Chapter 1: Project Description

A. INTRODUCTION

This ~~Draft~~Final Environmental Impact Statement (~~DEIS~~FEIS) considers several discretionary actions (the Proposed Actions) to facilitate a proposal by the co-applicants, 1-10 Bush Terminal Owner LP and 19-20 Bush Terminal Owner LP (collectively, the "Applicant"), to redevelop and re-tenant Industry City (the Project Area) with a mixed-use project containing manufacturing, commercial, retail, hospitality, academic, and other community facility uses (the Proposed Project). As described below, the area affected by the Proposed Actions (the Directly Affected Area) includes the Project Area and the Rezoning Area. The Directly Affected Area is located in the Sunset Park neighborhood of Brooklyn, in Community District 7 (see **Figure 1-1**), and is bound by 32nd and 37th Streets between 2nd and 3rd Avenues, as well as 39th and 41st Streets between the waterfront and 2nd Avenue. The Project Area includes Industry City (Block 679, Lot 1; Block 683, Lot 1; Block 687, Lot 1; Block 691, Lots 1 and 44; Block 695, Lots 1, 20, and 43; Block 706, Lots 1, 24, and 101; and Block 710, Lot 1), and certain adjacent properties that the Applicant plans to acquire (Block 695, Lots 37–42 and Block 706, Lot 20). The Rezoning Area would affect three additional lots (Block 691, Lots 45 and 46, and a portion of Block 662, Lot 1) which are neither owned by the Applicant, nor does the Applicant plan to acquire these lots.

The Applicant is requesting an amendment to the text of the Zoning Resolution (ZR) to establish the Special Industry City District (SICD); a Zoning Map amendment to map the SICD and to change a portion of the Directly Affected Area from an M3-1 to an M2-4 district; a Special Permit pursuant to newly created ZR Section 129-21 to modify use, bulk, and other regulations, and a change to the City Map to demap 40th Street between 1st Avenue and 2nd Avenue (the Proposed Actions). As a component of the Special Permit, the Applicant will record against its property a Restrictive Declaration (RD) to memorialize the development that may be permitted at Industry City.

The Proposed Actions are subject to the Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR). In conformance with CEQR, this ~~DEIS~~FEIS has been prepared to analyze the potential impacts of the Proposed Actions. The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), is the lead agency for the environmental review. DCP has determined that the Proposed Actions have the potential to result in significant environmental impacts. Therefore, pursuant to CEQR procedures, DCP has issued a Positive Declaration requiring that an Environmental Impact Statement (EIS) be prepared in conformance with all applicable laws and regulations including the CEQR regulations (August 24, 1977) and the 2014 *CEQR Technical Manual*.

Overall, the Proposed Actions would facilitate a proposal by the Applicant to re-tenant a substantial portion of the approximately 5.3 million gross square feet (gsf) of existing structure and the development of 1.46 million gsf in new construction buildings or enlargements of existing structures. In total, the Proposed Actions could result in an approximately 6.6 million-gsf (4.96

2.20.19

0 500 FEET

Directly Affected Area

Project Area

Rezoning Area

Project Location

INDUSTRY CITY

Figure 1-1

FAR) mixed-use complex consisting of a combination of manufacturing, commercial, retail, hospitality, academic and other community facility uses.

B. BACKGROUND

The Project Area is located in the Sunset Park neighborhood of Brooklyn, Community District 7 (CB 7).

Sunset Park is a multidimensional community made up of a long-standing residential community, parks, commercial strips and a large industrial area. The residential portion of the neighborhood, one of the largest Federal Historic Housing Districts, has traditionally been the landing spot of immigrants and home to first generation American citizens. Like many New York City neighborhoods, the composition of the neighborhoods inhabitants has shifted over time. At certain periods during the 20th century, the neighborhood has been home to large populations of Scandinavian, Italian, and Irish ethnic groups. The cultural makeup of the neighborhood began to shift in the late 1960s as Latino ethnic groups immigrated to the area. Presently, people of Puerto Rican and Mexican descent represent the largest Latino ethnic groups in the neighborhood, primarily living in the northwestern portion of Sunset Park, while people of Chinese descent live primarily in the southeastern part of the neighborhood.

Sunset Park, the neighborhood's namesake, is a 23-acre open space, which includes an Olympic-sized pool, a recreation area, playgrounds, basketball and handball courts, and open lawns. Another defining area of the neighborhood is the Gowanus Expressway (the Expressway). The Expressway is built over 3rd Avenue, separating the industrial and residential sections of the neighborhood. The industrial area along the waterfront includes Industry City as well as the City-owned facilities at Bush Terminal, the South Brooklyn Marine Terminal (SBMT) and the Brooklyn Army Terminal. The industrial waterfront of Sunset Park has a storied history, experiencing great success and also significant decline in response to local, national and international economic trends.

Post-WWII, heavy manufacturing and large-scale warehouse distribution began a decades-long decline. As a result of global and technological shifts in manufacturing, shipping, and containerization, Brooklyn's three major industrial complexes—Industry City; the Brooklyn Army Terminal (BAT) in Sunset Park; and the Brooklyn Navy Yard (Navy Yard), up the East River—fell into disuse and disrepair. Locally in Sunset Park, construction of the elevated Gowanus Expressway exacerbated declining conditions for Industry City (then known as Bush Terminal) separating industrial from residential sections of Sunset Park and other Brooklyn neighborhoods. In 1950, approximately 120,000 workers arrived every day at businesses located within Industry City, BAT, and the Navy Yard, many coming from the surrounding residential neighborhoods. Over the next 40 years, employment declined to fewer than 10,000 jobs across the three sites by the mid-1990s. However, by the end of this period of decline, new employment had begun to emerge as traditional and heavy manufacturing evolved through the use of new technologies. These shifts allowed for small-scale production and niche manufacturing that blended with industries not generally associated with manufacturing, such as film and television production, design, engineering and fashion.[1]

[1] https://nycfuture.org/research/making-it-here-the-future-of-manufacturing-in-new-york-city

This new blend of commercial activity is commonly known amongst economists and policy makers as the "Innovation Economy" with "Innovation Districts" emerging across the country and world.[2] A 2015 Brookings Institution report used the following description:

> *"Tech driven industries most likely to be found in Innovation Districts include: high-value, research-oriented sectors such as applied sciences and the burgeoning "app economy"; highly creative fields such as industrial design, graphic arts, media and architecture; and highly specialized, small batch manufacturing."*[3]

In a recent report on urban manufacturing, the Pratt Center describes this changing landscape as such:

> *"While economists regularly report on the demise of manufacturing in New York City, and at the same time trumpet the growth of tech, design, entertainment and media, and arts and culture, the fact is that many of the companies in these sectors are doing some manufacturing. Lines between sectors are rapidly blurring, driven by technological advances that shrink the size of manufacturing equipment and make that equipment easier to use. 3-D printers, other additive equipment, and Computer Numerical Control (CNC) machines are making small batch and niche manufacturing ever more affordable and accessible."*[4]

New York City has strived to be flexible in response to this rapidly changing economic landscape by investing in and seeking a wide range of tenants for City–owned facilities to ensure that job-generating uses can thrive in New York, regardless of short-term trends. The Navy Yard and BAT, both City-owned facilities, have been able to attract Innovation Economy and modern manufacturing tenants. In particular, the Navy Yard's evidence of success—attracting small, light industrial firms and niche manufacturers—allowed them to secure multiyear capital dollar investments from the City to modernize the Yard's buildings and basic infrastructure. Overall, these two sites have benefitted from public investment in basic infrastructure and deferred building maintenance, which has leveraged significant private investment and job growth.[5]

The rehabilitation of Industry City intends to achieve similar goals through the redevelopment of a privately owned industrial complex of this scale, but without massive public subsidies in deferred maintenance available to publicly owned facilities like the Navy Yard and BAT. Other multi-story, privately owned industrial building clusters of similar scale, like the former industrial buildings in DUMBO, have relied on housing to drive the economics of their rehabilitation. In contrast, the Proposed Actions seek to facilitate the privately funded Industry City revitalization where Innovation Economy uses drive the economics of the rehabilitation of the SICD rather than any cross subsidy through the introduction of housing.

C. PROJECT DESCRIPTION

DESCRIPTION OF THE AREA AFFECTED BY THE PROPOSED ACTIONS

As mentioned in the introduction, the Directly Affected Area includes the Project Area and the Rezoning Area (see **Figure 1-2**). The Rezoning Area would affect three additional lots (Block

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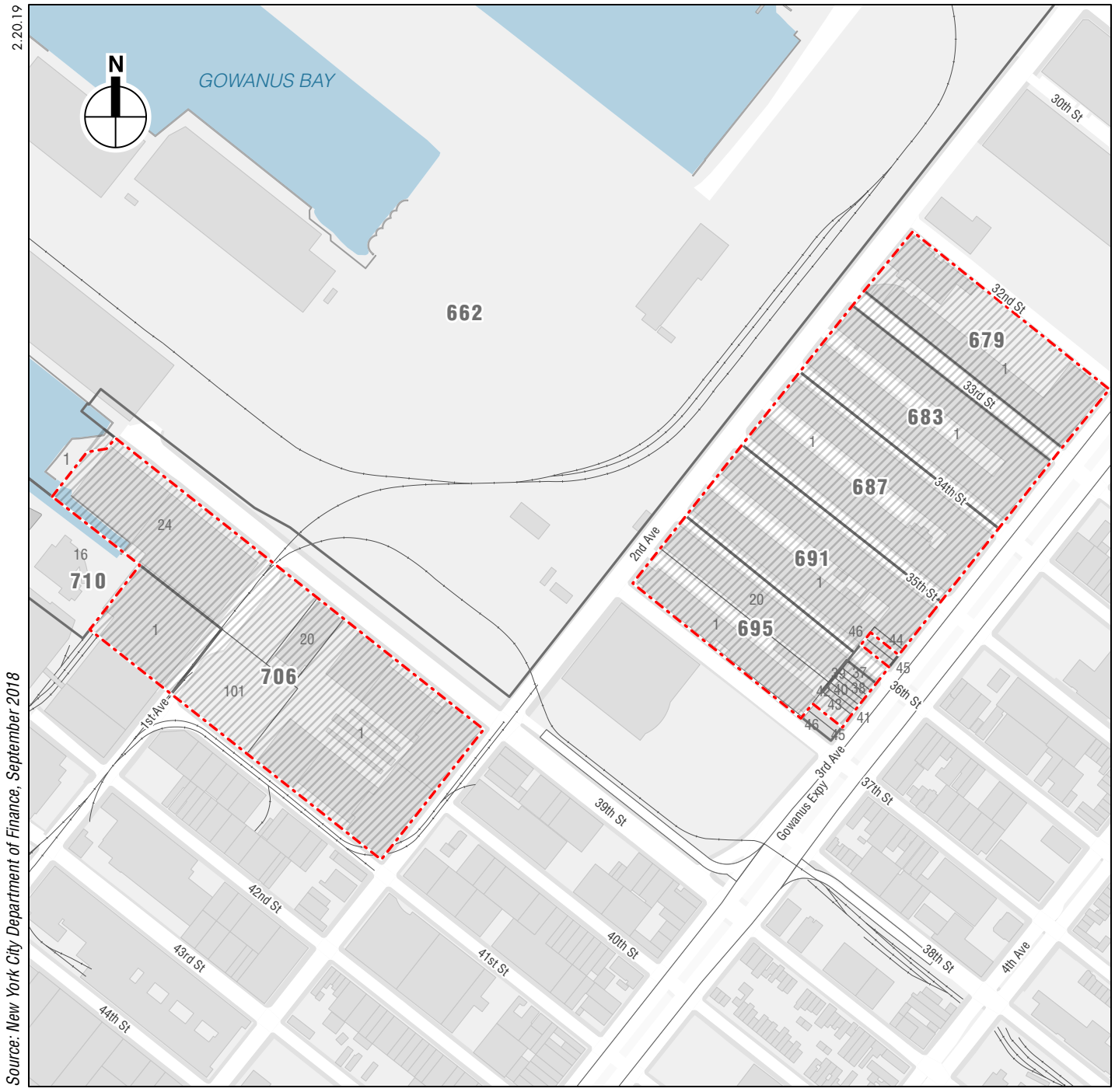
[2] https://nycfuture.org/research/creative-new-york-2015

[3] http://aa61a0da3a709a1480b1-9c0895f07c3474f6636f95b6bf3db172.r70.cf1.rackcdn.com/content/metro-innovation-districts/index.html

[4] http://prattcenter.net/sites/default/files/industrial-policy_issue-brief_final.pdf

[5] http://prattcenter.net/research/brooklyn-navy-yard



Directly Affected Area

Project Area

Rezoning Area

662 *Tax Block Boundary*

1 *Tax Lot Boundary and Number*

Directly Affected Area

INDUSTRY CITY

Figure 1-2

691, Lots 45 and 46, and a portion of Block 662, Lot 1) not included in the Project Area. Both areas are detailed below.

PROJECT AREA

The Project Area comprises Industry City (Block 679, Lot 1; Block 683, Lot 1; Block 687, Lot 1; Block 691, Lots 1 and 44; Block 695, Lots 1, 20, and 43; Block 706, Lots 1, 24, and 101; and Block 710, Lot 1), approximately 30 acres of existing buildings owned and operated by the Applicant. The Project Area also includes certain immediately adjacent properties that the Applicant does not currently control but plans to acquire and redevelop as part of the Proposed Project (Block 695, Lots 37–42 and Block 706, Lot 20). Three additional lots (Lots 45 and 46 within Block 691 and a 2,000 sf portion of Block 622, Lot 1), which are neither owned by the Applicant, nor does the Applicant plan to acquire, are not within the Project Area but are within the Rezoning Area (see **Table 1-1** and **Figure 1-2**). The Project Area consists of warehouse structures and other buildings contained in two primary clusters, which are referred to as the Finger Buildings and the 39th Street Buildings.

Table 1-1
List of Block and Lots in the Directly Affected Area

Area	Ownership Status	Tax Block	Tax Lot	Lot Size (gsf)
Finger Buildings				
Project Area/Rezoning Area	Applicant Owned	695	1	72,212
Project Area/Rezoning Area	Applicant Owned	695	20	48,000
Project Area/Rezoning Area	Applicant Owned	695	43	4,283
Project Area/Rezoning Area	To be Acquired	695	42	1,671
Project Area/Rezoning Area	To be Acquired	695	41	1,633
Project Area/Rezoning Area	To be Acquired	695	40	1,663
Project Area/Rezoning Area	To be Acquired	695	39	1,663
Project Area/Rezoning Area	To be Acquired	695	38	1,737
Project Area/Rezoning Area	To be Acquired	695	37	2,446
Project Area/Rezoning Area	Applicant Owned	691	1	149,279
Project Area/Rezoning Area	Applicant Owned	691	44	2,000
Rezoning Area	Not Applicant Owned	691	45	2,000
Rezoning Area	Not Applicant Owned	691	46	2,020
Project Area/Rezoning Area	Applicant Owned	687	1	172,762
Project Area/Rezoning Area	Applicant Owned	683	1	178,131
Project Area/Rezoning Area	Applicant Owned	679	1	180,562
Total for Finger Buildings				**822,062**
39th Street Buildings				
Project Area/Rezoning Area	Applicant Owned	706	1	223,376
Project Area/Rezoning Area	Applicant Owned	706	101	51,643
Project Area/Rezoning Area	To be Acquired	706	20	21,651
Project Area/Rezoning Area	Applicant Owned	706	24	153,640
Project Area/Rezoning Area	Applicant Owned	710	1	56,210
Rezoning Area	City-Owned	662	p/o 1	(approximately) 2,000
Total for 39th Street Buildings				**508,520**
Sources: Lot sizes from S9 Architecture and survey; DCP Zoning Database 2017				

The cluster of structures known as the Finger Buildings is composed of 10 buildings and a former powerhouse structure. The Finger Buildings are situated between 2nd and 3rd Avenues, and run along 32nd through 37th Streets. The Finger Buildings are six-story structures rising to 85 feet in height. Building 10 is the exception, as it is 12 stories tall and rises to 170 feet. Also included in

the cluster of buildings associated with the Finger Buildings is the former Bush Terminal powerhouse structure, located on the corner of 32nd Street and 2nd Avenue, which is vacant. Two transformers, housed in a concrete structure, are located adjacent to the powerhouse, mid-block between 2nd and 3rd Avenues.

