s, respectively; and by the 2050s, heat waves and heavy downpours are very likely to become more frequent, more intense, and longer in duration, and coastal flooding is very likely to increase in frequency, extent, and height.

As illustrated in **Figure C-5**, the Project Area falls within the City's designated coastal zone, and, accordingly, the sites under conceptual analysis must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). An assessment is provided below under the "Future with the Proposed Development (With-Action Condition)" and the completed WRP Form is included in **Appendix C**.

Greenpoint 197-a Plan

Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth, and improvement of land within their districts. Once approved by CPC and adopted by the City Council, as submitted or modified, 197-a plans serve as policy guides for subsequent actions by City agencies.

In 1998, Brooklyn Community Board (CB) 1 submitted the Greenpoint 197-a plan, which was officially adopted in January 2002. The plan's study area, as modified by the CPC, is generally coterminous with zip code 11222 and is bounded by the East River to the west, Newtown Creek to the north and east, and North 12th Street, Bayard Street, Meeker Avenue, Metropolitan Avenue, Maspeth Avenue, Morgan Avenue, and the Brooklyn-Queens Expressway (BQE) to the south. The Project Area is located within the boundaries of the Greenpoint 197-a plan.

The Greenpoint 197-a Plan was the result of over a decade of effort by residents, community organizations, business leaders, and Brooklyn CB 1 to create a blueprint for future development in Greenpoint, facilitate quality of life improvements in the community, and maximize Greenpoint's potential. The guiding principles of the 197-a Plan were to establish zoning districts that would foster market rate housing, affordable housing, and commercial redevelopment. The plan's recommendations for improving access to the waterfront and redeveloping industrial land into mixed-use residential, manufacturing, and parks were largely addressed in the 2005 Greenpoint-Williamsburg Rezoning project. In addition to the waterfront recommendations, the Greenpoint 197-a Plan also calls for the promotion of neighborhood-scale retail

development to serve the needs of the local community and maintain the variety of shops and services along the area's retail corridors; encouraging non-polluting businesses; and creating economic development programs to retain non-polluting businesses.

Williamsburg Waterfront 197-a Plan
The Williamsburg Waterfront 197-a Plan (proposed in 1998, and adopted in 2002) focuses on the East River waterfronts of three neighborhoods in the southern portion of Brooklyn CD 1: Northside, Southside, and South Williamsburg. The Williamsburg Waterfront 197-a Plan area extends south from Bushwick Inlet (North 14th Street) to the point at which the BQE passes the Brooklyn Navy Yard, and is generally two blocks deep along the waterfront. The planning area extends farther inland at two points to connect to McCarren Park to the north and Continental Army Plaza at the foot of the Williamsburg Bridge. The Project Area is located within the Williamsburg Waterfront 197-a plan.

The major goals of the Williamsburg Waterfront 197-a Plan were to: increase waterfront access and public open space; encourage growth along the waterfront consistent with the scale and character of adjacent neighborhoods; foster mixed-use development in the Northside and Southside and residential development in South Williamsburg; promote a clean and safe living and working environment; promote local economic development that provide jobs and strengthens the residential and retail sectors; and support and strengthen existing ethnic and income diversity. The plan's recommendations were largely addressed in the 2005 Greenpoint-Williamsburg Rezoning project.

OneNYC: The Plan for a Strong and Just City
In April 2015, Mayor Bill de Blasio released *OneNYC*, a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced. *OneNYC* is the update to the sustainability plan for the City started under the Bloomberg administration, previously known as PlaNYC 2030: A Greener, Greater New York. Growth, sustainability, and resiliency remain at the core of *OneNYC*, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth; aging infrastructure; and global climate change, *OneNYC* brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts. Since the 2011 and 2013 updates of PlanNYC, the City has made considerable progress towards reaching original goals and completing initiatives. *OneNYC* includes updates on the progress towards the 2011 sustainability initiatives and 2013 resiliency initiatives and also sets additional goals and outlines new initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

Goals of the plan are to make New York City:

- A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.
- A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.
- A Sustainable City by reducing greenhouse gas emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

New York Works
In June 2017, Mayor Bill de Blasio released *New York Works*, a 10-year plan to invest in new industries, raise wages, and train New Yorkers for new careers. *New York Works* includes 25 initiatives to spur the creation of 100,000 new jobs in cyber security, freight, life sciences and healthcare, virtual reality, culture, tech, manufacturing, and apprenticeships. As affordability has persisted as an issue for many New Yorkers this plan attempts to identify opportunities to spur job creation for jobs paying more than $50,000 a year, making New York a more affordable place to live and work.

The plan has three objectives:

- Invest in the creation of middle-class jobs
- Ensure those jobs are accessible to New Yorkers
- Prepare for jobs of the future

No-Action Condition
Absent the proposed actions, the sites under conceptual analysis are likely to remain in their existing condition.

With-Action Condition
As the market for new Class A office and manufacturing and/or light industrial uses continues to be strong, it is intended that the proposed IBIA would provide a mechanism for developers to provide new mixed-use developments. As described in other sections of this EAS, the Applicant-owned site (the balance of the block, including Lots 1, 3, and 8) has been identified as a proposed development under future With-Action conditions as a result of the proposed actions.

The land uses that could be developed on the sites under conceptual analysis under future conditions with the proposed actions already exist within the study area. The proposed IBIA would facilitate the development of new mixed commercial office, retail and light industrial/manufacturing uses at a 4.8 FAR, which is the maximum density permitted under current zoning for specific community facility uses. Therefore, as the maximum permitted FAR would not change, the maximum density would not increase as a result of the proposed actions. However, the requested special permits would allow for a shift in the types of land uses as a result of the proposed actions by introducing the potential for new office development. This new development would occur in conjunction with new local retail and light industrial/manufacturing uses, which are permitted on an as-of-right basis under existing zoning.

Detailed and site-specific analysis of potential effects of proposed development on land use, zoning and public policy would be made at the time of a future special permit application.

Socioeconomic Conditions

The proposed actions would not result in significant adverse impacts with respect to socioeconomic conditions. The development of the sites under conceptual analysis would not result in the direct displacement of more than 100 employees. Nor would the development directly displace a business that is unusually important because its products or services are uniquely dependent on its location; that, based on its type or location, is the subject of other regulations or publicly adopted plans aimed at its preservation; or that serves a population uniquely dependent on its services in its present location. The project would not result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Further, the project would not add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for

disinvestment on local retail streets. Finally, the project is not expected to affect conditions within a specific industry. Therefore, the development of the sites under conceptual analysis pursuant to the IBIA special permits would not introduce a trend that could potentially result in indirect business displacement. As such, it is unlikely that there would be the potential for significant adverse socioeconomic impacts.

Detailed and site-specific analysis of potential effects of proposed development on socioeconomic conditions, if necessary, would be made at the time of a future special permit application.

Community Facilities and Services

As described above, this analysis of the sites under conceptual analysis assumes that the site would be redeveloped with up to 93,562 gsf of commercial office, local retail and Required Industrial Uses. Because the development of the site would not physically displace or alter a community facility or causes a change in population that may affect the services delivered by a community facility, or be large enough to create a demand that could not be met by the existing community facilities, the proposed mapping of the area as an IBIA would not require an analysis of community facilities and services.

Detailed and site-specific analysis of potential effects of proposed development on community facilities, if necessary, would be made at the time of a future special permit application.

Shadows

As development on the site under conceptual analysis could exceed 50 feet in height, it is possible that shadows impacts could occur as there are sunlight-sensitive open spaces within the zone that would be cast in shadows. A building developed on the sites for conceptual analysis could reach up to 110 feet in height. Bushwick Inlet Park is located within close proximity to the sites. Therefore, a shadows analysis would be warranted. The shadows analysis provided in **Attachment E** of this EAS found that the Proposed Development would not result in significant adverse shadows impacts. As the sites for conceptual analysis are located a greater distance away from Bushwick Inlet Park, it is unlikely that the sites for conceptual analysis would result in any shadows impacts. The potential for such development to have shadow effects would be analyzed at the time that actual plans are available.

Detailed and site-specific analysis of potential effects of proposed developments on shadows would be made at the time of a future special permit application.

Historic and Cultural Resources

Archaeological Resources
As all three sites under conceptual analysis are currently occupied with buildings that have near 100 percent lot coverage, it is unlikely that there would be any potential archaeological resource concerns on either site. In a letter dated June 23, 2017, LPC issued an opinion that stated that the properties under conceptual analysis have no archaeological significance (see **Appendix A**). As such, development of the sites under conceptual analysis would not result in significant adverse effects to archaeological resources.

Architectural Resources
No architectural resources were noted within the proposed Project Area. Further, in a letter dated June 23, 2017, LPC issued an opinion that stated that the properties under conceptual analysis have no architectural significance (see **Appendix A**). As such, development of the sites under conceptual analysis would not result in significant adverse effects to architectural resources.

Urban Design and Visual Resources

The *CEQR Technical Manual* requires an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. A preliminary assessment of urban design and visual resources is considered to be appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, such as projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed actions. As described above, for the purposes of this conceptual analysis it was assumed that the existing site conditions would remain under No-Action conditions.

Under With-Action conditions it is assumed that the Applicant-owned property would be developed to the maximum FAR permitted under the IBIA and associated special permits (4.8 FAR). The Applicant would develop a building that would extend up to 110 feet in height. As such, development of the sites under conceptual analysis within the proposed IBIA pursuant to the ZR Section 74-96 special permits would be considered contextual and likely would not result in adverse impacts.

Detailed and site-specific analysis of potential effects of proposed developments on urban design and visual resources would be made at the time of a future special permit application.

Natural Resources

There are no natural resources located on or near the site under conceptual analysis. Therefore, no further analysis is necessary. Detailed and site-specific analysis of potential effects of proposed developments on natural resources, if necessary, would be made at the time of a future special permit application.

Hazardous Materials

The overall sensitivity (i.e., potential for hazardous materials issues based on typical uses) of the sites under conceptual analysis is nearly identical to that of the Applicant-owned sites as they are located on the same block and have had similar uses in the past. As indicated in the hazardous materials section of **Attachment G**, an assessment was conducted to determine whether the proposed action could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant adverse public health impacts or environmental damage. In December 2015, AECOM prepared a Phase I Environmental Site Assessment (ESA) for the Applicant-owned proposed development sites (refer to **Appendix 1**).

Based on the information gathered as a result of the Phase I ESA process, AECOM identified several Recognized Environmental Conditions (RECs). These RECs include:

- Visual evidence identified the presence of an underground storage tank (UST) vent pipe within the sidewalk at 8 Meserole Avenue. The geophysical survey performed along 8 Meserole Avenue did not detect any evidence of the former UST in the sidewalk, yet it should be noted that the geophysical survey did not detected the abandoned UST at 7 North 15th Street which is documented to have been closed in place. In addition, the concrete sidewalk in the area of the vent pipe appears to be newer than the surrounding concrete. This suggests that a UST may still be present and that it was abandoned in-place. Since there is no documentation associated with this potential UST, the potential exists for a UST to be present and that residual contamination may exist in the area.
- The former operations of Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue and VE2 Plating Company located at 7-11 North 15th Street generated a variety of wastes associated

with electro-plating. These wastes generally consisting of spent cyanide plating bath solutions, spent stripping, corrosive wastes, cleaning bath solutions, and non-listed corrosive wastes between 2005 and 2012. Therefore, the potential exists for these two former operations to have impacted the surrounding environment.

- Information pertaining to the New York City Department of Environmental Protection (NYC DEP) B-9 Facility at 22 North 15th Street indicates that a maintenance fueling station is located approximately 150 feet south of the subject property across North 15th Street. According to the site-specific environmental database report, this site had three USTs removed in 1984 and currently has three active 1,000 gallon gasoline USTs. Due to the lack of available information regarding the removal of the USTs or the current operations of the active USTs, it is AECOM's opinion that residual contamination cannot be ruled out.
- W.H. Christian & Sons at 22-28 Franklin Street provides uniform rental, laundry and dry cleaning services, and is located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going sometime after 1939 and prior to 1992. Due to the information pertaining to the disposal of halogenated solvents and still bottoms, and the knowledge that the historical operations of dry cleaners have the potential to impact the environment, it is AECOM's opinion that potential contamination to the surrounding environment cannot be ruled out.

The Phase I ESA revealed no evidence of controlled recognized environmental conditions (CRECs) or evidence of historical recognized environmental conditions (HRECs) in connection with the property.

The RECs identified above require that a Phase II subsurface investigation be conducted. However, at present no Phase II report has been completed for this site.

Detailed and site-specific analysis of potential effects of proposed developments on hazardous materials would be made at the time of a future special permit application.

Water and Sewer Infrastructure

A CEQR water and sewer infrastructure assessment analyzes whether a project may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such projects to determine whether their impact is significant, and present potential mitigation strategies and alternatives. According to the 2014 *CEQR Technical Manual*, only projects that increase density or change drainage conditions on a large site require a water and sewer infrastructure analysis. A water supply assessment would be required for projects with an exceptionally large demand for water (over 1 million gallons per day) or for projects located in an area that experiences low water pressure (such as Coney Island and the Rockaway Peninsula).

The incremental size of a development on the sites for conceptual analysis would not warrant a detailed analysis of water and sewer infrastructure as such development would not meet any of the conditions listed above. Therefore, the development of the sites for conceptual analysis would not result in any significant impacts on water and sewer infrastructure, and no further analysis is necessary.

Detailed and site-specific analysis of potential effects of proposed development on water and sewer infrastructure, if necessary, would be made at the time of a future special permit application.

