

A. INTRODUCTION

This chapter considers the potential of the Proposed Actions to affect urban design and visual resources. The Proposed Actions would facilitate the redevelopment of underutilized space in existing structures, as well as vacant and presently occupied lots within the new Special Industry City District (SICD) with new, larger buildings with more usable space. The Proposed Actions would also integrate new parking.

As defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings, and natural resources.

The Proposed Actions would result in noticeable alterations to the Project Area by replacing smaller-scale structures in the Project Area with new developments that exceed the existing heights and stories of present structures as well as the potential to enlarge 11 of the existing buildings within the Bush Terminal complex to their maximum permitted height via rooftop additions. Therefore, the following detailed urban design and visual resources analysis has been prepared for the No Action condition and future with the Proposed Actions (the With Action condition) for the 2027 build year.

PRINCIPAL CONCLUSIONS

Overall, the detailed analysis presented below determined that the Proposed Actions, under the Baseline and Overbuild Scenarios, would not result in significant adverse impacts on the pedestrian's experience and visual character of the area. In the future with the Proposed Actions, the Baseline Scenario and the Overbuild Scenario would allow uses within the existing buildings and new developments that would include a mixture of Innovation Economy, the Brooklyn Nets training facility, academic, hotel, retail, and event uses, with the amount of square footage dedicated to each use fluctuating between each scenario. The three-story factory building that would be demolished in the Baseline and Overbuild Scenarios is considered to be a contributing building to the S/NR-eligible Bush Terminal Historic District; however, this building is not considered a visual resource. In both scenarios, the proposed new buildings for the remainder of the Project Area would be more similar in scale and massing to the buildings that presently exist within the Bush Terminal Historic District than the buildings that would be demolished, and would provide enlivened pedestrian experiences along streets in the Project Area and study area.

B. METHODOLOGY

According to the guidance of the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples

include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed “as-of-right” or in the No Action condition.

As described in detail in Chapter 1, “Project Description,” the Proposed Actions include zoning map and text amendments, a Special Permit to modify bulk, use, parking, and public access area requirements; and a change to the City Map to demap 40th Street between 1st Avenue and 2nd Avenue. Therefore, as the Proposed Actions would result in physical alterations beyond those allowed by existing zoning, they meet the threshold for a preliminary assessment of urban design and visual resources.

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are also generally appropriate for (1) area-wide rezoning’s that include an increase in permitted floor area or changes in height and setback requirements; (2) general large-scale developments; or (3) projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource’s historic significance. Conditions that merit consideration for further analysis of visual resources include when the project partially or totally blocks a view corridor or a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or when the project changes urban design features so that the context of a natural or built visual resource is altered (i.e., if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; or if the project removes lawns or other open areas that serve as a setting for the resource).

The Proposed Actions would facilitate the redevelopment of vacant and presently occupied lots within the new SICD with new, larger buildings; in addition, to establishing more uses within existing structures. The Proposed Actions also would integrate new parking and crosswalks for improved vehicular and pedestrian access. As stated previously, since the Proposed Actions would result in substantial changes to the built environment of the Bush Terminal Historic District, they would meet the threshold for a detailed assessment of urban design and visual resources. This analysis is provided below.

In accordance with the *CEQR Technical Manual*, this analysis considers the effects of the Proposed Actions on the experience of a pedestrian in the study areas. The assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the Project Area, which is collectively formed by the following components:

- *Streets.* For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands are critical to making a successful streetscape.
- *Buildings.* Buildings support streets. A building’s street walls form the most common backdrop in the city for public space. A building’s size, shape, setbacks, lot coverage, and

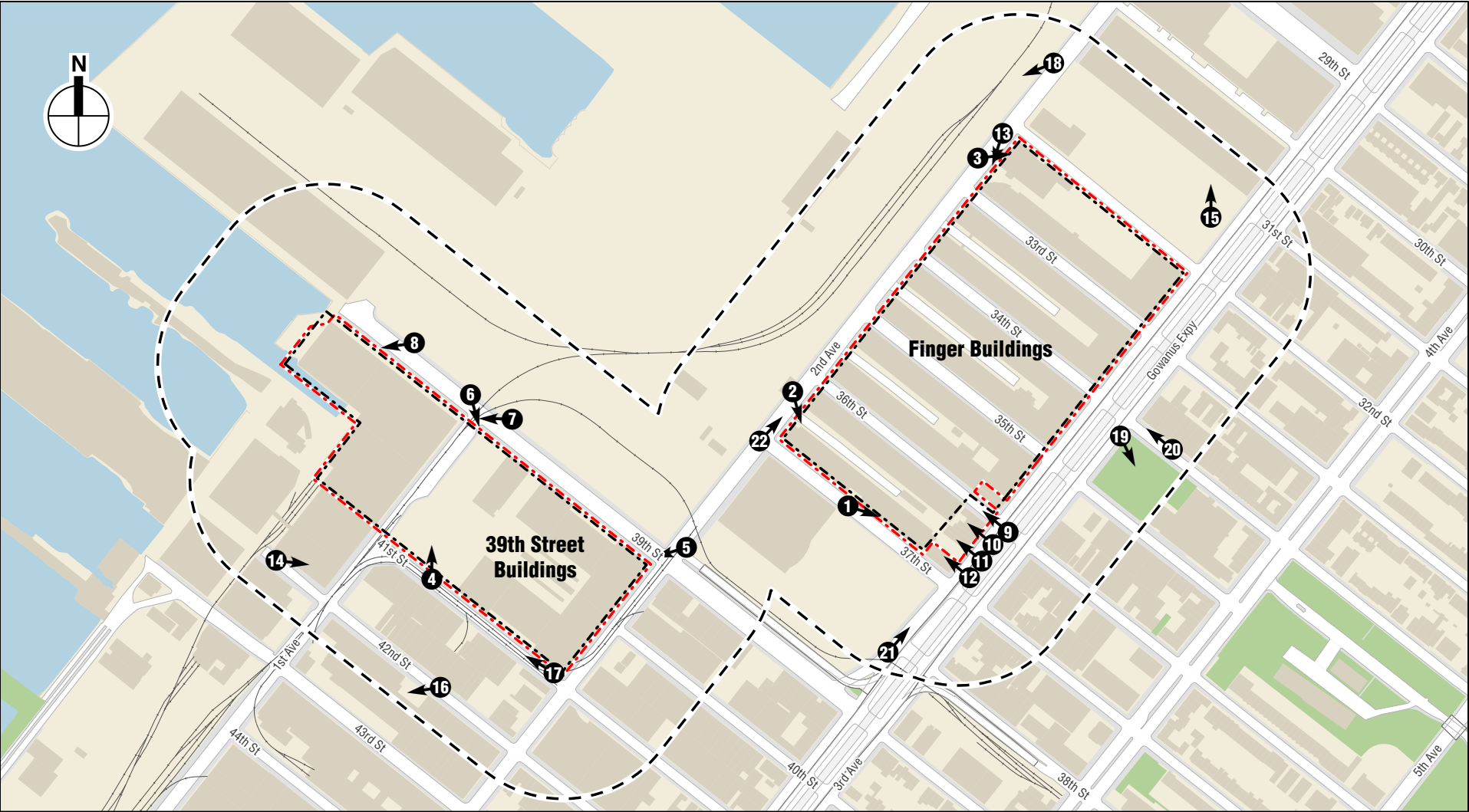
placement on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.





- *Open Space.* Open space includes public and private areas such as parks, yards, cemeteries, parking lots, and privately owned public spaces.
- *Natural Features.* Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- *View Corridors and Visual Resources.* A visual resource is the connection from the public realm to significant natural or built features, including important view corridors, views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

Wind conditions also affect the pedestrian experience of a given area. The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions in the urban design and visual resources assessment for projects that would result in the construction of large buildings at locations that experience high-wind conditions (such as along the waterfront, or other locations where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. Factors to be considered in determining whether such a study should be conducted include locations that could experience high-wind conditions, such as along the waterfront; size, and orientation of the proposed buildings; the number of proposed buildings to be constructed; and the site plan and surrounding pedestrian context of the proposed project. While a portion of the Project Area is located on the Gowanus Bay waterfront, and the Proposed Actions could result in the construction of buildings slightly taller than what presently exist within the Project Area, winds from the waterfront are attenuated by buildings or natural features. Additionally, most of the proposed program would utilize the existing warehouse buildings. As such, the proposed actions would not alter or exacerbate wind conditions that would affect pedestrian safety; therefore, a pedestrian wind analysis is not warranted.

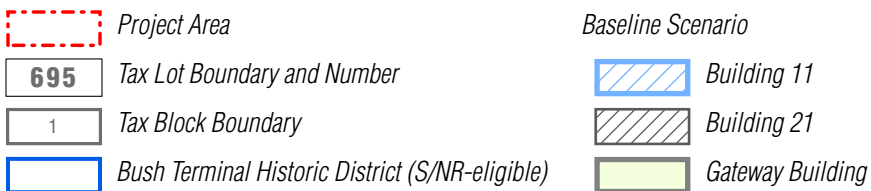
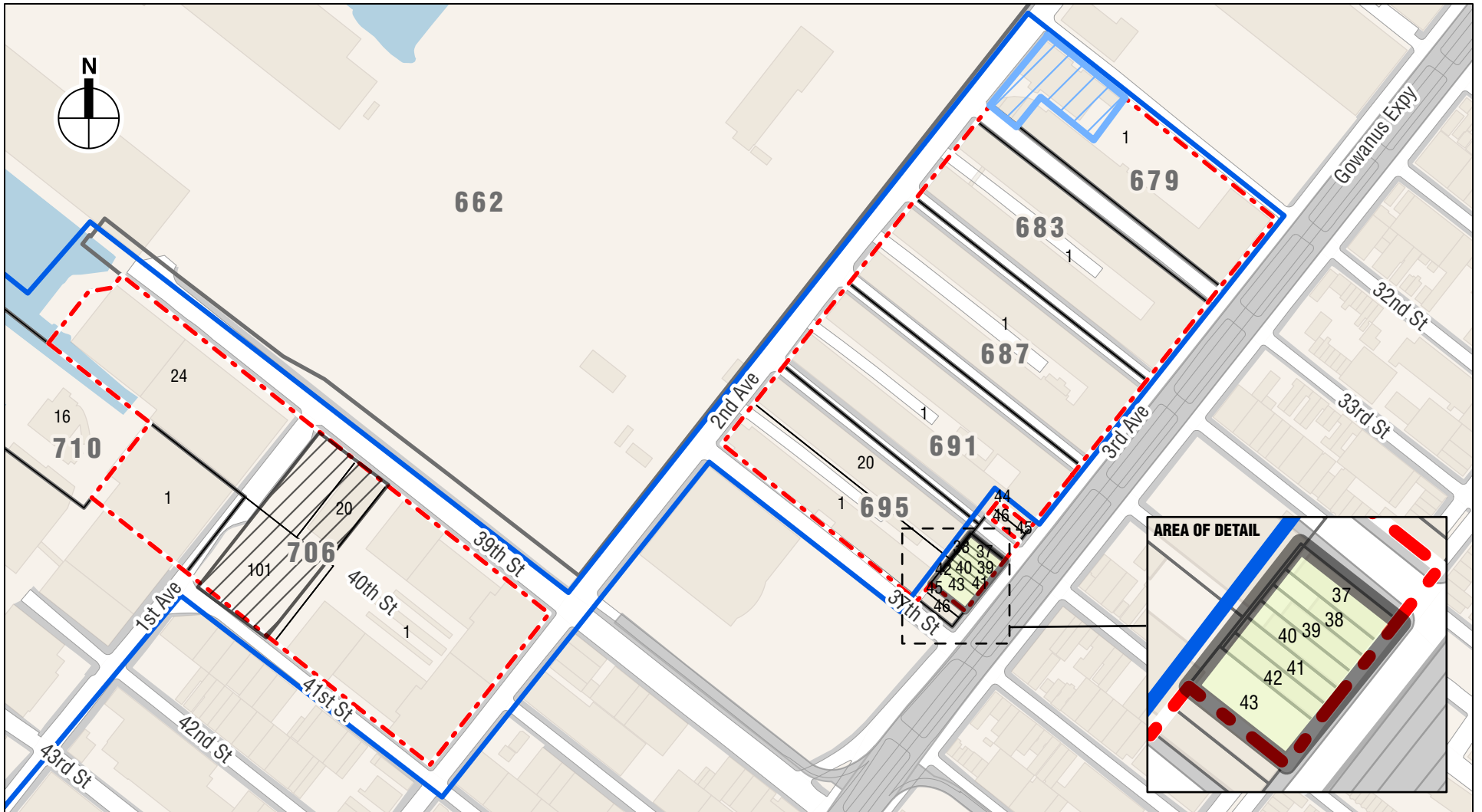
Consistent with the land use primary study area, the following analysis addresses the urban design and visual resources of the Project Area and a 400-foot study area (see **Figure 7-1**). The visual resources analysis also considers views from Sunset Park, which is an elevated park with existing views to Gowanus Bay and the Statue of Liberty, located outside the 400-foot study area.

The potential effects of the Proposed Actions are analyzed under two different scenarios (see **Figures 7-2a through 7-3**). The Baseline Scenario assumes that the properties on Block 695 that are not yet controlled by the Applicant (Lots 37–42) would be acquired and the Gateway Building would be built. Additionally, Building 11 would be constructed, replacing the Bush Terminal steam plant and a one-story building to the west of Building 9 on Block 679, Lot 1. For proposed Building 21 to be constructed, Block 706, Lot 20, would be acquired and the three-story factory located on the lot (west of Building 19) would be acquired and demolished. Building 21 would then be constructed on the site of the former three-story factory as well as the adjacent lot, Lot 101, which is presently in temporary use for surface parking (see **Figure 7-2a**). The buildings would include a mix of permitted use groups of various sizes. The Overbuild Scenario assumes that the properties on Block 695 (Lots 37–42) would not be acquired by the Applicant, and the Gateway Building would not be built; however, Buildings 11 and 21 would still be constructed. One-story rooftop additions would be added to Buildings 3–8, 19, and 22–24 (see **Figure 7-2b**).



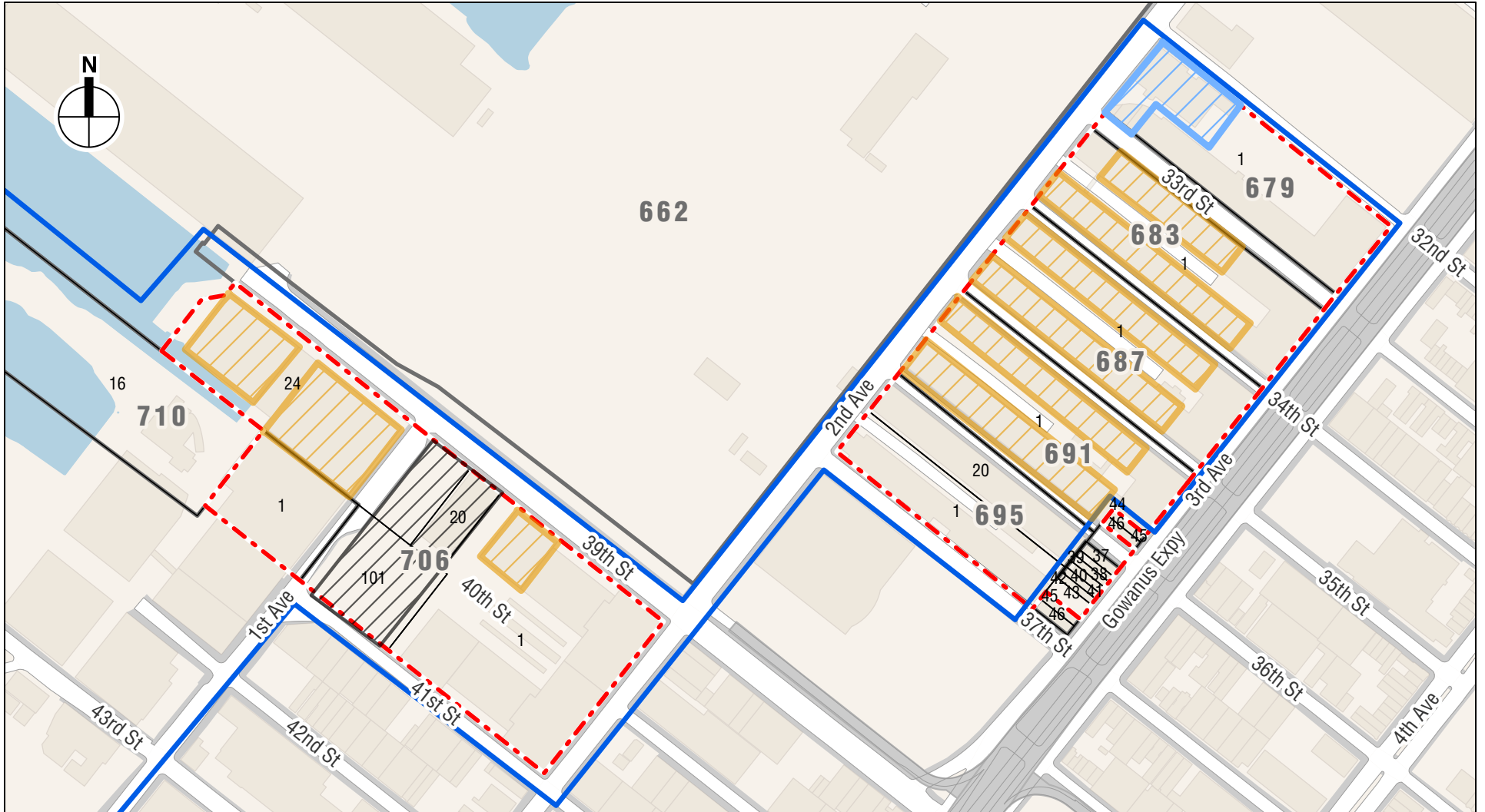
-  Project Area
-  Study Area Boundary (400-foot perimeter)
-  Proposed Rezoning Area
-  Photograph View Direction and Reference No.