The cluster of structures known as the 39th Street Buildings is located in the area bounded by 39th Street to the north, 41st Street to the south, 2nd Avenue to the east, and the waterfront and Bush Terminal to the west. The cluster includes structures between the waterfront and 1st Avenue at 39th Street (Buildings 19 and 20) and four structures between 1st and 2nd Avenues (Buildings 22/23, 24, 25, and 26). The 39th Street Buildings are eight-story structures, 115 feet in height. The two exceptions are Building 19, which rises eight stories with a height of 139 feet (the location of the Brooklyn Nets Hospital for Special Surgery Training Center [the Nets training facility]) and Building 25, which is a two-story structure approximately 30 feet in height. This cluster also includes a waterfront "apron"—a small area of unbuilt upon land at the western edge of 39th Street adjacent to the waterfront. Approximately one-third of this Apron is on the same tax lot as Building 24 and is owned by Industry City. Two-thirds of this Apron is on Block 662, Lot 1, which is owned by the City and is considered part of the South Brooklyn Marine Terminal, or "SBMT."

Combined, the two building clusters (the Finger Buildings and the 39th Street Buildings) contain approximately 5.3 million gsf of floor area. Aside from the vacant and storage and warehousing uses (51 percent of existing floor area), the remaining 49 percent of Industry City is broken into component parts, which include uses that may generally be categorized as 19 percent manufacturing uses, 10 percent light manufacturing and creative uses, 10 percent office/tech space, 1.4 percent retail uses, 1.4 percent Nets training facility, and 0.2 percent event space primarily located in Building 2 of the Finger Buildings and in the courtyard space along 2nd Avenue, with the remaining 7 percent comprised of vertical circulation and mechanical space.[6] Existing manufacturing tenants at Industry City include food producers, garment producers, and producers of specialty goods such as guitars. Light manufacturing tenants include, among others: artists, home decor designers, and fashion workshops. Office and tech tenants include private firms and nonprofits.

The Applicant currently leases a portion of Industry City to designers, innovators, start-ups, manufacturers, and artists, alongside traditional manufacturing, artisanal craft, and technology sectors. There are approximately 450 firms currently based at Industry City, employing a total of approximately 7,000 employees. However, according to the Applicant, Industry City is underutilized, with 26 percent of the floor area occupied by low-employment warehouse and storage uses and 25 percent unoccupied.

In addition, the Project Area includes some parcels owned by the applicant where development is not planned, as well as some parcels anticipated to be acquired by the Applicant to facilitate development. Of the parcels owned by the applicant, Block 695, Lot 43, is an approximately 4,300 sf undeveloped lot; and Block 691, Lot 44, is approximately 2,100 gsf, currently occupied with a single story commercial structure with an existing FAR of 0.95. While development is not planned on these parcels, through a zoning lot merger Lot 43 would contribute approximately 4,000 sf to the proposed Gateway Building and Lot 44 would contribute additional floor area to the overall development. The smaller parcels that are not currently controlled by the Applicant but are anticipated to be acquired by the Applicant to facilitate the proposed development are Block 695,

[6] Note most of the current buildings do not have certificates of occupancy detailing UGs for existing uses, thus the listed UGs are approximations of UG categories existing uses may fall into.

Lots 37–42; and Block 706, Lot 20. Lot 37 on Block 695 is a single-story deli and café. The other lots on Block 695 (Lots 38–42) are three-story mixed residential and commercial parcels. Block 706, Lot 20, is the site of a three-story warehouse structure, currently in manufacturing use.

As noted above, three additional lots (Block 691, Lots 45 and 46, and the approximately 2,000 sf portion of Block 662, Lot 1) lie within the Rezoning Area but are neither owned nor planned for acquisition by the Applicant, and are not in the Project Area.

REZONING AREA

The proposed Zoning Map Amendment would map the SICD on the entirety of the Directly Affected Area and change the portion of the Directly Affected Area currently zoned M3-1 to an M2-4 zoning district (M2-4/IC). The portion of the Directly Affected Area currently zoned M3-1 is comprised of the following lots: Block 679, Lot 1; Block 683, Lot 1; Block 687, Lot 1; Block 691, Lots 1, 44, 45, and 46; Block 695, Lots 1 and 20; Block 706, Lots 1, 20, 24, and 101; and Block 710, Lot 1; and a small (2,000 sf) portion of Block 662, Lot 1. The portion of the Directly Affected Area currently zoned M1-2 (Block 695, Lots 37–43) would be included in the boundaries of the SICD but would remain zoned M1-2 (M1-2/IC) (see **Table 1-1** and **Figure 1-2**).

As mentioned above, Block 691, Lots 45 and 46, and Block 662, p/o Lot 1 are included in the Special District and the Rezoning Area as they form contiguous and rational boundaries with the Industry City property, but are not in the Project Area. Lot 45 (2,000 sf) is the site of a retailer; Lot 46 (2,020 sf), the corner lot, is the site of a deli/sandwich shop with office use above; and Lot 1 is vacant land.

Existing Zoning

As shown in **Figure 1-3**, the existing zoning is composed of M3-1 and M1-2 industrial manufacturing zones. M3 districts, usually located near the waterfront, are designed for heavy manufacturing and typically noxious uses. M1-3 districts allow a maximum floor area ratio (FAR) is 2.0, a maximum base height before setback of 60 feet, and requires 1 accessory parking space per 300 square feet (sf). M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. These districts allow light industrial, office, and limited community facility uses. M1-2 districts permit manufacturing and commercial uses at a maximum FAR of 2.0 and also permit community facility uses at a maximum FAR of 4.80. M1 districts typically have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 60 feet in M1-2 districts. M1-2 districts are subject to parking requirements based on the type of use and size of an establishment.

Proposed Zoning

As shown in **Figure 1-4**, an M2-4 zoning designation is proposed within the Rezoning Area; with a small portion of the Rezoning Area remaining as an M1-2 zone, at 3rd Avenue between 36th and 37th streets. M2-4 districts generally permit commercial uses and manufacturing uses with lower performance standards than in M1 districts, however the SICD zoning text, discussed in Section E, "Required Approvals and Review Procedures," would require all uses to conform to M1 performance standards, with the exception of distilleries that are within an area subject to a special permit. The proposed M2-4 district along with the SICD and Special Permit is intended to be flexible enough to allow for a range of permitted use groups (UGs), including certain community facilities, local and destination retail, and hotels at various densities. Residential uses are not permitted in M2-4 districts. The maximum FAR is 5.0 and the maximum base height before

Existing Zoning

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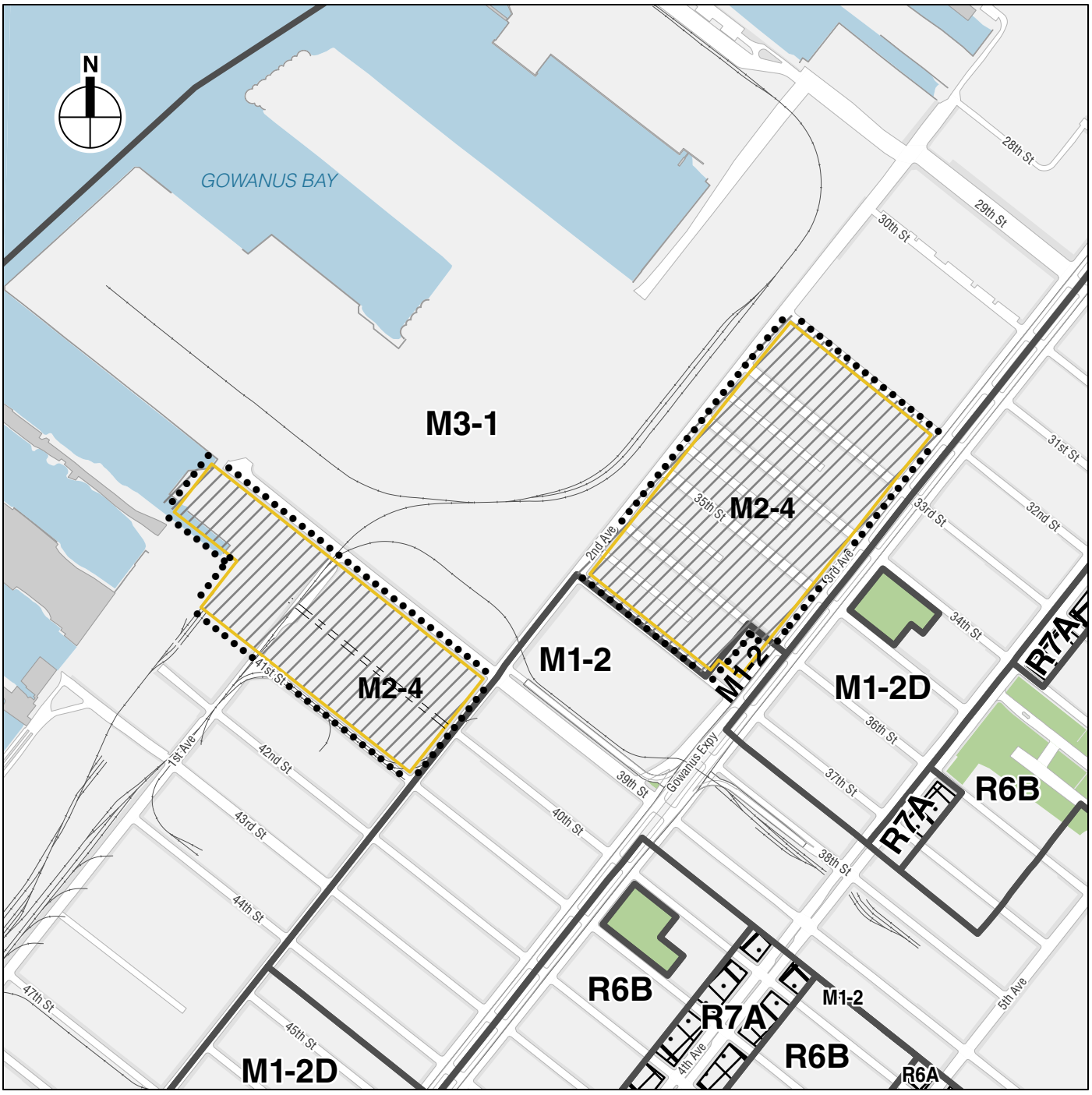


Directly Affected Area

Street Proposed to be Demapped

Zoning District Boundaries

C2-4 Commercial Overlay District

Proposed Zoning Districts

Special Industry City District

Proposed Zoning

INDUSTRY CITY

Figure 1-4

setback is 85 feet with sky exposure plane. Parking is typically not required in M2-4 districts, but would be required for certain uses under the proposed Special Permit.

As described above, the Proposed Actions would apply to Industry City and certain immediately adjacent properties that the Applicant plans to acquire; the Proposed Actions would also apply to Lot 44 on Block 691, which the Applicant controls but has no intention of developing due to its small size. Because Lot 44 is included in the Rezoning Area, it would be mapped within the SICD, included in the Special Permit and be rezoned from M3-1 to M2-4. Because Lot 44 would contribute to the overall FAR of the Proposed Project, it is not considered an outparcel.

OUTPARCELS

Three additional lots not owned by the Applicant—Block 691, Lots 45 and 46, and Block 662, p/o Lot 1—would be included in the Special District and rezoning boundary but not included in the Special Permit, and these are considered "Outparcels." These Outparcels do not provide feasible floorplates for large-scale commercial or industrial development, as floorplates could not accommodate an elevator (lot areas of approximately 2,000 sf), see **Table 1-2**. Furthermore, the three lots are not considered for assemblage, as the lots are controlled by three distinct owners and the Applicant has no plans to acquire them. Due to these site constraints, the Outparcels are unlikely to be redeveloped as a result of the Proposed Actions.

Table 1-2
Outparcels

Block, Lot	Lot Area (sf)	Existing ZSF[1]	Existing GSF[2]	Existing FAR	No. of Floors	Owner	With Action FAR Capped at:	Use
691, 45	2,000	1,900	2,000	1.0	1	Melvin Lubins	5.0	Commercial/Office
691, 46	2,020	3,800	4,000	1.98	2	Stavros Alatsas	5.0	Commercial/Office
662, p/o 1	2,000	0	0	0	0	City of New York	5.0	Vacant

Notes:
[1] Assumes 5 percent deduction for mechanical space.
[2] The Outparcels' existing gsf was obtained from MAPPLUTO data (ver. 16v1).

D. PURPOSE AND NEED

CREATING AN INNOVATION ECONOMY DISTRICT

To continue to attract Innovation Economy uses, and to provide businesses with the ecosystem and resources they need in order to thrive in Sunset Park, the Applicant seeks to create what has become commonly known amongst economists and policy makers as an "Innovation Economy District" with "Innovation Economy" firms representing a broad range of businesses involved in every step of the "making" process, from research and development to design and engineering, as well as the actual manufacturing of products.

This District will permit Innovation Economy firms to be integrated into mixed-use communities with other like-minded makers, with ready access to a workforce with diverse skills and experiences as well as accommodations and amenities where business partners can stay and meet while in town. Job seekers and employees, in turn, need access to job placement, training and research opportunities, along with convenient places to eat and buy goods. The Applicant is seeking zoning actions that broaden the permitted use and bulk at Industry City to allow for this collaborative district to grow at Industry City.

The Proposed Actions seek to introduce a broader range of land uses at Industry City, including an incremental increase of approximately 1.33 million gsf of manufacturing and office uses,[7] 700,000 gsf of retail, 387,000 gsf of new academic use, 287,000 gsf of new hotel use, and 33,000 gsf of event space, generating more than 15,000 total on-site jobs. The Applicant believes that this blend of uses will come together to create a vibrant Innovation Economy District. New classroom, lab, and research facilities will provide opportunities for academic and professional linkages between students and businesses and provide graduates with direct access to potential employers and workspaces. Expanded retail uses, ranging from local merchants and services to larger destination stores, will support the businesses of co-located manufacturers and other Innovation Economy companies, as well as Industry City employees, students, visitors, and Sunset Park residents alike.

The proposed academic use would provide a venue for innovators and scholars to interface on research, design, training, and education, and provide a feeder of educated and trained employees to serve Innovation Economy uses on site and elsewhere in the City.

The Applicant believes hotels are an important component of the "Innovation Economy District," and can ensure the success of both budding and established businesses. Two hotels at Industry City would help support existing businesses as they grow, providing prospective workers, clients, partners, and visitors with direct access to the companies they are visiting as well as to the greater Innovation Economy uses within the Project Area. Of the seven hotels located within a one-mile radius of Industry City, all but one are limited-service establishments and none have meeting or conference facilities. The closest hotels with conference and event space are several miles away in Downtown Brooklyn. The Proposed Actions would introduce two hotels, representing approximately 287,000 sf of hotel use (420 keys). The two hotels at Industry City would not compete with existing hotel offerings in the neighborhood, but rather, would fill a gap in the market for business-oriented hotels with meeting facilities. In addition to serving the diverse sectors of the Innovation Economy, such meeting facilities would further provide ample space for conferences and events hosted by potential academic partners.

Industry City would continue to support manufacturing uses within the Project Area, which is located within the Southwest Brooklyn IBZ. Approximately 2.68 million gsf of the total 3.57 million gsf of Innovation Economy uses within the Project Area would consist of manufacturing uses, both traditional and artisanal manufacturing (UGs 16A, 16B, 17B, 17C, and 18 equivalent).[8] Modern manufacturing technologies have allowed products that would have once required large factories to be designed, prototyped, and produced in spaces as small as 500 sf. The Applicant's intent of the Proposed Actions is to expand high-employment manufacturing and other Innovation Economy uses in the Project Area by creating the economic conditions for the upgrade of long-underutilized and decaying buildings that have been only suitable for low-employment storage and warehouse.

In addition to diversifying uses at Industry City through the Proposed Actions, the Applicant intends to enhance support for local workforce development and community-supporting activities, as evidenced by the launch of the Innovation Lab at Industry City in 2016. A catalyst for employment in Southwest Brooklyn, the Lab provides pre-screening and job placement services,

[7] As shown in **Tables 1-4**, **1-5, and 1-6**, manufacturing, artisanal manufacturing and office uses combined to create Innovation Economy use.