Solid Waste and Sanitation Services

The incremental development of the site under conceptual analysis could be expected to generate approximately 10,199 pounds of solid waste per week, based on standard waste generation rates for households provided in the 2014 *CEQR Technical Manual*. The solid waste generated by the development

of the sites under conceptual analysis would not significantly increase the demand for solid waste and sanitation services and would not overburden the City's solid waste management capacity. As such, no significant adverse impacts on solid waste and sanitation services are anticipated.

Detailed and site specific analysis of potential effects of proposed developments on solid waste and sanitation services, if necessary, would be made at the time of a future special permit application.

Energy

As described in the 2014 *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the New York City Energy Conservation Code. The need for a detailed assessment of energy impacts is limited to projects that may significantly affect the transmission or generation of energy. The increase in energy consumption related to the potential future development of approximately 93,562 gsf on the sites for conceptual analysis would be a negligible change that would not overburden the electrical generation and transmission system; therefore, the development anticipated to occur as a result of the development of the sites under conceptual analysis would not result in significant adverse impacts on energy. The proposed mapping of a new IBIA area and the associated special permits would not significantly affect the transmission or generation of energy, and therefore, no further analysis is needed.

Transportation

The 2014 *CEQR Technical Manual* specifies minimum development densities potentially requiring transportation analysis (Table 16-1, page 16-3). A commercial development of this size would generally result in trips below the CEQR analysis thresholds of 50 peak hour vehicle trips through any intersection, 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips.

As described above, it is anticipated that the possible future development of the sites for conceptual analysis would consist of approximately 93,562 gsf, with an incremental development of approximately 69,700 gsf over existing conditions. Therefore, since the sites under conceptual analysis would not meet the *CEQR Technical Manual* minimum development density potentially requiring a transportation analysis (100,000 gsf for this area of Brooklyn), a transportation analysis would not be warranted.

Detailed and site-specific analysis of potential effects of proposed developments on transportation, if necessary, would be made at the time of a future special permit application.

Air Quality

Mobile Source Analysis

As described above, development of the site under conceptual analysis pursuant to the proposed mapping of a new IBIA and associated special permits is unlikely to generate a substantial amount of vehicle traffic. Per the *CEQR Technical Manual*, a mobile source air quality analysis would be required if the site under conceptual analysis would result in 170 or more peak hour auto trips. If the site under conceptual analysis exceeds this threshold, a quantified air quality analysis of mobile source (vehicle) emissions would be required. As indicated above, this level of incremental traffic is not anticipated. Detailed and site-specific analysis of potential effects of proposed developments on mobile source air quality, if necessary, would be made at the time of a future special permit application.

Heat and Hot Water System Screening Analysis

Development of the site under conceptual analysis pursuant to the proposed mapping of a new IBIA and

associated special permits would require heat and hot water systems, which would likely use natural gas or heating oil as fuel. It is not possible to fully conduct a heat and hot water systems analysis at this time, as the information regarding the height of the site under conceptual analysis as well as the location and type of heat and hot water system is unavailable. However, it is expected that if any potential concerns with respect to the effects of heat and hot water systems on air quality are identified at the time that the site-specific applications for special permits are submitted, such concerns could be addressed through potential restrictions on type of fuel to be used, stack placement away from taller sensitive uses, and by implementing any other protective measures required to avoid the potential for significant adverse impact on air quality. Detailed and site-specific analysis of potential effects of proposed developments on stationary source air quality, if necessary, would be made at the time of a future special permit application.

Industrial Sources

Although the site under conceptual analysis would introduce a new building in an area that is near existing large or major emissions sources, it would not introduce a new sensitive land use. Therefore, as specified in the 2014 *CEQR Technical Manual*, an assessment of the potential for air quality impacts from any existing manufacturing or industrial uses would not be required. Detailed and site-specific analysis of potential effects of proposed developments on industrial source air quality, if necessary, would be made at the time of a future special permit application.

Greenhouse Gas Emissions

According to the 2014 *CEQR Technical Manual*, projects that do not require an EIS do not warrant a GHG emissions assessment unless they are City capital projects, include significant power generation, or would fundamentally change the City's solid waste management system. Since none of those exceptions apply in this case, no analysis is required. Detailed and site-specific analysis of potential effects of proposed development on greenhouse gas emissions, if necessary, would be made at the time of a future special permit application.

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.

Mobile Source Screening

According to the 2014 *CEQR Technical Manual*, a detailed mobile source analysis is generally performed if a proposed action would increase noise passenger car equivalent (noise PCE) values by 100 percent or more. While the sites under conceptual analysis would have to complete detailed traffic forecasts, it is unlikely that it would result in a doubling of vehicle trips. Therefore it is unlikely that a detailed mobile source analysis would be warranted, and no significant adverse mobile source impacts are anticipated. Detailed and site-specific analysis of potential effects of proposed developments on mobile source noise, if necessary, would be made at the time of a future special permit application.

Stationary Source Screening

According to the *CEQR Technical Manual*, a detailed stationary source analysis is generally performed if a proposed action would cause a substantial stationary source (i.e., unenclosed equipment for building ventilation purposes) to be operating within 1,500 feet of a receptors with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses.

It is unlikely that the sites under conceptual analysis would meet any of these criteria. It is expected that the rooftop mechanical equipment associated with a new development would be located within enclosed mechanical bulkheads or would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant adverse noise impacts. Further, the site is not located in an area with high ambient noise levels resulting from stationary sources. Therefore, the sites under conceptual analysis would not be expected to result in any stationary source noise impacts and no further analysis is warranted. However, detailed and site-specific analysis of potential effects of proposed developments on stationary source noise, if necessary, would be made at the time of a future special permit application.

Sensitive Receptor Analysis

According to the 2014 *CEQR Technical Manual*, a detailed noise analysis may be warranted if a sensitive receptor screening determines that a proposed development would introduce a new noise-sensitive location (a "receptor") in an area with high ambient noise levels, which typically include those sites near heavily-trafficked thoroughfares, airports, rail, or other loud activities. Receptors are usually defined as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of acceptability or when noise levels increase by an amount exceeding a predefined threshold of change. As stated in the 2014 *CEQR Technical Manual*¸ indoor receptors include residences, hotels, motels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, and theaters; outdoor receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches. As the surrounding area contains residential and commercial uses, there are existing sensitive receptors in the vicinity of the project site. In addition, the sites under conceptual analysis would include indoor receptors (as defined in the 2014 *CEQR Technical Manual*) and the sites under conceptual analysis are located near a heavily trafficked thoroughfare or other loud activities. As such, it is anticipated that detailed analysis would be warranted.

Based on the findings of the noise analysis presented in **Attachment J** of the EAS, no significant adverse noise impacts to sensitive receptors are anticipated. As described in the EAS, in the event that the sites for conceptual analysis are developed in the future, it would have frontage on Gem Street and North 15th Street. Any future development at this site would also be required to provide a window-wall attenuation of 26 dBA in order to maintain interior noise levels of 50 dBA or lower should that development include any commercial uses. However, detailed and site-specific analysis of potential effects of proposed developments on sensitive receptors, if necessary, would be made at the time of a future special permit application.

Public Health

This conceptual analysis of the sites under conceptual analysis has not identified the potential for significant unmitigated adverse impacts in any CEQR analysis areas, including air quality, water quality, hazardous materials, and noise. Therefore, based on the methodology set forth by the 2014 *CEQR Technical Manual*, an analysis of public health is not warranted. More detailed analysis of public health, if necessary, would be performed at such time as a site-specific application for development of the property is made. It is

anticipated that development on the sites under conceptual analysis would not result in significant adverse impacts as development on these sites would have to mitigate any air quality, water quality, hazardous materials and noise impacts to achieve project approval from the City.

Neighborhood Character

As described in the 2014 *CEQR Technical Manual*, an assessment of neighborhood character is generally warranted when a proposed project has the potential to result in significant adverse impacts in one or more of the following technical areas: land use, zoning and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise. An assessment of neighborhood character is also needed if a project may have moderate effects on several of the elements that define a neighborhood's character. This conceptual analysis has not identified any potential for the proposed actions to result in moderate or significant adverse impacts in the technical areas listed above. Therefore, a detailed analysis of neighborhood character is not warranted. More detailed analysis of neighborhood character, if necessary, would be performed at such time as a site-specific application for redevelopment of a future special permit application. It is anticipated that development on the sites under conceptual analysis would not result in significant adverse impacts as development on this site would have to mitigate any potential impacts to the technical areas listed above to achieve project approval from the City.

Construction

The future development of the sites under conceptual analysis pursuant to the IBIA and associated special permit requirements would be expected to result in short-term conditions typical of construction sites in Brooklyn. More detailed analysis of construction impacts, if necessary, would be performed at such time as site-specific applications for redevelopment of the property. No construction impacts are expected to result from the development of the sites under conceptual analysis.

Appendix A

LPC Response Letter

NYC Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-K
Project: 12 Franklin Street
Date received: 6/13/2017

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 12 FRANKLIN STREET, BBL: 3026140003
2) ADDRESS: 8 MESEROLE AVENUE, BBL: 3026140008
3) ADDRESS: 7 NORTH 15 STREET, BBL: 3026140001
4) ADDRESS: 9 NORTH 15 STREET, BBL: 3026140016
5) ADDRESS: 15 NORTH 15 STREET, BBL: 3026140019
6) ADDRESS: 37 NORTH 15 STREET, BBL: 3026140024

Gina Santucci 6/23/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32502_FSO_DNP_06202017.doc

Appendix B

Phase I Environmental Site Assessment

Environment

Prepared for:
Simon Baron Development LLC
New York, New York

Prepared by:
AECOM
New York, New York
60443606
December 2015

Phase I Environmental Site Assessment of Commercial Property, 12 Franklin Street, Brooklyn, New York

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Executive Summary

Simon Baron Development LLC contracted with AECOM to perform a Phase I Environmental Site Assessment (ESA) of a multi-occupant commercial property located at 12 Franklin Street, Brooklyn, Kings County, New York (subject property). This Phase I ESA was performed in general conformance with the scope and limitations of ASTM Standard Practice Designation E 1527-13 for ESAs. Exceptions to, or deletions from, this practice are described in this report.

The 0.64-acre subject property is occupied by three commercial buildings containing five occupied commercial spaces: 12 Franklin Street / 2-6 Meserole Avenue (1.5 stories referred to herein as 12 Franklin Street), which is occupied by Northern Territory and Eastern Metal Plumbing and Hardware; 8 Meserole Avenue / 37 Gem Street (1-story, referred to herein as 8 Meserole Avenue), which is occupied by Scientific Laboratory Music Company; and 27-33 Gem Street/3-7 North 15th Street (1.5 stories, referred to herein as 7 North 15th Street), which is occupied by Dicrk the Norseman and Bacik Sausage Company. Each of the three adjoining buildings are constructed as slab-on-grade. Scientific Laboratory Music Company located at 8 Meserole Avenue contains a small partial basement on the northern portion of the property along Meserole Avenue.

The subject property is located in a mixed use area of Brooklyn consisting of commercial and industrial properties. The subject property is bordered to the north by Meserole Avenue, beyond which are unidentified one-story warehouses / industrial facilities. The subject property is bordered to the east beyond Gem Street by a smoke fish processing facility (Acme Smoked Fish), as well as other unlabeled one-story warehouses and industrial operations. The subject property is bordered to the south-southeast by adjoining, unmarked one-story warehouses / industrial facilities, and North 15th Street to the south-southwest, beyond which is a paved parking area with a fuel pump and the New York City Department of Environmental Protection (NYCDEP) Brooklyn maintenance department building. The subject property is bordered to the west, beyond Franklin Street, by a one-story warehouse and undeveloped land, beyond which is the Bushwick Inlet. AECOM did not observe any current gasoline service stations in the immediate vicinity (500 feet) of the subject property. However, a fuel pump island is located on the southern side of North 15th Street is owned by the maintenance department for the NYCDEP and appears to have been the same location of a historical gasoline service station. In addition, W.H. Christian & Sons at 22-28 Franklin Street is a laundry and dry cleaner located approximately 130 feet north-northwest of the subject property that appears to have been in operation since 1924. Based on AECOM's site reconnaissance of the surrounding neighborhood, the fuel pump island owned by the NYCDEP and the nearby dry cleaner are considered potential off-site sources of concern..

Available records from the New York City Department of Finance's and Department of Building's website, the three buildings that comprise the subject property were constructed sometime after 1916 and prior to 1941. The 1887 Sanborn Fire Insurance Maps indicate that the subject property was undeveloped. By 1905 the northern portion of the subject property (currently occupied by 12 Franklin Street and 8 Meserole Avenue) was occupied by the Bulmer Lumber Company. The remaining portion of the subject property consisted of undeveloped land. In 1916 the lumber company has been replaced by the Warner & Stell Wagon Trucking operations. A 1930's Certificate of Occupancy states that 12 Franklin Street was owned by the Sterling Horse Feed Company for the storage of horse feed. By 1942 the three buildings at the subject property are present. The following summarizes the businesses which occupied each of the buildings:

12 FRANKLIN STREET

This parcel in 1942 was identified as the Warner Dog Food Company, Inc and is also identified in 1965 as Dri Food Products Inc. The operations of this company remain at this parcel until sometime after 1965. By 1970 the operations at this site were identified as Ace Cellophane & Polyethylene Corporation, though a 1968 Certificate of Occupancy states that the parcel was used for the printing and converting polyethylene and cellophane bags. Sometime between 1973 and 1997 the parcel began operating as Polycraft, Inc. which appears to have ceased operation in 2013. Eastern Metal Plumbing Supply began operating sometime between 2012 and 2013 based upon imaging from Google Maps. In 2013 construction was ongoing for the Northern Territory bar / restaurant and began operating by 2014.

