ENVIRONMENTAL ASSESSMENT STATEMENT

103 N. 13th Street IBIA

CEQR No. 18DCP182K

Lead Agency: NYC Department of City Planning

Applicant:
North 13 Holdings LLC

Prepared by:
Philip Habib & Associates

October 12, 2018

103 N. 13th Street IBIA

Environmental Assessment Statement (EAS)

Table of Contents

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

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME 103 N. 13th Street IBIA

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP182K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
190083ZRK, 190084ZSK, 190085ZSK	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC Department of City Planning			**North 13 Holdings LLC, c/o Philip Habib & Associates**		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Olga Abinader			**Philip A. Habib, P.E.**		
ADDRESS **120 Broadway, 31st floor**			ADDRESS **102 Madison Avenue, 11th floor**		
CITY **New York**	STATE **NY**	ZIP **10271**	CITY **New York**	STATE **NY**	ZIP **10016**
TELEPHONE **212.720.3423**	EMAIL **OAbinad@planning.nyc.gov**		TELEPHONE **212.929.5656**	EMAIL **phabib@phaeng.com**	

3. *Action Classification and Type*

SEQRA Classification

☒ UNLISTED ☐ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☒ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The proposed action consists of three discretionary approvals: (1) a zoning text amendment that would modify ZR § 74-96 to add part of a block (Block 2279; Lots 1, 9, 13, & 34 and portions of (p/o) Lots 15 and 30) to the Industrial Business Incentive Area (the "project area"); and (2) and (3) two special permits to facilitate redevelopment of the 12,500-sf site at 103 N. 13th Street (Block 2279; Lot 34) in Brooklyn Community District 1 (the "development site"), pursuant to the IBIA regulations. The proposed development would be a new 7-story, 109.5-foot tall commercial and manufacturing building with one cellar level, containing 75,289 gsf (59,986 zsf). The building would include 22,657 gsf (9,451 zsf) of local retail space; 42,079 gsf (40,542 zsf) of office space; and 10,548 gsf (9,993 zsf) of light industrial space (providing a "Required Industrial Use" pursuant to IBIA regulations). The proposed development would include one loading berth and one curb cut. One special permit would allow floor area ratio (FAR) modifications and apply IBIA contextual bulk regulations in place of standard height and setback regulations while the other would waive accessory parking requirements and modify loading berth requirements. It is expected that the proposed development would be completed by 2020. While the project area includes three other tax lots not owned by the applicant besides the development site, there are no specific proposals to redevelop the other lots pursuant to this application.

Project Location

BOROUGH **Brooklyn**	COMMUNITY DISTRICT(S) **1**	STREET ADDRESS **See Attachment A**
TAX BLOCK(S) AND LOT(S) **Block 2279, Lots 1, 9, 13, p/o 15, p/o 30, 34**		ZIP CODE **11249**

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

Western half of block bounded by N. 14th Street, Berry Street, N. 13th Street, and Wythe Street.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
M1-2	**12c, 13a**

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

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

☐ CITY MAP AMENDMENT ☐ ZONING CERTIFICATION ☐ CONCESSION

☐ ZONING MAP AMENDMENT ☐ ZONING AUTHORIZATION ☐ UDAAP

☒ ZONING TEXT AMENDMENT ☐ ACQUISITION—REAL PROPERTY ☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY ☐ DISPOSITION—REAL PROPERTY ☐ FRANCHISE
☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION **Zoning text amendment: 74-96.**
Zoning special permits: 1) 74-962 to modify 43-12 and 43-43; 2) 74-963 to modify 44-21, 44-52

***Board of Standards and Appeals*:** ☐ YES ☒ NO
☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

Other City Approvals Subject to CEQR (check all that apply)
☐ LEGISLATION ☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING ☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES ☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL ☐ PERMITS, specify:
☐ OTHER, explain:

Other City Approvals Not Subject to CEQR (check all that apply)
☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

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

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

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

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

Physical Setting (both developed and undeveloped areas) **Information provided for the development site.**
Total directly affected area (sq. ft.): **12,500** Waterbody area (sq. ft.) and type: **0**
Roads, buildings, and other paved surfaces (sq. ft.): **12,500** Other, describe (sq. ft.): **N/A**

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): **75,289 gsf**
NUMBER OF BUILDINGS: **1** GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): **75,289**
HEIGHT OF EACH BUILDING (ft.): **109.5** NUMBER OF STORIES OF EACH BUILDING: **7**

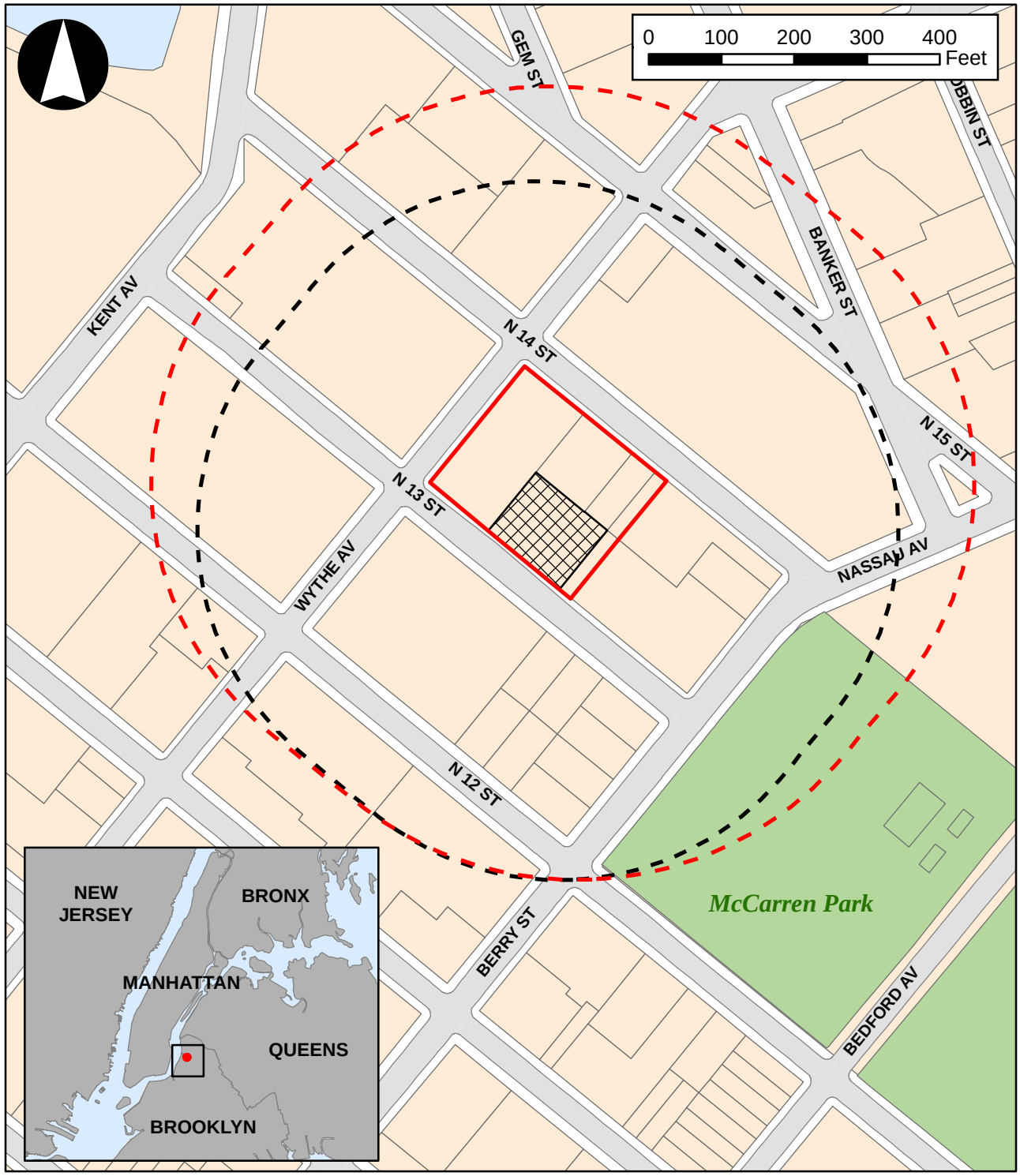
Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: **12,500**
The total square feet not owned or controlled by the applicant: **32,500 (Lots 1, 9, and 13)**

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☒ NO **Note: site is already excavated and has a foundation in place**
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2
ANTICIPATED BUILD YEAR (date the project would be completed and operational): **2020**
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: **12-18 months**
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: **N/A**

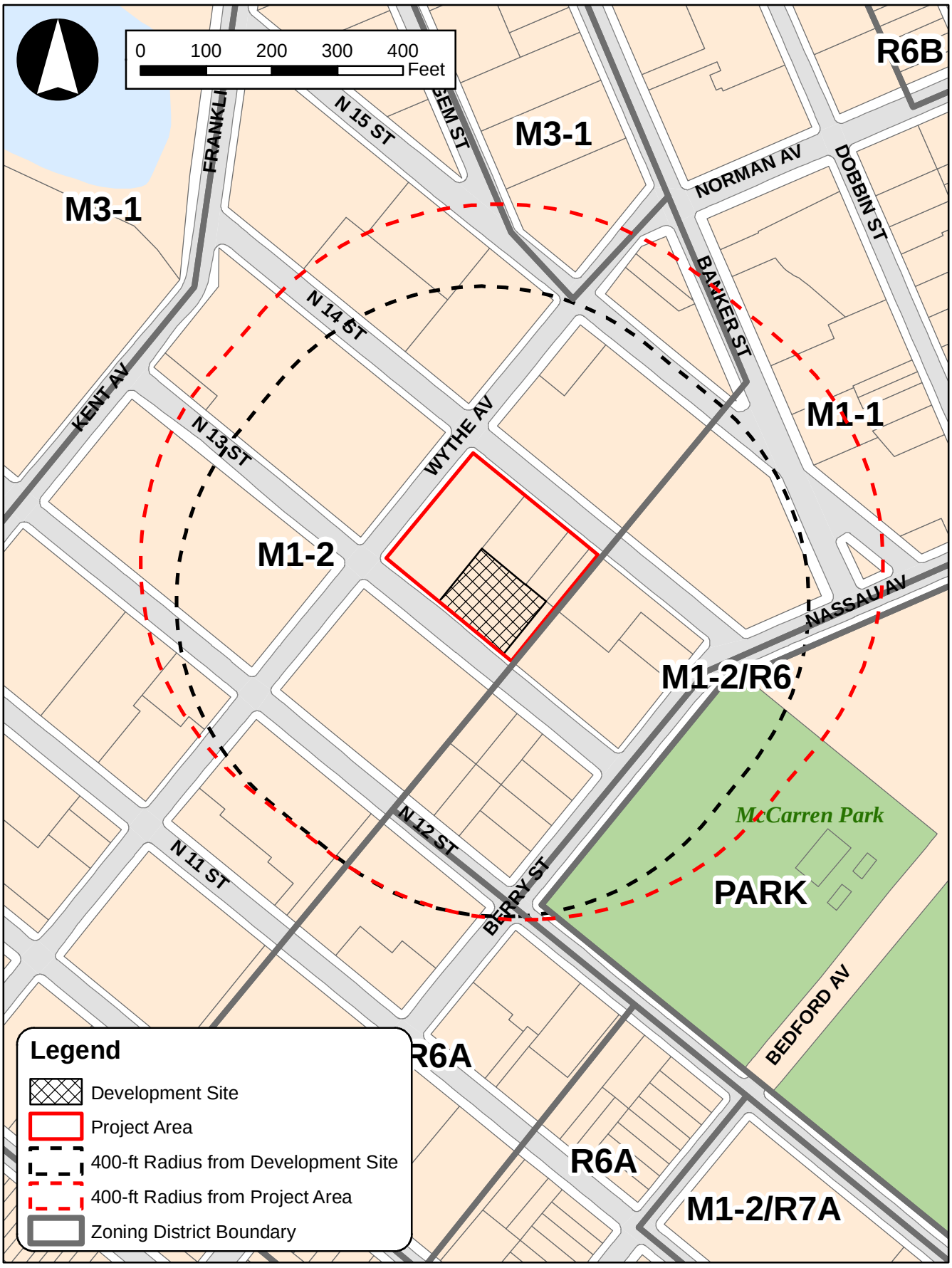
9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)
☐ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

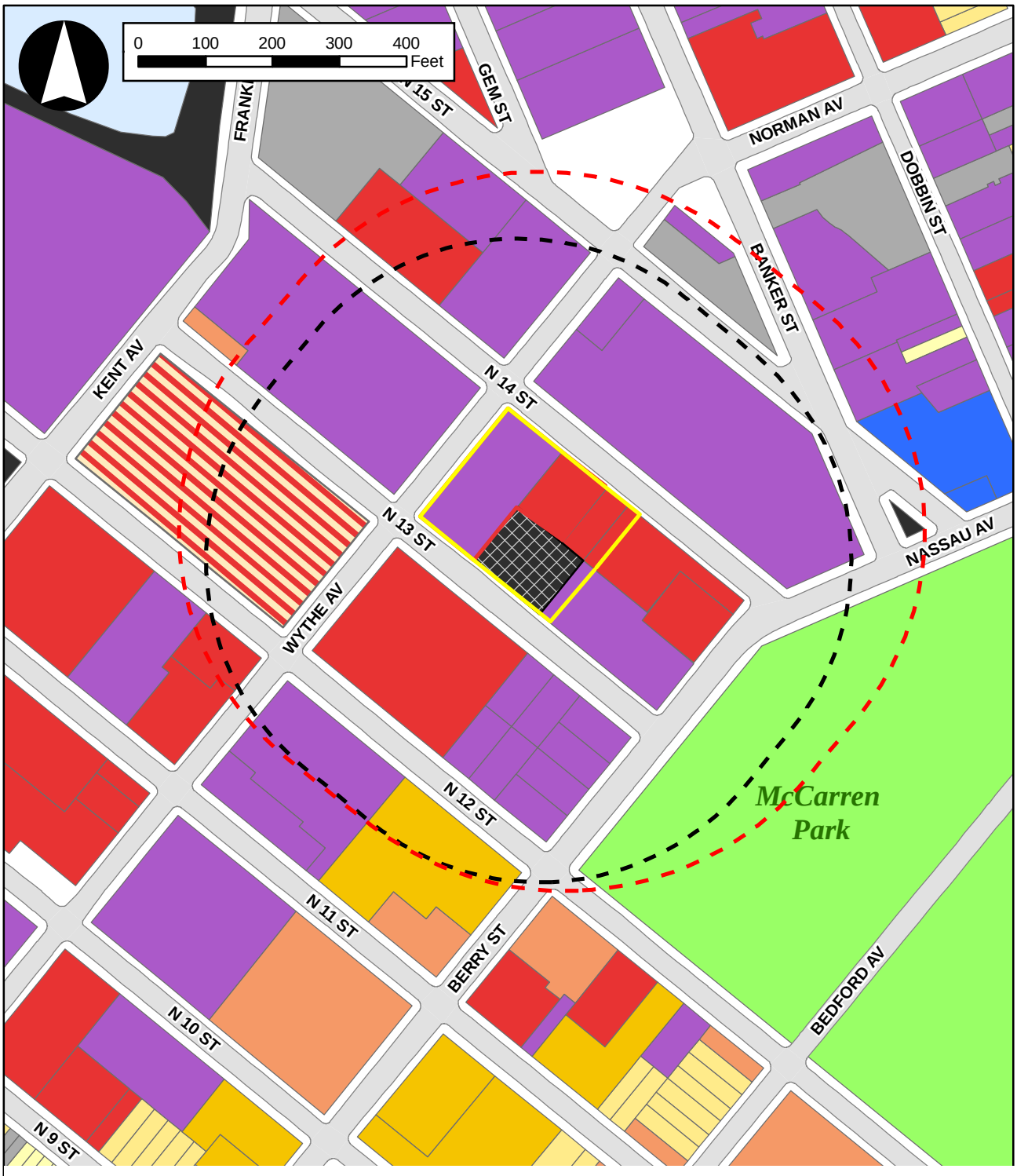
Project Site Location



Legend

- Proposed Development Site
- Project Area
- 400-ft Radius from Development Site
- 400-ft Radius from Project Area


0 100 200 300 400
Feet
R6B
M3-1
M3-1
N 15 ST
NORMAN AV
DOBBIN ST
BANKER ST
N 14 ST
KENT AV
N 13 ST
WYTHE AV
M1-1
M1-2
NASSAU AV
M1-2/R6
McCarren Park
PARK
N 12 ST
N 11 ST
BERRY ST
BEDFORD AV
R6A
R6A
M1-2/R7A
Legend
Development Site
Project Area
400-ft Radius from Development Site
400-ft Radius from Project Area
Zoning District Boundary

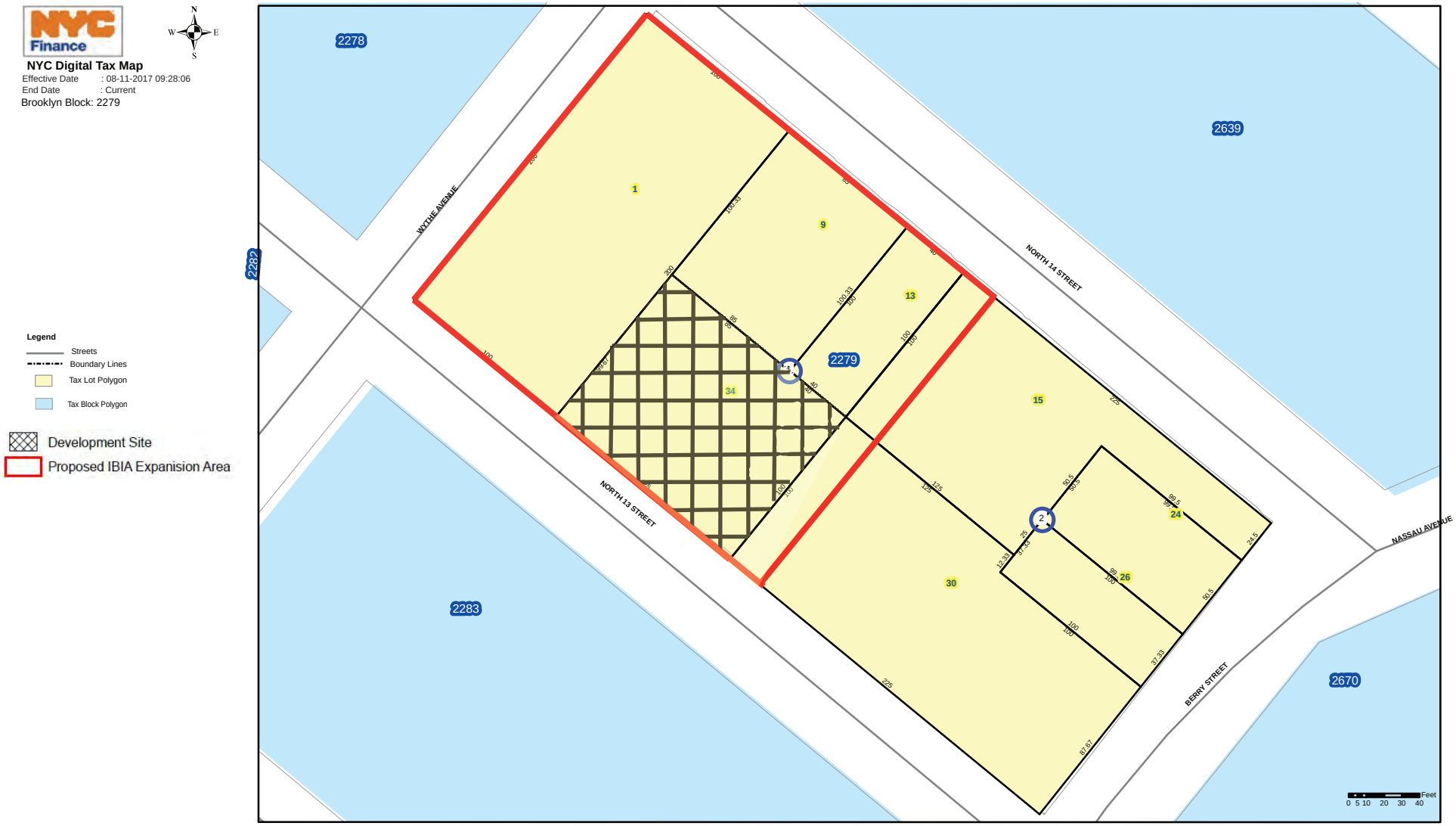


Legend

- 400-ft Radius from IBIA Expansion Area
- 400-ft Radius from Development Site
- Proposed IBIA Expansiaon Area
- Proposed IBIA Expansion Area
- Under Construction
- Development Site

Land Use

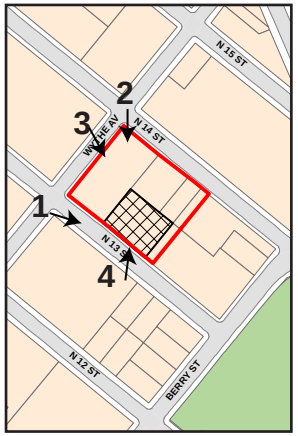
- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commecial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilites & Institutions
- Open Space
- Parking Facilities
- Vacant Land
-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



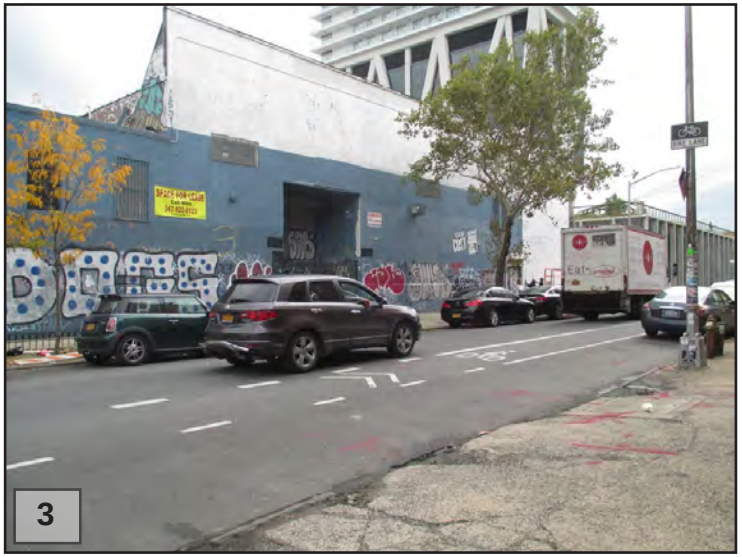
103 N. 13th Street IBIA EAS

Figure 4
Tax Map

1) Looking east from the corner of N 13th Street and Wythe Avenue



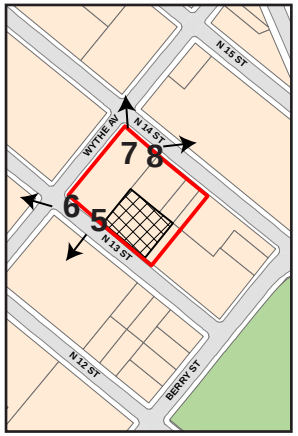
2) Looking south from the corner of N 14th Street and Wythe Avenue



3) Looking south from Wythe Avenue between N 13th and 14th Streets

4) Looking north from N 13th Street at the Development Site

5) Looking south at the William Vale Hotel from the Proposed Development Site



6) Looking west at the construction of 25 Kent Avenue from the intersection of N 13th Street and Wythe Avenue

7) Looking north from the intersection of N 14th Street and Wythe Avenue

8) Looking northeast from the northern boundary of the proposed IBIA

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

Refer to Attach. A; information is provided for RWCDS for development site.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Describe type of residential structures	**N/A**	**N/A**	**N/A**	
No. of dwelling units	**N/A**	**N/A**	**N/A**	
No. of low- to moderate-income units	**N/A**	**N/A**	**N/A**	
Gross floor area (sq. ft.)	**N/A**	**N/A**	**N/A**	
Commercial	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)		**Local retail**	**Local retail, office**	**Add office, increase retail**
Gross floor area (sq. ft.)		**10,062**	**64,736**	**+54,674**
Manufacturing/Industrial	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type of use	**N/A**	**Light industrial**	**Light industrial ("Required Industrial Use")**	**Under With-Action, space is "required"**
Gross floor area (sq. ft.)	**N/A**	**15,726**	**10,548**	**–5,178**
Open storage area (sq. ft.)	**N/A**	**0**	**0**	**No change**
If any unenclosed activities, specify:	**N/A**	**N/A**	**N/A**	
Community Facility	☐ YES ☒ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type	**N/A**	**Medical office**	**N/A**	**Remove medical office**
Gross floor area (sq. ft.)	**N/A**	**37,096**	**N/A**	**–37,096**
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	**N/A (see Other below)**	**N/A**	**N/A**	
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	**N/A**	**N/A**	**N/A**	
Other Land Uses	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	**Site cleared with new foundation**	**N/A**	**N/A**	
PARKING				
Garages	☐ YES ☒ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	**N/A**	**0**	**N/A**	**No change**
No. of accessory spaces	**N/A**	**139**	**N/A**	**–139**
Operating hours	**N/A**	**24/7**	**N/A**	**Remove parking**
Attended or non-attended	**N/A**	**Attended**	**N/A**	**Remove parking**
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	**N/A**	**N/A**	**N/A**	
No. of accessory spaces	**N/A**	**N/A**	**N/A**	
Operating hours	**N/A**	**N/A**	**N/A**	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	**N/A**	**N/A**	**N/A**	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify number:	**N/A**	**N/A**	**N/A**	
Briefly explain how the number of residents was calculated:				
Businesses	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	**N/A**	**Local retail: 1 or more; medical office: 1 or more; light industrial: 1 or more**	**Local retail: 1 or more; office: 1 or more; light industrial: 1 or more**	**Add office; remove medical office**
No. and type of workers by business	**N/A**	**Local retail: 30; medical office: 82; light industrial: 63**	**Local retail: 68; office: 168; light industrial: 42**	**Local retail: +38; medical office: −82; office: +168; light industrial: −19; total: +103**
No. and type of non-residents who are not workers	**N/A**	**Local retail patrons and medical office patients; number not available**	**Local retail patrons; number not available**	**Remove medical office patients**
Briefly explain how the number of businesses was calculated:	**3 retail workers per 1,000 gsf; 1 office worker per 250 gsf; 1 light industrial worker per 250 gsf; 1 medical office worker per 450 gsf**			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:	**N/A**	**N/A**	**N/A**	
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	**M1-2**	**M1-2**	**M1-2 (IBIA)**	**Underlying zoning no change; added to IBIA**
Maximum amount of floor area that can be developed	**60,000 zsf community facility (4.8 FAR); 25,000 zsf commercial or manufacturing (2.0 FAR)**	**60,000 zsf community facility (4.8 FAR); 25,000 zsf commercial or manufacturing (2.0 FAR)**	**60,000 zsf community facility (4.8 FAR); 50,000 zsf commercial (4.0 FAR) if 10,000 zsf (0.8 FAR) of "Required Industrial Use" provided**	**Commercial increases by 25,000 zsf (2.0 FAR), subject to certain restrictions (see Attach. A for details)**
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	**Land Uses: Predominantly manufacturing/ industrial and commercial, with some residential and open space; Zoning Classifications: M1-1, M1-2, M1-2/R6A, M1-2/R6, M3-1; 1 block is a designated IBIA**	**Same as existing**	**Same as No-Action, except IBIA expanded per zoning text amendment as part of proposed action**	**IBIA expanded to include project area**

Attach any additional information that may be needed to describe the project.

If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. **See Attach. C**		
(e) Is the project a large, publicly sponsored project?	☐	☒
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
o If "yes," complete the Consistency Assessment Form. **See Append. C**		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement **N/A**		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
o If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement **N/A**		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
o If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
o If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement **N/A**		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐

	YES	NO
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☐
iv. Indirect Business Displacement **N/A**		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Effects on Industry **N/A**		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	☐	☐
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
o If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	☐	☐
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees? **N/A**	☐	☐
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	☐	☒
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees? **N/A**	☐	☐
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following: **N/A**		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	☐	☐

	YES	NO
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5 percent?	☐	☐
o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	☐	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. **See Attach. D**		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site? **N/A. See Attach. B**	☐	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: **N/A. See Attach. B**	☐	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? **N/A. See Attach. B**	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒

	YES	NO
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13? **N/A**	☐	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): **17,636**		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): **19,849.15 MMBTU**		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	☐	☐
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop? **See Attach. D**	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) **See Attach. E**	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **See Attach. E**		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☐

	YES	NO
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **See Attach. B**		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. **See Attach. B**		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. **See Attach. B**		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22 **See Attach. B**		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☐	☒
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☐	☒
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Philip A. Habib, P.E.		**October 11, 2018**

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

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

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

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

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
Acting Director, EARD	New York City Department of City Planning
NAME	DATE
Olga Abinader	October 12, 2018

SIGNATURE

Olga Abinader

ATTACHMENT A:
PROJECT DESCRIPTION

A. INTRODUCTION

This environmental assessment statement (EAS) considers the discretionary actions requested by North 13 Holdings LLC, the applicant, that would facilitate the development of a seven-story, 109.5-foot tall (roof height), light industrial and commercial building with approximately 75,289 gross square feet (gsf), including 10,548 gsf of light industrial space, 42,079 gsf of office space, and 22,657 gsf of local retail space (the "proposed development"). This 4.80 built floor area ratio (FAR) building would have 59,986 zoning square feet (zsf) of floor area. It would provide one loading berth and one curb cut. The proposed development would be constructed on the development site at 103 N. 13th Street (Block 2297, Lot 34), a 12,500-sf, rectangular interior lot located on the block bound by N. 14th Street, Berry Street, N. 13th Street, and Wythe Avenue in the Williamsburg/Northside neighborhood of Brooklyn Community District 1 (CD1). Figure 1 (attached to the EAS Form) shows the development site location and Figure A-1 shows an aerial view of the development site and the surrounding area.

The proposed action consists of three discretionary approvals necessary to facilitate the proposed development, including: (i) a zoning text amendment to Zoning Resolution Section (ZR §) 74-96, affecting the western part of Block 2279 to a depth of 250 feet measured from Wythe Avenue (encompassing Lots 1, 9, 13, and 34 and parts of Lots 15 and 30), designating this area an Industrial Business Incentive Area (IBIA), hereafter the "project area;" (ii) special permit pursuant to ZR § 74-962, to modify M1-2 FAR and height and setback requirements; and (iii) special permit pursuant to ZR § 74-963 allowing waiver of accessory parking and modification of loading berth requirements.

The development site and the larger project area are in an M1-2 light manufacturing (high performance) district. Standard M1-2 zoning allows Use Groups 4-14, 16, and 17, with as-of-right maximum FARs of 4.8 for community facility and 2.0 for commercial and manufacturing, but residential uses are prohibited. M1-2 requires accessory parking and loading berths, with the required rates varying by use. Streetwalls are not required but if provided may reach a maximum height of 60 feet or four stories, whichever is less, and above 60 feet an initial minimum setback must be provided (20 feet for narrow streets and 15 feet for wide streets). Additionally, above the base buildings may not penetrate the sky exposure plane.

Overview of IBIA Regulations

The IBIA zoning regulations were established in 2016 with the approval of the 25 Kent Avenue project application (C 160124 ZSK et al, effective July 14, 2016). That action amended the ZR text with a new section, ZR § 74-96, that allows modifications to the use, bulk, accessory off-street parking and loading requirements for properties within specified IBIAs by City Planning Commission (CPC) special permits pursuant to ZR § 74-962 and ZR § 74-963. The text amendment established an IBIA and facilitated a mixed-use development located in an M1-2

Figure A-1
Aerial Photo

Legend

Project Area

Development Site

Source: Google Earth Pro - Aerial Imagery Taken June 25th, 2016

zoning district within the IBIA at 19-25 Kent Avenue (Block 2282, Lot 1). Along with the text change, special permits were granted to modify the permitted floor area, public plaza, and parking requirements in connection with the 25 Kent Avenue development.

To date, 25 Kent Avenue is the only approved IBIA application, but there is currently an application in the public review process for 12 Franklin Street, which was certified on August 20, 2018. It includes a zoning text amendment (N180388ZRK) to designate a new IBIA (Block 2614, Lots 1, 3, 8, 16, 19, and 24) and special permit applications (C180387ZSK and C180389ZSK) to facilitate a proposed development on three of the tax lots (Block 2614, Lots 1, 3, and 8). A negative declaration for 12 Franklin Street was issued on August 20, 2018 (CEQR No. 18DCP099K).

ZR § 74-96 IBIA special permits incentivize the construction of commercial and manufacturing buildings that allocate a portion of their floor area to certain light industrial uses, allowing additional floor area devoted to certain types of commercial and light industrial uses.

The key elements of the IBIA regulations as they relate to use and density include:

* **IBIA Use Categories**: In compliance with the ZR § 74-962 special permit regulations, building floor area in IBIA developments is divided into three categories: "base M1-2 district uses," "Required Industrial Uses," and "Incentive Uses."

* **Base M1-2 District Uses**: These include all commercial and manufacturing uses permitted as-of-right in M-2 districts. IBIA developments are permitted up to 2.0 FAR of base M1-2 district uses, as is the case for as-of-right M1-2 developments.

* **Required Industrial Uses**: These consist of certain light industrial uses in Use Groups 11A, 16A, 16B, 17B, and 17C, as defined in ZR § 32-20, ZR § 32-25, and ZR § 42-14, as well as beverages, alcoholic or breweries (Use Group 18A) as listed in ZR § 42-15. For each 1-sf of floor area that projects devote to Required Industrial Uses, up to a maximum of 0.8 FAR, a ZR § 74-962 special permit allows a 3.5-sf increase in maximum allowable floor area beyond the 2.0 FAR limitation on commercial and manufacturing uses of the underlying M1-2 district that can be occupied by Incentive Uses if certain design, envelope, and urban design findings are met. In no event may the resulting FAR exceed the maximum 4.8 FAR permitted in the M1-2 district.

* **Incentive Uses**: These include all uses permitted by the underlying M1-2 district, with the following exceptions: transient hotels in Use Group 5 (as defined in ZR § 32-14); uses in Use Groups 6A and 6C (as defined in ZR § 32-15); uses in Use Group 7A (as defined in ZR § 32-16), uses in Use Group 8C (as defined in ZR § 32-17); uses in Use Group 10A and any retail spaces accessory to wholesale offices or showrooms, with storage restricted to samples in Use Group 10B (as defined in ZR § 32-19); uses in Use Groups 12 and 13 (as defined in ZR § 32-21 and ZR § 32-22); and moving or storage offices with no limitation as to storage or floor area per establishment, packing or crating establishments, and warehouses (as defined in ZR § 32-25).

* **Maximum Permitted FAR by Category**: Accordingly, a building developed pursuant to an IBIA ZR § 74-962 special permit that fully utilizes the maximum permitted floor area would contain 2.0 FAR of base M1-2 district uses; 0.8 FAR of Required Industrial Uses; and 2.0 FAR of incentive uses, for a total FAR of 4.8, which is equivalent to the maximum permitted FAR in M1-2 districts for community facility uses.

Proposed Development

ZR § 74-962 Special Permit: Use, Density, and Bulk Characteristics

In compliance with the ZR § 74-962 special permit requirements, the proposed development's allocation of zoning floor area among the IBIA use categories would include:

* 25,000 zsf of commercial floor area (2.0 FAR) for base M1-2 district uses, including 9,451 zsf of retail space on the ground floor (22,657 gsf of retail space on the ground floor and cellar level) and 15,549 zsf (16,237 gsf) of office space on the upper floors;

* 9,993 zsf (0.8 FAR) of floor area for Required Industrial Uses, including 9,046 zsf of contiguous space on the second floor and 522 zsf of dedicated lobby space on the ground floor (total of 10,548 gsf) with 16-foot slab-to-slab heights and 15-foot finished ceilings, two passenger elevator banks, a loading berth, freight elevator, and flexible floor plates; and

* 24,993 zsf (2.0 FAR) of commercial floor area for "Incentive Use" (25,842 gsf), anticipated to be office space on the ground and upper floors;

As such, with 4.8 FAR of commercial and manufacturing uses, the proposed building program would not be permitted as-of-right. The proposed development is expected to be completed and occupied by the end of 2020.

Pursuant to special bulk requirements applicable to IBIA developments, the building would:

* Have a base (streetwall) height of 75 feet;

* Setback 15 feet with a dormer above the base height of 75 feet; and

* Reach a roof height of 109.5 feet, and a total height of 116.5 feet including bulkheads.

As such, the proposed building envelope would not be permitted under No-Action conditions but would comply with IBIA bulk regulations.

ZR § 74-963 Special Permit: Parking and Loading Modifications

Pursuant to the ZR § 74-963 special permit:

* The proposed development would not provide any accessory parking, contrary to the 139 to 174 spaces that would be required for the proposed development under standard M1-2 regulations; and

* The proposed development would provide one loading berth, rather than three as would be required under standard M1-2 regulations.

The proposed actions are subject to environmental review under City Environmental Quality Review (CEQR) regulations and guidelines. The proposed action has been categorized as an "Unlisted Action" for CEQR purposes.

Reasonable Worst Case Development Scenario

In the future without the proposed action, it is anticipated that the development site would be redeveloped on an as-of-right basis, consistent with plans filed with and approved by the Department of Buildings (DOB) prior to the applicant's decision to seek the proposed action. This No-Action development would be an eight-story, 109.4-foot tall building with one below-grade level, which would be occupied by commercial, manufacturing, and community facility uses. It would include 37,096 gsf of community facility space, projected to be medical office; 15,726 gsf of manufacturing space, projected to be light industrial; 10,062 gsf of commercial space, projected to be local retail; and 35,875 gsf of accessory parking providing 139 spaces. This 4.80 built FAR building would have 59,997 zsf of floor area. It would provide one loading berth and one curb cut.

Under With-Action conditions, with the proposed development on the development site instead of the as-of-right No-Action development, the incremental change in development would be as follows: +12,595 gsf of local retail; +42,079 gsf of office; −5,178 gsf of light industrial; −37,096 gsf of medical office; −35,875 gsf of accessory parking area (−139 accessory parking spaces); −23,470 gsf of total building area; and +0.1 feet of building height (−1 story). There would be no incremental change in on-site excavation, as the applicant has already constructed building foundations on as-of-right basis prior to its decision to seek the proposed action. The net incremental difference between the With-Action and No-Action serves as the basis for the environmental impact analyses.

Regarding the incremental change in light industrial space, it should be noted that under With-Action conditions this would be a Required Industrial Use, subject to various protections described below in Section C. Under No-Action conditions, such uses would not be subject to any protections relating to use.

This attachment provides a summary and description of the existing conditions of the project area and vicinity, requested approvals, purpose and need for the proposed action, associated development scenario, and the required review procedures.

B. BACKGROUND AND EXISTING CONDITIONS

Description of the Development Site

The approximately 12,500-sf development site consist of one tax lot (Lot 34) on Block 2279. It is an interior lot with 125 feet of frontage on the north side of N. 13th Street and is located 100 feet east of Wythe Avenue and 225 feet west of Berry Street. The range of addresses associated with the site includes 103-111 N. 13th Street (odd numbers only). Until about 2014 there was a one-story industrial building on the site occupied by a wholesale food distributor and previous uses of the site have included warehousing and manufacturing. Following demolition of that building, the applicant excavated the site and completed environmental remediation pursuant to a Brownfield Cleanup Agreement (BCA) executed with New York State Department of Environmental Conservation (NYSDEC) under its Brownfield Cleanup Program (BCP) and constructed a foundation. Refer to the "Hazardous Materials" section of Attachment B, "Supplemental Screening," for further information. Table A-1 provides a summary of information about the site.

Table A-1, Development Site Conditions

Block	Lot	Address	Street Frontage	Existing Condition	Zoning	Lot Area
2279	34	103-111 N. 13th St.	125'	Vacant with new foundation	M1-2	12,500 sf

The development site was rezoned from M3-1 to M1-2 as part of 175-block Greenpoint-Williamsburg Rezoning in 2005. Nearly all industrial uses are allowed in M1 districts if they meet the M1 performance standards. Offices, hotels, and most retail uses are also permitted. Certain community uses, such as ambulatory care facilities, are allowed in M1 districts, and houses of worship are permitted as-of-right. M1-2 districts allow a maximum FAR of 2.0 for manufacturing and commercial uses and up to 4.8 FAR for community facility uses, and building height and setbacks are controlled by a sky exposure plane. Within M1-2 districts, off-street parking and loading berths are required at rates varying by use.

Description of the Balance of the Project Area

In addition to the development site, the project area would include the western part of Block 2279 that is currently zoned M1-2. As such, the project area is an approximately 50,000-sf rectangular shaped area 250 feet long and 200 feet wide. It is bound by N. 14th Street on the north, a line 250 feet east of Wythe Avenue on the east, N. 13th Street on the south, and Wythe Avenue on the west. Besides Lot 34, it also includes Lots 1, 9, and 13, and parts of Lots 15 and 30. This entire area is zoned M1-2. Lots 1, 9, 13, 15, and 30 are not owned by the applicant or any affiliated entities, but Lots 1 and 9 are both owned by another owner who is contemplating a separate IBIA special permit application pursuant to ZR § 74-96. Lots 1 and 9 have a combined lot area of approximately 28,528 sf and are improved with two buildings occupied by industrial and commercial uses. Lot 1, at 29-43 Wythe Avenue/93-101 N. 13th Street/168 N. 14th Street, is a rectangular double corner lot with a two-story, 21,000-sf building that fully covers the 20,000-sf lot; it has a built FAR of 1.05. The building, constructed about 1925-1927, is occupied by a motorcycle repair garage, a kitchen cabinet wholesaler, a clothing store, and an artist studio. Lot 9, at 180-188 N. 14th Street, is a rectangular interior lot with a one-story, 8,528-sf building that fully covers the 8,528-sf lot; it has

a built FAR of 1.0. The building, constructed about 1950, is occupied by music rehearsal and recording studio space. Demolition permits for these two buildings were filed in July 2017 and the site owner is enrolling the combined Lot 1 and 9 property into the BCP. Lot 13, at 190-194 N. 14th Street, is a rectangular interior lot with a three-story, 8,765-sf building that covers most of the 4,000-sf lot; it has a built FAR of 2.19. The building was constructed about 1930, though it has undergone alternations in recent years, including 2011 and 2014, when an event venue with kitchen, available for a variety of activities such as weddings, corporate events, and photo shoots was established in part of the building. It also contains studio space and an accessory caretaker's dwelling unit. For Lot 15, only the westernmost portion of this tax lot, covering a 25-foot wide, 2,500-sf area would be included in the IBIA. It is an approximately 14,938-sf, irregular-shaped lot occupied by a one-story, 14.938-sf structure with a built FAR of 1.0. The building, constructed around 1930 is occupied by a bowling alley/bar/entertainment venue. Likewise, for Lot 30 only the westernmost portion of this tax lot, covering a 25-foot wide, 2,500-sf area would be included in the IBIA. It is an approximately 21,267-sf, irregular-shaped lot occupied by vehicle and equipment storage. It is part of a zoning lot also including Lot 26 (which does not lie within the proposed IBIA).

Attachment F provides a conceptual analysis of the potential effects of the zoning text amendment in the project area, focusing on a potential development on Lots 1 and 9; as noted above, those lots are under common ownership and the applicant is aware that an IBIA special permit application for that site is being contemplated. It is considered less likely that an IBIA special permit will be sought for Lot 13 as it smaller than 5,000 sf, the minimum size threshold generally used to identify "soft sites" in CEQR analyses, and has recently undergone considerable investment to establish the event venue. Lots 15 and 30 are also considered unlikely to be affected by the IBIA designation, as only 2,500 sf of each lot's total area would be within the IBIA. The IBIA regulations require that IBIA buildings provide at least 5,000 sf of horizontally contiguous space for Required Industrial Uses, which a lot with less than 5,000 sf of lot area in the IBIA could not provide. As detailed in Attachment F, the Conceptual Analysis evaluates a projected development with 96,095 gsf of office space, 24,024 gsf of local retail space, 24,024 gsf of Required Industrial Uses, and 100 accessory parking spaces. Overall, the development would have 164,143 gsf of building area and would be 110 feet tall (roof height). As noted in that attachment, any potential impacts would be disclosed through the future environmental review associated with that discretionary action.

Description of the Surrounding Area

The project area lies on the northern periphery of the Williamsburg/Northside neighborhood, near the southwestern edge of Greenpoint, with the East River shoreline located approximately 650 feet to the west. This area is characterized by a wide variety of industrial, commercial, and residential land uses and various building types. In addition to its mix of uses and built character, the surrounding area contains large public open spaces. There are several notable buildings within the surrounding area. The 22-story, 183-key William Vale Hotel, which opened in 2016 and also includes restaurant, retail, and community facility space, is located immediately south of the project area. The Brooklyn Brewery, housed in a former matzo factory south of the William Vale, has operated its brewhouse, tasting room, and offices at this location since 1996. Immediately east of the brewery there is a seven-story apartment building with 142 dwelling units (DUs), completed

in 2010, which is known by its address, 34 Berry. Additionally, the eight-story 25 Kent Avenue development, which is the first project in the City to be developed pursuant to ZR § 74-96 with IBIA special permits pursuant to ZR § 74-962 and ZR § 74-963, is being constructed on the block located diagonally southwest of the project area. These new developments are interspersed with existing light manufacturing uses typical of mixed-use districts, including Albest Metal Stamping at 1 Kent Avenue and Star Poly Bag, Inc. at 94 N. 13th Street. Ground floor retail is also interspersed throughout the surrounding area.

In terms of zoning, the area immediately to the north, south and west of the project area is also zoned M1-2, while the area immediately to the east of the development site is zoned M1-1. M1-1 districts are similar to M1-2, with half the permitted density, i.e., maximum permitted FAR of 1.0 for commercial and manufacturing uses and 2.4 for community facility uses. M1 districts are often buffers between M2 and M3 districts and adjacent to residential or commercial districts. Nearly all industrial uses are allowed in M1 districts if they meet the M1 performance standards. Offices, hotels, and most retail uses are also permitted. Certain community uses, such as ambulatory care facilities, are allowed in M1 districts, and houses of worship are permitted as-of-right. Other zoning districts present within a 400-foot radius of the project area include MX-8 (M1-2/R6), MX-8 (M1-2/R6A), and M3-1. In the MX-8 districts, established in 2005 in existing neighborhoods with mixed residential and industrial use, new residential and non-residential uses (commercial, community, facility, and light industrial) can be developed as-of-right and can be located side-by-side or within the same building. M3 districts are designated for heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. M3 districts are usually located near the waterfront and buffered from residential areas. Attachment C, "Land Use, Zoning, and Public Policy," provides more detailed information on the density, use, bulk, parking, loading, and related controls that apply in the zoning districts in the vicinity of the project area.

Within a 400-foot radius of the project area there is also mapped parkland, lying east of Berry Street between N. 12th Street and the prolongation of N. 14th Street. This is part of the 36-acre McCarren Park, which, as parkland, it is not subject to zoning. The portion of this park within the 400-foot radius contains tennis courts and a hardscape area. To the west, located just outside of a 400-foot radius of the project area, is the future 27-acre Bushwick Inlet Park, which the City is developing as a new public open space.

The surrounding Greenpoint-Williamsburg rezoning area has seen significant changes since 2005, including new hotel, office, and residential development. South of the 400-foot radius, the Wythe Hotel (at 75 N. 11th Street) opened in 2012, the Williamsburg Hotel (at 96 Wythe Avenue) began operations in late 2016, and The Hoxton hotel (at 97 Wythe Avenue) which is under construction and expected to open in 2018, and Amazon recently developed a 40,000-sf photo studio and office space at 35 Kent Avenue.

The project area is well served by public transit. The Nassau Avenue G subway station (to the northeast at the intersection of Nassau and Manhattan avenues) and the Bedford Avenue L subway station (to the south at the intersection of Bedford Avenue and N. 7th Street) are both located approximately 0.5 miles from the project area. In addition, bus routes serving the area include the

B32 (connecting Williamsburg Bridge Plaza and Long Island City), which runs along Kent and Wythe avenues, and the B62 (connecting Downtown Brooklyn/Fulton Mall and Long Island City), which runs along Bedford and Driggs avenues. The North Williamsburg landing on the East River route of the NYC Ferry is located 0.6 miles to the southwest of the project area at the western terminus of N. 6th Street. There are also Citi Bike stations located within walking distance of the project area at the corner of N. 12th Street and Bedford Avenue and also at N. 15th Street and Wythe Avenue. There are bike lanes located on Wythe and Kent avenues and Berry, N, 14th, and Banker streets. The project area is also accessible by foot from surrounding neighborhoods. Taken together, these services and facilities provide access to the project area from much of north Brooklyn and beyond.

Greenpoint-Williamsburg Industrial Business Zone

The project area and most of the area within a 400-foot radius is in the Greenpoint/Williamsburg Industrial Business Zone (IBZ), an area where the City provides tax incentives to support industrial sector growth and has committed to not support residential rezonings. For more information, please see Attachment C.

C. REQUESTED APPROVALS

Actions Necessary to Facilitate the Proposed Development

The proposed development requires the following approvals from the CPC:

- A zoning text amendment to modify ZR § 74-96 (Modification of Use, Bulk, Parking and Loading Regulations in Industrial Business Incentive Areas). The proposed zoning text amendment would establish a new IBIA, expanding from the existing area on Block 2282. This project area would consist of the western part of Block 2279 currently zoned M1-2, an area of 50,000 sf, encompassing Lots 1, 9, 13, and 34 and parts of Lots 15 and 30. By designating the project area as an IBIA, the zoning text amendment would allow for the pursuit of existing special permits that are available in IBIAs (described in detail below).

- A special permit for the development site pursuant to ZR § 74-962 (Floor Area Increase and Public Plaza Modifications in Industrial Business Incentive Areas) to allow for an FAR increase for certain uses to 4.8 if Required Industrial Uses are provided, thereby modifying the underlying M1-2 district's maximum permitted FAR under ZR § 43-12 (Maximum Floor Area Ratio). The proposed development would provide sufficient Required Industrial Uses (0.8 FAR) to allow the development site the maximum Incentive Use (2.0) and total 4.8 FAR allowed. Under this special permit, applicants can seek to apply modified public plaza and bulk requirements that would be binding on the site. However, the applicant is not seeking such a modification and therefore would be in compliance with IBIA contextual bulk regulations specified in ZR § 74-962 (Floor area increase and public plaza modifications in Industrial Business Incentive Areas). The proposed development would be a seven-story building with a base height of 75 feet and a permitted dormer above the base, a 15-foot front setback, a 20-foot rear yard equivalent at a height of 17.4 feet, a roof height of 109.5 feet, and

a total height of 116.5 feet including bulkheads. As such, this building volume would not be permitted as-of-right under the underlying M1-2 district regulations in ZR § 43-43, as the streetwall would exceed a height of 60 feet. Instead it would comply with the applicable IBIA contextual bulk regulations, which included a required streetwall with a height of 40 to 75 feet, a narrow street setback of at least 15 feet, and a maximum height (permitted obstructions excepted) of 110 feet.

- A special permit for the development site pursuant to ZR § 74-963 (parking and loading modifications in Industrial Business Incentive Areas) to modify the number of loading berths and parking spaces required for the proposed development pursuant to the existing M1-2 zoning. The proposed development would provide one loading dock, instead of three as required, to satisfy the anticipated on-site demand, and would not provide any accessory parking as the project area is in an area that is very well-served by transit and where workers can walk or bike to work. Without this modification, the site would be required to provide 139 to 174 accessory parking spaces.

Each of the requested actions is described in more detail below.

Zoning Text Amendment

The zoning text amendment would designate the project area as an IBIA. By doing so, properties within the project area would be eligible for IBIA special permits pursuant to ZR § 74-962 and ZR § 74-963. As noted above, the project area consists of the western part of Block 2279 to a depth of 250 feet as measured from Wythe Avenue and as such includes not only the applicant's development site (Lot 34) but three other tax lots (Lots 1, 9, and 13) and parts of two other tax lots (Lots 15 and 30) that would not be redeveloped as a result of this application. The intent of the zoning text amendment is to encourage the development of a building with a mix of commercial and Required Industrial Uses. The special permits would allow the modification of FAR, bulk, parking, and loading regulations on the development site, as compared to what is allowed/required under as-of-right conditions.

In addition to the 2.0 FAR of commercial and/or manufacturing floor area allowed as-of-right in M1-2 zoning districts, the proposed designation of the project area as an IBIA would allow an additional 3.5 square feet of floor area for every one square-foot of additional floor area devoted to Required Industrial Uses. However, transient hotels (Use Group 5) and certain other types of commercial uses would be prohibited in developments availing themselves of this special permit. The special permits would also allow for the modification of parking and loading requirements to enable buildings to better maximize their site potential for a proposed mix of uses.