[8] See **Table 1-4, 1-5, and 1-6** for breakdown of gsf by type of manufacturing use in each scenario of the With Action condition.

skills training, and a wide range of small business services to the 450 Industry City businesses as well as companies located in other facilities along the Sunset Park waterfront, including Brooklyn Army Terminal, Liberty View, and Bush Terminal. The Proposed Actions will substantially increase the academic presence at Industry City, allowing the Innovation Lab to expand on a variety of continuing education services and technology and vocational programs targeted towards business growth needs going forward. These services will help spur entrepreneurship and provide local residents with the necessary tools to take advantage of the more than 15,000 good-paying innovation jobs expected to be generated through the redevelopment of Industry City.

The Proposed Actions are needed because the Project Area's current zoning does not provide for the range of uses necessary to support the re-tenanting and development of the Industry City "Innovation Economy District." The existing zoning of the Project Area restricts the utilization of the site, as it does not support the development of academic or hotel uses, and substantially limits the range of permitted retail uses. As a result, Innovation Economy and supporting retail uses currently comprise less than half of the total portfolio at Industry City; the rest of the complex remains largely underutilized—26 percent is occupied by low-employment storage and warehousing and 25 percent is vacant. And while current ownership has invested substantial resources into reducing underutilized space since buying Industry City in 2013, those efforts have met with limited success. Under the current zoning framework, underutilized space at Industry City has only been reduced by 12 percentage points between 2013 and 2018.

REQUIRED ZONING MODIFICATIONS

The Proposed Actions seek to modify the Zoning Map and Zoning Resolution to permit the diverse range of UGs and establish bulk modifications that would support an economically self-sustaining Innovation Economy portfolio. The proposed zoning map change, SICD text and Special Permit would permit the broader range of uses at Industry City while requiring manufacturing uses to comply with M1 district performance standards and allowing for limited additional development within a contextual building envelope.

The proposed M2-4 district along with the SICD and Special Permit is intended to be flexible enough and allow for a range of permitted UGs, including certain community facilities, local and destination retail, and hotel to support the Applicant's vision and proposal. Additionally, the Special Permit goes beyond what is typically allowed in an M2-4 district by restricting hotel use (UG 5) and academic uses (UG 3) from locating in the same building as, or sharing a common wall with heavy industrial uses (UG 18); uses having a New York City or New York State environmental rating for process equipment of "A," "B," or "C"; or uses required to file a Risk Management Plan for Extremely Hazardous Substances. These measures will buffer sensitive uses from more noxious and potentially harmful uses.

Additionally, the as-built structures of Industry City are built at an FAR of approximately 3.9, which is over the maximum allowable FAR of 2.0 in the existing M3-1 and M1-2 zoning districts. The proposed maximum FAR of 5.0 within the area to be rezoned to M2-4, in combination with the modified height and setback regulations, would bring the existing structures into compliance with zoning regulations while permitting limited new construction to accommodate users that demand newly built space. As a result, the proposed SICD would have a total blended FAR of 4.96.

Finally, the Special Permit will introduce building height limitations to ensure new construction and/or the enlargement of existing buildings is limited to a scale appropriate to the existing

neighborhood context and reinforces the as-built character of Industry City, and will require that parking is provided for new or converted retail space, places of assembly and hotels.

The Proposed Actions, as described above, will permit the diverse range of UGs and a bulk envelope to support the creation of an economically self-sustaining portfolio of tenants.

E. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Project requires discretionary approvals from CPC, including a Zoning Map amendment; a zoning text amendment; a change to the City Map; and a special permit to modify, use, bulk, and parking regulations. Below is a detailed description of the Proposed Actions, how they relate to the Applicant's proposed development and the anticipated result of the Proposed Actions within the Directly Affected Area, in general.

The Applicant is requesting the following discretionary actions:

- A Zoning Text amendment to establish the SICD;
- A Zoning Map amendment to:
  - Map the SICD; and
  - Change the zoning designation of a portion of area affected by the newly established SICD from an M3-1 to an M2-4 district;
- A special permit pursuant to Zoning Resolution Section 129-21 to modify use, bulk, and other regulations; and
- A change to the City Map to demap 40th Street between 1st Avenue and 2nd Avenue.

ZONING TEXT AMENDMENT

The Applicant proposes a text amendment to the ZR create the SICD. The new special district would establish certain use regulations; modify applicable performance standards; modify the applicability of waterfront regulations; modify the applicability of underlying parking regulations; and establish a Special Permit to further modify use, bulk, and other regulations, as follows:

- All uses within the SICD established after the date of adoption, with the exception of certain distilleries approved by the New York City Fire Department (FDNY), would be required to adhere to M1 performance standards. Each manufacturing district incorporates performance standards limiting the type of industrial nuisances permitted. Performance standards limit nuisances including noise, vibration, emissions, odor, radiation, fire and explosive hazards, humidity heat, and glare. M1 district performance standards are the most stringent manufacturing district standards.
- The underlying waterfront public access regulations will be inapplicable should a special permit be granted pursuant to the SICD which includes zoning lots both withn a waterfront block and outside a waterfront block.[9]
- Within an area that is subject to a Special Permit pursuant to the SICD, the underlying parking regulations of an M2-4 district would also apply within an M1-2 district.

[9] While the SICD would exempt waterfront land from public access regulations, a public access area will be required pursuant to the Restrictive Declaration, provided certain conditions are met, as described below under "Special Permit."

- A new Special Permit would be established which permits CPC to further modify use, bulk, and other regulations, as discussed below.

SPECIAL PERMIT USE REGULATIONS

The CPC may permit the following uses not otherwise permitted within the SICD, subject to certain findings:

- The following community facility uses listed in UG 3A, limited to a maximum total of 625,000 square feet of floor area: colleges or universities, including professional schools; libraries, museums or non-commercial art galleries; and schools;
- Hotels listed in UGs 5A and 7A;
- Retail and Service establishments listed in UGs 6A, 6C, 7B, 8B, 9A, 10A, 12B, and 14A, limited to a maximum total of 900,000 square feet of floor area.[10] Such establishments would be required to provide parking at a rate of one space per 500 square feet of floor area in excess of 120,000 square feet;
- Physical culture or health establishments (i.e., gyms), which shall be considered UG 9A uses; and
- Distilleries, as listed in UG 18A as an alcoholic beverage manufacturing establishment, subject to the approval of FDNY.

SPECIAL PERMIT BULK REGULATIONS

The CPC may also permit modifications to the underlying bulk regulations including height and setback, yards, and location of floor area subject to certain findings, and with the exception of maximum permitted FAR, which may not be modified.

SPECIAL PERMIT OTHER REGULATIONS

Finally, the CPC may permit, via the Special Permit, the modification of other regulations as follows:

- Accessory parking may be located on any zoning lot within the Special Permit area;
- The maximum number of parking spaces permitted in an accessory parking facility may be increased to a maximum of 500 spaces, provided certain determinations are made by the Commissioner of Buildings; and
- The Special Permit will vest upon issuance by the Department of Buildings (DOB) of a Certificate of Occupancy, or an equivalent, for any use not permitted by the underlying district regulations.

ZONING MAP AMENDMENT

The Applicant proposes to map the SICD and to rezone a portion of the Directly Affected Area from an M3-1 zoning district to an M2-4 zoning district (Block 679, Lot 1; Block 683, Lot 1; Block 687, Lot 1; Block 691, Lots 1, 44, 45, and 46; Block 695, Lots 1 and 20; Block 706, Lots 1, 20, 24, and 101; Block 710, Lot 1; and a small portion of Block 662, Lot 1). The portion of the

[10] Certain UGs 9A and 10A uses, including depositories for storage of office records, microfilm or computer tapes, or for data processing, photographic or motion picture production studios, radio or television studios, and art, music, dancing, or theatrical studios will not be limited as to aggregate floor area.

Directly Affected Area that is zoned M1-2 (Block 695, Lots 37–43) will remain an M1-2 district but will be included in the SICD.

The majority of the Directly Affected Area is zoned M3-1 (see **Figure 1-3**). M3-1 zoning districts are intended for heavy industries that generate noise, traffic, or pollutants like water pollution control plants, power plants, oil refiners and fertilizer manufacturers, along with lighter industrial uses like food distributors, manufacturers, and warehouses. In M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. Office and certain limited retail uses are also permitted in M3 districts; however, residential and most community facility uses, such as colleges, universities, or libraries, are not permitted, nor are large retail establishments such as variety stores, furniture stores, clothing stores, department stores, or dry goods stores. The M3-1 district has a maximum commercial/manufacturing FAR of 2.0 and parking requirements vary by use.

A small portion of the Directly Affected Area is zoned M1-2. M1-2 zoning districts permit manufacturing and commercial uses at a maximum FAR of 2.0 and also permit community facility uses at a maximum FAR of 4.80. In limited instances, M1 districts serve as a buffer between M2 or M3 districts and adjacent residential or commercial districts. Light industrial uses typically found in M1 districts include woodworking, metalworking and other niche manufacturing studios, auto storage and repair shops, and wholesale service and storage facilities. Office uses are also permitted in M1 districts along with limited community facility uses, including houses of worship as-of-right. M1 districts typically have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 60 feet in M1-2 districts. M1-2 districts are subject to parking requirements based on the type of use and size of an establishment. M1 districts typically produce one- or two-story warehouses for light-industrial uses, including repair shops and wholesale service facilities. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards set forth in the ZR. No residential uses are permitted in M1 districts.

The Proposed Actions would map an M2-4 district over the majority of the Directly Affected Area which is currently mapped M3-1 (see **Figure 1-4**), with a small portion of the Directly Affected Area remaining an M1-2 district. M2-4 districts generally permit commercial uses and manufacturing uses with lower performance standards than in M1 districts, however the SICD zoning text, discussed above, would require all uses to conform to M1 performance standards. Residential uses are not permitted in M2-4 districts.

With respect to building bulk, the as-built structures within Industry City are built at a FAR of approximately 3.9, which is over the maximum allowable FAR of 2.0 in the existing M3-1 and M1-2 zoning districts. The proposed maximum FAR of 5.0 within the area to be rezoned to M2-4, in combination with the existing maximum FAR of 2.0 in the area to remain zoned M1-2, would result in a new overly blended maximum FAR of 4.96. This would bring the existing structures into compliance with zoning regulations and permit the construction of new buildings within limited areas of the SICD, as discussed further below. While parking is typically not required in M2-4 districts, it would be required in conjunction with certain Special Permit uses as set forth in the SICD.

SPECIAL PERMIT

The proposed Special Permit sought pursuant to the SICD would allow for the following:

- Modifications to the bulk regulations of the underlying zoning districts to:

  - Allow encroachments to the underlying district's sky-exposure-plane regulations
  - Waive certain rear yard requirements for new buildings or enlargements
  - Allow the maximum permitted floor area to be transferred among zoning lots within the Special District without regard to zoning lot lines
- Modifies the use regulations of the underlying zoning districts by:
  - Permitting certain uses that are not allowed as-of-right; and
  - Establishing controls for locating certain uses in proximity to other potentially heavier, noxious uses.
- Modifies other regulations of the underlying zoning districts with respect to parking, curb cuts, and special permit lapsing; and
- Requires the provision of a waterfront public access area under certain circumstances.

MODIFICATION OF UNDERLYING BULK REGULATIONS

Neither the proposed M2-4 district nor the SICD establishes maximum height limitations for buildings. However, the Special Permit would set forth maximum building envelopes outside of which development would not be permitted. In addition to maximum height limits, the Special Permit would allow for certain penetrations to sky-exposure-plane regulations. Specifically, the Special Permit would:

- Allow most existing and new buildings within the Finger Buildings area to rise to maximum base heights of 85 feet before a required setback of 10 feet from Avenues and 15 feet from side street-equivalent, and maximum building heights of 110 feet. (Most existing buildings in this area currently rise to heights of approximately 85 feet.)
- Allow the proposed new Gateway Building and Building 11 to rise to maximum building heights of 170 feet. (Existing Building 10 currently rises to a height of approximately 170 feet.)
- Allow existing and new buildings within the 39th Street Buildings area to rise to maximum base heights of 120 feet before a required setback of 20 feet from all streets, and maximum building heights of 150 feet. (Most existing buildings in the area currently rise to heights of approximately 115 feet, with the recent enlargement of Building 19/20 for the New York Nets Training Facility rising to a height of approximately 139 feet.)

The Special Permit would waive certain rear yard requirements for new buildings or enlargements, and allow the maximum permitted floor area to be transferred among zoning lots within the Special District without regard to zoning lot lines.

The Special Permit would also require, via the accompanying restrictive declaration that will be recorded against all Industry City properties, the provision of a waterfront public access area in the event Building 24 were converted to predominantly non-industrial uses and the Industry-City-owned property along the waterfront were merged with adjacent City-owned property along the waterfront.[11]

[11] Since there is currently no plan to convert Building 24 to a non-predominantly industrial use or to combine the Industry City and City-owned portions of the Waterfront apron, for the purposes of a conservative analysis the provision of public open space in this area has not been assumed under any of the analysis scenarios analyzed in this EIS.

MODIFICATION OF UNDERLYING USE REGULATIONS

In addition to uses permitted as-of-right in the M2-4 district, the proposed Special Permit would allow the following uses: colleges and universities; libraries, museums, and non-commercial art galleries (UG 3A); Physical Culture Establishments (i.e., gyms); large-scale retail (UG 10A among other retail uses); and hotels (UG 5 and 7A). While permitted uses must be able to meet M1 performance standards pursuant to the requirements of the special district, distilleries would be permitted to manufacture Class III materials provided they obtain all necessary approvals from FDNY.

In order to ensure a balanced mix of uses within the special permit area and control the distribution of uses within each building, the Special Permit would add controls over the scale and location of certain uses. UG 3A uses would be capped at an overall zoning square footage (zsf) of 625,000 sf (approximately 0.47 FAR). Retail or service establishments would be permitted up to an overall cap of 900,000 zsf (approximately 0.68 FAR) and hotels would be permitted up to an overall cap of 287,619 zsf (approximately 0.22 FAR). These controls will ensure the special permit area is not overburdened with retail or hotel uses or academic campuses to the detriment of a vibrant innovation economy ecosystem.

With the exception of certain restaurants, retail establishments will generally be restricted in their location within the SIDC. Retail size and location restrictions will be as follows:

- Between 32nd and 33rd Streets from 2nd to 3rd Avenues, between 33rd and 36th Streets within 130 feet of 2nd Avenue, and between 39th and 41st Streets from 1st to 2nd Avenues: retail establishments will be limited to the first and second floors of buildings.
- Between 36th and 37th Streets, 2nd to 3rd Avenues: retail establishments will be limited to the first and second floors of buildings and be capped at a maximum of 40,000 square feet of zoning floor area per establishment.
- Between 33rd and 36th Streets beyond 130 feet of 2nd Avenue, and between 1st Avenue and the Waterfront: retail establishments will be limited to the first floor of buildings and be capped at a maximum of 40,000 square feet of zoning floor area per establishment.

Above the floors indicated above, the following UG 6A, 6C, 9A, and 10A uses may be also located: eating and drinking establishments (up to 10,000 square feet of zoning floor area per establishment); depositories for storage of office records, microfilm, or computer tapes; data processing; photographic or motion picture production studios; radio or television studios; and art, music, dancing, or theatrical studios.

ESTABLISH CONTROLS FOR CO-LOCATION OF CERTAIN USES

UG 3A (colleges and universities; and libraries, museums, or non-commercial art galleries) and UG 5 or 7A (hotel) uses that are permitted by the Special Permit would be restricted from co-locating near potentially heavier or more noxious uses. Conversely, any new manufacturing or commercial uses that meet any of the three criteria listed below will be restricted from locating in the same building as, or sharing a common wall with, a building containing any existing UG 3A (colleges and universities; and libraries, museums, or non-commercial art galleries) and UG 5 (hotels). The special district proposes to enforce this as follows: any permitted UG 3A or UG 5/7A may only locate in the same building as, or share a common wall with, a building containing manufacturing or commercial uses upon certification by a licensed architect or engineer to DOB that that such manufacturing or commercial use:

- Does not have a New York City or New York State environmental rating of "A," "B," or "C" under Section 24-153 of the New York City Administrative Code for any process equipment requiring a New York City Department of Environmental Protection operating certificate or New York State Department of Environmental Conservation state facility permit;
- Is not required, under the City Right-to-Know Law, to file a Risk Management Plan for Extremely Hazardous Substances; and
- Is not a use listed in UG 18.