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Project Area Lots and Proposed Developments
Baseline Scenario

Figure 7-2a



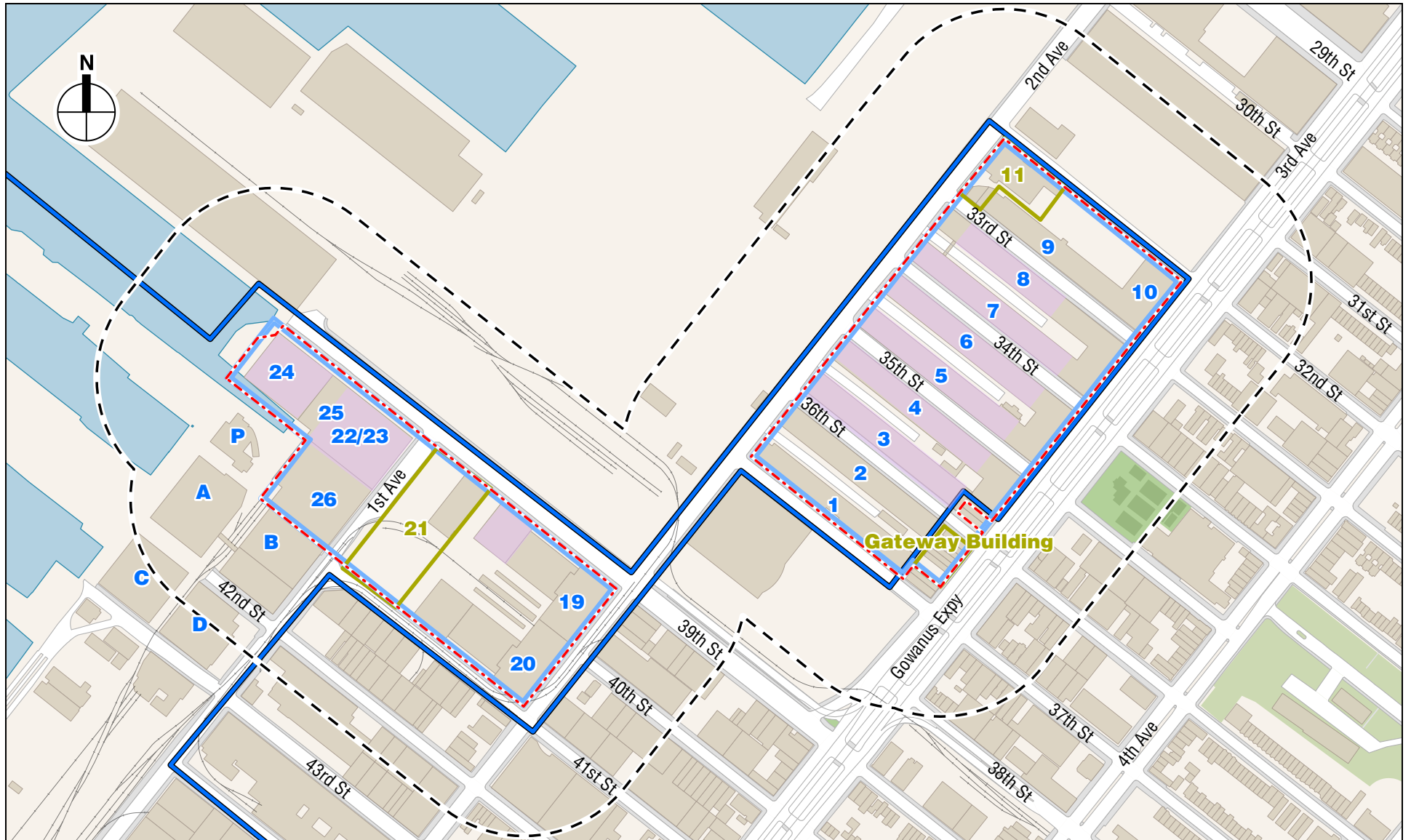
- Project Area
- 695 Tax Lot Boundary and Number
- 1 Tax Block Boundary
- Bush Terminal Historic District (S/NR-eligible)

- Overbuild Scenario
- Building 11
- Building 21
- Overbuild Additions

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Project Area Lots and Proposed Developments
Overbuild Scenario

Figure 7-2b



- Project Area
- Bush Terminal Historic District (S/NR-eligible)
- Proposed Special Industry City District
- Overbuild Scenario Additions
- 11 Proposed Developments
- A Bush Terminal Historic District Buildings

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The analysis addresses each of these characteristics for existing conditions and the future with and without the Proposed Actions for the 2027 build year.

C. EXISTING CONDITIONS

PROJECT AREA

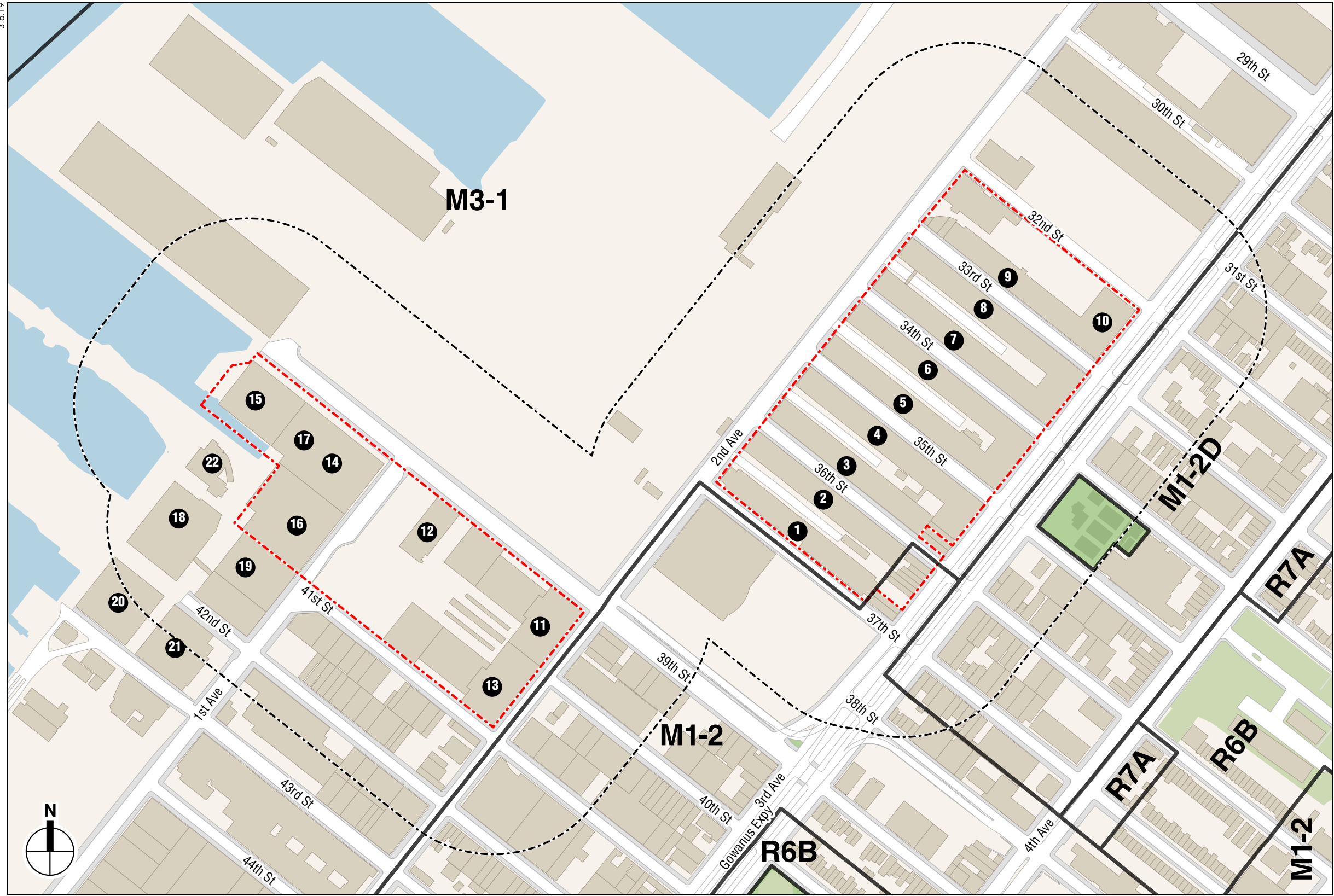
URBAN DESIGN

Buildings

The Project Area is a part of the Bush Terminal complex, a large-scale industrial district, as well as a group of small-scale mixed-use buildings along the west side of 3rd Avenue between 36th and 37th Streets. The Bush Terminal complex comprises multiple buildings between 2nd and 3rd Avenues from 32nd to 37th Streets (excluding the buildings fronting 3rd Avenue between 36th and 37th Streets and three properties at the northwest corner of 3rd Avenue and 36th Street) as well as entire blocks between 2nd Avenue and Gowanus Bay (excluding the blocks between 2nd and 3rd Avenues between 41st and 44th Streets). The portion of Bush Terminal that is included within the Project Area comprises the buildings located between 2nd and 3rd Avenues from 32nd to 37th Streets, and between 39th and 41st Streets from 2nd Avenue west to Gowanus Bay (see **Figure 7-1**). The Project Area is almost entirely zoned M3-1, with Block 695, Lots 37–43 zoned M1-2 (see **Figure 7-4**). Both M3 and M1 districts are industrial manufacturing zoning districts. Zoning districts designated as M3-1 have a maximum FAR of 2.0 with a maximum base height before setback of 60 feet, and are usually located near the waterfront. M1 districts are often sited between M2 or M3 districts and adjacent residential or commercial districts, and are characterized by one- or two-story warehouses. The M1-2 district allows 2.0 manufacturing and commercial FAR, and 4.8 FAR for community facility uses. M1-2 districts are specifically characterized by concentrations of two- to four-story industrial buildings located away from transit. **Figure 7-5** shows the Project Areas built FAR, while **Figure 7-6** provides a range of the maximum building heights in the Project Area.

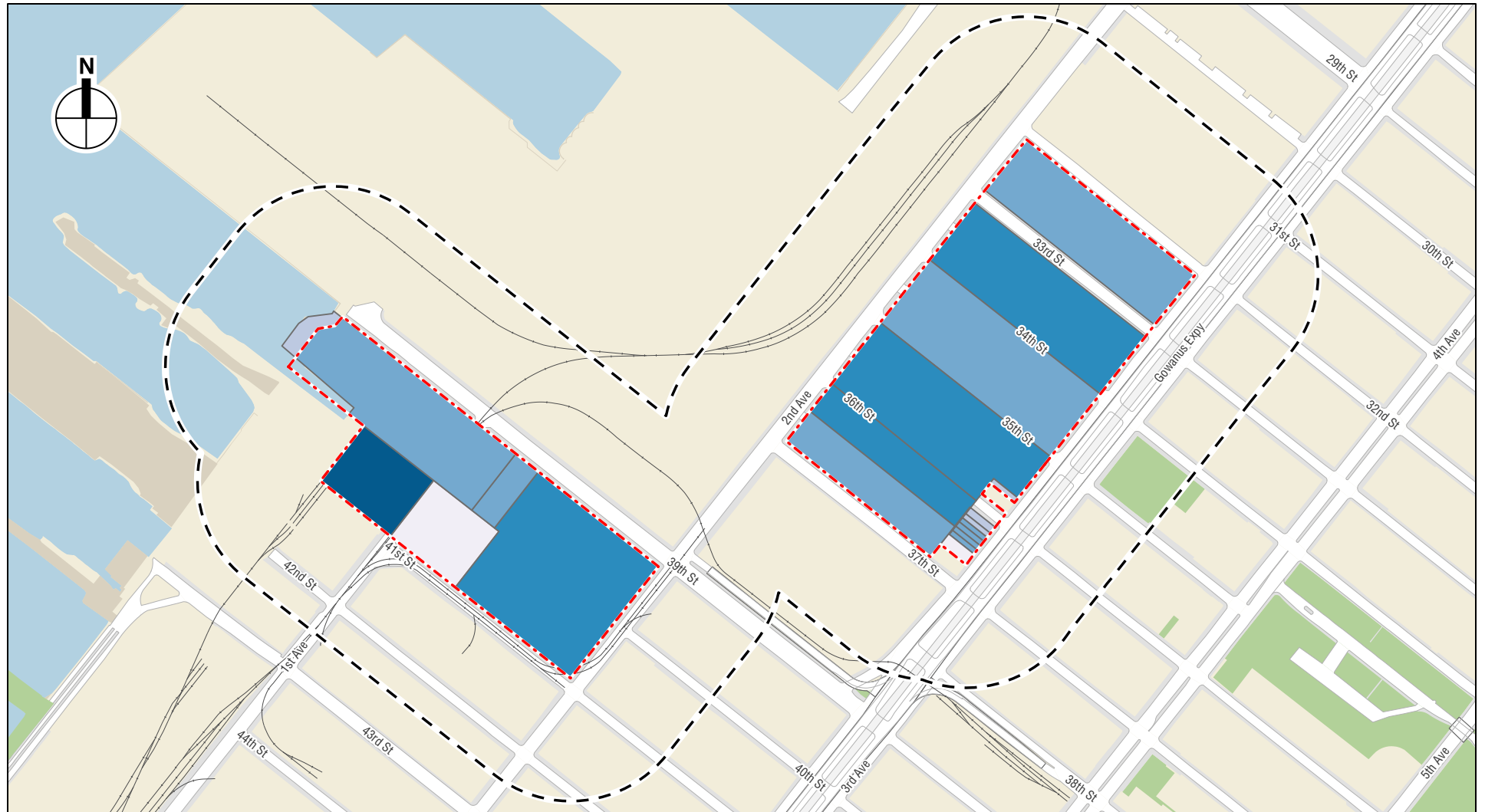
Construction on the industrial buildings in the Project Area began in 1904 and continued through the 1920s. These buildings comprise approximately 5,269,400 square feet (sf) of manufacturing, artisanal manufacturing, office, retail, storage/warehouse, vacant, and mechanical space.¹ These buildings have high lot coverage and large rectangular building footprints, occupying the majority of the blocks on which they are located. Bush Terminal Buildings 1 through 10 (see **Figure 7-4**), also known as the Finger Buildings, are located from 32nd to 37th Streets between 2nd and 3rd Avenues. The first floors of these buildings are set above the street level, accessed by sidewalks that are approximately four feet above street level. Buildings 1 through 9 (Block 695; Lots 1 and 20, and Blocks 679, 683, 687, and 691; Lot 1) are six stories and approximately 85 feet tall, while Building 10 (Block 679, Lot 1) is 12 stories, and approximately 170 feet tall. Building 1 is accessed by stairs that lead to a raised sidewalk along 37th Street. Sloped sidewalks and ramps lead to the first floor entryways of Buildings 2 through 7 along the east–west streets between 34th and 36th Streets, along with raised loading platforms. Access to Buildings 8 and 10 is predominantly along 3rd Avenue. At-grade entrances and raised loading docks along 33rd Street allow for access into Buildings 8 and 9. Additional loading and entrance access to Building 9 is also located along the

¹ See also Table 1-3, “Existing Condition vs. No Action Condition” in Chapter 1, “Project Description,” for a breakdown of existing uses.