8 MESEROLE AVENUE

This parcel in 1942 is identified as plywood storage. In 1945 the parcel is identified on a Certificate of Occupancy form as conducting chipping, blasting and finishing of magnesium castings. By 1951 the parcel is identified as the Superior Bearing Bronze Company for magnesium casting cleaning. The operations of this company remain at this parcel until sometime prior to 1965. From 1965 to 1985 the parcel is identified as Hardchrome Electro Processing Corporation, Universal Electro Chemical Company, and Universal Electric Sign Company, Inc. In 2000 the parcel is identified as RPM Auto Service. Google Map images from 2007 indicate that the exterior of the parcel is relatively well maintained but does not identify the type of operations. The current operations, Scientific Laboratories Music Studios appear to have occupied the parcel sometime prior to 2010. Building records indicate that renovations to the parcel were ongoing in 2007.

NORTH 15TH STREET

This parcel in 1942 is identified as a garage that has three gasoline tanks. It is unknown whether these tanks were aboveground or underground. By 1951 the parcel is identified as a garage (with three gasoline tanks) for the City of New York Division of School Lunches. From 1965 through 2007 the available documentation does not indicate the use of the parcel but appears to have been used as a garage. The 1965 Sanborn Map shows evidence of the three gasoline tanks. Google Map images from 2007 indicate that the parcel was part of the operations of Poly Craft Company. In 2013 the parcel appears to have under renovation for its current use as an eating establishment, brewery, and warehouse space.

The subject property is identified on several different databases under following facility names and addresses:

- Polycraft Industries Corporation located at 12 Franklin Street is identified on the Aerometric Information Retrieval Systems (US AIRS) and the Facility Index System (FINDS) databases. These databases are non-contamination-related listings.

- Poly Converters of America Inc. located at 2 Meserole Avenue (which also appears to be 12 Franklin Street) is identified on the Resource Conservation and Recovery Act Non Generator / No Longer Regulated (RCRA Non Gen / NLR (), FINDS , and NY MANIFEST (Facility and Manifest Data) databases. The RCRA Non Gen / NLR and FINDS databases are non-contamination-related listings. According to the RCRA Non Gen / NLR and/or NY Manifest database listings, this former occupant was historically a large quantity generator (LQG) of ignitable hazardous waste with one violation in which compliance was achieved.

The NY MANIFEST database lists and tracks hazardous waste from the generator through transporters to a transfer, storage, and disposal (TSD) facility. This database indicates that several thousands of pounds and gallons of non-listed ignitable wastes were generated between 1992 and 1994.

- Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue is identified on the RCRA- Small Quantity Generator (SQG), US AIR, FINDS, and NY MANIFEST databases. The US AIR and FINDS databases are non-contamination-related listings. The RCRA-SQG and NY MANIFEST databases identify the site as generating wastes consisting of spent cyanide plating bath solutions, spent stripping and cleaning bath solutions, and non-listed corrosive wastes between 2005 and 2012. This facility was historically identified as a LQG as early as 1980. No RCRA violations were identified. However, the known historical operations of similar electro plating operations were often associated with uncontrolled discharges and sloppy housekeeping.

- VE2 Plating Company located at 7 – 11 North 15th Street is identified under the NY UST,NY Historical (HIST) UST,RCRA Non Gen / NLR and NY MANIFEST databases. The NY UST and NY HISTUST databases identify the abandonment of a 2,000-gallon No. 2 fuel oil UST. The fill port of this UST was identified during AECOM's site reconnaissance. The RCRA-SQG and NY MANIFEST databases identify the site as generating corrosive wastes, chromium, lead, spent cyanide, plating bath solutions, spent stripping and cleaning bath solutions from electro plating operations between 1989 and 1995. Some of these wastes are identified as being generated from Presto Electro Plating Corporation. Multiple RCRA violations are reported for this facility between 1992 and 1994; however, compliance is listed as being achieved in 1995. As previously stated, the known historical operations of similar electroplating operations were often associated with uncontrolled discharges and sloppy housekeeping.

According to the environmental database report, 102 database listings for 45 sites were identified within 1/8 mile of the subject property. Based on AECOM's review of these database listings, none of these sites are expected to present a REC to the subject property based on their distance from the subject property, regulatory status (i.e. closed, no violations found), media impacted (i.e. soil only), and/or topographical position from the subject property (i.e. down-gradient or cross-gradient) except for the NYCDEP B-9 Facility located at 22 North 15th Street. The USTs associated with a fueling station for the NYCDEP maintenance vehicles is located approximately 100 feet southwest of the subject property across North 15th Street. This site is listed on the NY HIST UST database. According to the site-specific environmental database report, this site had three 1,000 gallon gasoline USTs removed in 1984 and currently has three active 1,000 gallon gasoline USTs. The NYSDEC closed the files on the removed USTs in 1998. However, due to the lack of available information regarding the removal of the USTs or the current operations of the active USTs, as well as the proximity of this site, it is AECOM's opinion that a VEC cannot be ruled out, and therefore, the former and current USTs at this site are considered a REC. In addition, though none of the database listings for W.H. Christian & Sons at 22-28 Franklin Street are considered a REC, a uniform rental, laundry and dry cleaning has operated at this site sometime after 1939 and prior to 1994. Due to the lack of available information regarding the historical dry cleaning operations, it is AECOM's opinion that a VEC cannot be ruled out, and is therefore considered a REC..

The following RECs were identified during this assessment:

- There is no documentation for the removal of the 2,000 gallon No. 2 Fuel Oil UST located at the 7 North 15th Street parcel. The location of the former UST is located below the bar and

dining area for Dirck the Norseman. The potential exists for residual contamination to exist below the parcel.

- The 1942 and 1951 Sanborn Maps indicate the presence of three gasoline tanks located at the 7 North 15th Street parcel. Two of these tanks appear to be located in the parcel which is bar and brewery area for Dirck the Norseman and one tank appears to be located along the sidewalk of the parcel. The geophysical survey did not detect any evidence of the former UST in the sidewalk and the survey could not be performed within the interior of Dirck the Norseman. The potential exists that the two former gasoline tanks are USTs that are still beneath the floor of Dirck the Norseman.
- Visual evidence identified the presence of a UST vent pipe within the sidewalk at 8 Meserole Avenue. Records provided by the Fire Department of the City of New York (FDNY) indicate that a 1,080 gallon UST formerly used to store No. 2 fuel oil currently exists at 8 Meserole Avenue. Since fuel oil is no longer used at this parcel, the tank is out-of-service. As such, it needs to be closed in accordance with the appropriate requirements of Chapter 34 of the New York City Fire Code as identified in the Rules of the City of New York (RCNY).
- As for the remaining RECs, the current operations at the subject property make it highly unlikely for employees and/or patrons to come into contact with potential contaminants typically associated with these type of RECs. However, these RECs will need to be further evaluated upon any future redevelopment or intrusive work at the subject property.This suggests that a UST may still be present and that it was abandoned in-place. Since there is no documentation associated with this potential UST, the potential exists for a UST to be present and that residual contamination may exist in the area.
- The former operations of Superior Bearing Bronze Company and Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue and VE2 Plating Company located at 7-11 North 15th Street generated a variety of wastes associated with electro-plating. These wastes generally consisting of spent cyanide plating bath solutions, spent stripping, corrosive wastes, cleaning bath solutions, and non-listed corrosive wastes between 2005 and 2012. The known historical operations of similar electro plating operations were often associated with uncontrolled discharges and sloppy housekeeping. Therefore, the potential exists for these two former operations to have impacted the surrounding environment.
- Information pertaining to the NYCDEP B-9 Facility at 22 North 15th Street indicates that a maintenance fueling station is located approximately 150 feet south of the subject property across North 15th Street. According to the site-specific environmental database report, this site had three USTs removed in 1984 and currently has three active 1,000 gallon gasoline USTs. Due to the lack of available information regarding the removal of the USTs or the current operations of the active USTs, it is AECOM's opinion that residual contamination cannot be ruled out.
- W.H. Christian & Sons at 22-28 Franklin Street is a uniform rental, laundry and dry cleaning operations located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going sometime after 1939 and prior to 1992. Due to the information pertaining to the disposal of halogenated solvents and still bottoms, and the knowledge that the historical operations of dry cleaners have the potential to impact the environment, and the lack of available information regarding the dry cleaning operations, it is AECOM's opinion that potential contamination to the surrounding environment cannot be ruled out.

As for the RECs identified above, the current operations at the subject property make it highly unlikely for employees and/or patrons to come into contact with potential contaminants typically associated

with these types of RECs. Impacts from potential contaminants are not a significant concern at this time. However, these RECs will need to be further evaluated upon any future redevelopment or intrusive work at the subject property.

This assessment revealed no evidence of HRECs or CRECs in connection with the property.

The following de minimis conditions (DMCs) were identified during this assessment:

- Pipe cutting and threading equipment was located at two locations within Eastern Metal Plumbing Supply. Cutting oil stains were located on the floor and wall for the equipment located in the rear of the facility while oil staining on the floor was present in the equipment located near the garage door for the facility. Each of the stains on the floor measured approximately three feet wide by three feet long while the staining on the wall measured approximately two feet wide by three feet long. The concrete floor appeared to be in good condition and there were no floor drains visible at these two locations. Given the localized nature of this staining, AECOM considers this a DMC.
- AECOM noted some staining in partial basement located at 8 Meserole Avenue. The staining is less than four square feet on one of the basement walls and was likely associated with the former aboveground heating oil tank reported by the site contact for Scientific Laboratory Music. No other information was available on this reported former AST such as removal date, size, or age. Though a sump is located in the corner of the basement to discharge rainwater that enters the basement, the visible staining was isolated and not near the sump. Given the localized nature of this staining, AECOM considers this a DMC.

1.0 Introduction

1.1 Purpose

This Phase I Environmental Site Assessment (ESA) was performed pursuant to AECOM's written proposal, dated September 15, 2015. This assessment was performed in advance of the potential sale and redevelopment of the subject property. The purpose of this Phase I ESA is to provide the client with information for use in evaluating recognized environmental conditions (RECs) associated with the subject property.

Per the ASTM standard, potential findings can include RECs, including historical RECs (HRECs), controlled RECs (CRECs), and de minimis conditions. A REC is defined by the ASTM standard as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." The term includes hazardous substances or petroleum products even under conditions in compliance with laws. HRECs are a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. CRECs are a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. De minimis conditions (DMCs) are those situations that do not present a material risk of harm to public health or the environment and generally would not be subject to enforcement action if brought to the attention of the regulating authority.

This assessment is based on a review of existing conditions, reported pre-existing conditions, and observed operations at the subject property and adjacent properties.

1.2 Scope of Work

The Phase I ESA included a site visit, regulatory research, historical review, and a review and an environmental database analysis of the subject property. In conducting the Phase I ESA, AECOM assessed the subject property for visible signs of possible contamination, researched public records for the subject property and adjacent properties (as applicable), and conducted interviews with persons knowledgeable about the subject property. In addition, a geophysical survey of the sidewalks located adjacent to the subject property was performed to assess the potential for underground storage tanks (USTs).

This project was performed in general accordance with ASTM Standard Practice Designation E 1527-13 and AECOM's proposal, dated September 15, 2015. Conclusions reached in this report are based upon the assessment performed and are subject to limitations set forth in Sections 1.3, 1.4, and 1.5 below.

1.3 Study Limitations

This report describes the results of AECOM's Phase I ESA to identify the presence of contamination-related liabilities materially affecting the subject facility and/or property. In the conduct of this assessment, AECOM assessed the presence of such problems within the limits of the established scope of work as described in our proposal.

As with any due diligence assessment, there is a certain degree of dependence upon oral information provided by facility or site representatives, which is not readily verifiable through visual observations or supported by any available written documentation. AECOM shall not be held responsible for conditions or consequences arising from relevant facts that were concealed, withheld, or not fully disclosed by facility or site representatives at the time this assessment was performed. In addition, the findings and opinions expressed in this report are subject to certain conditions and assumptions, which are noted in the report. Any party reviewing the findings of the report must carefully review and consider all such conditions and assumptions.

This report and all field data and notes were gathered and/or prepared by AECOM in accordance with the agreed upon scope of work and generally accepted engineering and scientific practice in effect at the time of AECOM's assessment of the subject property. The statements, findings and opinions contained in this report are only intended to give approximations of the environmental conditions at the subject property.