SUPPLEMENT AND/OR MODIFY OTHER REGULATIONS

The proposed Special Permit would also modify other regulations of the underlying districts and further control locations of curb cuts and therefore access to loading docks and parking facilities.

Specifically, while the underlying M2-4 district does not require parking for most uses, the special permit would require retail and service establishments listed in UGs 6A, 6C, 7B, 8B, 9A, 10A, 12B, and 14A—with the exception of certain non-retail uses—to provide parking at a rate of one space per 500 square feet of floor area once retail uses in the Special Permit area exceed 120,000 square feet.

With respect to curb cuts, the special permit would prohibit new curb cuts along 2nd Avenue and 3rd Avenue in the Finger Buildings area, and restrict curb cuts to limited locations along 39th Street between 2nd Avenue and the Waterfront.

With respect to parking, accessory parking spaces will be permitted to be located on a zoning lot other than the same zoning lot as the use to which they are accessory, provided that the area is located within the boundary of the Special Permit area. In addition, the Special Permit will allow up to 500 permitted parking spaces within a single accessory parking facility provided the Commissioner of Buildings makes certain findings.

With respect to the Zoning Resolution's special permit lapsing provisions, and pursuant to the SICD, the Special Permit shall vest upon issuance by DOB of a Certificate of Occupancy, or an equivalent, for any use not permitted by the underlying district regulations.

PUBLIC ACCESS AREA REQUIREMENT

The proposed Special Permit would waive the underlying Zoning Resolution waterfront public access regulations, in lieu of an alternate arrangement to be established by restrictive declaration, as follows:

In the event Building 24 is developed, enlarged, or subject to a use change that is not predominantly industrial and the Industry-City-owned portion of the waterfront apron adjacent to Building 24 is combined with the adjacent New York City-owned portion of the waterfront apron, a public access area would need to be developed and opened to the public on such waterfront apron. This requirement would be memorialized in the restrictive declaration to be recorded in conjunction with the Special Permit. Since there is currently no plan to convert Building 24 to a non-predominantly industrial use or to combine the Industry City and City-owned portions of the Waterfront apron, for the purposes of a conservative analysis, the provision of public open space in this area has not been assumed in the analysis framework described below.

CHANGE TO THE CITY MAP

As shown on **Figure 1-2**, the Applicant proposes to demap 40th Street between 1st and 2nd Avenues. 40th Street between 1st and 2nd Avenues is currently in private ownership and

unimproved for street purposes. In addition, for over a century portions of Building 19 and Building 20 have been constructed within the bed of mapped 40th Street. The demapping of 40th Street would reflect the existing condition of the street and further facilitate development within the Directly Affected Area.

F. ANALYSIS FRAMEWORK

The *CEQR Technical Manual* serves as a general guide on the methodologies and impact criteria for evaluating the potential effects of the Proposed Actions on the various environmental areas of analysis. In disclosing impacts, the EIS considers the Proposed Actions' potential for significant adverse impacts on the environmental setting. It is anticipated that the Proposed Project would be in place by 2027. Consequently, the environmental setting is not the current environment but the future environment. Therefore, the technical analyses and consideration of alternatives first assess Existing Conditions and then forecast these conditions to 2027 for the future without the Proposed Actions (the No Action condition) and for the purposes of determining potential impacts in the future with the Proposed Actions (the With Action condition).

As discussed in greater detail in the following sections, an exact breakdown of With Action uses and sizes cannot be specified at this time. Therefore, in order to assess the possible effects of the Proposed Actions, three Reasonable Worst Case Development Scenarios (RWCDS) were composed for the future With Action condition: the Baseline Scenario, the Density-Dependent Scenario, and the Overbuild Scenario. For each technical category, the scenario or combination of scenarios that has the greatest potential to result in significant adverse impacts is used to determine project impacts. For example, the open space analysis considers the Density-Dependent Scenario since its development program is likely to generate more new employees at Industry City, which would have a higher demand on open space resources in the study area when compared to the other two scenarios. As another example, the urban design analysis will consider a combination of the Baseline Scenario and Overbuild Scenario, as the new buildings and overbuilt bulk on Buildings 3, 4, 5, 6, 7, 8, 19, 22/23, and 24 would introduce changes to the massing and form of Industry City as it currently exists.

The overall design and program of the new buildings proposed within Industry City are substantially the same under all three RWCDS.

NO ACTION SCENARIO

In the No Action scenario, it is expected that no new development would take place within the Directly Affected Area (see **Figure 1-5**). This includes all lots affected by the Proposed Actions. Those lots not owned by the applicant are assumed to remain unchanged from the Existing Conditions (Block 695, Lots 37–43; Block 691, Lots 45 and 46; and Block 662, portion of Lot 1). Based on the current leasing rates and tenant roster, it is anticipated that approximately 140,000 gsf of the currently vacant space within the existing building stock at Industry City would be re-occupied by Innovation Economy (manufacturing, artisanal manufacturing, office), storage/warehousing, or retail uses (see **Table 1-3** for a summary of the No Action scenario). The recently completed and fully operational Nets training facility is approximately 75,000 gsf and is located in Building 19 at Industry City; this use would continue in the No Action scenario. The overall number of employees working at Industry City would be approximately 7,000.[12]

[12] Based on Industry City's existing tenants, storage, and warehousing uses have an employment density approximately 1 job per 2,000 gsf (see Chapter 3, "Socioeconomic Conditions").

Source: S9 Architecture

NOTE: *This figure is strictly illustrative, and shows the anticipated No Action condition site plan in 2026.*

No Action Site Plan
Figure 1-5

The 39th Street Buildings are significantly unimproved because they suffered damage from Superstorm Sandy that destroyed the infrastructure necessary to service them. According to the Applicant, the level of investment required to bring back basic tenant services would be greater than the revenue that can be realized with the current tenant use roster. It is assumed that some ongoing upgrades to Industry City buildings, including window replacements, would continue in the No Action scenario, but such capital investments would occur at a slower pace than with the Proposed Project and would not encompass all Industry City buildings.

Table 1-3
Existing Condition vs. No Action Condition

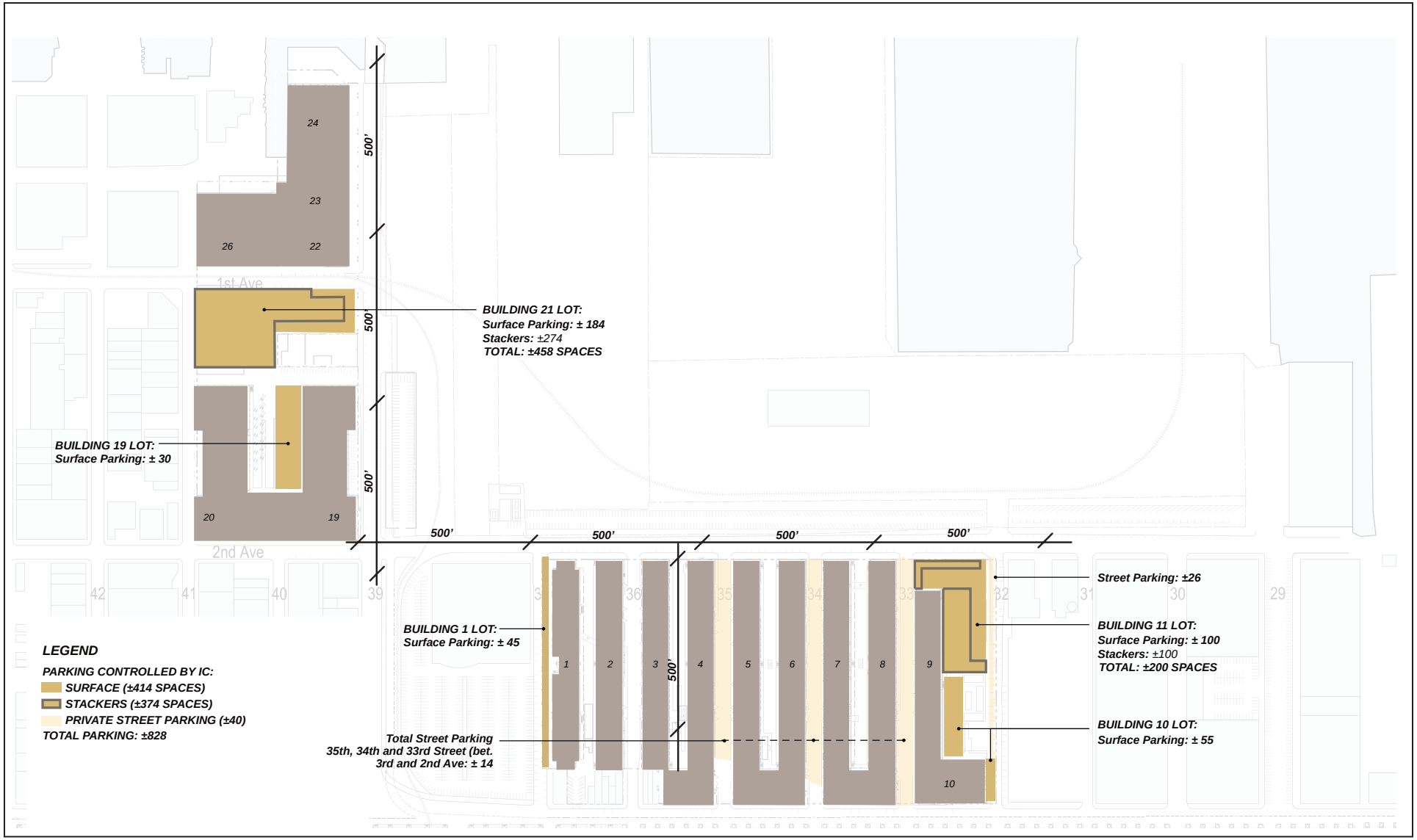
Use (Industry City Complex)	Existing Condition	No Action Condition
Retail GSF	71,835	200,000
Commercial GSF[1]	10,000	10,000
Storage/Warehousing GSF	1,386,886	1,707,558
Manufacturing GSF	1,543,766[2]	1,678,707[3]
Office GSF	514,589	559,569
Brooklyn Nets Training Facility GSF	74,824	74,824
Hotel GSF	0	0
Hotel Rooms	0	0
Academic GSF	0	0
Vertical Circulation/Mechanical GSF	358,782	358,782
Vacant GSF	1,342,114	679,960
Accessory Parking Spaces[4, 5]	473	658
Total GSF	5,302,796	5,269,400

Notes:
[1] Commercial use as event space.
[2] Existing Conditions: Manufacturing use consist of manufacturing (1,029,177 gsf) and Artisanal Manufacturing (514,589 gsf).
[3] No Action Conditions: Manufacturing use consist of manufacturing (1,119,138 gsf) and Artisanal Manufacturing (559,569 gsf).
[4] In the No Action condition, parking is anticipated to be provided at-grade and/or with stackers (see **Figure 1-6**).
[5] There are a limited number (approximately 127) of off-street surface parking spaces within the Project Area—specifically, within the central courtyard behind Buildings 19 and 20, within the property line along the north side of 37th Street, within privately owned portions of 33rd, 34th, and 35th Streets between 2nd and 3rd Avenues, and within the property line along the south side of privately owned 32nd Street—that are not included in any designated parking facilities. These spaces are not included in the calculations above.
"Innovation Economy" is comprised of Manufacturing, Artisanal Manufacturing, and Office.

In the future without the Proposed Actions, there would be approximately 658 parking spaces controlled by the Applicant. This would include approximately 284 surface lot spaces and 374 spaces provided in stackers at Building 11 and Building 21 (see **Figure 1-6**). The one-story building that abuts Building 9 to the west (882 3rd Avenue, Block 679, Lot 1) and the former Bush Terminal powerhouse at 2nd Avenue and 32nd Street (Block 679, Lot 1), both currently vacant, would be demolished in order to accommodate new parking spaces and stacked parking. Additional stacked parking also would be created on Block 706 (Lots 20 and 101).

WITH ACTION SCENARIOS

The Proposed Project includes the renovation and re-tenanting of space within existing Industry City buildings, as well as the development of new buildings, in order to establish the necessary mix of uses, as described in "Purpose and Need." The Proposed Actions are intended to be flexible



Source: S9 Architecture

NOTE: *In the No Action Condition, the powerhouse structure and a portion of Building 9 would be removed.*

No Action Parking Diagram

enough to allow for a range of permitted UGs and various densities so that the Applicant may respond to trends and the market. It is the Applicant's intent that the Proposed Actions would help attract new tenants to the Project Area and support what it has described as the Innovation Economy District. However, because of the inherent uncertainty of current and future markets, a specific breakdown of the Applicant's final proposed development is unknown at this time. Therefore, since a breakdown of permitted uses and sizes cannot be specified, for analysis purposes, the Applicant has determined a scenario that reflects what would represent a worst-case scenario for the environmental review while balancing certain development constraints where appropriate, including reasonable market demand and realistic physical programing assumptions—the Baseline Scenario (see **Figures 1-7 and 1-8**).

In order to assess the possible effects of the Proposed Actions, three RWCDS have been developed for the proposed zoning (future With Action condition) for an approximately 8-year period (analysis year 2027). The incremental difference between the No Action and With Action conditions will serve as the basis for the impact analyses of the EIS.

As previously noted, while the building program for the Proposed Actions (the Baseline Scenario) reflects what is currently contemplated by the Applicant, the Proposed Actions would not preclude a different mix of uses from being developed under the proposed zoning. In order to assess the possible effects of the Proposed Actions, two additional RWCDS were composed for the future With Action condition: the Density-Dependent Scenario and the Overbuild Scenario. It should also be noted that although Block 695, Lots 45 and 46 and a portion of Block 662, Lot 1, are within the Directly Affected Area, the Applicant does not own these lots and has no future plans to acquire them. Therefore, in the With Action condition, Lot 45 would remain occupied by a retailer and Lot 46 would remain the site of a deli/sandwich shop with office use above.

REASONABLE WORST CASE DEVELOPMENT SCENARIOS (RWCDS)

Each of the RWCDS assume the same No Action conditions would apply. Therefore, in the With Action condition for each RWCDS, it is assumed that the one-story building that abuts Building 9 on the west (882 3rd Avenue, Block 679, Lot 1) and the former Bush Terminal powerhouse (Block 679, Lot 1), both currently vacant would be demolished, in order to accommodate new parking spaces and stacked parking.

The Baseline Scenario

For most analysis areas, the Baseline Scenario will serve as the baseline With Action condition to compare to the No Action Condition.

In this scenario, the Proposed Actions would allow a total blended FAR of 4.96 for the Directly Affected Area. This includes a maximum FAR of 5.0 for the portion of the Rezoning Area to be rezoned to M2-4 and a maximum FAR of 2.0 for the portion of the Project Area to remain zoned M1-2. The special permit would also establish a maximum of 900,000 sf of floor area for retail and service establishment uses (approximately 0.68 FAR), and a maximum of 625,000 sf of floor area for permitted UG 3A uses (colleges/universities; libraries, museums, non-commercial art galleries, and day care facilities), approximately 0.47 FAR.