- Project Area
- 400-foot Study Area
- Zoning Districts (FAR = 2.0)

- 1. Building 1; Built 1904; 85 feet high
- 2. Building 2; Built 1904-1915; 85 feet high
- 3. Building 3; Built 1904-1915; 85 feet high
- 4. Building 4; Built 1904-1915; 85 feet high
- 5. Building 5; Built 1904-1915; 85 feet high
- 6. Building 6; Built 1904-1915; 85 feet high
- 7. Building 7; Built 1904-1915; 85 feet high
- 8. Building 8; Built 1904-1915; 85 feet high
- 9. Building 9; Built 1916-1918; 85 feet high
- 10. Building 10; Built 1916-1918; 170 feet high
- 11. Building 19; Built 1912; 115 feet high
- 12. Built 1903; 44 feet high
- 13. Building 20; Built 1912; 115 feet high
- 14. Building 22/23; Built 1920s; 115 feet high
- 15. Building 24; Built 1920s; 115 feet high
- 16. Building 26; Built 1920s; 115 feet high
- 17. Building 25; Built 1920s; 60 feet high
- 18. Building A; Built 1895-1905; 65 feet high
- 19. Building B; Built 1895-1905; 81 feet high
- 20. Building C; Built 1895-1905; 53 feet high
- 21. Building D; Built 1895-1905; 23 feet high
- 22. Building P; Built n/a; 106 feet high



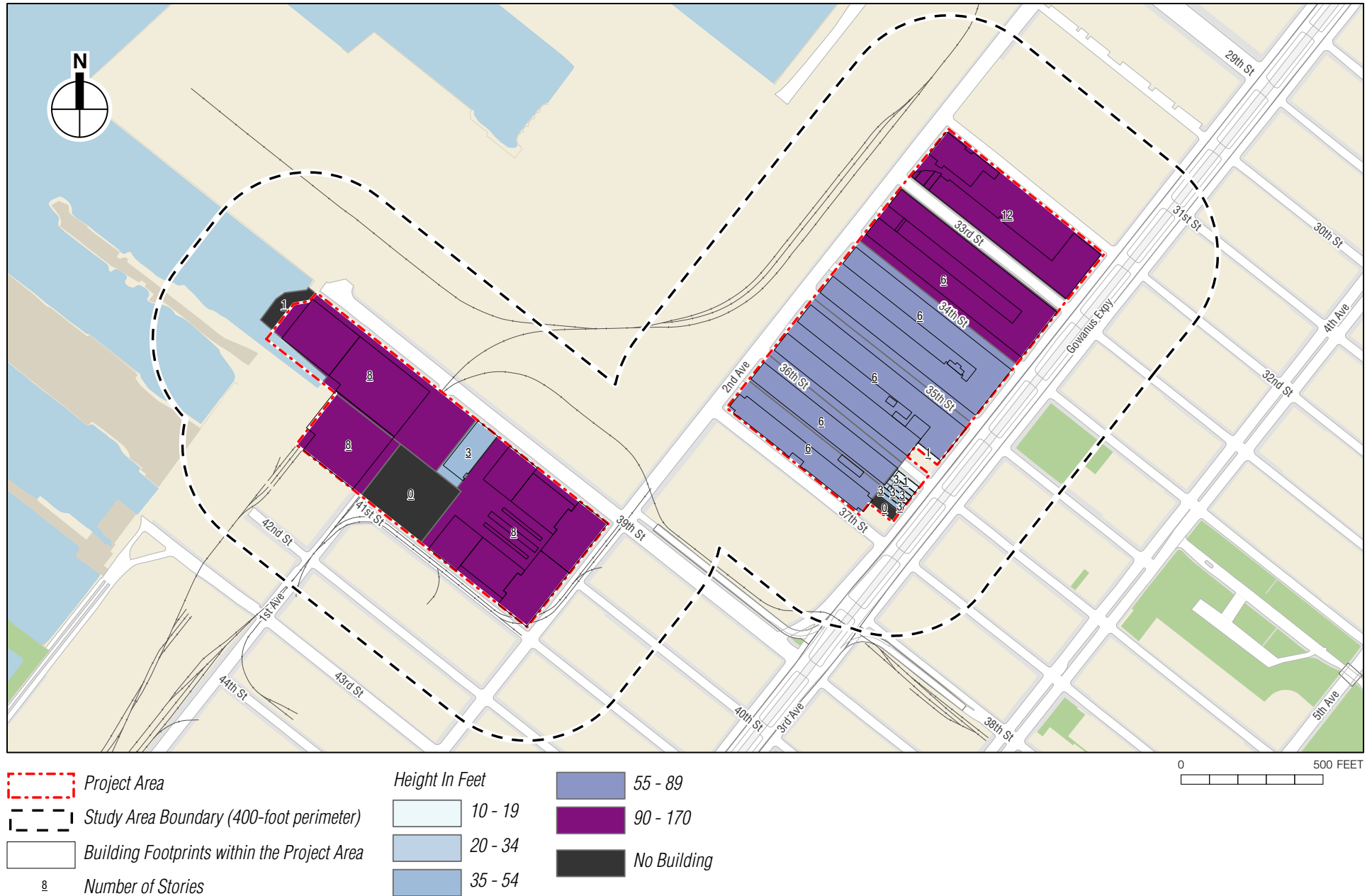
 Project Area
 Study Area Boundary (400-foot perimeter)

Built FAR

0 FAR
 0.01 - 0.5
 0.5 - 1.5

1.5 - 3.0
 3.0 - 5.0
 > 5.0

0 500 FEET



north façade of the building. Building 1 is composed of three sections, one central section with six stories and two end sections that are seven stories. The brick-faced building has arched windows along the roofline and multiple windows symmetrically oriented along each façade (see Photo 1 of **Figure 7-7**). The remainder of the Finger Buildings are faced with reinforced concrete, designed to provide maximum window space, and have no setbacks. These buildings create a consistent streetwall height along the east–west streets and 2nd and 3rd Avenues within the Project Area. Between Buildings 1 and 2, 3 and 4, 5 and 6, and 7 and 8 are central courtyards that were once used for rail access (see Photo 2 of **Figure 7-7**). Today, the courtyards located between Buildings 1 and 2, 3 and 4, and 5 and 6 have been transformed into outdoor spaces for use by employees and visitors to Industry City. Though these courtyards are for private use, they open up onto 2nd Avenue along the east side of the street.

On the northwest corner of Block 679, Lot 1, which also includes Buildings 9 and 10, is the former Bush Terminal steam plant, no longer in use. The three-story, approximately 64 feet tall reinforced concrete structure still retains its tall stacks, but the window openings have been sealed; however, the building has been painted a bright red and this characteristic in addition to its two stacks makes it stand out in views along 2nd Avenue and along 39th Street (see Photo 3 of **Figure 7-8**). The structure is surrounded on its south and east sides by surface parking. East of the former steam plant and surface parking on Lot 1 is a transformer; to the south is a one-story building that abuts the west end of Building 9 (approximately 16 feet tall). The building was originally built as a garage and shipping shed, and was later used as a day rehabilitation center; it is currently vacant.

The second group of Bush Terminal buildings located within the Project Area are the 39th Street Buildings. Within the 39th Street Buildings, there are two groupings of buildings to the east and west of 1st Avenue. To the east of 1st Avenue is Buildings 19 and 20 (Block 706, Lot 1), as well as a three-story factory building (Block 706, Lot 20). Block 706, Lot 101, is in temporary use as a gravel-paved surface parking lot surrounded by chain-link fencing (see Photo 4 of **Figure 7-8**). Located between 39th and 41st Streets along 2nd Avenue, Buildings 19 and 20 (Block 706, Lot 1), much like the Finger Buildings, have high lot coverage and large building footprints, and are oriented with their main façades along the Second Avenue property line. Built circa 1912, these eight-story, approximately 115 feet tall buildings provide a consistent streetwall along 2nd Avenue and 39th and 41st Streets (see Photo 5 of **Figure 7-9**). The buildings, which are configured into a C-shape, are reflective of Buildings 2 through 10 through the use of reinforced concrete, maximized window space, and no setbacks. Building 20, on the corner of 41st Street and 2nd Avenue, has a diagonal railway entrance with access to the ground floor of the building. The ground floor is at street level, with loading and pedestrian entrances located predominately along 39th and 41st Streets. The central portion of Building 19 has had its roof raised to accommodate the Brooklyn Nets Training Facility to a height of approximately 139 feet. Constructed of prefabricated black siding and large glass window panes, the training facility is sheer to the buildings main façade along 39th Street and blends into the façade of the building. To the rear of the property, located between the two buildings, is a central courtyard that once held multiple rail lines used for access to Buildings 19 and 20.

Located west of Building 19, near 1st Avenue, is a three-story, approximately 44 feet tall brick-faced factory (Block 706, Lot 20) built circa 1920s (see Photo 6 of **Figure 7-9**). The building has frontage along 39th Street, covering the majority of the lot. The ground floor is at-grade, with a main entrance and loading dock located on the building's main façade along 39th Street. The façade has no setbacks, continuing the streetwall along 39th Street. A driveway entrance and a chain-link enclosed surface parking lot are located directly to the west of the three-story factory and encompass the eastern portion of Block 706, Lot 24, which is split by 1st Avenue.



A view of the east section of Building 1 along 37th Street

1



View southeast of the interior courtyard between Buildings 1 and 2

2



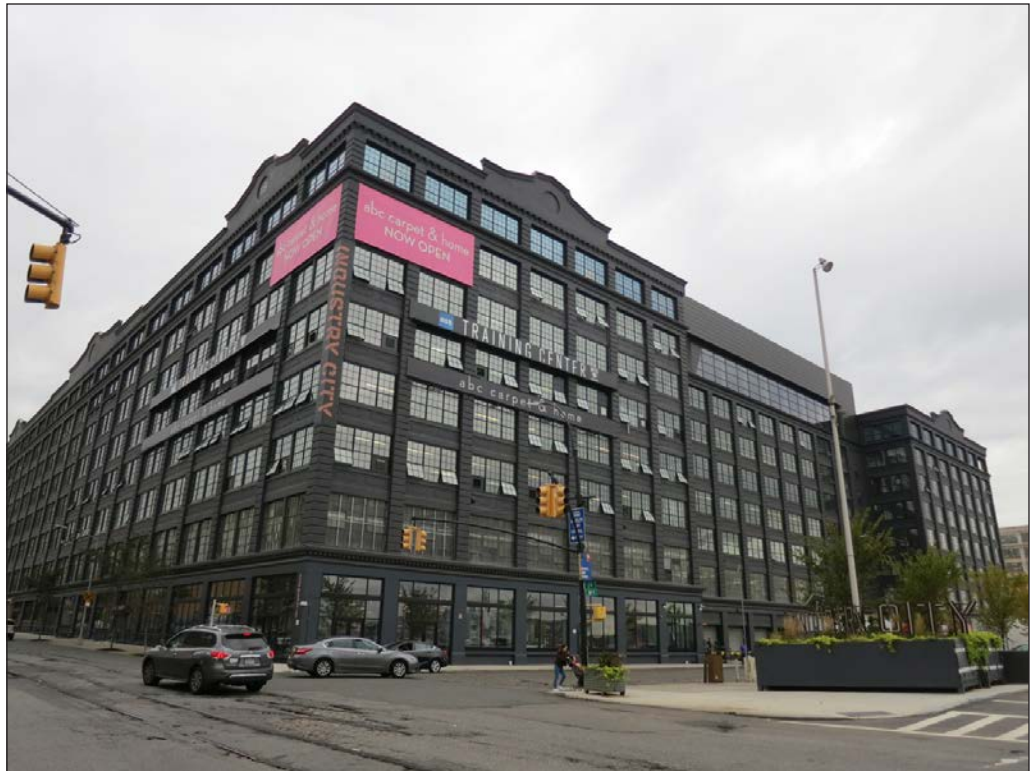
View northeast of the old Bush Terminal steam plant
along 2nd Avenue

3



View northwest of Block 706, Lot 101

4



View of Buildings 19 and 20 along 2nd Avenue and 39th Street

5



View southeast towards the three-story factory on Block 706, Lot 20

6

To the west of 1st Avenue are Buildings 22 through 26 (portion of Block 706, Lot 24, and Block 710, Lot 1) (see **Figure 7-10**). Constructed in the 1920s along 1st Avenue between 39th and 41st Streets, these industrial buildings, like the majority of the Bush Terminal buildings, have high lot coverage and are built out to the lot lines along 1st Avenue and 39th Street. Though the structures were constructed with a square-plan, their number of floors style, and construction are predominantly the same as the Finger Buildings and Building 19 and 20, with the exception of Building 25, which is only two stories tall. These buildings continue the streetwall west along 39th Street to Gowanus Bay, and create a streetwall along 1st Avenue. The ground floor of the buildings is at grade, with multiple loading gates and a few entrances along 39th Street and 1st Avenue. Unlike the other Bush Terminal buildings within the Project Area, Buildings 22–24 and 26 retain their original windows, which are in poor condition. Buildings 1–10, 19, and 20 have received window replacements, but still retain some original window panes and framing.

The remaining group of buildings that are located within the Project Area, but were not built as part of the Bush Terminal complex, are located along the west side of 3rd Avenue between 36th and 37th Streets (see **Figures 7-11 and 7-12**). These buildings range from one to three stories in height (approximately 15 to 34 feet tall) and tend to have small footprints and high lot coverage. The townhouses within this group (Block 695, Lots 38 through 42) are set back from the lot line, with low wrought-iron fencing separating the ground floor commercial space from the sidewalk. The two commercial buildings within this group (Block 691, Lot 44, and Block 695, Lot 37) are built to the lot line along 3rd Avenue and fill the entire lot. Block 695, Lot 43, is a surface parking lot. These buildings help to create a consistent streetwall along 3rd Avenue, but are very different in terms of material and design from the neighboring Bush Terminal buildings.

Streets

The majority of the Project Area has a typical urban grid street pattern, which forms 200 foot by 700-foot rectangular blocks between 2nd and 3rd Avenues. Along 3rd Avenue, the ground floors of the Finger Buildings are elevated above street level, requiring a few stairs or gently sloped sidewalks to access the first floor. The ground floors of the small-scale structures on 3rd Avenue, located generally between 36th and 37th Streets along 3rd Avenue, can be accessed at street level. The portion of the Project Area between 1st and 2nd Avenues and 39th and 41st Streets is a superblock approximately 460 feet by 759 feet, and the portion of the Project Area located west of 1st Avenue is along the Gowanus Bay waterfront and doesn't form block-like patterns.

The primary north–south thoroughfare within the Project Area is 1st Avenue. This 80-foot, two-way street runs through the southwest portion of the Project Area. Parking is located on both sides of the street, with the operational, but infrequently used 39th Street Rail Line running along the west side of the avenue.² Narrower east–west streets (32nd through 35th Streets), which are privately owned, carry one-way traffic through the Project Area. They are used predominantly for loading purposes, with no on-street parking allowed; some of these streets still have their original Belgian block pavers. Street furniture within the area includes bicycle racks, planter boxes,

² On November 21, 2017, one train was observed between approximately 7:00am and 7:00pm, moving at approximately 10 miles per hour (mph) (Chapter 15, “Noise”).



View southwest of Buildings 22, 23, and 26 along 39th Street

7



View southwest of Buildings 24 and 25 along 39th Street

8



View west of Block 695, Lot 37, along 3rd Avenue

9



View west of Block 695, Lots 38 through 40, along 3rd Avenue

10



View west of Block 695, Lots 41 and 42 **11**



View west of Block 695, Lot 43 **12**

parking regulation signs, LED lampposts, and mailboxes. There are no designated bike lanes within the Project Area.³

These streets generally do not have a lot of pedestrian traffic, except for the loading areas along 33rd through 36th Streets, as well as along 37th and 36th Streets where the Industry City food court and ground floor retail are located. The sidewalks along 33rd and 34th Streets range from 5 to 6 feet wide, while the sidewalks along 35th, 36th and 37th Streets range from 7 to 15 feet wide in some locations. The sidewalks are in overall good condition. The Project Area includes heavy industrial uses, often bringing large vehicles and delivery trucks into the area. No subway lines or bus routes run through the Project Area. Bus routes run adjacent to the Project Area along 39th Street and 3rd Avenue, and therefore, are discussed in more detail in the study area analysis.

Natural Features and Gathering Space

As discussed above, the central courtyards located between Buildings 1 and 2, 3 and 4, and 5 and 6 have been transformed into 2 acres of outdoor space used by employees of and visitors to Industry City. The spaces include lighting, plantings, seating, and artwork. These courtyards are the only forms of gathering space in the Project Area. There are no street trees along 33rd through 36th Streets, or along 1st Avenue within the Project Area; the only street trees in the Project Area are located along the east side of 2nd Avenue, and the northeast end of 37th Street. Those along 2nd Avenue are generally smaller trees, while large, mature trees are located on 37th Street. The topography of the Project Area appears to be generally flat with a slight slope running west towards the water.