As specified in the ASTM standard (referred to below as "this practice"), it is incumbent that the client and any other parties who review and rely upon this report understand the following inherent conditions surrounding any Phase I ESA:

- Uncertainty Not Eliminated - No ESA can wholly eliminate uncertainty regarding the potential for REC in connection with a property. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for REC in connection with a property, and this practice recognizes reasonable limits of time and costs. (Section 4.5.1 of the ASTM standard)
- Not Exhaustive - "All appropriate inquiry" does not mean an exhaustive assessment of a clean property. There is a point at which the cost of information obtained outweighs the usefulness of the information and, in fact, may be a material detriment to the orderly completion of transactions. One of the purposes of this practice is to identify a balance between the competing goals of limiting the costs and time demands inherent in performing an ESA and the reduction of uncertainty about unknown conditions resulting from additional information. (Section 4.5.2 of the ASTM Standard)
- Comparison with Subsequent Inquiry - ESAs must be evaluated based on the reasonableness of judgments made at the time and under the circumstances in which they were made. Subsequent ESAs should not be considered valid standards to judge the appropriateness of any prior assessment based on hindsight, new information, use of developing technology or analytical techniques, or other factors. (Section 4.5.4 of the ASTM Standard)

A similar set of inherent limitations exist in cases where the Phase I ESA included a screening-level assessment of vapor migration or vapor encroachment; such an assessment is a required part of a Phase I ESA when the ASTM E1527-13 standard is employed. According to the ASTM E2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions, the following limitations apply:

- Uncertainty Not Eliminated in Screening - No vapor encroachment screen (VES) can wholly eliminate uncertainty regarding the identifications of vapor encroachment conditions (VECs) in connection with the target property (Section 4.5.1).
- Not Exhaustive - The guide is not meant to be an exhaustive screening. There is a point at which the cost of information obtained outweighs the usefulness of the information and, in fact, may be a material detriment to the orderly completion of real estate transactions. . One of the purposes of this guide is to identify a balance between the competing goals of limiting the costs and time demands inherent in performing a VES and the reduction of uncertainty about unknown conditions resulting from additional information. (Section 4.5.2)
- Comparison with Subsequent Investigations - It should not be concluded or assumed that an investigation was not adequate because the investigation did not identify any VECs in connection with a property. The VES must be evaluated based on the reasonableness of judgments made at the time and under the circumstances in which they were made. Subsequent VESs should not be considered valid bases to judge the appropriateness of any prior screening if based on hindsight, new information, use of developing technology or analytical techniques, or similar factors (Section 4.5.4)

This report was prepared pursuant to an agreement between Simon Baron Development LLC (Client) and AECOM and is for the exclusive use of the Client. No other party is entitled to rely on the conclusions, observations, specifications, or data contained herein without first obtaining AECOM's written consent and provided any such party signs an AECOM-generated Reliance Letter. A third party's signing of the AECOM Reliance Letter and AECOM's written consent are conditions precedent to any additional use or reliance on this report.

The passage of time may result in changes in technology, economic conditions, site variations, or regulatory provisions, which would render the report inaccurate. Reliance on this report after the date of issuance as an accurate representation of current site conditions shall be at the user's sole risk.

1.4 Site-Related Limiting Conditions

The following site-specific limitations were encountered during the course of this assessment:

- It was not feasible to evaluate every individual room or space within the building during the site visit. AECOM's evaluation of these buildings focused on areas where hazardous substances are handled. Based on the use of the subject property this particular site-related limiting condition is not expected to have a significant limitation to this assessment.
- The roof was assessable only at the restaurant / pub operations at Northern Territory. However, AECOM was able to visible scan the roofs of all of the other businesses identified in this report. Based on the use of the subject property this particular site-related limiting condition is not expected to have a significant limitation to this assessment.
- AECOM was not allowed to inspect all of the rehearsal rooms located in the music studio known as Scientific Laboratory. The owner of the studio stated that each of these rooms are privately owned and he does not have keys to access these rooms. The owner did show AECOM a typical rehearsal room that is currently owned by a friend. However, based upon current use of the portion of the subject property, this data gap is not expected to impact the results of this assessment

1.5 Data Gaps/Data Failure

The following data failure/data gaps were encountered during the course of this assessment:

- As specified in the agreed upon scope of work, a title search and environmental lien search were not conducted as part of this ESA. However, based upon historical data collected from other sources, this data gap is not expected to impact the results of this assessment. In addition, the user was not aware of environmental liens or activity use limitations (AULs) that have been placed on the subject property.
- Per ASTM, past owners, operators, and occupants of the subject property who are likely to have material information regarding the potential for contamination at the subject property shall be contacted to the extent that they can be identified and that the information likely to be obtained is not duplicative of information already obtained from other sources. AECOM was unable to interview past owners and/or operators at the subject property. However, based upon historical data collected from other sources, this data gap is not expected to impact the results of this assessment.
- AECOM has yet to receive responses from the Fire Department of the City of New York and the New York City Department of Health and Mental Hygiene. However, based upon historical data collected from other sources, this data gap is not expected to impact the results of this assessment.
- As of the date of this report, the client had not provided AECOM with a completed ASTM 1527-13 User Questionnaire which summarized their knowledge of title records, environmental liens, specialized knowledge, and/or real estate value reduction issues associated with the subject property. However, this data gap is not expected to impact the results of this assessment.

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2.0 Site Description

2.1 Site Location and Parcel Description

The subject property is located at 12 Franklin Street, Brooklyn, Kings County, New York. The businesses located at this address are also identified as 7 North 15th Street and 8 Meserole Avenue. The subject property is situated along Franklin Street between North 15th Street and Meserole Avenue. Five businesses currently occupy the subject property. These businesses are:

- Eastern Metal Plumbing and Hardware – 12 Franklin Street
- Northern Territory (Bar / Restaurant) – 12 Franklin Street
- Dirck the Norseman (Bar / Restaurant / Brewery) – 7 North 15th Street
- Bacik Sausage Company (Warehouse) – 7 North 15th Street
- Scientific Laboratory Music Company – 8 Meserole Avenue

The businesses located at the subject property are accessed from Franklin Street to the west, North 15th Avenue to the southwest, Meserole Avenue to the north, and Gem Street to the east .

According to the New York City Department of Finance (NYCDOF), the subject property is designated as Block 2614, Lots 1, 3, and 8. The approximate location of the subject property is illustrated on Figure 1 - Site Location Map.

2.2 Site Ownership

According to the NYCDOF, the subject property is owned by 12 Franklin Street Realty Corporation.

2.3 Site Visit

Mr. Nelson J. Abrams with AECOM's 125 Broad Street, New York, New York office visited the subject property on September 21, 2015. During the site visit, Mr. Abrams was accompanied by the following individuals at each of the businesses identified above:

- Mr. Scott Beiber - Eastern Metal Plumbing and Hardware
- Mr. John Marchisio / Ms. Gabby Ponce - Northern Territory
- Mr. Jeff Lyons - Dirck the Norseman
- Mr. Miet Gidel - Bacik Sausage Company
- Mr. Richard Kelly - Scientific Laboratory Music Company

In addition, Mr. Abrams spoke with Mr. Mark Lively, Associate Director for Cushman and Wakefield who is associated with the sale and redevelopment of the subject property.

Site-related limiting conditions encountered during this assessment were previously summarized in Section 1.4.

The site visit methodology at each of the businesses identified above consisted of walking over accessible areas of the subject property, including the building interior and exterior, the perimeter, and the portions of the surrounding area. The following sections summarize the results of the site visit.

2.3.1 Site and Facility Description

The 0.64-acre subject property is occupied by five commercial businesses within three buildings: 12 Franklin Street / 2-6 Meserole Avenue (1.5 stories referred to herein as 12 Franklin Street), which is occupied by Northern Territory and Eastern Metal Plumbing and Hardware; 8 Meserole Avenue / 37 Gem Street (1-story, referred to herein as 8 Meserole Avenue), which is occupied by Scientific Laboratory Music Company; and 27-33 Gem Street/3-7 North 15th Street (1.5 stories, referred to herein as 7 North 15th Street), which is occupied by Dirck the Norseman and Bacik Sausage Company. Each of the three buildings are constructed as slab-on-grade. Scientific Laboratory Music Company located at 8 Meserole Avenue contains a small partial basement on the northern portion of the property along Meserole Avenue.

The exterior walls of the buildings are of brick masonry and concrete masonry unit (CMU) construction with a wood roof decking. The roofing system consists of the main roof areas, each of which are flat, and are surfaced with a smooth-surface bitumen membrane with an aluminum oxide coating. The Northern Territory business constructed a roof deck as part of their restaurant operations and is surfaced with concrete pavers.

During the site visit, no visual evidence of potable water wells, monitoring wells, dry wells, clarifiers, septic tanks, or leach fields was observed on the subject property. No visual evidence of discolored soil, water, or unusual vegetative conditions or odors was observed during the site visit. In addition, no visual evidence of significant corrosion was observed on the floors or walls of the subject property building or on the exterior of the subject property. The general layout of the subject property is illustrated on Figure 2 - Site Plan and Representative Site Photographs are provided in Appendix A.

2.3.2 Surrounding Properties

The subject property is located in a mixed use area of Brooklyn consisting of commercial and industrial properties. The subject property is bordered to the north by Meserole Avenue, beyond which are unidentified one-story warehouses / industrial facilities. The subject property is bordered to the east beyond Gem Street by a smoke fish processing facility (Acme Smoked Fish), as well as other unlabeled one-story warehouses and industrial operations. The subject property is bordered to the south-southeast by adjoining, unmarked one-story warehouses / industrial facilities, and North 15th Street to the south-southwest, beyond which is a paved parking area with a fuel pump and the New York City Department of Environmental Protection (NYCDEP) Brooklyn maintenance department building. The subject property is bordered to the west, beyond Franklin Street, by a one-story warehouse and undeveloped land, beyond which is the Bushwick Inlet.

AECOM did not observe any current gasoline service stations in the immediate vicinity (500 feet) of the subject property. However, a fuel pump island is located on the southern side of North 15th Street is owned by the maintenance department for the NYCDEP and appears to have been the same location of a historical gasoline service station. In addition, W.H. Christian & Sons at 22-28 Franklin Street is a laundry and dry cleaner located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going since 1924. No sensitive receptors (i.e. day care centers, schools, hospitals, water bodies) are adjacent to the subject property, though the Bushwick Inlet is located approximately 200 feet west of the subject property on the opposite side of Franklin Street. Based on AECOM's site reconnaissance of the surrounding neighborhood, the fuel pump island owned by the NYCDEP and the nearby dry cleaner are considered potential off-site sources of concern.

2.3.3 Petroleum Products and Hazardous Materials

Two areas within the supply storage area of Eastern Metal Plumbing and Hardware where pipe cutting equipment is located were heavily stained with petroleum cutting oils. Additionally, evidence of underground storage tanks were located at two of the businesses at the subject property. A vent pipe was located within the sidewalk adjacent to Scientific Laboratory Music Company and a fill cap labelled “fuel oil” was located adjacent to the bar within Dirck the Norseman.

Besides these items, other than normal commercial cleaning supplies, hazardous materials or petroleum products were not observed at the subject property, or were reported by any of the individuals interviewed to be located at the subject property. Staining or visual evidence of a hazardous materials release other than what was observed at Eastern Metal Plumbing and Hardware was not observed at the time of the site visit.

2.3.4 Polychlorinated Biphenyls

Polychlorinated biphenyls (PCB)-containing dielectric fluids have been widely used as coolants and lubricants in transformers, capacitors, and other electric equipment due to their insulating and nonflammable properties. Based on the age of the subject property (pre-1979), the potential exists for PCBs to be present on-site.

No hydraulic equipment (transformers, trash compactors, lifts) was observed on the subject property.

2.3.5 Aboveground Storage Tanks

Aboveground storage tanks (ASTs) were not observed during the site visit. Each of the individuals interviewed were not aware of any ASTs located on the subject property. Mr. Kelly of Scientific Laboratory Music indicated that he was informed that a former AST was located in the partial basement located at 8 Meserole Avenue. The inspection of this space presented evidence that an AST was located in this area as some old petroleum staining was visible on one of the basement walls. The concrete floor of the basement was in poor condition and a sump used to remove rainwater was located in the corner of the basement. It was unclear whether a vent pipe observed approximately 20 feet from the partial basement was associated with the former AST. No ASTs were listed in the site-specific environmental database report reviewed by AECOM, or otherwise identified during AECOM’s review of historical aerial photographs.

2.3.6 Underground Storage Tanks

Visual evidence of underground storage tanks (USTs) were observed during the site visit. As previously stated, a vent pipe typically associated with USTs was present in front of Scientific Laboratory along Meserole Avenue. While the current owner indicated that the vent pipe was associated with the former AST located in the partial basement, the distance from the vent pipe to the former AST is uncharacteristic for an AST piping system. A brass fill cap labeled fuel oil was located within the bar of the Dirck the Norseman restaurant. This is likely associated with a 2,000 gallon No. 2 Fuel Oil UST that was backfilled in 1996 as indicated by documentation provided by the New York State Department of Environmental Conservation (NYSDEC).

As part of this Phase I ESA, AECOM performed a geophysical survey within accessible areas along North 15th Street, Franklin Street, and Meserole Avenue to evaluate that the presence of potential USTs under the sidewalks adjacent to the subject property (Appendix C). The survey was also

conducted in the area of the fuel oil cap identified within Dirck the Norseman. The results of the geophysical survey did not indicate presence of any USTs within the survey area. However, it should be noted that documentation provided by the NYSDEC indicated that the UST located within Dirck the Norseman was closed in place, yet the geophysical survey did not identify the presence of a filled UST. This may be due to the concrete and fill material located in the area of the former UST. No UST closure/removal documentation was available for the 2,000-gallon fuel oil tank located beneath the subject property in the bar and dining area of Dirck the Norseman. Therefore, this UST is considered a REC. Additionally, it is unconfirmed whether the vent pipe observed in front of Scientific Laboratory along Meserole Avenue is associated with a former AST or a UST. Therefore, there is a potential that an orphaned UST may be present in this location, which is considered a REC.

No USTs were listed in the site-specific environmental database report for the subject property.

2.3.7 Solid Waste

A solid waste dumpster and /or garbage cans were located at each of the businesses at the subject property. According to each of the individuals interviewed, the dumpster and garbage cans are used for the disposal of discarded food, shipping packaging, paper, and general office trash. No evidence of inappropriate disposal activities and no significant staining were observed in the vicinity of the dumpster and garbage cans at any of the businesses.

2.3.8 Hazardous Waste

No evidence of hazardous waste generation was observed at any of the businesses at the subject property, and the individuals interviewed at each business reported no such activities. In addition, the subject property was not listed as a generator of hazardous waste in the site-specific database report.