As a result of the Proposed Actions the uses within the existing Industry City buildings are anticipated to grow and change. Within the existing Finger Buildings, small- to mid-sized retail uses are anticipated to occupy approximately 295,000 gsf of currently vacant space, located on the ground floor along 3rd Avenue and the ground and second floors along 37th Street and 2nd Avenue. Mid-block between 2nd and 3rd Avenues, uses are expected to include a mix of

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. This figure illustrates potential programming in the With Action condition as proposed in the Reasonable Worst Case Development Scenario.*

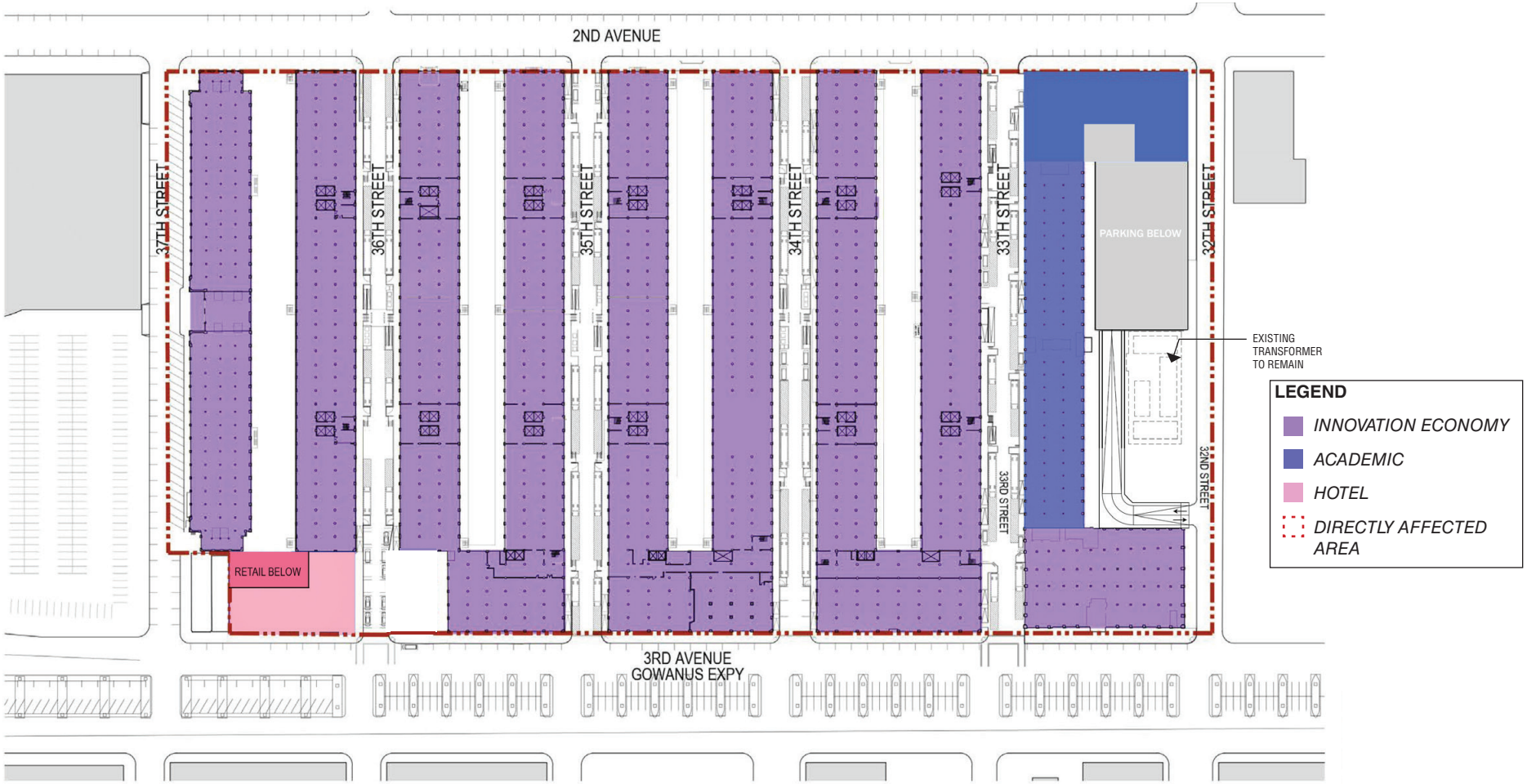
Source: S9 Architecture

With Action Site Plans
Finger Buildings Ground Floor

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. This figure illustrates potential programming in the With Action condition as proposed in the Reasonable Worst Case Development Scenario.*

Source: S9 Architecture

With Action Site Plans
Finger Buildings Second Floor

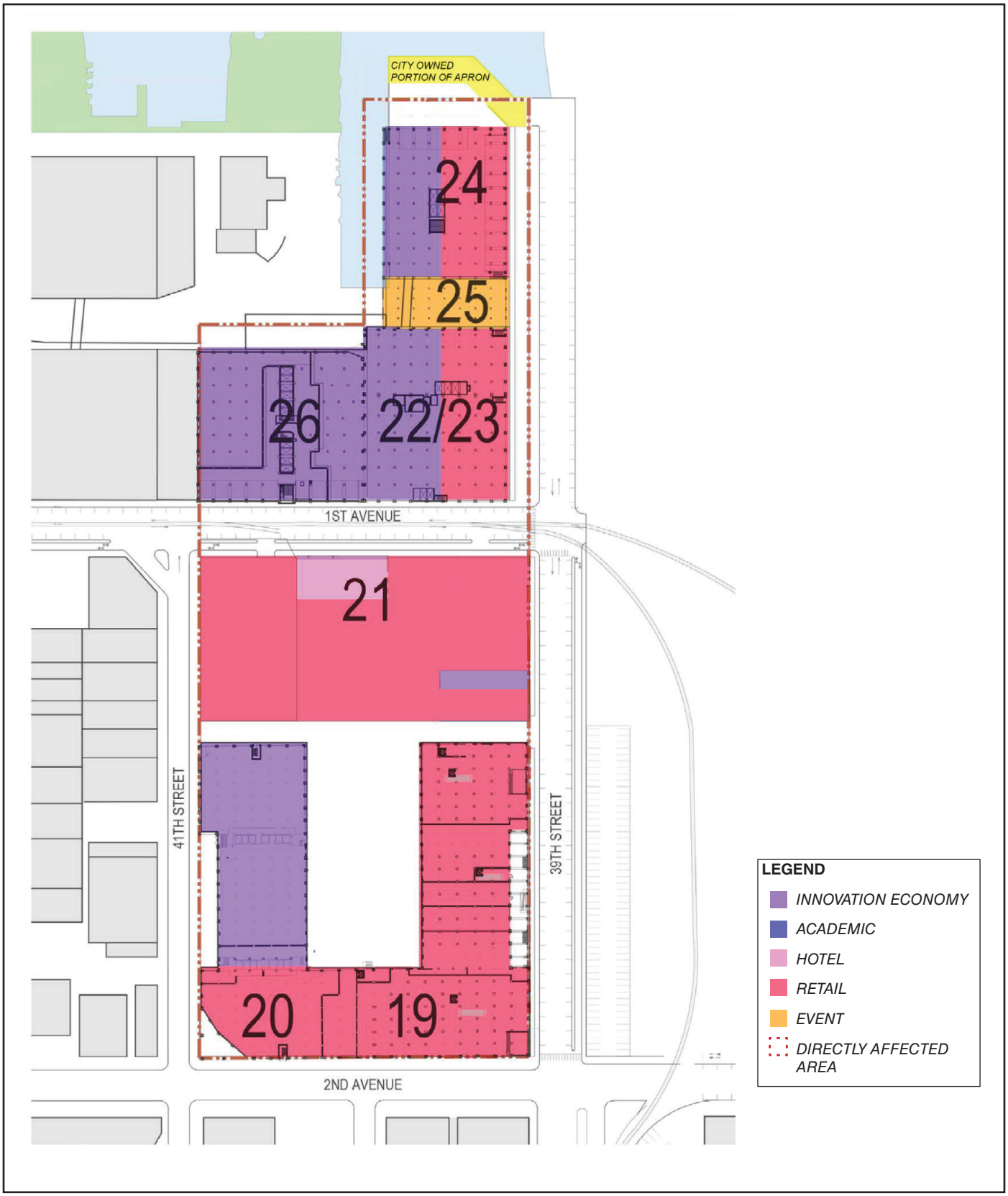


NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. This figure illustrates potential programming in the With Action condition as proposed in the Reasonable Worst Case Development Scenario.*

Source: S9 Architecture

With Action Site Plans
Finger Buildings Typical Upper Floor

3.7.19

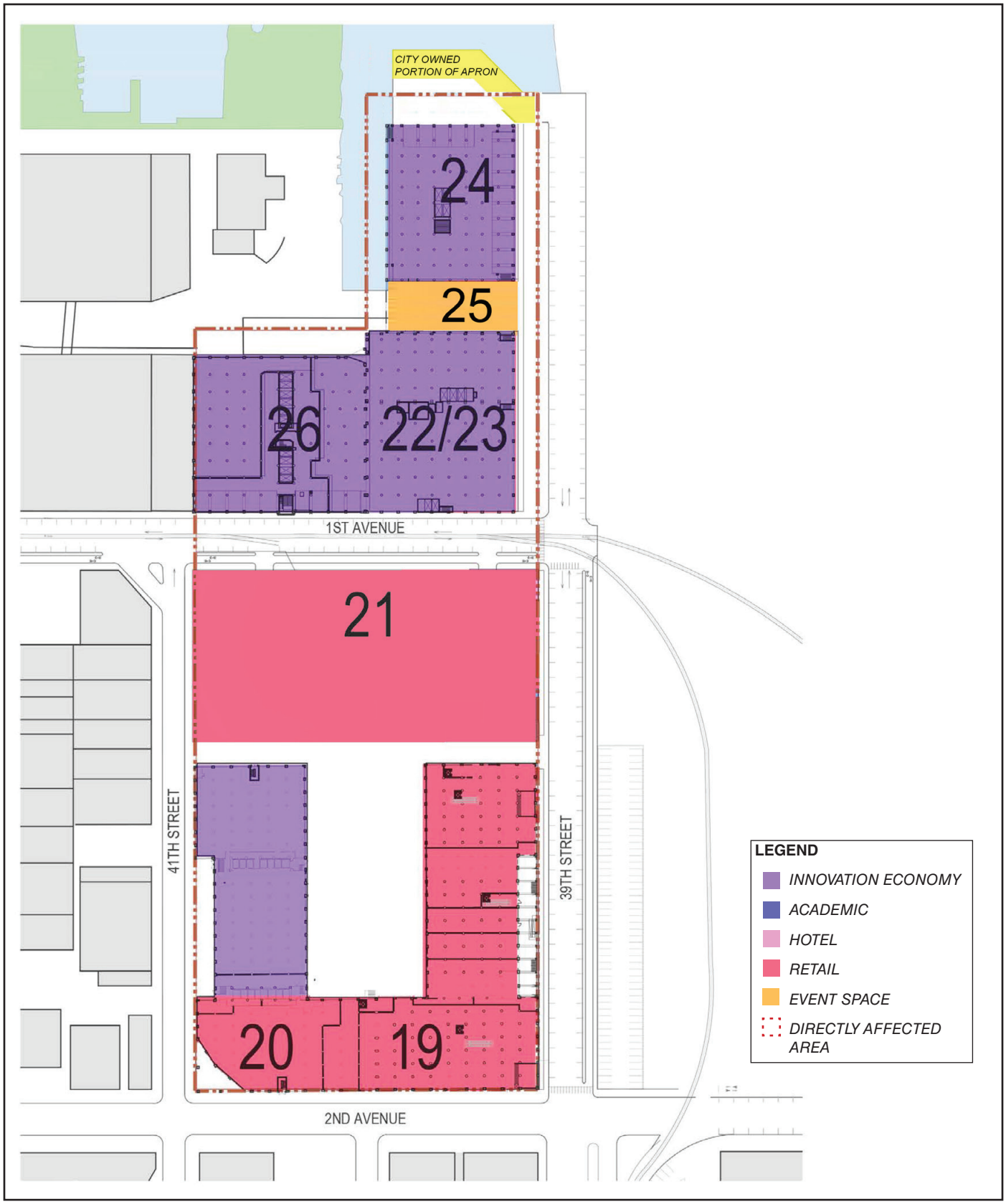


Source: S9 Architecture

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. This figure illustrates potential programming in the With Action condition as proposed in the Reasonable Worst Case Development Scenario.*

With Action Site Plans
39th Street Buildings Ground Floor

3.7.19



Source: S9 Architecture

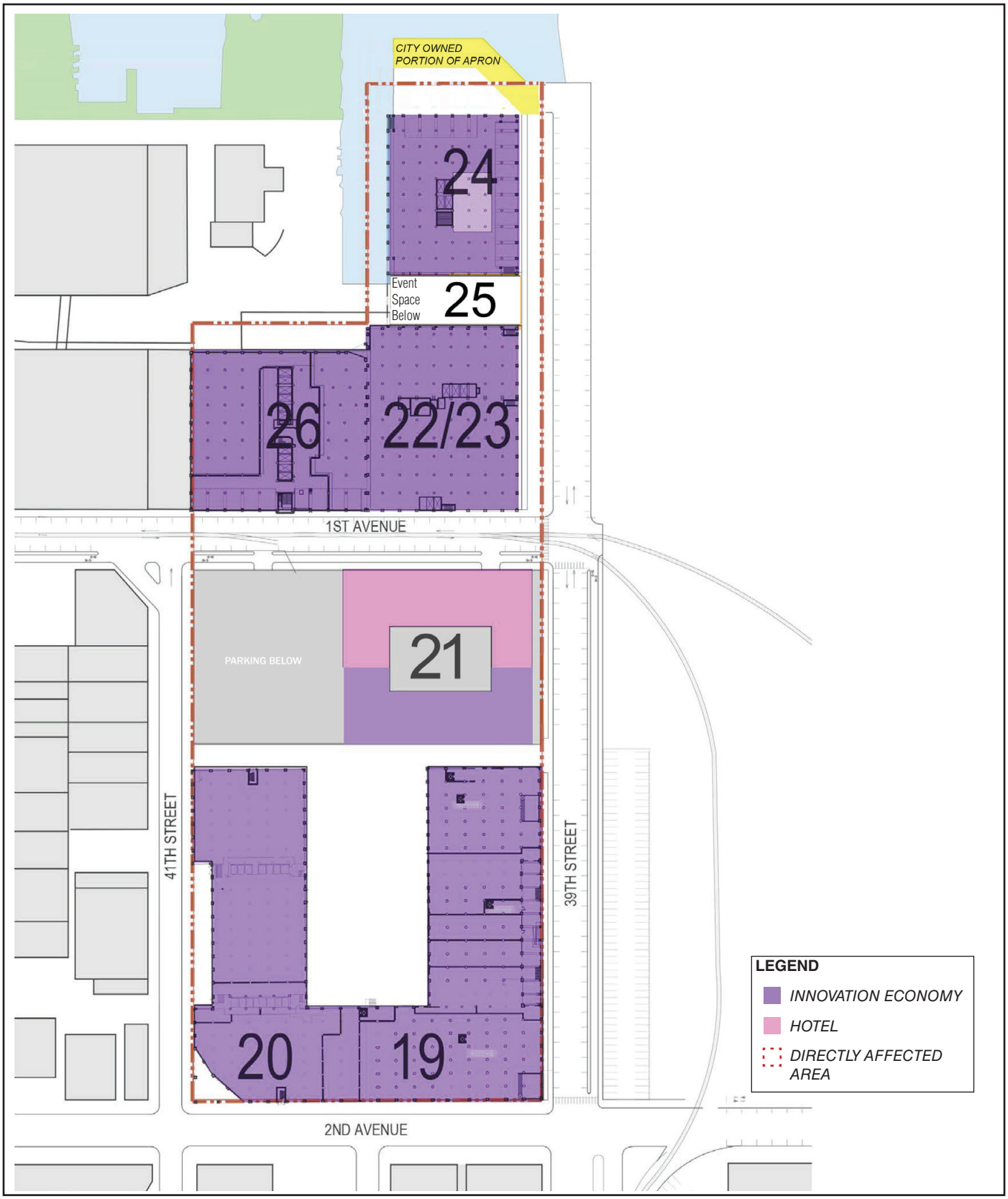
NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. This figure illustrates potential programming in the With Action condition as proposed in the Reasonable Worst Case Development Scenario.*