VIEW CORRIDORS AND VISUAL RESOURCES

Views of the Project Area from Adjacent Sidewalks

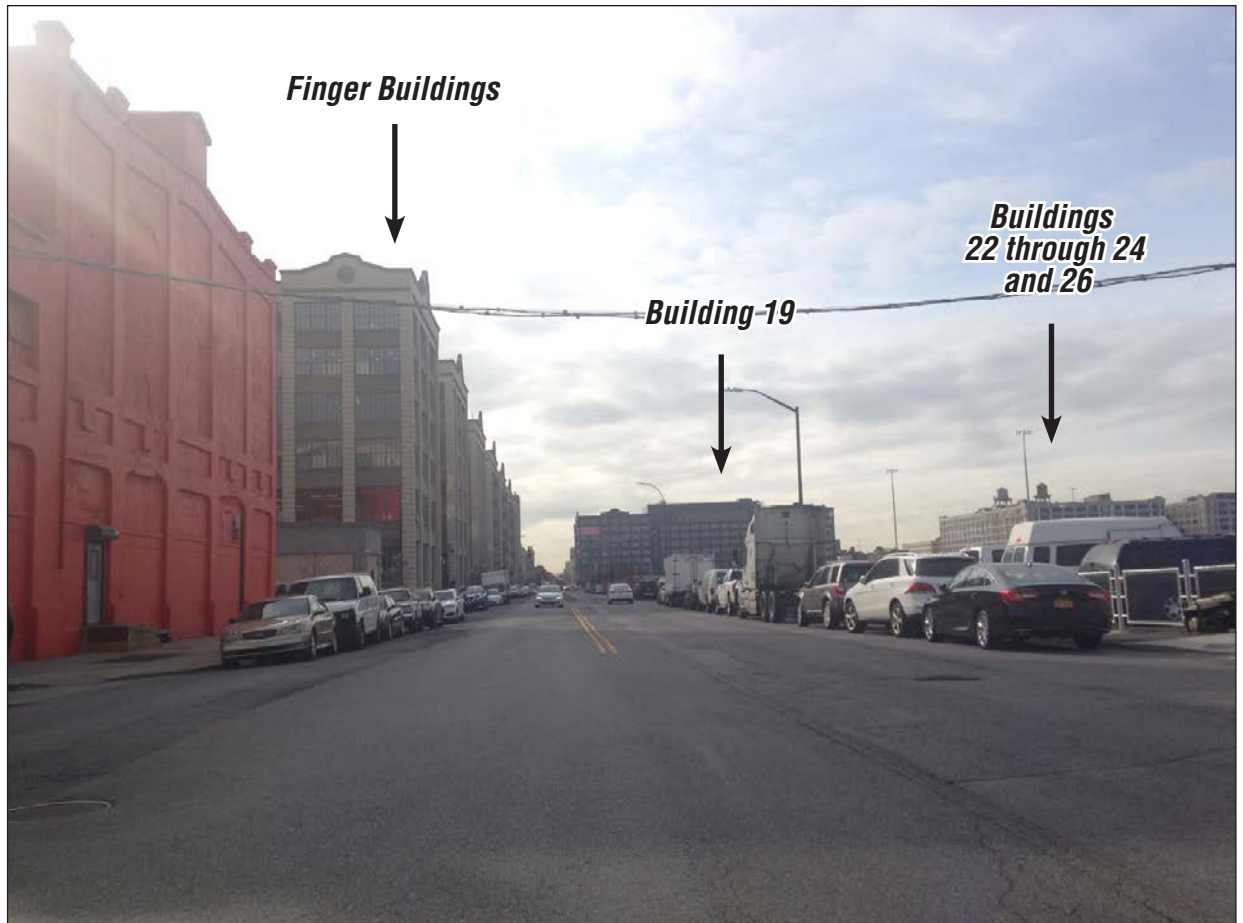
The gravel- and asphalt-paved parking lots and three-story factory building on Block 706, Lots 20 and 101, as well as the western façades of Buildings 19 and 20 are visible from 39th, 40th, and 41st Streets, and 1st Avenue. Looking north and south along 2nd Avenue and west along 39th Street, pedestrian views include Building 19 and the other Bush Terminal buildings located in the Project Area.

From 1st Avenue and 39th Street, Buildings 22 through 26 are visible, as well as Gowanus Bay and neighboring Bush Terminal buildings further south along 1st Avenue.

The old Bush Terminal steam plant with its tall stacks and the one-story structure west of Building 9 (Block 679, Lot 1), as well as the rear façade of Building 10 are all visible along 32nd and 33rd Streets, and 2nd Avenue. Looking south down 2nd Avenue by the steam plant, pedestrian views include the northern façade of Building 8, western façades of the Finger Buildings, and distant views of Buildings 19, 22 through 24, and 26 (see **Figure 7-13**).

From 3rd Avenue and 36th Street pedestrians can view the eastern façades of Buildings 1 and 2 of the Bush Terminal complex, the northern façade of Building 2, the southern façade of Building 3, the Gowanus Expressway above 3rd Avenue, as well as the northern façades of the buildings along 3rd Avenue (Block 691, Lots 44–46, and Block 695, Lots 37–43).

³ 32nd through 35th Streets between 2nd and 3rd Avenues are predominately privately owned, unmapped streets. While they are not formally streets pursuant to the city map, they typically operate similar to the City streets, and are usually open to pedestrian and vehicular through traffic.



View south along 2nd Avenue 13

Pedestrian views of Buildings 3 through 8 (Block 691, Lot 1; Block 687, Lot 1; and Block 683, Lot 1) from 2nd and 3rd Avenues and 33rd through 36th Streets include the elevated Gowanus Expressway, the South Brooklyn Marine Terminal (SBMT), street parking, Buildings 19, 20, and 22 through 26 to the immediate south, and the partial views of the Downtown Brooklyn and Lower Manhattan skylines to the north in the distance.

View Corridors

Public views from sidewalks within the Project Area include long north–south views on 1st and 2nd Avenues. Views include the Bush Terminal buildings, the stacks of the old Bush Terminal steam plant, as well as partial views of the U.S. Navy Fleet Supply Base Storehouse #2, also known as Liberty View Industrial Plaza, and small-scale structures within the study area. The U.S. Navy Fleet Supply Base Storehouse #2 is discussed in further detail below under “Study Area–Urban Design.” Views along east–west streets and north–south along 3rd Avenue also are long, but are also partially obstructed by the elevated Gowanus Expressway. They include views of the Bush Terminal buildings as well as small-scale residential and industrial buildings located within the study area. Additionally, views from sidewalks within the Project Area are often limited by vehicles and delivery trucks parked or moving about the area. Views along these east–west and north–south corridors generally include the Gowanus Expressway, and distant, partial views of the Lower Manhattan and Downtown Brooklyn skylines.

Visual Resources

As defined in the *CEQR Technical Manual*, “a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.”

As described above, the Project Area contains multiple buildings within the Bush Terminal complex. There are also views of visual resources outside of the Project Area. The Bush Terminal complex is an S/NR-eligible historic district, in which the steam plant, the three-story factory, the one-story building adjacent to Building 9, and Buildings 3–8, 19, 22, and 24 are all considered to contribute to the significance of the S/NR-eligible historic district (see **Figure 7-4**). Though these buildings are contributing, the one-story building that abuts Building 9, the three-story factory, and the old Bush Terminal steam plant are not considered visual resources in this analysis, since they are not considered visually architecturally significant buildings or have undergone significant alterations. However, the steam plant stacks which are prominently visible are considered visual resources within the Project Area. Additional visual resources include distant and partial views of the Lower Manhattan and Downtown Brooklyn skylines in views north and northwest of the Project Area.

STUDY AREA

The 400-foot study area is generally bounded by 30th Street on the north; 4th Avenue and the Gowanus Expressway (I-278) on the east; 39th and 43rd Streets on the south; and the Gowanus Bay and the SBMT on the west (see **Figures 7-1, 7-14, and 7-15**). Like the Project Area, the topography of the study area is relatively flat with a gentle upwards slope east of 3rd Avenue.



 Project Area
 Study Area Boundary (400-foot perimeter)

Built FAR

0 FAR
 0.01 - 0.5
 0.5 - 1.5

1.5 - 3.0
 3.0 - 5.0
 > 5.0

0 500 FEET



URBAN DESIGN

Buildings

The study area includes a portion of the Bush Terminal Historic District. As discussed previously, the Bush Terminal complex comprises multiple buildings between 2nd and 3rd Avenues from 32nd to 37th Streets (excluding the buildings fronting 3rd Avenue between 36th and 37th Streets and three properties at the northwest corner of 3rd Avenue and 36th Street) and entire blocks between 2nd Avenue and Gowanus Bay (excluding the blocks between 2nd and 3rd Avenues between 41st and 44th Streets). The buildings located in the study area that are contributing to the Bush Terminal Historic District are Buildings A, B, C, and D, which are located between 1st Avenue and Gowanus Bay between 41st and 43rd Streets, and the vacant power plant. Buildings A through D were originally built between 1895 and 1905. Like their counterparts, these buildings have high lot coverage and large square building footprints, occupying the majority of the blocks on which they are located. Building A has five stories (approximately 65 feet tall), while Building B, now known as the Esquire Building, has six stories and is approximately 81 feet tall (see Photo 14 of **Figure 7-16**). The main entrance to the Esquire Building is located on 1st Avenue and contains multiple loading docks along the main façade. Building A, which is located west of the Esquire Building along Gowanus Bay, has entrances on both its east and south façades. Between Building A and the Esquire Building are railroad tracks that run along the rear loading dock of the Esquire Building and to the rear of Buildings 22 through 26. Located between Buildings 24 and A along the waterfront, the power plant is a brick on steel framework and is overgrown with weeds along the ground floor. South of the old power plant, a corrugated metal-faced skywalk runs overhead the railroad tracks, connecting sections of the third floors of the Esquire Building and Building A. Most of the façades of these buildings have been modified with modern windows. The Esquire Building maintains the streetwall on 1st Avenue.

Directly south of these buildings are Buildings C and D. These buildings are brick-faced with main entrances along 43rd Street, which is outside the study area. Building D is one story and approximately 23 feet tall, while Building C is four stories and approximately 53 feet tall. Railway lines run between the buildings towards Buildings A and the Esquire Building.⁴ In the northwest portion of the study area, west of 2nd Avenue and north of 39th Street is the SBMT, which comprises approximately 88 acres (see Photo 18 of **Figure 7-18**). Most of the SBMT is paved, unimproved, and underutilized, including those buildings that are present. Once primarily used for vehicle processing, storage, and/or surface parking for adjacent commercial development, the site is now mostly vacant with intermittent rail activity associated with the Sims operations and surface parking. The site is bordered by chain link fencing. To the east of the SBMT along 30th Street is the historic U.S. Navy Fleet Supply Base Storehouse #2. Built circa 1917, the building occupies an entire block bounded by 2nd and 3rd Avenues and 30th and 31st Streets. The rectangular-plan building is eight stories tall and approximately 110 feet tall, with concrete columns and large window openings, reflective of the Finger Buildings located a block to the south (see Photo 15 of **Figure 7-16**). The building has raised loading docks along the southwestern portion of its façade and at grade loading doors along the western (2nd Avenue) façade. The main entrance to the building is located along the southern (31st Street) façade.

⁴ Infrequent freight rail traffic on the 39th Street Rail Line operates along 39th Street and 1st Avenue at very low speeds. Field measurements performed on November 21, 2017 observed one train between approximately 7:00am and 7:00pm moving at approximately 10 mph.



View northeast of Building B (Esquire Building) along 42nd Street 14



View northwest of the U.S. Navy Fleet Supply Base Storehouse #2 15



View southwest of the old National Meter Company building at 4201 1st Avenue 16



View west along 41st Street 17



View southwest of the South Brooklyn Marine Terminal along 2nd Avenue **18**



View southeast of D'Emic Playground along 3rd Avenue **19**

The eastern portion of the study area—roughly bounded by 30th Street to the north, 4th Avenue to the east, 38th Street to the south, and 3rd Avenue to the west—is developed with early 20th century residential and small-scale manufacturing buildings. This portion of the study area, along with study area blocks east of 2nd Avenue, are zoned as a M1-2D light manufacturing district. The M1-2D allows a FAR of 1.65 for manufacturing and commercial uses, as well as an FAR of 4.8 for community facility uses. This section of the study area is generally characterized by one- to two-story factory buildings and three-story tenement buildings, which range from a minimum of 10 to a maximum of 54 feet tall. The industrial buildings tend to have larger footprints, unlike the majority of the residential buildings, with high lot coverage and are built to the lot line. The residential buildings tend to have smaller footprints and high lot coverage, and are separated from the sidewalk by fenced-in trash collection areas and small yards.

The superblock bounded by 3rd and 2nd Avenues and 37th and 39th Streets is occupied by the Costco building. The square-plan, two-story structure is approximately 55 feet tall and located on the southwest corner of 37th Street and 2nd Avenue; the remainder of the superblock is occupied by surface parking and is surrounded by a chain link fence. The main entrance is located on the eastern façade, with loading areas along the northern façade.

South of 39th Street along 2nd Avenue and south of 41st Street, the built environment consists of low-scale (one- and two-story) industrial buildings (approximately 10 to 54 feet tall) and a few larger industrial buildings, including the former National Meter Company building at 4201 1st Avenue and the former Cheek-Neal Coffee Company plant at 3913 2nd Avenue (see **Figure 7-17**). These two buildings range from four to five stories (approximately 53 to 64 feet tall). Between 1st and 2nd Avenues from 41st to 42nd Streets, the buildings have small, rectangular footprints with high lot coverage, with some empty lots primarily used for parking. From 2nd Avenue east to the study area boundary between 39th and 42nd Streets, the buildings tend to have square, larger footprints and have high lot coverage. These industrial buildings are built to the lot line, with no physical separation between the buildings and the sidewalk.

Streets

As described above, the study area generally has a typical urban grid street pattern, which forms 200-foot by 560-foot rectangular blocks between 3rd and 4th Avenues, and 200 foot by 700 foot rectangular blocks between 3rd and 2nd Avenues and 39th and 43rd Streets. There is one superblock in the study area, bounded by 37th and 39th Streets and 2nd and 3rd Avenues. The remainder of the study area is along the Gowanus Bay waterfront and does not form block-like patterns.

The primary north–south thoroughfares in the study area are 2nd and 3rd Avenues, and the Gowanus Expressway. The Gowanus Expressway carries three lanes of traffic, traveling both north and south with a southbound off-ramp on 39th Street that comes to grade at the intersection of 2nd Avenue and 39th Street. The expressway is approximately 30 feet tall, and is a visual barrier between the neighborhood east of the expressway and the waterfront. Additionally, underneath the expressway, the quality of the pedestrian environment is poor due a lack of lighting, poor sidewalk conditions, no ease of access for pedestrians, and no wayfinding signage. 2nd and 3rd Avenues are 80-feet, two-way streets that run through the central and eastern sections of the study area. Exposed rail line can be seen along 2nd Avenue from 41st Street to just north of 39th Street. Parking is located on both sides of Second Avenue, and the area under the elevated Gowanus Expressway, which runs north–south down the center of 3rd Avenue, is also used for parking. 31st through 38th Streets and 40th through 42nd Streets are 60-feet wide, carrying one-way traffic east–west through the study area and Project Area. Between 36th and 35th Streets along the west

side of 2nd Avenue is a CitiBike station. An additional CitiBike station is located along the north side of 39th Street near the intersection of 2nd Avenue and 39th Street. Along the west side of 2nd Avenue, north of 39th Street, are overhead power lines that travel north along the SBMT site.

The east–west streets located to the east of 3rd Avenue allow on-street parking on both sides for the multiple commercial, light industrial, and residential uses located along these streets. Multiple curb cuts also can be found on these streets leading to driveways and loading areas. Street furniture within this section of the study area includes fire hydrants, parking regulation signs, bus stop signs, LED lampposts, and crosswalk signals.

These streets do not generally have a lot of pedestrian traffic, except for 36th Street and the loading and unloading areas located near businesses. Located along 4th Avenue just outside of the study area is the 36th Street subway station, which is served by the D, N, and R lines. Many people use this station to get to the Bush Terminal complex as well as other local businesses. The B35 and B70 bus routes run along 39th Street, while the B37 bus route and several express bus routes run along 3rd Avenue.

Located in the southwestern portion of the study area are 39th through 42nd Streets. Portions of 39th Street west of 2nd Avenue and along 41st Street between 1st and 2nd Avenue have original Belgian block paving exposed. On these streets, except along 39th Street west of 2nd Avenue and on 2nd Avenue between 39th and 41st Streets, parking is allowed on both sides of the street. Like many of the streets in the study area, these streets have multiple curb cuts to allow for entry into loading docks and service entrances. Additionally, in some instances, people park their vehicles on the sidewalk itself. Street furniture within this area includes red fire alarm boxes, mailboxes, parking regulation signs, bicycle racks, and fire hydrants. As compared to the more residential streets in the study area, these streets generally have more pedestrian traffic.

The study area lacks street trees, except those areas discussed below, due to the predominately industrial nature of the area. The sidewalks in the study area are approximately 15 foot-wide, and are in generally good condition except for those sidewalks located along 41st Street where many vehicles have parked and continue to park on the sidewalks, blocking pedestrian access.

Vehicular activity can be seen along each of the streets within the study area. The study area, much like the Project Area, includes industrial activity, often bringing large vehicles and delivery trucks into the area. Additionally, the study area has no designated bike lanes on any of the streets; however, 2nd Avenue has been identified as a potential future bike route.

Natural Features and Open Space

The only open space in the study area is the D’Emic Playground. Located in the eastern section of the study area, the playground is generally bound by 34th Street to the north, 3rd Avenue to the west, and 35th Street to the south. The playground has extensive tree coverage and includes handball courts, spray showers, basketball courts, and playground equipment (see Photo 19 of **Figure 7-18**). In the western portion of the study area, past the SBMT site, is a small section of Gowanus Bay, which serves as a natural feature to the area.

The study area is largely without street trees. Those that are present around the Costco parking lot and along the east side of the Gowanus Expressway are generally smaller, except for those located in and around D’Emic Playground.