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

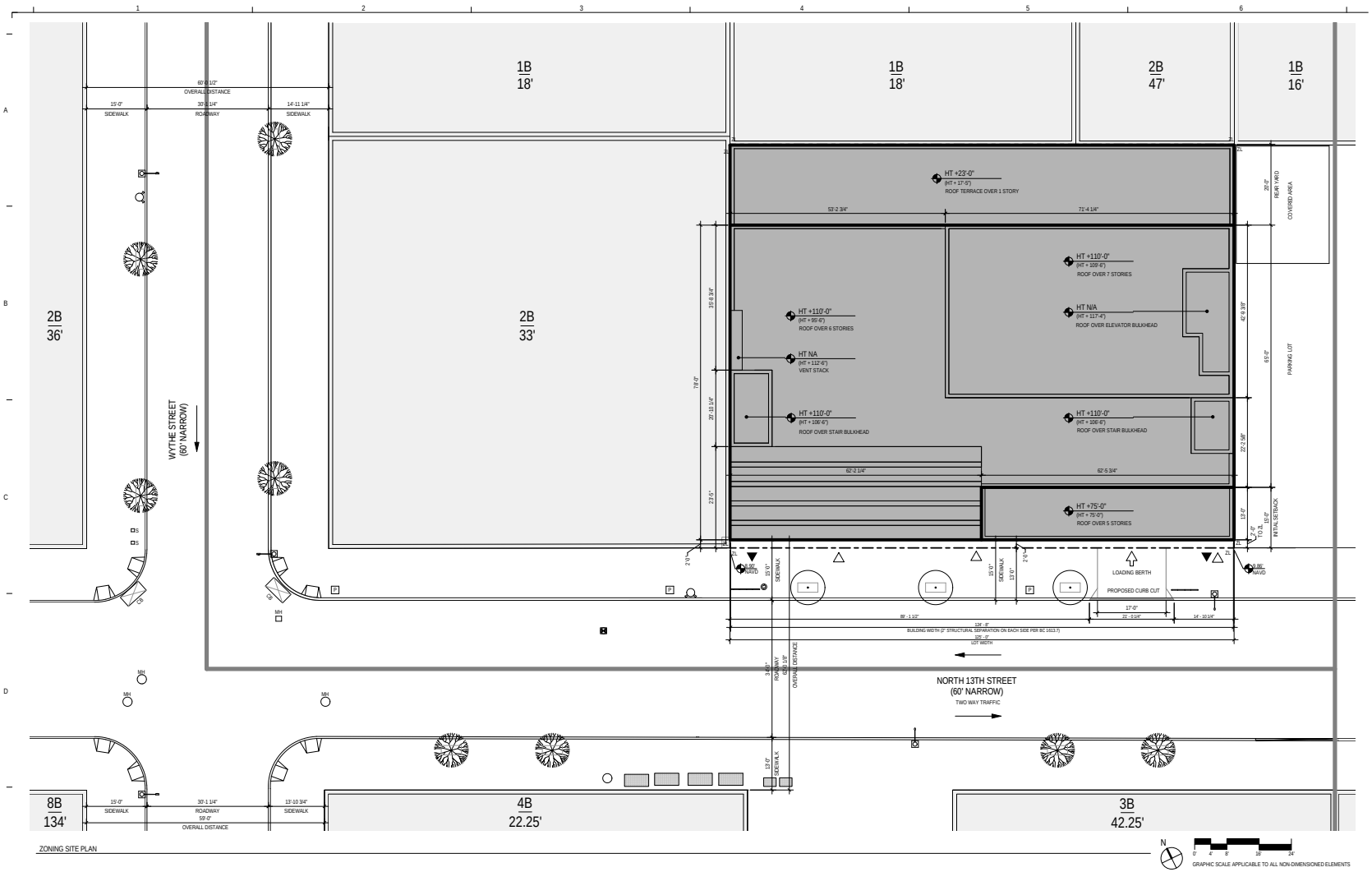
Existing IBIA

At present, ZR § 74-96 identifies the IBIA as applying to Block 2282, which is the 25 Kent Avenue site. A proposal to create a second IBIA on Block 2614, which is the 12 Franklin Street, was certified into public review on August 20, 2018. The zoning text amendment would amend paragraph three of ZR § 74-96 to add the project area to the IBIA zoning text map included in the ZR. No other amendment to the ZR is proposed.

Proposed Development

The two requested special permits would facilitate a new building to be developed by the applicant, North 13 Holdings LLC. The proposed development is the redevelopment of the 12,500-sf development site with an approximately 75,289-gsf commercial and light industrial building. As shown in Figure A-2, Site Plan, Figure A-3, Section, and Figure A-4, Building Elevation South, and consistent with ZR § 74-962(b)(3), the seven-story building would have a base height of 75 feet with a permitted dormer above the base, a 15-foot front setback, a 20-foot rear yard equivalent at a height of 17.4 feet, a roof height of 109.5 feet, and a total height of 116.5 feet including bulkheads. The building would include 22,657 gsf of local retail space; 42,079 gsf of office space; and 10,548 gsf of light industrial space (providing the Required Industrial Use). The local retail space would be located on the first (ground) floor and in the cellar, the Required Industrial Use would be located on the second floor, and the office space would be located on the third through seventh floors. The building would provide one loading berth and one curb cut. There would not be any accessory parking, rather than 139 to 174 spaces which would be required by zoning, though it would provide accessory bicycle parking spaces as required by zoning.

In terms of floor area, in compliance with the ZR § 74-962 special permit requirements, the building would contain 25,000 sf of commercial floor area (2.0 FAR) for base M1-2 district uses, including 9,451 zsf of retail space and 15,549 zsf of office space. It would contain 9,993 zsf (0.80 FAR) of floor area for Required Industrial Uses. It would also contain 24,993 zsf (2.0 FAR) of commercial office floor area for Incentive Uses (25,842 gsf). Overall, it would provide 40,542 zsf (3.24 FAR) of office space, for a total of 59,986 zsf (4.00 FAR) of commercial space. The proposed 4.80 FAR of commercial and manufacturing uses would not be permitted under No-



Legend

- Commercial Access Point
- Egress Discharge
- Loading Entrance
- Building Entrance Points Shown For Illustrative purposes only
- M1-2 — Zoning District
- 2 — # of stories
- 3B — # of stories w/ basement
- 60' — Building Height
- Road Direction
- Zoning Lot Line (ZL)
- Zoning District Boundary
- Proposed Maximum Building Envelope
- Illustrative Building Envelope
- Street Lamp
- Traffic Light
- Existing Fire Hydrant
- Existing Post
- Existing Manhole
- Existing Street Vent Grille
- Existing Catch Basin
- Existing Gas Valve
- Proposed Street Tree
- Existing Street Tree
- Proposed Bike Rack
- HT +110'-0" (HT +94'-6") — Development Envlopment Height / Illustrative Building Height
- Proposed Building Footprint
- Existing Building Footprint
- Existing Bike Parking
- Existing Water Valve
- 8.90' NAVD — NAVD Datum

LEGEND

- PERMITTED USE
- REQUIRED INDUTRIAL USE
- INCENTIVE USE
- MECHANICAL SPACE
- OPEN TERRACE
- SHARED ACCESSORY USE
- EXISTING BUILDING FOOTPRINT
- ZONING LOT LINE
- PROPOSED MAX BUILDING ENVELOPE
- ILLUSTRATIVE BUILDING LINE
- PE PASSENGER ELEVATOR
- FE FREIGHT ELEVATOR
- CUT WALL LINE
- 17' - 5" T.O. SPOT ELEVATION
- USES SF ZONING USE TAG W/ ZONING FLOOR AREA
- CUT SLAB

103 N. 13th Street IBIA EAS

Figure A-3

Building Section

ZONING ELEVATION

0' 4' 8' 16' 24'

GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

LEGEND

- GLAZING AREA
- ZONING LOT LINE (ZL)
- PROPOSED MAXIMUM BUILDING ENVELOPE
- ILLUSTRATIVE BUILDING ENVELOPE

Action conditions as standard M1-2 districts allow a maximum FAR of 2.00 for commercial and manufacturing uses, pursuant to ZR § 43-12. Refer to Table A-2.

Table A-2, Proposed Development Uses by IBIA Category

	ZSF (floor area)	GSF	Built FAR
Base M1-2 District Uses: Local Retail	9,451 zsf	22,657 gsf	0.76
Base M1-2 District Uses: Office	15,549 zsf	16,237 gsf	1.24
Subtotal, Base M1-2 District Uses: Commercial	25,000 zsf	38,894 gsf	2.00
Required Industrial Uses: Light Industrial	9,993 zsf	10,548 gsf	0.80
Incentive Uses: Office	24,993 zsf	25,842 gsf	2.00
TOTAL	59,986 zsf	75,289 gsf	4.80

At this time, specific building occupants have not been identified. The Required Industrial Use space on the second floor would have 16-foot slab-to-slab heights and 15-foot finished ceilings, two passenger elevator banks, loading berth access via a freight elevator, and flexible floor plates. It is anticipated that typical tenants would be small-scale manufacturing companies (e.g., clothing, jewelry, food production, etc.), consistent with existing trends in the surrounding area. Compliance with the Required Industrial Use conditions would be enforced by various measures including: a Notice of Restrictions, aka, a Restrictive Declaration, which must be executed before a building permit can be issued and which must be referenced on all certificates of occupancy, pursuant to ZR § 74-962(d); periodic public notification of Required Industrial Use occupancy information, pursuant to ZR § 74-962(e); and annual reporting of Required Industrial Use information prepared by a qualified third party and submitted to the City, pursuant to ZR § 74-962(f). Furthermore, in compliance with ZR § 74-962(b)(6)(ii), the building would have an exterior sign identifying it as subject IBIA regulations.

The retail space, divided between first floor and cellar would be occupied by one or more establishments and the office space could be subdivided to accommodate one or more establishments across the upper four floors.

As the development site is an interior lot, all public access for the retail space, lobby, and egress stair would be provided along its only street frontage on N. 13th Street, which provides a 15-foot wide sidewalk as required by ZR § 74-962(b)(2). The curb cut for the loading dock would be 17 feet wide and would be located approximately 17 feet west of the site's eastern side lot line. The proposed development must also comply with ZR § 74-962(b)(4) ground floor design conditions, including ground floor facade transparency requirements.

The development site's current sidewalk grades range from approximately +8.90 to +9.86 North American Vertical Datum of 1988 (NAVD 88) and its base plane elevation is +9.38 NAVD 88. As discussed in the "Waterfront Revitalization Program" section of Attachment C, a portion of the development site is located in the 500-year floodplain, as indicated on the 2015 Preliminary Flood Insurance Rate Map (PFIRM) issued by the Federal Emergency Management Agency (FEMA). This indicates an area of moderate to low-risk flood hazard, also known as a Non-Special Flood Hazard Area. FEMA does not specify base flood elevations for the 500-year floodplain. As the

project area is located outside the boundary of the 100-year floodplain, the City's Building Code and FEMA special requirements for the 100-year floodplain are not applicable.

Other Sites in the Project Area

Lots 1, 9, 13, 15 and 30 are not owned by the applicant or any entities affiliated with it, but Lots 1 and 9 are both owned by another owner who is contemplating a separate special permit application pursuant to ZR § 74-96. Conceptual analysis of this potential future discretionary action is provided in Attachment F. Lots 1 and 9 have a combined lot area of approximately 28,528 sf.

Compliance with the Required ZR § 74-962 Findings

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

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

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

D. PROJECT PURPOSE AND NEED

The special permits available to properties located in IBIAs facilitate the development of new buildings with increased density of certain types of commercial and light industrial uses under urban design guidelines and protections for industrial uses. The purpose of the proposed action is to encourage job creation, provide increased walk-to-work opportunities, encourage increased

density of appropriate land uses, strengthen the economic base of the City, conserve the value of land, contribute to a diverse mix of business uses and employment in the area, and protect the City's tax revenues.

Through New York Works,[1] the City seeks to create 100,000 good jobs in the next ten years. As one strategy for this job growth, the City will create 25,000 jobs by supporting growth in office districts in Manhattan and the emerging commercial centers across the five boroughs. As the New York Works report states, there is increased demand for office space outside Manhattan. The City will invest in jobs closer to where New Yorkers live, including in commercial and industrial areas in Brooklyn, Queens, Staten Island, and the Bronx, to improve worker commute times and reduce the burden on transit infrastructure. The new commercial office space facilitated by the proposed action would help meet a borough-wide demand for more commercial office space and locate offices closer to where workers live, consistent with the goals of New York Works.

The Williamsburg/Northside neighborhood and the adjacent Greenpoint neighborhood have experienced significant residential growth since the 2005 Greenpoint-Williamsburg Rezoning. While several new office buildings have been completed or are under construction in the surrounding area in recent years, including the Vice magazine offices, Amazon photo studio, and 25 Kent Avenue (which is currently under construction pursuant to IBIA special permits), the amount of existing office space in the surrounding area has not expanded sufficiently to meet the needs of the area's growing residential population, with growing demand for commercial and light industrial space in close proximity to where workers live. The applicant believes the introduction of an approximately 75,289-gsf (59,986-zsf) building, with approximately 42,079 gsf (40,542 zsf) of commercial office space facilitated by the proposed action, would provide much needed office space to help address this shortage and increase employment opportunities for the area's growing residential population. This would exceed the maximum amount of commercial floor area which can be constructed as-of-right on the development site, which is 25,000 zsf.

The proposed development would also help retain the industrial character of the neighborhood. Historically, this portion of the neighborhood was predominantly comprised of manufacturing, distribution, and warehousing uses. Although recent development in the neighborhood has primarily consisted of conversions and new construction for hotels, retail, and entertainment uses, the neighborhood continues to contain a number of industrial spaces and jobs. By leveraging the demand for commercial space, the proposed action would also require the creation of 10,548 gsf (9,993 zsf) of new industrial space, which, unlike under as-of-right (No-Action) conditions, would be protected and could not be converted to office. As noted above in Section C, compliance with the Required Industrial Use conditions would be enforced by various measures.

By leveraging the demand for office space in Brooklyn, the applicant believes the requested special permits would encourage the development of a new building with a desirable blend of commercial and light industrial uses, and would further the mission of the Greenpoint-Williamsburg IBZ by strengthening the commercial and manufacturing character of the area.

[1] New York Works is a mayoral initiative announced in 2017 that involves a packages of initiative to achieve its job creation goal focusing on jobs that pay at least $50,000 per year or offer a clear path to that salary level.

Also, as noted above, there is an existing hotel development trend in the Greenpoint-Williamsburg IBZ. This commercial use is permitted as-of-right in M1-2 districts up to a maximum FAR of 2.0, however it limits opportunities for the creation and retention of industrial space. For example, the William Vale Hotel is sited on a M1-2 zoned lot located in the IBZ, and it has approximately 100,000 zsf of commercial space (built commercial FAR of 2.0) comprised mostly of hotel and retail space, and approximately 56,000 zsf of community facility space (built community facility FAR of 1.1). The 50,000-sf site has no industrial uses and minimal office space. In contrast, once designated as an IBIA as a result of the zoning text amendment, use of the aforementioned special permits, which is optional for the site owner and requires discretionary approval by the CPC, would require that any additional commercial floor area granted under the special permit not be occupied by transient hotel, retail, amusement/entertainment, or warehouse/storage uses; but rather as a combination of office and light industrial uses. The proposed development, with its blend of commercial and light industrial floor at a total built FAR of 4.8, would provide new employment opportunities and ensure that future employment in the area includes light-industrial jobs, without any increase in the maximum floor area ratio currently permitted in the M1-2 district.

The proposed ZR § 74-963 special permit would waive the required accessory parking, which would be 139 to 174 spaces, and would modify the loading berth requirement, by providing one loading berth instead of three. The applicant believes that this elimination of parking and loading berth reduction would allow for more efficient use of space on the 12,500-sf development site, in an area is well-served by transit and also includes many workers who walk or bike to work[2], thereby providing alternatives to commuting by auto and obviating the need for on-site parking. If the proposed development provided the approximately 139 to 174 required accessory parking spaces, a portion of the maximum permitted building envelope would be devoted to parking areas and vertical circulation. In addition, the elimination of parking together with the loading berth modification allowing one berth instead of three, would minimize the effects of vehicular curb cuts on the ground floor streetwall and sidewalk conditions. The application includes information on the effects of the proposed parking waiver on traffic congestion and projections of loading operations as required for the special permit findings.

E. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

For environmental analysis purposes, a RWCDS has been identified for the development site for the 2020 analysis year ("Build Year"). This is predicated on anticipated autumn 2018 certification, spring 2019 completion of the ULURP process, and resumption of site construction in 2019 with completion of construction in 12 to 18 months. The incremental difference between the future No-Action and future With-Action scenarios is the basis for the impact category analyses of this EAS. Table A-3 provides a comparison of the 2020 No-Action and With-Action conditions and identifies the project increment.

[2] Per US Census American Community Survey, 5-year data, 2011-2016, for census tracts within a ¾-mile radius of the project area, 8% of residents walk to work and 4% bike to work. This combined approximately 12% rate is slightly higher than New York City as a whole (10% walk; 1% bike; 12% total) but about 3 times higher than the US national rates (3% walk; 1% bike; approximately 4% total).

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

Future without the Proposed Action (No-Action)

The RWCDS No-Action scenario would be the completion of an as-of-right eight-story building with one below-grade level on the development site, which would be occupied by commercial, manufacturing, and community facility uses. This is consistent with plans, dated March 21, 2017, filed with and approved by the Department of Buildings (DOB) prior to the applicant's decision to seek the proposed action. The No-Action scenario building would have a base height of 59.5 feet, a 20-foot front setback, a 20-foot rear yard equivalent, and a roof height of 109.4 feet. Refer to Figure A-5, RWCDS No-Action Scenario Section and Site Plan The 4.80 FAR building would include 37,096 gsf (35,120 zsf) of community facility space, projected to be medical office; 15,726 gsf (15,409 zsf) manufacturing space, projected to be light industrial; 10,062 gsf (9,470 zsf) gsf of commercial space, projected to be local retail; and 35,875 gsf of accessory parking providing 139 spaces. It would provide one loading berth and one curb cut.

Table A-3: Comparison of 2020 No-Action and With-Action Scenarios

Land Use	No-Action[1]	With-Action[2]	Increment
Office	0 gsf	42,079 gsf	+42,079 gsf
Light Industrial (With-Action: Required Industrial Use)[3]	15,726 gsf	10,548 gsf	−5,178 gsf
Local Retail	10,062 gsf	22,657 gsf	+12,595 gsf
Medical Office	37,096 gsf	0 gsf	−37,096 gsf
Parking	35,875 gsf	0 gsf	−35,875 gsf
Total	**98,759 gsf**	**75,289 gsf**	**-23,470 gsf**
Accessory Parking Spaces	139 spaces	0 spaces	−139 spaces
Loading Berths	1	1	-
Streetwall height	59.5 feet	75.0 feet	+16.5 feet
Building height (roof)	109.4 feet	109.5 feet	+0.1 feet
Building stories	8 stories	7 stories	−1 story
Below-grade[4]	1 cellar	1 cellar	-
Population	**No-Action[2]**	**With-Action[3]**	**Increment**
Employees[5]	175	278	+103

Notes:

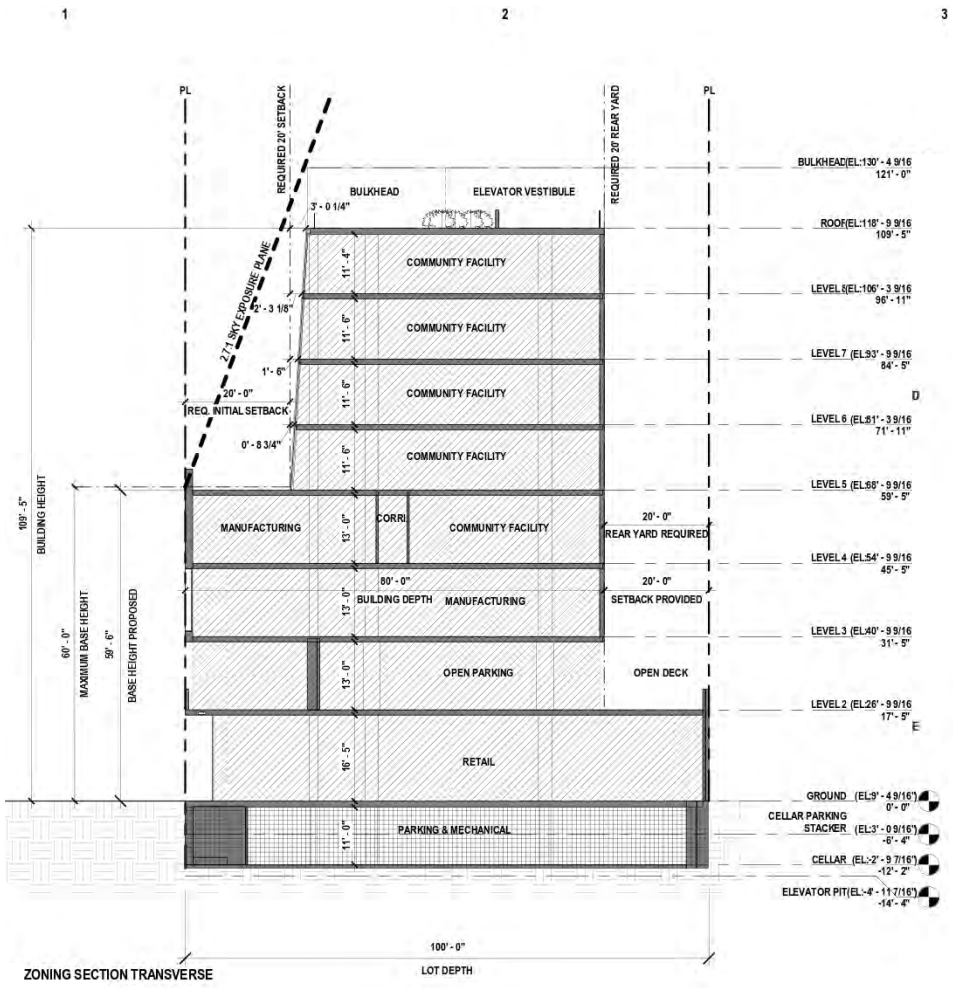
[1] The No-Action scenario is consistent with the approved as-of-right plans filed with DOB, dated March 21, 2017.

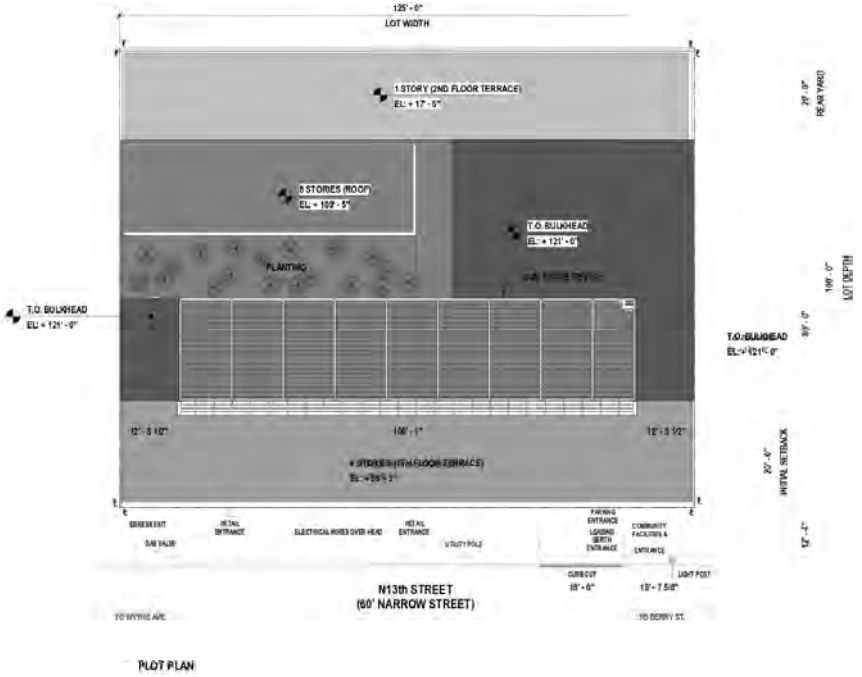
[2] The With-Action scenario is consistent with the applicant's special permit application plans

[3] The With-Action scenario industrial space would be a "Required Industrial Use" that would be protected and subject to enforcement/reporting requirements and could not be converted to office use, unlike industrial space in the No-Action condition which could be converted to an as-of-right commercial or community facility use.

[4] Development site excavation and building foundations have been completed, no change between No-Action (as-of-right) and With-Action scenarios.

[5] See EAS Form for employee generation rates.





PLOT PLAN

103 N. 13th Street IBIA EAS

Figure A-5

RWCDS No-Action Scenario Section and Site Plan

Future with the Proposed Action (With-Action)

The applicant's proposed development represents the RWCDS With-Action scenario, as it would be developed pursuant to the special permits plans, which would control certain elements of the proposed action including the amount and location of the "Required Industrial Use" and the number and location of the loading dock.

The With-Action scenario would be the completion of a seven-story building with one below-grade level on the development site occupied by commercial and light industrial uses. The With-Action scenario building would have a base height of 75 feet, a 15-foot front setback, a 20-foot rear yard equivalent, a roof height of 109.5 feet, and a total height of 116.5 feet including bulkheads. The 4.80 FAR building would include 22,657 gsf (9,451 zsf) of local retail space; 42,079 gsf (40,542 zsf) of office space; and 10,548 gsf (9,993 zsf) of light industrial space (providing the Required Industrial Use). It would provide one loading berth and one curb cut. There would not be any accessory parking.

The proposed development would be built and occupied in accordance with the special permits and applicable New York City Zoning bulk regulations and would be designed to meet the site design, envelope, and urban design requirements that would be applicable to developments making use of the special permit. If required, the applicant will execute a restrictive declaration against the property memorializing the requirements of the special permit.

As noted above, although the proposed zoning text amendment to expand the IBIA also includes Block 2279, Lots 1, 9, and 13 and parts of Lots 15 and 30), the proposed action does not include any special permit applications for those other properties. As such, any additional developments pursuant to the proposed zoning text amendment would require a separate application for a special permit and accordingly there are no other projected developments expected to occur as a result of the proposed action. (A conceptual analysis of the effect of the proposed zoning text amendment on Lots 1, 9, 13, 15, and 30 is provided in Attachment F.)

F. REVIEW PROCEDURES

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

Uniform Land Use Review Procedure

The City's Uniform Land Use Review Procedure (ULURP), mandated by Sections 197-c and 197-d of the City Charter, is a process specially designed to allow public review of a proposed action requiring discretionary land use approvals under the jurisdiction of the CPC at four levels: the Community Board, the Borough President and (if applicable) the Borough Board, the 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. In the case of the proposed action, the

proposed special permits are subject to ULURP and the proposed zoning text amendment, although not formally subject to ULURP, is subject to the same review process as required under ULURP.

The ULURP process begins with a certification by the Department of City Planning (DCP) that the land use application is complete, which includes a CEQR determination by the lead agency. The application is then forwarded to the community board, in this case Brooklyn CB 1, which has up to 60 days in which to review 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 and may elect to hold a public hearing. CPC then has 60 days to review the application, during which time a public hearing is held. CPC may approve, approve with modifications or deny the application. If the ULURP application is approved, or approved with modifications, certain types of applications, including zoning map and text amendments, are subject to a mandatory review by the City Council, while the City Council may elect to review ("call-up") other types of applications, including special permits. The City Council has 50 days to review the application and during this time hold a public hearing, through its Subcommittee on Zoning and Franchises and Land Use Committee. The Council may approve, approve with modifications or deny the application. If the Council proposes a modification to the application, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions, or otherwise it is adopted. The City Council may override the mayoral veto by a two-thirds vote within 10 days.

Environmental Review

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

ATTACHMENT B:
SUPPLEMENTAL SCREENING

A. INTRODUCTION

This environmental assessment statement ("EAS") has been prepared in accordance with the guidelines and methodologies presented in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*. For each technical area, thresholds are defined, which if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the proposed action in all CEQR analysis categories to determine whether detailed analysis of any technical area was appropriate. Part II of the EAS Form identified those technical areas that warrant additional assessment. For those technical areas that warranted a "Yes" answer in Part II of the EAS Form, including Land Use, Zoning, and Public Policy; Urban Design and Visual Resources; Hazardous Materials; Transportation; Air Quality (stationary sources); Noise; Public Health; Neighborhood Character; and Construction, supplemental screening assessments are provided in this attachment. Per the screening assessments provided in this attachment, further analyses of Land Use, Zoning, and Public Policy; Urban Design and Visual Resources; and Air Quality are warranted and are provided in Attachments C, D, and E respectively. Conversely, for the other technical areas, based on "No" answers on Part II of the EAS Form, analysis is not warranted since these areas either do not trigger initial CEQR thresholds and therefore are unlikely to result in significant adverse impacts. These areas screened out from any further assessment include: Socioeconomic Conditions; Open Space; Shadows; Historic and Cultural Resources; Natural Resources; Solid Waste and Sanitation Services; Water and Sewer Infrastructure; Energy; and Greenhouse Gas Emissions Table B-1 presents a summary of analysis screening information for the proposed action.

As described in Attachment A, "Project Description", the proposed action consists of three discretionary approvals necessary to facilitate the proposed project, including: (i) a zoning text amendment affecting the western part of Block 2279 (encompassing Lots 1, 9, 13, and 34 and parts of Lots 15 and 30), that is currently zoned M1-2, encompassing the portion of the block that is within 250 feet of Wythe Avenue, designating this area an Industrial Business Incentive Area (IBIA); (ii) special permit pursuant to Zoning Resolution Section (ZR §) 74-962, applying the IBIA program conditions to the development site in order to modify M1-2 FAR and height and setback requirements; and (iii) special permit pursuant to ZR § 74-963 allowing waiver of accessory parking and modification of loading berth requirements.

These approvals would facilitate the development of a seven-story, 109.5-foot tall (roof height), light industrial and commercial building with approximately 75,289 gross square feet (gsf), including 10,548 gsf of light industrial space, 42,079 gsf of office space, and 22,657 gsf of local retail space (the "proposed project"). This 4.80 built floor area ratio (FAR) building would have 59,986 zoning square feet (zsf) of floor area. It would provide one loading berth and one curb cut. The proposed project would be constructed on the development site at 103 N. 13th Street (Block 2297, Lot 34), a 12,500-sf, rectangular interior lot located on the block bound by N. 14th Street, Berry Street, N. 13th Street, and Wythe Avenue in Brooklyn.

Table B-1. Summary of CEQR Technical Areas Screening

CEQR TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	FURTHER ASSESSMENT REQUIRED
Land Use, Zoning, & Public Policy			X
Socioeconomic Conditions	X		
Community Facilities and Services	X		
Open Space	X		
Shadows	X		
Historic & Cultural Resources	X		
Urban Design & Visual Resources			X
Natural Resources	X		
Hazardous Materials		X	
Water & Sewer Infrastructure	X		
Solid Waste & Sanitation Services	X		
Energy	X		
Transportation - Traffic & Parking - Transit - Pedestrians		 X X X	
Air Quality - Mobile Sources (Garage) - Mobile Sources (Traffic) - Stationary Sources	 X X		 X
Greenhouse Gas Emissions	X		
Noise		X	
Public Health		X	
Neighborhood Character		X	
Construction		X	

In the future without the proposed action, it is anticipated that the development site would be redeveloped on an as-of-right basis, consistent with plans filed with and approved by the Department of Buildings (DOB) prior to the applicant's decision to seek the proposed action. This No-Action development would be an eight-story, 109.4-foot tall building with one below-grade level, which would be occupied by commercial, manufacturing, and community facility uses. It would include 37,096 gsf of community facility space, projected to be medical office; 15,726 gsf of manufacturing space, projected to be light industrial; 10,062 gsf of commercial space, projected to be local retail; and 35,875 gsf of accessory parking providing 139 spaces. This 4.80 built FAR building would have 59,997 zsf of floor area. It would provide one loading berth and one curb cut. The proposed project would be completed by 2020, which is the analysis year used for in this EAS.

Under With-Action conditions, with the proposed project on the development site instead of the as-of-right No-Action development, the incremental change in development would be as follows: +12,595 gsf of local retail; +42,079 gsf of office; −5,178 gsf of light industrial; −37,096 gsf of medical office; −35,875 gsf of accessory parking area (−139 accessory parking spaces); −23,470 gsf of total building area; and +0.1 feet of building height (−1 story). There would be no

incremental change in on-site excavation, as the applicant has already constructed building foundations on as-of-right basis prior to its decision to seek the proposed action. The net incremental difference between the With-Action and No-Action serves as the basis for the environmental impact analyses.

As the applicant has previously cleared the site, completed environmental remediation (as described in greater detail below under "Hazardous Materials"), and constructed a foundation that could be used for the proposed development, it is projected that construction would be completed by 2020.

As noted above, although the proposed zoning text amendment to expand the IBIA also includes Block 2279, Lots 1, 9, and 13 and parts of Lots 15 and 30), the proposed action does not include any special permit applications for those other properties. As such, any additional developments pursuant to the proposed zoning text amendment would require a separate application for a special permit and accordingly there are no other projected developments expected to occur as a result of the proposed action. However, Lots 1 and 9 are both owned by another owner who is contemplating a separate IBIA special permit application pursuant to ZR § 74-96. (A conceptual analysis of the proposed zoning text amendment is provided in Attachment F.)

The lead agency has determined that the proposed action is an Unlisted action under CEQR, as it does not meet any of the conditions for being classified either a Type I or a Type II action.

B. SUPPLEMENTAL SCREENING AND SUMMARY OF DETAILED ANALYSES

Land Use, Zoning, and Public Policy

Following *CEQR Technical Manual* guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. CEQR also requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas. Furthermore, if, as in the case of the proposed action, there are public policies applicable to the project site and/or proposed project, including the Waterfront Revitalization Program (WRP), then consistency assessments should be provided. Accordingly, an assessment of land use, zoning, and public policy is provided in Attachment C, "Land Use, Zoning and Public Policy." As discussed therein, the proposed action would not result in any significant adverse land use, zoning, or public policy impacts.

Urban Design and Visual Resources

An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design characteristics of the neighborhood encompass the various components of buildings and streets in the area, including building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. An area's visual resources are its unique or important public view corridors, vistas, or

natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include private residences or places of business.

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

As the proposed action involves a special permit that would apply special contextual bulk regulations to the project site, resulting in building envelope under With-Action conditions that would not permitted as-of-right under No-Action conditions, an analysis of the potential impacts of the proposed actions on urban design is warranted and is provided in Attachment D. As discussed therein the proposed actions would not result in significant adverse impacts to urban design or visual resources on the development site or within the 400-foot study area.

Hazardous Materials

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

The applicant entered the site as a "Volunteer" in the Brownfield Cleanup Program (BCP) administered by the NY State Department of Environmental Conservation (NYSDEC), executing a Brownfield Cleanup Agreement (BCA) with NYSDEC in April 2016. As part of this process, Environmental Business Consultants (EBC) prepared a *Remedial Investigation Report*, dated November 2015.[1] This report noted that the site's "soil has been classified as D008 Hazardous Lead soil/fill."[2] Furthermore, "the D008 Hazardous Lead soil/fill present across the Site is likely due to the large quantities of ash and coal slag were observed within the fill material from grade to depths as great as 13 feet below the existing building slab. Prior to being backfilled in the late 1800s, the entire Site and most of the adjacent properties to the north and west had a much lower elevation because the area was part of the Bushwick Inlet. The metals detected above Commercial Use SCOs (arsenic, barium, cadmium, copper, lead and mercury) are likely associated with the fill/ash/slag that was imported to backfill the Bushwick Inlet and raise the elevation of the Site."

[1] *Former F&S Central Manufacturing Corp. Site, 103 North 13th Street, Brooklyn, New York 11249, Block 2279, Lot 34: Remedial Investigation Report.* Environmental Business Consultants. November 2015.
[2] D008 is an EPA hazardous waste code indicating the presence of lead. See
< http://www.gecap.org/pdf/hazardouswastecodes.pdf>

In accordance with the BCA, EBC prepared a *Remedial Action Work Plan* (RAWP), dated November 2015, revised March 4, 2016.[3] The RAWP identified the recommend remedy for the site "removal of all on-Site soil which exceeds Unrestricted Use SCOs [site cleanup objectives] and the removal of petroleum impacted groundwater" with "proper off-Site disposal of all D008 Hazardous Lead soil/fill."

Following completion of site remediation work and proper off-site disposal, AMC Engineering PLLC, a company working in association with EBC, prepared a *Final Engineering Report*, dated November 2017.[4] As described in the report, NYSDEC issued a decision document dated May 11, 2016, approving the RAWP, and based on this approval, the applicant carried out site remediation activities from May 2016 to May 2017. Per the report, the cleanup met "unrestricted Use Soil Cleanup Objectives and no residual contamination remains at the Site." NYSDEC issued a BCP Certificate of Completion (CoC) for the development site on December 29, 2017. The CoC states that "unrestricted use" is permitted. As such, with this CoC, the site may be redeveloped pursuant to either the No-Action or With-Action development programs identified for the RWCDS, in accordance with applicable zoning and Building Code controls. A copy of the CoC is provided in Appendix A.

Therefore, the proposed action would not have the potential to result in a significant adverse hazardous materials impact.

Transportation

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

The *CEQR Technical Manual* identifies minimum development densities that potentially require a transportation analysis. Development at less than the development densities shown in Table 16-1 of the *CEQR Technical Manual* generally result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, and 200 peak-hour pedestrian trips, where significant adverse impacts are considered unlikely. In Zone 2 (which includes the project area) the development thresholds applicable to the proposed action are 100,000 gsf of office, 15,000 sf of local retail, and 25,000 gsf of community facility. Although the proposed action/RWCDS increment does not exceed any of these thresholds, given that there is no density threshold for light industrial use and that the incremental development program includes a mix of uses, then it is appropriate to treat the proposed action as if it exceeds the minimum density development thresholds.

Accordingly, following *CEQR Technical Manual* guidance, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. In most areas of the city, including the project area, if

[3] *Former F&S Central Manufacturing Corp. Site, 103 North 13th Street, Brooklyn, New York 11249, Block 2279, Lot 34: Remedial Action Work Plan*. Environmental Business Consultants. November 2015, revised March 4, 2016.
[4] *Former F&S Central Manufacturing Corp. Site, 103 North 13th Street, Brooklyn, New York 11249, Block 2279, Lot 34: Final Engineering Report. NYSDEC Site Number C224230*. AMC Engineering PLLC. November 2017.

the proposed actions are projected to result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, or 200 peak-hour pedestrian trips, it is unlikely that further analysis would be necessary. If these trip-generation screening thresholds are exceeded, a Level 2 (Project-generated Trip Assignment) Screening Assessment should be prepared to determine if the proposed action would generate or divert 50 peak-hour vehicle trips through any intersection, 200 peak-hour subway trips through a single station, 50 peak-hour bus trips on a single bus route in the peak direction, or 200 peak-hour pedestrian trips through a single pedestrian element. If any of these Level 2 screening thresholds are met or exceeded, detailed analysis for the respective mode is required.

As discussed in Attachment A and shown in Table A-3, the incremental development associated with the RWCDS for the proposed action consists of the following program: +12,595 gsf of local retail; +42,079 gsf of office; −5,178 gsf of light industrial; −37,096 gsf of medical office; and −139 accessory parking spaces.

A travel demand forecast was prepared for this net incremental development program to determine if the proposed action/RWCDS would result in 50 or more action-generated vehicle trips, 200 or more action-generated transit trips, or 200 or more pedestrian action-generated trips. The travel demand forecast assumptions and calculations are presented in Appendix B, "Transportation Planning Assumptions." Table B-2 presents a summary of the incremental trips generated by the proposed action/RWCDS by mode.

Table B-2, Summary of Incremental Peak Hour Travel Demand

	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Vehicle Trips	−44	−33	−51	−70
Subway Trips	+19	−22	+20	−29
Bus Trips	-2	+20	+1	+11
Walk Trips[1]	+21	+313	+132	+103

Notes:
1. Walk Trips include walk-only, vehicle, subway and bus trips.
2. Refer to Appendix B for details.

Traffic and Parking. As shown in B-2, the proposed action would generate less than 50 vehicle trips in the weekday AM, midday, PM, and Saturday midday peak hours. As the proposed action would generate incremental vehicle trips below the Level 1 screening threshold significant adverse traffic and parking impacts would not occur and no further assessment of traffic and parking is warranted under CEQR.

Transit. As shown in Table B-2, the proposed action would generate less than 200 subway trips and less than 200 bus trips in the weekday AM, midday, PM, and Saturday midday peak hours. As the proposed action would generate incremental subway and bus trips below the Level 1 screening threshold, significant adverse transit impacts would not occur and no further assessment is warranted.

Pedestrians. For the proposed action/RWCDS, pedestrian trips include not only walking trips, but also trips by public transit modes that include a walk segment of travel between the site and transit facilities such as subway station entries/exits and bus stops. It also includes auto trips, as the proposed project would not include on-site parking and all auto person trips would include a walk between the site and nearby parking areas. As shown in Table B-2, the proposed action would generate a net pedestrian-trip increment of +21, +313, +132, and +103 peak hour pedestrian trips, in the weekday AM, midday, PM, and Saturday midday peak hours, respectively. As such, it would exceed the Level 1 trip generation screening threshold in the weekday midday peak hour. To determine if the proposed action would also exceed the Level 2 trip assignment threshold, an assignment of action-generated incremental pedestrian trips was prepared. The assignment indicates that no single pedestrian element (public sidewalks, street corner areas, or crosswalks) would process 200 or more action-generated pedestrian trips in weekday midday peak hour. Accordingly, detailed analysis of pedestrian conditions is not warranted for the proposed action and it would not result in any significant adverse pedestrian impacts.

Air Quality – Stationary Sources

According to the guidelines provided in the *CEQR Technical Manual*, air quality analyses are conducted in order to assess the effect of an action on ambient air quality (i.e., the quality of the surrounding air), or effects on the project because of ambient air quality. Air quality can be affected by "mobile sources," pollutants produced by motor vehicles, and by pollutants produced by fixed facilities, i.e., "stationary sources." As per the *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts. Per the EAS Form, further analyses of air quality mobile sources from action-generated and/or action-diverted vehicle trips and of emissions from industrial sources has been screened out in accordance with *CEQR Technical Manual* assessment screening thresholds. In addition, the proposed action would not introduce any air quality sensitive receptors as commercial and industrial uses would be present on the development site at similar densities under both No-Action and With-Action conditions.

Stationary Source Emissions

As the proposed action would result in new heating, ventilation, and air conditioning systems and industrial uses that would ventilate emissions into ambient air, per *CEQR Technical Manual* Chapter 17, "Air Quality," Section 220, an assessment of emissions is warranted for the proposed action. The air quality analysis, provided in Attachment E, "Air Quality," determined that the proposed action would not result in any significant adverse air quality impacts. As detailed in Attachment E, in order to preclude the potential for impacts, an (E) designation (E-507) would be recorded against the site. The (E) designation would require the use of a variable refrigerant flow (VRF) electrical-driven heating and air conditioning system to provide heat and air conditioning for the building, restrict the height and location of stacks venting industrial source emissions, restrict the height and location of stacks venting hot water boiler emissions, and restrict the hot water boiler to the use of natural gas. Refer to Attachment E for more details.

Noise

The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building heating, ventilating and air conditioning systems) and construction noise. The *CEQR Technical Manual* states that the initial impact screening for noise considers whether the project would: (1) generate any mobile or stationary sources of noise; and/or (2) be located in an area with existing high ambient noise levels. As discussed below, the proposed action would generate or divert vehicular traffic, but this would not represent a substantial new mobile source of noise.

Stationary Source Screening

Per the EAS Form, the proposed action would not result in the introduction of any sensitive noise receptor or stationary noise source to the development site as commercial and industrial uses would be present on the development site at similar densities under both No-Action and With-Action conditions. Furthermore, under With-Action conditions, the light industrial uses on the development site would be restricted to "Required Industrial Uses" as defined in ZR 74-962, which would have to be fully enclosed, meet performance standards, and are uses "that help achieve a desirable mix of commercial and manufacturing uses." It also should be noted that the development site is not located near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line. Similar to the nearby 25 Kent Avenue IBIA project, a 26 dB(A) window/wall attenuation would be required for commercial use on all facades in order to ensure an acceptable interior noise level of 50 dB(A).

Consistent with guidance in Section 220, as the proposed action would not create a substantial stationary noise source and would not introduce a new noise sensitive receptor, the proposed action would not have the potential to result in significant adverse impacts and a detailed stationary source noise analysis is not warranted.

The window/wall attenuation requirement would be enforced by means of an (E) designation (E-507) recorded against the site. The proposed text of the (E) designation as it relates to noise, would be as follows:

> Block 2279, Lot 34: To ensure an acceptable noise environment, future commercial/industrial uses must provide a closed window condition with a minimum of 26 dBA window/wall attenuation on all facades to maintain an interior noise level of 50 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but is not limited to, central air conditioning.

Mobile Source Screening

As indicated on the EAS Form, the proposed action would generate or divert vehicular traffic. Therefore, a screening assessment is necessary to determine if a detailed mobile source noise

analysis is warranted. As indicated in the *CEQR Technical Manual*, Chapter 19, "Noise," Section 311.1, if existing Noise passenger car equivalent (PCE) values are not increased by 100 percent or more at any sensitive receptor location, a significant adverse mobile source noise impact would not occur and no further analysis is needed. As discussed above under "Transportation," the proposed action would not exceed the Level 1 (Project Trip Generation) Screening Assessment for peak hour vehicle trips, i.e., it would generate a net increment of fewer than 50 vehicle trips in all peak hours and therefore the proposed action would not double PCE values at any location. The *CEQR Technical Manual* states that, if existing Noise PCE values are not increased by 100 percent or more, it is likely that the proposed project would not cause a significant adverse mobile source noise impact. In addition, the proposed action would not create or expand a parking facility. Accordingly, the proposed action would not result in significant adverse mobile source noise impact and detailed mobile source noise analysis is not warranted.

Public Health

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

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

As discussed herein, detailed analysis is not warranted for hazardous materials or noise. Detailed analysis of air quality is required for the proposed action due to the potential effects of emissions vented from the buildings heating, ventilating, and air conditioning systems. As shown in the analysis provided in Attachment E, "Air Quality," the proposed action would not result in significant adverse air quality impacts. Therefore, the proposed action does not have the potential to result in significant adverse public health impacts and further assessment is not warranted.

Neighborhood Character

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

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." According to the *CEQR Technical Manual*, a preliminary assessment may be appropriate if a project has the potential to result in significant adverse impacts on any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open

space; historic and cultural resources; urban design and visual resources; shadows; transportation or noise. Per the analyses provided in this EAS, although the proposed actions required supplemental screening or detailed analyses of some of these technical areas, there would be no project-generated significant adverse impacts.

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

The proposed action would not adversely affect any component of the surrounding area's neighborhood character. The proposed action would facilitate the redevelopment of a site that was long underutilized with a new development containing commercial and light industrial uses. This would continue the existing trend in commercial office construction in the Williamsburg Northside neighborhood and would not conflict with the surrounding activities or land use patterns. Furthermore, it should be noted that a development at a similar density would occur under No-Action conditions, except that the as-of-right development would include community facility space instead of office and the light industrial would not be protected by the IBIA Required Industrial Use provision. In addition, as noted above, the proposed actions would not result in substantial increases in transportation demand and noise levels in the area.

The requested special permits to modify use, accessory off-street parking and loading requirements would require that industrial uses be provided in future developments located within the proposed IBIA Expansion Area and would exclude certain uses (including hotels) from the bonus commercial floor area. As such, the proposed action is intended to maintain the area's existing industrial character by leveraging the area's strong demand for commercial space, which would add jobs and firms that would activate the area. Overall, the proposed action would not result in any significant adverse impacts to neighborhood character and no further analysis is warranted.

Construction

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Based on *CEQR Technical Manual* guidelines, where the duration of construction is expected to be short-term (two years or less), any impacts resulting from construction generally do not require detailed assessment.

Screening Assessment

As indicated on the EAS Form, the proposed action may result in "closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)." Specifically, sidewalk sheds and related construction may

result in the temporary closing or narrowing of the sidewalk and portions of the roadway in front of the project site. However, such a condition would be of a short-term nature, as action-generated construction would have a duration of 12 to 18 months, similar to what would occur under No-Action conditions. As such, no incremental increase in the scope or duration of such effects would occur under With-Action conditions. Such closures or narrowing would be subject to permits issued by the City, which ensure that measures protective of public safety are implemented and that any impediments to vehicular and pedestrian travel are minimized to the greatest extent possible. Give the size of the project site and scale of the proposed project, these conditions would be typical of construction activities throughout the City. As indicated in the *CEQR Technical Manual* such effects, when two years or less in duration, are not generally not considered to result in significant adverse construction impacts and do not require detailed analysis. As also indicated on the EAS Form, the proposed action would not meet any other conditions that may require further screening or detailed analysis of construction effects. Accordingly, the proposed action would not have the potential to result in significant adverse construction impacts and no further assessment is warranted.

ATTACHMENT C:
LAND USE, ZONING, AND PUBLIC POLICY

A. INTRODUCTION

This attachment examines the proposed action's compatibility and consistency with land use patterns in the surrounding area, ongoing development trends, land use and zoning policies, as well as other public policies. This assessment provides a description of the existing land use, zoning, and public policy conditions in the primary and secondary study areas, which are defined as the locations where the direct and indirect effects of the proposed action, respectively, may occur. The assessment also forecasts land use, zoning, and public policy conditions in the future without the proposed action (the "No-Action" condition). The No-Action condition is determined by identifying developments and other relevant changes anticipated to occur by the completion of the applicant's proposed development, which is expected to be 2020. The No-Action condition serves as the baseline condition against which the proposed action's incremental changes are measured. Finally, the assessment forecasts land use, zoning, and public policy conditions with the completion of the proposed development in the future with the proposed action (the "With-Action" condition) and makes a determination as to the potential for significant adverse impacts on land use, zoning, and public policy.

As described in Attachment A, "Project Description," the proposed action consists of three discretionary approvals necessary to facilitate the proposed development, including: (i) a zoning text amendment affecting the western part of Block 2279 that is zoned M1-2, consisting of the portion of the block within 250 feet of Wythe Avenue (encompassing Lots 1, 9, 13, and 34 and parts of Lots 15 and 30), designating this area an Industrial Business Incentive Area (IBIA); (ii) special permit pursuant to Zoning Resolution Section (ZR §) 74-962, applying the IBIA program conditions to the development site in order to modify M1-2 FAR and height and setback requirements; and (iii) special permit pursuant to ZR § 74-963 allowing waiver of accessory parking and modification of loading berth requirements.

These approvals would facilitate the development of a seven-story, 109.5-foot tall, light industrial and commercial building with approximately 75,289 gross square feet (gsf), including 10,548 gsf of light industrial space, 42,079 gsf of office space, and 22,657 gsf of local retail space (the "proposed development"). This 4.80 built floor area ratio (FAR) building would have 59,986 zoning square feet (zsf) of floor area. It would provide one loading berth and one curb cut. The proposed development would be constructed on the development site at 103 N. 13th Street (Block 2297, Lot 34), a 12,500-sf, rectangular interior lot located on the block bound by N. 14th Street, Berry Street, N. 13th Street, and Wythe Avenue in Brooklyn.

In the future without the proposed action, it is anticipated that the development site would be redeveloped on an as-of-right basis, consistent with plans filed with and approved by the Department of Buildings (DOB) prior to the applicant's decision to seek the proposed action. This No-Action development would be an eight-story, 109.4-foot tall building with one below-grade level, which would be occupied by commercial, manufacturing, and community facility uses. It

would include 37,096 gsf of community facility space, projected to be medical office; 15,726 gsf of manufacturing space, projected to be light industrial; 10,062 gsf of commercial space, projected to be local retail; and 35,875 gsf of accessory parking providing 139 spaces. This 4.80 built FAR building would have 59,997 zsf of floor area. It would provide one loading berth and one curb cut. The proposed development would be completed by 2020, which is the analysis year used for in this EAS.

Under With-Action conditions, with the proposed development on the development site instead of the as-of-right No-Action development, the incremental change in development would be as follows: +12,595 gsf of local retail; +42,079 gsf of office; −5,178 gsf of light industrial; −37,096 gsf of medical office; −35,875 gsf of accessory parking area (−139 accessory parking spaces); −23,470 gsf of total building area; and +0.1 feet of building height (−1 story). There would be no incremental change in on-site excavation, as the applicant has already constructed the building foundation on as-of-right basis prior to its decision to seek the proposed action. The net incremental difference between the With-Action and No-Action serves as the basis for the environmental impact analyses.

The assessment provided in this attachment concludes that the proposed action would be compatible with and supportive of land use, zoning and public policies in the area. As shown in the analysis presented in this attachment, the proposed action would not result in significant adverse impacts related to land use, zoning, and public policy.

B. PRINCIPAL CONCLUSIONS

No significant adverse impacts on land use, zoning, or public policy, as defined by the guidelines for determining impact significance set forth in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, are anticipated in the future with the proposed action in the project area (the primary study area) or within a 400-foot radius (secondary study area). The proposed development resulting from the proposed action would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policies in the secondary study area. The proposed action would not substantially hinder the achievement of any Waterfront Revitalization Program (WRP) policy and the analysis found the project consistent with the WRP policies.