With Action Site Plans
39th Street Buildings Second Floor

INDUSTRY CITY

Figure 1-7e

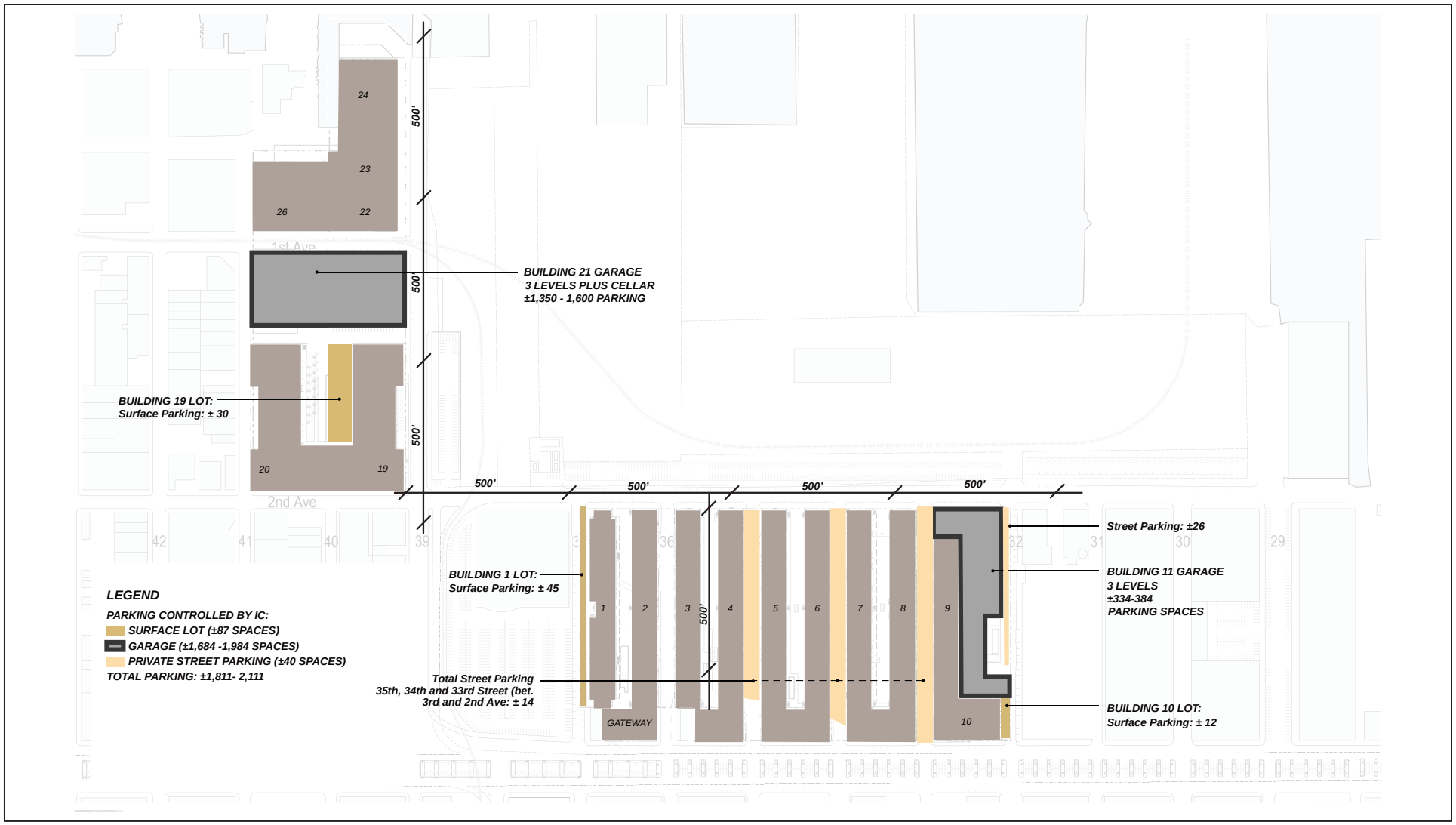
3.7.19



Source: S9 Architecture

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. This figure illustrates potential programming in the With Action condition as proposed in the Reasonable Worst Case Development Scenario.*

With Action Site Plans
39th Street Buildings Typical Upper Floor



Source: S9 Architecture

With Action Parking Diagram

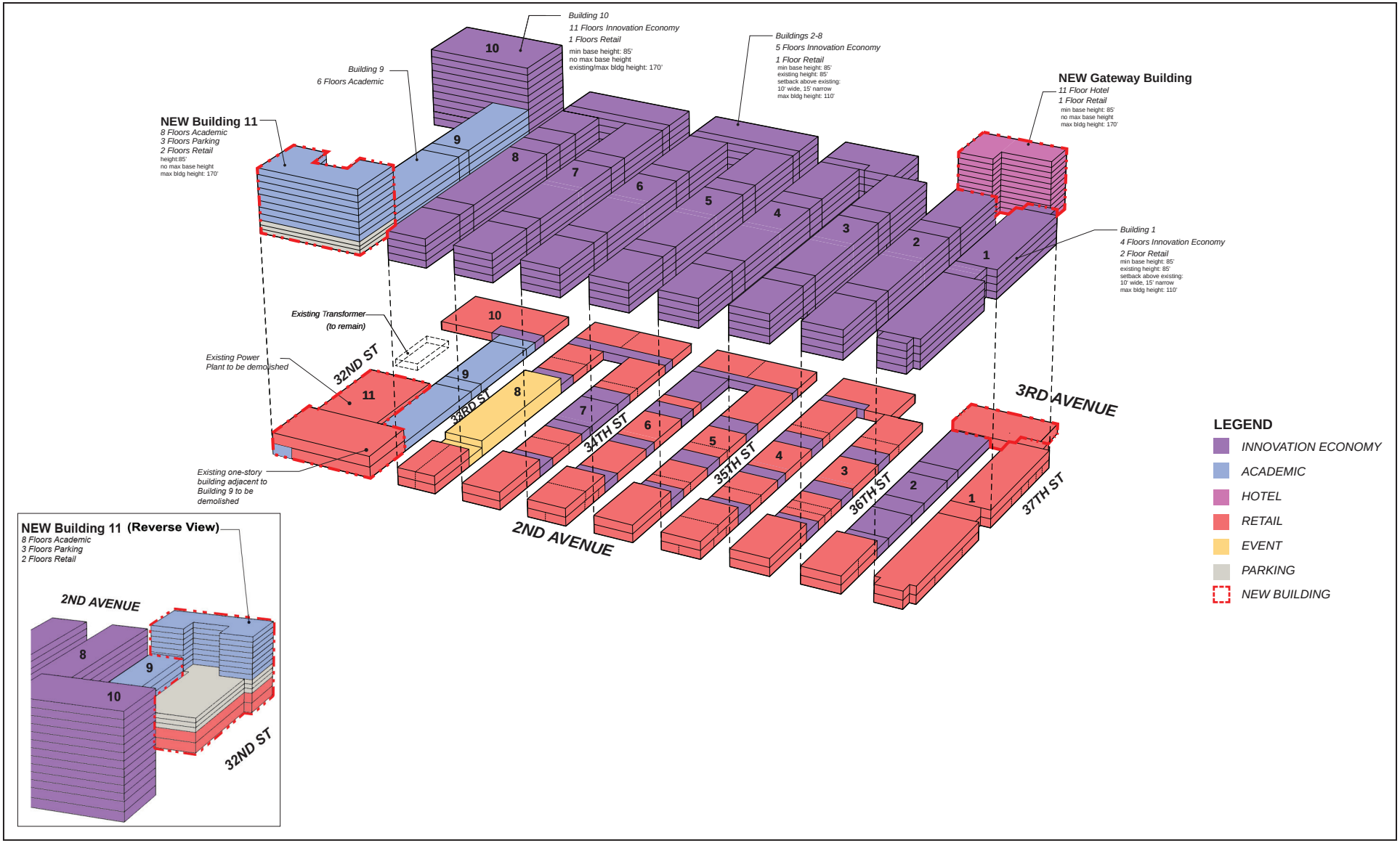
Innovation Economy uses and small- to mid-sized retail uses. Above the ground floor (or second floor, to the extent that such floor has retail uses), the Finger Buildings are anticipated to be occupied predominantly by Innovation Economy uses, with potentially a small amount of remaining warehouse/storage uses and academic uses. Also within the Finger Buildings, there would be approximately 18,671 gsf of (UG 9) event space. The Finger Buildings are six-story structures rising to 85 feet in height. While they would be allowed to enlarge to a maximum building height of 110 feet, the Baseline Scenario assumes all floor area permitted by the Proposed Actions would be constructed in new buildings (see below) rather than in enlargements of the Finger Buildings. Building 10 is the exception, as it is 12 stories tall and rises its allowable max of 170 feet.

Within the existing 39th Street Buildings, a mix of small and large retail establishments is anticipated to occupy the ground floor of most buildings' 39th Street and 2nd Avenue frontages as well as the second floor of Buildings 19, 20, and Building 21 (new construction). Above this retail base, Buildings 19, 20, 22/23, 24, and 26 are anticipated to house Innovation Economy uses; the proposed Building 21 (described below) is anticipated to contain retail, Innovation Economy, academic and structured parking and hotel uses; and Building 24 is anticipated to be redeveloped with predominantly industrial uses (UG 16, 17, or 18). Because there is currently no agreement for the Applicant to obtain control of the adjacent City-owned apron, it is anticipated that no public waterfront access would be provided. The small two-story Building 25 is anticipated to be redeveloped to accommodate 24,332 gsf of event space. Additionally, there is the potential that the Sunset Park North portion of the Brooklyn Waterfront Greenway could be extended through Building 25 so as to connect to the rest of the Bush Terminal complex to the south.

The 39th Street Buildings—which are generally 115 feet tall and contain eight stories—would be permitted by the Proposed Actions to enlarge to a maximum height of 150 feet. While all 39th Street Buildings would be allowed to enlarge to a maximum building height of 150 feet, the Baseline Scenario assumes all floor area permitted by the Proposed Actions would be constructed in new buildings (see below) rather than in enlargements of any existing 39th Street Buildings.

The Proposed Actions would also facilitate the development of three new buildings, which are proposed to be developed in the Baseline Scenario, totaling approximately 1.45 million gsf of new development:

- A new 12-story, 182,400-gsf Gateway Building would be developed at the southeastern end of the Finger Buildings, on land that would be acquired between 3rd Avenue and the eastern edges of Buildings 1 and 2 (to be built upon Block 695, Lots 37–43). This building would contain 11 floors of hotel use above ground floor retail. The Gateway Building would be built to a similar mass as existing Building 10 and capped at a height of 170 feet (see **Figure 1-9**);
- A new 13-story, 495,162-gsf Building 11 would be developed at the northwestern end of the Finger Buildings on land currently owned by the Applicant (Block 679, Lot 1). Building 11 is an L-shaped building currently envisioned to contain eight floors of academic uses above two retail floors in its base (see **Figure 1-9**). Additionally, there would be three levels of parking, which would be connected to a three-level structured parking garage. As described above, the former Bush Terminal powerhouse structure, located on the corner of 32nd Street and 2nd Avenue, and the one-story building that abuts Building 9 on the west are slated for demolition in the No Action condition in order to accommodate new parking spaces and stacked parking. Removal of these vacant structures is necessary for construction of Building 11. Two transformers, housed in a concrete structure, are located adjacent to the powerhouse mid-block



Source: S9 Architecture

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.*

Baseline Scenario
Finger Buildings Axonometric View (Looking Northeast)

between 2nd and 3rd Avenues. These transformers are not slated for demolition and will remain fully operational at their current location in the With Action condition.

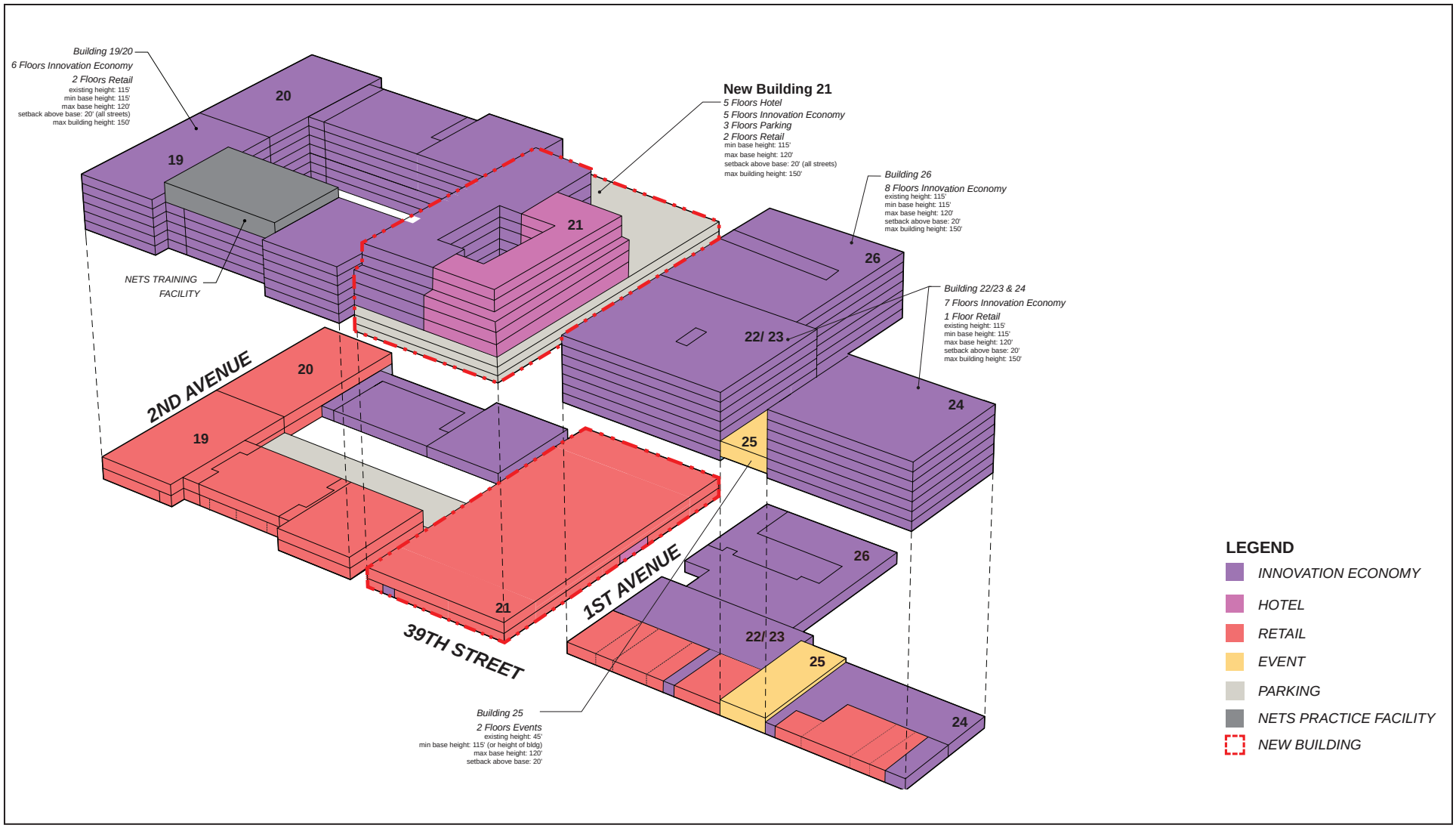
- A new 10-story, 781,368-gsf Building 21 would be developed between existing Buildings 19/20 and 1st Avenue, 39th to 41st Streets, on land partially owned by the Applicant (Block 706, Lot 101) and partially planned for acquisition (Block 706, Lot 20 to be acquired by the Applicant). The existing three-story factory building on Lot 20 would be demolished to allow for the construction of the new structure. Building 21 would include large-format retail on the first and second floors, parking in the cellar and on the third through fifth floors (accessed via curb cuts along 41st Street, 3rd Avenue, and potentially 39th Street), Innovation Economy use on portions of the sixth through tenth floors, and a hotel use on portions of the sixth through tenth floors (see **Figure 1-10**).

Overall, the Baseline Scenario would contain approximately 6.57 million gsf of development and would result in approximately 14,500 employees (see **Table 1-4**, and **Figures 1-9 and 1-10**). As compared to the No Action Condition, the Baseline Scenario would include an additional 1,335,506 gsf of Innovation Economy uses (representing 50 percent manufacturing, 25 percent artisanal manufacturing, and 25 percent commercial/office), an additional 478,000 gsf of parking, 387,000 gsf of academic uses, 287,000 gsf of hotel uses (approximately 420 rooms), 700,000 gsf of retail, 33,003 gsf of event space, and approximately 61,000 gsf of vertical circulation, elevators, and mechanical equipment, as well as reducing vacant uses by 679,960 gsf and storage and warehousing uses by 1,292,558 gsf.