VIEW CORRIDORS AND VISUAL RESOURCES

Views of the Project Area from Immediately Adjacent Streets in the Study Area

Pedestrian views of the Project Area immediately adjacent streets in the study area include north–south views on 3rd, 2nd, and 1st Avenues, and east–west views along 31st through 42nd Streets. Views along 3rd Avenue are long, but are also partially obstructed by the elevated Gowanus Expressway overhead (see Photo 20 of **Figure 7-19**). Since Block 706, Lot 101, and Block 695, Lots 37–43, contain small-scale buildings and surface parking, these portions of the Project Area are not visible north–south along 2nd Avenue. Along 1st Avenue, Block 706, Lot 101, is visible when immediately adjacent to the site, with the Finger Buildings, the one-story building adjacent to Building 9, and former Bush Terminal steam plant and its stacks visible in the distance. East–west along 39th Street, views are available of all the Project Area locations except for those buildings located along 3rd Avenue. Views along 41st Street provide pedestrians views of Building 20. Block 706, Lot 101, and the three-story factory building are only visible when the pedestrian is immediately adjacent to Lot 101. Lastly, north–south views along 3rd Avenue provide views of the Finger Buildings, as well as Building 19 and a partial view of Building 20. The remainder of the Project Area and areas of concern are not visible.

Views within the Study Area

Views within the study area are longest along 1st and 2nd Avenues due to the SBMT site situated to the north and west. Due to the SBMT site, views north and west allow for views further away, such as of the Lower Manhattan and Downtown Brooklyn skylines. Views west of 2nd Avenue along 39th Street are long as well given the openness of the SBMT site to the north. Views of Gowanus Bay from the foot of 39th Street are available, but are limited or partially obstructed due to the presence of Building 24 along the south side of the street, a SBMT site building at the end of 39th Street located to the northwest, and the presence of jersey barriers and chain link fencing. Views along the east–west streets, from 31st Street through 42nd Street, are shorter due to the elevated Gowanus Expressway above 3rd Avenue (see Photo 21 of **Figure 7-19**). Additionally, views from streets and sidewalks within the study area are often limited by vehicles and delivery trucks parked or moving about the area. Views north along 2nd and 1st Avenues include some of buildings located within the SBMT as well as the vast amount of surface parking.

Visual Resources

The visual resources of the study area are limited to distant views of the Lower Manhattan and Downtown Brooklyn skylines due to the openness of the SBMT site, as well as views of the Bush Terminal steam plant stacks (see **Figure 7-20**). Also, views of Gowanus Bay from the foot of 39th Street constitute visual resources.

Visual resources include partial views of the Gowanus Bay, distant views of Jersey City and the Statue of the Liberty, and in some instances Lower Manhattan from Sunset Park, located outside the study area. These views also include views of the Project Area (see **Figures 7-21 through 7-27**).



View west along 34th Street towards 3rd Avenue **20**

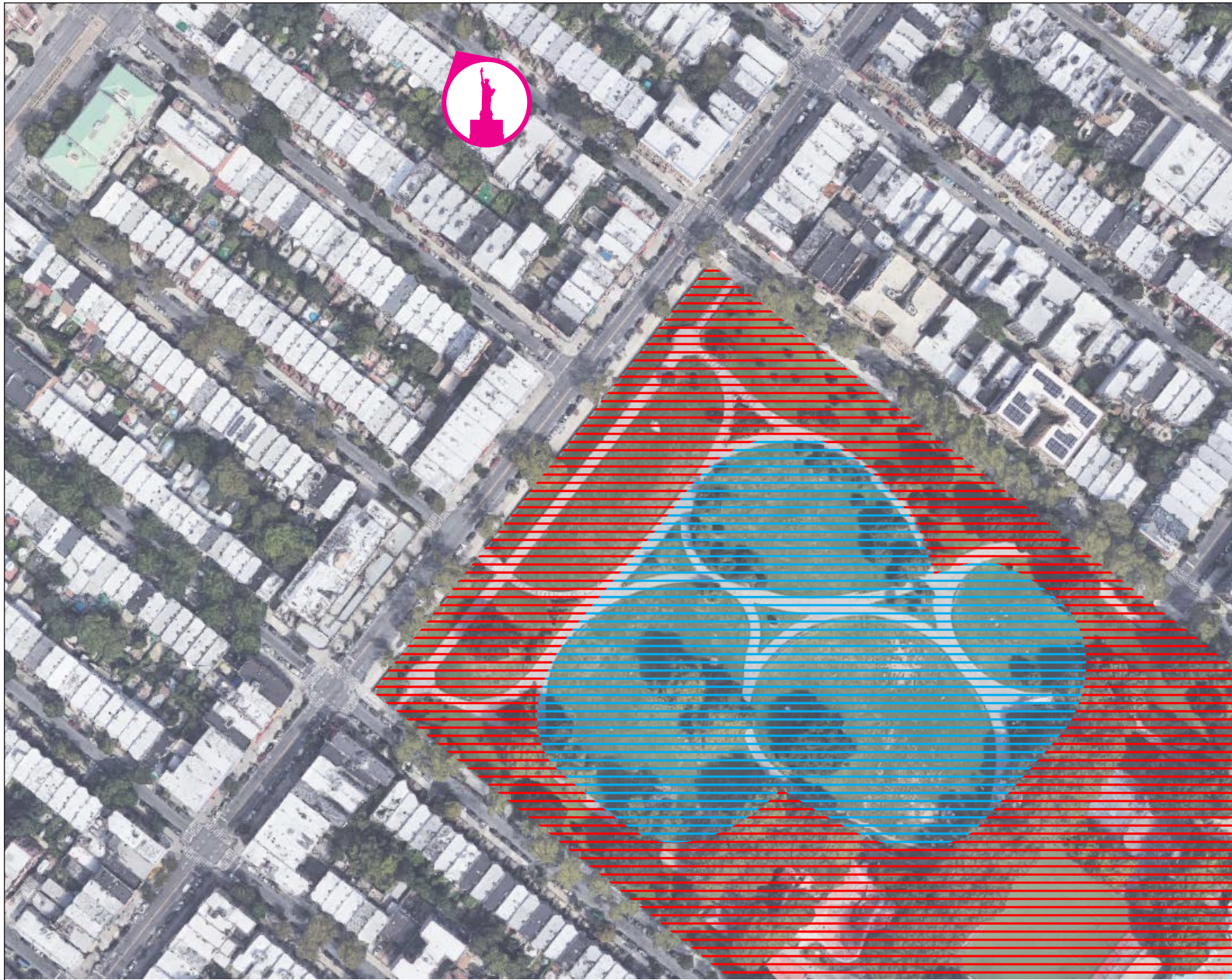


View north of the Gowanus Expressway along 3rd Avenue **21**



Views of Lower Manhattan and Downtown Brooklyn in the distance north
along 2nd Avenue

22



 VISIBLE
 NOT VISIBLE

Based on field observations on July 31, 2018. Area is approximate and does not account for views being blocked by trees, structures etc.



Existing Conditions



With Action Condition

Source: S9 Architecture

Visual Resources from Sunset Park
Proposed Building 21 (View 1)
Figure 7-22



Existing Conditions



With Action Condition

Source: S9 Architecture

Visual Resources from Sunset Park
Proposed Building 21 (View 2)
Figure 7-23



Existing Conditions



With Action Condition

Source: S9 Architecture

Visual Resources from Sunset Park
Proposed Maximum Envelope Overbuild (View 1)
Figure 7-24



Existing Conditions



With Action Condition

Source: S9 Architecture

Visual Resources from Sunset Park
Proposed Maximum Envelope Overbuild (View 2)
Figure 7-25



Existing Conditions



No Action Condition

Source: S9 Architecture

Visual Resources from Sunset Park
75' Maximum 5th Avenue Building Height (View 1)
Figure 7-26



Existing Conditions



No Action Condition

Source: S9 Architecture

Visual Resources from Sunset Park
75' Maximum 5th Avenue Building Height (View 2)
Figure 7-27

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

PROJECT AREA

URBAN DESIGN

In the future without the Proposed Actions, it is expected that no new development would take place within the Directly Affected Area. Those lots not owned by the Applicant are assumed to remain unchanged from existing conditions (Block 695, Lots 37–42; Block 691, Lots 45 and 46; and a portion of Block 662, 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 in Chapter 1, “Project Description,” for a summary of the No Action scenario).

The 39th Street Buildings at Industry City 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. For the purposes of this analysis, it is assumed that some ongoing upgrades to Industry City buildings, including window replacements, would continue in the No Action scenario, but the pace of such capital investments would occur at a slower pace than with the Proposed Project. As discussed in the Existing Conditions, Buildings 1–10, 19, and 20 have received window replacements, but still retain some original window panes and framing. Also, the total available Industry City controlled parking spaces would be approximately 828 spaces. This would include approximately: 414 surface lot spaces; 40 private street spaces; and 374 spaces provided in parking stackers for Building 11 and Building 21 of the Proposed Actions. The one-story building that abuts Building 9 on the west (882 3rd Avenue, Block 679, Lot 1) and the former Bush Terminal steam plant at 2nd Avenue and 32nd Street (Block 679, Lot 1) would be demolished in the No Action scenario, in order to accommodate new surface parking spaces and stacked parking. Additional stacked parking also would be created on Block 706 (Lots 20 and 101). Additionally, DOT has plans for a bike path along 2nd Avenue that would run adjacent to the Project Area and through the study area. The proposed bike path is part of the larger Brooklyn Waterfront Greenway, which is an initiative to provide a bike connection from Greenpoint to Bay Ridge. The initiative is comprised of a number of capital projects, one of which is the DOT Sunset Park North Brooklyn Waterfront Greenway project. The portion of the Sunset Park North Brooklyn Waterfront Greenway project within the study area will run along 2nd Avenue between 29th and 39th Streets, and will widen the west sidewalk to incorporate a two-way bike path alongside a wider pedestrian sidewalk. There is the potential that this portion of the Brooklyn Waterfront Greenway could be extended through Building 25 of Industry City so as to connect to rest of the Bush Terminal complex to the south.

VIEW CORRIDORS AND VISUAL RESOURCES

In the No Action condition, pedestrian views to the Project Area from immediately adjacent streets and sidewalks would remain the same for most of the Project Area, except looking north along 2nd and 1st Avenues, and adjacent to Block 679, Lot 1, and Block 706, Lots 20 and 101, with the elimination of the one-story building and the addition of stacked parking. The demolition of the Bush Terminal steam plant would remove a visual resource, the prominently visible steam plant’s stacks.

The asphalt and gravel parking lots of Block 706, Lots 20 and 101 would include approximately 184 surface parking spaces and approximately 274 stacker parking spaces alongside the west side of the three-story factory building on Block 706, Lot 20. The western façades of Buildings 19 and 20 would still be partially visible from 39th, 40th, and 41st Streets, and 1st Avenue. Looking north and south along 2nd Avenue, pedestrian views would include most of the Bush Terminal buildings located in the Project Area except the old Bush Terminal steam plant. The steam plant and the one-story building west of Building 9 on Block 679, Lot 1, would be replaced with a combination of approximately 100 surface parking spaces and approximately 100 stacker packing spaces. The rear façade of Building 10 and 9 would become more visible along 32nd Street, 2nd Avenue, and 33rd Street. Looking south down 2nd Avenue, pedestrian views would continue to include the northern façade of Building 8 and distant views of Buildings 19, 22 through 24, and 26. Distant and partial views of the Lower Manhattan and Downtown Brooklyn skylines would remain unchanged.

STUDY AREA

URBAN DESIGN

As discussed in Chapter 2, “Land Use, Zoning, and Public Policy,” one development project is currently anticipated to be completed by 2027 within the 400-foot study area. At SBMT (Block 662, Lots 1, 130, 136, 137, and 155), in May 2018 the New York City Economic Development Corporation (EDC) and a private development team will construct the site with co-related uses that, based on the RFP, are expected to include maritime and industrial uses. The project also is anticipated to expand the Sims Recycling facility. In May 2018, EDC selected Red Hook Container Terminal and Industry City to operate the terminal. SBMT will~~SBMT will~~The initiative was to include a cluster of maritime activity and is~~is~~was anticipated to bring new industrial uses and jobs to the South Brooklyn waterfront through 2054 (the course of the long-term lease). Subsequently, in February 2020, the City announced a pledge to redirect its planned funding for SBMT to support the use of the site by Equinor, a Norwegian energy company, for staging, installation, and maintenance activities related to the offshore wind farm that is currently being developed to deliver power to New York City. The offshore wind support facility at this site is expected to be operational by 2023. The expansion of the Sims Recycling facility at SBMT is also anticipated.

This No Build development will not substantially alter the urban design or visual character of the study area. The new development will reactivate existing buildings that are underutilized, unimproved, and mostly vacant space. Additionally, portions of 39th Street west of 2nd Avenue and along 41st Street between 1st and 2nd Avenue, that have original Belgian block paving, will be repaved by EDC to encourage delivery trucks to use the secondary streets. Also, the railroad tracks along 2nd Avenue will be removed and the street repaved.

Streetscape enhancements are also planned at 3rd Avenue and 36th Street by DOT. The enhancements are expected to include the installation of curb extensions, shortening crossing distances and improving pedestrian visibility, and expanding the center median islands to improve sightlines and provide additional queue space for pedestrians crossing the street.

VIEW CORRIDORS AND VISUAL RESOURCES

Block 706, Lots 20 and 101, will have stacker parking and this will be partially visible from certain north-south areas along 2nd Avenue. Along 1st Avenue, Block 706, Lots 20 and 101, will be immediately visible with the Finger Buildings and additional stackers visible in the distance.

Views within the study area will remain longest along 1st and 2nd Avenues due to the SBMT site situated to the north and west with views of the Lower Manhattan and Downtown Brooklyn skylines in the distance. Views of Gowanus Bay from 39th Street will remain limited. Views along the east–west streets will continue to be short due to the presence of the elevated Gowanus Expressway above 3rd Avenue. Views north along 2nd and 1st Avenues would continue to include some of buildings located within the South Brooklyn Marine Terminal as well as the vast amount of surface parking.

In the No Action condition, the Bush Terminal powerhouse— including its stacks, which are considered a visual resource—will be removed. Development on the SBMT is expected to include ~~maritime and industrial~~ offshore wind-related uses, and is anticipated to expand the Sims Recycling facility; however, it is not known to what extent this redevelopment may affect views to the Manhattan skyline visible in views west across the site, as well as views to the north of the Downtown Brooklyn skyline. Views of Gowanus Bay from the foot of 39th Street will remain.

With the approval of the Sunset Park Rezoning on September 30, 2009, the 5th Avenue corridor south of 39th Street to 47th Street was rezoned as a R6A district. The maximum building height permitted is 70 feet, and 75 feet with the inclusion of the Qualifying Ground Floor (QGF). It should be noted that if buildings along 5th Avenue fronting Sunset Park were to be developed at a higher sectional elevation to take advantage of the maximum allowable height, views of the Statue of Liberty and Gowanus Bay from Sunset Park could be obstructed.

E. THE FUTURE WITH THE PROPOSED ACTIONS

This section considers the potential for the Proposed Actions (both the Baseline Scenario and the Overbuild Scenario) to affect urban design and visual resources, in comparison to the No Action condition. **Figures 7-28 through 7-48** provides site plans depicting the With Action development for the two different scenarios.

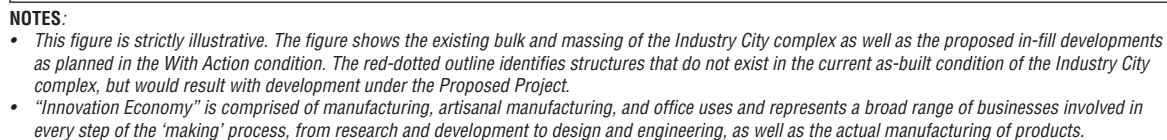
In the With Action condition, for both scenarios, it assumes that the Project Area would be redeveloped pursuant to the proposed SICD, as well as the proposed Special Permit to modify, bulk, use, parking, and public access area requirements (see **Figure 7-3**).