2.3.9 Water

Each of the businesses at the subject property receives its potable water supply from the NYCDEP. No potable water wells were observed at the subject property or reported by the site contacts.

2.3.10 Wastewater

Wastewater discharges from each of the businesses at the subject property include effluent from human consumptive use and floor drains located in the restrooms at the two restaurants, which, according to site contacts, discharge directly to the municipal sanitary sewer system. Staining or visual evidence of a hazardous materials release was not observed in the vicinity of the floor drains. Wastewater is ultimately discharged to the NYCDEP's Owls Head wastewater treatment plant.

2.3.11 Stormwater

Stormwater from the subject property appears to drain via sheet flow to the numerous stormwater drains located throughout the paved streets adjacent to the subject property. No staining was observed in the vicinity of the storm drains.

2.3.12 Heating and Cooling

There is no central heating or air conditioning for the businesses at the subject property. Heat for the businesses are provided via individual natural gas-fired, ceiling mounted forced air heating units. Natural gas is supplied by National Grid. Limited roof mounted and window air conditioning units were observed and are responsible by each of the tenants at the subject property.

3.0 Environmental Setting

3.1 Topography

According to the United States Geological Survey (USGS) topographic map of the subject property area (Brooklyn, NY Quadrangle) and a review of the Google Earth website, the elevation of the subject property is approximately eight feet above mean sea level (msl). Based on a review of these technical resources and AECOM's site visit, the subject property appears to be generally flat with a slight downward slope toward the west towards Bushwick Inlet.

3.2 Soil/Geology

The subject property is located in the Cretaceous-age Atlantic Coastal Plan physiographic province. The geology of this province is unique, in that it is not made up of rock, but consists of unconsolidated sediments. Bedrock is not exposed anywhere at the ground surface within the Coastal Plain; however, it is exposed immediately to the west and northwest on Staten Island and in the Bronx.

Based upon previous investigation conducted by AECOM at nearby properties, two major stratigraphic units, in the order of increasing depth, were identified. These units consist of fill and native soil. The subsurface consists of a layer of fill material ranging from a depth of 11 to 19 feet below grade. The fill generally consists of sand and silty sand with crushed stone, wood, concrete, ash, cinders, and brick. The fill is underlain by black organic silt ranging in thickness from two (2) to ten (10) feet. Silt with alternating strata of fine sandy silts and silty clays is present beneath the layer of black organic silt to depths of approximately 50 to 70 feet below grade, after which point a gray to reddish brown stiff silty clay occurs. Bedrock was not encountered during any of these investigations.

3.3 Groundwater/Hydrology

Physiographically, Kings County is part of the Long Island Hydrogeologic System. In a roughly north-south cross section, the geology can be characterized as a wedge shaped layer of Cretaceous and Pleistocene age unconsolidated sediments, thickening to the south-southeast. Several impermeable clay layers are found within this sediment package, generally creating three distinct aquifers. Potable water is primarily withdrawn from the deepest of the aquifers in southeastern Kings County; groundwater is the sole source of drinking water in Nassau and Suffolk Counties and is protected as such in Kings County. Consolidated bedrock is of Precambrian and Paleozoic age. The thickness of the unconsolidated sequence ranges from zero to approximately 1,300 feet below ground surface from north to south. The uppermost unconsolidated unit consists of Pleistocene glacial till and moraine deposits in the northern portion of Kings County and glaciofluvial sediments derived from melt-water of the retreating glacier to the south. These deposits constitute the Upper Glacial Aquifer.

Based upon AECOM's previous investigations in the area, groundwater was encountered between depths ranging from 2 to 8 feet below grade. Based upon the groundwater elevations obtained from existing and installed monitoring wells in the area, groundwater flows towards Bushwick Inlet and the East River located to the west of the subject property.

4.0 Site and Area History

Historical information for the subject property and surrounding properties is based on AECOM's review and analysis of the following historical sources:

- Sanborn® Fire Insurance Maps (Sanborn maps) dated 1887, 1905, 1916, 1928, 1942, 1951, 1965, 1978, 1979, 1980 to 1983, 1986 to 1989, 1991, 1993, 1995, 1996, and 2001 to 2007;
- Aerial photographs dated 1941, 1944, 1951, 1954, 1961, 1974, 1976, 1980, 1991, 1994, 2006, 2009, and 2011;
- Topographic maps dated 1900, 1924, 1947, 1956, 1967, 1979, and 1995;
- City directories for the years 1928, 1934, 1940, 1945, 1949, 1960, 1965, 1970, 1973, 1976, 1980, 1985, 1992, 1997, 2000, 2005, 2008, and 2013;
- Building Department records reviewed via the New York City Department of Building's (NYCDOB's) website; and
- Tax Assessment records reviewed via the NYCDOF's website.

4.1 Subject Property

Based on a review of available records from the NYCDOF's and NYCDOB's websites and Sanborn maps, the three buildings that comprise the subject property were constructed sometime after 1916 and prior to 1941. The 1887 Sanborn maps indicate that the subject property was undeveloped. By 1905 the northern portion of the subject property (currently occupied by 12 Franklin Street and 8 Meserole Avenue) was occupied by the Bulmer Lumber Company. The remaining portion of the subject property consisted of undeveloped land. In 1916, the lumber company was replaced by Warner & Stell Wagon Trucking. A 1930's Certificate of Occupancy states that 12 Franklin Street was owned by the Sterling Horse Feed Company for the storage of horse feed. By 1942 the three buildings at the subject property are present. The following summarizes the businesses which occupied each of the buildings:

12 FRANKLIN STREET

This parcel in 1942 was identified as the Warner Dog Food Company, Inc and is also identified in 1965 as Dri Food Products Inc. The operations of this company remained at this parcel until sometime after 1965. By 1970, the operations at this portion of the subject property were identified as Ace Cellophane & Polyethylene Corporation, though a 1968 Certificate of Occupancy states that the parcel was used for \printing and converting polyethylene and cellophane bags. Sometime between 1973 and 1997 the parcel began operating as Polycraft, Inc. which appears to have ceased operation in 2013. Eastern Metal Plumbing Supply began operating sometime between 2012 and 2013 based upon imaging from Google Maps. In 2013, construction was ongoing for the Northern Territory bar / restaurant and began operating by 2014.

8 MESEROLE AVENUE

This parcel in 1942 is identified as plywood storage. In 1945 the parcel is identified on a Certificate of Occupancy form as conducting chipping, blasting and finishing of magnesium castings. By 1951, the parcel is identified as the Superior Bearing Bronze Company for magnesium casting cleaning. The operations of this company remained at this parcel until sometime prior to 1965. From 1965 to 1985 the parcel is identified as Hardchrome Electro Processing Corporation, Universal Electro Chemical Company, and Universal Electric Sign Company, Inc. In 2000, the parcel is identified as RPM Auto Service. Google Map images from 2007 indicate that the exterior of the parcel is relatively well maintained but does not identify the type of operations. The current operations, Scientific Laboratories Music Studios appear to have occupied the parcel sometime prior to 2010. Building records indicate that renovations to the parcel were ongoing in 2007.

NORTH 15TH STREET

This parcel in 1942 is identified as a garage that has three gasoline tanks. It is unknown whether these tanks were aboveground or underground. By 1951, the parcel is identified as a garage (with three gasoline tanks) for the City of New York Division of School Lunches. From 1965 through 2007 the available documentation does not indicate the use of the parcel but appears to have been used as a garage. The 1965 Sanborn Map no longer shows evidence of the three gasoline tanks. Google Map images from 2007 indicate that the parcel was part of the operations of Poly Craft Company. In 2013 the parcel appears to have under renovation for its current use as an eating establishment, brewery, and warehouse space.

4.2 Off-site Properties

The majority of the surrounding properties appear to have been vacant prior to 1887. The development of commercial and residential buildings appears to have begun between 1905 and 1916.

NORTH

Properties located north of the subject property in 1887 were mostly vacant with a few small commercial and industrial operations, including a boiler shop located to the northwest. By 1905 the majority of the northern properties were the same as those in 1887. By 1916 operations located to the north consisted of primarily iron, pipe, and boiler works consisting of George J. Brown Iron Works, Meadon's Blower & Pipe, Ball & Jewell (iron works), and Franklin Machine & Steam Boiler Works. The majority of businesses identified in 1916 were still present in 1942 and 1951. The only differences were the George J. Brown Iron Works was no longer present and the Franklin Machine & Steam Boiler Works was now the location of Paper Box Warehouse. By 1965 the Paper Box Warehouse was identified as only a warehouse, while all other properties remained relatively the same as those in 1942. From 1978 through 2007 the northern properties were listed as unidentified manufacturing buildings, storage buildings, and vacant buildings. The only change was that the warehouse identified in 1965 was identified in 1991 as an auto repair facility/ warehouse. A uniform rental, dry cleaning and laundry facility known as W.H. Christian & Sons is currently located at 22-28 Franklin Street. A review of available historical documents could only determine that the facility had been operating at its current location sometime after 1939 and prior to 1992.

EAST

Properties located east of the subject property in 1887, 1905, and 1916 were undeveloped. By 1942 the majority of the properties to the east were still undeveloped, with the exception of a garage which contained a gasoline tank and fish smokehouse located to the southeast. The use of these properties remained the same in 1951. By 1965 the property directly to the east of the subject property was identified as the Williamsburg Steel Products Company. From 1978 through 2007 the properties to the east remained relatively unchanged, with the exception that in 1978 the Williamsburg Steel Products Company was identified as New York Builders Corporation.

SOUTH

Properties located east of the subject property in 1887 and 1905 were undeveloped. By 1916 the properties were identified as a Contractor's Yard containing various buildings. By 1942 the properties adjacent to the subject property were identified as private garages and welding operations with properties across from North 7th Street identified as a gasoline service station and an auto wrecking yard. The use of these properties remained relatively the same in 1951 and 1965 with the exception that the auto wrecking yard was identified as a steel drum storage yard in 1951 and the private garages were identified as storage in 1965. From 1978 through 2007 the southern properties were identified as storage buildings and an unidentified manufacturing facility. The service station is no longer identified by 1978, but the location of this service station is in the same location as a fueling island currently being used by the NYCDEP's Brooklyn Maintenance Facility, which also occupies the building listed as an unidentified manufacturing facility.

WEST

Properties located west of the subject property in 1887, 1905, and 1916 were undeveloped. By 1916 the properties were identified as a Contractor's Yard containing various buildings. By 1941 aerial photographs identify the properties as being used as a shipping yard and dry dock, which in the 1942 Sanborn map identifies the property as D. Costegliola & Company, Inc. Ship Yard & Dry Dock. This company is present in 1951 and operations appear to be ongoing in a 1961 aerial photograph. By 1965 they are no longer identified west of the subject property and the property appears to be vacant in a 1966 aerial photograph. The current condition of this property is vacant and overgrown, but is identified by the City of New York Department of Parks and Recreation as Bushwick Inlet Park.

4.3 Previously Prepared Environmental Reports

Phase I Environmental Site Assessment, 12 Franklin Street Realty Corp./8 Meserole Ave LLC, 12 Franklin Street, Brooklyn, NY 11222, dated August 19, 2013. Prepared by Nova Consulting Group, Inc. for 12 Franklin Street Realty Corporation

Nova Consulting Group performed a Phase I ESA at the subject property. In 2013, the occupants of the subject property were:

- Eastern Metal Plumbing Supply – 12 Franklin Street (1st Floor)
- Knote Holding LTD (Restaurant under construction) – 12 Franklin Street (1st Floor, partial 2nd Floor, upper roof area)
- Poly Craft Company (owner's office) – 12 Franklin Street (2nd Floor)
- The Beer Guy (Restaurant/Bar/Brewery under construction) – 7 North 15th Street
- Bacik Polish Sausage – 7 North 15th Street (warehouse access on Gem Street)

- Scientific Laboratory Music Company – 8 Meserole Avenue

The RECs identified by Nova Consulting at the subject property were as follows:

- The Sanborn Maps indicated that the existing building is in place by 1942 on the portion of the subject property known as Lot 1 / 7 North 15th Street. The building is depicted as being a garage with three gasoline tanks located in the western third of the building, presumably buried beneath the building's floor. The garage and three tanks are also present in the 1951 Sanborn Map. During the course of the Nova Consulting assessment, no other information regarding these USTs was identified that would indicate removal and/or the condition of these tanks. Also, the property manager, Mr. Ralph Heidings, was not aware of the historical presence of gasoline tanks on the Property and, therefore, was not able to provide information regarding the tanks. Based on the historical presence of these tanks, as indicated by the referenced Sanborn Maps, and the fact that no information is available regarding the existence of these tanks, it is possible they remain in place as orphaned USTs. Considering the unknowns in association with potential orphaned USTs, this represents a REC with the Property that requires additional investigation.

In consideration of ASTM non-scope items of environmental concern, Nova Consulting noted the following as warranting mention:

- Approximately one square foot of friable suspect asbestos containing materials (ACM) pipe wrap was identified in the 8 Meserole Avenue partial basement in fair condition. In addition, an unquantified amount of friable and non-friable suspect ACM, including 12"x12" vinyl floor tile and mastic, gypsum board and joint compound, and roofing materials were observed on-site. These materials were generally observed to be in good to average condition. It is noted that an evaluation of possible asbestos containing materials was not a part of the current AECOM Phase I ESA scope of work.

5.0 Database and Records Review

5.1 User Provided Information

As of the date of this report, the Client had not provided AECOM with a completed ASTM 1527-13 User Questionnaire which summarized their knowledge of title records, environmental liens, specialized knowledge, and/or real estate value reduction issues associated with the subject property. This is considered a data gap for this report.