The proposed action, with these beneficial elements, would not result in any significant adverse impacts to land use, zoning, or public policy.

C. METHODOLOGY

The purpose of this attachment is to examine the effects of the proposed action and determine whether or not it would result in any significant adverse impacts on land use, zoning, or public policy. The analysis methodology is based on the guidelines of the *CEQR Technical Manual* and examines the proposed action's consistency with land use patterns and development trends, zoning regulations, and other applicable public policies.

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy may be appropriate when a change in land use and zoning would occur and a preliminary assessment cannot succinctly describe land use conditions in the study area. As the proposed action involves a zoning text amendment and special permits that would result in changes to permitted commercial and manufacturing densities, uses, and bulk, a detailed assessment is necessary to provide a sufficient description and assessment of the effects on conditions. In addition, a detailed assessment is needed to sufficiently inform other technical reviews and determine whether changes in land use could affect conditions analyzed in those technical areas. Therefore, this attachment includes a detailed analysis that involves a thorough description of existing land uses within the directly affected area and the broader study area. Following the guidelines of the *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions to a level necessary to understand the relationship of the proposed action to such conditions, assesses the nature of any changes on these conditions that would be created by the proposed action, and identifies those changes, if any, that could be significant or adverse.

Analysis Year

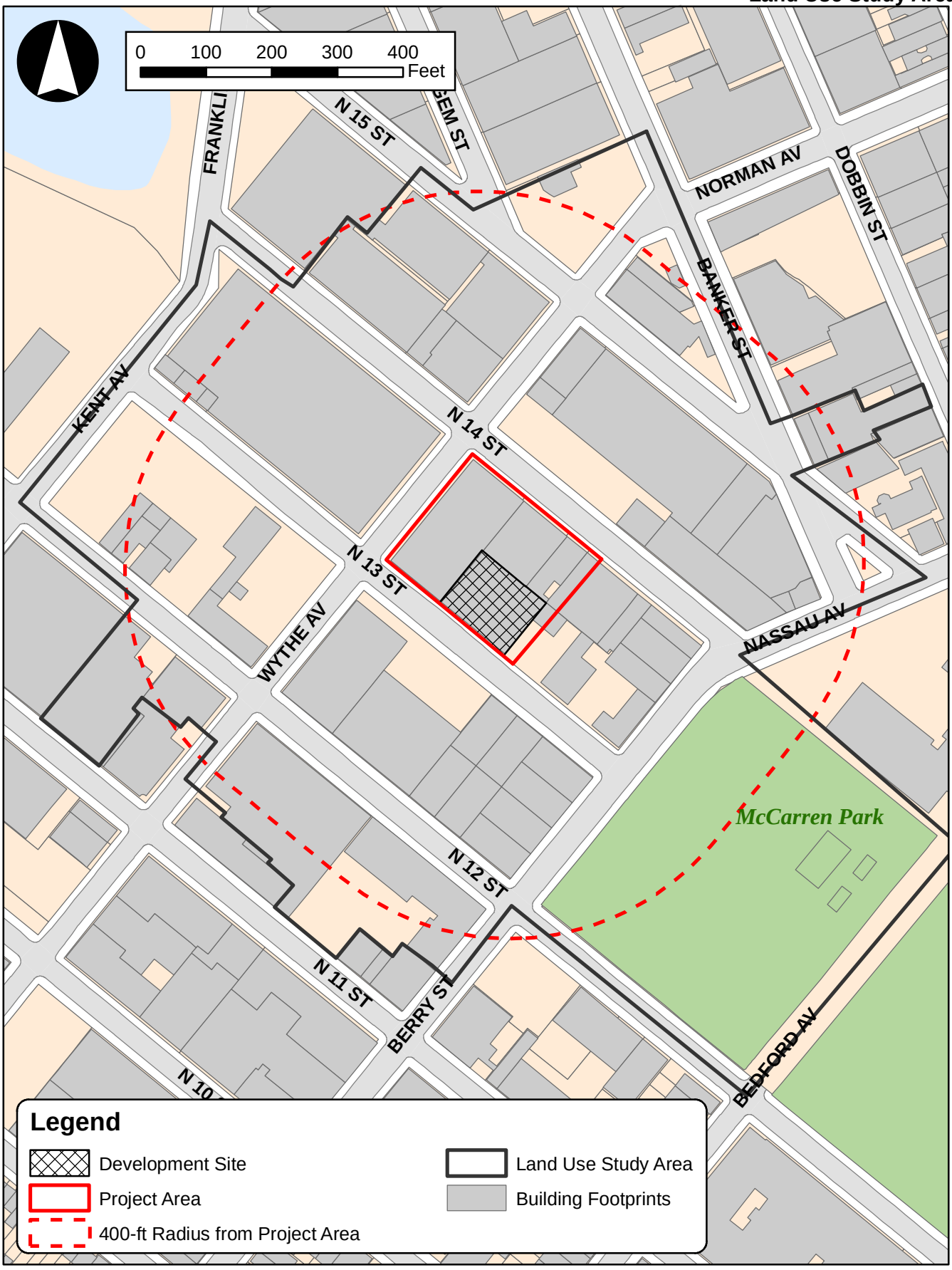
The analysis year is the anticipated RWCDS completion date of 2020. Therefore, the future No-Action condition accounts for land use and development projects, initiatives, and proposals that are expected to be completed by 2020.

Study Area Definition

In order to identify and assess the direct and indirect effects of the proposed action, this analysis has defined two study areas within which the proposed action would have the potential to affect land use or land use trends. Following guidance provided in the CEQR *Technical Manual*, these include a primary study area, consisting of the project area subject to the zoning text amendment (Block 2279, Lots 1, 9, 13, and 34 and parts of Lots 15 and 30), which would be affected directly by the proposed action, and a secondary study area encompasses properties that have the potential to experience indirect impacts as a result of the proposed action. According to the *CEQR Technical Manual*, the appropriate size of the secondary study area for land use, zoning, and public policy is related to the type and size of the proposed development, as well as the location and context of the area that could be affected by the project. Study area boundaries vary according to these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a very large project. Given the geographic scope of the proposed action, affecting less than a full block, and the scale of the proposed development relative to the density of the surrounding area, a 400-foot radius of the project area has been selected as the secondary study area as it is considered unlikely that the proposed action would have indirect effects beyond a 400-foot radius.

The 400-foot radius study area is generally bound by N. 15th Street on the north, Berry Street on the east, N. 11th Street on the south, and the midblock area located between Kent and Wythe avenues on the west. The study area boundary has been expanded to fully include building lots intersected by the radius line. Refer to Figure C-1.

Land Use Study Area



Data Sources

Existing land uses in the study area were identified through review of a combination of sources including field surveys and secondary sources such as the revised *25 Kent Avenue EAS* (CEQR No. 16DCP065K), dated May 20, 2016, as well as the City's Primary Land Use Tax Lot Output (PLUTO™) data files for 2017 and websites, such as NYC Open Accessible Space Information System (OASIS, www.oasisnyc.net) and NYCityMap (http://gis.nyc.gov/doitt/nycitymap/). New York City Zoning Maps and the Zoning Resolution of the City of New York were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action and future With-Action conditions. Relevant public policy documents, recognized by the New York City Department of City Planning (DCP) and other City agencies were utilized to describe existing public policies pertaining to the study areas.

D. EXISTING CONDITIONS

Land Use

Existing Conditions

Primary Study Area/Industrial Business Incentive Area Zoning and Secondary Study Area/400-foot Study Area

As indicated above, the 400-foot study area (see Figure C-1) encompasses properties that have the potential to experience indirect impacts as a result of the proposed action. The 400-foot study area extends two blocks to the north and south of the project area and approximately a block to the east and west. Overall, it contains all or part of thirteen blocks. Like the rest of waterfront and nearby upland blocks in Williamsburg and Greenpoint, this area was developed more than 100 years ago, during Brooklyn's industrial age, when both sides of the East River were dominated by large commercial docks, factories, oil refineries, and shipyards. Further inland from the waterfront, residential neighborhoods developed to house workers for these industrial uses. Over time, as manufacturing and industrial operations on the waterfront declined, these neighborhoods developed their unique blend of residential, commercial, and industrial uses.

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

While new development in Greenpoint-Williamsburg's historically industrial areas has tended to shift toward entertainment and nightlife uses, Brooklyn as a whole has seen resurgence in its office base. A spike in demand from the media, technology, and creative industries is evidenced by the occupancy of commercial space in Downtown Brooklyn, DUMBO, Brooklyn Navy, and

Greenpoint-Williamsburg by startups and firms moving to the area. Examples include Amazon Photo Studio, Vice magazine, Kickstarter, Etsy, and smaller startups. Commonly cited reasons given for this demand include the desire of tenants to occupy converted loft-spaces and the attraction of operating in close proximity to the communities in which their workforces live.

The predominant land uses in the 400-foot study area are a mix of light manufacturing and industrial uses, commercial, and some residential (see Figure C-2). Commercial uses include new restaurants, bars, retail shops, and a major hotel. Numerous buildings in the study area have been recently renovated or rebuilt in the past decade to accommodate new uses, primarily commercial.

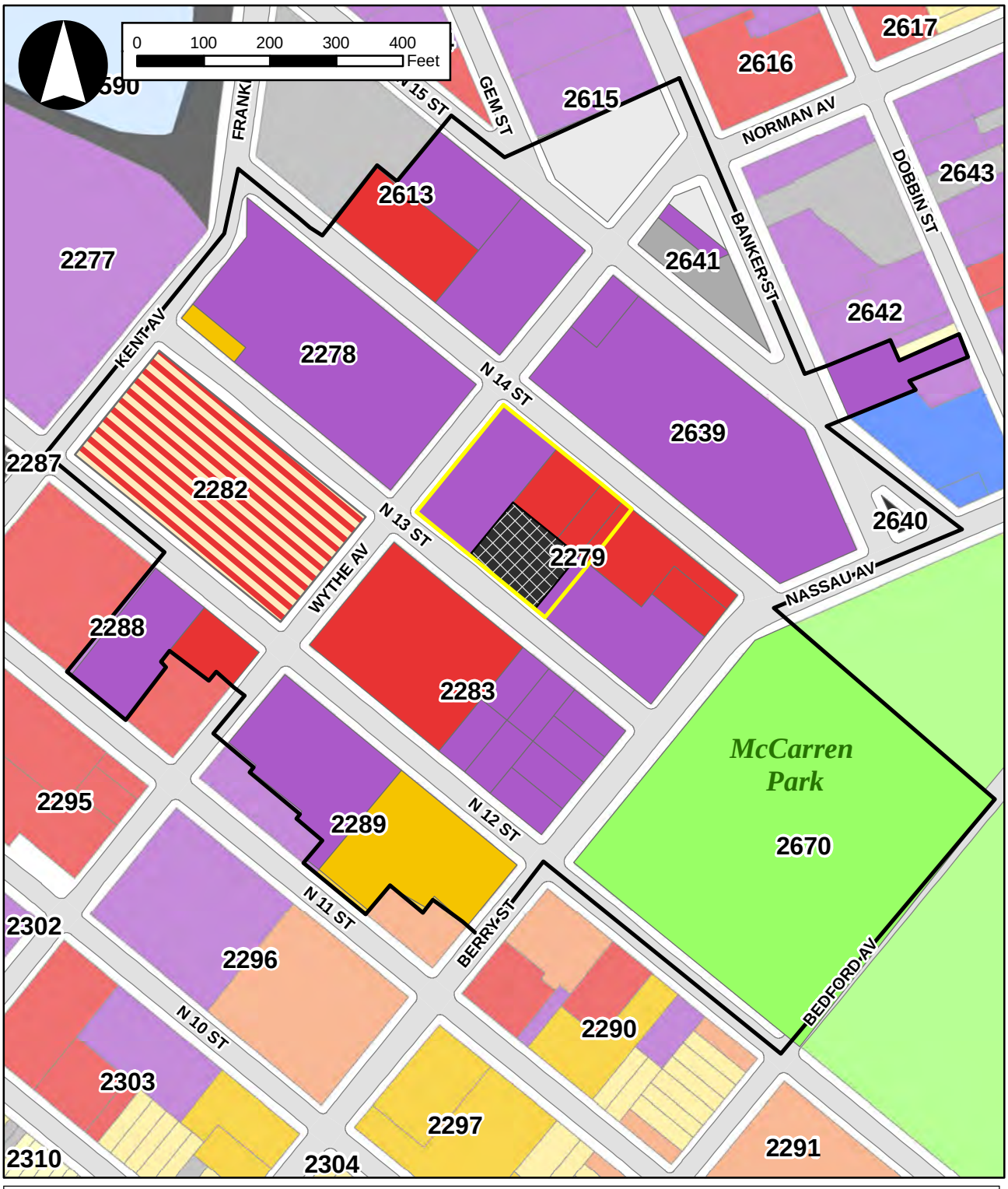
The primary study area is served by several public transit options. The Nassau Avenue G subway station (to the northeast at the intersection of Nassau and Manhattan avenues) and the Bedford Avenue L subway station (to the south at the intersection of Bedford Avenue and N. 7th Street) are both located approximately 0.5 miles from the project area. In addition, bus routes serving the area include the B32 (connecting Williamsburg Bridge Plaza and Long Island City), which runs along Kent and Wythe avenues, and the B62 (connecting Downtown Brooklyn/Fulton Mall and Long Island City), which runs along Bedford and Driggs avenues. The North Williamsburg landing on the East River route of the NYC Ferry is located 0.6 miles to the southwest of the project area at the western terminus of N. 6th Street. There are also Citi Bike stations located within walking distance of the project area at the corner of N. 12th Street and Bedford Avenue and also at N. 15th Street and Wythe Avenue. There are bike lanes located on Wythe and Kent avenues and Berry, N. 14th, and Banker streets.

While the description of existing conditions focuses on a "snapshot-in-time" of the study area as it exists at the time this EAS was prepared, it should be noted that this is a dynamic area that has been experiencing a strong trend of increased development, as vacant and underutilized industrial and general commercial properties are redeveloped.

Figure C-2 shows the study area land uses and block numbers. A description of each of the affected blocks or parts thereof within the land use study area is provided below:

- **Block 2279 (Lots 1, 9, 13, 15, 24, 26, 30 and 34)** Lot 34 is the applicant's development site and is currently a vacant, 12,500-sf area with a completed foundation. Lots 1, 9, 13, 15, and 30, which are located in the proposed IBIA boundary, are not owned by the applicant or any affiliated entities, but Lots 1 and 9 are both owned by another owner who is contemplating a separate special permit application pursuant to ZR § 74-96. Lots 1 and 9 have a combined lot area of approximately 28,528 sf and are improved with two buildings occupied by industrial and commercial uses. Lot 1, at 29-43 Wythe Avenue/93-101 N. 13th Street/168 N. 14th Street, is a rectangular double corner lot with a two-story, 21,000-sf building that fully covers the 20,000-sf lot; it has a built FAR of 1.05. The building, constructed about 1925-1927, is occupied by a motorcycle repair garage, a kitchen cabinet wholesaler, a clothing store, and an artist studio. Lot 9, at 180-188 N. 14th Street, is a rectangular interior lot with a one-story, 8,528-sf building that fully covers the 8,528-sf lot; it has a built FAR of 1.0. The building, constructed about 1950, is occupied by music rehearsal and recording studio space. Demolition permits for these two buildings were filed in July 2017 and the site owner is enrolling the combined Lot 1 and 9 property into the state-administered Brownfield Cleanup Program (BCP). Lot 13, at 190-194 N. 14th Street, is a rectangular interior lot with a three-story, 8,765-

Figure C-2
Study Area Land Uses



Legend

2279 Block Number	**Land Use**	
Under Construction	One & Two Family Buildings	Transportation/Utility
Land Use Study Area	Multi-Family Walkup Buildings	Public Facilites & Institutions
Proposed IBIA Expansion Area	Multi-Family Elevator Buildings	Open Space
Development Site	Mixed Commercial/Residential Buildings	Parking Facilities
	Commecial/Office Buildings	Vacant Land
	Industrial/Manufacturing	All Others or No Data

sf building that covers most of the 4,000-sf lot; it has a built FAR of 2.19. The building was constructed about 1930, though it has undergone alternations in recent years, including 2011 and 2014, establishing an event space with kitchen, available for a variety of activities such as weddings, corporate events, and photo shoots in part of the building. It also contains studio space and an accessory caretaker's dwelling unit. Uses on the eastern end of the block, beyond the boundaries of the proposed IBIA, include commercial and light industrial buildings. Lot 15, at 2 Berry Street is a one-story, 14.938-sf structure: it has a built FAR of 1.0. The building, constructed around 1930 is the Gutter Bowling alley/bar/entertainment venue. Lot 15 underwent structure revitalization between the years 2009 and 2012. Lot 24, at 4 Berry Street, is a one-story, 5,025-sf building that fully covers the lot; it has a built FAR of 1.0. It underwent substantial alterations in 2012 and is now Berry Park bar and restaurant. Lot 26, at 8 Berry Street, is a five-story, 14,104-sf structure on a 3,733-sf lot. A new building was completed on Lot 26 in 2015, following the demolition of a previous structure on the property. Lot 26 now houses offices and a fitness center, the latter operating pursuant to a Board of Standards and Appeals ZR § 73-36 physical culture establishment special permit approved in 2015 (Cal No. 328-13-BZ)[1]. Lot 30, which was subdivided from Lot 26 in 2017, forms part of the same zoning lot as the now smaller Lot 26 (see Figure 4, Tax Map, attached to the EAS Form). It is occupied by vehicle and equipment storage. The combined Lots 26 and 30 zoning lot has a built FAR of 0.56.

- **Block 2613 (Lots 20, 28, and 38)** is occupied by a mix light industrial and commercial uses. Lots 20 and 28 are occupied by existing light industrial buildings both with two stories and built FARs of 0.83 and 1.55, respectively. Lot 20 is occupied by Glopack, a manufacturer and importer of plastic. Lot 28 is occupied by TMI Plastic Manufacturing and Flood Music Studios. Lot 38 was converted from industrial uses to Root Brooklyn, a commercial, one-story photography studio in 2009 and has a built FAR of 0.92.
- **Block 2615 (Lot 125)** is occupied by a fenced-in lot with 21,730 sf and a 0.0 built FAR.
- **Block 2639 (Lots 5 and 7)** is occupied by a mix of light industrial and manufacturing uses. Lot 5 comprises 5,000 sf and is occupied by a one-story 1.0 built FAR industrial, unmarked building. Lot 7, which has a lot area of 93,330 sf, contains several buildings with a mix of industrial and manufacturing uses with 73,375 sf and a built FAR of 0.79 FAR. Lot 7 is occupied by Upcycles Brooklyn, The Boiler art gallery, a clothing store, a plastic fabrication company, and parking.
- **Block 2640 (Lot 1)** is occupied by a vacant, grass lot with 882 sf and a 0.0 built FAR.
- **Block 2641 (Lots 1, 3 and 4**) is occupied by a mix of light industrial and manufacturing uses. Lot 1 is a one-story building with 11,050 sf and a 0.27 built FAR. It is currently a motorcycle shop and fenced-in lot. Lot 3 is a one-story, 2,756-sf building with a 0.43 built FAR. It is occupied by a marble and granite warehouse. Lot 4 has a 0.0 built FAR. It is currently a fenced-in lot.
- **Block 2642 (Lot 24)** is occupied by Lafayette Grinding, a knife manufacturing space with two stories, 15,450 sf and a 1.27 built FAR.
- **Block 2670 (Lot 1)** is city-owned parkland occupied by McCarren Park, a 43,000 sf property that is part of the larger, approximately 36-acre park.

[1] The building on Block 2279, Lot 26 has 44 accessory parking spaces located off-site on Block 2639, Lot 7, 201 N. 14th Street, pursuant to a Restrictive Declaration.

- **Block 2278 (Lots 1 and 2)** is primarily occupied by a three-story 111,300-sf industrial building (1.42 built FAR) occupied by Albest Metal Stamping Corporation on the 78,287-sf Lot 2, which was constructed in 1965; a three-story, three-unit residential building (2.0 built FAR) constructed in 1910 occupies the block's southwestern 2,500 sf on Lot 1. A building permit for minor work, not affecting use, egress, or occupancy ("Alt3") was approved for Lot 2 in 2014.
- **Block 2282 (Lot 1)** is an eight-story commercial and industrial project currently under construction, it is the City's first designated IBIA and is being developed pursuant to per ZR § 74-96. Additional information on this development is provided below under the description of the "Future Without the Proposed Action (No-Action)."
- **Block 2283 (Lots 1, 25, 28, 31, 33, 35, 38, 41, and 43)** is occupied by a mix of light industrial and commercial uses. The William Vale hotel completed construction in 2016 on the 50,000-sf Lot 1 and is a 22-story, 185,141-gsf (approximately 155,500-zsf), 250-foot tall, as-of-right hotel with 183 guest rooms and restaurant, retail, and community facility space and a built FAR of 3.1. It has a tower that is set back from the street frontages, rising above a low-rise base. Lots 25, 28, 31, 33, 35, 38, 41, and 43 are all owned by Mirtex Trading Corporation and this site serves as a warehouse and loading area. This building complex is two stories with 95,000 sf and a built FAR of 1.0.
- **Block 2288 (Lots 13 and 18)** is occupied by a two-story 1.56 built FAR nightclub called Output on Lot 18 and a three-story 1.86 built FAR industrial building on Lot 13.
- **Block 2289 (Lots 14 and 33)** is occupied by Brooklyn Bowl, a two-story 28,807-sf, 0.84 FAR bowling alley/event space and part of the Brooklyn Brewery complex on Lot 33, and a 135,575-sf, 3.0 built FAR seven-story apartment complex built in 2010 on Lot 14.

With respect to the IBIA zoning text amendment, Block 2279 and Lots 1, 9, 13, 15, and 30 are not owned by the applicant or any affiliated entities, but Lots 1 and 9 are both owned by another owner who is contemplating a separate special permit application pursuant to ZR § 74-96. A conceptual analysis of a potential IBIA development on Lots 1 and 9 is provided in Attachment F.

As noted above, part of McCarren Park lies with the 400-foot radius study area, a half-block east of the project area. The park is approximately 36 acres and boasts a wide variety of activities from swimming pools to tennis courts. Another public space is the future 27-acre Bushwick Inlet Park, located one "avenue block" west of the project area, which the City is developing as a new public open space. While Bushwick Inlet Park is located outside of the 400-foot study area, it is noteworthy due to its size and close proximity to the study area.

Other notable uses outside the 400-foot radius are the Amazon Photo Studios, Vice Magazine and the Wythe Hotel. The Amazon Photo Studio located at 35 Kent Avenue is a two-story 40,000-sf facility used to create photos for Amazon's website. Vice Magazine has a 75,000-sf headquarters located at 49 S. 2nd Street on the corner of Kent Avenue. The Wythe Hotel at 80 Wythe Avenue is an eight-story 72,000-sf hotel. The Wythe Hotel was converted in 2012 from a factory building constructed in 1901. The Williamsburg Hotel at 96 Wythe Avenue, which began operations in late 2016, is an eight-story new construction building that replaced low-rise industrial structures. All

of these companies are new to the area, increasing the presence of creative, technological, and hospitality industries to Brooklyn.

Zoning

The project area is in an M1-2 light manufacturing (high performance) zoning district and other zoning districts present with the 400-foot radius study area include an M1-1 light manufacturing (high performance) district, MX-8 M1-2/R6 special mixed use district, MX-8 M1-2/R6A special mixed use district, and M3-1 heavy manufacturing (low performance) district.

Table C-1 lists and describes the zoning districts located within 400-foot radius study area and provides information about the maximum permitted FAR by use in each zoning district.

Table C-1: Study Area Zoning Districts

District	Definition/General Use	Maximum FAR
M1-1	Light manufacturing—high performance district. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. Building heights are governed by sky exposure planes. Parking requirements vary with use.	R: Not permitted C: 1.0 CF: 2.4 (Use Group 4 only) M: 1.0 (Use Group 17 only)
M1-2		R: Not permitted C: 2.0 CF: 4.8 (Use Group 4 only) M: 2.0 (Use Group 17 only)
MX8 (M1-2/R6-A)	Special Mixed Use District. Pairing a light manufacturing-high performance district with a medium density residential district to allow mixed-use buildings. Height is governed by contextual zoning regulations.	R: 3.0 C: 2.0 CF: 3.0 M: 2.0 (Use Group 17 only)
MX8 (M1-2/R6)	Special Mixed Used District. Pairing a light manufacturing-high performance district with a medium density residential district. Height is governed by the sky exposure plane. The utilization of contextual zoning regulations is optional.	R: 2.43 C: 2.0 CF: 2.43 M: 2.0 (Use Group 17 only)
M3-1	Manufacturing—heavy industries. M3 districts are usually located near the waterfront and buffered from industrial uses.	R: Not permitted C: 2.0 CF: Not permitted M: 2.0

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

Primary Study Area/Industrial Business Incentive Area Zoning

M1-2 Zoning

The M1-2 zoning district, which governs use, density, bulk, parking, and loading requirements in the project area, allows Use Groups 4-14, 16, and 17, with as-of-right maximum floor area ratios (FARs) of 4.8 for community facility and 2.0 for commercial and manufacturing, but residential uses are prohibited. Pursuant to a recently adopted zoning text amendment, Use Group 16D self-service storage facilities are not permitted as-of-right in this M1 district (per ZR Appendix J) but instead can only be allowed via a special permit under ZR 74-932. M1-2 requires accessory parking and loading berths, with the required rates varying by use. As for building volumes,

streetwalls are not required but if provided may reach a maximum height of 60 feet or four stories, whichever is less, and above 60 feet an initial minimum setback must be provided (15 feet for narrow streets and 10 feet for wide streets) and above the base buildings may not penetrate the sky exposure plane. On a narrow street the vertical to horizontal distance ratio for a sky exposure plane is 2.7:1. On a wide street the vertical to horizontal distance ratio for a sky exposure plane 5.6:1. Prior to the adoption of the Greenpoint-Williamsburg Rezoning in 2005, the project area was zoned M3-1.

M1 districts are often buffers between M2 and M3 districts and adjacent residential or commercial districts. Nearly all industrial uses are allowed in M1 districts if they meet the M1 performance standards. Offices, hotels, and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but others, including houses of worship, are permitted as-of-right.

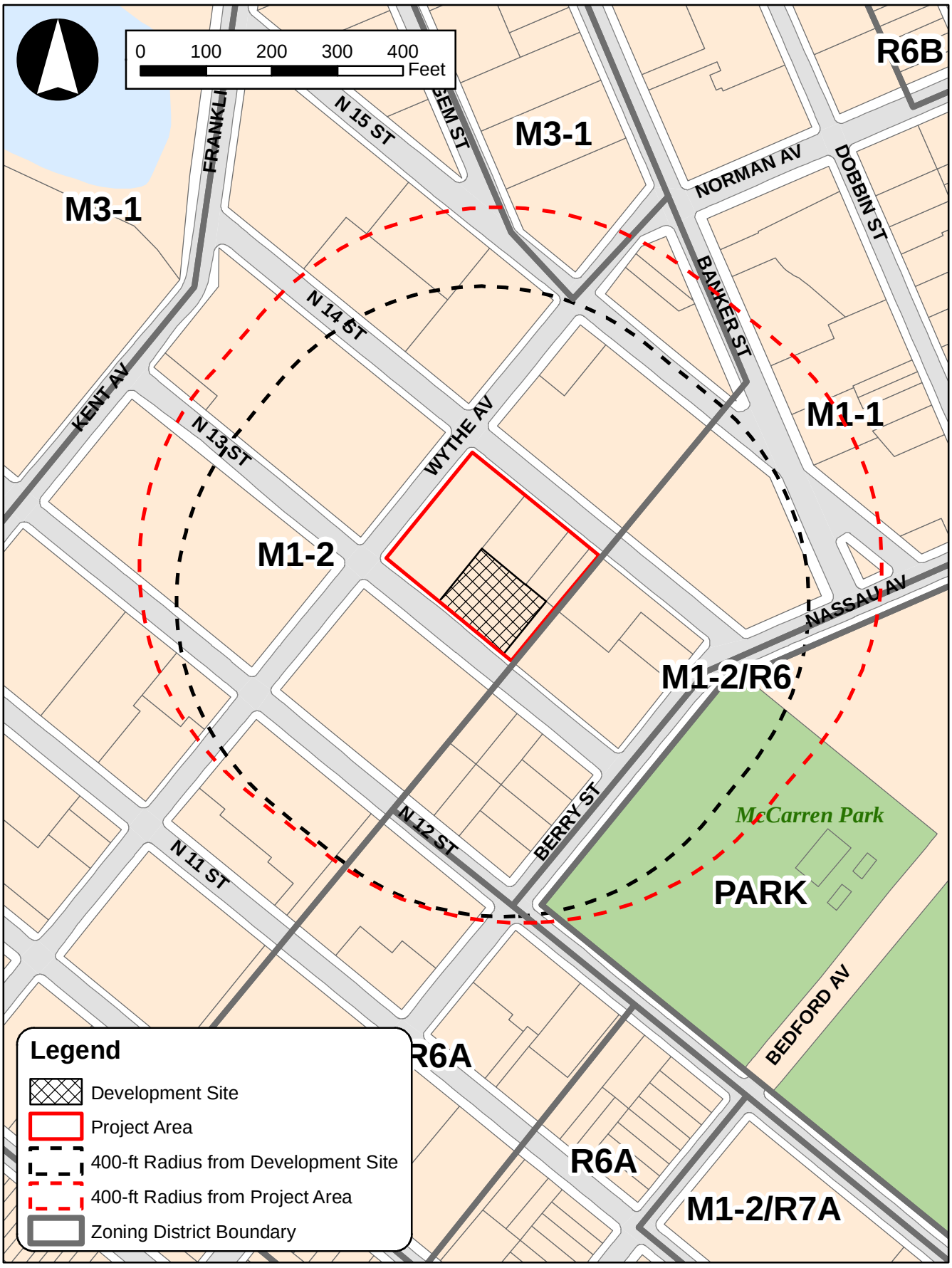
As the project area would only apply to the western half of Block 2279, the eastern half of the block would not be affected directly by the proposed action and would not become part of the IBIA.

Secondary Study Area/400-foot Study Area Zoning

The 2005 Greenpoint-Williamsburg Rezoning resulted in new zoning that in some areas permitted lighter industrial uses, but prohibited heavier industrial uses, and other areas allowed residential uses where they previously had not been permitted. It included street demappings, zoning text amendments, and zoning map changes, including a zoning map change to portions of the proposed 400-foot study area.[2] To better reflect the types of manufacturing uses that had come to occupy the area, and to ensure that new industrial uses in the area would be fully enclosed and compatible with the nearby residential and mixed use neighborhoods, the 2005 Greenpoint-Williamsburg Rezoning changed the zoning within portions of the 400-foot study area from an M3-1 heavy manufacturing district to an M1-2 light manufacturing district. M1-2 districts limit activity to light industrial and commercial uses, as described above. Also as part of the 2005 rezoning, some areas formerly zoned M1-2 were rezoned to MX-8 with M1-2/R6A and M1-2/R6 districts, which allows mixed residential, commercial, and manufacturing uses side-by-side or within the same building subject to high performance standards, reflecting historical patterns of land use in such areas.

As indicated in Figure C-3, the M1-2 zoning district mapped on the project area also covers areas to the north, south, and west. The block bound by N. 13th Street, Wythe Avenue, N. 12th Street, and Kent Avenue was designated the City's first IBIA in 2016 through a zoning text amendment (Land Use Application no.: N160126ZRK). The underlying zoning in the IBIA remains M1-2 and IBIA sites can be developed either subject to standard M1-2 regulations or option IBIA regulations pursuant to special permit(s). Information on the IBIA special zoning provisions applicable to buildings developed pursuant to IBIA special permits is provided below in Section F, "Future With the Proposed Action."

[2] The project site, which has been zoned M1-2 since the adoption of the 1961 Zoning Resolution, was not rezoned as part of the Greenpoint-Williamsburg zoning map amendment and was not identified as a projected or potential development site in that action's EIS.


0 100 200 300 400
Feet
R6B
M3-1
M3-1
N 15 ST
NORMAN AV
DOBBIN ST
BANKER ST
N 14 ST
KENT AV
N 13 ST
WYTHE AV
M1-1
M1-2
NASSAU AV
M1-2/R6
McCarren Park
PARK
N 12 ST
BERRY ST
N 11 ST
BEDFORD AV
R6A
R6A
M1-2/R7A
Legend
Development Site
Project Area
400-ft Radius from Development Site
400-ft Radius from Project Area
Zoning District Boundary

The areas immediately to the east of the development site are mapped with M1-1, which was adopted as part of a rezoning approved in 1976. Further east, on the edge of the 400-foot radius study area, there is a Greenpoint-Williamsburg MX-8 Special Mixed Use District (M1-2/R6). At the northern edge of the 400-foot study area there is an M3-1 district and at the southeast edge of the 400-foot radius study area there is a Greenpoint-Williamsburg MX-8 Special Mixed Use District (M1-2/R6A).

M1-1 Zoning

These districts have a maximum FAR of 1.0 for manufacturing and commercial uses, and 2.4 for community facility uses (Use Group 4 only). Buildings in M1-1 districts are governed by the sky exposure plane, which begins thirty feet above the street line. Within M1-1 districts, off-street parking is required and varies by use.

MX (M1-2/R6 and M1-2/R6A) Zoning

The Greenpoint-Williamsburg Special Mixed Use District, designated MX-8 on the Zoning Map, was established in 2005 to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity and create expanded opportunities for new mixed-use communities. As a result of the 2005 rezoning, new residential and non-residential uses (commercial, community facility, and light industrial) including Use Groups 16, 17 and 18 can be developed as-of-right and can be located side-by-side or within the same building. Within MX districts, residential uses are generally subject to the bulk controls of the governing residence district; commercial, industrial, and community facility uses are subject to the M1 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in each MX district as-of-right, others are subject to restrictions, and Use Group 18 uses are excluded altogether, except for small breweries. While there are two properties in the 400-foot radius study area that lie within the MX-8 district zoning, only one of them is subject to the zoning. McCarren Park is in the M1-2/R6 district but since it is a park it does not fall under the normal M1-2/R6 zoning regulations. Right outside of the 400- foot radius and next to McCarren Park is the Automotive High School, completed in 1938, which also falls under the M1-2/R6 zoning regulations. Block 2289, Lot 14 is classified as M1-2/R6A and is currently a site with a mixed residential and commercial building, 34 Berry Street, that was completed in 2010.

M3 Zoning

M3 districts are designated areas for heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. M3 districts are usually located near the waterfront and buffered from residential areas. Use Groups 6-14 and 16-18 are allowed in M3 districts. Use Groups 1-5 and 15 are not permitted. The maximum FAR in M3 districts is 2.0, with a maximum base height before setback of 60 feet, although streetwalls are not mandatory. Buildings in M3 districts are governed by the sky exposure plane. M3-1 districts are subject to the same parking requirements as M1-1 and M1-2 districts.

Public Policy

In addition to zoning, officially adopted and promulgated public policies also describe the intended use applicable to an area or particular site(s) in New York City. These include Urban Renewal Plans, 197-a Plans, Industrial Business Zones (IBZs), the New York City Comprehensive Waterfront Plan, the Criteria for the Location of City Facilities ("Fair Share" criteria), Solid Waste Management Plan, Business Improvement Districts ("BIDs"), the New York City Landmarks Law, the Waterfront Revitalization Program ("WRP"), and OneNYC. Some of these policies have regulatory status, while others describe general goals. They can help define the existing and future context of the land use and zoning of an area.

Public Policies Applicable to the Project Area and/or the Study Area

The project area is located within the boundaries of the Greenpoint-Williamsburg IBZ, the Greenpoint 197-a Plan area, the Williamsburg Waterfront 197-a Plan area, the North Brooklyn Empire Zone, and the NYC Coastal Zone, thereby making it subject to the Waterfront Revitalization Program (WRP).

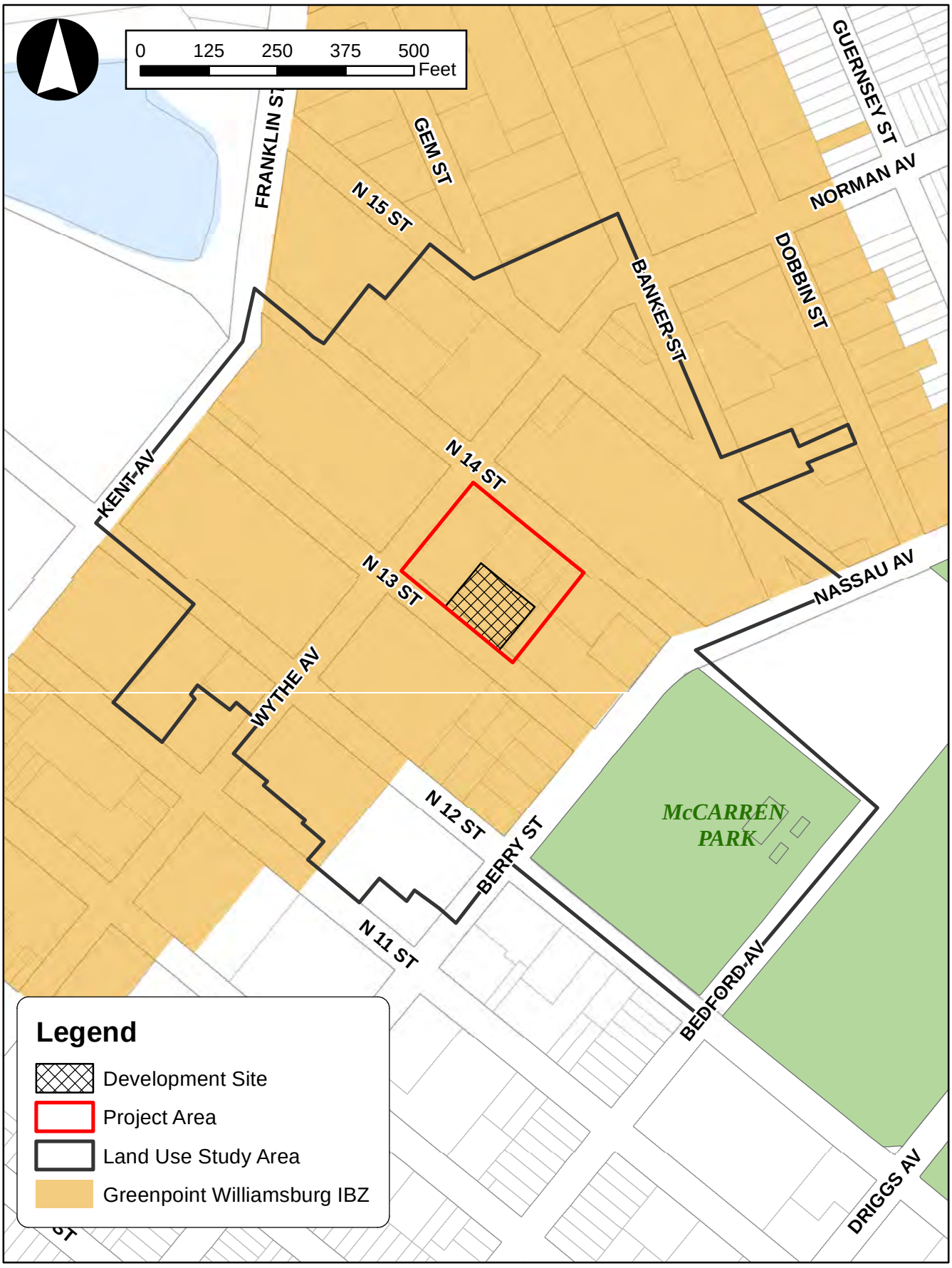
Two Citywide policies considered under CEQR, the OneNYC plan and New York Works, are particularly relevant to the project area and the proposed action given that the RWCDS would result in a new development with commercial and industrial uses in a mixed-use neighborhood served by existing transit services and other public infrastructure.

Greenpoint-Williamsburg IBZ

As shown in Figure C-4, the project area is located within the Greenpoint-Williamsburg IBZ. The Greenpoint-Williamsburg IBZ covers over twenty blocks (or portions thereof) on the border of the Greenpoint and Williamsburg neighborhoods, and is generally bordered by Kent Avenue/Franklin Street to the west, Calyer Street and Meserole Avenue to the north, Banker, Dobbin, and Guernsey Streets to the east, and Nassau Ave/Berry Street and N. 12th and N. 13th streets to the south. In 2006, the Mayor's Office for Industrial and Manufacturing Businesses ratified the establishment of sixteen IBZs in which the City provides expanded assistance services to industrial firms in partnership with local development groups. Since 2006, additional IBZs have been established and the boundaries of select IBZs modified. There are currently 21 IBZs throughout New York City. Usually built upon pre-existing In-Place Industrial Parks, IBZs offer various incentives to prevent industrial uses from relocating outside of the City and represent a commitment by the City not to rezone these areas for residential uses.

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

Figure C-4
Greenpoint Williamsburg Industrial Business Zone (IBZ)



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

Greenpoint 197-a Plan

Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth, and improvement of land within their districts. The plans are reviewed in accordance with standards and rules of procedure for 197-a plans, which were developed and adopted by the CPC. Once approved by CPC and adopted by the City Council, as submitted or modified, 197-a plans serve as policy guides for subsequent actions by City agencies.

In 1998, Brooklyn Community Board (CB) 1 submitted the Greenpoint 197-a plan, which was officially adopted in January 2002. The plan's study area, as modified by the CPC, is generally coterminous with zip code 11222 and is bound by the East River to the west, Newtown Creek to the north and east, and N. 12th Street, Bayard Street, Meeker Avenue, Metropolitan Avenue, Maspeth Avenue, Morgan Avenue, and the Brooklyn-Queens Expressway (BQE) to the south. As shown in Figure C-5, the project area is located within the boundaries of the Greenpoint 197-a Plan study area, along its southern border.

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

Williamsburg Waterfront 197-a Plan

The Williamsburg Waterfront 197-a Plan (proposed in 1998, and adopted in 2002) focuses on the East River waterfronts of three neighborhoods in the southern portion of Brooklyn Community District (CD) 1: Northside, Southside, and South Williamsburg. The Williamsburg Waterfront 197-a Plan area extends south from Bushwick Inlet (N. 14th Street) to the point at which the BQE passes the Brooklyn Navy Yard, and is generally two blocks deep along the waterfront. The planning area extends farther inland at two points to connect to public open spaces: McCarren Park to the north and Continental Army Plaza at the foot of the Williamsburg Bridge in the central section of the area. As shown in Figure C-6, the project area is located within the Williamsburg

Figure C-5
Greenpoint 197-a Plan Area

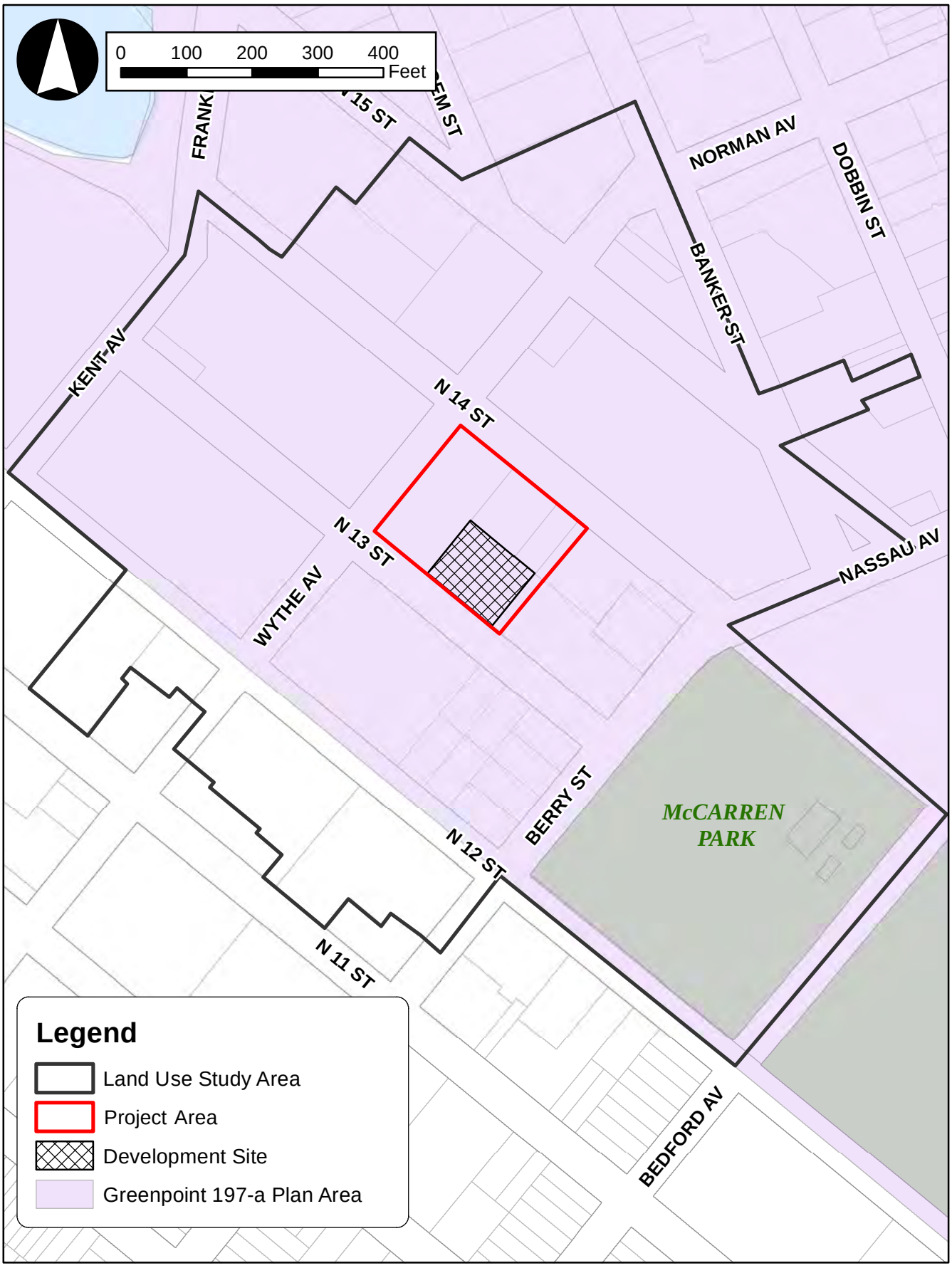
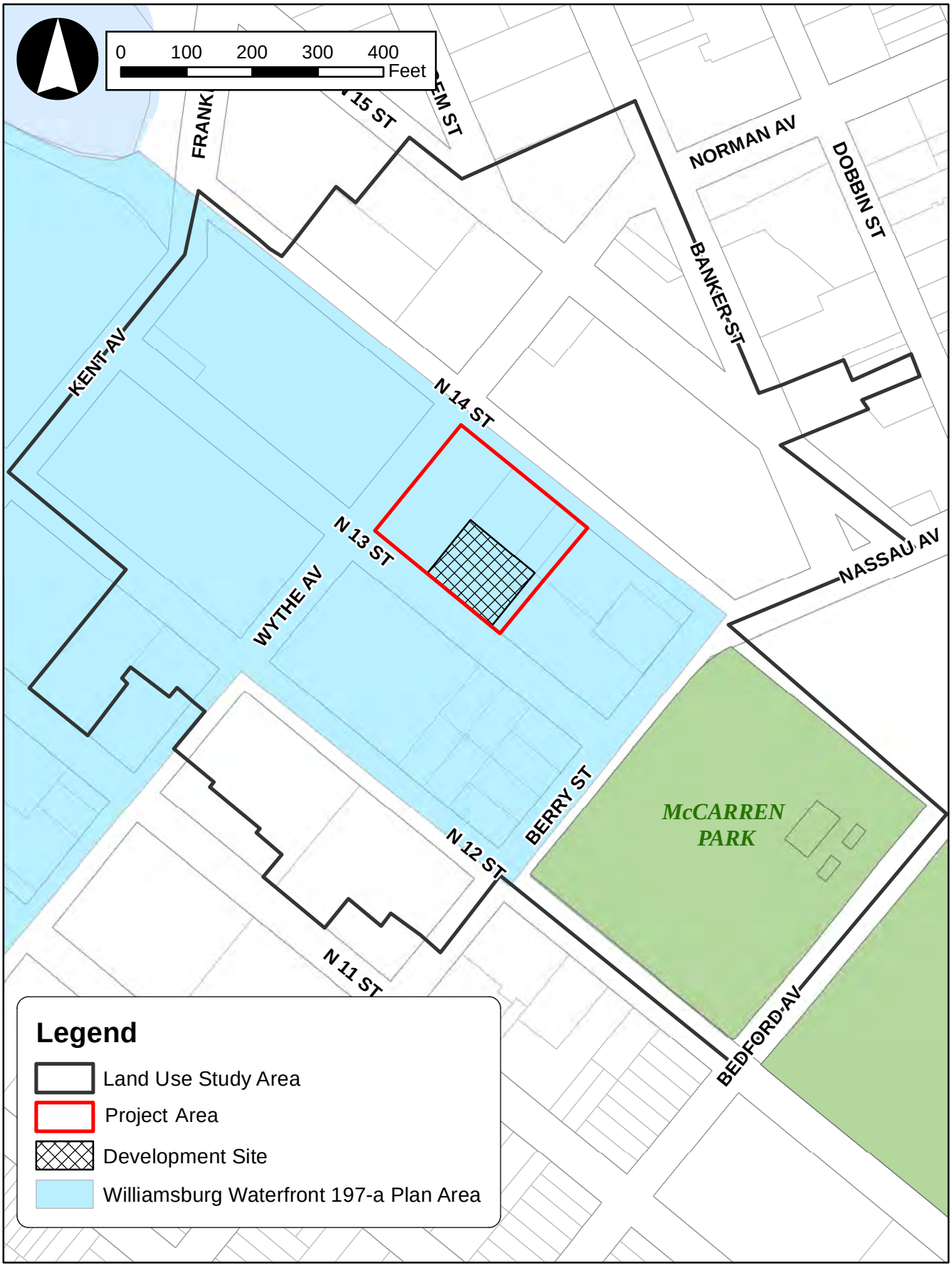


Figure C-6
Williamsburg Waterfront 197-a Plan Area



Waterfront 197-a Plan, specifically, the section which extends inland to the western boundary of McCarren Park.

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

North Brooklyn Empire Zone

The project area is located within the North Brooklyn Empire Zone (EZ), which includes parts of Greenpoint, Williamsburg, and the Brooklyn Navy Yard (see Figure C-7). The New York State EZ program was created in 1986 (originally "Economic Development Zone"), and the North Brooklyn EZ was established in 1998. "Area 2" of the North Brooklyn EZ was added in 2006, reflecting the establishment of the Greenpoint-Williamsburg IBZ in that same year. In total, there are eleven Empire Zones in New York City, which are administered locally by the New York City Department of Small Business Services (SBS), in partnership with Empire State Development (ESD), New York State's lead economic development agency, and the New York State Departments of Labor and Taxation and Finance.

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

Waterfront Revitalization Program (WRP)

As shown in Figure C-8, the project area is located within the City's designated coastal zone. Proposed projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's WRP.