Table 1-4
With Action Condition: Baseline Scenario

Use	Baseline Scenario: Industry City Total	Increment: No Action to Baseline Condition
Retail GSF[1]	900,000	700,000
Commercial GSF[2]	43,003	33,003
Storage/Warehousing GSF	415,000	-1,292,558
Manufacturing GSF[3, 4]	2,680,336	1,001,629
Office GSF[4]	893,445	333,876
Brooklyn Nets Training Facility GSF	74,824	0
Hotel GSF	287,000	287,000
Hotel Rooms	420	420
Academic GSF	386,546	386,546
Vertical Circulation/Mechanical GSF	419,957	61,175
Vacant GSF	0	-679,960
Accessory Parking Spaces[5]	Range: 1,684 to 1,984 Spaces	Range: 1,684 to 1,984 Spaces
Parking GSF	477,910	477,910
Total GSF	6,578,021	1,308,621

Notes:
[1] The proposed retail program in the Baseline Scenario would include destination (approximately 684,000 gsf), local (approximately 176,000 gsf), and a supermarket (approximately 40,000 gsf).
[2] Commercial use as event space.
[3] Manufacturing use in the Baseline Scenario consist of Manufacturing (1,786,891 gsf) and Artisanal Manufacturing (893,445 gsf).
[4] Innovation Economy in the Baseline Scenario would utilizeapproximately 3,573,782 gsf. This is comprised of Manufacturing (1,786,891 gsf), Artisanal Manufacturing (893,445 gsf), and Office (893,445 gsf).
[5] There are a limited number of off-street surface parking spaces within the Project Area that are not included in any designated parking facilities. These spaces are not included in the calculations above.



Source: S9 Architecture

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.*

Baseline Scenario
39th Street Buildings Axonometric View (Looking Southeast)

The programming for the Baseline Scenario would constitute the following:

- Approximately 3.57 million gsf of Innovation Economy uses, of which approximately 75,000 gsf would be the Nets training facility, which was recently completed and is currently operational (this use will remain in both the With Action and No Action conditions); Approximately 477,910 gsf of surface and structured accessory parking (1,684 to 1,984 spaces);
- Approximately 386,546 gsf of academic uses;
- Approximately 287,000 gsf of hotel, comprising 420 rooms;
- Approximately 900,000 gsf of retail and restaurant uses (of which approximately 176,000 gsf is anticipated to be local retail, 684,000 gsf is anticipated to be destination retail, and approximately 40,000 gsf is anticipated to be a supermarket [UG 6A food store]);
- 43,000 gsf of commercial space as dedicated event space;
- 0 gsf of vacant use;
- 415,000 gsf of storage/warehouse uses; and
- Approximately 419,957 gsf of vertical circulation, mechanical space, and shared lobbies.

The Density-Dependent Scenario

Given the prevalence of warehouse space, with its very light intensity of use, in the Baseline Scenario, it may not represent a worst-case condition for certain density-dependent technical analysis areas. As such, the Applicant has proposed analyzing a more conservative program for those density-driven technical areas, the Density-Dependent Scenario, see **Figures 1-11 and 1-12**.

Specifically, for certain density-dependent technical analysis areas, warehouse use was eliminated from the With Action condition and replaced with additional academic/community facility, and Innovation Economy uses.[13]

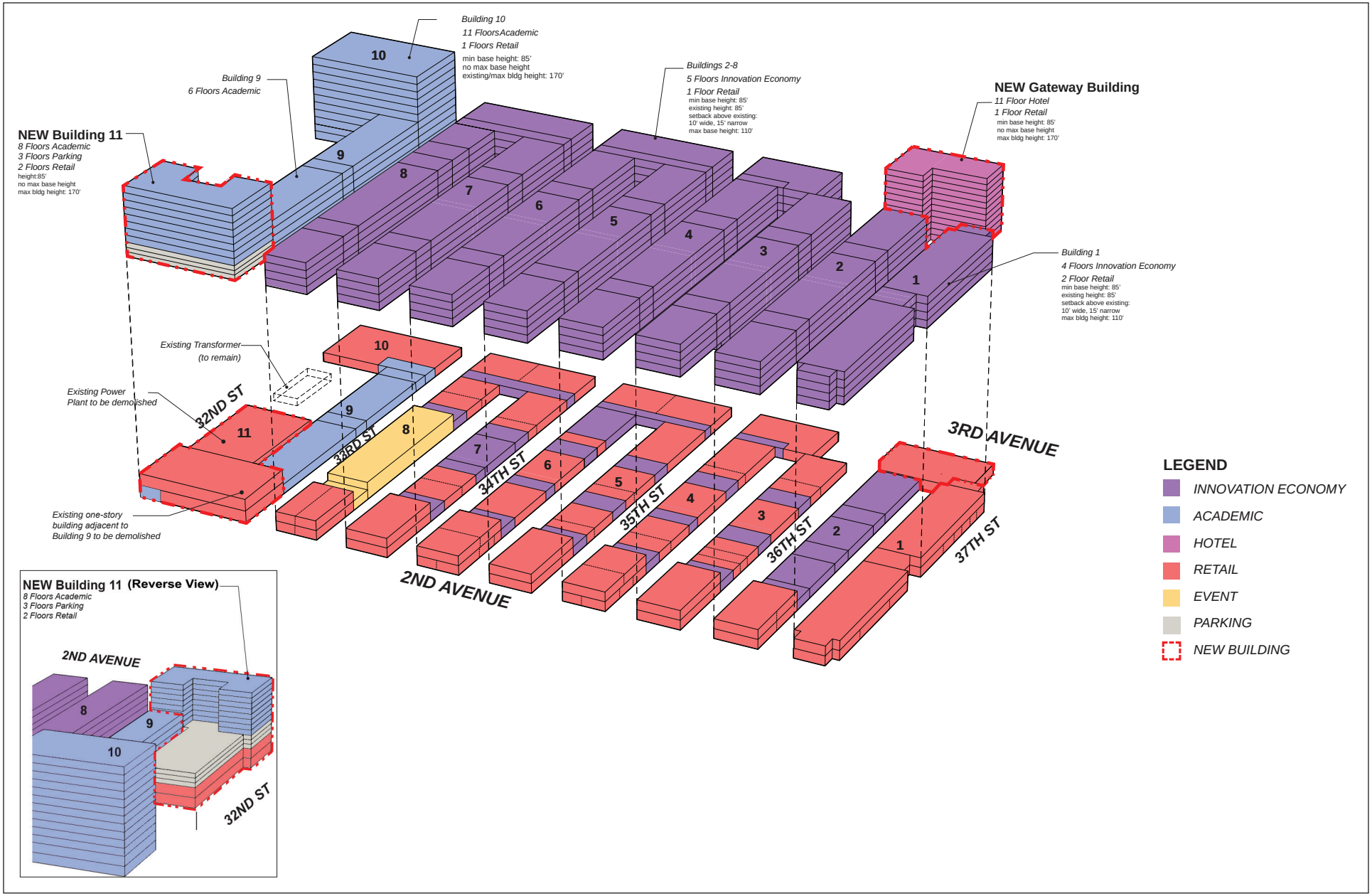
With respect to the size and shape of existing and new buildings, the Density-Dependent Scenario retains the same assumptions as the Baseline Scenario. Furthermore, as in the Baseline Scenario, the Density-Dependent Scenario also assumes that no public waterfront access would be provided adjacent to Building 24.

Overall, the Density-Dependent Scenario would result in approximately 15,000 employees. As compared with the Baseline Scenario, the Density-Dependent Scenario would include an additional 173,874 gsf of Innovation Economy uses (representing 50 percent manufacturing, 25 percent artisanal manufacturing, and 25 percent commercial/office) and an additional 241,128 gsf of academic/community facility uses, accounting for a potential academic library, museum, or non-commercial gallery space.

The programing for the proposed Density-Dependent Scenario (summarized in **Table 1-5**) would constitute the following:

- Approximately 3.75 million gsf of Innovation Economy uses; of which:
  - 1,873,828 gsf would be manufacturing (UG 16A, 16B, 17B, 17C, and 18 equivalent);

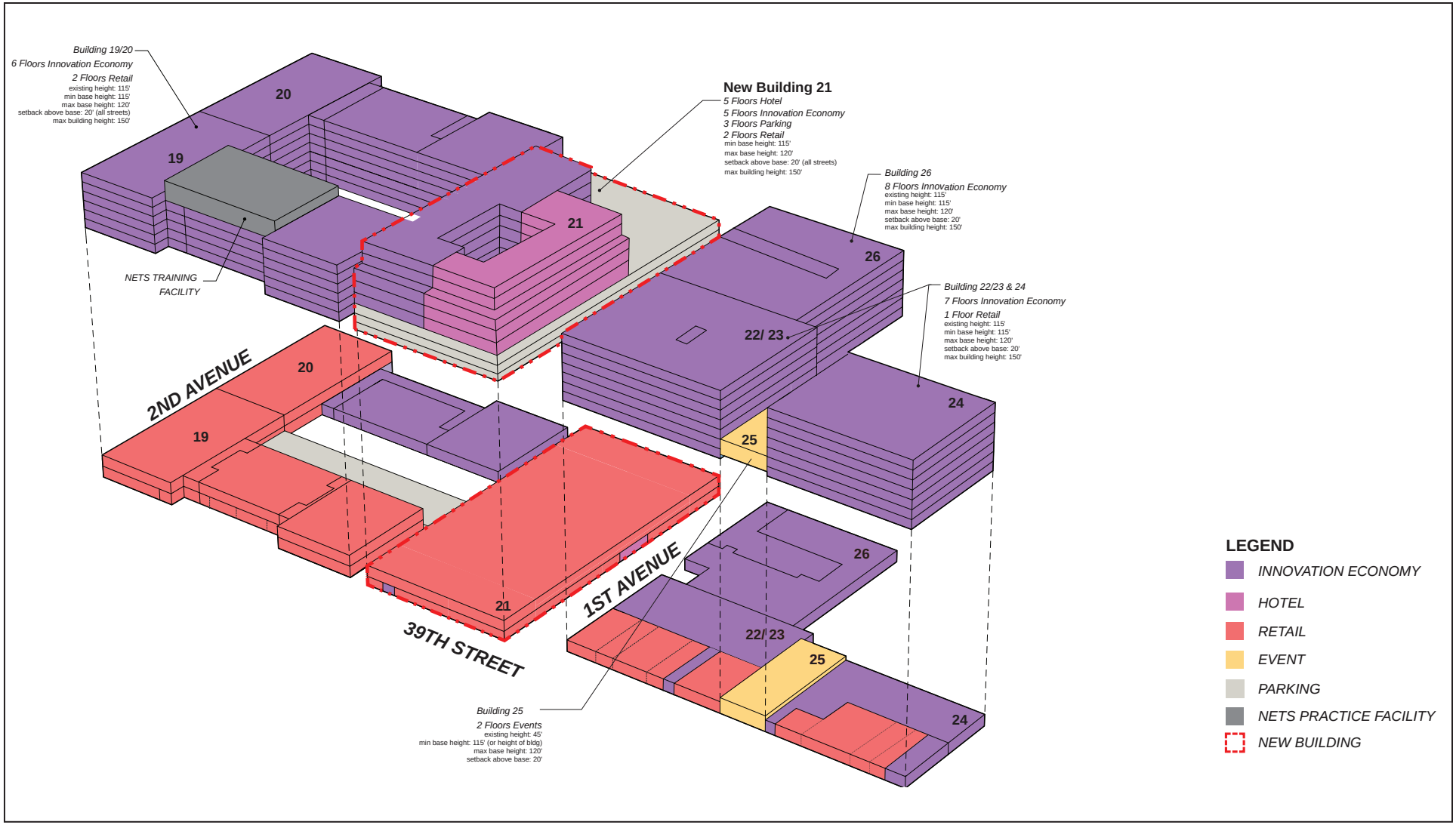
[13] It should be noted that the Applicant has recently executed leases with City agencies to use more than 415,000 square feet for warehousing use, thus the amount of Innovation Economy and Academic Use in the Density-Dependent Scenario is unlikely to be built in the future With Action condition.



Source: S9 Architecture

Density Dependent Scenario
Finger Buildings Axonometric View (Looking Northeast)

Figure 1-11



Source: S9 Architecture

Density Dependent Scenario
39th Street Buildings Axonometric View (Looking Southeast)
Figure 1-12

  - 936,914 gsf would be artisanal manufacturing and art/design Studio (UG 9A, 11A, and certain 10A equivalent uses); and
  - 936,914 gsf would be office (UG 6B equivalent).
- Approximately 627,674 gsf of academic uses,[14] including (but not limited to) instructional space, laboratories, academic offices, academic library space, a museum or non-commercial gallery space;
- Approximately 287,000 gsf of hotel, comprising 420 hotel rooms;
- Approximately 900,000 gsf of retail and restaurant uses (of which approximately 176,000 gsf is anticipated to be local retail, 684,000 gsf is anticipated to be destination retail, and approximately 40,000 gsf is anticipated to be a supermarket [UG 6A food store]);
- An approximately 75,000-gsf Nets training facility, which was recently completed and is currently operational (this use will remain in both the With Action and No Action conditions);
- Approximately 43,000 gsf of event space (UG 9A equivalent);
- 0 gsf of storage/warehouse uses;
- Approximately 477,910 gsf of surface and structured accessory parking (between 1,684 and 1,984 spaces); and
- Approximately 419,954 gsf of vertical circulation, mechanical space, and shared lobbies.

Table 1-5
With Action Condition Density-Dependent Scenario
for Density-Dependent Technical Analysis Areas

Uses	Industry City Total
Retail GSF[1]	900,000
Commercial GSF[2]	43,003
Storage/Warehousing GSF	0
Manufacturing GSF[3, 4]	2,810,742
Office GSF[4]	936,914
Brooklyn Nets Training Facility GSF	74,824
Hotel GSF	287,000
Rooms	420
Academic GSF	627,674
Vertical Circulation/Mechanical GSF	419,954
Vacant GSF	0
Accessory Parking Spaces[5]	Range: 1,684 to 1,984 Spaces
Parking GSF	477,910
Total GSF	6,578,021

Note:
[1] The proposed retail program would include destination (approximately 684,000 gsf), local (approximately 176,000 gsf), and a supermarket (approximately 40,000 gsf).
[2] Commercial use as event space.
[3] Manufacturing use consist of Manufacturing (1,873,828 gsf) and Artisanal Manufacturing (936,914 gsf).
[4] Innovation Economy would utilize approximately 3,747,656 gsf. This is comprised of Manufacturing (1,873,828 gsf), Artisanal Manufacturing (936,914 gsf), and Office (936,914 gsf).
[5] There are a limited number of off-street surface parking spaces within the Project Area that are not included in any designated parking facilities. These spaces are not included in the calculations above.

[14] Of the 627,674 gsf of community facility use, a maximum of 625,000 sf would be zoning floor area, pursuant to the maximum set forth in the proposed zoning text.

The Overbuild Scenario

The Overbuild Scenario will be analyzed for technical areas of environmental review that evaluate bulk, mass, and urban design. The Overbuild Scenario assumes that the properties on Block 695 that are not yet controlled by the Applicant (Lots 37–42) would not be acquired and the 182,400-gsf Gateway Building would not be built as part of the Proposed Actions; also assumed is the reduction of Innovation Economy use proposed in Building 21 by approximately 83,000 gsf (see **Table 1-6**). Overall, the Overbuild Scenario would result in approximately 14,500 employees.

Table 1-6
With Action Condition Overbuild Scenario
for Bulk Dependent Technical Analysis Areas

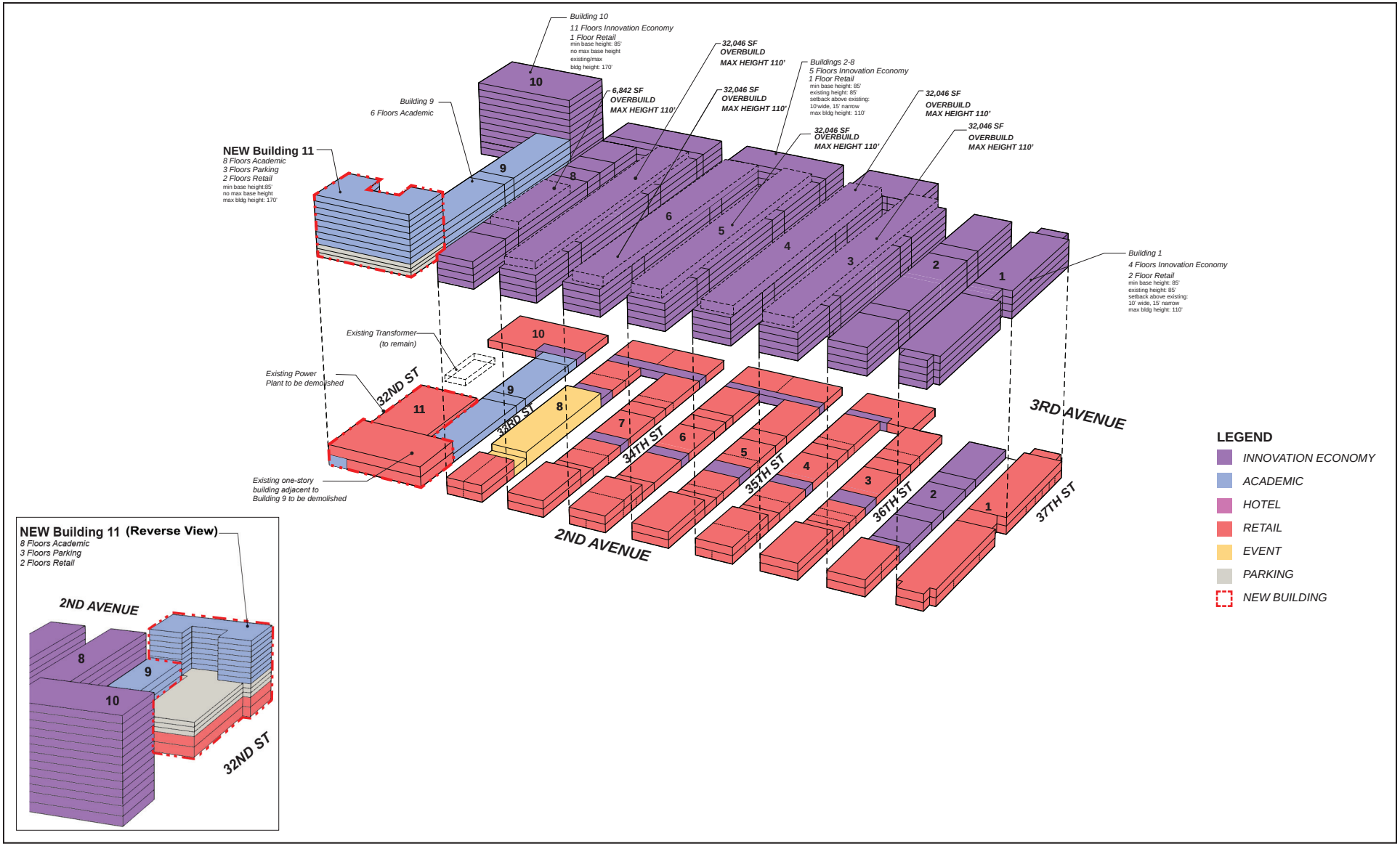
Use	Industry City Total
Retail GSF[1]	900,000
Commercial GSF[2]	43,003
Storage/Warehousing GSF	415,000
Manufacturing GSF[3]	2,783,985
Office GSF[3]	927,995
Brooklyn Nets Training Facility GSF	74,824
Hotel GSF	134,457
Hotel Rooms	197
Academic GSF	386,546
Vertical Circulation/Mechanical GSF	412,131
Vacant GSF	0
Accessory Parking Spaces[4]	Range: 1,684 to 1,984 Spaces
Parking GSF	477,910
Total GSF	6,555,851

Note:
[1] The proposed retail program would include destination (approximately 684,000 gsf), local (approximately 176,000 gsf), and a supermarket (approximately 40,000 gsf).
[2] Commercial use as event space.
[3] Innovation Economy would utilized approximately 3,711,980 gsf. This is comprised of Manufacturing (1,855,990 gsf), Artisanal Manufacturing (927,995 gsf), and Office (927,995 gsf).
[4] There are a limited number of off-street surface parking spaces within the Project Area that are not included in any designated parking facilities. These spaces are not included in the calculations above.

The bulk and mass from these reductions at the Gateway Building site and Building 21 would be redistributed to bulk built above the Finger Buildings and the 39th Street Buildings (see **Figures 1-13 and 1-14**). The Overbuild Scenario would introduce a total of 6,555,851 gsf, built to a total blended FAR of 4.99; the redistribution of FAR would be counterbalanced by the removal of the Gateway Building and the reduction in the size of the proposed Building 21 structure by two stories, an equivalent square footage to the combined size of the overbuilt bulk. This scenario assumes Finger Buildings 3–8 would be built to their maximum permitted height of 110 feet and Buildings 19, 22/23 and 24 would be built to their maximum permitted height of 150 feet. Similar to the Baseline and Density-Dependent Scenarios, Building 24 would be redeveloped with predominantly industrial uses (UG 16, 17, or 18).

The allocation of overbuilt bulk is assumed in this scenario to be as follows:

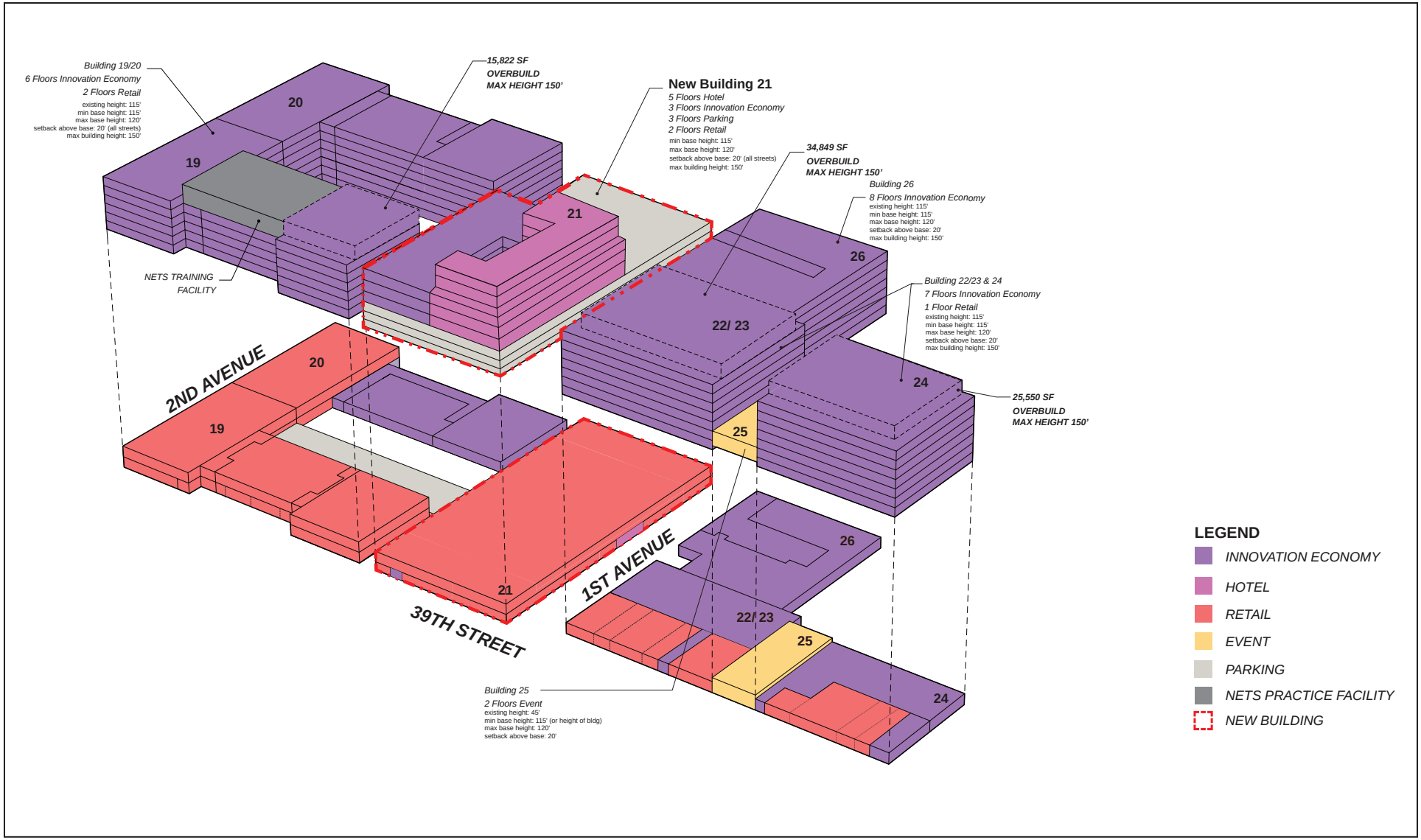
- A one-story overbuild of 32,046 sf on Building 3
- A one-story overbuild of 32,046 sf on Building 4
- A one-story overbuild of 32,046 sf on Building 5
- A one-story overbuild of 32,046 sf on Building 6



Source: S9 Architecture

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.*

Overbuild Scenario
Finger Buildings Axonometric View (Looking Northeast)



Source: S9 Architecture

NOTE: *This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.*

Overbuild Scenario
39th Street Buildings Axonometric View (Looking Southeast)

- A one-story overbuild of 32,046 sf on Building 7
- A one-story overbuild of 6,842 sf on Building 8
- A one-story overbuild of 15,822 sf on Building 19
- A one-story overbuild of 34,849 sf on Building 22/23
- A one-story overbuild of 25,550 sf on Building 24

While the proposed envelope of permitted enlargement would, in theory, permit development in addition to that assumed for the Overbuild Scenario—for example on additional rooftops not here assumed for development and in existing courtyards—due to the limited amount of zoning floor area that would be permitted by the zoning actions, such additional construction was deemed to be unlikely and would reduce construction elsewhere within Industry City, and thus not considered in the Overbuild Scenario.

Table 1-7 shows the comparison between all three RWCDS: the Baseline Scenario, the Density-Dependent Scenario, and the Overbuilt Scenario.

Table 1-7
With Action Condition Scenario Comparison

Uses	No Action	Baseline Scenario	Increment	Density-Dependent Scenario	Increment	Overbuild Scenario	Increment
Retail GSF[1]	200,000	900,000	700,000	900,000	700,000	900,000	700,000
Commercial GSF[2]	10,000	43,003	33,003	43,003	33,003	43,003	33,003
Storage/ Warehousing GSF	1,707,558	415,000	-1,292,558	0	-1,707,558	415,000	-1,292,558
Manufacturing GSF[3]	1,678,707[3]	2,680,336	1,001,629	2,810,742	1,132,035	2,783,985	1,105,278
Office GSF[3]	559,569	893,445	333,876	936,914	377,345	927,995	368,426
Brooklyn Nets Training Facility GSF	74,824	74,824	0	74,824	0	74,824	0
Hotel GSF	0	287,000	287,000	287,000	287,000	134,457	134,457
Hotel Rooms	0	420	420	420	420	197	197
Academic GSF	0	386,546	386,546	627,674	627,674	386,546	386,546
Vertical Circulation/ Mechanical GSF	358,782	419,957	61,175	419,954	61,172	412,131	53,349
Vacant GSF	679,960	0	-679,960	0	-679,960	0	-679,960
Accessory Parking Spaces	658	1,684-1,984	1,026-1,326	1,684-1,984	1,026-1,326	1,684-1,984	1,026-1,326
Parking GSF[4]	0	477,910	477,910	477,910	477,910	477,910	477,910
Total GSF	5,269,400	6,578,021	1,308,621	6,578,021	1,308,621	6,555,851	1,286,451

Notes:
[1] The proposed retail program for each scenario would include destination, local, and a supermarket. See **Table 1-4, Table 1-5, and Table 1-6** for a scenario specific breakdown.
[2] Commercial use as event space.
[3] Innovation Economy is comprised of Manufacturing, Artisanal Manufacturing, and Office uses. Please see **Table 1-4, Table 1-5, and Table 1-6** for the specific breakdown of Innovation Economy in each scenario.
[4] There are a limited number of off-street surface parking spaces within the Project Area that are not included in any designated parking facilities. These spaces are not included in the calculations above.

G. REVIEW PROCESSES

The Proposed Actions described above are subject to public review under ULURP, Section 200 of the City Charter, as well as CEQR procedures. The ULURP and CEQR review processes are described below.

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process especially designed to allow public review of a proposed project at four levels: the Community Board, the Borough President and (if applicable) Borough Board, CPC, and the City Council. The

procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The ULURP process begins with a certification by the CPC that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to the Community Board (Brooklyn CB 7), which has 60 days to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. The CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a Final Environmental Impact Statement (FEIS); the FEIS must be completed at least ten days before the CPC makes its decision on the application. The CPC may approve, approve with modifications, or deny the application.

If the ULURP application is approved, or approved with modifications, it moves to the City Council for review. The City Council does not automatically review all ULURP actions that are approved by the CPC. Zoning map changes and zoning text changes (not subject to ULURP) nevertheless must be reviewed by the City Council; the Council may elect to review certain other actions. The City Council, through the Land Use Committee, has 50 days to review the application and, during this time, will hold a public hearing on the proposed project. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the proposed project, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if it is not, then the Council may only vote on the project as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override a Mayoral veto within 10 days.

The review of a zoning text amendment pursuant to Section 200 of the City Charter follows the same time clock as described above when coupled with a ULURP application, and is subject to the same procedures governing CPC, City Council, and Mayoral action.

NEW YORK CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)

Pursuant to the New York State Environmental Quality Review Act (SEQRA) and its implementing regulations, New York City has established rules for its own environmental review process known as CEQR. The CEQR process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and when practicable mitigate, significant adverse environmental impacts. CEQR rules guide environmental review through the following steps:

- **Establish a Lead Agency**. Under CEQR, the "lead agency" is the public entity responsible for conducting the environmental review. The lead agency is typically the entity principally responsible for carrying out, funding, or approving the proposed action. For this application, DCP is the lead agency on behalf of the CPC.
  - **Determine Significance**. The lead agency's first charge is to determine whether the proposed action may have a significant impact on the environment. To make this determination, the lead agency prepared an Environmental Assessment Statement (EAS). Based on the information contained in the EAS, the lead agency determined that the

proposed development plan could have the potential to result in significant adverse environmental impacts and issued a Positive Declaration on September 20, 2017.

- **Scoping**. Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS. "Scoping," or creating the scope of work, is the process of establishing the type and extent of the environmental impact analyses to be studied in the EIS. Along with a Positive Declaration, the Draft Scope of Work was also issued on September 20, 2017. A public scoping meeting was held on October 24, 2017, at Spector Hall—22 Reade Street, New York 10007. The period for submitting written comments remained open until November 3, 2017. The Final Scope of Work will take into consideration comments received during the public comment period.
- **Draft Environmental Impact Statement (DEIS)**. In accordance with the final scope of work, a DEIS is prepared. The lead agency reviews all aspects of the document, calling on other City agencies to participate as appropriate. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. When a DEIS is required, it must be deemed complete before the ULURP application can also be found complete.
- **Public Review**. Publication of the DEIS and issuance of the Notice of Completion signals the start of the public review period. During this period, which must extend for a minimum of 30 days, the public may review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. When the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly. The lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. All substantive comments become part of the CEQR record and are summarized and responded to in the FEIS.
- **Final Environmental Impact Statement (FEIS)**. After the close of the public comment period for the DEIS, the lead agency prepares the FEIS. The FEIS incorporates relevant comments on the DEIS, in a separate chapter and in changes to the body of the text, graphics, and tables. Once the lead agency determines that the FEIS is complete, it will issue a Notice of Completion and circulate the FEIS.
- **Findings**. To demonstrate that the responsible public decision-maker has taken a hard look at the environmental consequences of a proposed project, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the proposed project, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion (pursuant to CEQR) has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take no action). ✷