5.2 Title Records/Environmental Liens

Per the agreed upon scope of work, a chain-of-title and an environmental lien search were not performed as part of this assessment.

5.3 Database Information

In accordance with the scope of work and ASTM Standard E-1527-13, a search of various governmental databases was conducted by EDR. The site-specific environmental database report was reviewed to evaluate if soil and or groundwater from an on-site and/or off-site sources of concern has the potential to impact the subject property. The database abbreviations are provided in the site-specific environmental database report.

The database report includes various reports detailing database information for each of the sites identified/geocoded within the specified radius. Additional sites were identified within the database report; however EDR was not able to map them to specific locations due to insufficient/contradicting address information. These sites were included in the database report as "orphan" sites. Based upon AECOM's review, there does not appear to be any significant concerns associated with any of the orphan sites. A summary of AECOM's review and analysis of the site-specific environmental database report is presented below. A copy of the database report is provided in Appendix B.

Based on AECOM's research, the subject property is not located on or within a one-mile radius of tribal lands.

5.3.1 Subject Property

The subject property is identified on several different databases under following facility names and addresses:

- Polycraft Industries Corporation located at 12 Franklin Street is identified on the Aerometric Information Retrieval Systems (US AIRS) and the Facility Index System (FINDS) databases. These databases are non-contamination-related listings.

- Poly Converters of America Inc. located at 2 Meserole Avenue (which also appears to be 12 Franklin Street) is identified on the Resource Conservation and Recovery Act Non Generator / No Longer Regulated (RCRA Non Gen / NLR (), FINDS , and NY MANIFEST (Facility and Manifest Data) databases. The RCRA Non Gen / NLR and FINDS databases are non-contamination-related listings. According to the RCRA Non Gen / NLR and/or NY Manifest database listings, this former occupant was historically a large quantity generator

(LQG) of ignitable hazardous waste with one violation in which compliance was achieved. The NY MANIFEST database lists and tracks hazardous waste from the generator through transporters to a transfer, storage, and disposal (TSD) facility. This database indicates that several thousands of pounds and gallons of non-listed ignitable wastes were generated between 1992 and 1994.

- Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue is identified on the RCRA- Small Quantity Generator (SQG), US AIR, FINDS, and NY MANIFEST databases. The US AIR and FINDS databases are non-contamination-related listings. The RCRA-SQG and NY MANIFEST databases identify the site as generating wastes consisting of spent cyanide plating bath solutions, spent stripping and cleaning bath solutions, and non-listed corrosive wastes between 2005 and 2012. This facility was historically identified as a LQG as early as 1980. No RCRA violations were identified. However, the known historical operations of similar electro plating operations were often associated with uncontrolled discharges and sloppy housekeeping. Therefore, this site is considered a HREC.

- VE2 Plating Company located at 7 – 11 North 15th Street is identified under the NY UST,NY Historical (HIST) UST,RCRA Non Gen / NLR and NY MANIFEST databases. The NY UST and NY HISTUST databases identify the abandonment of a 2,000-gallon No. 2 fuel oil UST. The fill port of this UST was identified during AECOM's site reconnaissance. The RCRA-SQG and NY MANIFEST databases identify the site as generating corrosive wastes, chromium, lead, spent cyanide, plating bath solutions, spent stripping and cleaning bath solutions from electro plating operations between 1989 and 1995. Some of these wastes are identified as being generated from Presto Electro Plating Corporation. Multiple RCRA violations are reported for this facility between 1992 and 1994; however, compliance is listed as being achieved in 1995. As previously stated, the known historical operations of similar electroplating operations were often associated with uncontrolled discharges and sloppy housekeeping. Therefore, this site is considered a HREC.

5.3.2 Surrounding Sites

According to the environmental database report, 102 database listings for 45 sites were identified within 1/8 mile of the subject property. Based on AECOM's review of these database listings, none of these sites are expected to present a REC to the subject property based on their distance from the subject property, regulatory status (i.e. closed, no violations found), media impacted (i.e. soil only), and/or topographical position from the subject property (i.e. down-gradient or cross-gradient). Due its proximity to the subject property, the following sites is discussed in additional detail.

- NYCDEP B-9 Facility located at 22 North 15th Street : The USTs associated with a fueling station for the NYCDEP maintenance vehicles is located approximately 100 feet southwest of the subject property across North 15th Street. This site is listed on the NY HIST UST database. According to the site-specific environmental database report, this site had three 1,000-gallon gasoline USTs removed in 1984 and currently has three active 1,000-gallon gasoline USTs. The NYSDEC closed the files on the removed USTs in 1998. However, due to the lack of available information regarding the removal of the USTs or the current operations of the active USTs, as well as the proximity of this site, it is AECOM's opinion that the former and current USTs at this site are considered a REC.

- W.H. Christian & Sons, located at 22-28 Franklin Street is a laundry and dry cleaning operations located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going sometime after 1939 and prior to 1992. This site is listed on the NY HIST UST, NY UST, New York Leaking Tank (NY LTANK), RCRA NonGen/NLR, Integrated Compliance Information System (ICIS), FINDS, New York Aboveground Storage Tank (NY AST), and NY Manifest databases. According to the site-specific environmental database reports, this site has a 1,080 gallon fuel oil UST, and a 1,500 gallon No. 2 fuel oil AST. A UST of unknown size containing gasoline was closed in 1997 due to a leaking in the vent line and a 2,000 gallon fuel oil UST was closed in place in 2005. The database records show that halogenated solvents and still bottoms from the recovery of solvents were generated from the site between 1995 and 1997. The site appears to be a non-generator of solvents and still bottoms since 1999. Due to the lack of available information regarding past operations and waste disposal method, as well as the proximity of this site, it is AECOM's opinion that the former and current USTs at this site are considered a REC.

5.4 Vapor Encroachment Screening

AECOM conducted a Tier 1 vapor encroachment screening (VES) as part of this assessment. This screening was conducted in general accordance with the ASTM E2600 *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions* dated June 2010. The objective of the VES was to evaluate the following:

1. A vapor encroachment condition (VEC) exists, or
2. Is likely to exist, or
3. Cannot be ruled out, or
4. Can be ruled out because it does not exist or is not likely to exist.

Since the status of the three former gasoline tanks at the 7 North 15th Street parcel is unknown, including whether they were ASTs or USTs, the subject property is a potential source of vapor encroachment.

AECOM reviewed the site-specific environmental database report with particular focus on the following two types of sites:

1. Off-site properties that are impacted by chlorinated volatile organic compounds (VOCs) and/or semi-volatile-organic compounds (SVOCs) and are located within approximately 1,750 feet of the subject property, and
2. Off-site properties that are impacted by petroleum hydrocarbons and are located within approximately 525 feet of the subject property.

The following paragraphs summarize the results of AECOM's VES of the subject property.

A review of the site-specific environmental database indicates that two chlorinated VOC/SVOC and 45 petroleum hydrocarbon impacted sites are located with the above-described radii of the subject property. However, one of the two chlorinated VOC-impacted, and 44 of the 45 petroleum hydrocarbon-impacted sites can be ruled out due to their regulatory status (i.e. regulatory closure has been issued), media impacted (i.e. soil only), and/or topographical position from the subject property (i.e. down-gradient or cross-gradient). The following two bullets discuss the remaining two sites:

- NYCDEP B-9 Facility at 22 North 15th Street has a maintenance fueling station located approximately 150 feet south of the subject property across North 15th Street. According to the site-specific environmental database report, this site had three USTs removed in 1984 and currently has three active 1,000 gallon gasoline USTs. Due to the lack of available information regarding the removal of the USTs or the current operations of the active USTs, it is AECOM's opinion that a VEC cannot be ruled out, and therefore, the former and current USTs at this site are considered a REC.

- W.H. Christian & Sons at 22-28 Franklin Street is a uniform rental, laundry and dry cleaning operations located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going sometime after 1939 and prior to 1992. Due to the lack of available information regarding the dry cleaning operations, it is AECOM's opinion that a VEC cannot be ruled out, and is therefore considered a REC.

5.5 Agency File Review

AECOM submitted Freedom of Information Act (FOIA) requests to the NYSDEC, Fire Department of New York (FDNY), and the New York State Department of Health (NYSDOH) for information related to spills/releases of oil or hazardous materials and other significant incidents.

AECOM received from limited information from the NYSDEC pertaining to the parcel located at 7 North 15th Street. Documents provided by the NYSDEC indicate that a 2,000-gallon No. 2 fuel oil steel UST was closed in-place in 1996. There is no information pertaining to any contamination associated with the closure of the UST or anything related to the gasoline tanks identified on the Sanborn Maps. We are currently waiting for additional responses from the NYSDEC to the other parcels as well as response from the other agencies regarding all three parcels.

Documentation received from the FDNY in indicate that a 1,080 gallon UST formerly used to store No. 2 fuel oil currently exists at 8 Meserole Avenue. Since fuel oil is no longer used at this parcel, the tank is out-of-service. As such, it needs to be closed in accordance with the appropriate requirements of Chapter 34 of the New York City Fire Code as identified in the Rules of the City of New York (RCNY).

As for the remaining RECs, the current operations at the subject property make it highly unlikely for employees and/or patrons to come into contact with potential contaminants typically associated with these types of RECs. However, these RECs will need to be further evaluated upon any future redevelopment or intrusive work at the subject property.

AECOM also reviewed the following databases, in addition to those identified in Section 5.3.2:

- New York State Department of Environmental Conservation, Bulk Storage Database Search. The subject property was not identified in the database.
- USEPA Enforcement and Compliance History Online (ECHO): The ECHO database consists of USEPA compliance history at a site. The ECHO database identified the Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue. The data indicates that the site was inspected in 2011 and that no violations were found. The ECHO database indicates that the site (which is no longer operating) was a SQG and had a minor air emissions permit for electroplating operations. No other database files were identified for the subject property.
- Envirofacts database: Envirofacts is a database search of USEPA databases, including the Comprehensive Environmental Response, Comprehensive and Liability Information System

(CERCLIS) database, which consists of sites being assessed under the Superfund program (NPL sites), hazardous waste sites, and potential hazardous waste sites. The Envirofacts database did not identify the subject property on any of its databases.

Based on AECOM's research to date, AECOM does not anticipate the response (if any) from the NYSDEC, and NYSDOH to our FOIA requests will significantly alter the conclusions or recommendations of this report. However, if information is received from these FOIA requests which significantly impacts the conclusions or recommendations of this report, this information will be forwarded upon receipt.

6.0 Findings and Opinions

AECOM performed a Phase I ESA of the subject property in conformance with the scope and limitations of ASTM Practice E 1527-13, which meets the requirements of Title 40, Code of Federal Regulations Part 312 and is intended to constitute *all appropriate inquiry* for purposes of the landowner liability protections. Any exceptions to, or deletions from, this practice are described in Section 1.3 through 1.5 of this report.

The following sections summarize the findings and opinions of this Phase I ESA of the subject property.

6.1 Recognized Environmental Conditions

The following RECs were identified during this assessment:

- There is no documentation for the removal of the 2,000 gallon No. 2 Fuel Oil UST located at the 7 North 15th Street parcel. The location of the former UST is located below the bar and dining area for Dirck the Norseman. The potential exists for residual contamination to exist below the parcel.
- The 1942 and 1951 Sanborn Maps indicate the presence of three gasoline tanks located at the 7 North 15th Street parcel. Two of these tanks appear to be located in the parcel which is bar and brewery area for Dirck the Norseman and one tank appears to be located along the sidewalk of the parcel. The geophysical survey did not detect any evidence of the former UST in the sidewalk and the survey could not be performed within the interior of Dirck the Norseman. The potential exists that the two former gasoline tanks are USTs that are still beneath the floor of Dirck the Norseman.
- Visual evidence identified the presence of a UST vent pipe within the sidewalk at 8 Meserole Avenue. The geophysical survey performed along 8 Meserole Avenue did not detect any evidence of the former UST in the sidewalk, yet it should be noted that the geophysical survey did not detected the abandoned UST at 7 North 15th Street which is documented to have been closed in place. In addition, the concrete sidewalk in the area of the vent pipe appears to be newer than the surrounding concrete. This suggests that a UST may still be present and that it was abandoned in-place. Since there is no documentation associated with this potential UST, the potential exists for a UST to be present and that residual contamination may exist in the area.
- The former operations of Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue and VE2 Plating Company located at 7-11 North 15th Street generated a variety of wastes associated with electro-plating. These wastes generally consisting of spent cyanide plating bath solutions, spent stripping, corrosive wastes, cleaning bath solutions, and non-listed corrosive wastes between 2005 and 2012. The known historical operations of similar electro plating operations were often associated with uncontrolled discharges and sloppy housekeeping. Therefore, the potential exists for these two former operations to have impacted the surrounding environment.

- Information pertaining to the NYCDEP B-9 Facility at 22 North 15th Street indicates that a maintenance fueling station is located approximately 150 feet south of the subject property across North 15th Street. According to the site-specific environmental database report, this site had three USTs removed in 1984 and currently has three active 1,000 gallon gasoline USTs. Due to the lack of available information regarding the removal of the USTs or the current operations of the active USTs, it is AECOM's opinion that residual contamination cannot be ruled out.
- W.H. Christian & Sons at 22-28 Franklin Street is a uniform rental, laundry and dry cleaning operations located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going sometime after 1939 and prior to 1992. Due to the information pertaining to the disposal of halogenated solvents and still bottoms, and the knowledge that the historical operations of dry cleaners have the potential to impact the environment, and the lack of available information regarding the dry cleaning operations, it is AECOM's opinion that potential contamination to the surrounding environment cannot be ruled out.

6.2 Controlled Recognized Environmental Conditions

Based on the above-described activities, no CRECs were identified in connection with the subject property.