Legislative and Regulatory Background

The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to City, State, and Federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State

North Brooklyn Empire Zone

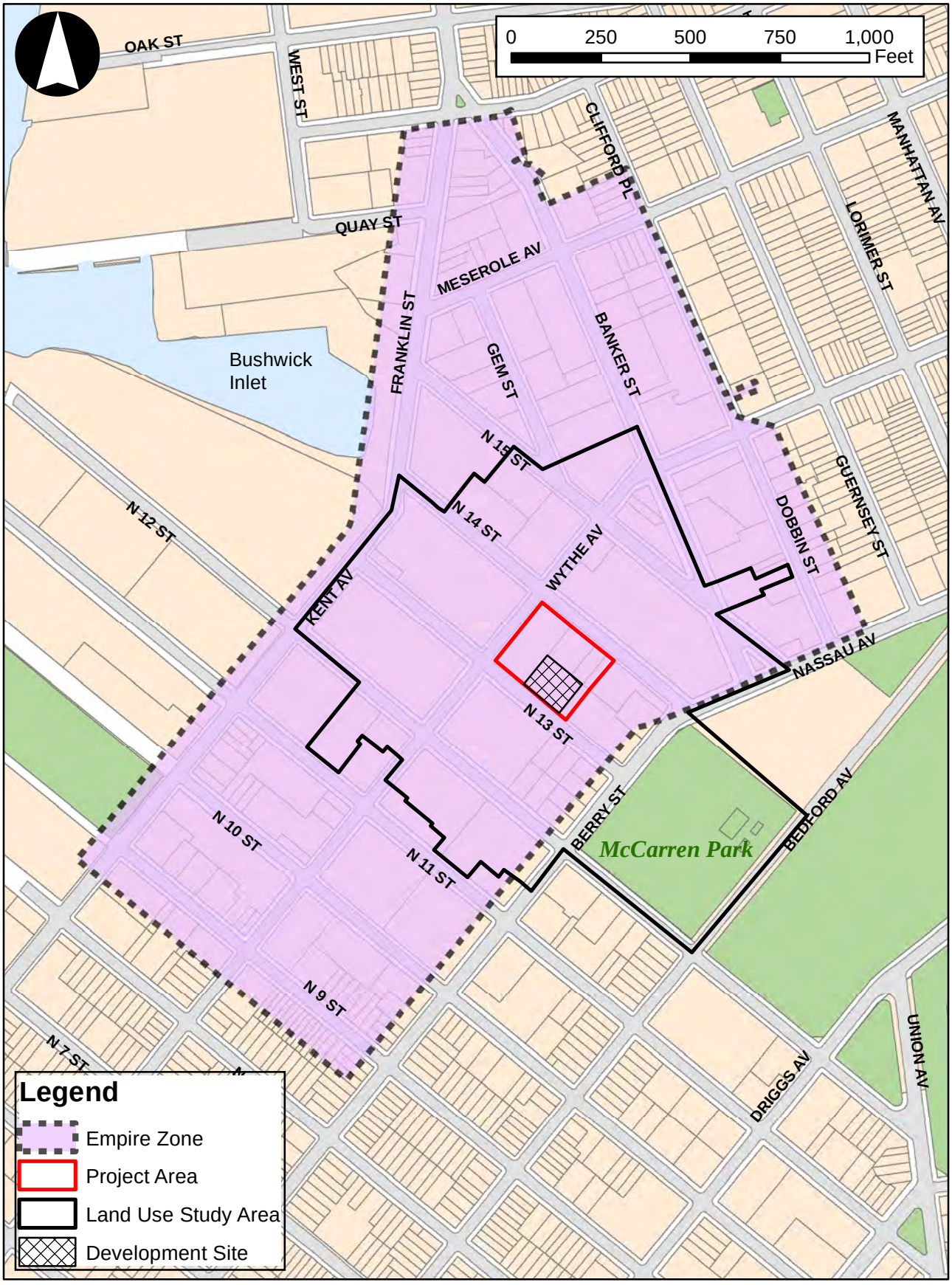
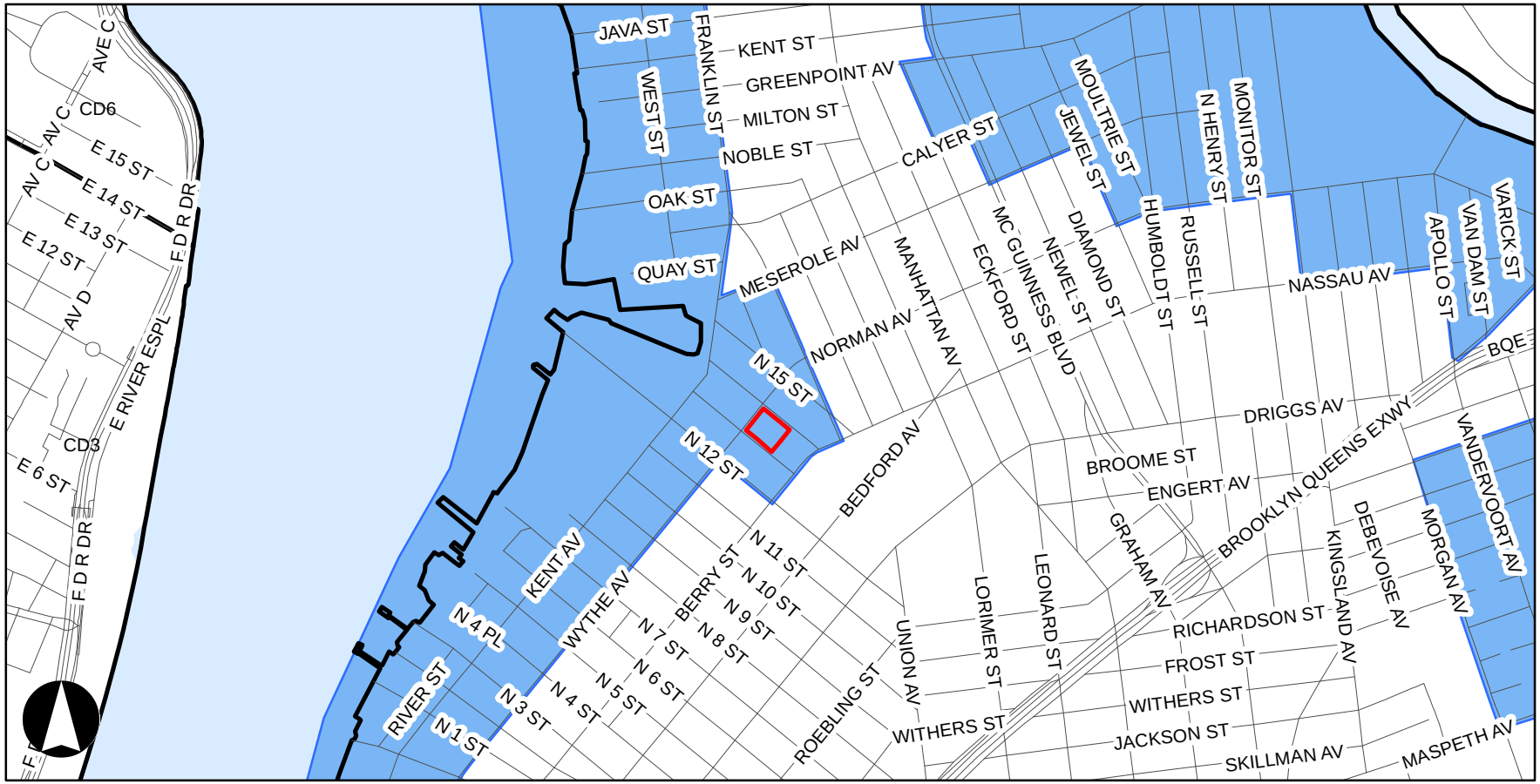


Figure C-8
Coastal Zone Boundary



Project Area

Community District Boundary

Coastal Zone Boundary

0 0.25 0.5 1 Miles

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

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

New York City Panel on Climate Change: Projections

In 2013, the New York City Panel on Climate Change (NPCC) released a report (Climate Risk Information 2013: Observations, Climate Change Projections, and Maps) outlining New York City-specific climate change projections to help respond to climate change and accomplish PlaNYC goals. The NPCC report predicted future City temperatures, precipitations, sea levels, and extreme event frequency for the 2020s and 2050s. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC report predicts that mean annual temperatures will increase by 2 to 3˚F and by 4 to 6.5˚F by the 2020s and 2050s, respectively; total annual precipitation will rise by 0 to 10 percent and 5 to 15 percent by the 2020s and 2050s, respectively; sea level will rise by 4 to 11 inches and 11 to 31 inches by the 2020s and 2050s, respectively; and by the 2050s, heat waves and heavy downpours are very likely to become more frequent, more intense, and longer in duration. Coastal flooding is also very likely to increase in frequency, extent, and elevation.

Assessment

As the development site and project area lie within the coastal zone, the proposed action must be assessed for its consistency with the policies of the City's WRP. A WRP consistency assessment is provided below under Section F, "Future With the Proposed Action." The WRP Consistency Assessment Form is provided in Appendix C.

OneNYC (previously PlaNYC)

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

Goals of the plan are to make New York City:

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

New York Works

In June 2017, Mayor Bill de Blasio released New York Works, a 10-year plan to invest in new industries, raise wages, and train New Yorkers for new careers. New York Works includes 25 initiatives to spur the creation of 100,000 new jobs in cyber security, freight, life sciences and healthcare, virtual reality, culture, tech, manufacturing, and apprenticeships. As affordability has persisted as an issue for many New Yorkers this plan attempts to identify opportunities to spur job creation for jobs paying more than $50,000 a year, making New York a more affordable place to live and work.

The plan has three objectives:

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

E. FUTURE WITHOUT THE PROPOSED ACTION

Land Use

Primary Study Area/Industrial Business Incentive Area

As discussed in Attachment A, in the future without the proposed action, the No-Action scenario would be the completion of an as-of-right eight-story building with one below-grade level on the development site, which would be occupied by commercial, manufacturing, and community facility uses. This is consistent with plans filed with and approved by DOB prior to the applicant's decision to seek the proposed action. The No-Action scenario building would have a base height of 59.5 feet, a 20-foot front setback, a 20-foot rear yard equivalent, and a roof height of 109.5 feet. The 4.80 FAR building would include 37,096 gsf (35,120 zsf) of community facility space, projected to be medical office; 15,726 gsf (15,409 zsf) of manufacturing space, projected to be light industrial; 10,062 gsf (9,470 zsf) gsf of commercial space, projected to be local retail; and 35,875 gsf of accessory parking providing 139 spaces. It would provide one loading berth and one curb cut.

As noted above, a foundation already has been constructed on the development site and could be used by this as-of-right development under No-Action conditions.

Secondary Study Area/400-Foot Study Area

Three projects are currently under construction within the 400 feet of the project area. It is anticipated that these projects will be completed by the 2020 Build Year.

At 14 Wythe Avenue a new three-story commercial building is in development. New building permits were initially filed in 2015. The building will include a ground floor distillery/restaurant with office and dance studio space on the second floor and more restaurant use on the third floor. In all, the new building will introduce 43,382 gsf of commercial use to the area and 107 off-street parking spaces in the cellar of the building.

The 25 Kent Avenue project will be a new eight-story, commercial and light industrial full-block building. In all, the new development will include 485,156 gsf of light industrial/manufacturing and commercial space. Specific uses will include ground floor local retail, offices (IBIA incentive uses), and light industrial uses (IBIA Required Industrial Uses). In all, the new building will introduce 37,347 gsf of commercial use, a 7,200 sf of public plaza, and a 275-space parking garage. This project is anticipated to be complete in 2018. It is the City's first designated IBIA and is being developed pursuant to ZR § 74-96 and IBIA special permits. Its land use application was approved in 2016 and a negative declaration was issued following the completion of environmental review (Application nos. C160124ZSK, C160125ZSK, and N160126ZRK; CEQR no. 16DCP065K).

At 193 Banker Street an existing 2-story industrial buildings is being converted into a 3-story, 19,000-sf sculpting studio. The building will include manufacturing space on the ground floor, office space on the second floor, and a 1,525-sf residential unit on the third floor.

Zoning

Primary Study Area/Industrial Business Incentive Area

In the future No-Action condition, no zoning changes within specifically applicable to the project area are anticipated. As such, it is anticipated that the existing M1-2 zoning district would be retained. Furthermore, the proposed zoning text amendment would not be established in absence of the proposed action.

However, a proposed zoning text amendment (Land Use Application no. N180349(A)ZRY in the public review process at the time this EAS is being prepared would establish a new CPC special permit for new hotels, motels, and tourist cabins in light manufacturing (M1) districts citywide (except for areas that are airport property or non-residential areas adjacent to airports), i.e., Use Group 5 hotels and Use Group 7 motels, boatels, and tourist cabins would no longer be permitted as-of-right. By establishing a new special permit, DCP proposes a case-by-case review process to ensure that hotel development occurs only on appropriate sites, based on reasonable considerations. If adopted, such uses would not be permitted as-of-right in the primary study area or other M1 zoned properties of concern in the secondary study area.

Secondary Study Area/400-Foot Study Area

There are currently no planned zoning map changes in the 400-foot study area in the future without the proposed actions. However, outside the study area but nearby, there is a recently certified application to designate the block bound by Meserole Avenue, Gem Street, N. 15th Street, and Franklin Street as an IBIA in order to facilitate a proposed development at 12 Franklin Street (CEQR #: 18DCP099K, ULURP #: 180387 ZSK; N 180388 ZRK; 180389ZSK). Refer to Figure C-9.

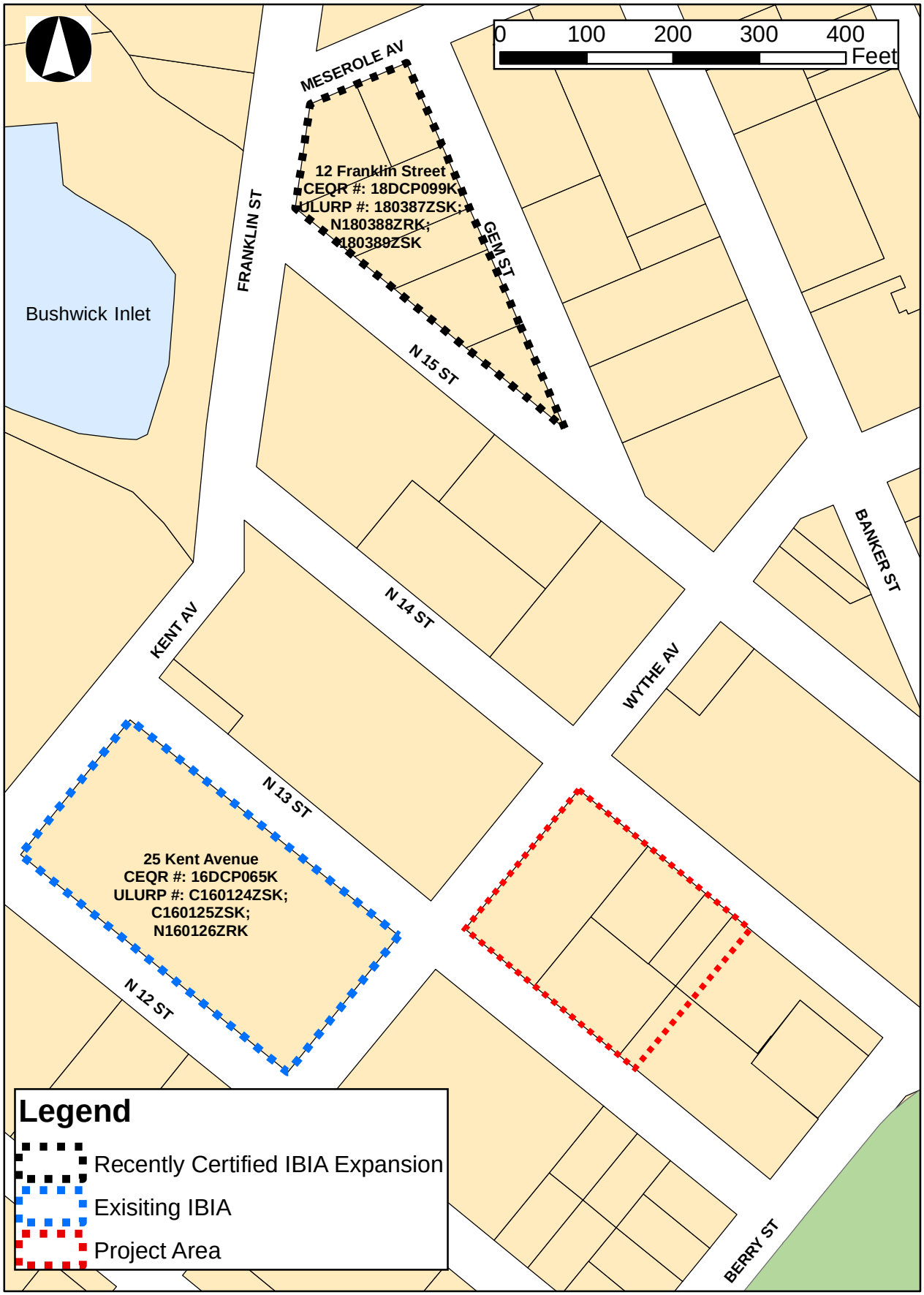
Overall, as evidenced by recently completed and ongoing development projects within the study area and surrounding blocks, the land use trend of the Williamsburg-Greenpoint neighborhoods is moving towards more conversions and new construction for hotels, retail, and entertainment uses, although the neighborhood continues to contain a number of industrial spaces and jobs. Anticipated development under the No-Action scenario will support the future economic development and growth in the area.

Public Policy

There are no anticipated changes to public policy in the study area in the future without the proposed action.

Figure C-9

IBIA Boundaries



F. FUTURE WITH THE PROPOSED ACTION

Proposed Action

In the future with the proposed action (the With-Action scenario), the proposed IBIA zoning text amendment and the related special permits would facilitate development of the proposed approximately 75,289-gsf building on the development site (refer to Figures A-2, A-3, and A-4 in Attachment A). The With-Action development would have a built FAR of 4.80. Commercial uses would comprise approximately 4.00 FAR, with Required Industrial Uses comprising the remaining 0.80 FAR and occupying the second floor of the building with a small dedicated ground floor lobby. The proposed development would have a 75-foot tall streetwall and would rise seven stories to a height of 109.5 feet (excluding rooftop mechanical equipment) and would have one below-grade level. As such, the proposed development would have a building volume that would not permitted under as-of-right M1-2 bulk regulations. Refer to Figure C-10.

As described above, under the With-Action Scenario, the proposed development would include 10,548 gsf of light industrial space (the Required Industrial Use), 42,079 gsf of office space, and 22,657 gsf of local retail space. It would provide one loading berth and one curb cut. It is anticipated that tenants would be companies in the technology and creative media industries, consistent with existing trends in the surrounding area (e.g., Amazon photo studio and Vice magazine). It is anticipated that the light industrial space would be occupied by small scale manufacturers, such as furniture, jewelry, or food manufacturers based on the tenant mix located in similar facilities in Greenpoint-Williamsburg (e.g., the Greenpoint Manufacturing and Design Center) and the proposed floor plans. The ground floor and cellar retail space would have relatively small footprints and are expected to be occupied by local retail uses. There would not be any accessory parking.

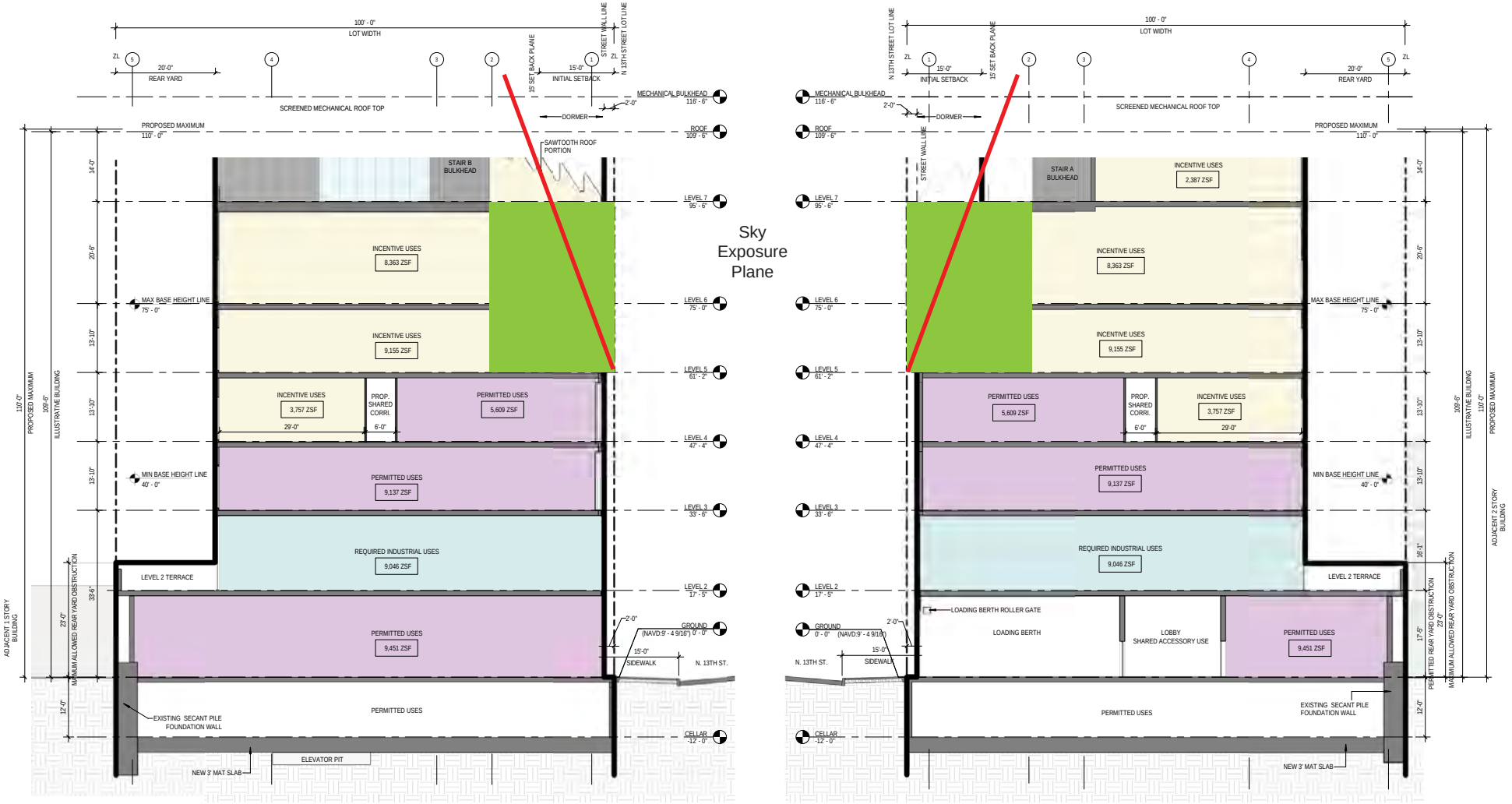
As noted above, although the proposed zoning text amendment to expand the IBIA also includes Block 2279, Lots 1, 9, and 13 and parts of Lots 15 and 30, the proposed action does not include any special permit applications for those other properties. As such, any additional developments pursuant to the proposed zoning text amendment would require a separate application for a special permit and accordingly there are no other projected developments expected to occur as a result of the proposed action.

Land Use

Primary Study Area/Industrial Business Incentive Area

Table C-2 shows that the development site would accommodate new development in both the RWCDS No-Action and With-Action conditions. In the future with the proposed action, the proposed development would result in net increases of approximately 42,079 gsf of office space and 12,595 gsf of local retail, net decreases of 5,178 gsf of manufacturing/light industrial, 37,096 gsf of community facility (medical office), and 139 accessory parking spaces.

The general intention of the IBIA regulations is to encourage the development of new buildings designed to cater to the growing office sectors as well as provide protected space for small-scale



2 ZONING SECTION - TRANSVERSE EAST

0' 4' 8' 16' 24'

GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

1 ZONING SECTION - TRANSVERSE WEST

0' 4' 8' 16' 24'

GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

LEGEND

- BASE USE
- REQUIRED INDUTRIAL USE
- INCENTIVE USE
- MECHANICAL SPACE
- OPEN TERRACE
- SHARED ACCESSORY USE
- SPOT ELEVATION
- ZONING LOT LINE
- PROPOSED MAX BUILDING ENVELOPE
- ILLUSTRATIVE BUILDING LINE
- PE PASSENGER ELEVATOR
- FE FREIGHT ELEVATOR
- CUT WALL LINE
- CUT SLAB
- Building Volume That Could Not be Built Based on Existing M1-2 Regulations

103 N. 13th Street IBIA EAS

Figure C-10

Allowable Bulk in Existing M1-2 District

light industrial uses and thereby foster job creation in Brooklyn CD 1. The expansion of the IBIA would also provide increased walk-to-work opportunities, encourage increased density of appropriate land uses, establish urban design guidelines to accommodate increased densities, strengthen the economic base of the City, conserve the value of land and buildings, contribute to a diverse mix of business uses and employment in the area, and protect the City's tax revenues. Refer to Attachment A, Section D, "Project Purpose and Need," for more information.

Secondary Study Area/400-Foot Study Area

As noted above in the descriptions of existing and No-Action conditions, the study area and nearby blocks have been experiencing a trend of changing land uses that are expected to continue in the future, as evidenced by existing uses such as the Brooklyn Brewery, Gutter Bowling alley/bar/entertainment venue, and William Vale Hotel and projects currently under construction including 25 Kent Avenue and 14 Wythe Avenue. No additional changes to land use are anticipated within the 400-foot study area as a result of the proposed action, as ongoing trends would be expected to continue with or without the proposed action.

Assessment

The proposed action would not result in significant adverse impacts to land use on the development site, within the larger project area, or in the 400-foot study area. The proposed action would allow a new office, light industrial, and local retail development on the development site in an area where there is a strong demand for these particular uses. Such uses and densities are considered compatible for this area as reflected in the existing zoning and the creation of the first IBIA nearby in 2016. Additionally, the proposed development would support light industrial/manufacturing uses in an existing IBZ. The proposed development would expand ground-floor retail in an area surrounded by neighborhoods with growing residential, worker, and visitor populations. Furthermore, the proposed development would be built at a density and bulk compatible with the other properties in the area. As such, the proposed action would result in development that would complement the land use character of the 400-foot study area as a whole.

Table C-2, Comparison of 2020 No-Action and With-Action Scenarios

Land Use	**No-Action**	**With-Action**	**Increment**
Office	0 gsf	42,079 gsf	+42,079 gsf
Local Retail	10,062 gsf	22,657 gsf	+12,595 gsf
Community Facility (Medical Office)	37,096 gsf	0 gsf	−37,096 gsf
Light Industrial (With-Action: Required Industrial Use)[1]	15,726 gsf	10,548 gsf	−5,178 gsf
Parking	35,875 gsf	0 gsf	−35,875 gsf
Total Building Area	**98,759 gsf**	**75,289 gsf**	**−23,470 gsf**
Parking Spaces	139 spaces	0 spaces	−139 spaces
Population	**No-Action**	**With-Action**	**Increment**
Employees	175	278	+103

Notes: Employee calculations based on the following assumptions: one employee per 250 sf of office; one employee per 450 sf of medical office; three employees per 1,000 sf of retail; and one employee per 250 sf of industrial.[2]

[1] Includes Use Groups 11A, 16A, 16B, 17B, 17C, and 18A (only breweries 10,000 sf or less per establishment).

[2] See EAS Form for employee generation rates.

Zoning

The proposed action consists of three discretionary approvals: (i) a zoning text amendment affecting the western part of Block 2279 that is zoned M1-2 and consist of the portion of the block within 250 feet of Wythe Avenue (encompassing Lots 1, 9, 13, and 34 and parts of Lots 15 and 30), designating this area an IBIA; (ii) a special permit pursuant to ZR § 74-962, applying the IBIA regulations to the development site in order to modify M1-2 FAR and height and setback requirements; and (iii) a special permit pursuant to ZR § 74-963 allowing waiver of accessory parking and modification of loading berth requirements. Refer to Attachment A, Section C, "Requested Approvals," for a detailed description.

Application of Industrial Business Incentive Areas Elsewhere

At present, IBIA only applies to Block 2282, which is the 25 Kent Avenue site. The proposed action would amend ZR § 74-96 (Industrial Business Incentive Areas specified) to add the project area. It should be noted that there is one other currently pending application currently in public review that would add Block 2614, which is located outside the 400-foot study area, to the IBIA designated area. That application is intended to facilitate a new development at 12 Franklin Street, which is also located in Brooklyn Community District 1 although outside the secondary study area boundary analyzed herein.

Compliance with ZR § 74-96 Conditions

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

Minimum Amount of Required Industrial Uses

The proposed development would provide 9,762 sf of horizontally contiguous floor area for the Required Industrial Uses on the second floor, meeting the requirement for the provision of at least 5,000 sf of such space. Overall, the proposed development would provide 9,993 zsf of Required Industrial Use, representing a built FAR of 0.8. By doing so, the development is permitted to provide additional commercial floor area, i.e., incentive uses, beyond the permitted base 2.0 commercial FAR at a rate of 3.5 sf of commercial space to 1 sf of Required Industrial Use provided, to a maximum overall built FAR of 4.8. The Required Industrial Uses would be served by a loading berth, 33 feet deep by 12 feet wide, accessible via a curb cut on N. 13th Street. A dedicated freight elevator would be located adjacent to the loading berth to provide direct access to and from the second floor Required Industrial Use space. The freight elevator and loading berth would be sufficient to handle the loading requirements of the proposed development. As further discussed below, the Required Industrial Uses on the second story of the proposed development are expected to use the berth for loading and unloading of raw materials, equipment, and finished products.

Minimum Sidewalk Width

The proposed development would provide a sidewalk with a minimum width of 15 feet along the entire frontage of the zoning lot. The sidewalk would be improved according to NYC Department of Transportation standards, would be at the same level as any adjoining public sidewalk, and would be publicly accessible at all times.

Height and Setback

The streetwall of the proposed development is located at the street line of N. 13th Street, and would rise to a height of 75 feet before setting back 15 feet from the street line. It complies with all required conditions: 80 percent of the aggregate width of the proposed development's street walls below a height of 12 feet and 99 percent of it above a height of 12 feet. and below a height of 75 feet above grade would be located at the street line. The proposed building height is 109.5 feet. The proposed development would have a dormer above the base height with an aggregate width of approximately 62 feet, 2.25 inches, or 49.8 percent of the streetwall width. A bulkhead above the roof is a permitted obstruction pursuant to ZR § 43-42.

Ground Floor Design

The proposed development would comply with the glazing requirement. It would provide approximately 777.5 sf of transparent surface area of the total 1,089.5 sf of street wall subject to this requirement, representing 71.3 percent of the surface area between a height of two feet above the level of the adjoining sidewalk and a height of 12 feet above the level of the first finished floor above curb level.

Signage
All signage at the proposed development would comply with the signage regulations applicable in C6-4 zoning districts as set forth in ZR § 32-60, inclusive. In addition, the proposed development would have an exterior sign identifying it as subject IBIA regulations with the required information.

Compliance with the Required ZR § 74-96 Findings

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

Promote a Beneficial Mix of Required Industrial and Incentive Uses
The proposed special permit would facilitate the development of a seven-story, 59,986-sf (4.80 FAR) commercial, and light manufacturing building including approximately:

- 25,000 sf of floor area devoted to uses permitted in the underlying M1-2 zoning district; ("Permitted Uses");
- 9,993 sf of floor area devoted to Required Industrial Uses; and
- 24,993 sf of floor area devoted to Incentive Uses.

The proposed special permit allows the above mix of office, local retail, and light industrial space that would benefit the area. The proposed development includes a large open and contiguous space designed specifically for small manufacturing or light industrial firms. The proposed development would help retain the industrial character of the neighborhood by providing space dedicated exclusively to industrial uses. The proposed development also provides approximately 24,993 zsf of office space (above the maximum permitted as-of-right within the M1-2 zoning district). This additional office space responds to the significant demand for Class A office space in Brooklyn. It would create jobs within walking distance of the residential portions of the surrounding Williamsburg and Greenpoint neighborhoods. With the mix of spaces available, the proposed development has the potential to accommodate businesses that have needs for a mix of industrial, office, and/or retail space. The Required Industrial Uses and Incentive Uses together would create a mix of new commercial and industrial jobs, increasing employment opportunities and enhancing the mixed-use character of the area.

Result in Superior Site Planning, Harmonious Urban Design Relationships and a Safe and Enjoyable Streetscape
The proposed floor area increase for Incentive Use would result in superior site planning.

The proposed development is designed to relate harmoniously to the scale and materiality of the surrounding blocks. The neighborhood's industrial history inspired the material palette and the massing of the proposed development. Its design critically reinterprets elements of warehouse and manufacturing building typologies in service of the intended program of light industrial and modern office use. The proposed development incorporates aspects of the historic streetscape into the emerging neighborhood character with the use of masonry screening and detailing of the storefronts. The use of transparent materials at the ground floor would enhance the pedestrian

experience. Transparency on the facade continues above the ground floor to highlight the Required Industrial Uses located on the second floor that are an essential component of the proposed development. Angled brick panels surround the office windows on the third, fourth, and fifth floors to create visual interest from the street.

The grant of the special permit would result in a safe and enjoyable streetscape. The proposed development maximizes the amount of retail use on the street frontage along N. 13th Street, which would have large framed storefront windows. In addition, the building would be served by only a single curb cut for the loading berth, minimizing the effects of vehicle activity on pedestrian activity along the public sidewalk.

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

The proposed special permit would allow construction of a building that has a better design relationship with the surrounding streets and adjacent open areas. The Proposed Development would infill an underbuilt midblock site with a contextual building pursuant to ZR § 74-962. It would have a 75-foot continuous streetwall and height of 109.5 feet, in contrast to a taller tower regulated by the sky exposure plane that would be permitted as-of-right within the M1-2 zoning district. The building provides a pleasing urban streetwall backdrop from N. 12th Street looking through the William Vale plaza. The proposed development's height would be within the range of the area's built environment and consistent with the developments in the area, such as the eight-story 135-foot tall development at 25 Kent Avenue and the 22-story, 250-foot tall William Vale Hotel directly south from the proposed development site.

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

The proposed development would have a beneficial effect on the surrounding neighborhood. Consistent with the policy goals of the Greenpoint-Williamsburg IBZ, the construction of new, high-quality office and industrial space would grow the industrial sector in the neighborhood. It would help satisfy a market need for commercial office space in Williamsburg. Additionally, it would foster a mix of uses in the neighborhood to balance the conversions to hotel, retail and entertainment use in the surrounding area. Furthermore, the proposed development would create a significant number of permanent new jobs in an area with proximity to residential neighborhoods.

In addition to the benefits from the occupancy of the proposed development, its scale would be in context with the surrounding neighborhood. The proposed height would not be atypical and would not adversely impact the neighboring buildings on N. 13th Street. The proposed building height of 109.5 feet is within the range of building heights in the area, including the 135-foot tall 25 Kent Avenue development and the 22-story, 250-foot tall hotel William Vale Hotel. Moreover, this EAS demonstrates that the proposed development would not have an adverse effect on the surrounding neighborhood.

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

As indicated in ZR § 74-963, CPC may reduce or waive the off-street parking requirements set forth in ZR § 44-20 (Required Accessory Off-Street Parking Spaces for Manufacturing,

Commercial or Community Facility Uses, not including bicycle parking, and may also reduce or waive the loading berth requirements as set forth in ZR § 44-50 (General Purposes), provided that the following findings are satisfied:

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

The proposed waiver of required parking and reduction in required loading from three to one berth would not contribute to serious traffic congestion. According to the travel demand forecast in Attachment B of this EAS, the proposed development would generate fewer peak hour vehicle trips than an as-of-right building with community facility use. It is anticipated that the majority of employees and visitors to the proposed development would travel by public transit and bicycle or walking. The travel demand forecast projects that 52 percent of the office employees would use the subway, 5 percent would ride the bus, 32 percent would walk or bike, while only 11 percent would use automobiles. Similarly, the modal split for retail-generated trips would be 80 percent walk or bike, five percent auto, five percent taxi, five percent subway, and five percent bus.

The travel demand forecast estimates that the proposed development would generate a peak parking demand of 28 vehicles during the afternoon from 2 to 3 PM - substantially lower than the 139 to 174 spaces that would be required under zoning pursuant to ZR § 44-20. This reflects the availability and utilization of the alternatives to automobile commuting available in Williamsburg/Northside.

According to the travel demand forecast, the proposed development would generate a moderate change in the number site-generated pedestrian trips, including walk-only trips and trips to and from subway stations, bus stops, and off-site parking. The net incremental change would 21 (AM), 313, (midday), 132 (PM), and 103 (Saturday midday). These hourly volumes would not contribute to serious traffic congestion in the area.

The proposed development would not contain any accessory parking spaces. There would be one loading berth, midblock on N. 13th Street. The absence of on-site parking would disperse site-generated private automobile trips rather than concentrating them at a single location. For this reason, the proposed waiver of parking would not contribute to serious traffic congestion and may encourage the selection of other modes of transportation instead. The 16 bicycle parking spaces in the proposed development would facilitate biking. The development site is well served by public transit. The Nassau Avenue G subway station is approximately 0.5 miles to the northeast, and the Bedford Avenue L station is approximately 0.6 miles to the southeast. The B32 bus route runs north and south along Kent and Wythe avenues, respectively, connecting Long Island City and the Williamsburg Bridge Plaza. The B62 bus route runs along Bedford and Driggs avenues, connecting Long Island City and Downtown Brooklyn/Fulton Mall. In addition, the North Williamsburg landing on the East River route of the NYC Ferry is located approximately 0.6 miles to the southwest of the project area on N. 6th Street. Citi Bike stations are located within walking distance of the project area at the corner of N. 12th Street and Bedford Avenue (Bike Station No. 5450.04 with 27 docks), at N. 15th Street and Wythe Avenue (Bike Station No. 5520.09 with 23 docks), and N. 11th Street and Wythe Avenue (Bike Station No. 5489.02 with 25 docks). There are bike lanes located on Wythe and Kent avenues and Berry, N. 14th, and Banker streets. Additionally, there are CityRacks (free sidewalk bicycle parking racks placed throughout the city

by DOT) located at N. 14th Street between Berry Street and Wythe Avenue (3 small racks located at 200 N. 14th Street), N. 12th Street and Wythe Avenue (11 small racks located at 61 Wythe Avenue), N.11th Street between Berry Street and Wythe Avenue (1 small rack located at 79 N. 11th Street), and N. 11th Street between Wythe Avenue and Kent Avenue (1 large rack at 52 N. 11th Street).

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

The one curb cut provided is the minimum required for adequate access to the loading berth. It is located on the eastern portion of the building so as to cause minimum disruption to traffic, while still allowing for efficient placement of the stairwell and passenger elevator core serving the upper floors. The location of the curb cut on the eastern portion of the building prevents disruption to traffic flow as it is farther away from the busy intersection of Wythe Avenue and N. 13th Street.

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

It is anticipated that a majority of occupants and visitors to the development site would either walk, bike, or use public transit. As described in Appendix B, it is anticipated the majority of trips would be by public transit and walking. As noted above, the proposed development would result in fewer vehicular trips than an as-of-right development. Without parking at the development site, no single street link would process all of the site-generated vehicular traffic. Furthermore, many of the uses in the surrounding neighborhood do not experience peak traffic generation at the same time. Near the development site are a number of entertainment and hospitality uses that generate peak traffic demand at night and on weekends. The proposed development would contain commercial and light industrial uses that would experience peak traffic during weekday hours, so the peak traffic for the proposed development would not significantly compound the traffic generated by other uses surrounding the development site.

The roadway network surrounding the development site is a local street grid containing predominantly one-way streets typically 60 feet in width. The density and consistency of the grid provide adequate access for the relatively low traffic volumes generated by the proposed development. Vehicular activity on N. 13th Street is generally limited to local trips rather than through travel because it is only two blocks long.

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

The applicant proposes to provide one off-street loading berth for the proposed development, which is less than the three berths that would be required pursuant to ZR § 44-52.

The proposed loading berth would be 33 feet deep by 12 feet wide, as required pursuant to ZR § 44-581, as the proposed Required Industrial Uses occupy less than 10,000 square feet of floor area.

The reduction in the required number of loading berths provided in the proposed development would not create or contribute to serious traffic congestion or unduly inhibit vehicular or pedestrian movement. The applicant does not anticipate a demand for more than one loading berth in the

proposed development, and the street grid surrounding the development site is sufficient to handle any additional traffic generated by loading and unloading at the development site. The requirement for three loading berths stems from ZR § 44-54, a provision of the 1961 Zoning Resolution which requires, for manufacturing and office buildings, 50 percent of the floor area in a building to be subject to a more onerous loading requirement appropriate for industrial uses.

The applicant does not anticipate that the office, local retail, and light industrial tenants of the proposed development would require more than one loading berth.

The local retail and office uses in the proposed development would generate a low off-street loading demand, if any, because deliveries are expected to arrive via parcel delivery services such as USPS, FedEx, or UPS, as opposed larger sized deliveries that would require the loading berth. As is typical for such uses, these they are expected to primarily accept curbside deliveries. It is anticipated that curbside deliveries would be scheduled during off-peak hours so as not to interfere with peak work travel and shopping times, and to avoid peak traffic periods. Most likely, retail uses in the proposed development would receive shipments during the late evening and pre-dawn hours. Office uses would generally receive shipments in the late morning and afternoon. The local retail use is expected to generate an average of 4 deliveries per day and the office use is expected to generate 5 deliveries per day and delivery dwell times would be approximately 30 minutes per delivery.

The existing parking regulations in front of the development site and along the entire north frontage of N. 13th Street between Wythe and Berry avenues are supportive of curbside loading. The regulation is "No Parking: Monday-Friday, 8AM-6PM," with alternate side street sweeping regulations in effect Tuesday and Friday, midnight to 3AM. These regulations permit loading and unloading of packages and merchandise and expeditious drop-off and pick-up of passengers.

The Required Industrial Uses on the second story of the proposed development are expected to use the berth for loading and unloading of raw materials, equipment, and finished products. It is anticipated that one berth should adequately serve the proposed Required Industrial Uses, which would generate an average of 4 truck deliveries per day utilizing the loading berth. Required Industrial Uses are anticipated to receive shipments throughout the morning and afternoon. Deliveries are anticipated to be staggered over the course of the day, with a typical stay in a loading berth being less than thirty minutes. Staggering of loading activities would ensure that each use could load and unload without creating or contributing to traffic congestion or inhibiting vehicular and pedestrian movement.

Summary

The proposed development would satisfy all applicable conditions required for the proposed special permits.

Primary Study Area/Industrial Business Incentive Area

The proposed zoning text amendment would apply the special IBIA regulations to the project area, which would allow the applicant to seek the two IBIA special permits that are intended to facilitate the development of a new building with a mixture of commercial and light industrial uses on Block

2279, Lot 34. Reflecting the City's intent when it created the IBIA regulations, the purpose of the proposed action is to encourage job creation, provide increased walk-to-work opportunities, encourage increased density of appropriate land uses, strengthen the economic base of the City, conserve the value of land, contribute to a diverse mix of business uses and employment in the area, and protect the City's tax revenues

Secondary Study Area/400-Foot Study Area

No changes to zoning are anticipated within the 400-foot study area as a result of the proposed action.

Assessment

The proposed action would not result in significant adverse impacts to zoning on the development site or in the 400-foot study area. The proposed action would designate the project area as part of the IBIA, applying an alternate set of zoning regulations that the City has established in the ZR as appropriate for M1-2 zoned areas in this part of the City. IBIA regulations apply in cases where a property owner seeks special permit(s) approval to facilitate a development under the IBIA regulations. These regulations increase permitted commercial and manufacturing FAR from 2.0 to 4.8, the same level of density permitted for community facilities, subject to various conditions intended to result in a development considered desirable by the City. As outlined above, the proposed development would meet the required conditions and addresses the required special permit findings. As such, the proposed action, consisting of a requested zoning text amendment and special permits, would be consistent with zoning, specifically the IBIA regulations. In terms of the effects of the proposed action on the secondary study area, the establishment of another IBIA designated area would be compatible with the existing IBIA mapped on the 25 Kent Avenue block. It would also reinforce the presence of viable commercial and light industrial uses and not introduce uses that may conflict with existing or future commercial and light industrial uses in portions of the study area where such uses are permitted. Furthermore, it is compatible with other City initiatives, such as the proposed M1 hotel special permit proposal, to maintain a diverse mix of non-residential uses, including light industrial uses, in the City's M1 districts. Accordingly, the proposed action would not result in any significant adverse zoning impacts.

Public Policy

As discussed under "Existing Conditions," the project area and the larger study area fall within the geographic jurisdiction of several public policies. These policies include Greenpoint-Williamsburg IBZ, the Greenpoint 197-a Plan, and the Williamsburg Waterfront 197-a Plan, the WRP, and OneNYC. Policy assessments of each these are provided below.

Greenpoint-Williamsburg IBZ

The proposed action would be consistent with the purpose of the IBZ program in that it would facilitate the creation of 10,548 gsf (9,993 zsf) of light industrial space that would be designated a "Required Industrial Use." As such, use of this space would be limited to certain light industrial/manufacturing activities. While the development site also would be redeveloped with

light industrial space under No-Action, such space would not be subject to any protections and under the site's existing zoning could be converted to a wide range of commercial or community facility uses, including office space, on an as-of-right basis. As such, the proposed action would offer a form of protection for industrial space that would not be provided under No-Action conditions, which would promote the continued long-term presence of industrial uses in the IBZ. In addition, residential uses would continue to be prohibited and the IBIA program would provide property owners greater flexibility to provide commercial uses and receive a return on investment in building construction and maintenance, thus reducing the likelihood of successfully receiving zoning variances to approve residential uses in the future.

Greenpoint and Williamsburg Waterfront 197-a Plans

Although the Greenpoint 197-a and the Williamsburg Waterfront 197-a plans do not make any specific recommendations for the project area tax lots, the proposed action is consistent with the general purpose of both plans in that it would promote applicable project goals (some goals, such as improving waterfront access would not be hindered). For the Greenpoint 197-a Plan, the proposed action would facilitate quality of life improvements in the community and maximize Greenpoint's potential by facilitating the redevelopment of a previously underutilized site with a combination of commercial and industrial uses. Additionally, the proposed action would promote local economic development that provides jobs and strengthens the residential and retail sectors by providing a range of commercial and industrial jobs in a non-residential area that is located within walking distance of existing residential and retail uses.

WRP Consistency Assessment

As the project area is located within the city's designated Coastal Zone the proposed action is subject to review for consistency with the policies of the WRP. The WRP includes policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. The WRP Consistency Assessment Form (CAF) (see Appendix C) lists the WRP policies and indicates whether the proposed action would promote or hinder that policy, or if that policy would not be applicable.

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

In addition, Policies 7; 7.1; 7.2; and 7.3, which concern hazardous materials are typically of concern for new development projects and require consistency assessment. However, as discussed in the "Hazardous Materials" section of Attachment B, the development site has undergone site investigation and remediation, as a "Volunteer" in the Brownfield Cleanup Program (BCP) administered by the NY State Department of Environmental Conservation. A Certificate of Completion for this site is expected to be issued in the near future. Accordingly, the proposed action does not have the potential to affect hazardous materials and therefore Policies 7; 7.1; 7.2; and 7.3 are not applicable to the proposed action.

Consistency with Applicable WRP Policies

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

Although located in the coastal zone, the project area, inclusive of the development site, is not a waterfront site, being located a block upland (approximately 520 feet) from the landward edge of the closest waterfront property, specifically Bushwick Inlet Park. As such the project area is an upland site. It is well-suited to commercial, light industrial, and community facility development as it is zoned M1-2, is located in the IBZ, and is underbuilt relative to permitted densities. The area is well-served by existing infrastructure and services, including two subway stations on two separate subway corridors, including one where the MTA will be making a substantial investment in system repairs and upgrades intended to ensure long-term operations and resiliency. The surrounding neighborhoods contain a vibrant mix of commercial, light industrial, residential, and open space uses and have undergone a trend of new development, particularly since the adoption of the City's Greenpoint-Williamsburg Rezoning and related actions in 2005.

As such, the commercial and industrial development that would be facilitated by the proposed action would occur in an area suitable for such development where strong demand for commercial space exists and the City seeks to retain light industrial space.

Therefore, the proposed action would promote Policy 1.

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

The project area is an appropriate location for commercial development as it is zoned M1-2 and is served by existing infrastructure and public services. The project area is not located within a Significant Maritime and Industrial Area (SMIA), Special Natural Waterfront Area (SNWA), Priority Maritime Activity Zone (PMAZ), Recognized Ecological Complex (REC), or West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA), as defined in the WRP, and is therefore not located in a special area that may be inappropriate for the development of new commercial or light industrial uses.

The development site previously contained a one-story building occupied by a food wholesaler and currently has a completed foundation to accommodate future development of the site either as-of-right under No-Action conditions or pursuant to the proposed action under With-Action conditions. The three other lots that comprise the balance of the project area are currently occupied by low-rise, high lot-coverage buildings with commercial and industrial uses.

Under With-Action conditions, the 12,500-sf development site would be redeveloped with a 75,289-gsf building with a built FAR of approximately 4.80 (59,986 zsf). It would be seven stories (109.5 feet) tall and would have one cellar level. It would include 42,079 gsf of office space, 22,657 gsf of local retail space, and 10,548 gsf of light industrial, the latter providing the "Required Industrial Use" pursuant to the IBIA regulations, which must be permanently dedicated for light

industrial use to allow a maximum commercial FAR of 4.8 instead of the 2.0 commercial FAR permitted by the site's underlying M1-2 zoning district.

As indicated above, it is anticipated that typical office tenants would be companies in the technology and creative media industries, consistent with existing trends in the surrounding area. It is also anticipated that the light industrial space would be occupied by small scale industrial firms, such as furniture, jewelry, or food manufacturers. The retail space, split between the first (ground) floor and the cellar level, would likely be occupied by locally-oriented establishments. The building would have one loading dock, but would not provide parking, reflecting its location close to subway and other transit services.

The applicant's proposed development would be built in accordance with the special permits and applicable bulk regulations and would be designed to meet the site design, envelope, and urban design requirements that are specified in ZR § 74-96. Additionally, the proposed expansion of the IBIA, which would be identified in the zoning text as encompassing the development site and three adjoining lots on the western half of Block 2279, would promote further development of commercial and Required Industrial Uses, subject to future special permit applications. Accordingly, the proposed action would promote Policy 1.1.

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

As previously indicated, the development site, and the balance of the project area, is fully developed and is adequately served by local infrastructure. As described throughout this EAS, the density of the proposed development is compatible with the capacity of surrounding transportation facilities and essential community services. It is anticipated that the mix of uses and scale of the proposed development would not overburden the area and the project area would continue to be adequately served by the existing local infrastructure.

Overall, the proposed development, by facilitating redevelopment in an area served by existing public facilities and infrastructure, would promote Policy 1.3.

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

See response to Policy 6.2 below.

Policy 6.2: ***Integrate consideration of the latest New York City projections of climate change and sea level rise (as published by the New York City Panel on Climate Change or any successor thereof) into the planning and design of projects in the City's Coastal Zone.***

Flood Insurance Rate Maps and Base and Design Flood Elevations

The Federal Emergency Management Agency (FEMA) issued updated Preliminary Flood Insurance Rate Maps (PFIRMs) for New York City dated 1/30/2015. These were intended to

replace the currently effective FIRMs issued by FEMA in 1983 with revisions dated 2007. However, the City filed a technical appeal of the PFIRMs and FEMA subsequently announced that it agreed with the City's findings, and would work with the City to revise the PFIRMs and issue new maps in the coming years that better reflect current flood risk. They identify the 100-year (1 percent annual chance) floodplain with the 100-year flood water levels projected to reach the specified base flood elevations. They also identify the 500-year (with an annual probability of flooding between 0.2 percent and 1 percent) floodplain. FEMA does not identify the base flood elevation for the 500-year floodplain. Areas within the 100-year floodplain are subject to NYC Building Code and FEMA flood-resistant construction requirements. These include requirements that all habitable space be located above the design flood elevation; permitted uses below the design flood elevation include parking, storage, and access areas.

There are two types of 100-year floodplains; "V" zones with the added hazard of high-velocity wave action with a projected wave height of 3 feet or more and "A" zones, which are projected to be inundated with the 100-year flood but without wave action from waves of 3 feet or more. The PFIRMs also introduced a new area defined as the "Coastal A Zone" designated by a boundary called the Limit of Moderate Wave Action (LiMWA). This zone is the portion of an A Zone, also referred to as the "Coastal AE Zone", where moderate wave action with projected wave heights between 1.5 and 3 feet is expected during the base flood event.