BASELINE SCENARIO

PROJECT AREA

Urban Design

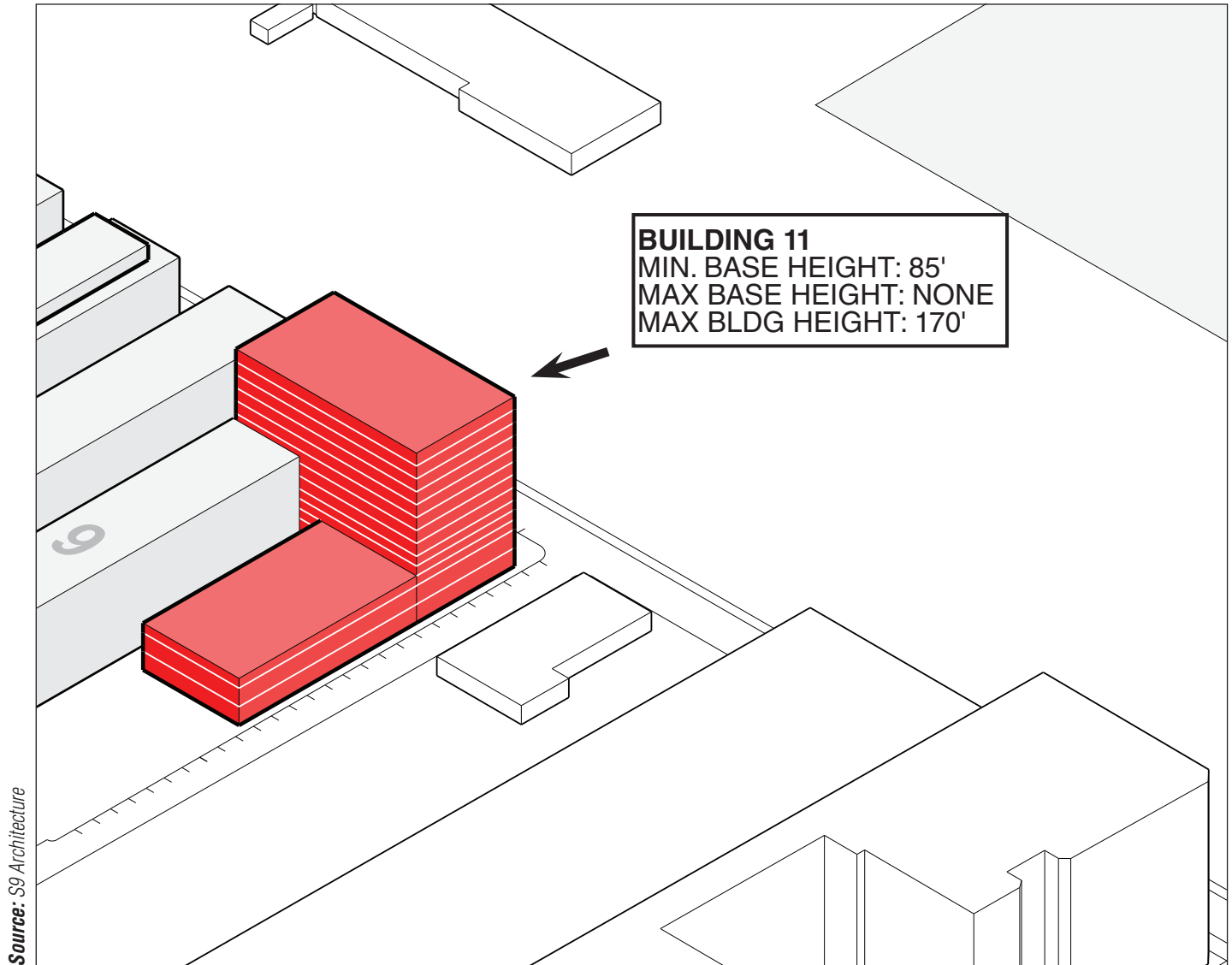
Under the Baseline Scenario in the future with the Proposed Actions, the properties on Block 695, Lots 37–42 would be acquired by the Applicant, the existing buildings on these sites would be demolished, and the Gateway Building would be built. The site of the former Bush Terminal power plant and the one-story building that abuts Building 9 to the west would be redeveloped with Building 11. Building 11 would be built along 2nd Avenue between 32nd and 33rd Streets (see **Figure 7-28 and Figures 7-30 through 7-33**). The structure would have an L-shaped base, with a U-shaped structure above (along 2nd Avenue) that would be reflective of existing Buildings 19 and 20 in terms of massing; however, the new development would be 13 stories, with a maximum building height of 170 feet. This height would be similar to Building 10, which is located on the same block. Building 11 would continue the existing streetwall along 33rd Street. The pedestrian experience in the study area would be improved through the creation of new ground floor retail



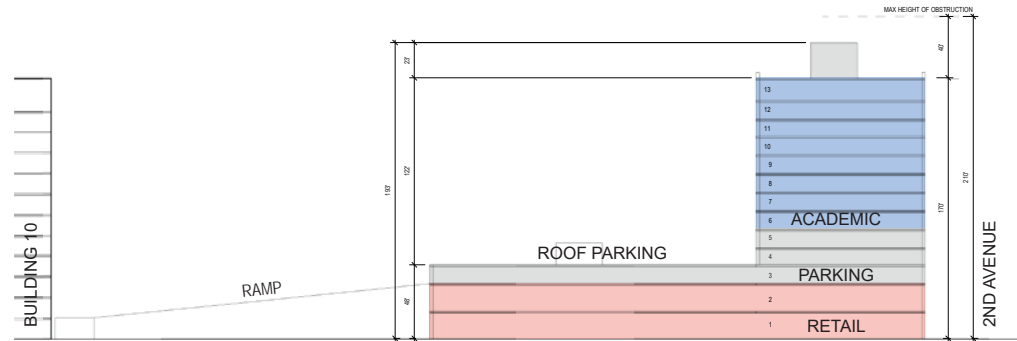


- ## INDUSTRY CITY

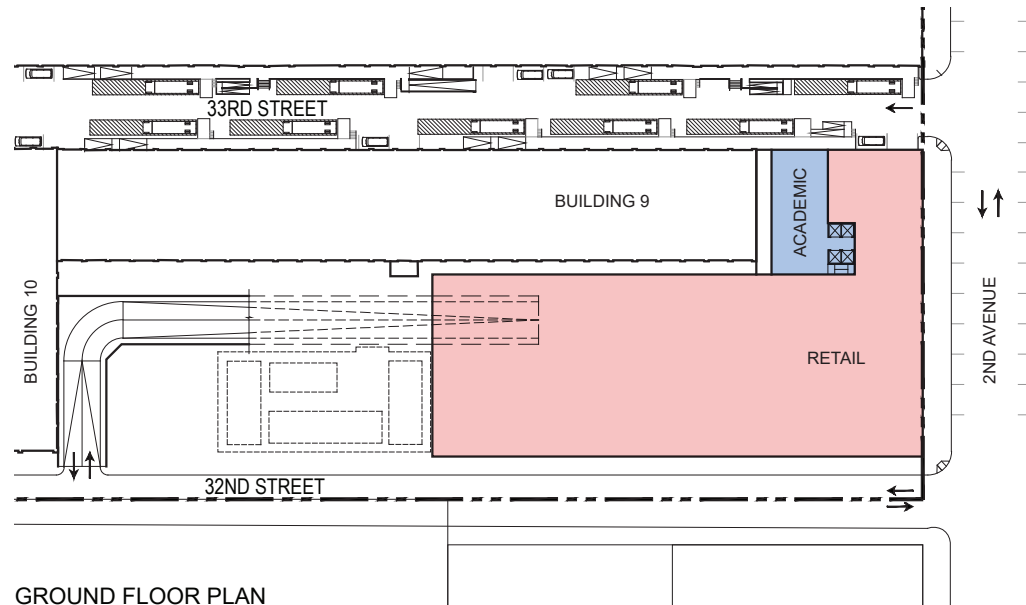
Baseline Scenario
39th Street Buildings Axonometric View (Looking Southeast)
Figure 7-29



Baseline and Overbuild Scenarios
Illustrative Building 11 Permissible Area



SECTION



GROUND FLOOR PLAN

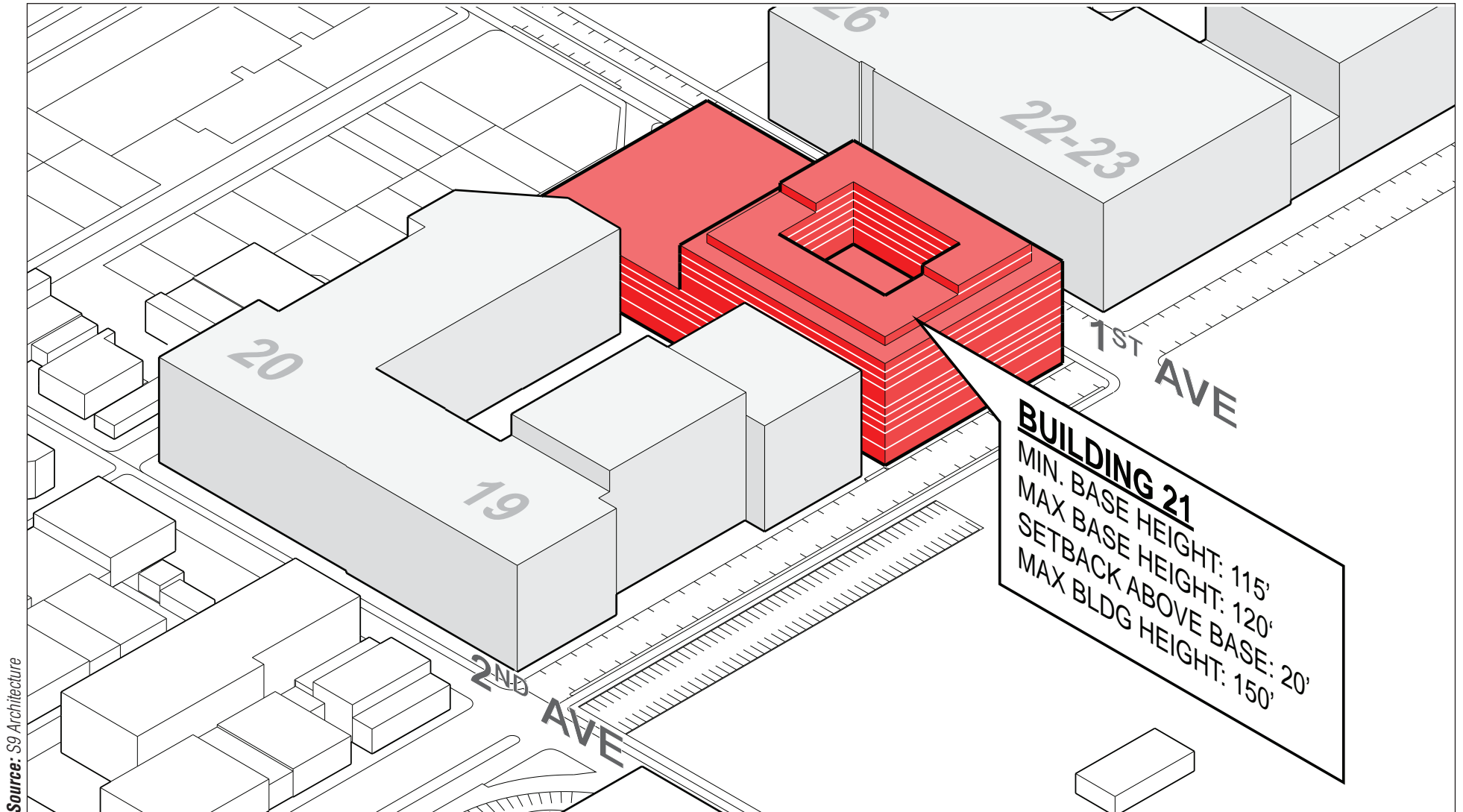
Baseline and Overbuild Scenarios
 Illustrative Building 11 Plans and Section
Figure 7-31

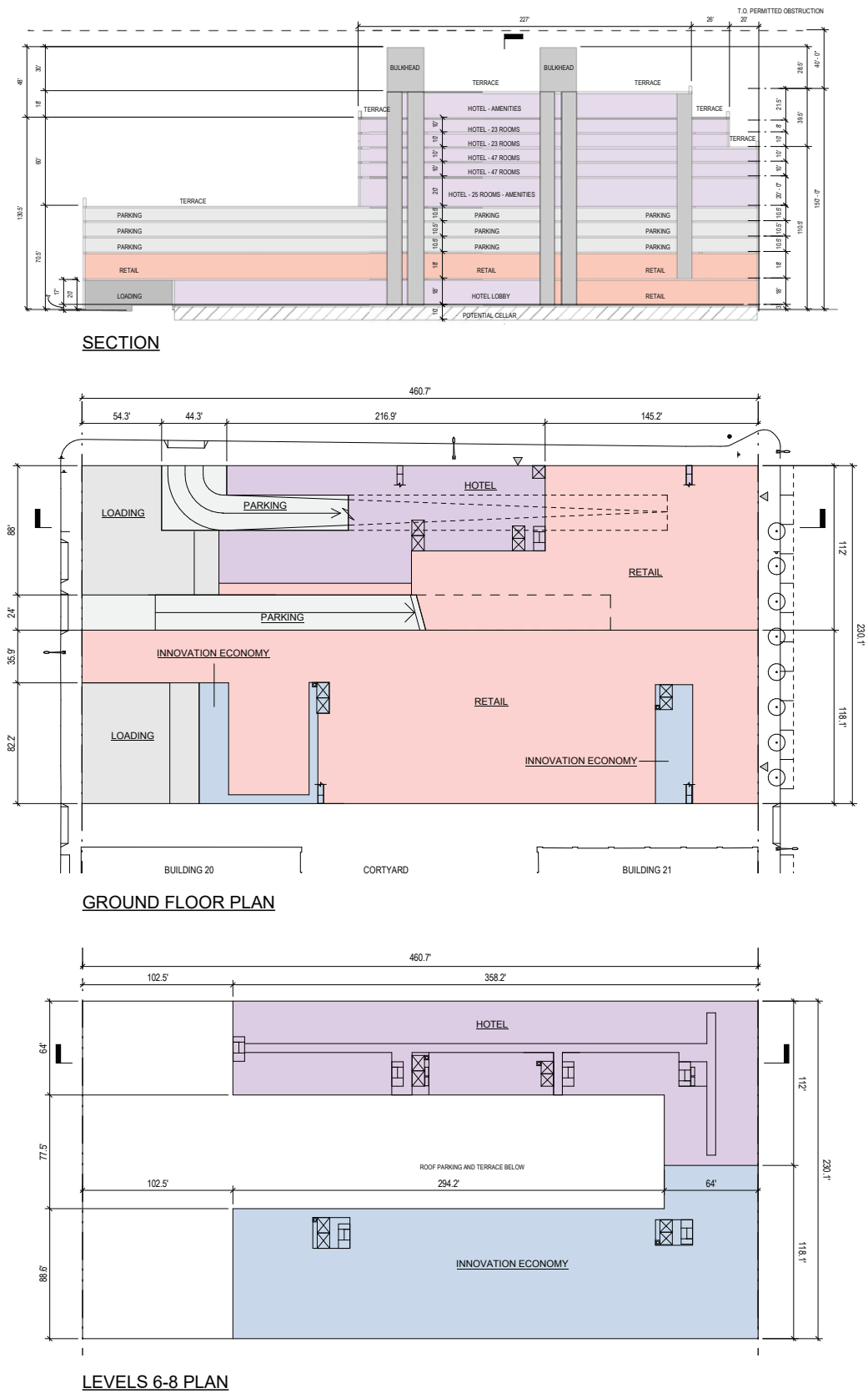


Source: S9 Architecture

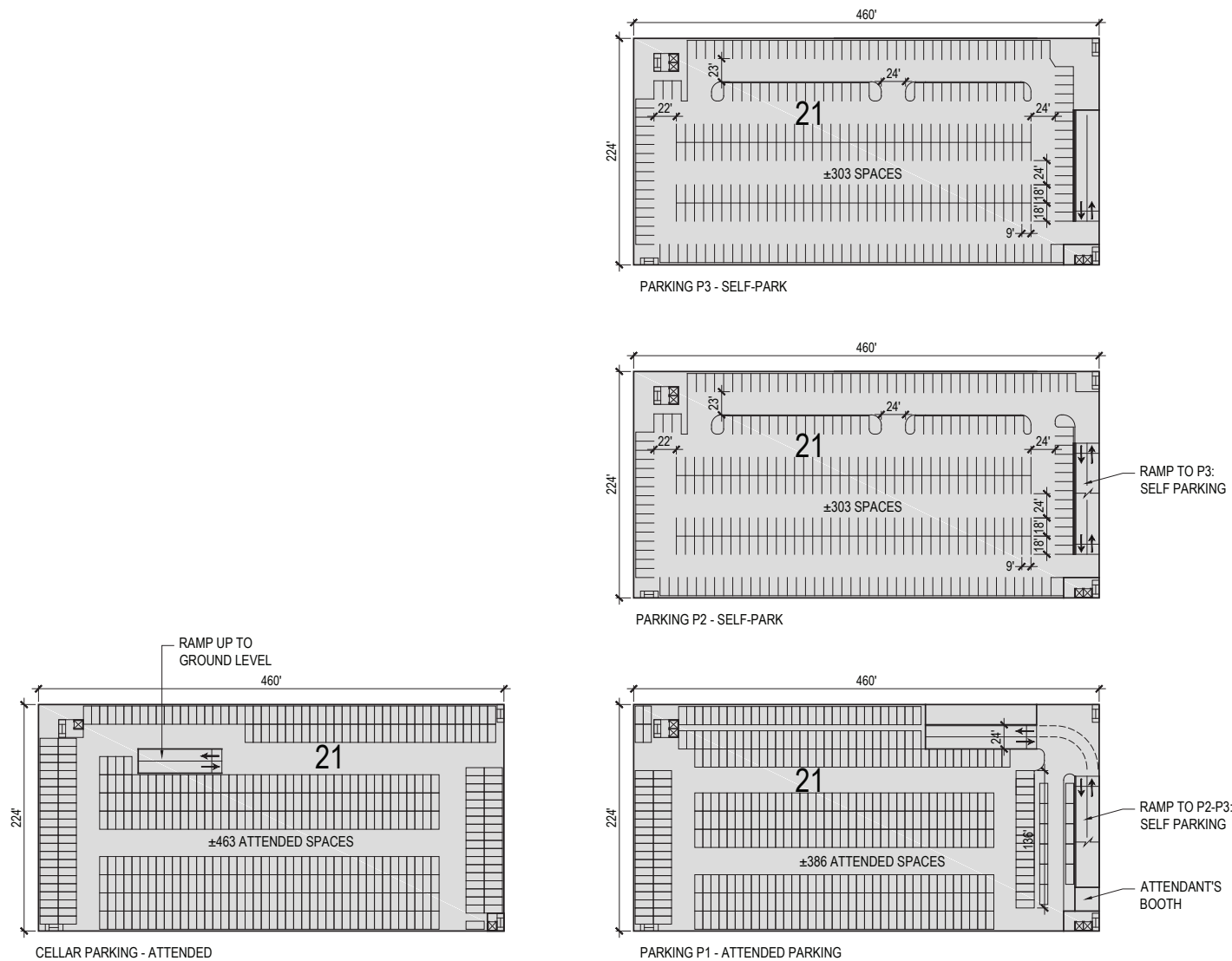


Baseline Scenario
Illustrative View from Southwest of Building 11
Figure 7-33

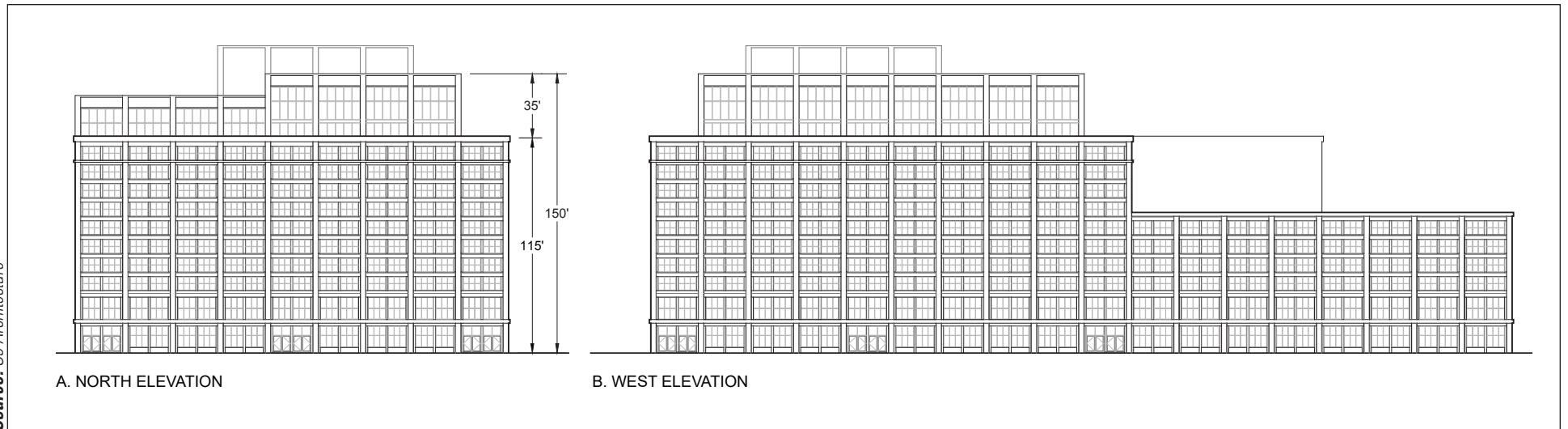




Baseline and Overbuild Scenarios
Illustrative Building 21 Plans and Section
Figure 7-35



Baseline and Overbuild Scenarios
 Illustrative Building 21 Plans
Figure 7-36



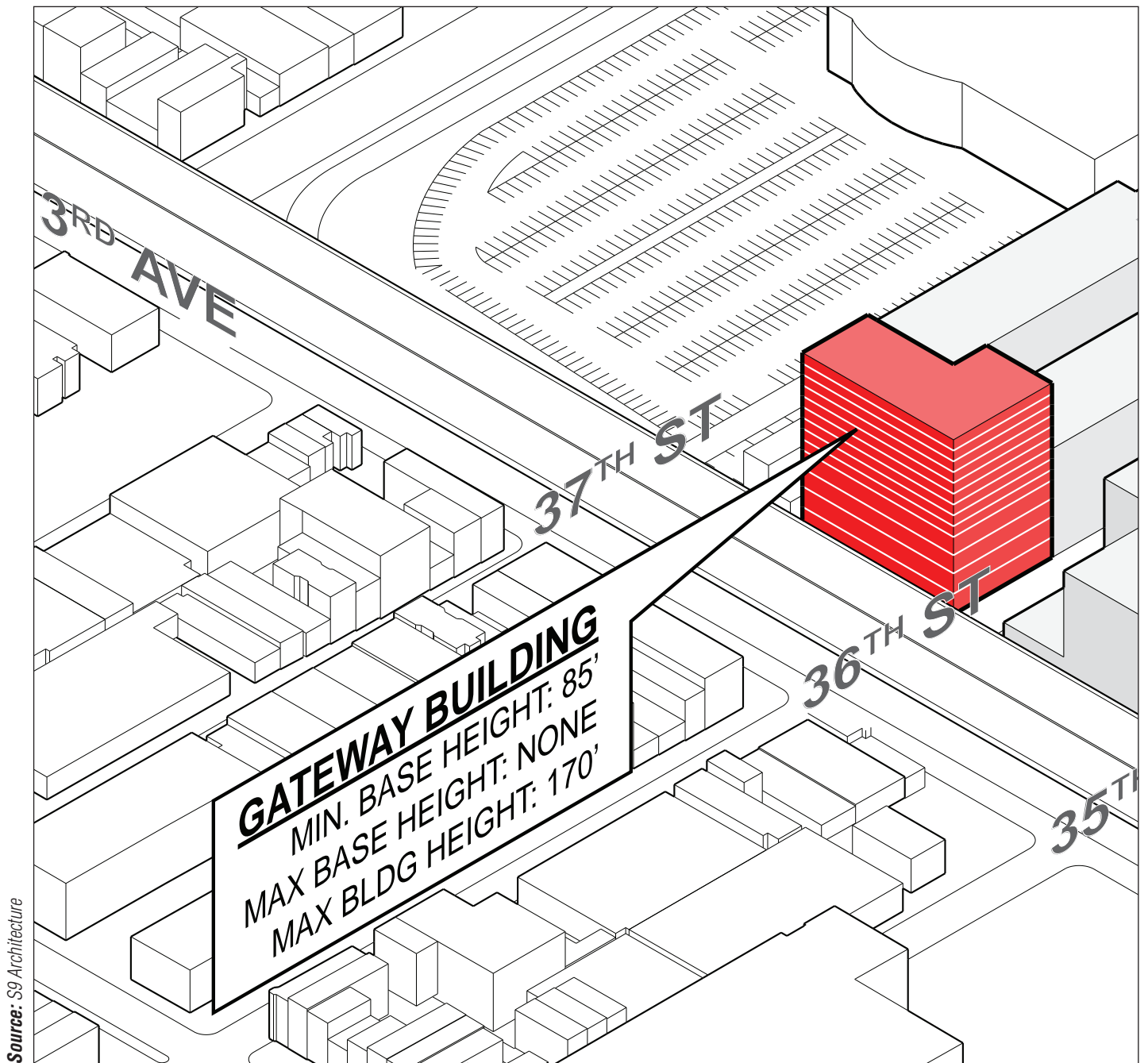


Source: S9 Architecture

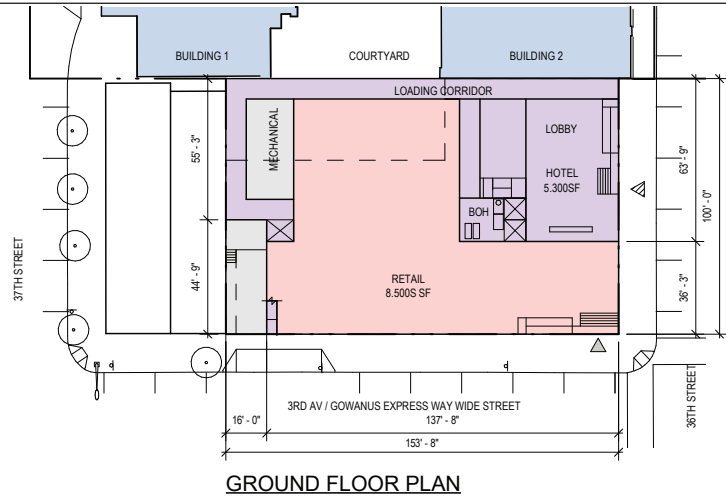


INDUSTRY CITY

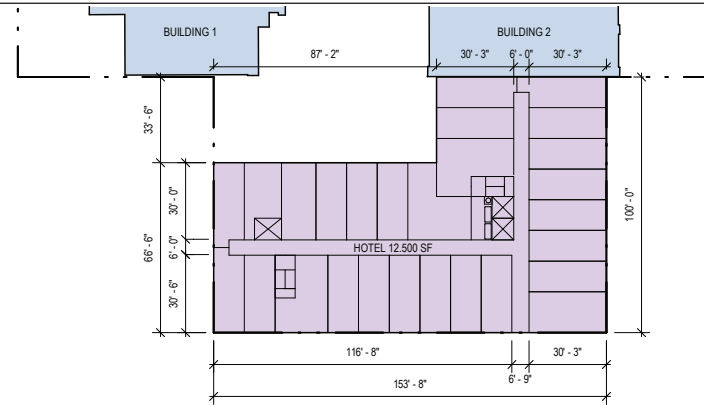
Baseline Scenario
Illustrative View from Northwest of Building 21
Figure 7-39



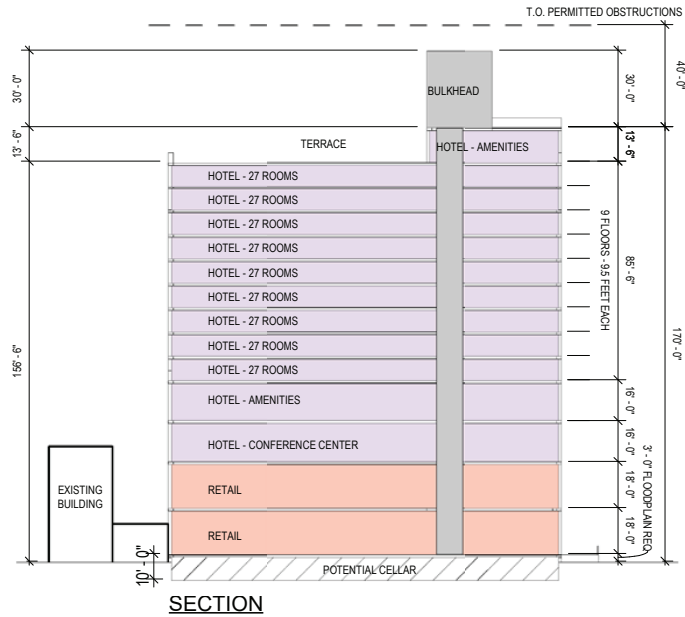
Baseline Scenario
 Illustrative Gateway Building Permissible Area
Figure 7-40



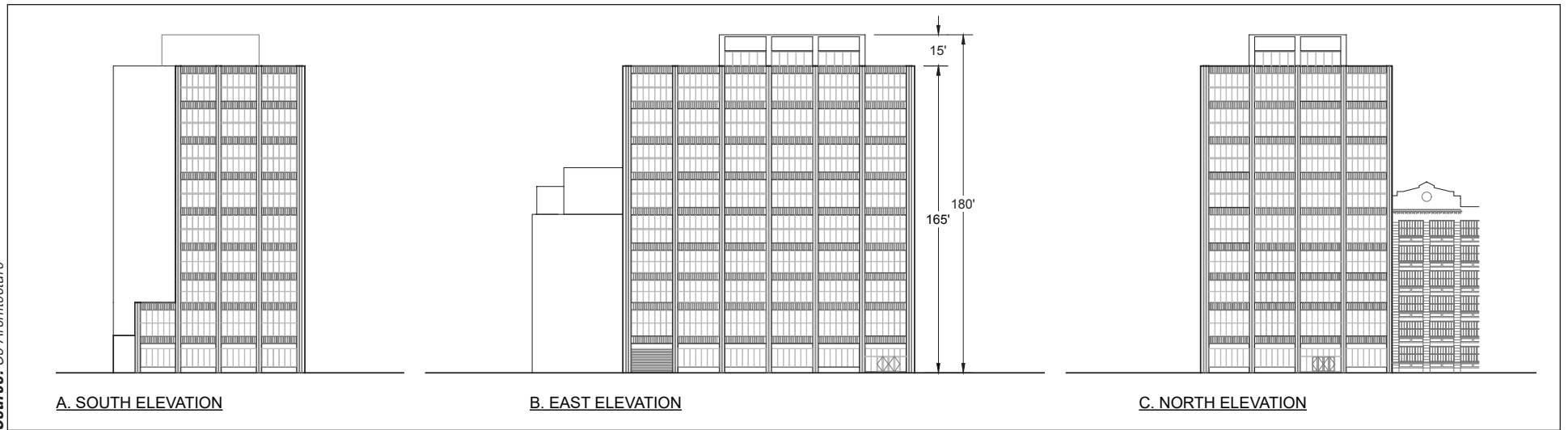
GROUND FLOOR PLAN



TYPICAL HOTEL FLOOR PLAN

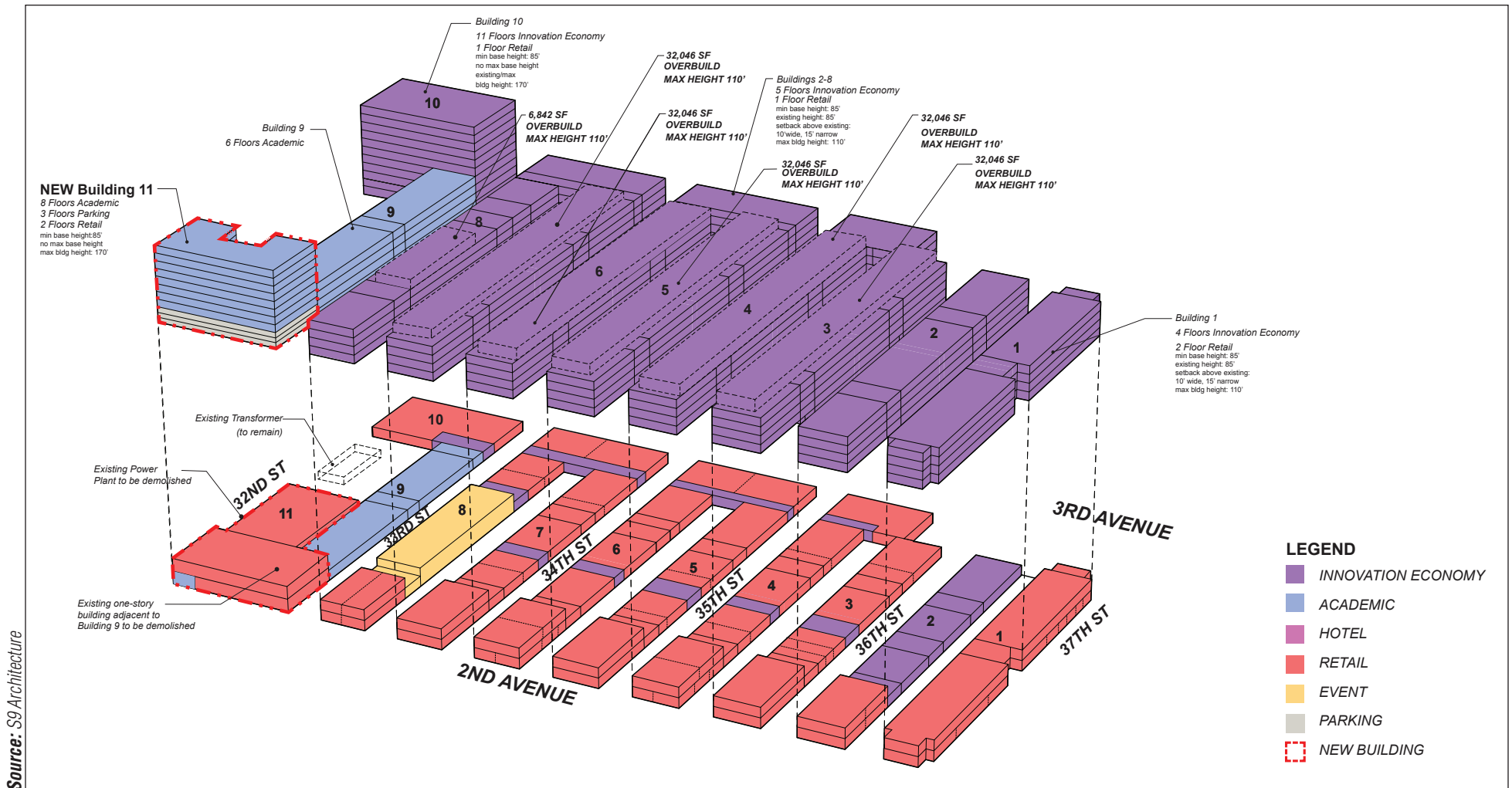


SECTION

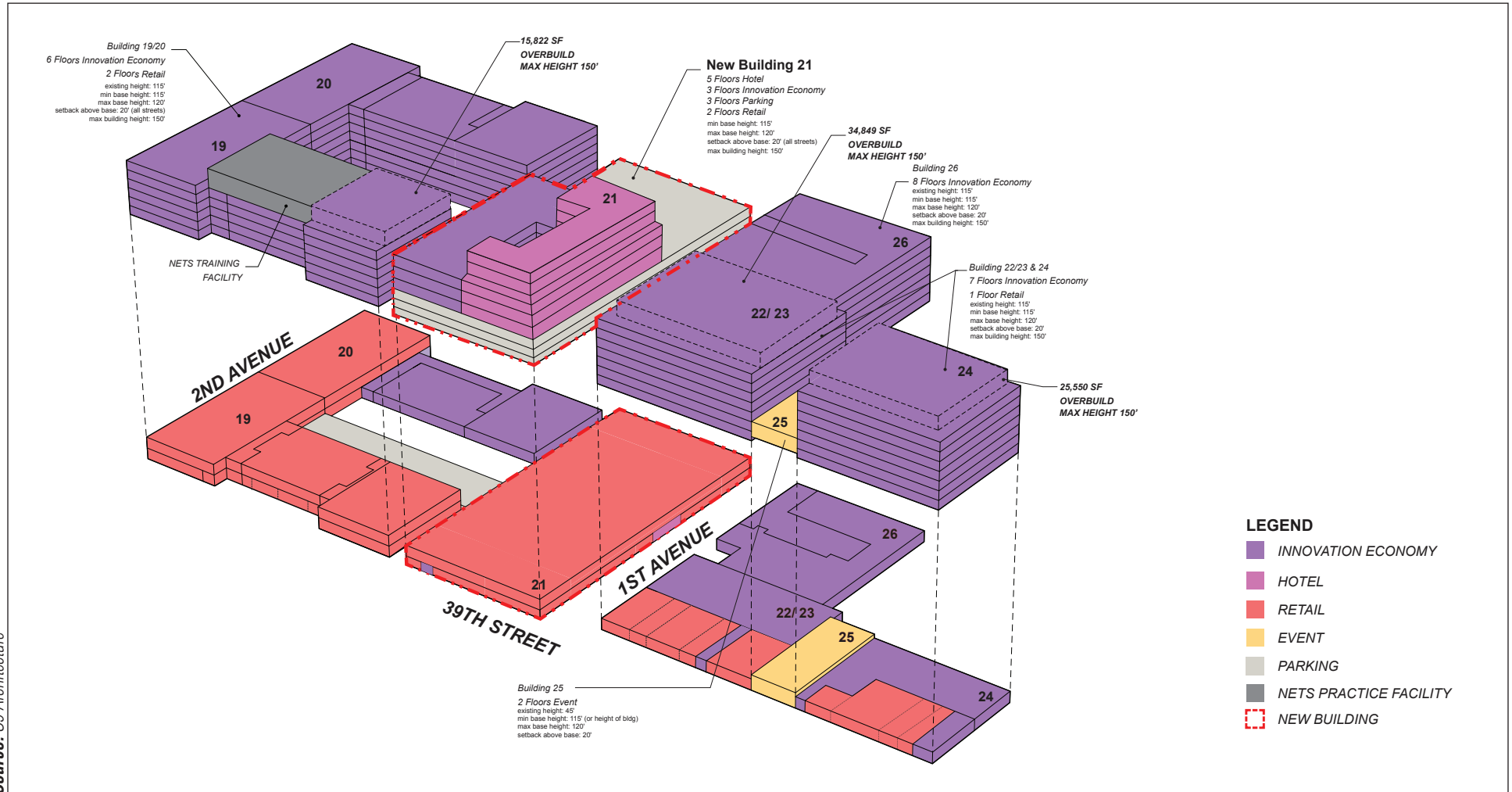




Source: S9 Architecture

**NOTES:**

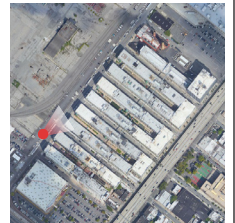
- This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of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

**NOTES:**

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

Source: S9 Architecture







along 2nd Avenue, as well as 32nd and 33rd Streets, with parking and academic space above as compared to the No Action condition.

Block 706, Lot 20, would be acquired, the three-story factory on this lot would be demolished, and this lot, as well as Block 706, Lot 101—which is in temporary use for surface parking—would be developed with Building 21 (see **Figure 7-29** and **Figures 7-34 through 7-39**). Building 21 would be 10 stories tall, with a maximum building height of 150 feet. The new development would create a consistent streetwall of approximately 115 feet tall with the existing structures along 39th Street, with a setback at the ninth floor. Building 21 also would bring new activity to this site, with two floors of ground floor retail; the additional floors would comprise manufacturing, artisanal manufacturing, and office (Innovation Economy) uses, as well as space for parking and hotel use. The proposed Gateway Building, which would replace the surface parking lot and existing mixed-use buildings along 3rd Avenue (on Block 695, Lots 37 through 43), would be 12 stories tall, have a maximum building height of 170 feet, and have an L-shaped plan (see **Figure 7-28** and **Figures 7-40 through 7-43**). This new development would be similar in height to existing Building 10, which is located four blocks north along 3rd Avenue. The proposed Gateway Building would create a new streetwall with ground floor retail improving the pedestrian experience along 3rd Avenue, as compared to the No Action condition. The sidewalk width would be approximately 15 feet along 3rd Avenue and 36th Street.

In the future with the Proposed Actions, 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. In addition, 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.

Furthermore, additional east–west streets located between the Finger Buildings would receive sidewalks that are elevated four feet above the street level and improved loading through the regulation of truck sizes and designated loading zones. Some of the east-west streets between the Finger Buildings have already received these improvements. The Project Area would also receive new plantings and further road improvements, which include a new extended sidewalk and new pedestrian crosswalks, along 1st Avenue as part of the Baseline Scenario.

View Corridors and Visual Resources

Views of the Project Area from Adjacent Sidewalks

With the Baseline Scenario, pedestrian views to the Project Area from immediately adjacent sidewalks would be different in certain locations. The existing surface parking lots, stacker parking structures, and low-scale buildings would be replaced by the larger-scale proposed buildings.

Visual Resources

Under the Baseline Scenario, a contributing structure to the S/NR-eligible Bush Terminal Historic District would be demolished: the three-story factory on Block 706, Lot 20. However, this building is not considered a visual resource and would be replaced with a structure that is more comparable with the scale and massing of the buildings in the Bush Terminal complex. Views to visual resources from the Project Area would remain unchanged, with partial views of the Lower Manhattan and Downtown Brooklyn skylines still visible.

STUDY AREA

Urban Design

The new buildings anticipated in the With Action condition Baseline Scenario would be taller and would have larger footprints compared to some of the buildings in the study area (see **Figures 7-34 and 7-40**). These buildings would range from 7 to 12 stories taller than the buildings in the study area. However, the bulk of the new buildings would be oriented along 3rd, 2nd, and 1st Avenues, as well as 39th and 41st Streets where the Bush Terminal buildings presently exist and are similar in massing and scale. In addition, the lower-scale buildings to the south of 39th Street and to the east of 3rd Avenue are visually and physically separated from the new development sites by the Bush Terminal buildings, the Costco development, and the elevated Gowanus Expressway.

Additionally, the buildings would provide new uses, such as academic, hotel, Innovation Economy, and retail that are currently lacking in the area and help to create a more pedestrian friendly environment. These new developments would also bring improved lighting and pedestrian crosswalks underneath the Gowanus Expressway and across east–west streets running through the study area. In summary, the Baseline Scenario would not adversely affect the urban design character of the study area.

View Corridors and Visual Resources

Views of the Project Area from Immediately Adjacent Streets in the Study Area

New buildings to be created in the With Action condition Baseline Scenario would be taller, but similar to the existing buildings in the Project Area. The presence of these new buildings would partially alter views along adjacent streets, but would not obstruct any existing view corridors.

Views within the Study Area

As compared to the No Action condition, the new buildings to be developed in the Baseline Scenario would be more visible from far distances within the study area. Views of the Project Area from east of 3rd Avenue would continue to be partially obstructed by the elevated Gowanus Expressway. Along 2nd Avenue within the study area, Buildings 11 and 21 would be prominently visible, and the Gateway Building would be partially visible from 2nd Avenue and prominently visible along 3rd Avenue and 36th and 37th Streets looking west.

Visual Resources

The Baseline Scenario would not adversely impact or obstruct views to any visual resources in the study area. The partial views of the Lower Manhattan and Downtown Brooklyn skylines available from the study area would not be blocked by the new developments, nor would views of Gowanus Bay from the foot of 39th Street.

Pedestrian views from within Sunset Park would change with the development of Building 21. Building 21's maximum building envelope would block certain vantage points from within the park of the pedestal of the Statue of Liberty, exclusive of the maximum mechanical bulkhead allowed by zoning; the copper portion of the statue would still be visible. However, depending on the location of the maximum mechanical bulkheads on Building 21, certain vantage points from the park of the Statue of Liberty would be obstructed. Partial views of the Gowanus Bay, and distant views of Jersey City and Lower Manhattan would remain unchanged (see **Figures 7-22 through 7-27**). As noted in Section D, "Future without the Proposed Actions," if buildings along 5th Avenue fronting Sunset Park were to be developed at a higher sectional elevation to take advantage of the maximum height allowed under DCP's 2009 Sunset Park Rezoning, views of the

Statue of Liberty and Gowanus Bay from Sunset Park could also be obstructed by this No Action development.

OVERBUILD SCENARIO

PROJECT AREA

Urban Design

Under the Overbuild Scenario, the properties on Block 695, Lots 37–42 would not be acquired by the Applicant and the Gateway Building would not be built; however, like the Baseline Scenario, Building 11 and Building 21 would be built (see **Figures 7-44 and 7-45**). As described in Chapter 1, “Project Description,” in the Overbuild Scenario, Building 21 would be two stories shorter than in the Baseline Scenario, and the Gateway Building would not be constructed. The bulk and mass from these reductions would be redistributed to allow for rooftop additions on the existing Finger Buildings (Buildings 3–8, 19, and 22–24) (see **Figures 7-44 through 7-48**). This scenario assumes the 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. It is anticipated that the one-story rooftop additions would be clad in glass panels, which would be consistent with the industrial casement windows on the existing structures. The additions to Buildings 3–8 would be set back approximately 10 feet or more from the main façades of the buildings along 2nd Avenue, with approximately 15-foot setbacks along the east–west streets.

The rooftop addition on Building 19 would be set back approximately 20 feet from the main façade of the building along 39th Street. The rooftop additions along Buildings 22 through 24 would be similar to the Brooklyn Nets Training Facility that presently exists at Building 19. However, the rooftop additions would be set approximately 20 feet back from the main façades of the building.

It is also anticipated that similar to the Baseline Scenario, existing Building 24 would be retained and redeveloped with predominantly industrial uses, and would be retrofitted with new windows in order to reduce energy needs. Also, as in the Baseline Scenario, the east–west streets located between the Finger Buildings would receive sidewalks that are elevated four feet above the street level and loading improvements, with new planting and further road improvements along 1st Avenue within the Project Area as part of the Overbuild Scenario. The development of Buildings 11 and 21 would provide a new and improved pedestrian experience along 1st and 2nd Avenues, and 32nd, 33rd, 39th, and 41st Streets. The ground floors of the proposed buildings would have new retail along 39th Street, 2nd Avenue, and the east–west streets that run between the Finger Buildings, which will create a more pedestrian friendly environment.

The buildings in the Project Area would continue to include a mixture of Innovation Economy, academic, hotel, retail, and event uses, and the Brooklyn Nets training facility, but with an overall increase in Innovation Economy and a reduction in hotel use as compared to the Baseline Scenario.

View Corridors and Visual Resources

Views of the Project Area from Adjacent Sidewalks

As with the Baseline Scenario, with the Overbuild Scenario, pedestrian views to the Project Area from some of the immediately adjacent sidewalks would notably change, with a new streetwall and enlivened walkways with ground floor retail along 1st and 2nd Avenues and 39th and 41st Streets as compared to the No Action condition.

The one-story rooftop additions on Buildings 3 through 8 would not be visible from 3rd Avenue. They would be somewhat visible from 2nd Avenue and surrounding east–west streets with their setback and anticipated glazed façades limiting their visibility. The rooftop additions on Buildings 19, 22, 23, and 24 would be set back approximately 20 feet from the main façades of the buildings, making them visible from 2nd Avenue and partially visible from 39th Street.

Visual Resources

Partial views of the Downtown Brooklyn and Lower Manhattan skylines visible from the Project Area would not be affected.

STUDY AREA

Urban Design

Much like the Baseline Scenario, the new developments in the Overbuild Scenario would be taller than the existing buildings in the study area, with larger footprints (see **Figure 7-34**). These buildings would continue to range from 7 to 12 stories taller than the buildings in the study area. However, the bulk of the new Buildings 11 and 21, and the new one-story additions to existing Buildings 3 through 8, 19, and 22 through 24 would continue to be concentrated along 2nd and 1st Avenues, as well as 39th and 41st Streets where the Bush Terminal buildings presently exist and are similar in massing and scale. Also, the Gowanus Expressway along 3rd Avenue would limit the effect of the new one-story additions to Buildings 3 through 8 located between 3rd and 2nd Avenues.

The lower-scale buildings in the study area would to be visually and physically separated from the new development sites by the Bush Terminal buildings, the Costco development, and the elevated Gowanus Expressway. Also, the buildings would continue to provide new uses that are currently lacking in the area and would help to enliven the study area with more pedestrian activity. Additionally, the new developments would also bring improved streetscape improvements. Therefore, the Overbuild Scenario would not adversely affect the urban design character of the study area.

View Corridors and Visual Resources

Views of the Project Area from Immediately Adjacent Streets in the Study Area

Similar to the Baseline Scenario, the new buildings and the one-story additions to be created in the Overbuild Scenario would be taller than existing buildings and alter the existing building rooftop and façade appearances on the affected portions of the Project Area, which would be expected to alter views along adjacent streets, but would not obstruct any existing view corridors.

Views within the Study Area

As compared to the No Action condition, the new buildings to be developed and the proposed one-story additions to existing Bush Terminal buildings would be more visible from far distances within the study area. Views of the Project Area from east of 3rd Avenue would continue to be partially obstructed by the elevated Gowanus Expressway. Along 2nd Avenue within the study area, Buildings 11 and 21 would be prominently visible, and the one-story additions on Buildings 3 through 8, 19, and 22 through 24 would be fully or partially visible depending where the pedestrian was viewing from along 2nd Avenue. The one-story additions and the new proposed buildings would either be prominently or partially visible from 39th looking northeast or east–west. Their presence would not alter the context of the study area however. Overall, the Overbuild Scenario would not obstruct any existing view corridors within the study area and the partial views

of the Lower Manhattan and Downtown Brooklyn skylines available from the study area would not be blocked by the new developments.

Visual Resources

Under the Overbuild Scenario, partial views of the Lower Manhattan and Downtown Brooklyn skylines would still be available as well as views of Gowanus Bay from the foot of 39th Street. Under the Overbuild Scenario, mechanical bulkheads above either proposed Building 21 or a potential rooftop enlargement of Building 19—depending on their ultimate location—could have the potential to block distant views of the Statue of Liberty from Sunset Park. Similar to the Baseline Scenario, partial views of Gowanus Bay, and distant views of Jersey City and in some instances Lower Manhattan would remain unchanged (see **Figures 7-22 through 7-27**). Also, as noted in Section D, “Future without the Proposed Actions,” if buildings along 5th Avenue fronting Sunset Park were to be developed at a higher sectional elevation to take advantage of the maximum height allowed under DCP’s 2009 Sunset Park Rezoning, views of the Statue of Liberty and Gowanus Bay from Sunset Park could also be obstructed by this No Action development.

Overall, the Proposed Actions, under the Baseline Scenario and the Overbuild Scenario, would not result in significant adverse impacts on the pedestrian’s experience of the built environment. Additionally, the Proposed Actions would not adversely impact the visual character of the area. These two sites in both scenarios would be replaced with new buildings that are more similar in scale and massing to the buildings that presently exist within the Bush Terminal Historic District, and would provide a more pedestrian friendly environment along streets in the Project Area and study area. Overall, the Proposed Actions, under the Baseline Scenario and the Overbuild Scenario, would not adversely impact any visual resources. *