6.3 Historical Recognized Environmental Conditions

Based on the above-described activities, no HRECs were identified in connection with the subject property.

6.4 De Minimis Conditions

The following DMCs were identified during this assessment:

- Pipe cutting and threading equipment was located at two locations within Eastern Metal Plumbing Supply. Cutting oil stains were located on the floor and wall for the equipment located in the rear of the facility while oil staining on the floor was present in the equipment located near the garage door for the facility. Each of the stains on the floor measured approximately three feet wide by three feet long while the staining on the wall measured approximately two feet wide by three feet long. The concrete floor appeared to be in good condition and there were no floor drains visible at these two locations. Given the localized nature of this staining, AECOM considers this a DMC.
- AECOM noted some staining in partial basement located at 8 Meserole Avenue. The staining is less than four square feet on one of the basement walls and was likely associated with the former aboveground heating oil tank reported by the site contact for Scientific Laboratory Music. No other information was available on this reported former AST such as removal date, size, or age. Though a sump is located in the corner of the basement to discharge rainwater that enters the basement, the visible staining was isolated and not near the sump. Given the localized nature of this staining, AECOM considers this a DMC.

7.0 Conclusions

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-13 of the 12 Franklin Street property located in Brooklyn, New York. Any exception to, or deletions from, this practice are described in Sections 1.3 through 1.5 of this report. This assessment has revealed the following evidence of RECs and HRECs in connection with the property:

- There is no documentation for the removal of the 2,000 gallon No. 2 Fuel Oil UST located at the 7 North 15th Street parcel. The location of the former UST is located below the bar and dining area for Dirck the Norseman. The potential exists for residual contamination to exist below the parcel.
- The 1942 and 1951 Sanborn Maps indicate the presence of three gasoline tanks located at the 7 North 15th Street parcel. Two of these tanks appear to be located in the parcel which is bar and brewery area for Dirck the Norseman and one tank appears to be located along the sidewalk of the parcel. The geophysical survey did not detect any evidence of the former UST in the sidewalk and the survey could not be performed within the interior of Dirck the Norseman. The potential exists that the two former gasoline tanks are USTs that are still beneath the floor of Dirck the Norseman.
- Visual evidence identified the presence of a UST vent pipe within the sidewalk at 8 Meserole Avenue. Records provided by the Fire Department of the City of New York (FDNY) indicate that a 1,080 gallon UST formerly used to store No. 2 fuel oil currently exists at 8 Meserole Avenue. Since fuel oil is no longer used at this parcel, the tank is out-of-service. As such, it needs to be closed in accordance with the appropriate requirements of Chapter 34 of the New York City Fire Code as identified in the Rules of the City of New York (RCNY).
- The former operations of Superior Bearing Bronze Company and Hard Chrome Electro Processing Corporation located at 8 Meserole Avenue and VE2 Plating Company located at 7-11 North 15th Street generated a variety of wastes associated with electro-plating. These wastes generally consisting of spent cyanide plating bath solutions, spent stripping, corrosive wastes, cleaning bath solutions, and non-listed corrosive wastes between 2005 and 2012. The known historical operations of similar electro plating operations were often associated with uncontrolled discharges and sloppy housekeeping. Therefore, the potential exists for these two former operations to have impacted the surrounding environment.
- Information pertaining to the NYCDEP B-9 Facility at 22 North 15th Street indicates that a maintenance fueling station is located approximately 150 feet south of the subject property across North 15th Street. According to the site-specific environmental database report, this site had three USTs removed in 1984 and currently has three active 1,000 gallon gasoline USTs. Due to the lack of available information regarding the removal of the USTs or the current operations of the active USTs, it is AECOM's opinion that residual contamination cannot be ruled out.
- W.H. Christian & Sons at 22-28 Franklin Street is a uniform rental, laundry and dry cleaning operations located approximately 130 feet north-northwest of the subject property. The operations at this location have been on-going sometime after 1939 and prior to 1992. Due to the information pertaining to the disposal of halogenated solvents and still bottoms, and the knowledge that the historical operations of dry cleaners have the potential to impact the

environment, and the lack of available information regarding the dry cleaning operations, it is AECOM's opinion that potential contamination to the surrounding environment cannot be ruled out.

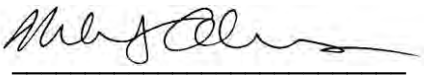
As for the RECs identified above, the current operations at the subject property make it highly unlikely for employees and/or patrons to come into contact with potential contaminants typically associated with these types of RECs. Impacts from potential contaminants are not a significant concern at this time. However, these RECs will need to be further evaluated upon any future redevelopment or intrusive work at the subject property.

This assessment did not reveal any evidence of a HRECs or CREC in connection with the subject property.

8.0 Quality Control/Quality Assurance

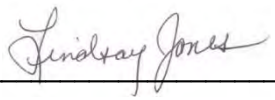
8.1 Site Visit, Research, and Report Preparation

The site visit, research, and report preparation were conducted by Nelson J. Abrams, in AECOM's 125 Broad Street, New York, New York office.

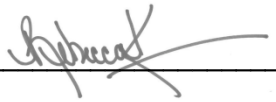
Signature: 

8.2 Quality Control Review

A first level review of this report was conducted by Lindsay Jones in AECOM's Conshohocken, Pennsylvania office.

Signature: 

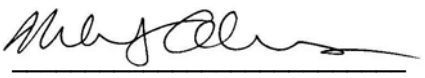
A second level review of this report was conducted by Rebecca Kelly, of AECOM's Arlington, Virginia office.

Signature: 

8.3 Environmental Professional Statement

Mr. Abrams was the Environmental Professional (EP) for this project. Mr. Abrams' EP statement is below and his resume is provided in Appendix C:

I declare that, to the best of our professional knowledge and belief, I meet the definition of an EP as defined in §312.10 of 40 Code of Federal Regulations (CFR) and that I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Signature:  Date: December 8, 2015

9.0 References

9.1 Persons Interviewed

Bieber, Scott, Eastern Metals Plumbing Supply, 12 Franklin Street, Brooklyn, New York 11222. Provided site walk escort on September 21, 2015.

Gidel, Miet, Baick Polish Sausage, 23 Meserole Avenue, Brooklyn, New York 11222. Provided site walk escort on September 21, 2015 of warehouse at 7 North 15th Street.

Kelly, Richard, Scientific Laboratory Music Company, 8 Meserole Avenue, Brooklyn, New York 11222. Provided site walk escort on September 21, 2015.

Lyons, Jeff, Dirck the Norseman, 7 North 15th Street, Brooklyn, New York 11222. Provided site walk escort on September 21, 2015.

Marchisio, John and Ponce, Gabby, Northern Territory, 12 Franklin Street, Brooklyn, New York 11222. Provided site walk escort on September 21, 2015.

9.2 Agencies Contacted

City of New York Department of Buildings, 280 Broadway, New York, NY 10007 (website).

Marshall County Assessor's office, subject property parcel information, retrieved online at http://www.marcoassessor.org/, August 19, 2015.

City of New York Department of Finance, One Centre Street, 22nd Floor, New York, NY 10007 (website).

Fire Department of the City of New York, 9 Metro Tech Center, Brooklyn, New York 11201.

New York State Department of Environmental Conservation, Bulk Storage Database Search, Albany, New York (website).

New York State Department of Environmental Conservation, Office of General Counsel, 625 .Broadway, Albany, New York 12233-1500.

New York State Department of Health, 59-17 Junction Boulevard, Corona, New York 11368.

United States Environmental Protection Agency Enforcement and Compliance History Online (ECHO) (website).

United States Environmental Protection Agency Envirofacts database (website).

9.3 Documents Reviewed

EDR 7.5 Minute Topographic Maps, prepared for Waterfront Building, 12 Franklin Street, Brooklyn, NY 11222 dated September 21, 2015. Inquiry number 4415734.4. Topographic Maps dated 1900, 1924, 1947, 1956, 1967, 1979, and 1995. Report prepared by Environmental Data Resources, 6 Armstrong Road, Shelton, Connecticut 06484, 800-353-0050.

EDR Aerial Photos Decade prepared Warehouse, Waterfront Building, 12 Franklin Street, Brooklyn, NY 11222 dated September 21, 2015. Inquiry number 4415734.9. Aerial photographs dated 1941, 1944, 1951, 1954, 1961, 1966, 1974, 1976, 1980, 1991, 1994, 2006, 2009, and 2011. Report prepared by Environmental Data Resources, 6 Armstrong Road, Shelton, Connecticut 06484, 800-353-0050.

EDR City Directory prepared for Waterfront Building, 12 Franklin Street, Brooklyn, NY 11222 dated September 21, 2015. Inquiry number 4415734.5. Report prepared by Environmental Data Resources, 6 Armstrong Road, Shelton, Connecticut 06484, 800-353-0050.

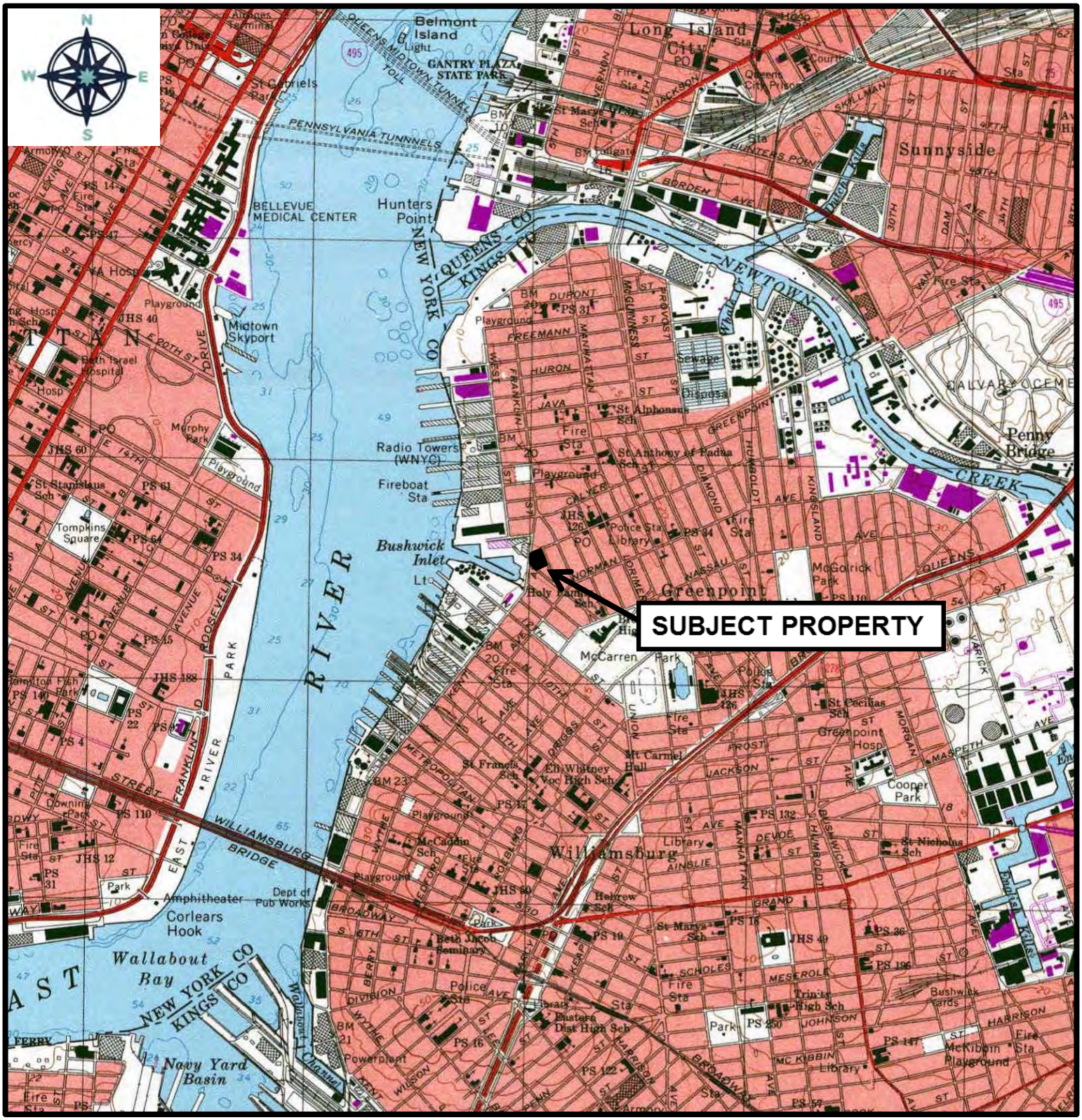
EDR Radius Map with GeoCheck®, prepared for Waterfront Building, 12 Franklin Street, Brooklyn, NY 11222 dated September 21, 2015. Inquiry number 4415734.2s. Inquiry number 3815868.2s. Report prepared by Report prepared by Environmental Data Resources, 6 Armstrong Road, Shelton, Connecticut 06484, 800-353-0050.

EDR Sanborn® Map Report, prepared Waterfront Building, 12 Franklin Street, Brooklyn, NY 11222 dated September 21, 2015. Inquiry number 4415734.3. Sanborn Maps dated 1887, 1905, 1916, 1928, 1942, 1951, 1965, 1978, 1979, 1980, 1981, 1982, 1983, 1986, 1987, 1988, 1989, 1991, 1993, 1994, 1995, 1996, 2001, 2002, 2003, 2004, 2005, 2006, and 2007. Report prepared by Environmental Data Resources, 6 Armstrong Road, Shelton, Connecticut 06484, 800-353-0050.