The City of New York has adopted the base flood elevations[3] specified in either the PFIRMs or the currently effective FIRMs as revised in 2007, with the more restrictive of the two, i.e., having a higher base flood elevation, applicable until new effective FIRMs are available for the purposes of determining compliance with all flood-proofing requirements and for establishing base plane elevations for new buildings to measure their compliance with zoning building height requirements.[4]

Project Area Location in PFIRM 500-year Floodplain

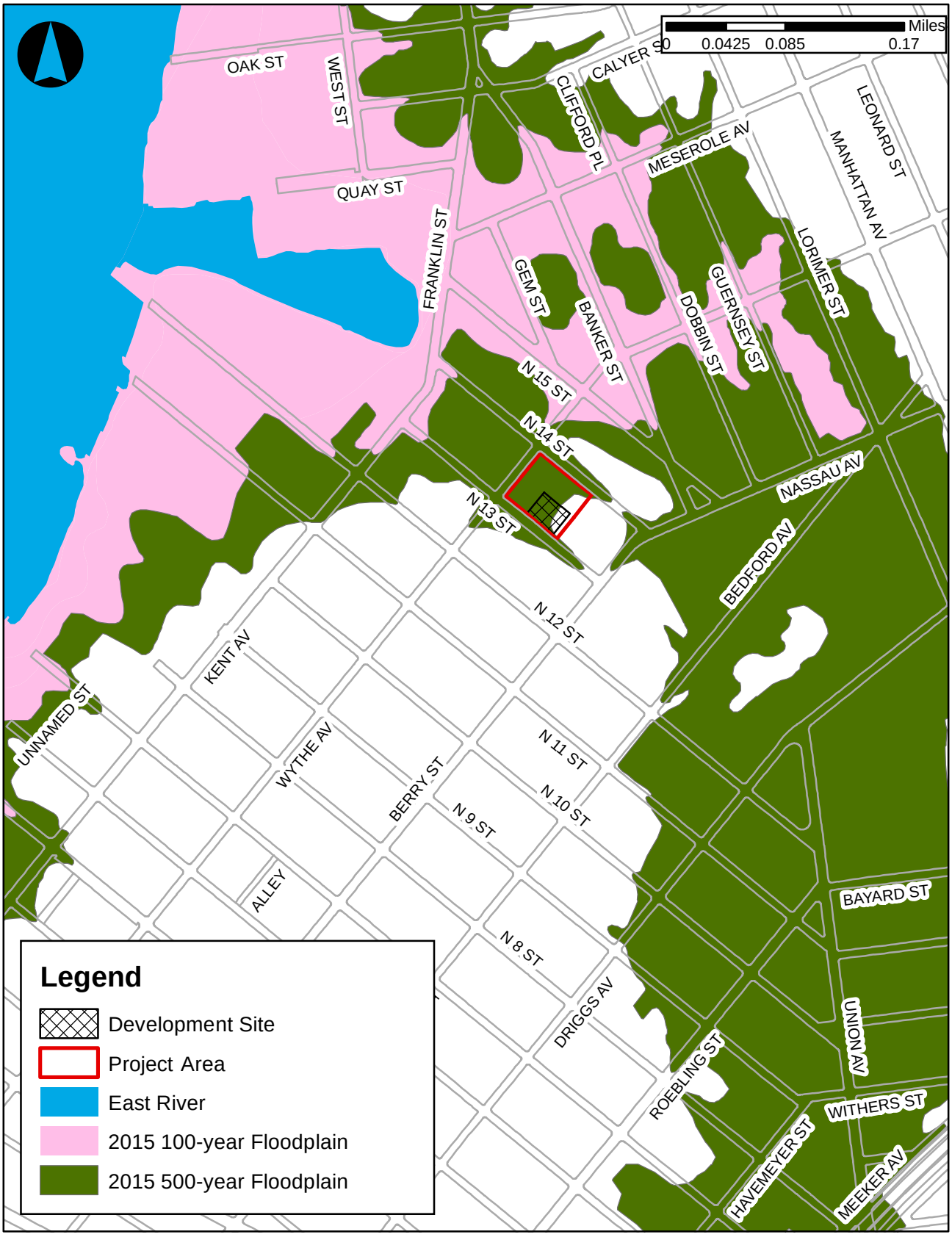
Based on available survey information, the project area currently has an elevation of approximately 9.3 feet above the North American Vertical Datum of 1988 (NAVD 88).

As presented in Figure C-11, part of the development site (and therefore part of the project area) is within the 500-year floodplain, identified on the map as an "X" zone. This indicates an area of moderate to low-risk flood hazard, also known as a Non-Special Flood Hazard Area. FEMA does not specify base flood elevations for the shaded X zones. As the project area is located outside the boundary of the 100-year floodplain, the City's Building Code and FEMA special requirements for the 100-year floodplain are not applicable.

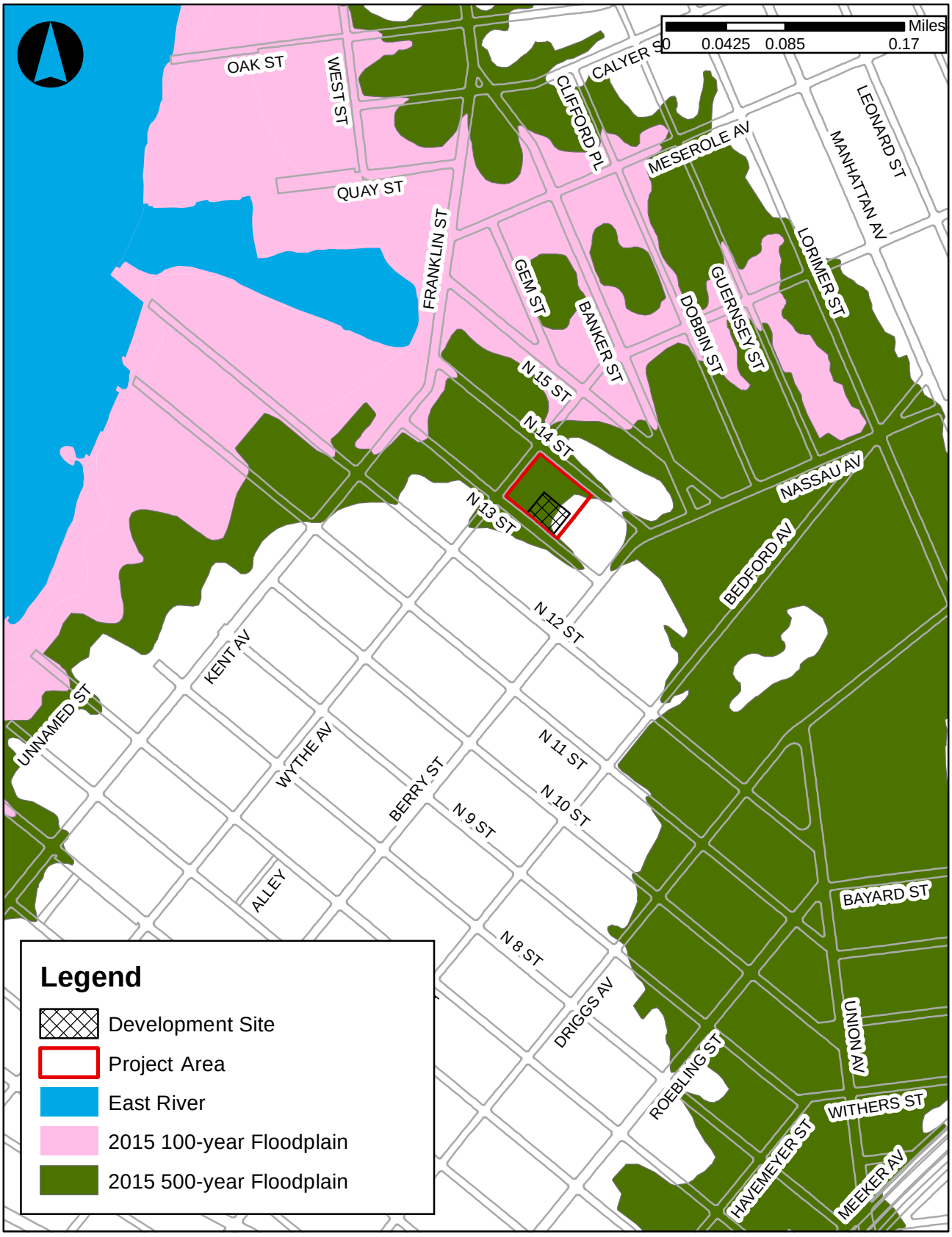
As noted above in the "Existing Conditions" section discussing the WRP, the NPCC predicts that mean annual temperatures will increase by 2 to 3˚F and by 4 to 6.5˚F by the 2020s and 2050s, respectively; total annual precipitation will rise by 0 to 10 percent and 5 to 15 percent by the 2020s

[3] PFIRM elevations are measured in feet above the North American Vertical Datum of 1988 (NAVD 88).
[4] See "Coastal Climate Resilience: Designing for Flood Risk", Department of City Planning, City of New York, June 2013, for additional information. Online at: http://www1.nyc.gov/assets/planning/download/pdf/plans-studies/sustainable-communities/climate-resilience/designing_flood_risk.pdf

2015 Floodplain Preliminary FIRM



2015 Floodplain Preliminary FIRM



and 2050s, respectively; sea level will rise by 4 to 11 inches and 11 to 31 inches by the 2020s and 2050s, respectively; and by the 2050s, heat waves and heavy downpours are very likely to become more frequent, more intense, and longer in duration. Coastal flooding is also very likely to increase in frequency, extent, and elevation. Based on these projections, all of the project area will be located within the 500-year floodplain by the 2020s and by the 2050s portions of the project area will be within the 100-year floodplain (see Figures C-12 and C-13, respectively), but base flood elevations are not indicated in the NPCC prediction. The NPCC recommends assessing the impacts of projected sea level rise on the lifespan of projects. Because of limitations in the accuracy of flood projections, the NPCC recommends that these 2020s and 2050s maps not be used to judge site-specific risks and advises that they are subject to change.

Detailed Assessment

Pursuant to guidance recently issued by DCP, three basic steps are provided for this assessment: (1) identify vulnerabilities and consequences; (2) identify adaptive strategies; and (3) assess policy consistency.

Identify Vulnerabilities and Consequences

For this assessment, building features are defined in one of four categories: (1) *vulnerable*: project features that have the potential to incur significant damage if flooded; (2) *critical*: project features that if damaged would have severe impacts on the project and its ability to function as designed; (3) *potentially hazardous*: project features that if damaged or made unsecure by flooding could potentially adversely affect the health and safety of the public and the environment; and (4) *other*: project features that are entirely open and unenclosed spaces, except the open storage of potentially hazardous materials, which may be damaged by flooding, but are not likely to present significant consequences and are more easily repaired.

The Flood Elevation Worksheet was prepared for the proposed action and is provided in Appendix C. This is a tool which identifies current and future flood elevations in relation to the elevations of the site and project features, presenting a range of future flood elevations as affected by sea level rise (SLR), from high (90th percentile) to low (10th percentile). In other words, "high" refers not to the predicted likelihood, which is estimated at approximately one in ten, but to being a high-end projected increase in flood elevation and as such physically higher than the "low" projections. Conversely, the "low" projection is more likely to occur, estimated at an approximately nine in ten probability.

As the project area is not located within the 100-year floodplain, also known as the one percent annual chance floodplain, per DCP guidance the elevation of the closest 100-year floodplain is used to the estimate the site's baseline one percent annual chance flood elevation; in this case the closest such floodplain is located approximately 125 feet northwest and has a flood elevation of +11 feet (NAVD 88). Furthermore, as the project area is not located on the shoreline, with a distance of approximately 650 feet from Bushwick Inlet to the closest part of the project area, the mean higher high water (MHHW) level of the closest tide gauge station is used to estimate the site's baseline MHHW level. As shown in the "1% Flood Elevation + Sea Level Rise" graph below, the first floor lobby and ground floor retail (a vulnerable feature) would be located below

NPCC 2020s Floodplain Projections

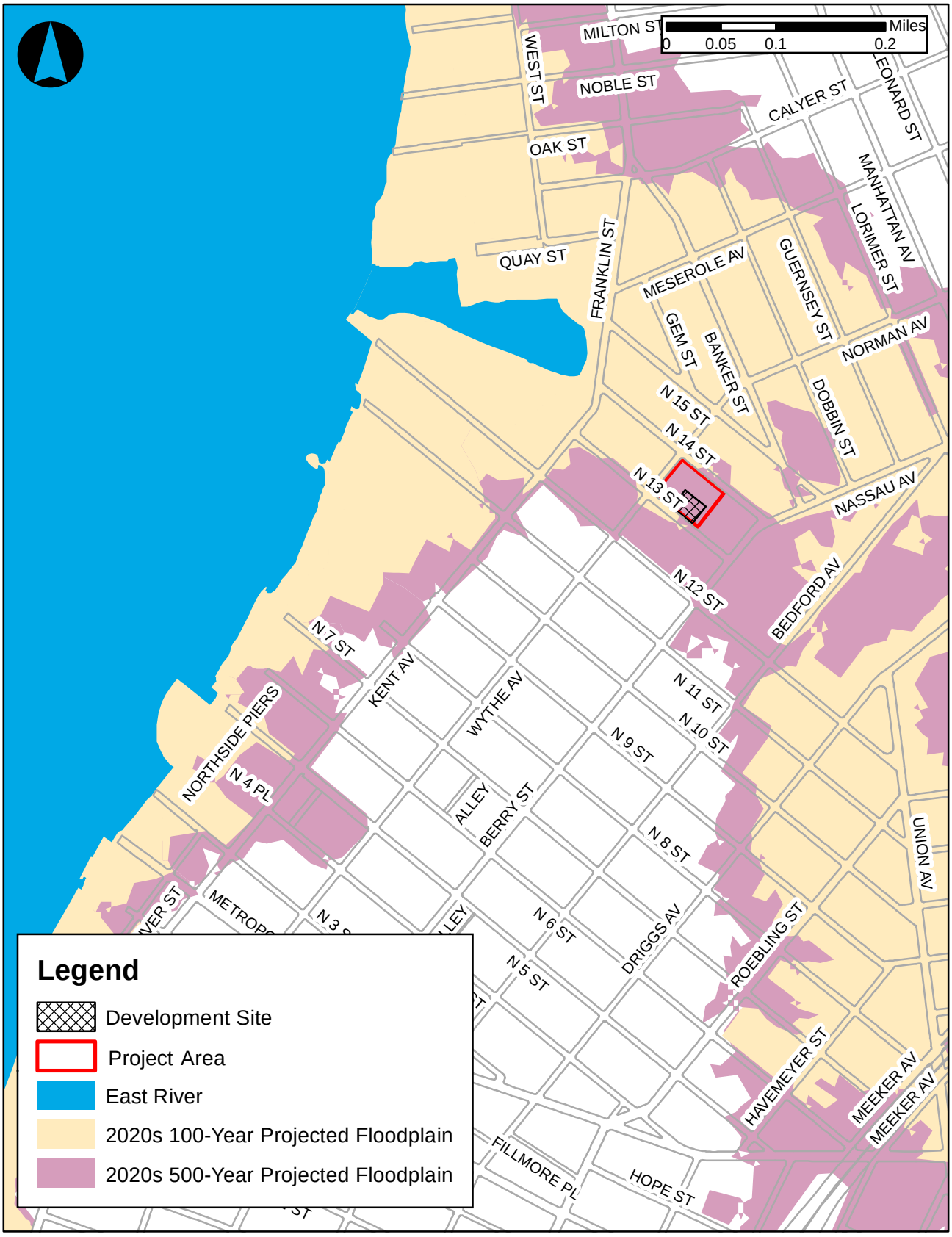
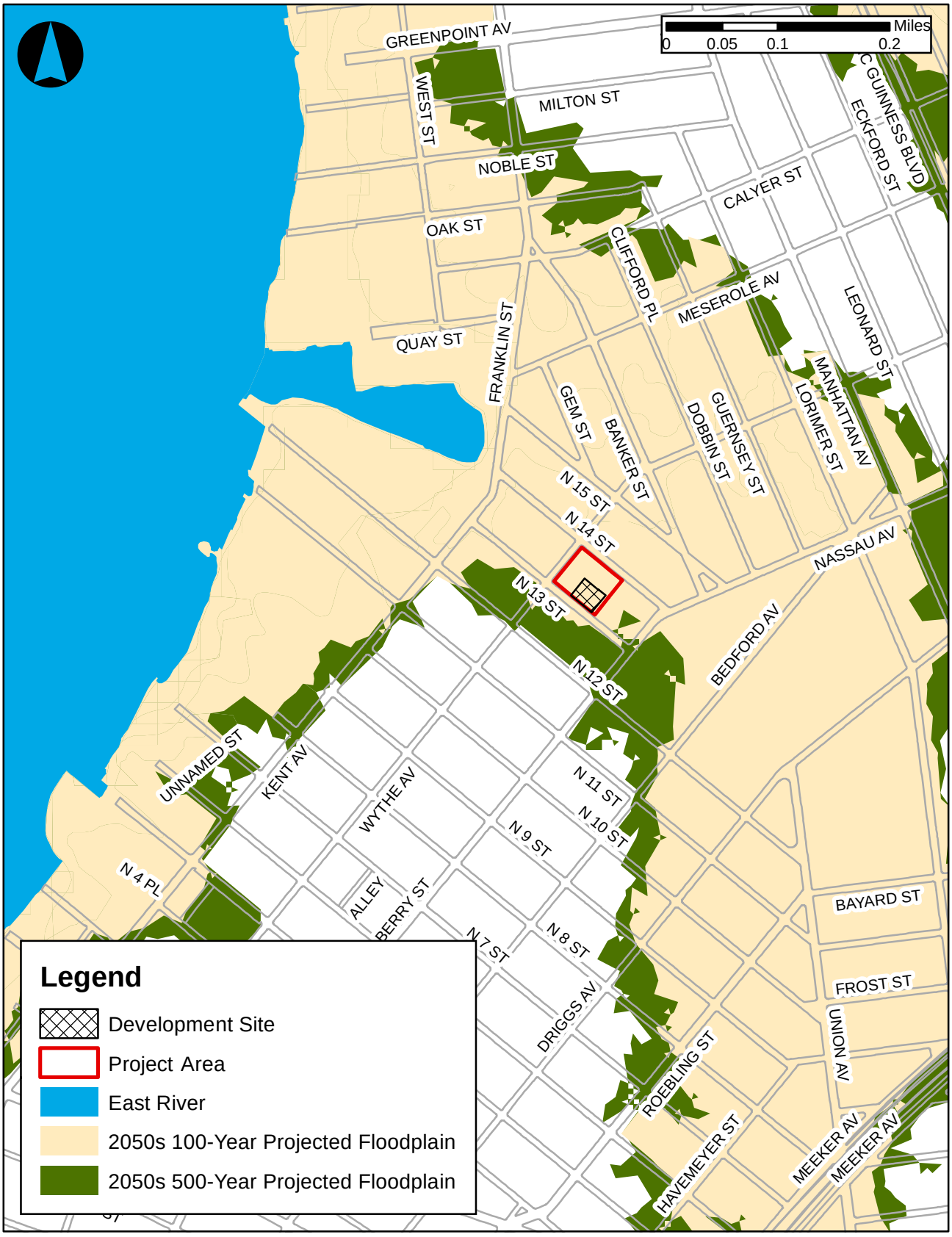


Figure C-13
NPCC 2050s Floodplain Projections



the 1 percent flood elevation in the 2020s and onward, under the low-range (10th percentile) sea level rise projection. As shown in Figure C-12, the project area is not projected to be within the 1 percent floodplain in the 2020s but as shown in Figure C-13, it is projected to be within the 1 percent floodplain in the 2050s; as such the first floor lobby and ground floor retail would not be identified as subject to the 1 percent chance flood until the site is within the 100-year floodplain. As also shown in the graph, the other vulnerable feature, the lowest industrial space on the second floor, and the critical feature, the critical mechanical systems on the roof, would remain above the 1 percent flood elevation through 2100, the farthest time horizon for which these projections are available.[5]

Refer to Figure C-14, an illustrative building section, depicts the location of building vulnerable and critical features relative to future 1 percent flood elevations.

Potential consequences of the first floor lobby and retail space being located within the one percent annual chance floodplain include flood damage to property and building structure, loss of inventory, or potentially increased flood insurance costs.

However, as noted above the NPCC recommends that these projections not be used to judge site-specific risks and they are subject to change.

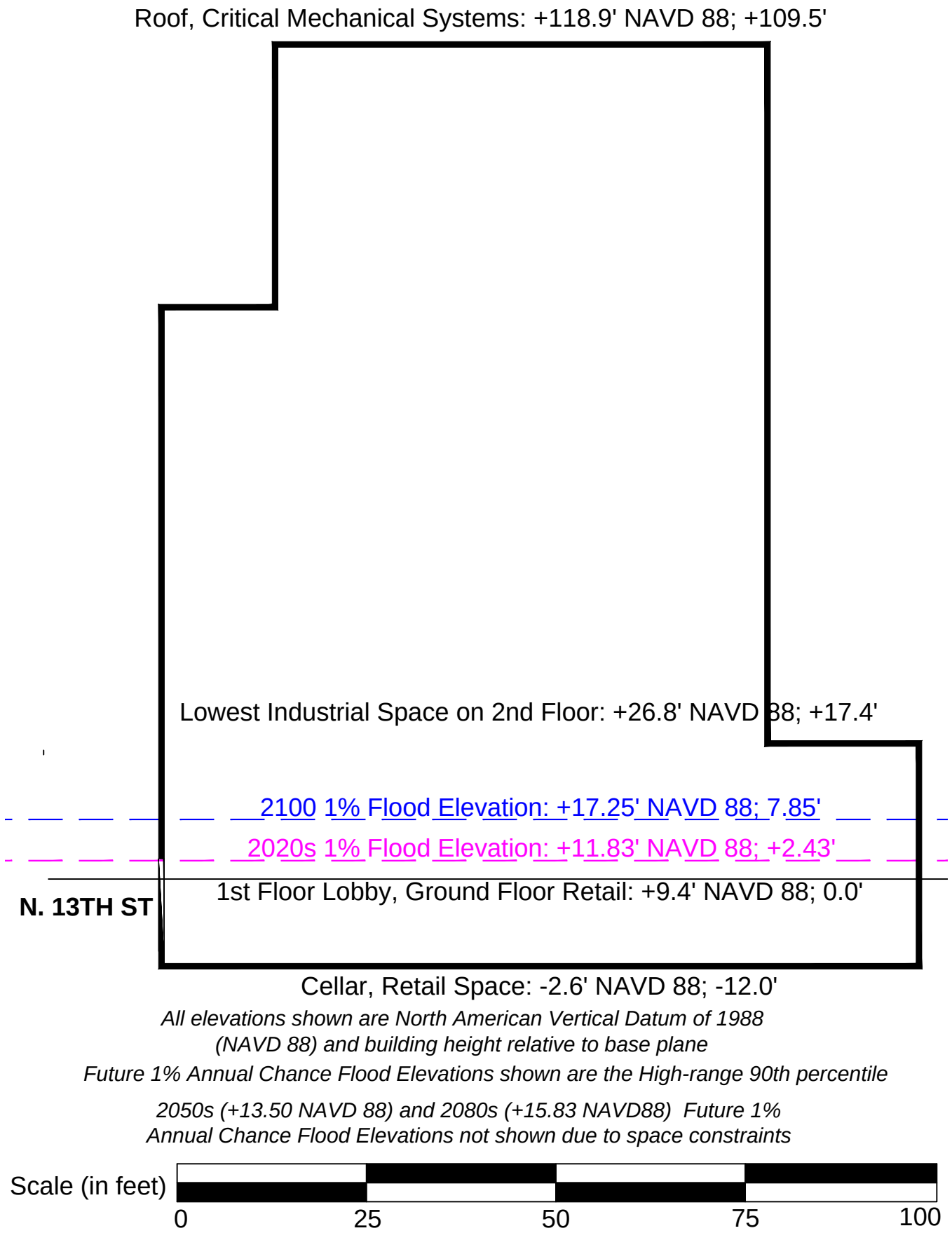
Identify Adaptive Strategies

The project area is outside the current 1 percent annual chance floodplain and therefore the action-generated building would not be required to meet NYC Building Code requirements for flood resistant construction. The action-generated building would be designed and constructed in accordance with all applicable state and city flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones"). The building is not, however, designed with any ground floor industrial uses or critical mechanical systems, and if the 100-year floodplain covers the site in the future, adaptive strategies such as retrofits could be pursued to wet floodproof the ground flood and cellar, or to dry floodproof the exterior, reinforce the foundation, and install flood prevention systems (either temporary "demountable" or permanently installed, including "flip-up" systems that are recessed when not in use, flood gates/shutters), potentially in conjunction with an emergency flood protection plan. The nature of such retrofits would depend on the specific change to the base flood elevation, possible future changes to Building Code flood regulations, City-led infrastructure measures to address such changes, and other considerations that are unknown as this time. As such, the nature of such retrofits cannot be characterized definitively for this assessment.

Coastal floodplains are influenced by astronomic tide and meteorological forces and not by fluvial (river) flooding, and as such are not affected by the placement of obstructions within the floodplain. Therefore, the construction and operation of the proposed action would not exacerbate future projected flooding conditions.

[5] The Flood Elevation Worksheet also generated a "Mean Higher High Water + Sea Level Rise" graph; however, per the DCP Guidance, given that the project area is not located on the shoreline, that information is not considered in this assessment.

Illustrative Section: Building Features and 1% Annual Chance Flood Elevations

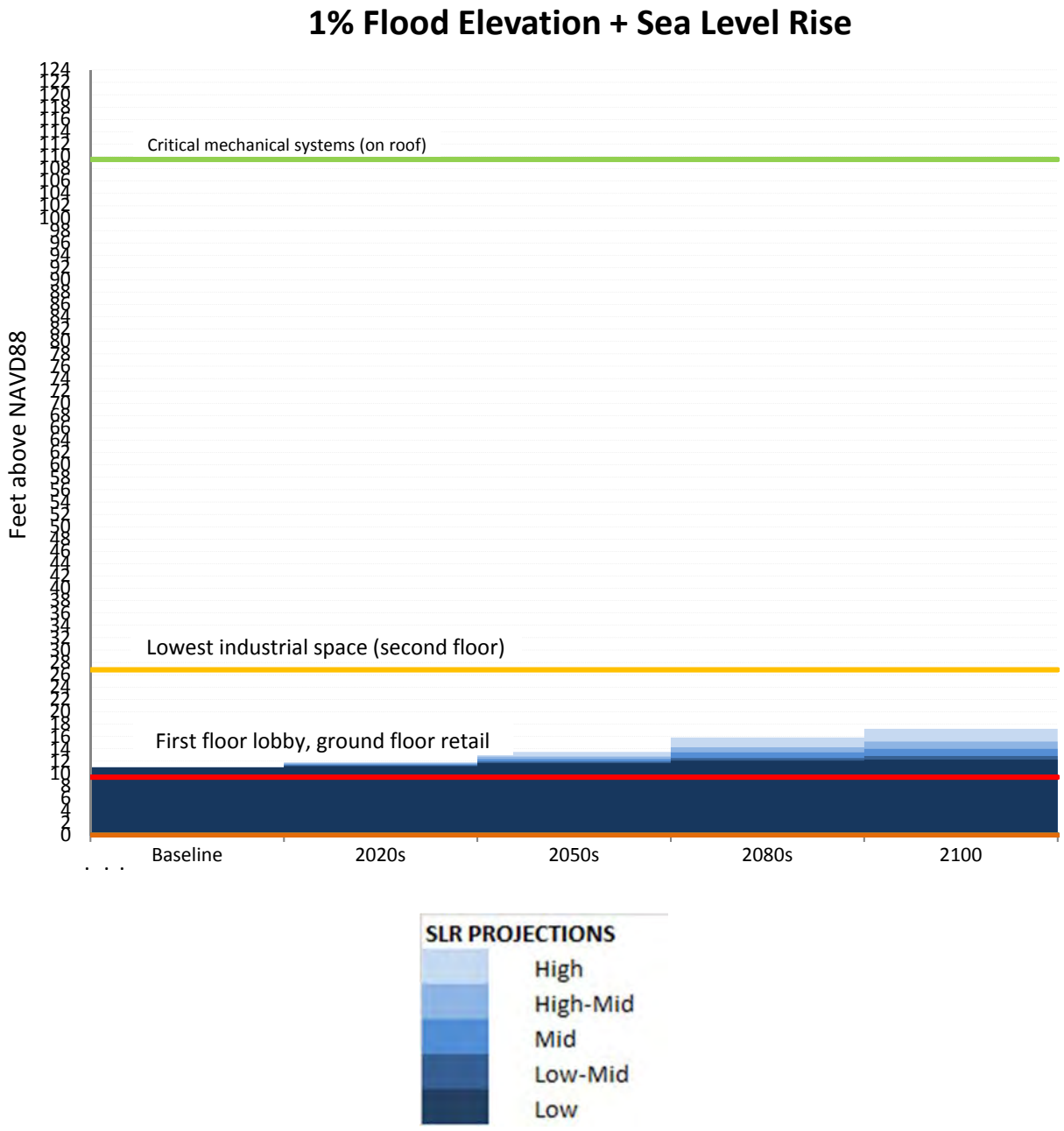


All elevations shown are North American Vertical Datum of 1988 (NAVD 88) and building height relative to base plane

Future 1% Annual Chance Flood Elevations shown are the High-range 90th percentile 2050s (+13.50 NAVD 88) and 2080s (+15.83 NAVD88) Future 1% Annual Chance Flood Elevations not shown due to space constraints

Scale (in feet)

0 25 50 75 100



Assess Policy Consistency

The proposed action advances Policy 6.2. All new vulnerable or critical features would be protected through future adaptive actions that would incorporate flood damage reduction elements. (No potentially hazardous features are anticipated with the proposed action but should such features be included they also would be subject to future adaptive actions.)

OneNYC

The proposed action would be consistent with the City's sustainability goals, including those outlined in OneNYC. In particular, it would support OneNYC's land use goals of redeveloping underutilized sites, focusing development in areas that are served by mass transit, thereby reducing use of automobiles and their associated air pollution emissions; and providing walkable employment and retail destinations. As described above, it also would be consistent with WRP policies. Overall, the proposed action would be supportive of the applicable goals and objectives of OneNYC.

Conclusion. As the proposed action would promote the advance of applicable public policies, including the WRP, and would not conflict with any other applicable public policy, it would not result in any significant adverse public policy impacts.

ATTACHMENT D:
URBAN DESIGN AND VISUAL RESOURCES

A. INTRODUCTION

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

This attachment assesses the potential effects on urban design and visual resources that could result from the proposed action. The analysis addresses each of the urban design characteristics for existing conditions and the future without and with the proposed action for the analysis year of 2020. As detailed in Attachment A, "Project Description," the proposed action includes a zoning text amendment and related special permits that would facilitate the development of an approximately 75,315-gross-square-foot (gsf) building on the development site with commercial space, light industrial space (Required Industrial Use), and local retail space.

B. PRINCIPAL CONCLUSIONS

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

C. METHODOLOGY

Determining Whether an Urban Design Analysis is Necessary

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

- Streets. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk areas is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands.
- Buildings. Buildings support streets. A building's street walls form the most common backdrop in the city for public space. A building's size, shape, setbacks, lot coverage, placement on the zoning lot and block, the orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building facades and rooftops, offering more opportunity to enrich the visual character of an area.
- Visual Resources. A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- Open Space. For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots and privately owned public spaces.
- Natural Features. Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- Wind. Channelized wind pressure from between tall buildings and down washed wind pressure from parallel tall buildings may cause winds that jeopardize pedestrian safety.

In general, an assessment of urban design is needed when a project may have effects on one or more of the elements that contribute to the pedestrian experience, which are described above. Pursuant to the *CEQR Technical Manual*, projects that permit modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed as-of-right, or in the future without the proposed action, require preliminary analysis. As described in Attachment A, "Project Description," the proposed action involves a zoning text amendment and special permits. The proposed Zoning Text Amendment would modify Zoning Resolution Section (ZR §) 74-96 to designate Brooklyn Block 2279, Lots 1, 9, 13, and 34 and parts of Lots 15 and 30, which comprise the western portion of the block that is mapped with a M1-2 zoning district, as a new Industrial Business Incentive Area (IBIA). The designation would allow for development in the project area to seek special permits available in IBIAs to allow an increase in allowable floor area use beyond the 2.0 FAR limitation on commercial and industrial uses of the underlying M1-2 district if certain use, design, envelope and urban design findings are met. Under the IBIA special permits, the City Planning Commission (CPC) may also modify parking

and loading requirements if certain findings are met. As such, a preliminary urban design and visual resources analysis is warranted.

Per criteria of Section 230 of the *CEQR Technical Manual*, a wind condition analysis is not required for the proposed action. CEQR states that high wind conditions in New York City typically happen along waterfronts, or other locations at or in close proximity to waterfront sites where prevailing winds from the waterfront are not attenuated by buildings or natural features. The development site is located over 750 feet east of the Bushwick Inlet in the Northside neighborhood of Williamsburg, Brooklyn. Additionally, the proposed development would involve the construction of a six-story building on an existing block, and would therefore not exacerbate pedestrian wind conditions in the area. As such, a wind analysis is not warranted for the proposed action.

Study Area

As defined in the *CEQR Technical Manual*, the urban design and visual resources study area consists of the area where the project may influence land use patterns and the built environment. Shown in Figure D-1, the 400-foot study area generally extends approximately 400 feet from the boundary of the proposed IBIA. The 400-foot study area has been modified to include buildings and lots that are located partially within the 400-foot radius. The modified study area is bound to the north by the intersection of Norman Avenue and Banker Street, to the east by Bedford Avenue, to the south by N. 11th Street, and to the west by Kent Avenue. Figure D-2 provides a photo key for the study area and Figures D-3 to D-9 provide photographs and maps of the study areas.

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

D. EXISTING CONDITIONS

Urban Design

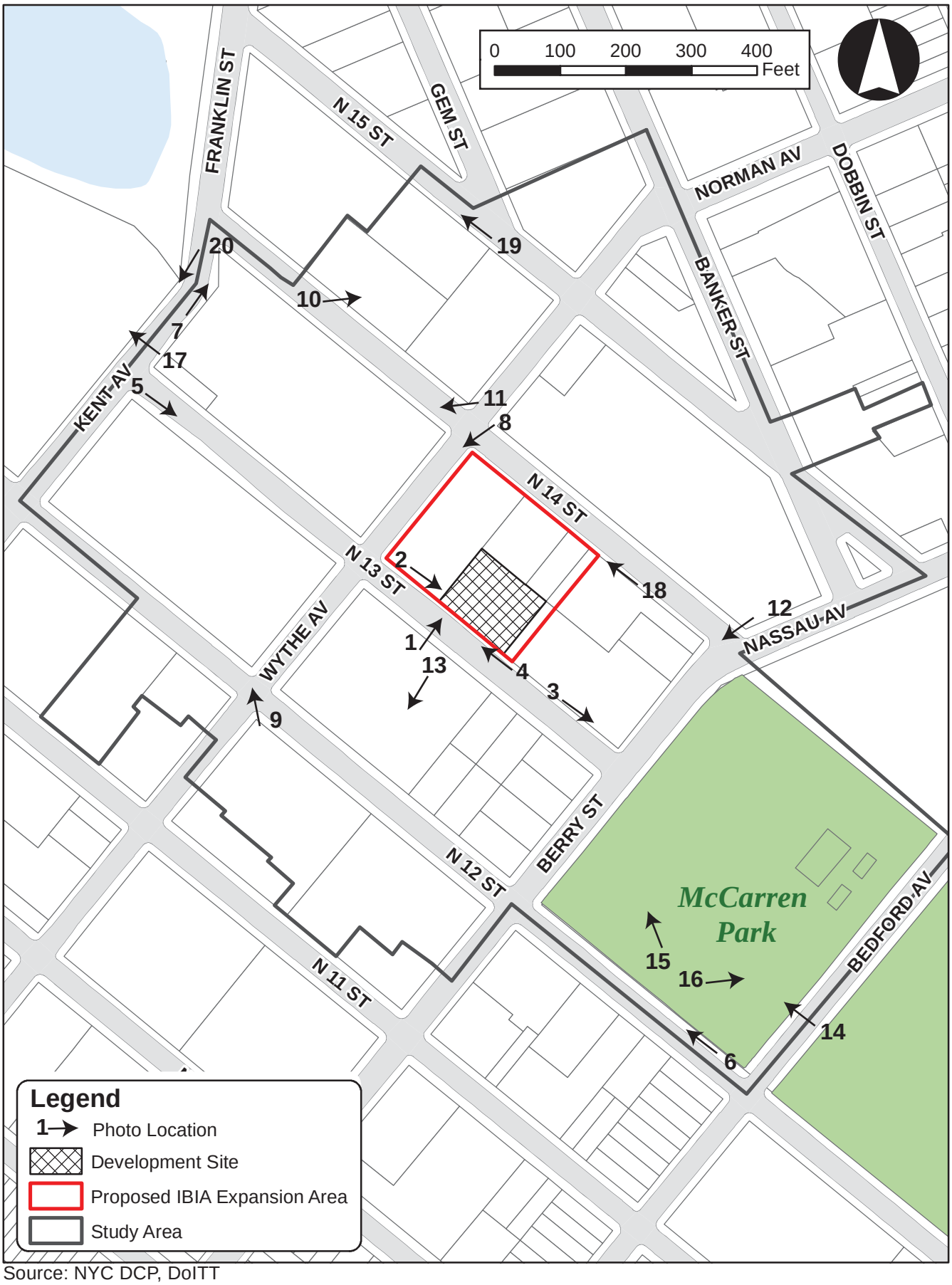
Primary Study Area

The approximately 12,500-sf project area (Block 2279, Lot 34) is located in the Northside neighborhood of Williamsburg, Brooklyn. The block is bound by Wythe Avenue to the west, N. 14th Street to the north, Berry Street to the east, and N. 13th Street to the south (refer to Figure D-1). The development site includes a completed foundation and some building frame elements extending above grade that were constructed by the applicant on an as-of-right basis (see discussion of No-Action conditions below for further details). The remainder of the project area, which only would be subject to the zoning text amendment, includes Lots 1, 9, and 13, and parts of Lots 15 and 30. Lot 1 is a 20,000-sf double corner lot that has 200 feet of frontage along Wythe Avenue and 100 feet of frontage along N. 13th and N. 14th Street. Lot 9 and 13 are both interior lots with 85 and 40 feet of frontage on N. 14th Street, respectively. The portions of Lots 15 and

Urban Design Study Area

Source: NYC DCP, DoITT

Figure D-2
Photo Location Map



Source: NYC DCP, DoITT

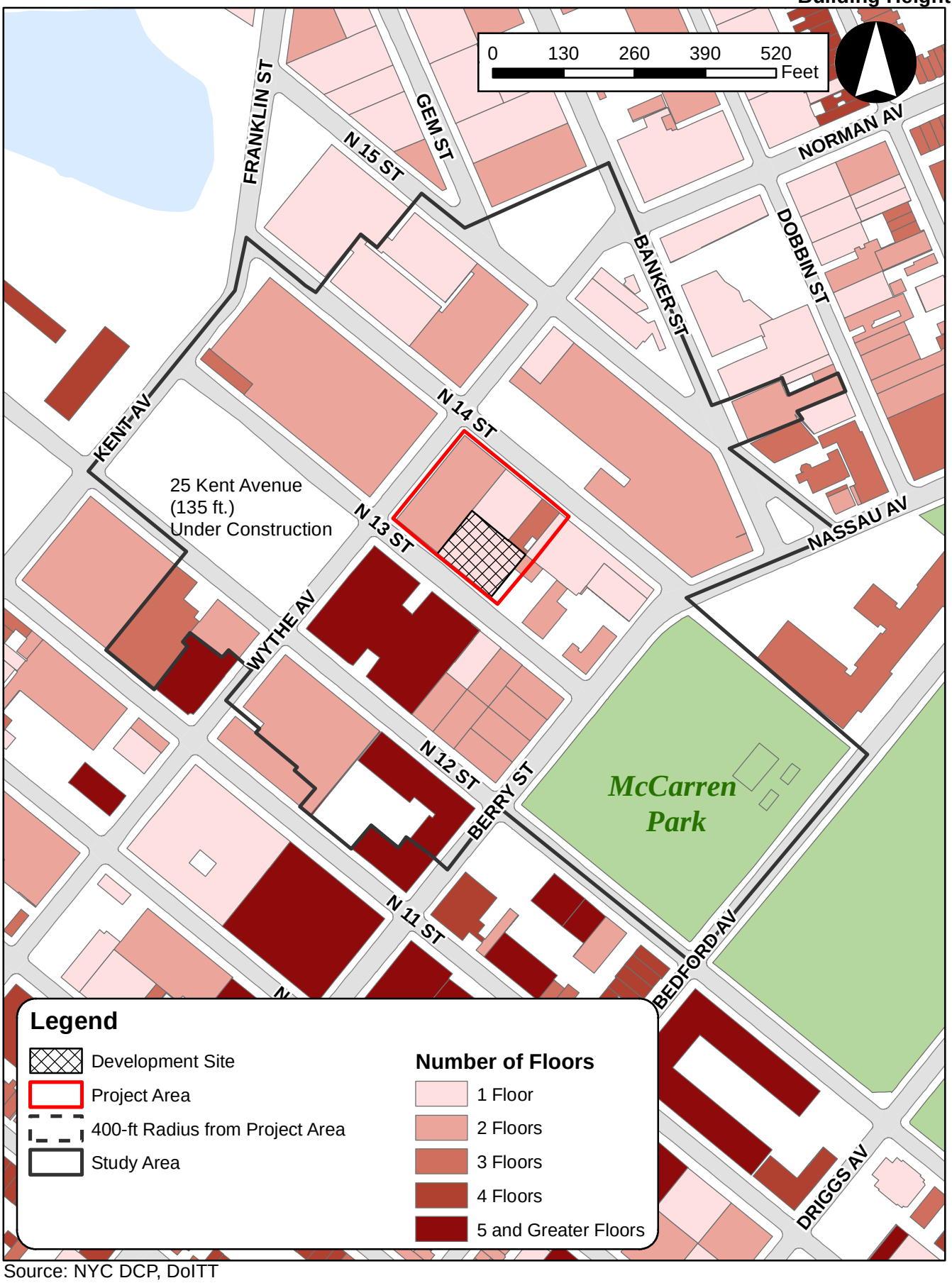
1.) The development site, looking north from North 13th Street

2.) Looking east from the intersection of North 13th Street and Wythe Avenue, on the northern sidewalk, towards the development site

3.) Looking east from the development site, along the northern sidewalk of North 13th Street

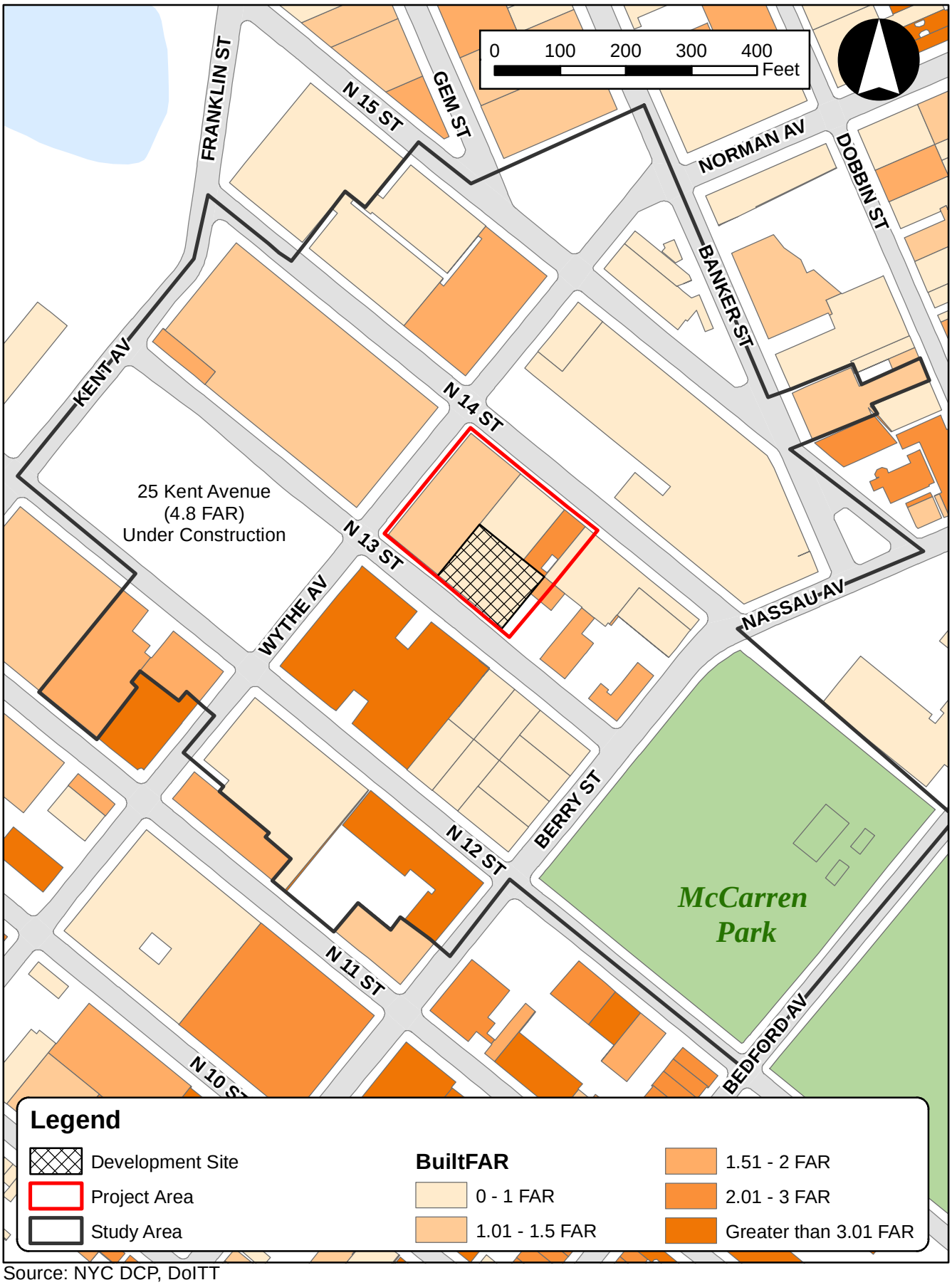
4.) Looking west towards the development site from the northern sidewalk of North 13th Street

Building Height



Source: NYC DCP, DoITT

Figure D-5
Built FAR



Source: NYC DCP, DoITT

5.) Looking east from Kent Avenue at the temporarily closed segment of North 13th Street

6.) Looking east at the Citi Bike station at the intersection of North 12th Street and Bedford Avenue. The William Vale Hotel can be seen in the background

7.) Looking north along Kent Avenue from North 13th Street

8.) Looking south along Wythe Avenue from North 14th Street

9.) Looking west from North 12th Street towards 25 Kent Avenue

10.) Looking northeast on North 14th Street towards a former manufacturing building repurposed for commercial use

11.) Looking west from the intersection of Wythe Avenue and North 14th Street towards a storage/warehouse use

12.) Looking south from the intersection of Nassau Avenue and North 14th Street towards Berry Park (restaurant/bar). The William Vale Hotel can be seen in the background

13.) Looking south from North 13th Street to the plaza underneath the William Vale Hotel

14.) Looking west toward a portion of McCarren Park west of Bedford Avenue from North 12th Street

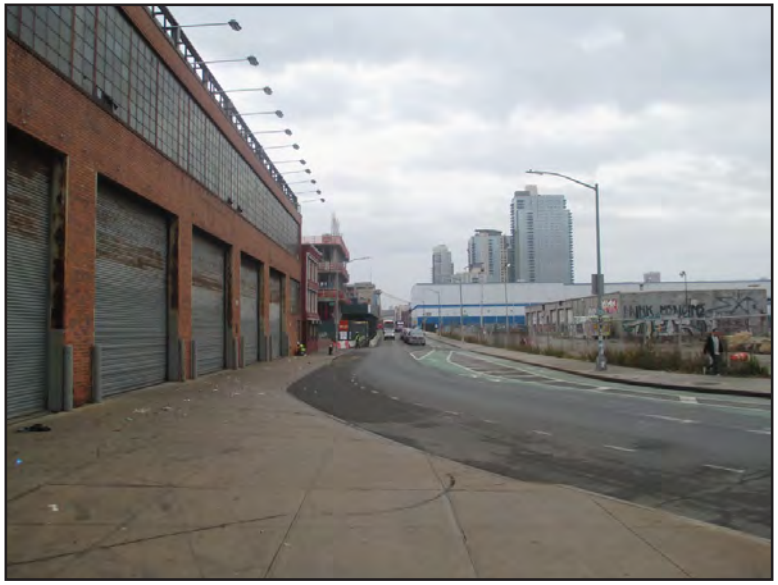
15.) Looking northwest from North 12th Street at the portion of McCarren Park west of Bedford Avenue

16.) Looking west towards Bedford Avenue at the larger portion of McCarren Park

17.) Looking west at the Manhattan skyline from Kent Avenue between North 13th and 14th streets

18.) Looking west toward the Manhattan skyline from North 14th Street

19.) Looking northwest from North 15th Street toward the Manhattan skyline



20.) Looking south from the intersection of Kent Avenue and North 14th Street towards the Williamsburg Bridge

30 within the proposed IBIA boundary consist of only the westernmost, 25-foot wide portions of those properties which extend further east to Berry Street. As discussed in Attachments A and C, Lot 15 is occupied by a one-story building and Lot 30 is an open storage property.

Buildings
As detailed in Attachment C, "Land Use, Zoning, and Public Policy," and as described above, the development site is vacant at present but there is a completed foundation with some building frame elements extending above grade. As discussed below under the No-Action condition, absent approval of the proposed action, the 12,500-sf development site would be developed as-of-right. The development site can be seen in Figure D-3. As seen in Figure D-3 there are three buildings found on the three non-applicant owned lots (Lots, 1, 9, and 13). The existing building on Lot 1 is a two-story, 21,000-sf building covering the entire lot. Lot 9, an interior lot, has a one-story, 8,528-sf building that also covers the entire lot. Finally, on Lot 13 there is a three-story, 8,765-sf building that covers the majority of the lot. The building on Lot 13 underwent alterations in 2011 and 2014 including alterations to its façade.

Streets & Streetscape
The area immediately surrounding the project area is characterized by a generally regular rectilinear street grid, with east-west streets spaced 200 feet apart and north-south avenues spaced 400 to 450 feet apart. North of N. 14th Street, block sizes become slightly irregular due to Nassau Avenue cutting through the area from northeast to southwest on an alignment diagonal relative to the Northside street pattern. Directly in front of the development site is N. 13th Street, a two-way narrow street with parking lanes on both sides of the street. Along the development site is a concrete sidewalk that is currently occupied by a sidewalk shed and other barriers for construction purposes (shown in Figure D-3). The only streetscape element found on this section of sidewalk is standard streetlight and signage. Directly in front of the Proposed Development Site, there are no street trees. Street trees around the Proposed IBIA Expansion Area are found along Wythe Avenue and on North 14th Street. As shown in Figure D-3, the sidewalk in front of the site is currently occupied with scaffolding.

Natural Features & Open Space
The topography of the area directly in front of the development site is generally flat. From Wythe Avenue to Berry Street along N. 13th Street the project slopes upwards 3.58 feet from 10.87 feet to 14.39 feet North American Vertical Datum of 1988 (NAVD 88). There are no natural features or open space resources located on the development site.

400-Foot Study Area

Buildings
As detailed in Attachment C, "Land Use, Zoning, and Public Policy," the predominant land use in the 400-foot study area is light manufacturing (see Figure C-2). The 400-foot study area also includes several commercial uses and two residential buildings. Current land uses in the 400-foot study area reflect both longstanding manufacturing and industrial buildings (some of which have been converted to commercial uses) and some new construction, notably the William Vale Hotel, which also includes community facility space in the lower floors of the building. Since the 2005 Greenpoint-Williamsburg Rezoning was implemented, there has been a trend toward commercial

conversion of former manufacturing and industrial buildings in the 400-foot study area. Examples of this include the building at 131 N. 14th Street. Shown in Figure D-7, the building was originally constructed in 1931 but was altered in 2008 as a photo studio. Also seen in Figure D-7 is the converted building at 4 Berry Street. The building at 4 Berry Street, also known as Berry Park, was originally constructed in 1920 but was altered in 2009 to accommodate retail space.

Besides building conversions, there also have been some new construction within the secondary study area recently. These include the William Vale Hotel, completed in 2016, occupying a 50,000-sf site that encompasses slightly more than half of the block located directly south of the project area on a site with frontage on N 13th Street, Wythe Avenue, and N. 12th Street. It is a 22-story, 250-foot tall tower, set back from all three streets, above a low-rise base. In addition, a new building permit has been filed for a three-story commercial building on the 21,730-sf lot at 14 Wythe Avenue, which will create a three-story building with 43,382 gsf of new commercial space including a distillery, restaurant, office space, and 107 off-street parking spaces in the cellar. The irregularly-shaped site has frontage on N. 15th Street, Banker Street, and Wythe Avenue. Additionally, an eight-story, 135-foot tall building with commercial office space, light manufacturing, and local retail on the ground floor is being constructed on the full block site at 25 Kent Avenue (construction of which is shown in Figures D-6 and D-7).

The majority of buildings in the secondary study area are built to the lot lines, creating continuous street walls throughout the area. Buildings within the secondary study area are typically between two and four stories tall (refer to Figure D-4). The older industrial buildings tend to be built from either brick or concrete, with more recently renovated buildings featuring glass windows in place of loading area garage doors commonly found on manufacturing buildings in the area (see Figure D-7).

Streets & Streetscape

As previously discussed, the configuration of the street grid in the 400-foot study area creates generally regular block sizes (see Figure D-1). As shown in Figure D-6, the majority of streets in the study area are narrow, roads that carry local traffic with parking lanes on both sides of the street. However, Kent Avenue, which is the area's first street upland from and parallel to the East River and operates one-way northbound, consists of one lane and also has a two-way bike lane running north and south. It is also a designated local truck route. Just west of the study area boundary, the east-west numbered street either terminate at Kent Avenue (N. 13th through N. 15th streets) or extend to the waterfront area (N. 12th through N. 10th streets). Figures D-6 and D-7 show local streets and streetscapes in the area, including loading activities at the various manufacturing and commercial businesses. Delivery vehicles are routinely double parked or parked on sidewalks during the loading process, most notably along N. 15th Street. Also shown in Figure D-6 is the temporary street closure of N. 13th Street between Kent and Wythe avenues. This portion of the street is currently closed while a crane is being used to construct 25 Kent Avenue, discussed above.

All of the streets in the 400-foot study area are flanked by concrete sidewalks with street lights, and street trees can be found along several of the streets in the vicinity of recent developments and building renovations or conversions. Curb cuts are more commonly found in the northern portion of the study area on east-west streets, though curb cuts do exist on the north-south thoroughfares.

The number of curb cuts per block segment on east-west streets range from 7 (on N. 14th Street between Wythe and Kent Avenue) to 2 (on N. 12th Street between Wythe Avenue and Berry Street). On the north-south thoroughfares, the number of curb cuts on each block range from 0 to 3. Citi Bike stations can be found at the intersection of Bedford Avenue and N. 12th Street and at the intersection of Wythe Avenue and N. 15th Street.

Natural Features & Open Space
The topography of the 400-foot study area is generally flat, with a gradual slope upward moving south and east moving away from the waterfront. The northwest corner of the study area measures at 11.47 feet (NAVD 88) and the southeast corner of the study area measures 15.53 feet (NAVD 88). In the southeast corner of the study area is a portion of McCarren Park (shown in Figure D-8**)**. This entire portion of the park is paved with tennis courts and a concrete area is used for events, softball, baseball, kickball, basketball, etc. The other open space in the study area is the plaza located underneath the William Vale Hotel between N. 13th and N. 12th streets (shown in Figure D-8). There are no notable natural features within the study area.

Visual Resources

Primary Study Area

There are no visual resources located within the project area. Views of the Manhattan skyline are visible from the project area along N. 13th Street facing west (refer to Figure D-9).

400-Foot Study Area

The Manhattan skyline is visible from the secondary study area when looking west from all east-west streets in the study area as well as Kent Avenue. The Williamsburg Bridge is visible from the intersection of N. 14th Street and Kent Avenue (shown in Figure D-9).

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

Urban Design

Primary Study Area

As discussed in Attachment A, "Project Description," in the future without the proposed action, construction on an as-of-right eight-story building with one below-grade level on the development site, which would be occupied by commercial, manufacturing, and community facility uses would be completed. This is consistent with plans filed with and approved by the Department of Buildings (DOB) prior to the applicant's decision to seek the proposed action. The No-Action scenario building would have a base height of 59.5 feet, a 20-foot front setback, a 20-foot rear yard equivalent, and a roof height of 109.5 feet. This as-of-right building would conform with the height, setback, and sky exposure plane regulations of the site's M1-2 zoning. The 4.799 FAR building would include 37,096 gsf (35,120 zsf) of community facility space, projected to be medical office; 15,726 gsf (15,409 zsf) of manufacturing space, projected to be light industrial;

10,062 gsf (9,470 zsf) gsf of commercial space, projected to be local retail; and 35,875 gsf of accessory parking providing 139 spaces. As shown previously in Figure A-5, the No-Action building would include retail on the first floor, parking on the second floor, manufacturing space on the third and fourth floors, and community facility space on the fourth through eighth floors. The building would provide one loading berth and one curb cut, used for parking and loading access and egress.

Buildings
As described above, absent approval of the proposed action, construction of an eight-story building with one below-grade level would be completed. The building would primarily contain community facility space, expected to be medical office space, manufacturing space and local retail space. Demolition permits have been filed for Lots 1 and 9; therefore, it is possible that these buildings could be demolished and reconstructed on an as-of-right basis.

Streets & Streetscape
Under the No-Action condition, it is anticipated that three new street trees would be planted along the North 13th Street frontage of the development site. No other changes to streets or streetscapes are expected on the proposed development site in the future without the proposed action.

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

400-Foot Study Area

Buildings
As detailed in Attachment C, "Land Use, Zoning, and Public Policy," two projects are anticipated to be completed in the 400-foot study area in the future without the proposed action: a three-story commercial building with restaurant space, a distillery, offices, and a 107-space parking garage is planned at 14 Wythe Avenue. Additionally, the development of 25 Kent Avenue (construction of which is shown in Figure D-7) is anticipated to be complete by the 2020 build year. 25 Kent Avenue, an eight-story 135-foot tall building, will generally be built to the lot line with the exception of two public plazas on the northwest and southeast corners of the property. 14 Wythe Avenue will occupy almost the entire lot and will have a streetwall that rises two stories across the entire building. On the segment of the lot fronted by Banker Street the building will include a partial third story, with a streetwall rising to 45-feet.

Streets & Streetscape
Under No-Action conditions, it is anticipated that street trees will be planted around new development sites within the 400-foot study area, in keeping with City requirements. No other changes to streets or streetscapes are expected in the 400-foot study area in the future without the proposed action. No new curb cuts are to be created as a part of these new developments.

Natural Features & Open Space
There are no natural features in the 400-foot study area. The existing open spaces within the 400-foot study area would be unaffected under the No-Action condition.

Visual Resources

Primary Study Area

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

400-Foot Study Area

No changes to visual resources are anticipated within the 400-foot study area under No-Action conditions.

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

As detailed in Attachment A, "Project Description," the proposed action includes a zoning text amendment and related special permits. The proposed zoning text amendment would modify ZR Section 74-96 to designate Brooklyn Block 2279 Lots 1, 9, 13, and 34 and parts of Lots 15 and 30 as an IBIA, allowing owners of the properties to seek special permits already existing in the ZR and available in IBIAs. The proposed action also includes applications for two IBIA special permits for Lot 34 to (i) applying the IBIA regulations to the development site in order to modify the underlying M1-2 FAR and height and setback requirements; and (ii) modify loading and parking controls to waive required accessory parking, and reduce required loading berths from two to one. Under the IBIA special permits, for every 1-sf of floor area set aside for Required Industrial Uses, the CPC may increase the permitted floor area by 3.5 square feet above the base 2.0 FAR for commercial and industrial uses of the underlying M1-2 zoning district if certain design, envelope and urban design findings are met, and provided that such a development or enlargement does not include a transient hotel or certain other types of commercial uses. Under the proposed special permits, the CPC may also modify parking and loading requirements if certain findings are met.

Conditions of the special permits state that Required Industrial Uses shall occupy a minimum of 5,000 sf of contiguous floor area and shall be served by loading areas and freight elevators with sufficient capacity. The zoning text amendment and special permits establish urban design guidelines to accommodate increased densities of appropriate land uses in Williamsburg's Northside neighborhood. The proposed guidelines, which establish contextual bulk regulations in place of standard M1-2 height and setback regulations requiring building volumes to not penetrate the sky exposure plane and include other provisions relating to transparency, include:

- The height of a building or other structure, or portion thereof, located within ten feet of a wide street or fifteen feet of a narrow street shall not exceed a maximum base height of 75 feet. Beyond ten feet of a wide street or fifteen feet of a narrow street, the height of a building or other structure may not exceed a maximum building height of 110 feet, or 135 feet where a public plaza is provided on the zoning lot.

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

The proposed development would be built in accordance with the bulk controls set forth in the special permit.

Under With-Action conditions, no changes in the remainder of the project area, i.e., Lots 1, 9, and 13, are anticipated as this application does not include IBIA special permits for those sites.

Urban Design

Development facilitated by the proposed action would be built on an existing block, and would not entail any changes to topography, street pattern and hierarchy, block shapes, or natural features on the proposed development site or in the 400-foot study area. As detailed in Attachment A, under With-Action conditions the proposed zoning text amendment and special permits would be implemented, facilitating the development of the proposed development site with a commercial and light industrial building with office, local retail, and Required Industrial Use.

Assessment of Effects on the Primary and Secondary Study Areas

Buildings

With the proposed action the development site would be improved with a seven-story, 109.5-foot tall (plus rooftop mechanical equipment), approximately 75,289-gsf building with an FAR of 4.80 in the future with the proposed action. The proposed development would be built in accordance with the special permits, including the bulk requirements set forth in the special permit text and would meet the site design, envelope, and urban design requirements applicable to developments making use of the special permits.

As per the proposed special permit requirements, the proposed development's street walls would be located on the street line on N. 13th Street, rising to a maximum base height of 75 feet (refer to Figures A-3 and A-4). After reaching the maximum base height, the building will setback 15 feet from the street line and continue to rise to its final height of 109.5 feet.

The With-Action building will comply with all IBIA bulk regulations. As shown in Attachment C, "Land Use, Zoning, and Public Policy", Figure C-8, the With-Action building would not be permitted under the existing M1-2 regulations. As seen in the referenced figure areas of the fifth and sixth floors of the building would not comply with the setback regulations in the existing M1-2 district. However, the overall height would be permitted, as reflected by the No-Action condition in which an as-of-right building would be completed on the site with a nearly identical height of 109.4 feet.

The With-Action building would create an improved streetscape relative to the No-Action building. Within the With-Action building the second floor would be occupied by manufacturing uses, whereas under the No-Action building the second floor would be occupied by open parking. Construction of the With-Action building would allow for a more active use within the second floor. Additionally, the elimination of parking in the With-Action building will enhance pedestrian safety along N. 13th Street by reducing automobile traffic in and around the proposed development.

As the study area includes buildings ranging from low-to-mid- to high-rise, proposed development's height would be within the range of the area's built environment and consistent with the development under the No-Action condition and consistent with other development in the area, such as the eight-story, 135-foot tall development at 25 Kent Avenue and the 22-story, 250-foot tall William Vale Hotel directly south from the project site, the proposed height would not be atypical and would not be an impact to the area. Although not all development in the study area consists of streetwall buildings, it is the predominant building form particularly for smaller lots. Accordingly, the proposed development's streetwall would be compatible with existing streetwalls, including those of the neighboring buildings on N. 13th Street. Therefore, the proposed design would be in keeping with its built environment.

No additional development is anticipated within the primary study area, on Lots 1, 9, and 13 under With-Action conditions. Attachment F, "Conceptual Analyses," assessed the possible future development in the project area that could occur pursuant to subsequent IBIA special permit applications.

Streets & Streetscape
The proposed action and proposed development would not change the configuration of the existing blocks. Consistent with the proposed special permit requirements, the sidewalks fronting the development site would be at least 15 feet in width. Three new street trees would be provided on the sidewalk in compliance with ZR 26-41. Additionally, the ground-floor retail spaces would help to enhance the pedestrian experience in the area. The building facade would comply with IBIA transparency requirements, which are intended to provide an articulated, visually interesting exterior that connects the pedestrian to the retail interior from the outside.

As discussed above, the proposed action would enable the applicant to modify building bulk regulations only within the IBIA. However, the proposed action would not allow the proposed development to exceed the existing 4.8 FAR that is permitted in this area for community facility uses. As such, the proposed future development pursuant to the proposed action would not be out of scale with the surrounding neighborhood's existing and anticipated future building fabric (refer to Figures D-10 to D-12). As such, the proposed action are not anticipated to result in any significant adverse impacts to urban design, but rather are expected to complement and improve the urban design of the area.

Natural Features & Open Space
The construction of the proposed development would not result in the creation of any new publicly accessible open space within the rezoning area. As discussed previously, the project area currently has a completed foundation and some building frame elements above grade, which have been constructed on an as-of-right basis. The site contains no natural features or open space.

Visual Resources

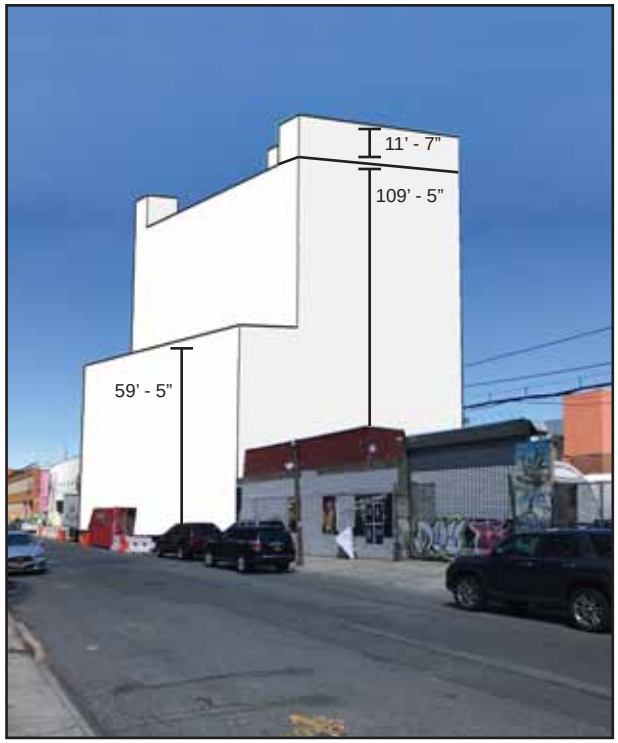
Primary Study Area

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

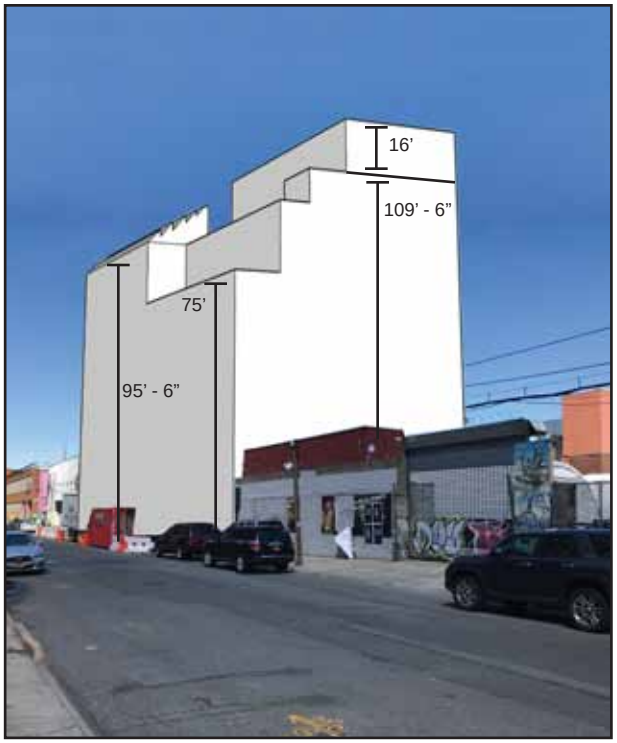
400-Foot Study Area

No changes to visual resources are anticipated in the 400-foot study area as a result of the proposed action. As noted above, views of the Manhattan skyline would not be obstructed by the proposed development from streets and sidewalks facing west in the 400-foot study area. It should be noted that while there are presently views of the Empire State Building spire and upper tower from McCarren Park that would be obstructed by the proposed project, as illustrated in Figure D-12 this obstruction would also occur under No-Action conditions with a building of nearly identical height and similar building envelope. Additionally, views of the Williamsburg Bridge from Kent Avenue and N. 14th Street would not be affected.

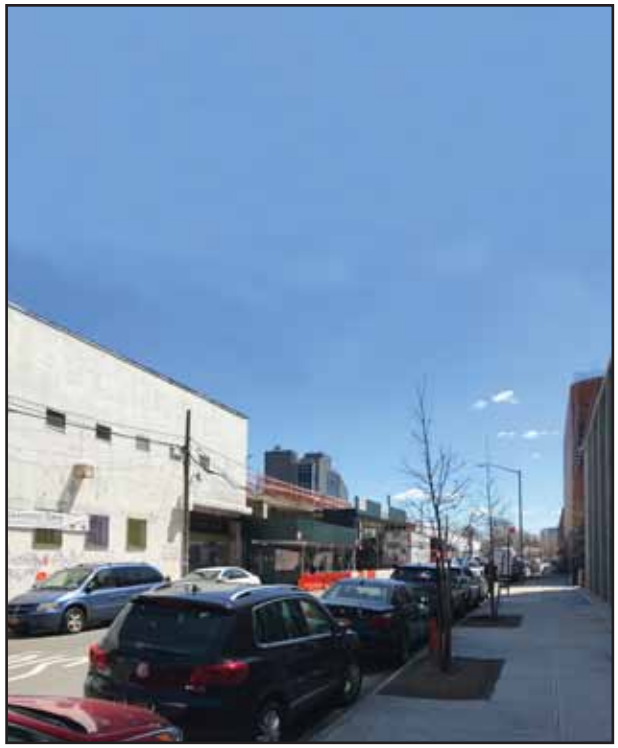
Existing



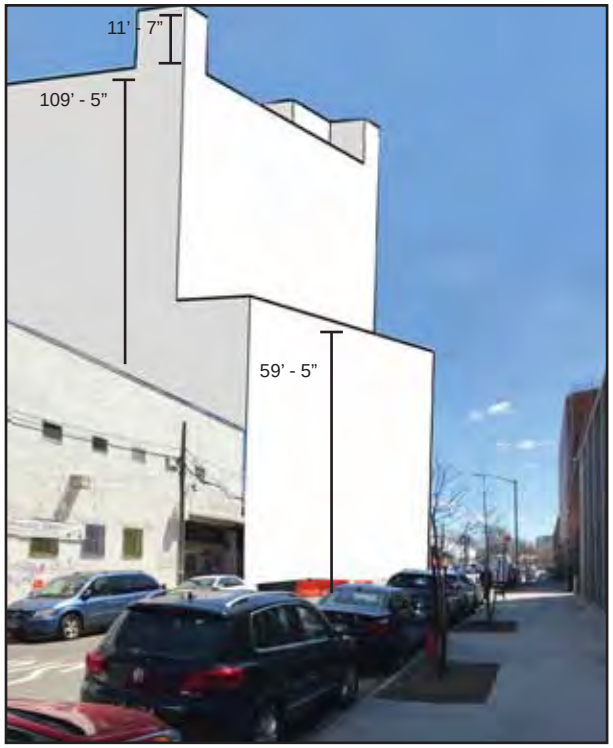
No-Action



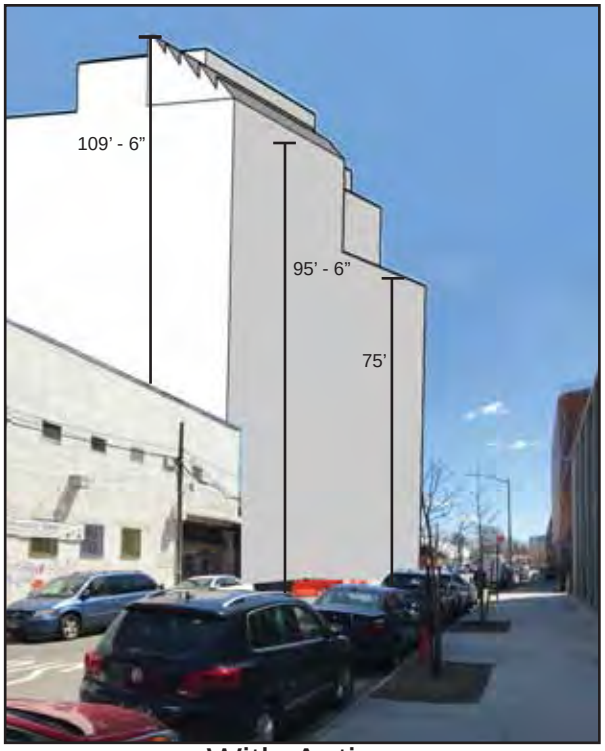
With-Action



Existing



No-Action



With-Action

Figure D-12

No-Action and With-Action Condition - View from McCarren Park

Existing Condition

No-Action Condition

With-Action Condition

Summary

Based on the assessment provided in this attachment, the proposed action would not result in any significant adverse impacts related to urban design and visual resources.

ATTACHMENT E:
AIR QUALITY

A. INTRODUCTION

The proposed action would facilitate the development of 7-story commercial/industrial building at 103 N. 13th Street in Brooklyn (Block 2279, Lot 34) on a site previously occupied by commercial and industrial uses and now features a completed building foundation. The proposed building would be 109.5 feet tall (excluding mechanical bulkhead), and would contain approximately 42,079 gross square feet (gsf) of office space, 22,657 gsf of local retail space, and 10,548 gsf of light industrial space. There would be no on-site parking. The proposed development would be facilitated by a zoning text amendment and special permits applying the Industrial Business Incentive Area (IBIA) program regulations.

The presence of light industrial uses within the predominantly commercial building would require the consideration of the portion of the proposed building as a potential source of industrial emissions, and a toxic air analysis is warranted.

The number and types of light manufacturing and/or industrial uses that would operate within the proposed building are not currently known, and these uses could vary to accommodate current and future market demand. As such, it was conservatively assumed that these uses could include, but would not be limited to, the following industrial operations: assembly, disassembly, fabricating, finishing, packaging, repairing or processing of materials, jewelry manufacturing, cleaning and polishing, baking operations, printing, plating, commercial laundry, building maintenance shops, metal work, etc.

This project is nearly identical to the recently certified EAS for the 25 Kent Avenue Rezoning Project, where the proposed commercial building also contained space specifically designed to accommodate light industrial uses pursuant to the IBIA program regulations. Based on research and data collected from NYC Department of Environmental Protection (DEP) permits for appropriate industrial facilities, a number of typical light industrial uses were identified as possibly locating within the proposed building, and these used were considered in the analysis for the previously approved EAS. Due to similarity of the proposed development with the previous project, the same approach for conducting an analysis of industrial uses within a commercial building, along with types of facilities that were considered in the previous EAS, was utilized for this proposed development.

The types of manufacturing operations described above could emit toxic air pollutants into the atmosphere and potentially impact nearby sensitive land uses, such as existing and future nearby developments. While many of the operations possibly undertaken by building tenants are not likely to be associated with measurable amounts of toxic emissions, others, such as jewelry manufacturing, digital printing, and baking operations could be a significant source of air toxic emissions. The potential for the impacts of these operations to be significant were considered in this analysis. These analyses were conducted in accordance with guidance provided in the 2014 *City Environmental Quality Review* (*CEQR*) *Technical Manual*.

In accordance with *CEQR* guidance, the potential impacts of the emissions from the building's heating, ventilation, and air conditioning (HVAC) system on nearby land uses must be considered. However, the heating and air conditioning of the proposed building will be achieved through individual variable refrigerant flow (VRF) units that will be electrically powered -- with no on-site combustion. The only on-site combustion will be for the building's hot water system, and, as such, an analysis was conducted to estimate the potential impacts from the hot water system emissions of the proposed building on nearby sensitive land uses.

B. ANALYSES CONDUCTED

In accordance with *CEQR* guidance, analyses were conducted to conservatively assess whether the potential impacts of toxic air emissions from the possible industrial uses, as well as the hot water boiler emissions, of the proposed commercial/manufacturing/industrial building on nearby sensitive land uses would be significant.

C. AIR TOXICS ANALYSIS

Selected Light Industrial Uses

Because neither the number nor the types of manufacturing operations uses that would be in the proposed building are currently known (and these operations could change to accommodate future market demand), the light industries and manufacturing uses that would likely be accommodated within the proposed building were selected based on allowable zoning and similar activities identified in the 25 Kent Avenue EAS. These are as follows:

- Jewelry manufacturing (including gold precipitation), cleaning, polishing and plating;
- Digital printing, photocopying, and commercial art and graphic design; and
- Baking bread and cookies/pastries.

To conservatively estimate the potential air quality impacts from the toxic air emissions of these types of operations, a reasonable worst-case scenario was developed that conservatively assumed that ten (10) of the following types of industrial/manufacturing facilities would operate simultaneously within the proposed building: jewelry manufacturing (cleaning, polishing, and plating), printing, photocopying, graphic design, and light baking. This is based on the proposed building design -- where one entire floor would be dedicated to industrial uses. This also reflects the special requirement that a minimum of 5,000 gsf of contiguous area must be provided if industrial uses are to be accommodated. Based on preliminary design, the area designated for the industrial uses with the proposed building would be 10,970 gsf.

Emission Data

As mentioned, information on the types of the light industrial uses and emission rates of the pollutants associated with the selected operations was obtained from the 25 Kent Avenue EAS.

Data presented in the EAS were collected from fifteen (15) NYCDEP permits for applicable industrial facilities that emit thirty (30) individual pollutants from industrial operations (see Table E-1).

Health Risk Assessment Methodology

Toxic air pollutants can be grouped into two categories: carcinogenic air pollutants, and non-carcinogenic air pollutants. These include hundreds of pollutants, ranging from high to low toxicity. While no federal standards have been promulgated for toxic air pollutants, the Division of Air Recourses (DAR) of the New York State Department of Environmental Conservation (NYSDEC) has issued guidance (DAR-1) that outlines the procedure for evaluating the emissions of the criteria and non-criteria (toxic) pollutants from process operations in the New York State. DAR-1 has established acceptable ambient levels for these pollutants based on human exposure criteria.

In order to evaluate short-term and annual impacts of non-carcinogenic toxic air pollutants, the DAR-1 has established short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) for exposure limits. These are maximum allowable 1-hour and annual guideline concentrations, respectively, that are considered acceptable concentrations below which there should be no adverse health effects.

Based on SGCs and AGCs, NYSDEC has developed methodologies that can be used to estimate the potential impacts of air toxic pollutants from single or multiple emission sources. If the concentration of any pollutant exceeds its applicable guideline value (either SGC or AGC), a more detailed analysis would be required. Otherwise, no further analysis is warranted.

For assessing of the carcinogenic pollutants, unit risk factors (based on the toxicity of each pollutant) are used. The NYSDEC (as the EPA) does not consider an overall incremental cancer risk from a proposed action of less than one-in-one million to be significant. If the total incremental cancer risk of the individual or combined carcinogenic pollutants is less than one-in-a-million, no significant air quality impacts are predicted to occur due to these pollutant releases. Because DAR-1 annual guideline concentrations for carcinogenic pollutants (AGC) are compiled on one-per-million base, the unit risk factors are already incorporated in these values and annual concentration could be compared directly to the AGC value.

Industrial Facilities and Pollutants Considered

Two factors are critical in estimating the potential impacts of the air toxic emissions -- pollutant toxicities and emission rates. For example, even with the potential release of highly toxic pollutants from the operations of some jewelry manufacturing and printing/plating operations, significant impacts may not occur if the pollutants are emitted in small quantities.

Emissions from the selected ten manufacturing operations included both carcinogenic and non-carcinogenic pollutants (Table E-1) -- for a total of thirty (30) pollutants. The most toxic non-carcinogenic pollutants (i.e., those with the strictest guideline values) are lead oxide (AGC=0.044 $\mu g/m^3$), hydrogen cyanide (AGC=1 $\mu g/m^3$), sulfuric acid (AGC=1 $\mu g/m^3$), zinc chloride (AGC=2

$\mu g/m^3$), copper cyanide (AGC=3.5 $\mu g/m^3$), sodium cyanide (AGC=4 $\mu g/m^3$), and zinc oxide (AGC=4.8 $\mu g/m^3$). For carcinogens, the most toxic pollutant is tetrachloroethylene (Table E-2).

From all of the toxic pollutants considered, the most significant is particulate matter smaller than 2.5 microns ($PM_{2.5}$) -- even though it is criteria pollutant that is federally regulated. This is because $PM_{2.5}$ is emitted from almost all of the industrial uses under consideration, and its cumulative effect could be more significant than the impact from each individual source. In addition, $PM_{2.5}$ has very stringent guideline values established under the *CEQR Technical Manual*. All these factors together make $PM_{2.5}$ a critical pollutant for this industrial source toxic pollutant analysis. Sources which could emit substantial amounts of $PM_{2.5}$ include baking operations that are associated with the combustion of large quantities of natural gas to provide heat to the process equipment. Particulate emissions from other sources (as jewelry manufacturing or digital printing) could be mixture of particulate matter smaller than 10 microns (PM_{10}) and $PM_{2.5}$ fractions. However, for conservative purposes, particulate emissions associated with the industrial uses considered were conservatively assumed to be 100 percent $PM_{2.5}$ emissions.

DAR-1 Revisions for $PM_{2.5}$ and NO_2

The current (August 2016) edition of DAR-1 separates criteria pollutants ($PM_{2.5}$, PM_{10}, nitrogen dioxide [NO_2], sulfur dioxide [SO_2], carbon monoxide [CO], and lead [Pb]) from the list of toxic pollutants even though criteria pollutants can also be considered to be toxic because of their health implications. This edition no longer includes short-term (1-hour SGC) and annual (AGC) guideline values for $PM_{2.5}$ and NO_2 (as well as for other criteria pollutants) but uses the federal standards (i.e., the National Ambient Air Quality Standards [NAAQS]) for these pollutants. Federal standards are provided in a separate table before listing AGC/SGC tables for all toxic contaminants. As per the DAR-1 statement, federal standards are not SGC or AGC, and are only included in the DAR-1 to facilitate screening or regulatory analysis. In addition, annual standards for some pollutants (i.e., $PM_{2.5}$ and NO_2) are the same as AGC values.

Follow this current revision of DAR-1, if a $PM_{2.5}$ analysis from industrial sources is required, the 24-hour federal standard of 35 $\mu g/m^3$ and annual standard of 12 $\mu g/m^3$ have to be used (along with *CEQR* significant incremental impact criteria).

Also important is that before this revision, DAR-1 SGC value for $PM_{2.5}$ was a 1-hour value while the federal standard (as well as the *CEQR* significant incremental threshold) are based on a 24-hour averaging time period. Analysis of 24-hour (as well as annual) $PM_{2.5}$ impacts require the use of the AERMOD dispersion model, which contain a special procedure for $PM_{2.5}$ analysis. Similar to $PM_{2.5}$, the 1-hour NO_2 analysis also involves the AERMOD model, which contains an EPA special procedure (with the PVMRM module) to account for the conversion of nitrogen oxides (NOx) to NO_2 in the atmosphere.

***CEQR* Significant Impact Criteria for $PM_{2.5}$**

The $PM_{2.5}$ significant impact criteria (based on concentration increments) was developed by NYCDEP to determine whether potential adverse $PM_{2.5}$ impacts would be significant. If the estimated impacts of a proposed development are less than these increments, the impacts are not

considered to be significant. *CEQR Technical Manual* guidance includes the following criteria for evaluating significant adverse $PM_{2.5}$ incremental impacts:

> *Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour $PM_{2.5}$ background concentration and the 24-hour standard.*

The 24-hour $PM_{2.5}$ background concentration of 20.5 $\mu g/m^3$ was obtained from Brooklyn JHS-126 monitoring station as the average of the 98th percentile for the latest three years of available monitoring data collected by the NYSDEC for 2014-2016. As the applicable background value is 20.5 $\mu g/m^3$, half of the difference between the 24-hour $PM_{2.5}$ NAAQS and this background value is 7.25 $\mu g/m^3$. As such, significant impact criteria of 7.25 $\mu g/m^3$ is used for determining whether the potential 24-hour $PM_{2.5}$ impacts of the proposed development are considered to be significant.

For annual average adverse $PM_{2.5}$ incremental impact, according to *CEQR* guidance:

> *<u>Predicted annual average</u> $PM_{2.5}$ concentration increments greater than 0.3 $\mu g/m^3$ at any receptor location for stationary sources.*

The annual $PM_{2.5}$ background concentration for the latest three years of monitoring data from Brooklyn JHS-126 for 2014-2016 is 8.6 $\mu g/m^3$. The 24-hour and annual significant impact criteria were used to evaluate the significance of predicted $PM_{2.5}$ impacts from the selected manufacturing uses.

NO_2 Analysis

Based on DAR-1 revision, in order to estimate one-hour and annual NO_2 concentrations from the industrial sources, the one-hour and annual federal standards (NAAQS) for NO_2 of 188 $\mu g/m^3$ and 100 $\mu g/m^3$, respectively, were used.

NOx emissions gradually convert to NO_2 in the atmosphere in the presence of ozone and sunlight. The one-hour NO_2 NAAQS standard of 0.100 ppm (188 $\mu g/m^3$) is the three-year average of the 98th percentile of daily maximum one-hour average concentrations in a year. For determining compliance with this standard, the EPA has developed a modeling approach for estimating one-hour NO_2 concentrations that is comprised of three tiers: Tier 1, the most conservative approach, assumes a full (100 percent) conversion of NOx to NO_2; Tier 2 applies a conservative ambient NOx/NO_2 ratio of 80 percent to the NOx estimated concentrations; and Tier 3, which is the most precise approach, employs AERMOD's Plume Volume Molar Ratio Method (PVMRM) module. The PVMRM accounts for the chemical transformation of the NOx emitted from the stack to NO_2 within the source plume using hourly ozone background concentrations. If Tier 3 is utilized, AERMOD generates eighth highest daily maximum one-hour NO_2 concentrations or total one-hour NO_2 concentrations if hourly NO_2 background concentrations are added within the model, and averages these values over the number of years modeled. Total estimated concentrations can be directly compared with the one-hour NO_2 NAAQS standard. If Tier 1 is used, the background concentration should be added to the one-hour estimated concentration and total one-hour NO_2 concentration is compared to the 1-hour NO_2 NAAQS.

Based on NYCDCP guidance, Tier 1, as the most conservative approach, should initially be applied as a preliminary screening tool to determine whether a violation of the NAAQS is likely to occur. If exceedances of the one-hour NO_2 NAAQS were estimated, the less conservative Tier 3 approach should be applied.

The annual NO_2 standard is 0.053 parts per million (ppm or 100 $\mu g/m^3$). A NO_2 to NOx ratio of 0.75 percent, which is recommended by the NYCDEP for an annual NO_2 analysis, was applied.

Results for toxic pollutants from manufacturing/industrial uses alone are provided in Table E-1, where estimated short-term and annual pollutant concentrations are compared with DAR-1 SGC and AGC guideline values. Results for $PM_{2.5}$ and NO_2 from these uses are provided in separate tables (Tables E-3 and E-4).

Dispersion Analysis

As a first step in the toxic air analysis, *CEQR* recommends conducting a screening analysis using the pre-tabulated values from *CEQR* Table 17-3, which are based on a generic emission rate of 1 gram per second. However, it was determined that the screening analysis based on Table 17-3 results in potentially significant exceedances for both the individual contaminants and for all pollutants combined. Therefore, the dispersion analysis of the toxic pollutants potentially emitted from the selected industrial uses, including the $PM_{2.5}$ and NO_2 emissions associated with them, was conducted with the AERMOD model.

The AERMOD analysis was conducted using a generic emission rate of one gram per second, and the predicted one-hour and annual concentrations were then multiplied by the actual emission rate of each toxic pollutant to arrive at actual one-hour and annual pollutant concentrations.

The EPA AERMOD dispersion model 8.0 (EPA version 16216r) was used for this analysis. In accordance with CEQR guidance, this analysis was conducted assuming stack tip downwash, urban dispersion surface roughness length, elimination of calms, with and without the downwash effect. AERMOD's Building Profile Input Program (BPIP) algorithm was utilized to account for downwash effect, and the highest results are reported.

Meteorological Data

All analyses were conducted using the latest five consecutive years of meteorological data (2012-2016). Surface data was obtained from La Guardia Airport and upper air data was obtained from Brookhaven station, New York. The data were processed by Trinity Consultants, Inc. using the current EPA AERMET and EPA procedures. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the five-year period. Five years of meteorological data were concatenated into single multiyear file to conduct 24-hour/annual $PM_{2.5}$ as well as one-hour NO_2 analyses.

Background Concentrations

The maximum 1-hour NO_2 background concentration is 121.3 $\mu g/m^3$, which is three-year average of the 98th percentile of daily maximum one-hour concentrations for 2014 through 2016, and the annual NO_2 background concentration is 31.3 $\mu g/m^3$, which is the maximum annual average for latest three years of data from the Queens College monitoring station, were used.

Stack Locations

There are two nearby buildings taller than the proposed development that could be impacted by the toxic emissions released from the industrial/manufacturing operations within the building. These are the existing 250-foot tall William Vale Hotel (located at 111 N. 12th Street) and the 135-foot tall building under construction at 25 Kent Avenue. In accordance with *CEQR* guidance, the potential impacts of project emissions on these buildings were considered.

Based on the preliminary design (Figure E-1) of the proposed building, two exhaust openings (Shafts 1 and 2) for the industrial/manufacturing uses are located on the roof -- along the western lot line facing the 25 Kent Avenue building. Two exhaust ducts (WH1 and WH2) for the combustion emissions released from hot water boiler are also located on the roof of the building -- at the northeast corner. The stack location of the first exhaust shaft is approximately 52 feet from N. 13th Street facing the William Vale Hotel and at least 190 feet from the 25 Kent Avenue building. The second exhaust shaft is only 5 feet apart from the first shaft.

Initially, the stack location for toxic emissions analysis conservatively assumed that all emissions would be released from Shaft 1. The height of the stack would be 112.5 feet (i.e., 3 feet above the roof height). If exceedances were predicted at this stack location, the second shaft opening or extended set-back distances from N. 13th Street would have to be considered until compliance with the applicable standards/guidelines are achieved. If no exceedances are found at the closest location (Shaft 1), the exhaust for the toxic emissions could be located in any area of the building roof beyond this point (i.e., further from N. 13th Street) without causing any significant impacts.

Receptors Locations

Receptors were placed around the perimeter of the William Vale Hotel and 25 Kent Avenue EAS building, starting at the ground floor and extending up to the highest floor in each building, in 10-foot increments. More than 2,700 receptors were placed on these two buildings to assure that the maximum impacts, wherever they occur, are estimated.

Figure E-2 shows the proposed building in relation to William Vale Hotel and 25 Kent Avenue EAS building with exhaust stack for industrial uses on roof of the building.

Figure E-1: Designed Shafts for Exhausts from Manufacturing Uses and Hot Water Boiler on Roof of Proposed Building

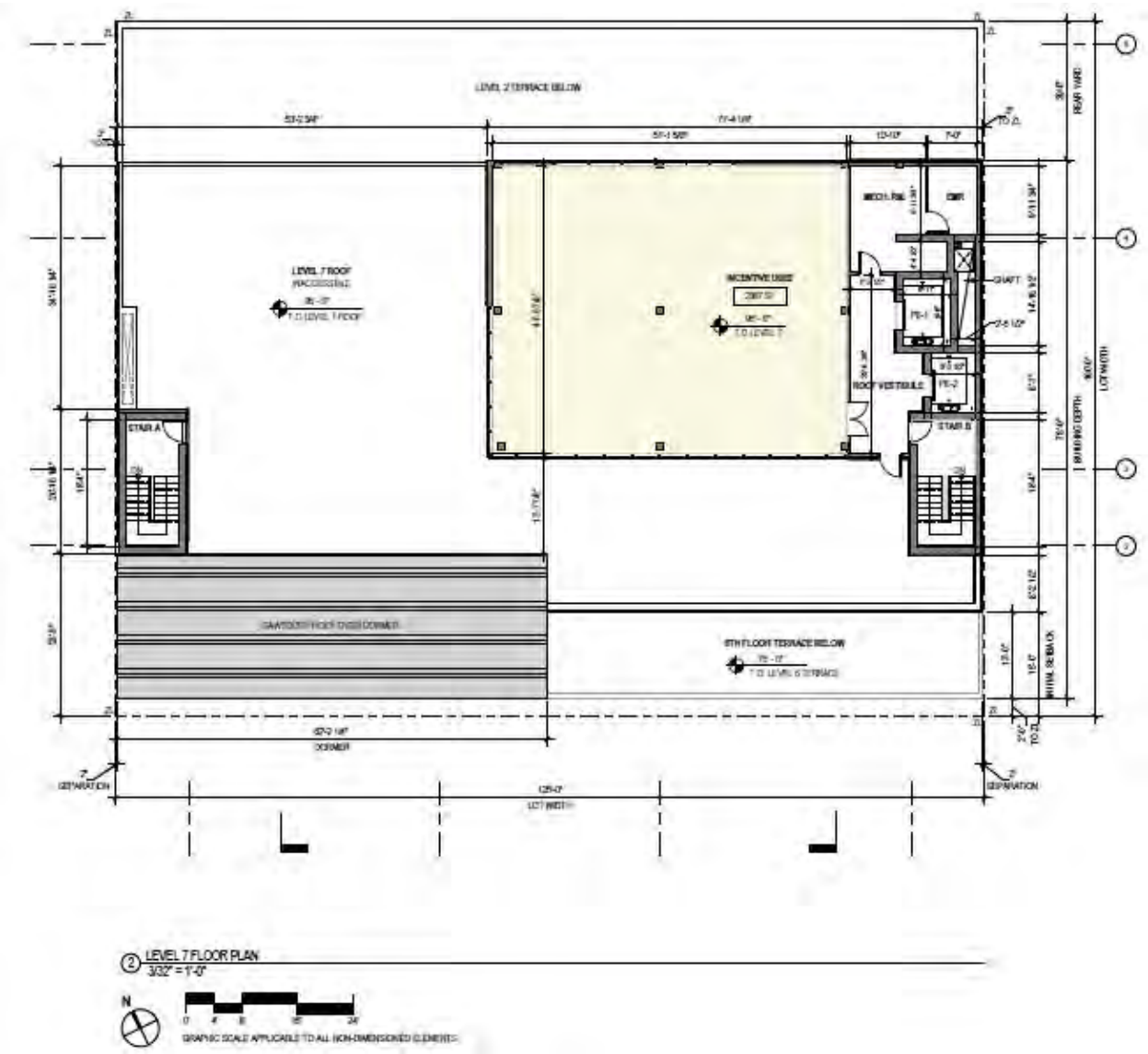
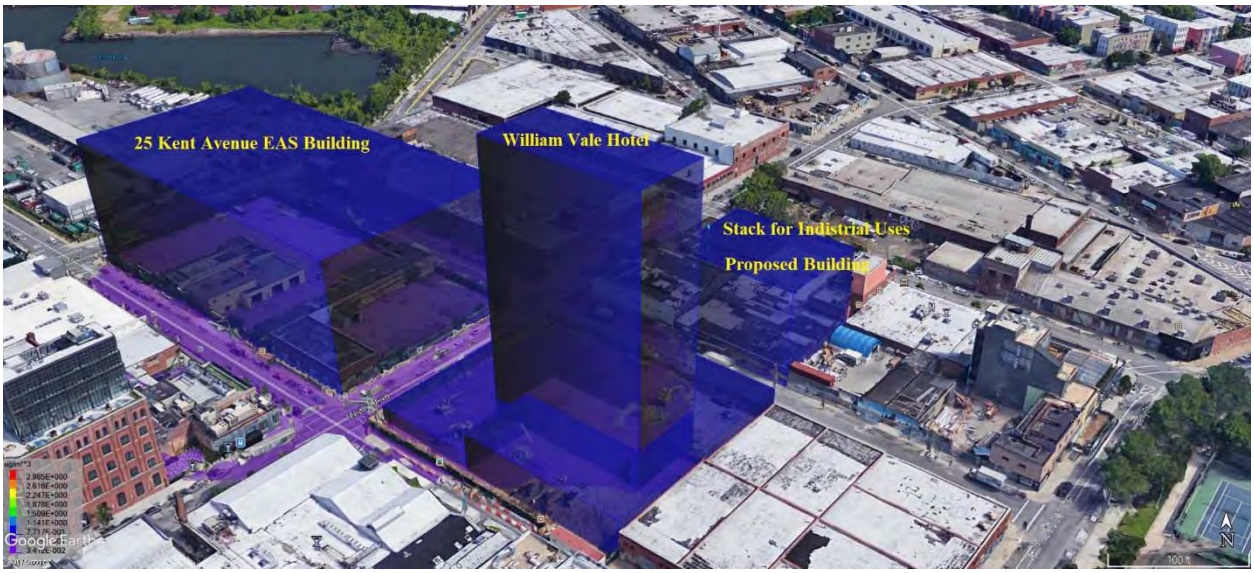


Figure E-2: Proposed Development in Relation to William Vale Hotel and 25 Kent Avenue EAS Building



Results of the Industrial Source Analysis

Results of toxic pollutants screening analysis, in comparison with DAR-1 guideline values, are provided in Tables E-1 and E-2 for a stack located at designated exhaust point of Shaft 1 (which would be fifty-two feet from N. 13th Street). Results for $PM_{2.5}$ and NO_2 are provided in Tables E-3 and E-4.

Toxic Pollutants

Maximum estimated short-term and annual actual pollutant concentrations are all less than DAR-1 guideline values. The results of the dispersion analysis for toxic pollutants are as follows:

- Short-term and annual maximum concentrations -- for each individual toxic contaminant and cumulatively for all identical contaminants combined -- are all less than the applicable DAR-1 guideline values (either SGC or AGC); and
- The maximum predicted cancer risk from the individual toxic contaminant and cumulatively for all identical contaminants combined are less than one-per-million cancer threshold.

$PM_{2.5}$

$PM_{2.5}$ emissions from the conservatively estimated five industrial operations were modeled in one modeling run to estimate maximum cumulative 24-hour and annual impacts assuming that manufacturing uses would operate 12 hours a day for 365 days per year (Table 3). These results were compared to the *CEQR* significant impact criteria as well as the respective NAAQS.

Table E-1: Industrial Uses, Emission Rates, and Estimated Short-Term (1-hour) and Annual Pollutant Concentrations

Type of Operations	CAS Number	Pollutant Name	Emission Rates				Estimated 1-hr Conc.	DAR-1 SGC	Exceed SGC	Estimated Annual Conc.	DAR-1 AGC	Exceed AGC
			Hourly	Annual	Hourly	Annual						
			lb./hr	lb./year	g/sec	g/sec	µg/m^3	µg/m^3	Yes/No	µg/m^3	µg/m^3	Yes/No
Commercial Art & Woodworking	00067-63-0	Isopropyl Alcohol	2.48	446	0.31244	0.00641	1153.6	98,000	No	0.6233	7,000	No
	00067-64-1	Acetone	4.5	810	0.56693	0.01165	2093.3	180,000	No	1.1319	30,000	No
	00071-55-6	Methyl Chloroform	4.8	864	0.60472	0.01243	2232.8	9,000	No	1.2074	5,000	No
	00123-86-4	Butyl Acetate	1.8	324	0.22677	0.00466	837.3	95,000	No	0.4528	17,000	No
Jewelry Manufacturing	07646-85-7	Zinc Chloride	0.001	2	0.00013	0.00003	0.465	200	No	0.0028	2.4	No
	07439-92-1	Lead Oxide	0.001	2	0.00013	0.00003	0.465	-	-	0.0028	0.044	No
Jewelry Plating	00143-33-9	Sodium Cyanide	0.001	1.6	0.00013	0.00002	0.465	380	No	0.0022	3.5	No
	00544-92-3	Copper Cyanide	0.001	1.6	0.00013	0.00002	0.465	380	No	0.0022	3.5	No
Jewelry Cleaning	00143-33-9	Sodium Cyanide	0.002	0.5	0.00025	0.00001	0.930	380	No	0.0007	3.5	No
	00074-90-8	Hydrogen Cyanide	0.002	0.5	0.00025	0.00001	0.930	520	No	0.0007	0.8	No
	07664-41-7	Ammonia	0.001	0.002	0.00013	0.00000	0.465	2,400	No	0.0000	100	No
Printing	00108-88-3	Toluene	2.12	4.23	0.26708	0.00006	986.2	37,000	No	0.0059	5,000	No
	01330-20-7	Xylene, M,O&P Mixt	0.06	110	0.00756	0.00158	27.91	22,000	No	0.1537	100	No
	00111-76-2	Butoxyethanol, 2-	0.07	147	0.00882	0.00211	32.56	14,000	No	0.2054	1,600	No
Printing	08032-32-4	VM&P Naphtha	0.004	7.97	0.00050	0.00011	1.861	-	-	0.0111	900	No
	00111-76-2	Butoxyethanol, 2-	0.042	84.04	0.00529	0.00121	19.54	14,000	No	0.1174	1,600	No
	00056-81-5	Glycerin	0.011	22.41	0.00139	0.00032	5.117	-	-	0.0313	240	No
	07429-90-5	Aluminum	0.003	34	0.00038	0.00049	1.396	-	-	0.0475	2.4	No
	01309-37-1	Iron	0.002	25.5	0.00025	0.00037	0.930	-	-	0.0356	12	No
	07440-50-8	Copper	0.001	3.6	0.00013	0.00005	0.465	-	-	0.0050	490	No
	07440-66-6	Zinc	0.001	0.27	0.00013	0.00000	0.465	-	-	0.0004	45	No
Commercial Art & Graphic Design	00111-76-2	Butoxyethanol, 2-	0.231	480	0.02910	0.00690	107.5	14,000	No	0.6708	1,600	No
	00067-63-0	Isopropyl Alcohol	0.032	668	0.00403	0.00961	14.89	98,000	No	0.9335	7,000	No
	00141-78-6	Ethyl Acetate	0.05	104	0.00630	0.00150	23.26	-	-	0.1453	3,400	No
	00108-88-3	Toluene	0.444	888	0.05594	0.01277	206.5	37,000	No	1.2409	5,000	No
	00067-64-1	Acetone	0.034	71	0.00428	0.00102	15.82	180,000	No	0.0992	30,000	No
	00084-74-2	Dibutyl Phthalate	0.02	62	0.00252	0.00089	9.303	-	-	0.0866	12	No
	00123-86-4	Butyl Acetate	0.3	624	0.03780	0.00897	139.6	95,000	No	0.8720	17,000	No
	00141-78-6	Ethyl Acetate	0.05	104	0.00630	0.00150	23.26	-	-	0.1453	3,400	No
Gold Precipitation	00143-33-9	Sodium Cyanide	0.001	2	0.00013	0.00003	0.465	380	No	0.0028	3.5	No
	01309-60-0	Lead Oxide	0.09	18	0.01134	0.00026	41.865	-	-	0.0196	0.044	No
	07697-37-2	Nitric Acid	0.033	64.3	0.00416	0.00092	15.351	86	No	0.0898	12	No
	07647-01-0	Hydrogen Chloride	0.002	2.25	0.00025	0.00003	0.930	2,100	No	0.0031	20	No

Table E-1 Continued

Type of Operations	CAS Number	Pollutant Name	Emission Rates				Estimated 1-hr Conc.	DAR-1 SGC	Exceed SGC	Estimated Annual Conc.	DAR-1 AGC	Exceed AGC
			Hourly	Annual	Hourly	Annual						
			lb/hr	lb/year	g/sec	g/sec	µg/m³	µg/m³	Yes/No	µg/m³	µg/m³	Yes/No
Baking of Cookies	00630-08-0	Carbon Monoxide	0.001	1.92	0.0001	0.00003	0.465	40,000	No	0.0027	-	
	00064-17-5	Ethanol	3.750	885	0.4724	0.01273	1744.4	-	-	1.2367	45,000	No
Baking of Pastries/Bread	00630-08-0	Carbon Monoxide	0.001	1.9	0.0001	0.00003	0.465	40,000	No	0.0027	-	-
	00064-17-5	Ethanol	3.750	885	0.4724	0.01273	1744.39	-	-	1.2367	45,000	No

Note: Lead Oxide, VM&P Naphtha, glycerin, aluminum, iron, copper, zinc, ethyl acetate, dibutyl phthalate, and ethanol have no SGC values, and carbon monoxide has no AGC value.

1-hour actual pollutant concentrations were estimated based on generic concentration of 3,692.3 ug/m3 for emission rate of 1 gram per second
Annual actual pollutant concentrations were estimated based on generic concentration of 97.2 ug/m3 for emission rate of 1 gram per second

Table E-2: Cancer Risk Estimate

Pollutant	Emission Rate		Estimated Annual Conc. µg/m³	DAR-1 AGC µg/m³	Estimated Cancer Risk	Cancer Risk Threshold	Exceed Yes/No
	lb/year	g/sec					
Dichloromethane	413	5.94E-03	5.77E-01	6.00E+01	9.62E-09	1.0E-06	No
Tetrachloroethylene	24.9	3.58E-04	3.48E-02	4.00E+00	8.70E-09		No

Table E-3: Cumulative 24-Hour/Annual $PM_{2.5}$ Impacts from Emissions of the Industrial Uses

No.	Type of Operations	Emission Rate				Estimated Max. Cumulative Impact		Estimated Max Cumulative Conc. (1)		Exceed CEQR/ NAAQS ?
		Hourly	Annual	Hourly	Annual	24-hr	Annual	24-hr	Annual	
		lb/hr	lb/year	g/sec	g/sec	µg/m³	µg/m³	µg/m³	µg/m³	
1	Jewelry Cleaning	0.001	0.002	0.00013	0.00000	6.19	0.09	26.7	8.7	No
2	Commercial Art &Graphics	0.068	26	0.00857	0.00037					
3	Gold Precipitation	0.001	0.25	0.00013	0.00000					
4	Baking of Cookies	0.011	21.1	0.0014	0.00030					
5	Baking of Pastries/Bread	0.008	15.4	0.0010	0.00022					
	Total Emission Rate			**1.12E-02**	**9.02E-04**					

(1) Includes 24-hour and annual $PM_{2.5}$ background values of 20.5 µg/m³ and 8.6 µg/m³, respectively

Table E-4: Cumulative 1-Hour NO_2 Concentration from Industrial Uses Emissions

No.	Type of Operations	Emission Rate				Estimated Cumulative Concentration	1-hour NO_2 NAAQS	Exceed Yes/No
		Hourly	Annual	Hourly	Annual	1-hr		
		lb/hr	lb/year	g/sec	g/sec	µg/m³	µg/m³	µg/m³
1	Gold Precipitation	0.019	372	0.0024	0.00535	153	188	No
2	Baking of Cookies	0.070	134.4	0.0088	0.00193			
3	Baking of Pastries/Bread	0.046	88.3	0.0058	0.00127			

(1) Includes one-hour NO_2 background values of 121.3 µg/m³

The results of the dispersion analysis for $PM_{2.5}$ are as follows:

- The maximum cumulative 24-hour $PM_{2.5}$ impact of the combined emissions from the selected industrial uses is less than *CEQR* significant impact criteria of 7.25 µg/m³, and the maximum total cumulative 24-hour $PM_{2.5}$ concentration is less than the NAAQS of 35 µg/m³; and
- The maximum cumulative annual $PM_{2.5}$ impact of the combined emissions from selected industrial uses is less than the *CEQR* significant impact criteria of 0.3 µg/m³, and the maximum total cumulative annual $PM_{2.5}$ concentration is less than NAAQS of 12 µg/m³.

As result, no significant air quality impacts from the $PM_{2.5}$ emissions associated with the current or future industrial uses within the proposed building would occur.

NO_2

NO_2 emissions from all on-site industrial uses (a total of three facilities) were modeled in one modeling run to estimate cumulative one-hour NO_2 concentration assuming that these uses would operate 12 hours a day for 365 days per year. Results were compared to the one-hour NO_2 NAAQS.

A Tier 1 (conservative) analysis was sufficient to demonstrate compliance with one-hour NO_2 NAAQS of 188 $\mu g/m^3$. The total annual NO_2 concentration of 31.9 $\mu g/m^3$ (impact of 0.62 $\mu g/m^3$ plus background concentration of 31.3 $\mu g/m^3$) was also estimated to be less than the annual NO_2 NAAQS of 100 $\mu g/m^3$.

The results of the dispersion analysis of the NO_2 are as follows:

- The maximum cumulative one-hour NO_2 concentration of the combined emissions from selected industrial uses is less than the one-hour NAAQS of 188 $\mu g/m^3$; and
- The maximum cumulative annual NO_2 concentration of the combined emissions from selected industrial uses is less than the annual NAAQS of 100 $\mu g/m^3$.

As result, no significant air quality impacts from the NO_2 emissions associated with the current or future industrial uses within the proposed commercial building would occur.

Special Permit Restriction

To reduce the possibility that industrial uses would significantly affect air quality at commercial uses at the proposed development site, the Special Permit would restrict the co-location of sensitive uses near potentially noxious uses. The special permit proposes to enforce this as follows: any new manufacturing/industrial uses must meet both of the criteria listed below to be located in the development site.

> i. 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 DEP operating certificate or New York State Department of Environmental Conservation (NYSDEC) State Facility Permit;
> ii. Is not required, under the City Right-to-Know Law, to file a Risk Management Plan for Extremely Hazardous Substances; and

It should be noted that per IBIA zoning regulations, Required Industrial Uses on the project site would be subject to Use Group restrictions identified in ZR 74-91, which prohibit Use 18 Group, except for manufacturing of beverages, alcoholic or breweries, provided the applicable performance standards pursuant to Section 42-20 are met.

D. HOT WATER BOILER EMISSIONS ANALYSIS

As opposed to a traditional gas or fuel-oil based HVAC system, heat for the proposed building would be provided by electrically powered variable refrigerant flow (VRF) systems consisting of the packaged terminal air conditioning units and heat pumps in each occupied room. As such, no on-site combustion emissions would be associated with the proposed VRF heating and cooling system.

The only on-site combustion emissions from the proposed building would be from its domestic hot water boiler, which would burn natural gas. These emissions could have potential impacts even though hot water systems generally account for no more than 25-30 percent (based on fuel use studies) of traditional HVAC heating system emissions, and an analysis of these emissions was conducted.

The approach for this analysis considered the potential impacts of the whole building's heating system as it was considered and accepted by the New York City Buildings Department and Department of City Planning (NYCDCP) for buildings using packaged terminal air conditioning (PTAC) systems. The proposed PTACs, which are self-contained, electrically-powered heating and air conditioning systems, do not locally emit pollutants into the atmosphere and therefore, do not require an air quality analysis.

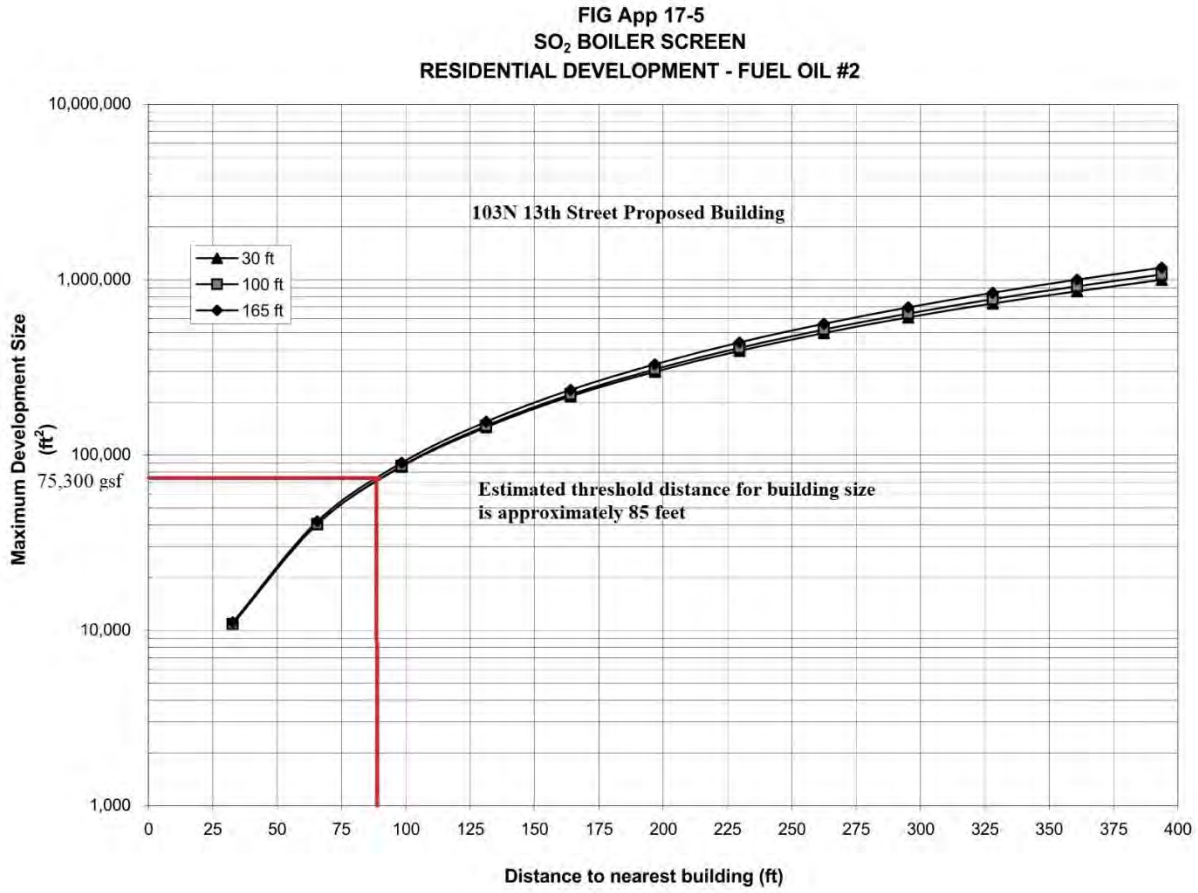
The proposed VRF system would operate in a similar manner as a PTAC system in that there would not be any on-site combustion emissions. As such, these two systems are assumed to be similar for the purposes of an air quality analysis, the same approach that was used for CEQR-approved projects with PTAC units was applied to this analysis.

For conservative purposes, it was assumed that the VRF system would provide heat for the whole building and, as such, the boiler size should correspond to the total floor area of the building (approximately 75,000 gsf) – not just to provide hot water to the commercial/industrial units and common areas.

Based on this assumption, a screening analysis was conducted using the *CEQR* nomograph depicted on Figure 17-5 of Technical Appendix for SO_2 Boiler Screen applicable to residential developments with fuel No.2, as per DCP's recommendation (see Figure E-3). This figure is more conservative than the Figure 17-6 for commercial and other non-residential developments.

The result of this analysis is that the proposed building passed analysis because the actual distance between it and the closest taller building (i.e., the William Vale Hotel) is approximately 120 feet, which is greater than the threshold distance determined by the nomograph for this building size to be approximately 85 feet. As such, no further analysis of the heating system emissions -- whether they emanate from the whole building or a portion thereof -- is required. Therefore, the hot water boiler system emissions would not have any significant impact on the existing nearby buildings.

Figure E-3: Nomograph SO_2 Boiler Screening for Proposed Project



E. POTENTIAL CUMULATIVE IMPACT FROM INDUSTRIAL USES AND HOT WATER BOILER COMBINED

The potential cumulative effects of $PM_{2.5}$ and NO_2 emissions from the proposed buildings industrial uses and hot water boiler combined would be minimal because of the following factors:

1. $PM_{2.5}$ and NO_2 emissions from industrial/manufacturing uses and hot water boiler would be released from different stacks located at least 100 feet apart from each other.
2. The plume of the hot water boiler stack would rise substantially above the air toxics plume due to thermal buoyancy because the temperature of boiler exhaust would be approximately 300-deg Fahrenheit while the toxic emissions would be released at ambient temperature. As a result, the maximum impacts of the industrial/manufacturing and hot water boiler emissions would occur at different locations and elevations.
3. The potential impacts of the $PM_{2.5}$ and NO_2 emissions from the hot water boiler operations would be relatively small compared to a building with a fuel-burning HVAC system because hot water demand accounts for no more than 25-30 percent of the total heat consumption required to heat a whole building.

4. The size of the proposed development is relatively small (approximately 75,000 gsf) compared to the building analyzed in the 25 Kent Avenue EAS, which was much larger (with 485,156 gsf). As such, pollutant emission rates would be significantly lower than in case of the 25 Kent Ave EAS building.

As such, the cumulative effect of the manufacturing and hot water boiler emissions combined would likely not be significant.

With the applicable (E) designations in place, no significant adverse impacts are anticipated as a result of the proposed development.

Based on the results of this analysis, the following (E) Designations are required for the proposed commercial/industrial buildings on Block 2279, Lot 34:

Heating and Cooling System
To ensure that there will be no related impact to air quality, any new commercial/industrial development on the above-mentioned lot must use variable refrigerant flow (VRF) with no venting or stacks and powered by electricity only.

Hot Water Equipment
To ensure that there will be no related impact to air quality, any new commercial/industrial development on the above-mentioned lot must exclusively use natural gas for hot water equipment. Hot water stack(s) must be located at the highest tier; at least 112.5 feet above grade and at least 76 feet from the southerly lot line facing N. 13th Street.

Industrial Uses
To preclude the potential for significant adverse air quality impacts from the industrial uses, any new commercial/industrial development on the above-mentioned lot must ensure that industrial and air toxics emission stack(s) must be located at least 52 feet from southerly lot line facing North 13th Street at the designated exhaust points on the roof, as shown on the attached architectural plan, and at least 112.5 feet above grade.

F. CONCLUSION

The results of the dispersion analysis of the toxic emissions from industrial/manufacturing uses and hot water boiler are as follows:

- The potential impacts of the air toxics emissions from the possible industrial uses would not be significant with the exhaust stack(s) located at the designated locations;
- The potential impacts of the hot water boiler system, with the use of natural gas, would not be significant with the exhaust stack(s) located at the designated locations; and
- The potential cumulative effect of the $PM_{2.5}$ and NO_2 from industrial/manufacturing uses and hot water boiler combined emissions would not be significant.

ATTACHMENT F:
CONCEPTUAL ANALYSIS

A. INTRODUCTION

As discussed in Attachment A, "Project Description," the proposed action consists of three discretionary approvals: (1) a zoning text amendment that would modify Zoning Resolution Section (ZR §) 74-96 to add a part of a block, specifically Block 2279, Lots 1, 9, 13, and 34 and part of Lots 15 and 30, consisting of the portion of the block zoned M1-2 and encompassing areas within 250 feet of Wythe Avenue, to the Industrial Business Incentive Area (the "project area"); and (2) and (3) two special permits to facilitate redevelopment of the development site, Lot 34, pursuant to the IBIA regulations. IBIA special permits allow increased maximum permitted floor area ratios (FARs) for commercial and industrial uses, may allow wavier or modification of accessory parking and loading requirements, and apply special requirements, including contextual bulk regulations in place of standard M1-2 non-contextual regulations. In addition, for IBIA special permit approvals, the City Planning Commission (CPC) is required to make findings that a proposed development would satisfy certain conditions. The proposed action does not include any special permit applications for Lots 1, 9, 13, 15, or 30.

This attachment considers whether the possible future development under the IBIA regulations by means of special permits for Block 2279, Lots 1, 9, 13, 15 and/or 30 has the potential for significant adverse impacts. Application for such special permits would be facilitated by the zoning text amendment included as part of this application. However, it should be noted that any such proposed future IBIA development in the project area would require a special permit application subject to its own separate land use and environmental reviews.

Among the sites that would be made eligible for future IBIA special permits but which would not be directly affected by this application, one development site has been identified as a likely location for an IBIA project in the foreseeable future. This site is an assemblage consisting of Block 2279, Lots 1 and 9. It is a 28,528-sf, L-shaped double-corner located at 29-43 Wythe Avenue, 93-101 N. 13th Street, and 180 N. 14th Street. These lots, which are currently contain two privately owned buildings occupied by a rehearsal/recording studio and commercial/light industrial uses, are under common ownership. Demolition permits for these two buildings were filed in July 2017 and the site owner is enrolling the combined Lot 1 and 9 property into the state-administered Brownfield Cleanup Program (BCP). In addition, the applicant is aware than an IBIA special permit application is being contemplated for the combined Lots 1 and 9 site. Refer to Section B, "Background and Existing Conditions," in Attachment A, "Project Description," for further information on Lots 1 and 9.

Lot 13 would not be eligible for an IBIA special permit as it would be unable to comply with the regulation that Required Industrial Uses occupy at least 5,000 sf of contiguous space, as it is a 4,000-sf lot. In addition, as it is not under common ownership with Lots 1 and 9 and has recently (circa 2014) undergone considerable investment to establish an event venue, it is considered unlikely to be part of an assemblage with Lots 1 and 9. For Lots 15 and 30, only the westernmost 2,500 sf of these lots would be in the proposed IBIA, while the reminder of their lots extend

eastward to Berry Street. They are under separate ownership and individually would not be able to provide 5,000 sf of contiguous space for Required Industrial Uses. Accordingly, Lots 15 and 30 are also considered unlikely to be a part of an assemblage with any other lots in the proposed IBIA.

The conceptual analysis provided below, is a qualitative assessment of the likely effects of a future IBIA special permit(s) application to facilitate an IBIA project on the Lots 1 and 9 site, which is referred to as the "conceptual development site." Due to Lots 1 and 9's close proximity to the IBIA development site, the scope of the analyses is generally very similar to those presented for the proposed development in Attachments B through E. Detailed analyses of the conceptual development site are not provided herein, given that this or any other application for a special permit in the project area would be a discretionary action subject to its environmental review as part of the public review process.

B. PRINCIPAL CONCLUSIONS

The IBIA special permit(s) application would require that the City Planning Commission review the appropriateness of a project to be developed under the IBIA regulations. Besides the applicant's proposed development, one additional development site has been identified as a likely location for an IBIA project in the foreseeable future. This site, identified as the conceptual development site, is Block 2279, Lots 1 and 9, a 28,528-sf double corner lot located immediately west and north of the applicant's development site. It is currently occupied by two low-rise buildings but the site owner has filed demolition permits for them and is seeking to enroll the assembled parcel into the BCP. As an IBIA project on this site would require CPC special permits, it would be subject to its own environmental review. The conceptual analysis provides a qualitative assessment of the likely effects of an IBIA project on this site as compared to an as-of-right development. This qualitative analysis identifies those CEQR technical areas that may potentially require detailed analysis as part of the future environmental review. That environmental review would provide screening and, as warranted, detailed analyses of the effects on CEQR technical areas at the time of the special permit application in order to make impact determinations.

C. METHODOLGY AND ANALYSIS FRAMEWORK

Existing Conditions

This conceptual analysis provides a qualitative assessment of the effects of a building developed pursuant to a future application for IBIA special permits on the conceptual development site (Block 2279, Lots 1 and 9).

Currently, this 28,528-sf site is an L-shaped double-corner lot with 200 feet of frontage on Wythe Avenue, 185 feet of frontage on N. 14th Street, and 100 feet of frontage on N. 13th Street and the eastern leg along N. 14th Street has a depth of 100 feet, extending to the centerline of the block. There are two buildings on the conceptual development site, one on Lot 1 and one on Lot 9. Lot 1, at 29-43 Wythe Avenue/93-101 N. 13th Street/168 N. 14th Street, is a rectangular double corner

lot with a two-story, 21,000-sf building that fully covers the 20,000-sf lot; it has a built FAR of 1.05. The building, constructed about 1925-1927, is occupied by a motorcycle repair garage, a kitchen cabinet wholesaler, a clothing store, and an artist studio. Lot 9, at 180-188 N. 14th Street, is a rectangular interior lot with a one-story, 8,528-sf building that fully covers the 8,528-sf lot; it has a built FAR of 1.0. The building, constructed about 1950, is occupied by music rehearsal and recording studio space. It is zoned M1-2.

RWCDS No-Action Conditions (Conceptual Analysis)

In the future without the proposed action, it is projected that the existing buildings will be demolished and an as-of-right building with a built FAR of 4.8, including 0.8 FAR of commercial space, 1.2 FAR of light industrial space, and 2.8 FAR of community facility space, would be constructed on the conceptual development site. This No-Action conceptual development is projected to include 24,024 gsf of local retail space, 36,036 gsf of light industrial space, 84,084 gsf of medical office space, and 75,400 gsf of accessory parking space for 377 accessory parking spaces. Similar to the as-of-right No-Action development on the applicant's development site, the conceptual No-Action building is projected to be eight stories, 109.4 feet tall, and have one below-grade cellar level. As noted above, the owner of the site has filed demolition permits for the buildings on the site and is seeking to enroll it in the BCP in order to conduct site investigation and, as warranted, remediation. Although there are no new buildings plans filed for the site at this time, it is expected that the owner of the site will file as-of-right plans for such a development in the near future. For purposes of this conceptual analysis, although an IBIA development would be the owner's preferred scenario for the conceptual development site, in the absence of an approved IBIA project, it is expected that the owner would proceed with site redevelopment on an as-of-right basis.

RWCDS With-Action Conditions (Conceptual Analysis)

In the future with the proposed action, it is projected that instead of redeveloping the conceptual development site on as-of-right basis, an IBIA-compliant development with a built FAR of 4.8 would be developed pursuant to IBIA special permits. This development would be similar to the applicant's proposed development on Lot 34, in terms of the mix of uses and height, but the development program would be larger, commensurate with the site's larger lot area (28,528 sf as compared to 12,500 sf). However, given the larger size of the development, it is assumed for analysis purposes that rather than seeking a full parking waiver, the application would include a reduction in parking requirements. As such, the conceptual development would be an approximately 164,143 gsf building, with 24,024 gsf of local retail space, 96,095 gsf of office space, 24,024 gsf of light industrial space ("Required Industrial Use"), and 20,000 gsf of accessory parking area, providing 100 accessory parking spaces. In terms of building height and setbacks, it is projected that the new building would be very similar to the applicant's proposed development on Lot 34 and have dimensions comparable to a 6-story, 110-foot tall commercial and manufacturing building with a 75-foot tall streetwall and one cellar level. Table F-1 provides a summary of the projected conceptual analysis No-Action, With-Action, and incremental scenarios.

RWCDS Increment (Conceptual Analysis)

Under With-Action conditions, with the projected building on the conceptual development site instead of the as-of-right No-Action development, the incremental change in development would be as follows: 0 gsf of local retail; +96,095 gsf of office; −12,012 gsf light industrial; −84,084 gsf of medical office; −55,400 gsf of accessory parking area (−277 accessory parking spaces); -55,400 gsf of total building area; and up to approximately 110 feet of building height (−2 stories). There would be no incremental change in on-site excavation, as both the No-Action and With-Action scenario would have one cellar level. The net incremental difference between the With-Action and No-Action serves as the basis for the conceptual environmental impact analyses.

Table F-1: Comparison of 2020 Conceptual Development No-Action and With-Action Scenarios

Land Use	No-Action	With-Action	Increment
Office	0 gsf	96,095 gsf	+96,095 gsf
Light Industrial (With-Action: Required Industrial Use)[1]	36,036 gsf	24,024 gsf	−12,012 gsf
Local Retail	24,024 gsf	24,024 gsf	0 gsf
Medical Office	84,084 gsf	0 gsf	−84,084 gsf
Parking	75,400 gsf	20,000 gsf	-55,400 gsf
Total	**219,543 gsf**	**164,143 gsf**	**-55,400 gsf**
Accessory Parking Spaces	377 spaces	100 spaces	−277 spaces
Building height	109.4 feet	110 feet	+0.6 feet
Building stories	8 stories	6 stories	−2 stories
Below-grade[4]	1 cellar	1 cellar	-
Population	**No-Action**	**With-Action**	**Increment**
Employees[2]	403	552	+149

Notes:

[1] The With-Action scenario industrial space would be a "Required Industrial Use" that would be protected and subject to enforcement/reporting requirements and could not be converted to office use, unlike industrial space in the No-Action condition which could be converted to an as-of-right commercial or community facility use.

[2] Using same employee generation rates as listed in the EAS Form.

The conceptual analysis provided below, is a qualitative assessment of the likely effects of the change in the use of that would occur as a result of a future approved IBIA special permit(s) application for the conceptual development site. Detailed analyses are not provided herein, as this or any other development that applies for an IBIA special permit is a discretionary action subject to its environmental review as part of the public review process. However, the conceptual analysis identifies which technical areas are likely to warrant preliminary screening and detailed analyses. The assessment provided below, while specific to the conceptual development site, also serves as a generic assessment of the effect of a zoning text amendment and special permits at any location in the project area.

D. CONCEPTUAL ENVIRONMENTAL ASSESSMENT

Land Use, Zoning, and Public Policy

The land uses of the project area, including the conceptual development site, and surrounding area as well as the zoning and public policies that apply to the project area are described in detail in Attachment C, "Land Use, Zoning, and Public Policy." The descriptions of existing conditions provided below summarize the information provided in that attachment. The study area for the analysis of land use, zoning, and public policy encompasses the area within 400 feet of the project area, as described in Attachment C.

Existing Condition

Land Use

As described above, the conceptual development site consists of two low-rise commercial/industrial buildings.

The 400-foot study area extends two blocks to the north and south of the project area and approximately a block to the east and west. Overall, it contains all or part of thirteen blocks. The predominant land uses in the 400-foot study area are a mix of light manufacturing and industrial uses, commercial, and some residential (see Figure C-2). Commercial uses include new restaurants, bars, retail shops, and a major hotel. Numerous buildings in the study area have been recently renovated or rebuilt in the past decade to accommodate new uses, primarily commercial. Part of McCarren Park lies with the 400-foot radius study area, a half-block east of the project area. The park is approximately 36 acres and boasts a wide variety of activities from swimming pools to tennis courts.

Zoning

The 2005 Greenpoint-Williamsburg Rezoning resulted in new zoning that in some areas permitted lighter industrial uses, but prohibited heavier industrial uses, and other areas allowed residential uses where they previously had not been permitted. It included street demappings, zoning text amendments, and zoning map changes, including a zoning map change to portions of the proposed 400-foot study area. To better reflect the types of manufacturing uses that had come to occupy the area, and to ensure that new industrial uses in the area would be fully enclosed and compatible with the nearby residential and mixed use neighborhoods, the 2005 Greenpoint-Williamsburg Rezoning changed the zoning within portions of the 400-foot study area from an M3-1 heavy manufacturing district to an M1-2 light manufacturing district. M1-2 districts limit activity to light industrial and commercial uses, as described above. Also as part of the 2005 rezoning, some areas formerly zoned M1-2 were rezoned to MX-8 with M1-2/R6A and M1-2/R6 districts, which allows mixed residential, commercial, and manufacturing uses side-by-side or within the same building subject to high performance standards, reflecting historical patterns of land use in such areas.

The project area, including the conceptual development site, is in an M1-2 light manufacturing (high performance) zoning district. Other zoning districts present with the 400-foot radius study

area include an M1-1 light manufacturing (high performance) district, MX-8 M1-2/R6 special mixed use district, MX-8 M1-2/R6A special mixed use district, and M3-1 heavy manufacturing (low performance) district.

The M1-2 zoning district, which governs use, density, bulk, parking, and loading requirements in the project area, allows Use Groups 4-14, 16, and 17, with as-of-right maximum floor area ratios (FARs) of 4.8 for community facility and 2.0 for commercial and manufacturing, but residential uses are prohibited. M1-2 requires accessory parking and loading berths, with the required rates varying by use. Pursuant to a recently adopted zoning text amendment, Use Group 16D self-service storage facilities are not permitted as-of-right in this M1 district (per ZR Appendix J) but instead can only be allowed via a special permit under ZR 74-932. As for building volumes, streetwalls are not required but if provided may reach a maximum height of 60 feet or four stories, whichever is less, and above 60 feet an initial minimum setback must be provided (15 feet for narrow streets and 10 feet for wide streets) and above the base buildings may not penetrate the sky exposure plane. On a narrow street the vertical to horizontal distance ratio for a sky exposure plane is 2.7:1. On a wide street the vertical to horizontal distance ratio for a sky exposure plane 5.6:1. Prior to the adoption of the Greenpoint-Williamsburg Rezoning in 2005, the project area was zoned M3-1.

Public Policy

The project area is located within the boundaries of the Greenpoint-Williamsburg Industrial Business Zone (IBZ), the Greenpoint 197-a Plan area, the Williamsburg Waterfront 197-a Plan area, the North Brooklyn Empire Zone (EZ), and the NYC Coastal Zone, thereby making it subject to the Waterfront Revitalization Program (WRP).

Two Citywide policies considered under CEQR, the OneNYC plan and New York Works, are particularly relevant to the project area and the proposed action given that the conceptual development would result in a new development with commercial and industrial uses in a mixed-use neighborhood served by existing transit services and other public infrastructure.

A brief summary of each of these policies is presented below, as they relate to the conceptual development site. Refer to Attachment C for further details.

Greenpoint-Williamsburg IBZ

The project area, including the conceptual development site, is located within the Greenpoint-Williamsburg IBZ. The Greenpoint-Williamsburg IBZ covers over twenty blocks (or portions thereof) on the border of the Greenpoint and Williamsburg neighborhoods, and is generally bordered by Kent Avenue/Franklin Street to the west, Calyer Street and Meserole Avenue to the north, Banker, Dobbin, and Guernsey streets to the east, and Nassau Avenue/Berry Street and N. 12th and N. 13th streets to the south. In 2006, the Mayor's Office for Industrial and Manufacturing Businesses ratified the establishment of sixteen IBZs in which the City provides expanded assistance services to industrial firms in partnership with local development groups. Since 2006, additional IBZs have been established and the boundaries of select IBZs modified. There are currently 21 IBZs throughout New York City. Usually built upon pre-existing In-Place Industrial

Parks, IBZs offer various incentives to prevent industrial uses from relocating outside of the City and represent a commitment by the City not to rezone these areas for residential uses.

Greenpoint 197-a Plan

Under Section 197-a of the New York City Charter, community boards may propose plans for the development, growth, and improvement of land within their districts. The plans are reviewed in accordance with standards and rules of procedure for 197-a plans, which were developed and adopted by the CPC. Once approved by CPC and adopted by the City Council, as submitted or modified, 197-a plans serve as policy guides for subsequent actions by City agencies.

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

Williamsburg Waterfront 197-a Plan

The Williamsburg Waterfront 197-a Plan (proposed in 1998 and adopted in 2002) focuses on the East River waterfronts of three neighborhoods in the southern portion of Brooklyn Community District (CD) 1: Northside, Southside, and South Williamsburg. The Williamsburg Waterfront 197-a Plan area extends south from Bushwick Inlet (N. 14th Street) to the point at which the BQE passes the Brooklyn Navy Yard, and is generally two blocks deep along the waterfront. The planning area extends farther inland at two points to connect to public open spaces: McCarren Park to the north and Continental Army Plaza at the foot of the Williamsburg Bridge in the central section of the area. The project area, including the conceptual development site, is located within the Williamsburg Waterfront 197-a Plan area, specifically, the section which extends inland to the western boundary of McCarren Park.

North Brooklyn Empire Zone (EZ)

The project area, including the conceptual development site, is located within the North Brooklyn EZ, which includes parts of Greenpoint, Williamsburg, and the Brooklyn Navy Yard. The New York State EZ program was created in 1986 (originally "Economic Development Zone"), and the North Brooklyn EZ was established in 1998. "Area 2" of the North Brooklyn EZ was added in 2006, reflecting the establishment of the Greenpoint-Williamsburg IBZ in that same year. In total, there are eleven Empire Zones in New York City, which are administered locally by the New York City Department of Small Business Services (SBS), in partnership with Empire State Development

(ESD), New York State's lead economic development agency, and the New York State Departments of Labor and Taxation and Finance.

Waterfront Revitalization Program (WRP)

The project area, including the conceptual development site, is located within the City's designated coastal zone. Proposed projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's WRP. Accordingly, the proposed action must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). An assessment for the proposed action is provided in Attachment C and the completed WRP Form is included in Appendix C. As indicated therein, the proposed action would promote the advancement of several WRP policies and would not hinder the achievement of any policy. The assessment provided in this EAS focuses primarily on the applicant's proposed development, but given that the conceptual development would be located within the same project area and would be a very similar project, the conclusions of the assessment are also applicable to it.

Detailed and site-specific analysis of potential effects of proposed development on the WRP would be made at the time of a future special permit application.

OneNYC: The Plan for a Strong and Just City

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

New York Works

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

creation for jobs paying more than $50,000 a year, making New York a more affordable place to live and work.

No-Action Condition

As discussed above, and consistent with a pending DOB filing for an as-of-right building on the conceptual development site, in the future without the proposed action the conceptual development site would be redeveloped with a new eight-story building with commercial, light industrial, and community facility uses.

A proposed zoning text amendment (Land Use Application no. N180349(A)ZRY in the public review process at the time this EAS is being prepared would establish a new CPC special permit for new hotels, motels, and tourist cabins in light manufacturing (M1) districts citywide (except for areas that are airport property or non-residential areas adjacent to airports), i.e., Use Group 5 hotels and Use Group 7 motels, boatels, and tourist cabins would no longer be permitted as-of-right. By establishing a new special permit, DCP proposes a case-by-case review process to ensure that hotel development occurs only on appropriate sites, based on reasonable considerations.

With-Action Condition

As the market for new Class A office and manufacturing and/or light industrial uses continues to be strong, it is intended that the proposed IBIA would provide a mechanism for developers to provide new mixed-use developments. As described in other sections of this EAS, the applicant-owned development site (Block 2279, Lot 34) has been identified as a proposed development under future With-Action conditions as a result of the proposed action.

The land uses that could be developed on the conceptual development site under future conditions with the proposed action already exist within the study area. The proposed IBIA would facilitate the development of new mixed commercial office, retail, and light industrial/manufacturing uses at a 4.8 FAR, which is the maximum density permitted under current zoning for specific community facility uses and which is anticipated to be built on the conceptual development site under No-Action conditions. Therefore, the maximum density would not increase as a result of the proposed action. However, the proposed action and a future, separate application for special permits for the conceptual development site would allow for a shift in the types of land uses at that location by incentivizing the creation of office space and mandating the inclusion of Required Industrial Use. This new development would occur in conjunction with new local retail uses, which is also permitted on an as-of-right basis under existing zoning. With the provision of the Required Industrial Use, the inclusion of community facility space, a use which is permitted a wide range of zoning districts throughout the city including Brooklyn Community District 1, would not be necessary in order to achieve the maximum permitted 4.8 FAR.

Detailed and site-specific analysis of potential effects of proposed development on land use, zoning and public policy would be made at the time of a future special permit application.

Socioeconomic Conditions

The conceptual development under With-Action conditions would not result in the direct displacement of more than 100 employees. Nor would the conceptual development directly displace a business that is unusually important because its products or services are uniquely dependent on its location; that, based on its type or location, is the subject of other regulations or publicly adopted plans aimed at its preservation; or that serves a population uniquely dependent on its services in its present location. The conceptual development would not result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Further, the conceptual development would not add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. Finally, the conceptual development is not expected to affect conditions within a specific industry. Therefore, the conceptual development would not introduce a trend that could potentially result in indirect business displacement. As such, it is unlikely that there would be the potential for significant adverse socioeconomic impacts.

Detailed and site-specific analysis of potential effects of proposed development on socioeconomic conditions, if necessary, would be made at the time of a future special permit application.

Community Facilities and Services

As described above, the conceptual development site would be redeveloped with up to 164,143 gsf of commercial office, local retail and Required Industrial Uses. The presence of an as-of-right Use Group 4 community facility use,[1] such as privately-operate medical offices, under No-Action conditions represents an alternative future use of the conceptual development site in the event IBIA special permits are not approved. As such, a No-Action community facility use would not be developed and subsequently removed from the site under With-Action conditions.

As the conceptual development under With-Action conditions would not physically displace or alter a community facility or cause a change in population that may affect the services delivered by a community facility, or be large enough to create a demand that could not be met by the existing community facilities, the proposed designation of the area as an IBIA would not require an analysis of community facilities and services.

Detailed and site-specific analysis of potential effects of proposed development on community facilities, if necessary, would be made at the time of a future special permit application.

[1] Per the Zoning Resolution, Use Group 4 community facility uses are "recreational, religious, health and other essential services" which, although incompatible with medium and heavy industrial uses are permitted in M1 districts where light industrial and general service uses are also permitted. However, for CEQR analyses, community facilities are defined as community facilities are public or publicly funded schools, libraries, child care centers, health care facilities, and fire and police protection.

Open Space

Open space conditions as a result of the conceptual development would be generally similar to those under RWCDS With-Action conditions for the proposed development. As with the proposed development, the conceptual development would not exceed any of the screening thresholds for open space. The conceptual development would occur on a site that does not contain any publicly-accessible open space, is not located adjacent to or across the street from any publicly-accessible open spaces, would not experience a net increase in building height compared to as-of-right No-Action conditions, and would result in a net increase in building population (149 employees) that falls below the applicable screening threshold for analysis of indirect impacts (750 employees). As such, the conceptual development would not be expected to result in significant adverse open space impacts due to direct displacement, incremental shadows effects, or indirect significant effects due to increased worker population on any publicly-accessible open spaces.

Detailed and site-specific analysis of potential effects of proposed developments on open space would be made at the time of a future special permit application.

Shadows

Shadows conditions as a result of the conceptual development would be generally similar to those under RWCDS With-Action conditions for the proposed development. As with the proposed development, the conceptual development would not exceed any of the screening thresholds for shadows. The conceptual development site is not located adjacent to or across the street from any publicly-accessible open spaces or sunlight sensitive historic resources or natural features and would not experience a net increase in building height compared to as-of-right No-Action conditions. As such, the conceptual development would not be expected to result in any significant adverse shadows impacts due to incremental shadows cast on publicly-accessible open spaces or sunlight-sensitive historic resources or natural features.

Detailed and site-specific analysis of potential effects of proposed developments on shadows would be made at the time of a future special permit application.

Historic and Cultural Resources

Historic and cultural resources conditions as a result of the conceptual development would be generally similar to those under RWCDS With-Action conditions for the proposed development. As with the proposed development, the conceptual development would not exceed any of the screening thresholds for historic and cultural resources. There are no historic architectural resources located on or within a 400-foot radius of the conceptual development site and the conceptual development would not result in any incremental excavation. As such, the conceptual development would not be expected to result in any significant adverse historic and cultural resources impacts due to temporary or permanent direct or contextual effects on architectural resources or direct effects on archaeological resources.

Detailed and site-specific analysis of potential effects of proposed developments on historic and cultural resources would be made at the time of a future special permit application.

Urban Design and Visual Resources

The *City Environmental Quality Review (CEQR) Technical Manual* indicates that an assessment of urban design should be conducted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. A preliminary assessment of urban design and visual resources is considered to be appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, such as projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed actions. As described above, for the purposes of this conceptual analysis it was assumed that an as-of-right 4.8 FAR building with a height of 109.4 feet would be developed on the conceptual development site and would comply with the standard M1-2 zoning regulations which permit a maximum streetwall height of 60 feet and require building volumes remain within a sky exposure plane extending from the 60-foot base height.

Under With-Action conditions it is assumed that the conceptual development would have the maximum FAR permitted under the IBIA and associated special permits (4.8 FAR). As discussed above, it is expected that the building would have a 75-foot tall streetwall and would have a roof height of 110 feet, as required by the IBIA contextual bulk regulations, which permit building envelopes not allowed by the standard M1-2 bulk regulations. The conceptual development would warrant a detailed urban design and visual resources analysis, however, the anticipated With-Action building envelope likely would not result in significant adverse urban design and visual resources impacts.

Detailed and site-specific analysis of potential effects of proposed developments on urban design and visual resources would be made at the time of a future special permit application.

Natural Resources

Natural resources conditions as a result of the conceptual development would be generally similar to those under RWCDS With-Action conditions for the proposed development. As with the proposed development, the conceptual development would not exceed any of the screening thresholds for natural resources. There are no natural resources on or adjacent to the conceptual development site and it is not located within the Jamaica Bay Watershed. As such, the conceptual development would not be expected to result in any significant adverse natural resources impacts due to effects on any natural resources of concern.

Detailed and site-specific analysis of potential effects of proposed developments on natural resources, if necessary, would be made at the time of a future special permit application.

Hazardous Materials

The conceptual development site's M1-2 zoning and history of occupancy by industrial uses, including paint and varnish businesses, indicate the possible presence of hazardous material on the conceptual development site. As described above, the owner of the conceptual development site is seeking to enroll the property into the BCP. Therefore, similar to the applicant's development site, the conceptual development site will undergo hazardous materials investigation, testing, and, as warranted, remediation with or without the granting of a special permit. In this case, as with the proposed action, the conceptual development would not have the potential to result in a significant adverse hazardous materials impact. If warranted, an (E) designation for hazardous materials could be recorded for the conceptual development site.

Detailed and site-specific analysis of potential effects of proposed developments related to hazardous materials would be made at the time of a future special permit application.

Water and Sewer Infrastructure

A CEQR water and sewer infrastructure assessment determines whether a project may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such projects to determine whether their impact is significant, and present potential mitigation strategies and alternatives. According to the *CEQR Technical Manual*, only projects that increase density or change drainage conditions on a large site require a water and sewer infrastructure analysis. A water supply assessment would be required for projects with an exceptionally large demand for water (over 1 million gallons per day) or for projects located in an area that experiences low water pressure (such as Coney Island and the Rockaway Peninsula).

The conceptual development would not result in a net increase in water demand of more than 1 million gallons per day, would not contribute any industrial discharges to a wastewater treatment plant, would not involve construction of a new stormwater outfall, would not increase the amount of impervious surface, and would not result in a net increase of 150,000 sf of commercial space in a combined sewer area. Accordingly, the incremental size of the conceptual development would not warrant a detailed analysis of water and sewer infrastructure as such development would not meet any of the conditions listed above. Therefore, the development of the sites for conceptual analysis would not result in any significant impacts on water and sewer infrastructure, and no further analysis is necessary.

Detailed and site-specific analysis of potential effects of proposed development on water and sewer infrastructure, if necessary, would be made at the time of a future special permit application.

Solid Waste and Sanitation Services

The conceptual development site could be expected to generate approximately 33,720 pounds of solid waste per week, based on standard waste generation rates for households provided in the *CEQR Technical Manual* (the incremental increase would be lower). The solid waste generated by the conceptual development site analysis would not significantly increase the demand for solid waste and sanitation services and would not overburden the City's solid waste management

capacity. As such, no significant adverse impacts on solid waste and sanitation services are anticipated.

Detailed and site-specific analysis of potential effects of proposed developments on solid waste and sanitation services, if necessary, would be made at the time of a future special permit application.

Energy

As described in the *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the New York City Energy Conservation Code. The need for a detailed assessment of energy impacts is limited to projects that may significantly affect the transmission or generation of energy. The increase in energy consumption related to the potential future development of approximately 164,143 gsf on the conceptual development site would be a negligible change that would not overburden the electrical generation and transmission system; therefore, the development anticipated to occur as a result of the conceptual development would not result in significant adverse impacts on energy. The proposed designation of a new IBIA area and the associated special permits would not significantly affect the transmission or generation of energy, and therefore, no further analysis is needed.

Detailed and site-specific analysis of potential effects of proposed developments on energy, if necessary, would be made at the time of a future special permit application.

Transportation

Transportation conditions as a result of the conceptual development would be generally similar to those under RWCDS With-Action conditions for the proposed development. As with the proposed development, the conceptual development would not exceed any of the screening thresholds for transportation. However, Table 16-1 in the *CEQR Technical Manual*, which establishes density development screening thresholds for actions potentially requiring detailed transportation analysis does not include a minimum density threshold for light industry. Therefore, a preliminary travel demand forecast is necessary to determine if detailed transportation analysis would be warranted for the conceptual development. Using the transportation planning assumptions presented in Appendix B, a preliminary travel demand forecast for the conceptual development indicates that it would not exceed any of the screening thresholds for traffic, transit, and pedestrians and therefore detailed transportation analyses would not be warranted. More specifically, it would generate net increases of less than 50 vehicle trips, less than 200 subway trips, less than 200 bus trips, and less than 200 pedestrian trips, in all peak hours. Refer to Table F-2. As such, the conceptual development would not be expected to result in any significant adverse transportation impacts due to net incremental travel demand generated by the conceptual development.

Detailed and site-specific analysis of potential effects of proposed developments on transportation, if necessary, would be made at the time of a future special permit application.

Table F-2, Conceptual Development Travel Demand Forecast

No-Action

Land Use:		Local Retail	Light Manufacturing	Medical Office		Total	
Size/Units:		24,024 gsf	36,036 gsf	84,084 gsf			
Peak Hour Trips:				Staff	Visitors		
	AM	120	70	202	170	**562**	
	MD	750	60	144	256	**1,210**	
	PM	394	76	202	142	**814**	
	Sat MD	462	10	62	110	**644**	

Person Trips:

		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
AM	Auto	3	3	11	1	84	5	40	3	**138**	**12**
	Taxi	3	3	1	0	1	0	40	3	**45**	**6**
	Subway	3	3	29	3	61	4	46	3	**139**	**13**
	Bus	3	3	10	1	9	1	18	1	**40**	**6**
	Walk/Other	48	50	10	1	36	2	16	1	**110**	**54**
	Total	60	62	61	6	191	12	160	11	**472**	**91**
		2		-3		1		1		1	
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
MD	Auto	19	19	1	1	32	32	32	32	**84**	**84**
	Taxi	19	19	1	1	1	1	32	32	**53**	**53**
	Subway	19	19	2	2	23	23	37	37	**81**	**81**
	Bus	19	19	2	2	4	4	14	14	**39**	**39**
	Walk/Other	299	299	25	25	13	13	13	13	**350**	**350**
	Total	375	375	31	31	73	73	128	128	**607**	**607**
				2		2				4	
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
PM	Auto	10	10	2	12	11	78	4	31	**27**	**131**
	Taxi	10	10	0	1	0	1	4	31	**14**	**43**
	Subway	10	10	4	32	8	57	5	36	**27**	**135**
	Bus	10	10	1	10	1	9	2	14	**14**	**43**
	Walk/Other	159	159	1	11	4	33	2	12	**166**	**215**
	Total	199	199	8	66	24	178	17	124	**248**	**567**
		4		-2				-1		1	
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
Sat MD	Auto	13	10	1	1	14	14	14	14	**42**	**39**
	Taxi	13	10	0	0	0	0	14	14	**27**	**24**
	Subway	13	10	2	3	10	10	16	16	**41**	**39**
	Bus	13	10	1	1	2	2	6	6	**22**	**19**
	Walk/Other	205	167	2	2	6	6	6	6	**219**	**181**
	Total	257	207	6	7	32	32	56	56	**351**	**302**
		2		3		2		2		9	

Vehicle Trips :

		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
AM	Auto (Total)	1	1	9	1	79	5	24	2	**113**	**9**
	Taxi	1	1	1	0	1	0	33	3	**36**	**4**
	Taxi Balanced	2	2	1	1	1	1	33	33	**37**	**37**
	Truck	0	0	2	2	1	1	0	0	**3**	**3**
	Total	3	3	12	4	81	7	57	35	**153**	**49**
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
MD	Auto (Total)	9	9	1	1	30	30	19	19	**59**	**59**
	Taxi	9	9	1	1	1	1	27	27	**38**	**38**
	Taxi Balanced	18	18	2	2	2	2	41	41	**63**	**63**
	Truck	0	0	0	0	1	1	0	0	**1**	**1**
	Total	27	27	3	3	33	33	60	60	**123**	**123**
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
PM	Auto (Total)	5	5	2	10	10	73	2	19	**19**	**107**
	Taxi	5	5	0	1	0	1	3	26	**8**	**33**
	Taxi Balanced	10	10	1	1	1	1	28	28	**40**	**40**
	Truck	0	0	0	0	0	0	0	0	**0**	**0**
	Total	15	15	3	11	11	74	30	47	**59**	**147**
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**
Sat MD	Auto (Total)	6	5	1	1	13	13	8	8	**28**	**27**
	Taxi	6	5	0	0	0	0	12	12	**18**	**17**
	Taxi Balanced	11	11	0	0	0	0	18	18	**29**	**29**
	Truck	0	0	0	0	0	0	0	0	**0**	**0**
	Total	17	16	1	1	13	13	26	26	**57**	**56**

No-Action Total Vehicle Trips:

	In	Out	Total
AM	153	49	202
MD	123	123	246
PM	59	147	206
Sat MD	57	56	113

20% link-trip credit applied to Local Retail uses

With-Action

Land Use:		Local Retail	Light Manufacturing	Office	Total
Size/Units:		24,024 gsf	24,024 gsf	96,095 gsf	
Peak Hour Trips:				Employees	
	AM	120	48	208	**376**
	MD	750	40	260	**1,050**
	PM	394	52	244	**690**
	Sat MD	462	6	64	**532**

Person Trips:

		In	Out	In	Out	In	Out	**In**	**Out**
AM	Auto	3	3	8	1	36	2	**47**	**6**
	Taxi	3	3	1	0	3	0	**7**	**3**
	Subway	3	3	21	2	96	5	**120**	**10**
	Bus	3	3	8	1	32	2	**43**	**6**
	Walk/Other	46	46	8	1	32	2	**86**	**49**
	Total	58	58	46	5	199	11	**303**	**74**
		-4		3		2		1	
		In	Out	In	Out	In	Out	**In**	**Out**
MD	Auto	19	19	0	0	2	3	**21**	**22**
	Taxi	19	19	1	1	4	4	**24**	**24**
	Subway	19	19	1	1	7	8	**27**	**28**
	Bus	19	19	1	1	7	8	**27**	**28**
	Walk/Other	302	302	17	17	105	111	**424**	**430**
	Total	378	378	20	20	125	134	**523**	**532**
		6				-1		5	
		In	Out	In	Out	In	Out	**In**	**Out**
PM	Auto	10	10	1	9	6	37	**17**	**56**
	Taxi	10	10	0	1	1	3	**11**	**14**
	Subway	10	10	3	22	18	102	**31**	**134**
	Bus	10	10	1	7	6	34	**17**	**51**
	Walk/Other	157	157	2	7	6	33	**165**	**197**
	Total	197	197	7	46	37	209	**241**	**452**
				1		2		3	
		In	Out	In	Out	In	Out	**In**	**Out**
Sat MD	Auto	13	10	1	1	1	1	**15**	**12**
	Taxi	13	10	0	0	1	1	**14**	**11**
	Subway	13	10	1	3	2	2	**16**	**15**
	Bus	13	10	0	1	2	2	**15**	**13**
	Walk/Other	203	167	0	1	32	21	**235**	**189**
	Total	255	207	2	6	38	27	**295**	**240**
				2		1		3	

Vehicle Trips :

		In	Out	In	Out	In	Out	**In**	**Out**
AM	Auto (Total)	1	1	7	1	34	2	**42**	**4**
	Taxi	1	1	1	0	3	0	**5**	**1**
	Taxi Balanced	2	2	1	1	3	3	**6**	**6**
	Truck	0	0	1	1	2	2	**3**	**3**
	Total	3	3	9	3	39	7	**51**	**13**
		In	Out	In	Out	In	Out	**In**	**Out**
MD	Auto (Total)	9	9	0	0	2	3	**11**	**12**
	Taxi	9	9	1	1	4	4	**14**	**14**
	Taxi Balanced	18	18	2	2	6	6	**26**	**26**
	Truck	0	0	1	1	2	2	**3**	**3**
	Total	27	27	3	3	10	11	**40**	**41**
		In	Out	In	Out	In	Out	**In**	**Out**
PM	Auto (Total)	5	5	1	8	6	35	**12**	**48**
	Taxi	5	5	0	1	1	3	**6**	**9**
	Taxi Balanced	10	10	1	1	4	4	**15**	**15**
	Truck	0	0	0	0	0	0	**0**	**0**
	Total	15	15	2	9	10	39	**27**	**63**
		In	Out	In	Out	In	Out	**In**	**Out**
Sat MD	Auto (Total)	6	5	1	1	1	1	**8**	**7**
	Taxi	6	5	0	0	1	1	**7**	**6**
	Taxi Balanced	11	11	0	0	2	2	**13**	**13**
	Truck	0	0	0	0	0	0	**0**	**0**
	Total	17	16	1	1	3	3	**21**	**20**

With-Action Total Vehicle Trips:

	In	Out	Total
AM	51	13	64
MD	40	41	81
PM	27	63	90
Sat MD	21	20	41

20% link-trip credit applied to Local Retail uses

Net Increment (With-Action - No-Action)

		In	Out	Total
AM	Auto	*-91*	*-6*	*-97*
	Taxi	*-38*	*-3*	*-41*
	Subway	*-19*	*-3*	*-22*
	Bus	*3*	*0*	*3*
	Walk/Other	*-24*	*-5*	*-29*
	Total	*-169*	*-17*	*-186*
MD	Auto	*-63*	*-62*	*-125*
	Taxi	*-29*	*-29*	*-58*
	Subway	*-54*	*-53*	*-107*
	Bus	*-12*	*-11*	*-23*
	Walk/Other	*74*	*80*	*154*
	Total	*-84*	*-75*	*-159*
		1		
PM	Auto	*-10*	*-75*	*-85*
	Taxi	*-3*	*-29*	*-32*
	Subway	*4*	*-1*	*3*
	Bus	*3*	*8*	*11*
	Walk/Other	*-1*	*-18*	*-19*
	Total	*-7*	*-115*	*-122*
		2		
Sat MD	Auto	*-27*	*-27*	*-54*
	Taxi	*-13*	*-13*	*-26*
	Subway	*-25*	*-24*	*-49*
	Bus	*-7*	*-6*	*-13*
	Walk/Other	*16*	*8*	*24*
	Total	*-56*	*-62*	*-118*
			-6	

		In	Out	Total
AM	Auto (Total)	*-71*	*-5*	*-76*
	Taxi	*-31*	*-3*	*-34*
	Taxi Balanced	*-31*	*-31*	*-62*
	Truck	*0*	*0*	*0*
	Total	*-102*	*-36*	*-138*
MD	Auto (Total)	*-48*	*-47*	*-95*
	Taxi	*-24*	*-24*	*-48*
	Taxi Balanced	*-37*	*-37*	*-74*
	Truck	*2*	*2*	*4*
	Total	*-83*	*-82*	*-165*
PM	Auto (Total)	*-7*	*-59*	*-66*
	Taxi	*-2*	*-24*	*-26*
	Taxi Balanced	*-25*	*-25*	*-50*
	Truck	*0*	*0*	*0*
	Total	*-32*	*-84*	*-116*
Sat MD	Auto (Total)	*-20*	*-20*	*-40*
	Taxi	*-11*	*-11*	*-22*
	Taxi Balanced	*-16*	*-16*	*-32*
	Truck	*0*	*0*	*0*
	Total	*-36*	*-36*	*-72*

With-Action Total Vehicle Trips:

	In	Out	Total
AM	*-102*	*-36*	*-138*
MD	*-83*	*-82*	*-165*
PM	*-32*	*-84*	*-116*
Sat MD		*-36*	*-72*

Air Quality

Mobile Source Analysis

As described above, the conceptual development is unlikely to generate a substantial amount of vehicle traffic. Per the *CEQR Technical Manual*, a mobile source air quality analysis would be required if the conceptual development would result in 170 or more peak hour auto trips. If the conceptual development exceeds this threshold, a quantified air quality analysis of mobile source (vehicle) emissions would be required. As indicated above, this level of incremental traffic is not anticipated.

Detailed and site-specific analysis of potential effects of the conceptual development on mobile source air quality, if necessary, would be made at the time of a future special permit application.

Heat and Hot Water System Screening Analysis

The conceptual development would require heat and hot water systems, which would likely use natural gas or heating oil as fuel. It is not possible to fully conduct a heat and hot water systems analysis at this time, as the information regarding the height of the conceptual development as well as the location and type of heat and hot water system is unavailable. However, it is expected that if any potential concerns with respect to the effects of heat and hot water systems on air quality are identified at the time that the site-specific applications for special permits are submitted, such concerns could be addressed through potential restrictions on type of fuel to be used, stack placement away from taller sensitive uses, and by implementing any other protective measures required to avoid the potential for significant adverse impact on air quality.

Detailed and site-specific analysis of potential effects of the conceptual development on stationary source air quality, if necessary, would be made at the time of a future special permit application.

Industrial Sources

The conceptual development would not introduce a new sensitive use in an area that is near existing large or major emissions sources. The conceptual development would include light industrial uses that likely would generate industrial source emissions. It is not possible to fully conduct an analysis of such emissions at this time, as detailed information regarding building configuration and possible uses are unavailable. However, it is expected that if any potential concerns with respect to the effects of site-generated industrial source emissions on air quality are identified at the time that the site-specific applications for special permits are submitted, such concerns could be addressed through potential restrictions the location of venting stacks or by implementing any other protective measures required to avoid the potential for significant adverse impact on air quality.

Detailed and site-specific analysis of potential effects of proposed developments on industrial source air quality, if necessary, would be made at the time of a future special permit application.

Garage Emissions

As noted in the description of the With-Action condition for the conceptual development, it is projected to include approximately 100 accessory parking spaces. The *CEQR Technical Manual* indicates that projects involving new garages may require garage emissions analysis, to be determined by the lead agency. It is not possible to fully conduct an analysis of such emissions at this time, as detailed information regarding building configuration and possible location of garage emissions vents are unavailable. If such an analysis is required by the lead agency, it would be provided in order to determine if protective measures to avoid the potential for significant adverse impacts on air quality are warranted.

Detailed and site-specific analysis of potential effects of proposed developments related to garage emissions, if necessary, would be made at the time of a future special permit application.

Greenhouse Gas Emissions

According to the *CEQR Technical Manual*, projects that do not require an EIS do not warrant a GHG emissions assessment unless they are City capital projects, include significant power generation, or would fundamentally change the City's solid waste management system. Since none of those exceptions apply in this case, no analysis is required.

Detailed and site-specific analysis of potential effects of proposed development on greenhouse gas emissions, if necessary, would be made at the time of a future special permit application.

Noise

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

Mobile Source Screening

According to the *CEQR Technical Manual*, a detailed mobile source analysis is generally performed if a proposed action would increase noise passenger car equivalent (noise PCE) values by 100 percent or more. As indicated by the preliminary travel demand forecast provided in Table F-2, it is unlikely that it would result in a doubling of vehicle trips. Therefore it is unlikely that a detailed mobile source analysis would be warranted, and no significant adverse mobile source impacts are anticipated.

Detailed and site-specific analysis of potential effects of proposed developments on mobile source noise, if necessary, would be made at the time of a future special permit application.

Stationary Source Screening

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

It is unlikely that the conceptual development would meet any of these criteria. It is expected that the rooftop mechanical equipment associated with a new development would be located within enclosed mechanical bulkheads or would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant adverse noise impacts. Further, the site is not located in an area with high ambient noise levels resulting from stationary sources. Therefore, the conceptual development would not be expected to result in any stationary source noise impacts and no further analysis is warranted.

Detailed and site-specific analysis of potential effects of proposed developments on stationary source noise, if necessary, would be made at the time of a future special permit application.

Sensitive Receptor Analysis

According to the *CEQR Technical Manual*, a detailed noise analysis may be warranted if a sensitive receptor screening determines that a proposed development would introduce a new noise-sensitive location (a "receptor") in an area with high ambient noise levels, which typically include those sites near heavily-trafficked thoroughfares, airports, rail, or other loud activities. The conceptual development site is not located near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of sight to that rail line. Additionally, the conceptual development would not introduce a new noise sensitive receptor as commercial and industrial uses would be present on the conceptual development site under both No-Action and With-Action conditions. Therefore, the conceptual development would not be expected to result in any sensitive receptor noise impacts and no further analysis would be warranted.

Detailed and site-specific analysis of potential effects of proposed developments on sensitive receptors, if necessary, would be made at the time of a future special permit application.

Public Health

This conceptual analysis of the conceptual development has not identified the potential for significant unmitigated adverse impacts in any CEQR analysis areas, including air quality, water quality, hazardous materials, and noise. Furthermore, in order to achieve project approval from the City, any application must incorporate mitigation or other project components related to the

environment in order to avoid significant adverse impacts on air quality, water quality, hazardous materials and noise. Therefore, based on the methodology set forth by the *CEQR Technical Manual*, an analysis of public health is not warranted.

Detailed and site-specific analysis of potential effects of proposed development on public health, if necessary, would be made at the time of a future special permit application.

Neighborhood Character

As described in the *CEQR Technical Manual*, an assessment of neighborhood character is generally warranted when a proposed project has the potential to result in significant adverse impacts in one or more of the following technical areas: land use, zoning and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise. An assessment of neighborhood character is also needed if a project may have moderate effects on several of the elements that define a neighborhood's character. This conceptual analysis has not identified any potential for the conceptual development to result in moderate or significant adverse impacts in the technical areas listed above. Therefore, a detailed analysis of neighborhood character is not warranted.

Detailed and site-specific analysis of potential effects of proposed development on neighborhood character, if necessary, would be made at the time of a future special permit application.

Construction

The future development of the conceptual development site pursuant to the IBIA and associated special permit requirements would be expected to result in short-term conditions typical of construction sites in Brooklyn. The conceptual development would not exceed any of the screening thresholds for construction. It would not be along a major thoroughfare, would not be expected to be more than two years in duration, or meet any of the other conditions specified on the EAS Form. As such, the conceptual development would not be expected to result in any significant adverse construction impacts due to the effects of project construction.

Detailed and site-specific analysis of potential effects of proposed development related to construction, if necessary, would be made at the time of a future special permit application.

APPENDIX A:
AGENCY CORRESPONDENCE

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Remediation, Office of the Director
625 Broadway, 12th Floor, Albany, New York 12233-7011
P: (518) 402-9706 I F: (518) 402-9020
www.dec.ny.gov

December 29, 2017

Simon Dushinsky
North 13 Holdings LLC
505 Flushing Avenue, Unit 1D
Brooklyn, NY 11205

Re: Certificate of Completion
Former F&S Central Manufacturing Corp. Site
Brooklyn, Kings County
C224230

Dear Mr. Dushinsky:

Congratulations on having satisfactorily completed the remedial program for Former F&S Central Manufacturing Corp. Site. Enclosed please find an original, signed Certificate of Completion (COC). The New York State Department of Environmental Conservation (Department) is pleased to inform you that the Final Engineering Report has been approved, allowing the COC to be issued for the above-referenced site.

Please note that you are required to perform the following tasks:

- If you are the site owner, you must record a notice of the COC in the recording office for the county (or counties) where any portion of the site is located within 30 days of issuance of the COC. If you are a prospective purchaser of the site, you must record a notice of the COC within 30 days of the date that you acquire the site. A copy of the recorded notice should be provided to the Department's project manager. If you are a non-owner, you must work with the owner to assure the notice of COC is recorded within the time frame specified. A standard notice form is attached to this letter.

Please return the proof of recording to:

Chief, Site Control Section
New York State Department of Environmental Conservation
Division of Environmental Remediation
625 Broadway
Albany, NY 12233-7020

- Provide the notice of the COC to the document repositories within 10 days of issuance of the COC. The Department will develop a fact sheet announcing the issuance of the COC and describing the institutional and engineering controls (IC/ECs), if any, that are required at the site and distribute it to the county listserv within 10 days.

If you have any questions regarding any of these items, please contact Scott Deyette at 518-402-9794.

Sincerely,

Michael J. Ryan, P.E.
Assistant Director
Division of Environmental Remediation

ec w/enclosure:
S. Deyette
M. Warner
S. Dushinsky – North 13 Holdings LLC, rabskygroup@gmail.com
C. Sosik - EBC, csosik@ebcincny.com
J. Brooks - Michelman & Robinson, LLP, jbrooks@mrllp.com

NYSDEC BROWNFIELD CLEANUP PROGRAM (BCP)

CERTIFICATE OF COMPLETION

Name
North 13 Holdings LLC

Address
505 Flushing Avenue, Brooklyn, NY 11205

BROWNFIELD CLEANUP AGREEMENT:

Application Approval: 3/7/16 **Agreement Execution:** 4/4/16 **Agreement Index No.:** C224230-03-16

Application Approval Amendment: 12/8/17 **Agreement Execution Amendment:** 12/8/17

SITE INFORMATION:

Site No.: C224230 **Site Name:** Former F&S Central Manufacturing Corp. Site
Site Owner: North 13 Holdings LLC
Street Address: 103 North 13th Street
Municipality: Brooklyn **County:** Kings **DEC Region:** 2
Site Size: 0.279 Acres
Tax Map Identification Number(s): 3-2279-34
Percentage of site located in an EnZone: 0 - 49 %

A description of the property subject to this Certificate is attached as Exhibit A and a site survey is attached as Exhibit B.

CERTIFICATE ISSUANCE

This Certificate of Completion, hereinafter referred to as the "Certificate," is issued pursuant to Article 27, Title 14 of the New York State Environmental Conservation Law ("ECL").

This Certificate has been issued upon satisfaction of the Commissioner, following review by the Department of the final engineering report and data submitted pursuant to the Brownfield Site Cleanup Agreement, as well as any other relevant information regarding the Site, that the applicable remediation requirements set forth in the ECL have been or will be achieved in accordance with the time frames, if any, established in the remedial work plan.

The remedial program for the Site has achieved a cleanup level that would be consistent with the following categories of uses (actual site use is subject to local zoning requirements):

Allowable Uses under the BCP: Unrestricted, Residential, Restricted-Residential, Commercial, and Industrial
Cleanup Track: Track 1: Unrestricted use

Tax Credit Provisions:

Site Preparation and On-Site Groundwater Remediation Credit Component Rate is 50 %.
Tangible Property Credit Component Rate is 0%.

No Environmental Easement has been granted pursuant to ECL Article 71, Title 36 as there are no use restrictions and there is no reliance on the long-term employment of institutional controls.

LIABILITY LIMITATION

Upon issuance of this Certificate of Completion, and subject to the terms and conditions set forth herein, the Certificate holder(s) shall be entitled to the liability limitation provided in ECL Section 27-1421. The liability limitation shall run with the land, extending to the Certificate holder's successors or assigns through acquisition of title to the Site and to a person who develops or otherwise occupies the Site, subject to certain limitations as set forth in ECL Section 27-1421. The liability limitation shall be subject to all rights reserved to the State by ECL Section 27-1421.2 and any other applicable provision of law.

CERTIFICATE TRANSFERABILITY

This Certificate may be transferred to the Certificate holder's successors or assigns upon transfer or sale of the Site as provided by ECL Section 27-1419.5 and 6NYCRR Part 375-1.9.

CERTIFICATE MODIFICATION/REVOCATION

This Certificate of Completion may be modified or revoked by the Commissioner following notice and an opportunity for a hearing in accordance with ECL Section 27-1419 and 6NYCRR Part 375-1.9(e) upon a finding that:

(1) either the Applicant or the Applicant's successors or assigns have failed to comply with the terms and conditions of the Brownfield Site Cleanup Agreement;

(2) the Applicant made a misrepresentation of a material fact tending to demonstrate that it was qualified as a Volunteer;

(3) either the Applicant or the Applicant's successors or assigns made a misrepresentation of a material fact tending to demonstrate that the cleanup levels identified in the Brownfield Site Cleanup Agreement were reached;

(4) there is good cause for such modification or revocation.

The Certificate holder(s) (including its successors or assigns) shall have thirty (30) days within which to cure any deficiency or to seek a hearing. If the deficiency is not cured or a request for a hearing is not received within such 30-day period, the Certificate shall be deemed modified or vacated on the 31st day after the Department's notice.

Basil Seggos
Commissioner
New York State Department of Environmental Conservation

By: _____ Date: 12/29/17

Michael J. Ryan, P.E., Assistant Director
Division of Environmental Remediation

APPENDIX B:
TRANSPORATION PLANNING FACTORS MEMORANDUM

Philip Habib & Associates

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TRANSPORTATION PLANNING FACTORS MEMO

To: New York City Department of City Planning (NYCDCP)

From: Philip Habib & Associates

Date: September 18, 2018

Re: **103 N. 13th Street IBIA (#1794)**

INTRODUCTION

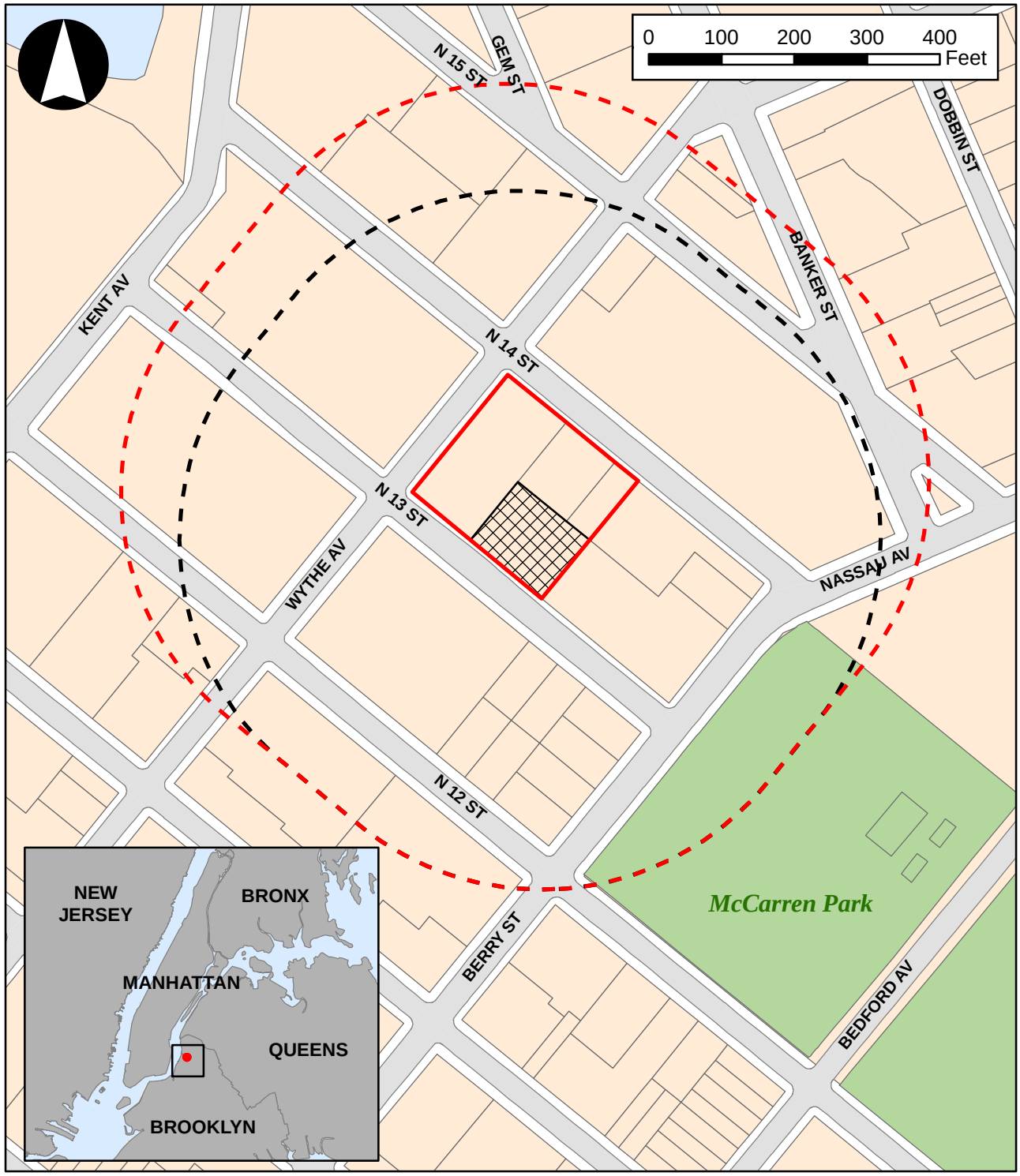
North 13 Holdings LLC ("the applicant") is seeking approval of several discretionary actions subject to City Planning Commission (CPC) approval (collectively, the "proposed action") to facilitate the construction of a new building consisting of commercial and light industrial uses at 103 N. 13th Street (the "development site") in the Williamsburg/Greenpoint neighborhood of Brooklyn Community District 1 (refer to **Figure 1**). The proposed action includes a zoning text amendment that would modify ZR Section 74-96 to add a half of a block to the Industrial Business Incentive Area (the "IBIA expansion area"), a special permit to allow for floor area ratio (FAR) and height and setback modifications, and another special permit to waive the accessory parking requirements and modify the loading berth requirements. The applicant initially began construction on an as-of-right community facility, commercial, and industrial building, but has halted work to pursue the proposed action. Under the Reasonable Worst Case Development Scenario (RWCDS), the project site would be redeveloped with approximately 22,657 gsf of local retail space, approximately 10,548 gsf of light industrial space, and approximately 42,079 gsf of office space. There would not be any accessory parking. The proposed project is expected to be completed and operational in 2020.

Although the project does not exceed the applicable development density thresholds specified in Table 16-1 of the 2014 *City Environmental Quality Review (CEQR) Technical Manual,* given that there is no density threshold for light industrial use, a screening assessment is necessary to determine if detailed analyses of traffic and parking, transit, and pedestrians are warranted. Per 2014 *CEQR Technical Manual* guidelines, the screening assessment consists of a two-level process including a Level 1 Project Trip Generation Screening Assessment and a Level 2 Project-generated Trip Assignment Screening Assessment. This memorandum summarizes the transportation planning factors to be used for an analysis of traffic, parking, transit, and pedestrian conditions for the proposed project.

PROJECT SITE

The approximately 12,500-square-foot (sf) development site is located at 103 N. 13th Street (Block 2279, Lot 34) in Brooklyn Community District 1. The development site is currently vacant and is zoned M1-2. The project site is located on an interior lot with approximately 125 feet of frontage on N. 13th Street, a two-way street. Adjacent land uses include various light industrial/manufacturing and commercial uses.

Project Site Location



Legend

- Proposed IBIA Expansion Area
- 400-ft Radius from Development Site
- 400-ft Radius from IBIA Expansion Area

The development site is located approximately 0.5 miles west of the Nassau Avenue (G) subway station, and approximately 0.6 miles north of the Bedford Avenue (L) subway station. The surrounding area is also served by several local bus routes including the B32, located approximately 0.1 miles from the development site, which provides local service between Long Island City, Queens and Williamsburg, Brooklyn. In addition, the B48 and B62 each have stops located approximately 0.3 miles from the development site, and provide local service between Greenpoint and Prospect-Lefferts Garden, and between Queens Plaza, Queens and Downtown Brooklyn, respectively. The North Williamsburg ferry landing, served by NYC Ferry, is located 0.6 miles to the southwest of the development site at the western terminus of N. 6th Street. There are also Citi Bike stations located within walking distance of the development site at the corner of N. 12th Street and Bedford Avenue and also at N. 15th Street and Wythe Avenue. There are bike lanes located on Wythe and Kent avenues and Berry, N, 14th, and Banker streets.

FUTURE NO-ACTION & WITH-ACTION ASSUMPTIONS

In the absence of the proposed action in 2020, an as-of-right eight-story mixed-use building would be constructed at the project site. The No-Action scenario is consistent with plans filed with and approved by the Department of Buildings (DOB) prior to the applicant's decision to seek the proposed action. As shown below in **Table 1**, under the No-Action scenario, the proposed building would include approximately 10,062 gsf (9,470 zsf) of commercial space (local retail), approximately 15,726 gsf (15,409 zsf) of manufacturing space (light industrial), approximately 37,096 gsf (35,120 zsf) of community facility space (medical office), and 139 accessory parking spaces. The proposed building under the No-Action scenario would also include one loading berth and one curb cut.

In the future under the With-Action conditions, the proposed action would be approved, and the proposed project would be fully occupied. As the applicant's proposed project would utilize approximately 99.9 percent of available floor area on-site, effectively using the maximum permitted floor area with a built FAR of 4.799 (of the maximum FAR of 4.8 allowed), the proposed project was used as the RWCDS With-Action condition. Under the With-Action condition, the proposed six-story mixed-use building would include commercial and manufacturing uses. As shown below in **Table 1**, the proposed building would include approximately 22,657 gsf of local retail space, approximately 10,548 gsf of light industrial space, and approximately 42,079 gsf of office space. The proposed building would not provide any accessory parking. Similar to the No-Action, one loading berth and one curb cut would be provided.

Table 1
Comparison of 2020 No-Action and 2020 With-Action Conditions

Use	No-Action Scenario	With-Action Scenario	Increment
Local Retail	10,062 gsf	22,657 gsf	**+12,595 gsf**
Light Manufacturing	15,726 gsf	10,548 gsf	**-5,178 gsf**
Office	0 gsf	42,079 gsf	**+42,079 gsf**
Medical Office	37,096 gsf	0 gsf	**-37, 096 gsf**
Parking	139 spaces	0 spaces	**-139 spaces**

Table 2
Transportation Planning Factors

Land Use:	**Local Retail**	**Light Manufacturing**		**Office**			**Medical Office**
Trip Generation:	(1)	(2)		(2)			(4)
				Employees		Visitors	
Weekday	205	18		17.2		0.9	53.4
Saturday	240	3.9		3.7		0.2	16.9
	per 1,000 sf	per 1,000 sf		per 1,000 sf		per 1,000 sf	per 1,000 sf
Temporal Distribution:	(1)	(2)			(1)		(4)
AM	3.0%	12.0%		12.0%		12.0%	6.0%
MD	19.0%	15.0%		15.0%		15.0%	8.0%
PM	10.0%	14.0%		14.0%		14.0%	8.0%
SatMD	10.0%	17.0%		17.0%		17.0%	11.8%
	(2)	(3)	(2)		(2)		(3)
Modal Splits:	All Periods	AM/PM/ SAT	MD	AM/PM	MD	SAT	All Periods
Auto	5.0%	44.0%	2.0%	11.9%	2.0%	25.2%	44.0%
Taxi	5.0%	0.7%	1.0%	2.1%	1.0%	16.4%	0.7%
Subway	5.0%	32.1%	7.0%	61.7%	7.0%	27.2%	32.1%
Bus	5.0%	4.9%	7.0%	1.0%	7.0%	8.4%	4.9%
Walk/Other	80.0%	18.3%	83.0%	23.3%	83.0%	22.8%	18.3%
	100.0%	100.0%	100%	100.0%	100.0%	100%	100.0%
	(2)	(2)			(2)		(5)
In/Out Splits:	In Out	In	Out	In		Out	In Out
AM	50% 50.0%	94%	6%	94.0%		6.0%	94% 6%
MD	47% 53.0%	39%	61%	39.0%		61.0%	50% 50%
PM	44% 56.0%	5%	95%	5.0%		95.0%	12% 88%
Sat MD	55% 45.0%	60%	40%	60.0%		40.0%	50% 50%
	(2)	(3)			(2)		(3)
Vehicle Occupancy:	weekday Saturday			Employees		Visitors	
Auto	2.20 2.10	1.14		1.26		1.60	1.14
Taxi	2.20 2.10	1.14		1.26		1.60	1.14
Truck Trip Generation:	(1)	(2)			(1)		(5)
	0.35	0.35			0.32		0.29
	0.04	0.04			0.01		0.0
	per 1,000 sf	per 1,000 sf			per 1,000 sf		per 1,000 sf
	(1)	(2)			(1)		(5)
AM	8.0%	14.0%			10.0%		9.6%
MD	11.0%	9.0%			11.0%		11.0%
PM	2.0%	1.0%			2.0%		1.0%
Sat MD	11.0%	0.0%			11.0%		0.0%
	In Out	In	Out	In		Out	In Out
All Periods	50.0% 50.0%	50.0%	50.0%	50.0%		50.0%	50.0% 50.0%

Notes :

(1) *2014 City Environmental Quality Review (CEQR) Technical Manual.*

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

(3) Based on 2006-2010 ACS Reverse Journey-to-Work census data for Kings County census tracts 517, 553, 555,557, 561, and 569.

(4) Based on data provided by NYCDOT.

(5) Based on data from the *Jamaica Plan Rezoning FGEIS, 2007* .

TRANSPORTATION PLANNING FACTORS

In order to conduct a Level 1 Trip Generation Screening Assessment for the proposed action in 2020, a travel demand forecast was prepared for a typical peak hour during the weekday AM, midday, and PM and Saturday midday periods. The transportation planning factors shown below in **Table 2** were developed based on standard criteria as per the 2014 *CEQR Technical Manual*, census data, and studies that have been used in previous CEQR documents for projects will similar uses. These include trip generation rates, temporal and directional distributions, mode choice factors, and vehicle occupancies for the With-Action increment of approximately 12,595 gsf of local retail, -5,178 gsf of light manufacturing, 42,079 gsf of office space and -37,096 gsf of medical office space.

Local Retail

The forecast of travel demand for the RWCDS local retail space used a weekday trip generation rate of 205.0 person trips per 1,000 gsf, a Saturday trip generation rate of 240.0 person trips per 1,000 gsf, and temporal distributions of 3.0 percent, 19.0 percent, 10.0 percent, and 10.0 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, as per the 2014 *CEQR Technical Manual*. The local retail modal split of 5.0 percent, 5.0 percent, 5.0 percent, 5.0 percent, and 80.0 percent mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, was based on the *25 Kent Avenue EAS,* 2016. The auto and taxi vehicle occupancies of 2.20 persons per vehicle on a weekday and 2.10 persons per vehicle on a Saturday, as well as the directional (in/out) splits, were also based on this source. Truck trip generation rates were estimated based on the 2014 *CEQR Technical Manual*. It was also assumed that 20.0 percent of local retail trips would be linked trips, and not new to the study area.

Light Manufacturing

The forecast of travel demand for the RWCDS light manufacturing space used a weekday trip generation rate of 18 person trips per 1,000 gsf and a Saturday trip generation rate of 3.9 person trips per 1,000 gsf per the *25 Kent Avenue EAS, 2016*. The temporal distributions of 12 percent, 15.0 percent, 14.0 percent, and 17.0 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, were also based on the *25 Kent Avenue EAS*, *2016*. The light industrial modal split for the weekday AM, PM, and Saturday midday peak hours of 44.0 percent, 0.7 percent, 32.1 percent, 4.9 percent, and 18.3 percent mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, was based on 2006 to 2010 ACS Reverse Journey to Work data for Brooklyn (Kings County) census tracts 517, 553, 555, 557, 561, and 569. The weekday midday modal split of 2.0 percent, 1.0 percent, 7.0 percent, 7.0 percent, and 83.0 percent mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, was based on data from *25 Kent Avenue EAS, 2016*. The directional splits and truck trip generation rates were also based on this source. Additionally, the vehicle occupancy rates of 1.14 persons per auto and 1.14 persons per taxi were based on ACS Reverse Journey to Work Data for the aforementioned census tracts.

Office

Travel demand for the proposed office use was forecasted separately for employees and visitors. The forecast of travel demand for office employees used a weekday trip generation rate of 17.2 person trips per 1,000 gsf, and a Saturday employee trip generation rate of 3.7 trips per 1,000 gsf. The travel demand forecast for office visitors used a weekday trip generation rate of 0.9 trips per 1,000 gsf, and a Saturday visitor trip generation rate of 0.2 trips per 1,000 gsf. The temporal distributions for both the office employees and visitors are 12.0 percent, 15.0 percent, 14.0 percent, and 17.0 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, per the *2014 CEQR Technical Manual.* The employee and visitor modal splits were estimated to be 11.9 percent, 2.1 percent, 61.7 percent, 1.0

percent, and 23.3 percent during the weekday AM and PM peak hours for private auto, taxi, subway, bus, and walk-only modes, respectively, as per the *25 Kent Avenue EAS, 2016*. Similarly, during the weekday midday peak hour the employee and visitor modal splits were estimated to be 2.0 percent, 1.0 percent, 7.0 percent, 7.0 percent, and 83.0 percent for private auto, taxi, subway, bus, and walk-only modes, respectively, as per the *25 Kent Avenue EAS, 2016*. The Saturday modal splits, for both employees and visitors, were estimated to be 25.2 percent, 16.4 percent, 27.2 percent, 8.4 percent, and 22.8 percent for private auto, taxi, subway, bus, and walk-only modes, respectively, based on the same source.

The directional splits, and vehicle occupancy rates of 1.26 employees per auto/taxi, and 1.60 visitors per auto/taxi are also based on the *25 Kent Avenue EAS, 2016*. Truck trip generation rates were estimated based on the 2014 *CEQR Technical Manual*.

Medical Office

Travel demand for the proposed medical office used a weekday trip generation rate of 53.4 trips per 1,000 gsf, a Saturday trip generation rate of 16.9 trips per 1,000 gsf, and temporal distributions of 6.0 percent, 8.0 percent, 8.0 percent, and 11.8 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, as per data provided by the New York City Department of Transportation (DOT). The medical office modal splits were estimated to be 44.0 percent, 0.7 percent, 32.1 percent, 4.9 percent, and 18.3 percent for private auto, taxi, subway, bus, and walk-only modes, respectively, as per 2006 to 2010 ACS Reverse Journey to Work data for Brooklyn (Kings County) census tracts 517, 553, 555, 557, 561, and 569. The directional (in/out) splits, and truck trip generation rates were based on the *Jamaica Plan Rezoning FEIS, 2007.* Additionally, the vehicle occupancy rates of 1.14 persons per auto and 1.14 persons per taxi were based on ACS Reverse Journey to Work Data for the aforementioned census tracts.

TRIP GENERATION

According to the 2014 *CEQR Technical Manual* guidelines, a two-tier screening process is used to determine whether quantified analyses of any technical areas of transportation system are necessary. A Level 1 screening is typically necessary if a proposed project has the potential to exceed either 50 vehicle trips, 200 transit trips, or 200 pedestrian trips during any given peak hour. If these thresholds are exceeded, a Level 2 screening assessment is required in order to determine if there are would be 50 vehicle trips, 50 bus trips, 200 subway/rail trips, or 200 pedestrian trips assigned to an individual transportation element (intersections, bus routes, subway stations, etc.) during any analysis peak hour. If any Level 2 screening thresholds are exceeded, then detailed analysis would be warranted. Based on the planning factors shown in **Table 2**, travel demand forecasts (Level 1 screening) were prepared for the No-Action and With-Action conditions, and are shown below in **Tables 3 and 4**, respectively. The incremental differences between the No-Action and With-Action conditions, which are also shown in **Table 4**, are discussed below in detail.

Traffic

Based on the factors outlined above, the proposed project would generate approximately −44, −33, −51, and −70 incremental vehicle trips (in and out combined) during the weekday AM, midday, and PM and Saturday midday peak periods, respectively (refer to **Table 4**). As the *CEQR Technical Manual* Level 1 screening threshold of 50 vehicle trips per peak hour is not exceeded during any of the four peak hour periods, significant adverse traffic impacts would be unlikely and a Level 2 screening analysis is not warranted. As per the *CEQR Technical Manual*, a detailed parking assessment is not needed if the

threshold for traffic analysis is not exceeded.

Table 3
No-Action Travel Demand Forecast

No-Action										
Land Use:		**Local Retail**		**Light Manufacturing**		**Medical Office**		**Total**	
Size/Units:		10,062 gsf		15,726 gsf		37,096 gsf			
Peak Hour Trips:									
	AM	50		34		120		**204**	
	MD	314		44		160		**518**	
	PM	166		40		160		**366**	
	Sat MD	194		12		234		**440**	
Person Trips:									
		In	Out	In	Out	In	Out	**In**	**Out**
AM	**Auto**	1	1	14	1	50	3	**65**	**5**
	Taxi	1	1	0	0	1	0	**2**	**1**
	Subway	1	1	10	1	36	2	**47**	**4**
	Bus	1	1	2	0	6	0	**9**	**1**
	Walk/Other	20	22	6	0	21	1	**47**	**23**
	Total	24	26	32	2	114	6	**170**	**34**
		In	Out	In	Out	In	Out	**In**	**Out**
MD	**Auto**	7	8	0	1	35	35	**42**	**44**
	Taxi	7	8	0	0	1	1	**8**	**9**
	Subway	7	8	1	2	26	26	**34**	**36**
	Bus	7	8	1	2	4	4	**12**	**14**
	Walk/Other	119	135	15	22	14	14	**148**	**171**
	Total	147	167	17	27	80	80	**244**	**274**
		In	Out	In	Out	In	Out	**In**	**Out**
PM	**Auto**	4	5	1	17	8	62	**13**	**84**
	Taxi	4	5	0	0	0	1	**4**	**6**
	Subway	4	5	1	12	6	45	**11**	**62**
	Bus	4	5	0	2	1	7	**5**	**14**
	Walk/Other	57	73	0	7	4	26	**61**	**106**
	Total	73	93	2	38	19	141	**94**	**272**
		In	Out	In	Out	In	Out	**In**	**Out**
Sat MD	**Auto**	5	4	3	3	51	51	**59**	**58**
	Taxi	5	4	0	0	1	1	**6**	**5**
	Subway	5	4	2	2	38	38	**45**	**44**
	Bus	5	4	0	0	6	6	**11**	**10**
	Walk/Other	87	71	1	1	21	21	**109**	**93**
	Total	107	87	6	6	117	117	**230**	**210**
Vehicle Trips :									
		In	Out	In	Out	In	Out	**In**	**Out**
AM	**Auto (Total)**	0	0	12	1	44	3	**56**	**4**
	Taxi	0	0	0	0	1	0	**1**	**0**
	Taxi Balanced	0	0	0	0	1	1	**1**	**1**
	Truck	0	0	0	0	1	1	**1**	**1**
	Total	0	0	12	1	46	5	**58**	**6**
		In	Out	In	Out	In	Out	**In**	**Out**
MD	**Auto (Total)**	3	4	0	1	31	31	**34**	**36**
	Taxi	3	4	0	0	1	1	**4**	**5**
	Taxi Balanced	7	7	0	0	2	2	**9**	**9**
	Truck	0	0	0	0	1	1	**1**	**1**
	Total	10	11	0	1	34	34	**44**	**46**
		In	Out	In	Out	In	Out	**In**	**Out**
PM	**Auto (Total)**	2	2	1	15	7	54	**10**	**71**
	Taxi	2	2	0	0	0	1	**2**	**3**
	Taxi Balanced	4	4	0	0	1	1	**5**	**5**
	Truck	0	0	0	0	0	0	**0**	**0**
	Total	6	6	1	15	8	55	**15**	**76**
		In	Out	In	Out	In	Out	**In**	**Out**
Sat MD	**Auto (Total)**	2	2	3	3	45	45	**50**	**50**
	Taxi	2	2	0	0	1	1	**3**	**3**
	Taxi Balanced	4	4	0	0	2	2	**6**	**6**
	Truck	0	0	0	0	0	0	**0**	**0**
	Total	6	6	3	3	47	47	**56**	**56**

No-Action Total Vehicle Trips:			
	In	Out	Total
AM	58	6	64
MD	44	46	90
PM	15	76	91
Sat MD	56	56	112

20% link-trip credit applied to Local Retail uses

Table 4
With-Action Travel Demand Forecast

		With-Action										Net Increment (With-Action - No-Action)		
Land Use:		**Local Retail**		**Light Manufacturing**		**Office**				**Total**				
Size/Units:		22,657 gsf		10,548 gsf		42,079 gsf		42,079 gsf						
Peak Hour Trips:						Employees		Visitors						
	AM	112		24		88		6		**230**		*26*		
	MD	706		30		110		6		**852**		*334*		
	PM	372		28		102		6		**508**		*142*		
	Sat MD	436		8		124		8		**576**		*136*		
Person Trips:														
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
AM	**Auto**	3	3	11	1	10	1	2	0	**26**	**5**	*-39*	*0*	*-39*
	Taxi	3	3	0	0	2	0	0	0	**5**	**3**	*3*	*2*	*5*
	Subway	3	3	7	0	51	3	3	0	**64**	**6**	*17*	*2*	*19*
	Bus	3	3	1	0	1	0	0	0	**5**	**3**	*-4*	*2*	*-2*
	Walk/Other	44	44	4	0	19	1	1	0	**68**	**45**	*21*	*22*	*43*
	Total	56	56	23	1	83	5	6	0	**168**	**62**	*-2*	*28*	*26*
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
MD	**Auto**	17	19	0	0	1	1	1	1	**19**	**21**	*-23*	*-23*	*-46*
	Taxi	17	19	0	0	0	1	0	1	**17**	**21**	*9*	*12*	*21*
	Subway	17	19	1	1	3	5	1	1	**22**	**26**	*-12*	*-10*	*-22*
	Bus	17	19	1	1	3	5	0	0	**21**	**25**	*9*	*11*	*20*
	Walk/Other	264	298	11	15	36	55	1	0	**312**	**368**	*164*	*197*	*361*
	Total	332	374	13	17	43	67	3	3	**391**	**461**	*147*	*187*	*334*
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
PM	**Auto**	8	10	1	12	1	12	0	1	**10**	**35**	*-3*	*-49*	*-52*
	Taxi	8	10	0	0	0	2	0	0	**8**	**12**	*4*	*6*	*10*
	Subway	8	10	0	9	3	59	0	4	**11**	**82**	*0*	*20*	*20*
	Bus	8	10	0	1	0	1	0	0	**8**	**12**	*3*	*-2*	*1*
	Walk/Other	132	168	0	5	1	23	0	1	**133**	**197**	*72*	*91*	*163*
	Total	164	208	1	27	5	97	0	6	**170**	**338**	*76*	*66*	*142*
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
Sat MD	**Auto**	12	10	2	1	19	12	1	1	**34**	**24**	*-25*	*-34*	*-59*
	Taxi	12	10	0	0	12	8	1	1	**25**	**19**	*19*	*14*	*33*
	Subway	12	10	2	1	20	13	1	1	**35**	**25**	*-10*	*-19*	*-29*
	Bus	12	10	0	0	6	4	0	0	**18**	**14**	*7*	*4*	*11*
	Walk/Other	191	157	1	1	18	12	1	1	**211**	**171**	*102*	*78*	*180*
	Total	239	197	5	3	75	49	4	4	**323**	**253**	*93*	*43*	*136*
Vehicle Trips :														
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
AM	**Auto (Total)**	1	1	10	1	8	1	1	0	**12**	**2**	*-44*	*-2*	*-46*
	Taxi	1	1	0	0	2	0	0	0	**1**	**1**	*0*	*1*	*1*
	Taxi Balanced	2	2	0	0	2	2	0	0	**2**	**2**	*1*	*1*	*2*
	Truck	0	0	0	0	0	0	1	1	**1**	**1**	*0*	*0*	*0*
	Total	3	3	10	1	10	3	2	1	**15**	**5**	*-43*	*-1*	*-44*
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
MD	**Auto (Total)**	8	9	0	0	1	1	1	1	**9**	**10**	*-25*	*-26*	*-51*
	Taxi	8	9	0	0	0	1	0	1	**8**	**10**	*4*	*5*	*9*
	Taxi Balanced	17	17	0	0	1	1	1	1	**18**	**18**	*9*	*9*	*18*
	Truck	0	0	0	0	0	0	1	1	**1**	**1**	*0*	*0*	*0*
	Total	25	26	0	0	2	2	3	3	**28**	**29**	*-16*	*-17*	*-33*
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
PM	**Auto (Total)**	4	5	1	11	1	10	0	1	**5**	**17**	*-5*	*-54*	*-59*
	Taxi	4	5	0	0	0	2	0	0	**4**	**5**	*2*	*2*	*4*
	Taxi Balanced	9	9	0	0	2	2	0	0	**9**	**9**	*4*	*4*	*8*
	Truck	0	0	0	0	0	0	0	0	**0**	**0**	*0*	*0*	*0*
	Total	13	14	1	11	3	12	0	1	**14**	**26**	*-1*	*-50*	*-51*
		In	Out	In	Out	In	Out	In	Out	**In**	**Out**	*In*	*Out*	*Total*
Sat MD	**Auto (Total)**	6	5	2	1	15	10	1	1	**9**	**7**	*-41*	*-43*	*-84*
	Taxi	6	5	0	0	10	6	1	1	**7**	**6**	*4*	*3*	*7*
	Taxi Balanced	11	11	0	0	11	11	2	2	**13**	**13**	*7*	*7*	*14*
	Truck	0	0	0	0	0	0	0	0	**0**	**0**	*0*	*0*	*0*
	Total	17	16	2	1	26	21	3	3	**22**	**20**	*-34*	*-36*	*-70*

With-Action Total Vehicle Trips:	In	Out	Total	Total	In	Out	Total
AM	15	5	20	20	*-43*	*-1*	*-44*
MD	28	29	57	57	*-16*	*-17*	*-33*
PM	14	26	40	40	*-1*	*-50*	*-51*
Sat MD	22	20	42	42	*-34*	*-36*	*-70*

20% link-trip credit applied to Local Retail uses

Transit

According to the general thresholds used by the Metropolitan Transit Authority (MTA) specified in the 2014 *CEQR Technical Manual*, detailed transit analyses are not required if the proposed development is projected to result in fewer than 200 peak hour subway/rail or bus transit riders.

As shown in **Table 4**, the proposed development would generate an incremental increase of 19, –22, 20, and -29 subway (in and out combined) trips during the weekday AM, midday, PM, and Saturday midday peak periods, respectively. Similarly, the development would generate an incremental increase of -2, 20, 1, and 11 bus (in and out combined) trips during the weekday AM, midday, PM, and Saturday midday peak periods, respectively. Therefore, the transit thresholds are not met in any of the four analyzed peak hours and a detailed transit analysis is not warranted as no significant adverse impacts are expected.

Pedestrians

According to the *CEQR Technical Manual*, detailed pedestrian analyses are not required if the proposed development is projected to result in less than 200 peak hour pedestrian trips. As shown in **Table 3**, the development would generate an incremental increase of 43, 361, 163, and 180 walk-only (in and out combined) during the weekday AM, midday, PM, and Saturday midday peak periods, respectively. As the proposed building would not provide any accessory parking, all auto trips will include a walk portion of the trip. In addition, subway and bus trips also include walk portions of the trip. Therefore, the proposed project would generate a total of 21, 313, 132, and 103 walk trips in the weekday AM, midday, PM and Saturday midday periods, respectively.

As the total walk trips exceed the *CEQR Technical Manual* threshold of 200 pedestrian trips during the weekday midday peak hour, a more detailed analysis is warranted. A preliminary pedestrian assignment is shown in **Figure 2** for the weekday midday peak period. The origins and destinations for the pedestrian trip assignment are based on the project location, local transit routes, and ACS Means of Transportation to Work data. It is projected that the pedestrian entrance to the proposed building would be located on N. 13th Street. As shown in **Figure 2**, pedestrian trips would be distributed eastbound and westbound along Wythe Street, and no single pedestrian element is expected to experience an increase of greater than 200 person trips during any of the peak hour periods. Therefore, no significant adverse impacts are expected, and a detailed pedestrian analysis is not warranted.

CONCLUSIONS

A transportation forecast and assignment has been prepared for the proposed commercial and industrial building located at 103 N. 13th Street. Under the RWCDS, the proposed development would include approximately 22,657 gsf of local retail space, approximately 42,079 gsf of office space, and approximately 10,548 gsf of light industrial space. There would not be any accessory parking. According to the 2014 *CEQR Technical Manual* guidelines, if a proposed development is expected to result in fewer than 200 peak hour transit, 200 peak hour pedestrian, and 50 peak hour vehicle trips, further quantified analyses are not warranted. As previously discussed, the incremental traffic, parking, transit, and pedestrian trips generated by the proposed project would be less than the 2014 *CEQR Technical Manual* thresholds during all analyzed peak periods, and detailed analyses are not warranted as impacts are not likely.

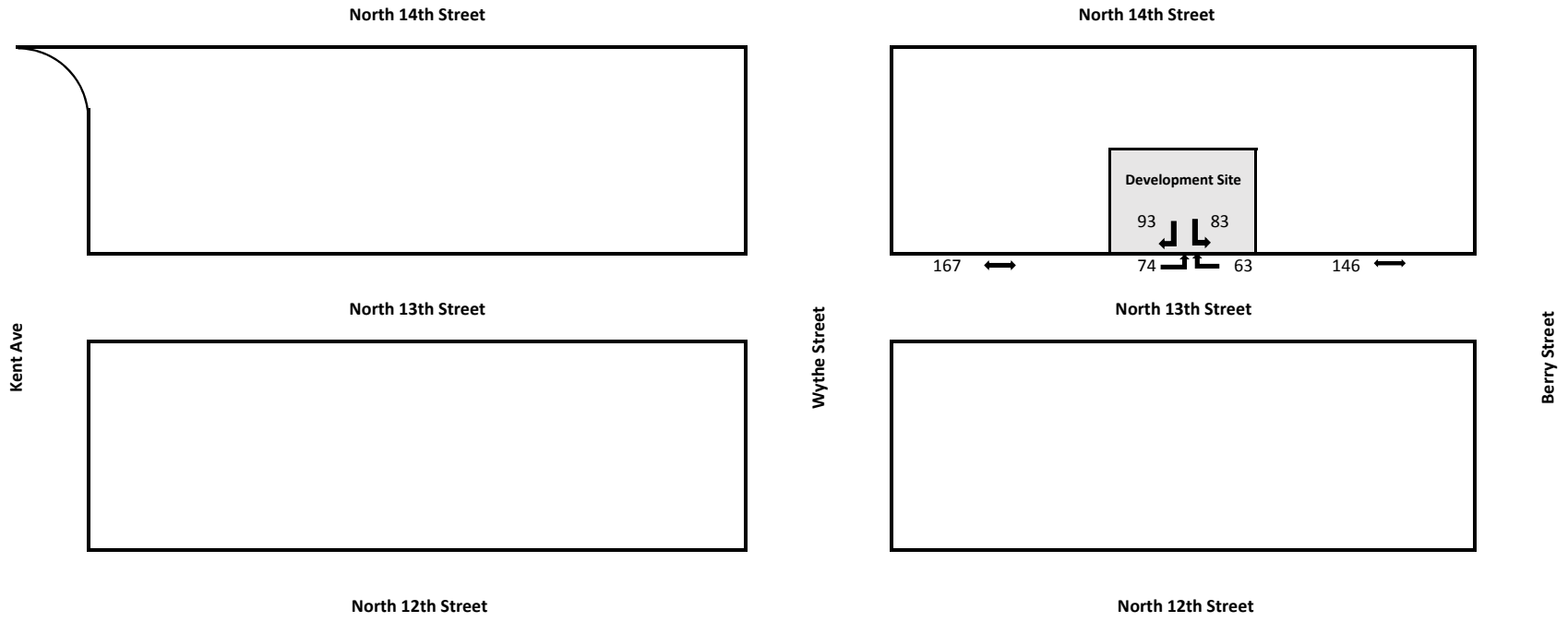


Figure 2

Weekday Midday Pedestrian Assignment

APPENDIX C:
WRP CONSISTENCY ASSESSMENT FORM AND FLOOD ELEVATION WORKSHEET

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: North 13 Holdings LLC, c/o the Rabsky Group

Name of Applicant Representative: Philip A. Habib, P.E., Philip Habib & Associates

Address: 102 Madison Avenue, 11th floor, New York, NY 10016

Telephone: 212.929.5656 Email: phabib@phaeng.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The proposed action consists of three discretionary approvals: (1) a zoning text amendment that would modify ZR Section 74-96 to add a half block to the Industrial Business Incentive Area (the "IBIA expansion area"); and (2) and (3) two special permits to facilitate redevelopment of the 12,500-sf site at 103 N. 13th Street (Block 2279, Lot 34) in Brooklyn Community District 1 (the "development site"), pursuant to the IBIA regulations. The proposed development would be a new 7-story, 109.5-foot tall commercial and manufacturing building with one cellar level, containing 75,289 gsf (59,986 zsf). The building would include 22,657 gsf (9,451 zsf) of local retail space; 42,079 gsf (40,542 zsf) of office space; and 10,548 gsf (9,993 zsf) of light industrial space (providing a "Required Industrial Use" pursuant to IBIA regulations). The proposed development would include one loading berth and one curb cut. One special permit would apply the IBIA program conditions to the development site in order to modify M1-2 FAR and height and setback requirements and the other would waive accessory parking requirements and modify loading berth requirements. It is expected that the proposed development would be completed by 2020. While the project area includes three other tax lots not owned by the applicant besides the development site, there are no specific proposals to redevelop the other lots pursuant to this application.

2. Purpose of activity

The new commercial office space facilitated by the proposed action would help meet a borough-wide demand for more commercial office space and locate offices closer to where workers live, consistent with City goals. The introduction of an approximately 75,289-gsf (59,986-zsf) building with approximately 42,079 gsf of commercial office space would provide much needed office space to help address this shortage.

Historically, this portion of the neighborhood was predominantly comprised of manufacturing, distribution, and warehousing uses. Although recent development in the neighborhood has primarily consisted of conversions and new construction for hotels, retail, and entertainment uses, the neighborhood continues to contain a number of industrial spaces and jobs. The proposed IBIA expansion area is in the Greenpoint/Williamsburg IBZ, an area where the City provides tax incentives to support industrial sector growth and has committed to not support residential rezonings. The proposed zoning text amendment and special permits would facilitate the creation of 10,548 gsf (9,993 zsf) of new industrial space that, unlike under as-of-right (No-Action) conditions, would be protected and could not be converted to office. By leveraging the demand for office space in Brooklyn, the requested special permits would encourage the development of a new building with a desirable blend of commercial and light industrial uses, and would further the mission of the Greenpoint-Williamsburg IBZ by strengthening the commercial and manufacturing character of the area.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 2279, Lots 1, 9, 13, & 34 and parts of Lots 15 & 30

Street Address: 103 N. 13 St. (Lot 34); 29 Wythe Av. (Lot 1); 180 N. 14 St. (Lot 9); 190 N. 14th St. (Lot 13)

Name of water body (if located on the waterfront): Not applicable.

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☑ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☑ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☑ No
3. Is the project located on publicly owned land or receiving public assistance? ☐ Yes ☑ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☐ Yes ☑ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☑ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)

   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)

   ☐ Priority Martine Activity Zone (PMAZ) (*3.5*)

   ☐ Recognized Ecological Complex (REC) (*4.4*)

   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☑

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☐	☐	☑
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: North 13 Holdings LLC; Philip A. Habib, P.E.

Address: 102 Madison Avenue, 11th floor, New York, NY 10016

Telephone: 212.929.5656 Email: phabib@phaeng.com

Applicant/Agent's Signature: Philip Habib

Date: 9/13/2018

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3525
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
(518) 474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. HighTab 4 contains primary results. Tab 5, "Future Flood Level Projections" contains background computations. The remaining tabs contain additional results, to be used as relevant.Non-highlighted cells have been locked.

Background Information	
Project Name	103 N. 13 St IBIA
Location	Development Site: 103 N 13 St; IBIA Expansion Area: western 1/2 of block bounded by N 14, Berry, N 13, & Wythe
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☑ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The applicant is proposing an Industrial Business Incentive Area (IBIA) expansion zoning text amendment and two IBIA special permits; the latter two actions would facilitate redevelopment of the 12,500-sf development site at 103 N. 13th Street in Brooklyn CD 1. The proposed project would be a new 7-story, 109.5-foot tall building with one cellar level, containing 75,289 gsf (59,986 zsf). The building would include 22,657 gsf of local retail space; 42,079 gsf of office space; and 10,548 gsf of light industrial space. The proposed IBIA expansion area includes three other tax lots, but, there are no specific proposals to redevelop them pursuant to this application.
Planned Completion date	2020

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet Error."

Last update: June 7, 2017

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.14	**2.14**	**NAVD88**	*NOAA Tides & Currents, Williamsburg Bridge*
1% flood height	11.00	**11.00**	**NAVD88**	*2015 FEMA pFIRMS for nearest 1% flood zone (½-mi.)*
As relevant:				
0.2% flood height	14.00	14.00	**NAVD88**	*Estimate based on 1% flood height*
MHW	1.81	1.81	**NAVD88**	*NOAA Tides & Currents, Williamsburg Bridge*
MSL	-0.22	-0.22	**NAVD88**	*NOAA Tides & Currents, Williamsburg Bridge*
MLLW	-2.61	-2.61	**NAVD88**	*NOAA Tides & Currents, Williamsburg Bridge*

Data will be converted based on the following datums:

Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*
Station	0.00
MLLW	0.00

Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 1% flood height	Ft Above 0.2% flood height
A	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2080	9.4	Feet	NAVD88	*9.4*	*9.4*	*7.3*	*-1.6*	*-4.6*
First floor lobby, ground floor retail										
B	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2080	26.8	Feet	NAVD88	*26.8*	*26.8*	*24.7*	*15.8*	*12.8*
Lowest industrial space (second floor)										
C	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2080	109.5	Feet	NAVD88	*109.5*	*109.5*	*107.4*	*98.5*	*95.5*
Critical mechanical systems (on roof)										
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
H	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										

Assess project vulnerability over a range of sea level rise projections.