Google Earth website, www.google.earth.com. This information was reviewed online by Mr. Nelson J. Abrams with AECOM on September 18, 2015.

Phase I Environmental Site Assessment, 12 Franklin Street Realty Corp./8 Meserole Ave LLC, 12 Franklin Street, Brooklyn, NY 11222, dated August 19, 2013. Prepared by Nova Consulting Group, Inc. for 12 Franklin Street Realty Corporation.

Figures

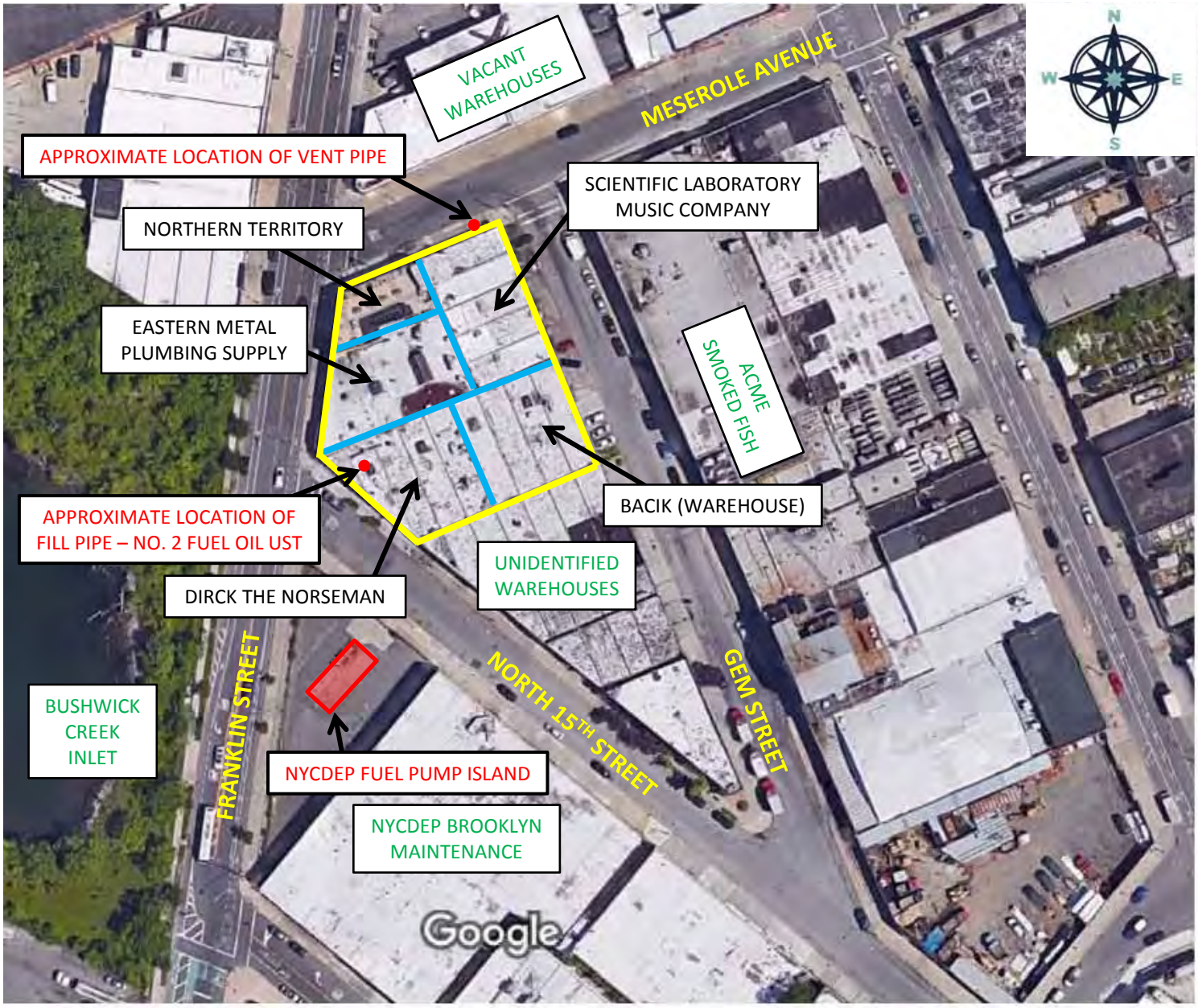


Scale 1:24,000

BROOKLYN, NY
7.5 Minute U.S.G.S. Quadrangles – 1995

AECOM

Figure 1
Site Location Map
12 Franklin Street
Brooklyn, New York



APPROXIMATE SCALE: 1 INCH = 55 FEET

AECOM

Figure 2
Site Plan
12 Franklin Street
Brooklyn, New York

Appendix A

Representative Site Photographs

PHOTOGRAPH LOG

Client Name: Commercial Property	Site Location: 12 Franklin Street, Brooklyn, NY	Project No. 60443606

Photo No. 1	Date: NA

Direction Photo Taken:

Facing northeast

Description:

Front view of Eastern Metal Plumbing Supply along the western side of the subject property. Please note that this image is from Google Maps (street view) as the original photograph taken during the site visit did not download from the camera.

Photo No. 2	Date: 9/21/15

Direction Photo Taken:

Facing east

Description:

Interior view of pipe storage within Eastern Metal.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 3	**Date:** 9/21/15

Direction Photo Taken:

Facing northeast

Description:

View of pipe cutting and threading equipment located in rear of Eastern Metal. Note the de minimis oil staining on the floor. No floor drains were visible.

Photo No. 4	**Date:** 9/21/15

Direction Photo Taken:

Facing northeast

Description:

View of pipe cutting and threading equipment located near garage door of Eastern Metal.

PHOTOGRAPH LOG

Client Name:	Site Location:	Project No.
Commercial Property	12 Franklin Street, Brooklyn, NY	60443606

Photo No.	Date:
5	9/21/15

Direction Photo Taken:

Facing south

Description:

View of entrance to Bacik warehouse on Gem Street in the southeastern portion of the subject property. The Bacik address is identified as 7 North 15th Street.

Photo No.	Date:
6	6/30/15

Direction Photo Taken:

Facing east

Description:

Storage of canned and dry goods at Bacik warehouse.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 7	**Date:** 9/2115

Direction Photo Taken:

Facing southeast

Description:

View of delivery trucks located in Bacik warehouse. Trucks do not appear to be serviced at this location.

Photo No. 8	**Date:** 9/21/15

Direction Photo Taken:

Facing south

Description:

View of furniture storage in Bacik warehouse.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 9	**Date:** 9/21/15

Direction Photo Taken:

Facing northeast

Description:

View of Dirck the Norseman (restaurant/pub/brewery) at 7 North 15th Street in the southwestern portion of the subject property.

Photo No. 10	**Date:** 9/21/15

Direction Photo Taken:

Facing west

Description:

View of bar inside Dirck the Norseman. The fill pipe for the abandoned No. 2 fuel oil tank is located to the far left of the photograph.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 11	**Date:** 9/12/15

Direction Photo Taken:

Facing south

Description:

View of vessels used in the brewery operations at Dirck the Norseman.

Photo No. 12	**Date:** 9/21/15

Direction Photo Taken:

Facing west

Description:

View of fill port for abandoned 2,000-gallon No. 2 fuel oil UST located inside Dirck the Norseman.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 13	**Date:** 9/21/15

Direction Photo Taken:

Facing west

Description:

View of Scientific Laboratory Music Company at corner of Gem Street and Meserole Avenue in the northeastern portion of the subject property.

Photo No. 14	**Date:** 9/21/15

Direction Photo Taken:

Facing south

Description:

View of vent pipe for possible abandoned UST located in front of Scientific Laboratory Music Company at 8 Meserole Avenue.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 15	**Date:** 9/21/15

Direction Photo Taken:

Facing northeast

Description:

View of electrical equipment in the partial basement at 8 Meserole Avenue.

Photo No. 16	**Date:** 9/21/15

Direction Photo Taken:

Facing north

Description:

View inside one of the rehearsal rooms within Scientific Laboratory Music Company.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 17	**Date:** 9/21/15

Direction Photo Taken:

Facing southeast

Description:

View of Northern Territory pub / restaurant in the northwestern portion of the subject property from Meserole Avenue. The Northern Territory address is identified as 12 Franklin Street.

Photo No. 18	**Date:** 9/21/15

Direction Photo Taken:

Facing southwest

Description:

View of bar within Northern Territory.

AECOM

PHOTOGRAPH LOG

Client Name: Commercial Property	**Site Location:** 12 Franklin Street, Brooklyn, NY	**Project No.** 60443606

Photo No. 19	**Date:** 9/21/15

Direction Photo Taken:

Facing northeast

Description:

View of storage area containing ice machine and compressed carbon dioxide cylinders.

Photo No. 20	**Date:** 9/21/15

Direction Photo Taken:

Facing west

Description:

View of kitchen storage area on second floor of Northern Territory.

Appendix C

NYC WRP Consistency Assessment Form

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: 12 Franklin Property Co LLC, 12 Franklin 230 LLC, 12 Franklin 197 LLC

Name of Applicant Representative: Melanie Meyers

Address: One New York Plaza

Telephone: 212-859-8785 Email: Melanie.Meyers@friedfrank.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

This EAS considers the discretionary actions requested by 12 Franklin Property Co LLC, 12 Franklin 230 LLC, 12 Franklin 197 LLC, the Applicant, that would facilitate the development of a 7-story light industrial and commercial office building comprising approximately 167,174 gsf on the block bound by Franklin St, Meserole Ave, Gem St, and N15th St in Greenpoint, Brooklyn Community District 1. The actions include (i) a zoning text amendment affecting the entire block (Block 2614, Lots 1, 3, 8, 16, 19, and 24) to map a new Industrial Business Incentive Area (IBIA), and (ii) special permits pursuant to ZR Sections 74-962 and 74-963 for a development to be built on three of the tax lots (Lots 1, 3, and 8) . The discretionary actions proposed by the Applicant would facilitate the development of a 7-story light industrial and commercial office building comprising approximately 167,174 gsf (134,222 zoning square feet (zsf)) with approximately 17,275 gsf of accessory parking space on the cellar level. The proposed development would include approximately 109,521 gsf of commercial office use ["Incentive Uses"], approximately 10,000 gsf of local retail use, approximately 6,831 gsf of restaurant use, and approximately 23,547 gsf of light manufacturing uses. Both the local retail and restaurant uses (approximately 17,000 gsf combined) are permitted by the underlying M1-2 district ["Permitted Uses"]. The first floor would be used primarily for retail and/or eating establishments (approximately 17,000 gsf) with loading and service areas located on Gem Street and the main building lobby located on North 15th Street.

Approximately 23,547 gsf of light manufacturing uses ["Required Industrial Uses"] are proposed on the second floor, with approximately 126,352 gsf of commercial office space, local retail and restaurant use making up the balance of the above grade space. While a rooftop eating or drinking establishment may be located on the 6th and 7th floors, this document assumes that this floor area will contain additional commercial office space for conservative analysis purposes. The project is proposed to include 36 accessory parking spaces (approximately 17,275 gsf) on the cellar level, rather than the 367-389 parking spaces that would be required under the current zoning for the proposed mix of uses, and two loading berths, instead of the three that would be required under existing zoning.

The proposed building would be built pursuant to special permits under ZR Section 74-96 (Modification of Use, Bulk, Parking and Loading Regulations in Industrial Business Incentive Areas), which, if approved, would allow for a mixed commercial and light industrial building to be built to a maximum permitted floor area ratio (FAR) of 4.8. To achieve this, the Applicant seeks: (i) a zoning text amendment modifying ZR Section 74-96 to include the Project Area as a new Industrial Business Incentive Area; (ii) a special permit pursuant to ZR Section 74-962 to increase the maximum floor area ratio for specific industrial, manufacturing, and commercial uses and to allow for an adjustment in height and setback controls; and, (iii) a special permit pursuant to ZR Section 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to modify the off-street parking requirements to reduce the required accessory parking to 36 parking spaces and to reduce the required loading from three berths to two berths.

2. Purpose of activity

Williamsburg's Northside neighborhood and southern Greenpoint have experienced significant residential growth since the 2005 Greenpoint-Williamsburg Rezoning. While several new office buildings have been completed in the surrounding area in recent years (including the Vice Magazine offices and Amazon photo studio), the amount of existing office space in this area of Brooklyn has not expanded much. The creation of this new approximately 109,521 gsf office space would create new employment opportunities for the area's growing residential population. Introducing additional commercial office space in Greenpoint would address a borough-wide need for more commercial office space, particularly for technology firms.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 2614, Lots 1, 3, 8, 16, 19, and 24

Street Address: 12 Franklin Street

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☑ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1.	Does the project require a waterfront site?	☐ Yes	☑ No
2.	Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters?	☐ Yes	☑ No
3.	Is the project located on publicly owned land or receiving public assistance?	☐ Yes	☑ No
4.	Is the project located within a FEMA 1% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
5.	Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
6.	Is the project located adjacent to or within a special area designation? See *Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).*	☑ Yes	☐ No

- ☐ Significant Maritime and Industrial Area (SMIA) *(2.1)*
- ☐ Special Natural Waterfront Area (SNWA) *(4.1)*
- ☐ Priority Maritime Activity Zone (PMAZ) *(3.5)*
- ☑ Recognized Ecological Complex (REC) *(4.4)*
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) *(2.2, 4.2)*

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☑	☐	☐
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☑	☐	☐
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☑	☐	☐
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☑	☐	☐
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Melanie Meyers

Address: One New York Plaza, New York, NY 10004

Telephone: 212-859-8785 Email: Melanie.Meyers@friedfrank.com

Applicant/Agent's Signature: 

Date: 8/17/18

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☑ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp