# RIVER RING
# Chapter 2: Land Use, Zoning, & Public Policy

## A. INTRODUCTION

Under 2020 *City Environmental Quality Review* (CEQR) *Technical Manual* guidance, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether the proposed action is compatible with those conditions or may affect them. Similarly, the analysis considers a proposed action's compliance with, and effect on, the area's zoning and other applicable public policies.

As described in Chapter 1, "Project Description," the Proposed Actions consist of city map, zoning map and zoning text amendments, Large Scale General Development (LSGD) special permits, waterfront zoning certification and waterfront zoning authorizations. In addition, a Joint Permit Application from the NYS Department of Environmental Conservation (NYSDEC) and the US Army Corps of Engineers (USACE) is being sought in conjunction with the publicly accessible open space proposed along the waterfront.

The Proposed Actions would facilitate the development of two mixed-use buildings with mixed income residential, commercial, and community facility uses on the Applicant's Proposed Development Site. Development resulting from the Proposed Actions at the Applicant's Proposed Development Site (the "Proposed Development") would contain approximately 1.336 million gsf, comprised of approximately 1.12 million gsf of residential space (approximately 1,250 dwelling units, of which 313 units (25%) would be affordable under the Mandatory Inclusionary Housing (MIH) program), 50,000 gsf of community facility space, 83,000 gsf of commercial space (including 60,000 gsf of office, and 23,000 gsf of local retail), and approximately 83,000 gsf of below-grade parking (up to 250 accessory parking spaces). The Proposed Development would consist of two towers which would rise 49 and 64 stories, and would rise to a height of approximately 560 and 710 feet, respectively.

Additionally, approximately 126,308 sf (2.9 acres) of new public open space (plus 2.32 acres of accessible secondary-contact in-river space, which refers to the river space that becomes protected by the proposed breakwaters, allowing it to be safe for non-motorized boat programming) and 0.86 acres of intertidal area) would be created, establishing a continuous public waterfront experience spanning from Bushwick Inlet Park to the north to Grand Ferry Park and Domino Park to the south[1]. The new waterfront public space would also include 37,370 sf of intertidal area, and 101,099 sf of accessible secondary-contact in-river space, which consists of areas that would be protected by the proposed breakwaters; in total 6.28 acres of new waterfront park. The waterfront public space would be accessible to the public and offer water-based recreation[2] (e.g., kayak launch), educational programming and a variety of other opportunities for enjoyment of the waterfront by the community at large.

[1] As discussed in **Chapter 1, "Project Description,"** the 2.9 acres of public open space is composed of approximately 85,475 sf of WPAA and 40,833 sf of PAA. This area includes all upland park area, seaward breakwater trails, and Ring boardwalk.

[2] Per NYS Department of Health regulations, swimming will be prohibited.

The Applicant's Proposed Development would be constructed in two phases over an approximately 50-month period following approval of the Proposed Actions, with completion and full occupancy expected to occur in late 2027.

For CEQR analysis purposes, it is also assumed that the Proposed Actions would result in an additional 1.0 FAR of community facility uses at the non-Applicant-owned Projected Development Site (Block 2362; Lot 1) above the No-Action, as-of-right development. As such, the With-Action development on the Projected Development Site is assumed to be comprised of a 3-story (approximately 45-foot high) mixed-use building with approximately 20,223 gsf (17,586 zsf), with approximately 6,741 gsf of commercial space (local retail), 6,741 gsf of light industrial space (warehouse), and approximately 6,741 gsf of community facility space. This assumption is based on the amount and type of recent as-of-right development in the area, recent real estate trends in the area, as well as the type of uses allowed by the proposed M1-4 zoning. Although the proposed zoning allows up to 6.5 FAR of community facility uses, development of more than the 1.0 FAR assumed for RWCDS purposes would be unlikely, given the site's relatively small footprint, current market conditions, and recent development trends in the area. For RWCDS purposes, the community facility space will be assumed as medical office. In accordance with M1-4 zoning regulations, no parking spaces are assumed to be provided on this site in the With-Action scenario.

## B. PRINCIPAL CONCLUSIONS

A detailed analysis was conducted based on the methodology set forth in the *CEQR Technical Manual*, and determined that the Proposed Actions would not have a significant adverse impact related to land use, zoning, or public policy. The Proposed Actions would not adversely affect surrounding land use, nor would the Proposed Actions generate land uses that would be incompatible with land use, zoning, or public policy within the quarter-mile secondary study area.

While changes in land use and zoning would occur within the Project Area, with proposed residential, office, local retail, community facility uses, and public waterfront open space replacing an underutilized vacant property, the Proposed Actions would facilitate the development of a residential development that would include 313 permanently affordable residential units under the Mandatory Inclusionary Housing (MIH) program. The proposed residential, office, local retail, and community facility uses would be comparable to existing and planned developments in Williamsburg, and would directly support several major City policies aimed at increasing supply of affordable housing in New York City as well as address the city's goals of creating more public open space and improving waterfront resiliency as further described below. The Proposed Actions would facilitate a mixed-use development in an area well-served by mass transit, and would also facilitate the creation of new public waterfront open space, making the waterfront accessible to upland residents and workers. Based on the increasingly residential character of the secondary study area, the Applicant's Proposed Development would be compatible with the land use trends in the surrounding area.

The zoning actions requested for the Project Area would facilitate the creation of permanently affordable housing, open space, and public access to the waterfront. These zoning changes would be compatible with the quarter-mile radius surrounding the Project Area. The requested C6-2 and M1-4 zoning district designations would allow a density observed in other nearby C6-2 and R8 districts, many of which are within a quarter-mile radius of the Project Area. The removal of the M3-1 district from the Project Area would ensure that heavy industrial uses that are not compatible with adjacent residential and commercial uses could not be constructed within the Project Area. The rezoning of an M3-1 district to an M1-4 district on Blocks 2456 and 2362 would eliminate the potential for heavy industrial uses to be developed in the

Project Area and instead permit community facility uses, and would provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east.

Finally, the Proposed Actions would promote the public policies applicable to the area, including *OneNYC* and *Housing New York,* and the *Williamsburg Waterfront 197-a Plan*. The Proposed Actions would also promote the policies outlined in the New York City Waterfront Revitalization Program (WRP), facilitating new residential, commercial, and community facility development in an appropriate waterfront location and substantially improving waterfront access.

# C. METHODOLOGY

The purpose of this chapter is to examine the effects of the Proposed Actions on land use, zoning, and public policy and determine whether they would be compatible with those conditions or whether they may adversely affect them. The analysis methodology is based on the guidance of the *CEQR Technical Manual* and examines the Proposed Actions' 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 Actions involve a zoning map amendment, zoning text amendment, zoning special permits, and zoning authorizations that would result in changes to permitted densities, uses, and bulk, a detailed assessment is necessary to provide a sufficient description and assessment of the effects of the Proposed Actions. 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 chapter 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 guidance of the *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions in the 2027 analysis year to a level necessary to understand the relationship of the Proposed Actions to such conditions, assesses the nature of any changes on these conditions that would be created by the Proposed Actions, and identifies those changes, if any, that could be significant or adverse.

## Analysis Year

As discussed in Chapter 1, "Project Description," the analysis year is the Applicant's Proposed Development's anticipated completion date of 2027. It is also assumed that development of the Projected Development Site would also be completed by 2027. Therefore, the future No-Action condition accounts for land use and development projects, initiatives, and proposals that are expected to be completed by 2027.

## Study Area Definition

To identify and assess the direct and indirect effects of the Proposed Actions, this analysis has defined two study areas within which the Proposed Actions 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 Applicant's Proposed Development Site and Blocks 2356 and 2362 which would be directly affected by the Proposed Actions, and a secondary study area encompassing properties that have

the potential to experience indirect impacts as a result of the Proposed Actions. 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 Actions, and the scale of the Applicant's Proposed Development relative to the density of the surrounding area, as well as the anticipated development of the Projected Development Site, a quarter-mile radius from the Project Area has been selected as the secondary study area. As shown in **Figure 2-1**, the secondary study area boundary generally extends to lots fronting North 8th Street to the north, lots approximately 100 feet west of Bedford Avenue to the east, South 4th Street to the south, and lots fronting the East River to the west.

## Data Sources

Existing land uses were identified through review of a combination of sources, including the New York City (Primary Land Use Tax Lot Output (PLUTO™) 21v1 shapefiles and online Geographic Information Systems (GIS) databases such as the New York City Zoning and Land Use Map (ZoLa), developed by the NYC Department of City Planning. Other publications and approved environmental review documents that have been completed for projects in the area were also consulted. NYC Zoning Maps and the Zoning Resolution of the City of New York were consulted to describe existing zoning districts in the land use study area, and provided the basis for the zoning evaluation of the future No-Action and With-Action conditions. Research was conducted to identify relevant public policies recognized by the NYC Department of City Planning (DCP) and other city agencies that pertain to the study areas.

# D. EXISTING CONDITIONS

## Land Use

### *Primary Study Area/Project Area*

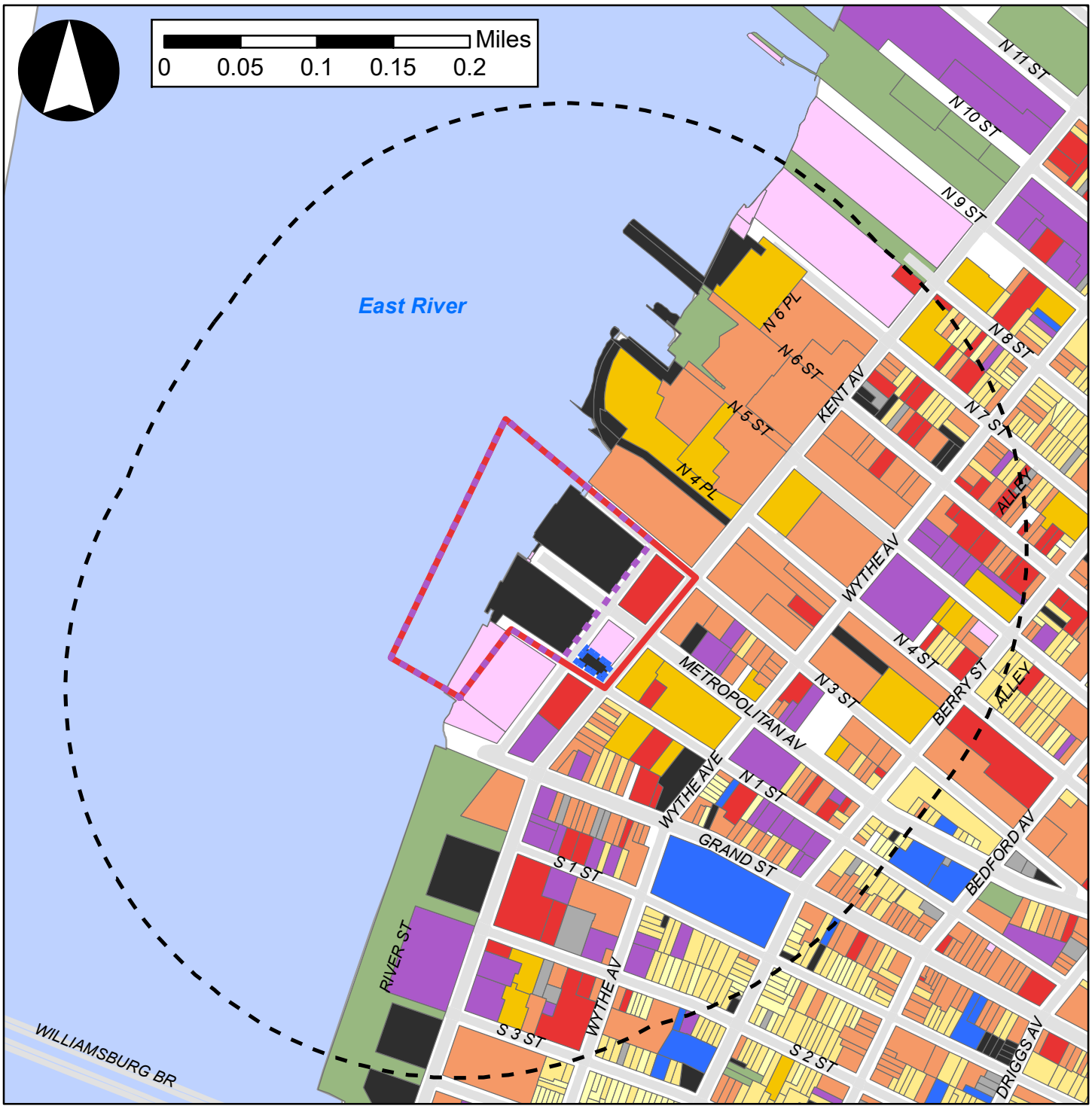
*PROPOSED DEVELOPMENT SITE*

The Applicant's Proposed Development Site (Block 2355; Lots 1 and 20, Block 2361; Lots 1 and 20, Block 2376; Lot 50, and portions of Metropolitan Avenue and North 1st Street to be demapped) is located along the East River across three blocks. As shown in **Figure 2-1**, the Proposed Development Site is bounded to the north by North 3rd Street, to the east by River Street and property owned by New York Power Authority (NYPA), to the south partially by North 1st Street and partially by Grand Ferry Park, and to the west by the US Pierhead Line in the East River.

Currently, the Proposed Development Site is vacant, with the upland portion covered in compacted sand and gravel, and the seaward portion containing some abandoned structures. It was historically utilized as a No. 6 fuel oil storage complex for Con Edison's North First Street Terminal (the "NFST"). The aboveground fuel oil storage tanks were removed from the site when the NFST was decommissioned in 2012.

The entire Proposed Development Site is within historic limits of the East River. The original shoreline was about a block and a half east of River Street (between what is now Kent and Wythe Avenues). By 1836, the site had been partially filled and the shoreline extended west of what is now River Street (then called

**Figure 2-1**
**Land Use Map**




## Legend

- Applicant's Proposed Development Site
- Projected Development Site
- Project Area
- 1/4-Mile Radius

**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

Water Street). By 1874, the Development Site had been filled and the shoreline had been extended to its fullest extent with piers extending from North 2nd Street (now known as Metropolitan Avenue) and just south of North 3rd Street, and a ferry landing at the south end of the site. Another pier was added at North 1st Street around the turn of the century.

Prior uses on the Proposed Development Site include multiple warehousing and storage buildings that accommodated a variety of uses, including; support for a sugar refining plant, and a lumber yard (1887-1904); a coffee company and coal storage (1905-1915); support for a sugar refining plant and undeveloped land (1916-early 1920s); support for a sugar refining plant and a coal storage facility and fuel company (1922-late 1940s); a retail terminal facility and coal storage (1950-early 1960s); a No. 6 fuel oil storage complex for Con Edison's NFST (1960s-2012).

*PROJECTED DEVELOPMENT SITE*

The Projected Development Site (Block 2362; Lot 1) is a 5,862 sf lot that was previously occupied by a 1-story building that had full lot coverage. Demolition permits were filed in February 2019. Subsequent permits have been filed for excavation, bracing and shoring, but no New Building permits are on file at the Department of Buildings (DOB). The Projected Development Site is currently vacant recently underwent remediation through the Brownfield Cleanup Program (BCP).

*REMAINDER OF PROJECT AREA*

The remaining lots within the Project Area include Block 2356; Lot 1 and Block 2363; Lot 3.

Block 2356; Lot 1 (200 Kent Avenue) is a 22,640 sf lot that is currently occupied by a recently constructed six-story (83-foot-tall) mixed commercial building with approximately 24,000 gsf of office space on the 4th-6th floors, 22,000 gsf of destination retail (Trader Joe's) below grade, 21,000 gsf of ground floor retail, approximately 176 accessory attended parking spaces (34,370 gsf), and 1,600 gsf for roof garden on the third floor. The development on this lot maximizes the 2.0 allowable commercial/manufacturing FAR under the existing M3-1 zoning.

Block 2362; Lot 3 (218 River Street) is a vacant 13,378 sf lot owned by Con Edison.

## *Secondary Study Area*

As detailed above, the quarter-mile study area for land use is generally bounded by North 8th Street to the north, lots approximately 100 feet west of Bedford Avenue to the east, South 4th Street to the south, and lots fronting the East River to the west. As shown in **Table 2-1** below, the quarter-mile study area is comprised of predominately residential buildings (39.5 percent of buildings in the secondary study area) and mixed-use residential and commercial buildings (27.7 percent of buildings within the secondary study area. Additionally, commercial, industrial and manufacturing buildings, and transportation and utility uses comprise approximately 9.9, 7.8, and 1.9 percent of the buildings in the secondary study area, respectively. As shown in **Table 2-1**, the residential and mixed-use residential and commercial buildings comprise approximately 83.5 percent of total building area in the secondary study area. Open spaces comprise 11.4 percent of total lot area in the secondary study area. As shown in **Table 2-1,** approximately 15.3 percent of lot area in the secondary study area is vacant. Parking facilities comprise 1.0% of total lot area in the secondary study area.

As shown in **Table 2-1**, public facilities and institutions are limited in the secondary study area to nine lots and comprise 2.2 percent of total building area. These public institutions include the BARC Animal Shelter

(86 North 1st Street), the Polonia Democratic Club (140 Grand Street), P.S. 84 (238 Berry Street), and the Saints Peter and Paul Convent at 88 South 2nd Street.

**TABLE 2-1**
**Existing Land Uses within the Secondary Study Area[1]**

| Land Use | Number of Lots | Percentage of Total Lots (%) | Lot Area (sf) | Percentage of Total Lot Area (%) | Building Area (sf) | Percentage of Total Building Area (%) |
|---|---|---|---|---|---|---|
| Residential | 219 | 39.5% | 827,115 sf | 17.4% | 2,887,742 sf | 29.4% |
| *One & Two-Family Residential* | *50* | *9.3%* | *74,846 sf* | *1.6%* | *126,181 sf* | *1.3%* |
| *Multi-Family Walkup Buildings* | *151* | *28.1%* | *376,666 sf* | *7.9%* | *773,981 sf* | *7.9%* |
| *Multi-Family Elevator Buildings* | *18* | *3.3%* | *375,603 sf* | *7.9%* | *1,977,580 sf* | *20.2%* |
| Mixed Commercial/Residential Buildings | 149 | 27.7% | 1,247,117 sf | 26.2% | 5,292,029 sf | 54.1% |
| Commercial/Office Buildings | 53 | 9.9% | 352,909 sf | 7.4% | 721,014 sf | 7.4% |
| Industrial/Manufacturing | 42 | 7.8% | 349,859 sf | 7.3% | 572,831 sf | 5.9% |
| Transportation/Utility | 10 | 1.9% | 512,441 sf | 10.8% | 89,809 sf | 0.9% |
| Public Facilities & Institutions | 9 | 1.7% | 151,705 sf | 3.2% | 217,796 sf | 2.2% |
| Open Space | 7 | 1.3% | 544,983 sf | 11.4% | 0 sf | 0.0% |
| Parking Facilities | 16 | 3.0% | 49,847 sf | 1.0% | 3,030 sf | 0.1% |
| Vacant Land | 33 | 6.1% | 727,197 sf | 15.3% | 0 sf | 0.0% |
| All Others or No Data | 0 | 0.0% | 0 sf | 0.0% | 0 sf | 0.0% |
| **Total** | **538** | **100.0%** | **4,763,173 sf** | **100.0%** | **9,773,251 sf** | **100.0%** |

**Source:** NYC Map PLUTO (21v1) 2021
**Notes:**
[1] Includes all lots fully or partially within the secondary study area, including lots within the Project Area.

There are also several open space resources within the secondary study area, including William Sheridan Playground, Domino Park, and Grand Ferry Park (refer to Chapter 5, "Open Space").

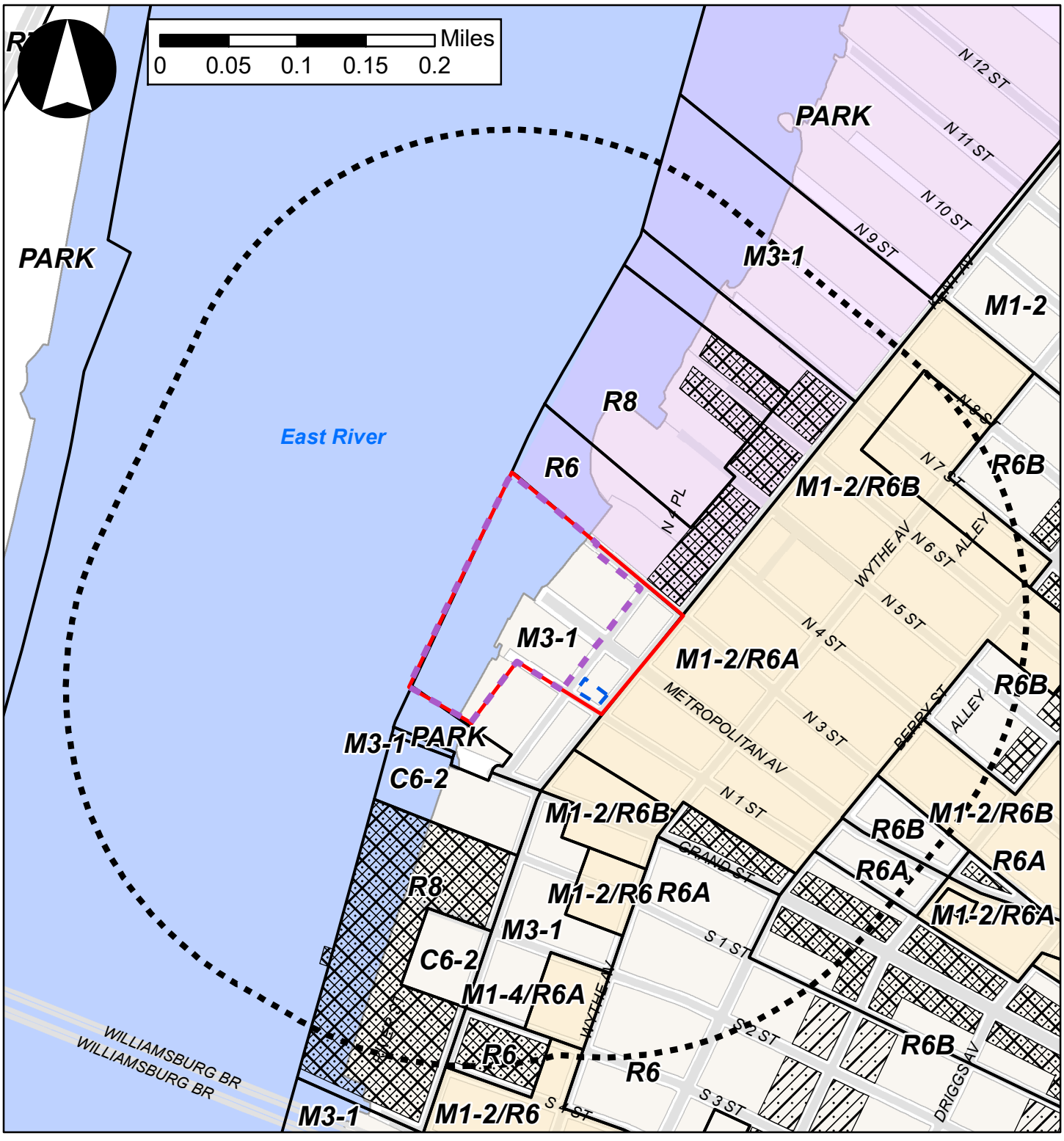
## Zoning

### *Primary Study Area/Project Area*

The Project Area is located within a M3-1 zoning district. As shown in **Figure 2-2**, the M3-1 district extends as far north as North 3rd Street, as far east as Kent Avenue, and as far south as Grand Street. The M3-1 district is a heavy manufacturing district that is intended for uses that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Historically, M3 districts were located near the waterfront away from residential areas. However, in recent years, rezonings along the waterfront have reduced much of the manufacturing zoned areas and converted them to residential and commercial zones as the demand for housing has increased. As shown in **Figure 2-2,** the surrounding area is zoned with residential, commercial, and special mixed-used districts as a result of the 2005 Williamsburg Rezoning. The Project Area, due to its prior use as a fuel terminal for Con Edison, was omitted from this rezoning.

The M3-1 district permits a maximum FAR of 2.0 and allows commercial and manufacturing uses (Use Groups 6-14, 16-18). The M3-1 zoning district does not stipulate a maximum height. Height in this district is governed by the sky exposure plane above the maximum base height. However, as the Project Area is

Study Area Zoning Map




## Legend

- Applicant's Proposed Development Site
- Projected Development Site
- Project Area
- 1/4-Mile Radius
- Zoning District
- C1-4 Overlay
- C2-3 Overlay
- C2-4 Overlay
- Special Mixed-Use District (MX-8)
- Waterfront Access Plan (BK-1) Greenpoint-Williamsburg

a waterfront block, the area is subject to the waterfront zoning regulations enacted in 1993. However, developments are exempt from waterfront public access area and visual corridor requirements if they are in a manufacturing district and at least 75 percent of the uses on the zoning lot are industrial and manufacturing uses (Use Groups 16, 17, and 18) measured by floor area, or, in the case of open uses, lot area; waterfront bulk regulations do not apply if a development is predominantly industrial. The waterfront zoning regulations limit the maximum height of developments on waterfront blocks zoned M3-1 to 110 feet. The M3-1 zoning district has a maximum base height of 60 feet. Parking varies by use. For commercial retail uses, one accessory parking space is required per 300 sf of floor area. For industrial and manufacturing uses, one accessory parking space is required per three employees or 1 per 1,000 sf of floor area, whichever would require a larger number of spaces.

### *Secondary Study Area*

As shown in **Figure 2-2,** the quarter-mile study area includes a variety of residential, commercial, and manufacturing zoning districts, mixed-use districts, as well as several commercial overlays. Each zoning district's regulations are summarized in **Table 2-2** and detailed below.

*MX-8 (M1-2/R6, M1-2/R6A, M1-2/R6B, M1-4/R6A)*

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.

As shown in **Figure 2-2**, the Greenpoint-Williamsburg Special Mixed Use District is mapped throughout the secondary study area. Within the secondary study area, the Special Mixed-Use District extends as far north as North 8$^{th}$ Street, as far east as the midblock between Berry Street and Bedford Avenue, as far south as South 4$^{th}$ Street, and as far west as Kent Avenue. Refer to **Table 2-2** for specific density permitted within each mixed-use sub-district.

*R6*

R6 zoning districts are mapped in the area north of the Project Area between North 3$^{rd}$ and North 4$^{th}$ streets, west of Kent Avenue, the area between Berry Street and Wythe Avenue, south of Grand Street, and a portion of a block bounded by South 3$^{rd}$ Street, Wythe Avenue, South 4$^{th}$ Street, and Kent Avenue. R6 zoning districts are medium-density residential districts ranging from large-scale "tower in the park" developments to neighborhoods with a diverse mix of building types. R6 districts have a maximum FAR of 2.43 with a maximum building height governed by a sky exposure plane, which begins 60 feet above the street line. Parking is required for 70 percent of dwelling units in R6 zoning districts. Developments in the R6 district mapped with Inclusionary Housing within 100 feet of a wide street can reach a maximum FAR of 3.6. Developments in the R6 district mapped with Inclusionary Housing along narrow streets can reach a maximum FAR of 2.43.

**TABLE 2-2**
**Existing Zoning within the Secondary Study Area**

| Zoning District | Building Type | Permitted Use Groups | Maximum FAR |
|---|---|---|---|
| **M1-2/R6** | Special Mixed Use District | Refer to ZR 123-20 | R: 2.43<br>R (IH): 3.6<br>C: 2.0<br>CF: 2.43<br>M: 2.0 |
| **M1-2/R6A** | Special Mixed Use District | Refer to ZR 123-20 | R: 3.0<br>R (IH): 3.6<br>C: 2.0<br>CF: 3.0<br>M: 2.0 |
| **M1-2/R6B** | Special Mixed Use District | Refer to ZR 123-20 | R: 2.0<br>R (IH): 2.2<br>C: 2.0<br>CF: 2.0<br>M: 2.0 |
| **M1-4/R6A** | Special Mixed Use District | Refer to ZR 123-20 | R: 3.0<br>R (IH): 3.6<br>C: 2.0<br>CF: 3.0<br>M: 2.0 |
| **M3-1** | Heavy Manufacturing | 6-14, 16-18 | M: 2.0<br>C: 2.0 |
| **R6** | Medium-Density Residential | 1-4 | R: 2.43<br>R (IH): 3.6<br>CF: 4.8 |
| **R6A** | Medium-Density Contextual Residential | 1-4 | R: 3.0<br>R (IH): 3.6<br>CF: 3.0 |
| **R6B** | Medium-Density Contextual Residential | 1-4 | R: 2.0<br>R (IH): 2.2<br>CF: 2.0 |
| **R8** | High-Density Residential | 1-4 | R: 6.02<br>R (IH): 7.2<br>CF: 6.5 |
| **C6-2** | High-Density Commercial | 1-12 | R: 6.02-7.20<br>C: 6.0<br>CF: 6.5 |
| **C2-4 Overlay** | Local Service Commercial Overlay | 1-9, 14 | C: 2.0 |

**Notes:** Refer to **Figure 2-2**.

*R6A*

An R6A zoning district is mapped along the northern side of Grand Street between Berry Street and Wythe Avenue and on the block bounded by Metropolitan Avenue to the north, Bedford Avenue to the east, North 1st Street to the south, and Berry Street to the west. R6A zoning districts are medium-density contextual districts with a maximum FAR of 3.0. The R6A district permits a maximum base height of 60 feet (65 feet with a qualifying ground floor). After a required setback from the streetwall a development can rise to a maximum height of 70 feet (75 feet with a qualifying ground floor). Parking is required for 50

percent of dwelling units in the R6A district. In areas that are mapped with Inclusionary Housing, developments in the R6A district can reach a maximum FAR of 3.6.

*R6B*

A small portion of the secondary study area, located along Berry and Grand streets, is zoned R6B. The R6B district is a medium-density contextual residential district with a maximum FAR of 2.0. The R6B district allows for a maximum base height of 40 feet (45 feet with a qualifying ground floor). After a setback from the streetwall, developments in the R6B district are permitted to rise to a maximum height of 50 feet (55 feet with inclusion of a qualifying ground floor). Parking is required for 50 percent of all dwelling units. Areas mapped with Inclusionary Housing can reach a maximum FAR of 2.2.

*R8*

Large portions of the area north and south of the Project Area are zoned R8 (refer to **Figure 2-2**). The R8 district is a high-density residential district that permits a maximum residential FAR of 7.2 and community facility FAR of 6.5 (refer to **Table 2-2**). The Quality Housing regulations, which produce shorter buildings with higher lot coverage, are optional in the R8 district. Developments that utilize the optional Quality Housing regulations have a maximum residential FAR of 7.2. Developments that do not utilize these optional regulations (Height Factor regulations) are permitted a maximum residential FAR of 6.02. The maximum base height under Height Factor regulations is 85 feet. Above this height, a development's maximum height is governed by the sky exposure plane. Developments following the optional Quality Housing regulations can have a maximum base height of 85 or 95 feet, depending on whether the development is on a narrow or wide street, respectively. After a setback from the streetwall, developments following the optional Quality Housing regulations can rise to a maximum height of 115 or 130 feet depending on whether the development is located along a narrow or wide street respectively.[3] Parking is required for 40 percent of dwelling units.

*C6-2*

Two small areas south of Grand Street and west of Kent Avenue are zoned C6-2 (refer to **Figure 2-2**). The C6-2 district is a high-density commercial district that is typically mapped outside of the city's central business cores. The C6-2 district is a non-contextual district that permits a maximum commercial FAR of 6.0 (refer to **Table 2-2**). Commercial uses have no required parking. The C6-2 district has a R8 equivalent (refer to the discussion above for the R8 district for more details) and permits a maximum residential FAR of 7.2 and a maximum community facility FAR of 6.5. Parking is required for 40 percent of dwelling units.

*COMMERCIAL OVERLAYS*

Commercial overlays are mapped within residential districts along streets that serve local retail needs. As shown in **Figure 2-2**, C2-4 commercial overlays are mapped in the quarter-mile study area on portions of Kent Avenue and Grand Street. Commercial overlays are mapped within residence districts along streets that serve local retail needs. In residential areas R6 through R10, commercial overlays provide a maximum commercial FAR of 2.0. Overlay districts differ from other commercial districts in that residential bulk is governed by the residence district within which the overlay is mapped. In mixed buildings, commercial uses are limited to one or two floors, and must always be located below the residential uses. Typical

[3] Developments along wide streets following Quality Housing Regulations can rise to a maximum building height of 135 feet if a Qualifying Ground Floor is provided.

commercial uses in overlays include neighborhood grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services.

*WATERFRONT ACCESS PLAN BK-1 (WAP BK-1): GREENPOINT-WILLIAMSBURG*

As shown in **Figure 2-2**, the Greenpoint-Williamsburg Waterfront Access Plan Area (WAP) is mapped to the north of the Project Area. The Greenpoint-Williamsburg WAP, also known as WAP BK-1, was established as part of the 2005 Greenpoint-Williamsburg Rezoning and formalized within the Zoning Resolution. The Greenpoint-Williamsburg WAP identifies specific locations for required waterfront public access areas on private development parcels; establishes requirements for widened shore public walkways, supplemental public access areas, parks, and plazas; allows flexibility for different shore treatments and quality landscape design; and establishes parameters for consistency of design along the waterfront. It also specifies the locations of upland connections and visual corridors to be established as waterfront parcels are developed. As with most developments on waterfront blocks, developments on properties in the WAP BK-1 require certifications from the Chair of the CPC.

## Public Policy

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. If proposed actions could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is warranted.

The Project Area and the quarter-mile secondary study area are not controlled by or located in any urban renewal areas or designated in-place industrial parks. In addition, the Proposed Actions do not involve the siting of any public facilities (Fair Share). However, the Project Area and the quarter-mile secondary study area are located within the Williamsburg 197-a Plan Boundary and the Coastal Zone Boundary. In addition, citywide policies including One New York: The Plan for a Strong and Just City (OneNYC), Housing New York, and the New York City Landmarks Law of 1965 are applicable to the Project Area and quarter-mile secondary study area and are discussed below.

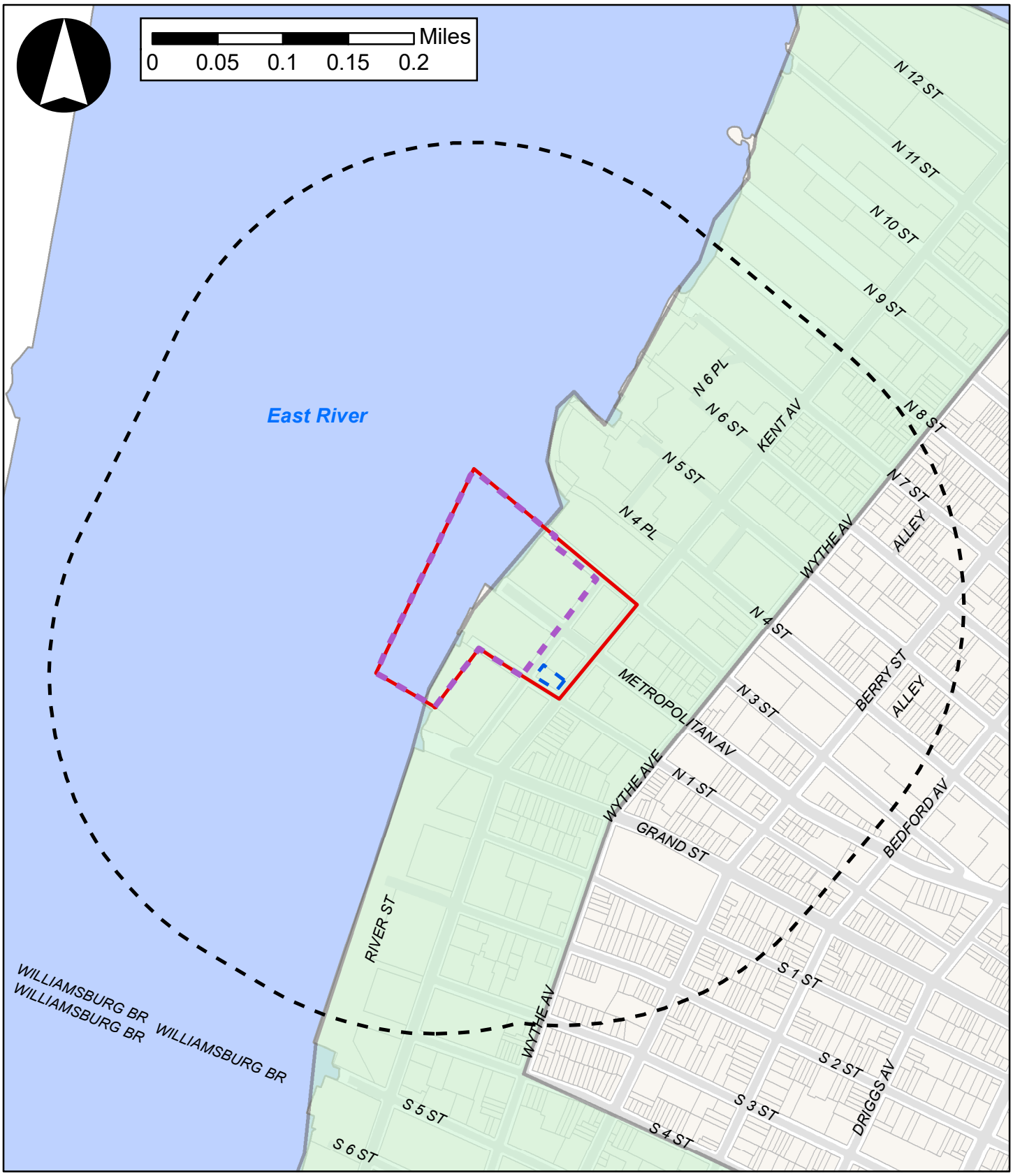
### *Williamsburg Waterfront 197-a Plan*

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 (North 14$^{th}$ 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 2-3**, the Project Area and portions of the secondary study area are located within the Williamsburg Waterfront 197-a Plan.

The major goals of the Williamsburg Waterfront 197-a Plan were to: increase waterfront access and public open space; encourage growth along the waterfront consistent with the scale and character of adjacent neighborhoods; foster mixed-use development in the Northside and Southside and residential

**Figure 2-3**

**Williamsburg 197-a Plan Boundary**




## Legend

- Applicant's Proposed Development Site
- Projected Development Site
- Project Area
- 1/4-Mile Radius
- Williamsburg 197-a Waterfront Plan Area

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.

### *Waterfront Revitalization Program (WRP)*

As shown in **Figure 2-4**, the Project Area and the western portion of the secondary study area are 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 projects along coastlines. The program responded to City, State, and Federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. 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.

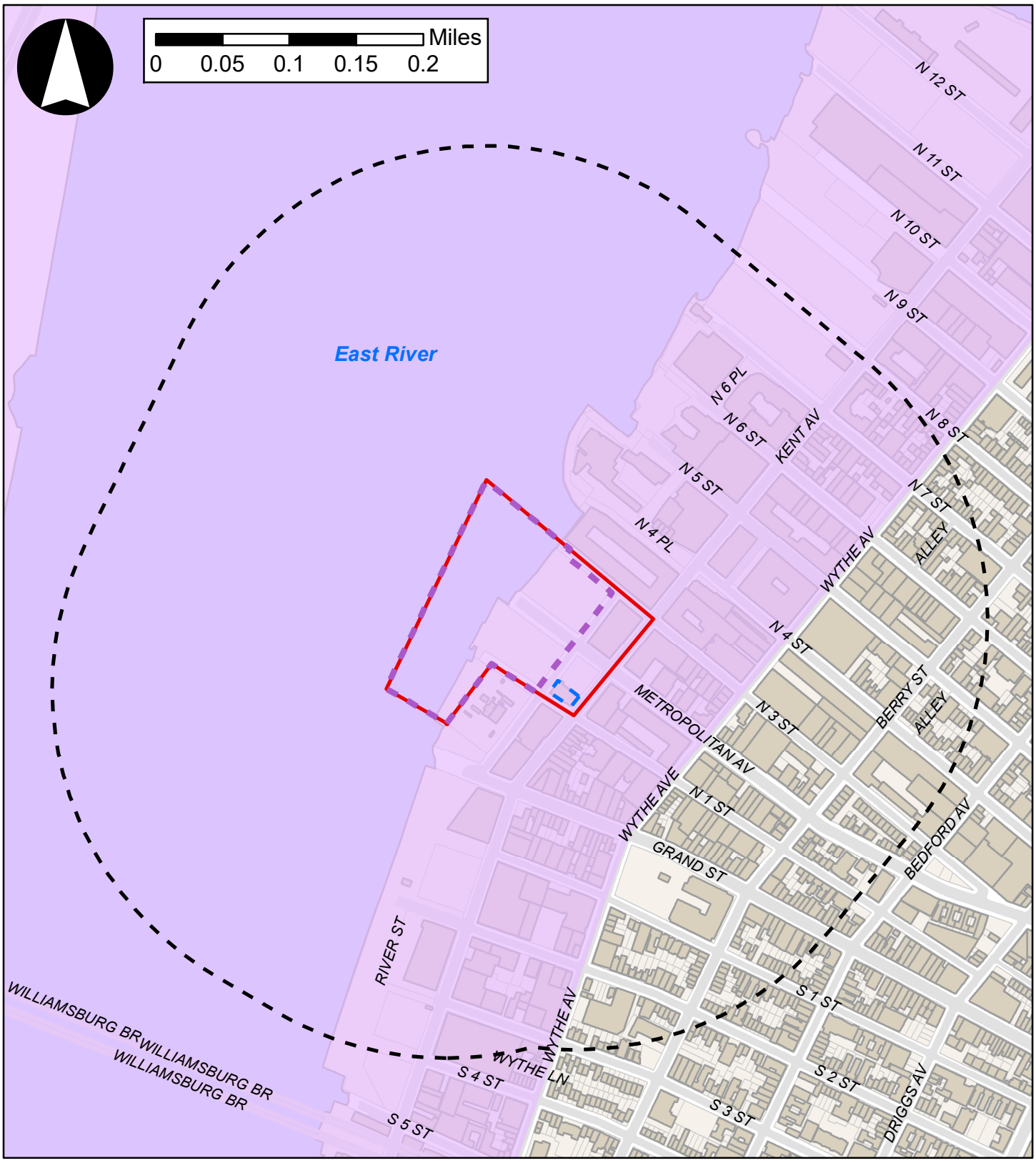
In October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in Vision 2020: The New York City Comprehensive Waterfront Plan, released in 2011. The changes solidify New York City's leadership in the area of sustainability and climate resilience 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 2013 NPCC report predicted future City temperatures, precipitations, sea levels, and extreme event frequency for the 2020s and 2050s. Subsequently, in January 2015, the Second NPCC (NPCC2) released an updated report that presented the full work of the NPCC2 from January 2013 to 2015 and includes temperature, precipitation, sea level, and extreme event frequency predictions for the 2081 to 2100 time period. 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, as shown in **Table 2-3**, the NPCC2 report predicts that mean annual temperatures will increase by 2.0 to 2.8˚F, 4.1

**Figure 2-4**

**Coastal Zone Boundary Map**




## Legend

- Applicant's Proposed Development Site
- Projected Development Site
- Project Area
- 1/4-Mile Radius
- Existing Buildings
- Coastal Zone Boundary

to 5.7˚F, 5.3 to 8.8˚F, and 5.8 to 10.3˚F by the 2020s, 2050s, 2080s, and 2100, respectively; total annual precipitation will rise by one to eight percent, four to 11 percent, five to 13 percent, and -one to +19 percent by the 2020s, 2050s, 2080s, and 2100, respectively; sea level will rise by four to eight inches, 11 to 21 inches, 18 to 39 inches, and 22 to 50 inches by the 2020s, 2050s, 2080s, and 2100, respectively; heat waves and heavy downpours are also very likely to become more frequent, more intense, and longer in duration, with coastal flooding very likely to increase in frequency, extent, and elevation.

**TABLE 2-3**
**NPCC Projections**

| Time Period | Increase in Mean Annual Temperatures | Increase in Total Annual Precipitation | Increase in Sea Level |
|---|---|---|---|
| 2020s | 2.0 – 2.8 ˚F | 1 – 8% | 4 – 8 inches |
| 2050s | 4.1 – 5.7˚F | 4 – 11% | 11 – 21 inches |
| 2080s | 5.3 – 8.8˚F | 5 – 13% | 18 – 39 inches |
| 2100 | 5.8 – 10.3˚F | -1 – 19% | 22 – 50 inches |

A WRP consistency assessment for the Proposed Actions is provided below under Section F, "Future With the Proposed Actions." The WRP Consistency Assessment Form is provided in **Appendix B**.

### *One New York: The Plan for a Strong and Just City ("OneNYC")*

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

Goals of the plan are to make New York City:

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

### *Housing New York*

On May 5, 2014, the City released *Housing New York*, a five-borough, ten-year strategy to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure improvements to foster a more equitable and livable New York City through an extensive community engagement process. The plan outlines more than 50 initiatives to support the administration's goal of building or preserving 200,000 units of high-quality affordable housing to meet the needs of more than 500,000 people by 2024. The plan emphasizes affordability for a wide range of incomes, with the program serving households ranging from middle- to extremely low-income (under $25,150 for a family of four). The plan, which was created through coordination with 13 agencies and with input from more than 200 individual stakeholders, outlines more than 50 initiatives that will accelerate affordable construction, protect tenants, and deliver more value from affordable housing. The plan intends to do this through five guiding policies and principles: (1) fostering diverse, livable neighborhoods; (2) preserving the affordability and quality of the existing housing stock; (3) building new affordable housing for all New Yorkers; (4) promoting homeless, senior, supportive, and accessible housing; and (5) refining City financing tools and expanding funding sources for affordable housing. Housing New York further calls for fifteen neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for affordable housing.

Subsequently, on October 24, 2017, the City released *Housing New York 2.0*, which increased the affordable housing goal to 300,000 units by 2026. The updated and expanded plan outlines six goals: (1) creating more homes for seniors; (2) helping New Yorkers buy a piece of their neighborhoods; (3) building a firewall against displacement; (4) protecting affordability at Mitchell-Lama buildings; (5) capitalizing on advances in technology and innovative design to expand modular building and micro-units; and (6) unlocking the potential of vacant lots.

### *Historic Districts and Landmarks*

The New York City Landmarks Law of 1965 established the New York City Landmarks Preservations Commission (NYCLPC) and authorized the NYCLPC to designate individual buildings, historic districts, interior landmarks, and scenic landmarks of historical, cultural, and architectural significance. The Landmarks law defines a Historic District as an area that has a "special character or special historic or aesthetic interest," represents "one or more periods of styles of architecture typical of one or more eras in the historic of the City," and constitutes "a distinct section of the City." Historic district designation by NYCLPC protects buildings from demolition and development that is out of context or insensitive to the historic natural of the area. The Project Area does not encompass any historic or archaeological resources. However, it is located across North 3rd Street from the S/NR-listed and LPC-eligible Austin Nichols & Co. Warehouse at 184 Kent Avenue, and is within 400 feet of the S/NR-eligible Grand Street Historic District and the Warehouse at 67-73 Metropolitan Avenue.

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

## Land Use

### *Primary Study Area/Project Area*

*PROPOSED DEVELOPMENT SITE*

In absence of the Proposed Actions and based on existing and anticipated real estate market trends, it is anticipated that an as-of-right development would be developed on the Development Site pursuant to the existing M3-1 zoning under future No-Action conditions. As described in Chapter 1, "Project Description," and summarized in **Table 2-4** below, in the No-Action scenario, the Applicant would construct two buildings, with a combined total floor area of approximately 621,500 gsf (312,050 zsf), including approximately 54,500 gsf of office uses, 83,100 gsf of retail uses (60,100 gsf of destination retail and 23,000 gsf of local retail), approximately 68,000 gsf of light manufacturing maker space, an approximately 102,100 gsf last-mile distribution facility (Use Group [UG] 16D), and 94,750 gsf of warehouse uses, as well as 579 accessory parking spaces (202,550 gsf) and 16,500 sf of mechanical space. The No-Action development would have a combined FAR of approximately 2.0.

**TABLE 2-4**
**No-Action Scenario on the Proposed and Projected Development Sites**

| **Use** | **Proposed Development Site No-Action Scenario** | **Projected Development Site No-Action Scenario** |
|---|---|---|
| Office | 54,500 gsf | |
| Destination Retail | 60,100gsf | |
| Local Retail | 23,000 gsf | 6,741 gsf |
| Last Mile Delivery Center | 102,100 gsf | |
| Warehouse | 94,750 gsf | 6,741 gsf |
| Light Manufacturing/Maker Space | 68,000 gsf | |
| Parking | 579 spaces | 20 spaces |
| **Population/Employment[1]** | **Proposed Development Site No-Action Scenario** | **Projected Development Site No-Action Scenario** |
| Residents | 0 | 0 |
| Workers | 733 | 27 |

**Notes:**
[1] Estimate of workers is based on standard rates and are as follows: 3 retail workers per 1,000 sf, 4 office workers per 1,000 sf, 1 warehouse worker per 1,000 sf, and 1 worker per 50 parking spaces.

As more than 75 percent of the No-Action development's floor area would be occupied by industrial and manufacturing uses (Use Groups 16, 17, and 18), the No-Action development would be exempt from the waterfront zoning regulations and public access would not be required.

The northern building of the No-Action development would consist of destination retail, local retail, last-mile distribution, and office spaces, totaling approximately 315,500 gsf. The northern building would comprise six floors above grade (and one cellar level, below 23 feet), with a height of approximately 100 feet to the building roof line (140 feet to top of mechanical bulkhead).

The southern building would consist of local retail, office, light manufacturing maker space, and warehouse space, totaling approximately 306,000 gsf. The southern building would comprise eight floors above grade (and one cellar below 23 feet), with a height of approximately 110 feet to the building roof line (approximately 150 feet to top of mechanical bulkhead).

*PROJECTED DEVELOPMENT SITE*

For CEQR analysis purposes, it is assumed the non-Applicant-owned Projected Development Site (Block 2362, Lot 1) is assumed to be developed in the No-Action with the maximum allowable 2.0 FAR of commercial/ manufacturing uses, resulting in approximately 13,482 gsf (11,724 zsf). It is assumed that this No-Action development would consist of two stories, with approximately 6,741 gsf of commercial space (assumed as local retail) and 6,741 gsf of light industrial space (assumed as warehouse). Twenty accessory parking spaces would be provided in accordance with zoning requirements.

### *Secondary Study Area*

Within the approximate quarter-mile secondary study area, there are twelve known projects (other than the No-Action development that would be constructed on the Applicant's Proposed Development Site and the Projected Development Site) anticipated to be completed in the 2027 future without the Proposed Actions (refer to **Table 2-5** and **Figure 2-5**). Primarily, new developments in the quarter-mile secondary study area in the No-Action condition include mixed-use residential and commercial buildings with some commercial-only buildings. In total, 1,205 new residential units, 514,670 gsf of commercial space, 18,859 gsf of community facility space, and 114,200 gsf of light manufacturing space would be developed within approximately a quarter-mile of the Project Area (including the No-Action development on the Proposed Development Site and Projected Development Site) under the 2027 future No-Action conditions.

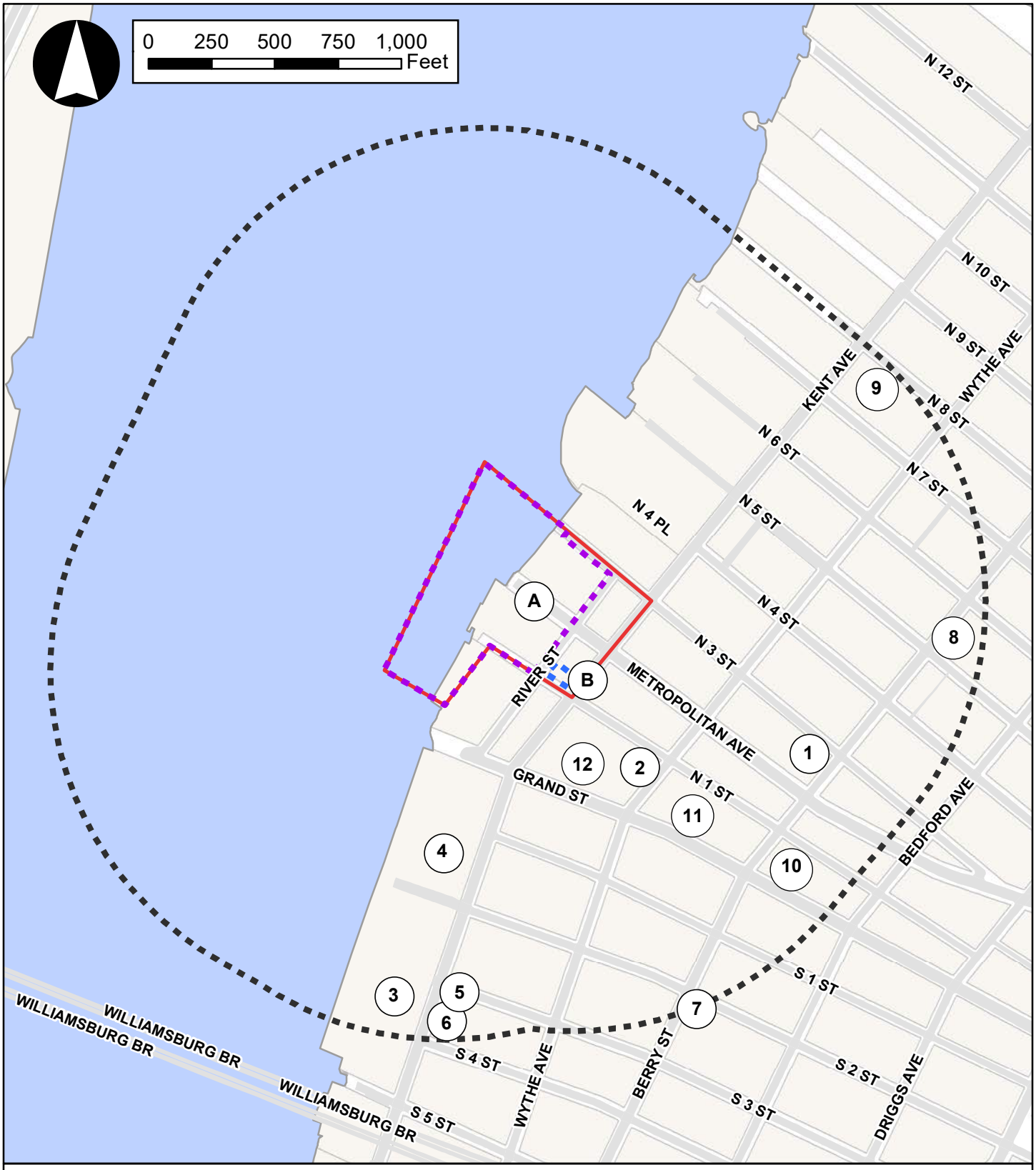
## Zoning

In the future without the Proposed Actions, no zoning changes are anticipated in the Project Area. As such, the Project Area would maintain its existing M3-1 zoning designation. The proposed Mandatory Inclusionary Housing (MIH) designated area would not be mapped in the Project Area in absence of the Proposed Actions. In the future without the Proposed Actions, no known zoning changes are anticipated in the secondary study area.

## Public Policy

There are no expected changes to public policy in the quarter-mile study area in the 2027 future without the Proposed Actions.

**Figure 2-5**
**No-Action Developments**




## Legend

- Applicant's Proposed Development SIte
- Projected Development Site
- Project Area
- 1/4-mile Radius
- 1 — No-Action Developments (refer to Table 2-5)

**TABLE 2-5**
**No-Action Developments Within a Quarter-Mile Radius**

| Map No.[1] | Project | Residential (DUs) | Commercial (sf)[2] | Community Facility (sf) | Light Manufacturing (sf) | Parking Spaces |
|---|---|---|---|---|---|---|
| ***Primary Study Area*** | | | | | | |
| A | 87-105 River Street *(Proposed Development Site)* | 0 | 334,450 | - | 68,000 | 579 |
| B | 230 Kent Avenue *(Projected Development Site)* | 0 | 13,482 | - | - | 20 |
| ***Secondary Study Area*** | | | | | | |
| 1 | 106 North 3rd Street | 10 | 3,241 | - | - | - |
| 2 | 296 Wythe Avenue | 55 | 12,267 | - | - | 22 |
| 3 | 350 Kent Avenue | 422 | 41,801 | - | - | - |
| 4 | 280 Kent Avenue | 680 | 11,018 | - | - | - |
| 5 | 305 Kent Avenue | 0 | 63,000 | 17,500 | - | - |
| 6 | 307 Kent Avenue | 0 | 32,800 | 22,000 | 46,200 | - |
| 7 | 72 South 2nd Street | 7 | 2,611 | 1,139 | - | 1 |
| 8 | 153 Berry Street | 8 | - | - | - | - |
| 9 | 66 North 8th Street | 5 | - | - | - | - |
| 10 | 235 Berry Street | 9 | - | - | - | - |
| 11 | 96 North 1st Street | 5 | - | - | - | - |
| 12 | 59 Grand Street | 4 | - | - | - | - |
| **TOTAL (Primary + Secondary)** | | **1,205** | **514,670 sf** | **18,859 sf** | **114,200 sf** | **622** |

[1] Refer to **Figure 2-5**
[2] Commercial uses contain Use Group 16 uses such as Last-Mile Delivery Centers and Warehouse uses.
**Sources:** NYC DOB New Building Permits; Articles from Curbed New York, YIMBY, The Real Deal, and Brownstoner.

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

As discussed in Chapter 1, "Project Description," the Proposed Actions would consist of a city map, zoning map and zoning text amendments, Landfill of approximately, 6,319 sf, Large Scale General Development (LSGD) special permits, waterfront zoning certification and waterfront zoning authorizations. This section describes the land use and zoning conditions that would result from the Proposed Actions by 2027 and evaluates the potential for the Proposed Actions to result in significant adverse impacts related to land use and zoning and their consistency with the applicable public policies described earlier in this chapter.

As shown in **Table 2-6** below, compared to No-Action conditions, the Proposed Actions would result in an incremental (net) increase of 1,250 dwelling units (1,120,000 gsf), consisting of 313 affordable dwelling units, pursuant to MIH, and 937 market-rate units, 56,741 gsf of community facility, 5,500 gsf of office, ` 3.1 acres of publicly accessible open space, and a net decrease of approximately 94,750 gsf of warehouse uses, 60,100 gsf of destination retail, 102,100 gsf of last-mile delivery facility, 68,000 gsf of light manufacturing maker space, and 349 parking spaces. **Table 2-6** also provides an estimate of the number of residents and workers generated by the Proposed Actions. As shown in the table, the Proposed Actions are estimated to result in a net increase of approximately 2,888 residents and a decrease of 199 workers in the Project Area compared to No-Action conditions.

## Land Use

### *Primary Study Area*

*PROPOSED DEVELOPMENT SITE*

Approval of the Proposed Actions would facilitate the development of two mixed-use buildings with residential, commercial, and community facility uses. Development resulting from the Proposed Actions (the "Proposed Development") would contain approximately 1.336 million gsf, of which approximately 1.12 million gsf would be residential space (approximately 1,250 units, of which 313 units would be affordable under the MIH program), 50,000 gsf would be community facility space, 83,000 gsf would be commercial space (including 60,000 gsf of office, and 23,000 gsf of local retail), and up to approximately 250 accessory parking spaces would be provided below-grade. The Proposed Development would consist of two towers which would rise 49 and 64 stories, and would rise to a height of approximately 560 and 710 feet, respectively. The North Tower would include 532,000 gsf of residential uses, 50,000 gsf of community facility uses, and 11,500 gsf of local retail uses. The South Tower would include 588,000 gsf of residential uses, 11,500 gsf of local retail uses, 60,000 gsf of commercial office uses, and 83,000 gsf of parking area for up to 250 accessory parking spaces. The Proposed Development would also include the addition of approximately 126,308 sf (2.9 acres) of new waterfront public space. The new waterfront public space would include a public beach on the new cove[4], a stepped seating area facing the beach with granite block seating, a ramped boat launch for non-motorized watercraft (e.g., kayak, paddleboards), a nature play area, and landscaped plantings. Man-made freshwater wetlands would also be created upland of the shoreline. The new waterfront public space would create a continuous link of waterfront areas running from Bushwick Inlet Park to the north, to Grand Ferry Park and Domino Park to the south. It is expected that the Proposed Development would be constructed over an approximately 50-month period following approval of the Proposed Actions, with completion and occupancy expected to occur in late 2027.

*PROJECTED DEVELOPMENT SITE*

On the non-Applicant-owned Projected Development Site, the With-Action RWCDS assumes that the Proposed Actions would facilitate development of an additional 1.0 FAR of community facility uses above the No-Action development. This assumption is based on the amount and type of recent as-of-right development in the area, recent real estate trends in the area, as well as the type of uses allowed by the proposed M1-4 zoning. Although the proposed zoning allows up to 6.5 FAR of community facility uses, development of more than the 1.0 FAR assumed for RWCDS purposes would be unlikely, given the site's relatively small footprint, current market conditions, and recent development trends in the area. As such, the With-Action development on the Projected Development Site is assumed to be comprised of a 3-story (approximately 45-foot high) mixed-use building with approximately 20,223 gsf (17,586 zsf), with approximately 6,741 gsf of commercial space (local retail), 6,741 gsf of light industrial space (warehouse), and approximately 6,741 gsf of community facility space. For RWCDS purposes, the community facility space will be assumed as medical office. In accordance with M1-4 zoning regulations, no parking spaces are assumed to be provided on this site in the With-Action scenario.

[4] Per NYS Department of Health regulations, swimming will be prohibited.

**TABLE 2-6**
**Comparison of No-Action and With-Action Development Scenarios**

| Use | | No-Action Scenario [GSF] | | With-Action Scenario [GSF] | | Increment (TOTAL RWCDS) |
|---|---|---|---|---|---|---|
| | | ***Applicant's Proposed Development[1]*** | ***Projected Development Site*** | ***Applicant's Proposed Development*** | ***Projected Development Site*** | |
| Residential | *Affordable* | -- | -- | *313 DUs* | -- | ***+313 DUs*** |
| | *Market-Rate (Rental)* | -- | -- | *937 DUs* | -- | ***+937 DUs*** |
| | Total Residential Units | -- | -- | 1,250 DUs (1,120,000 gsf)[2] | -- | **+1,250 DUs (+1,120,000 gsf)** |
| Community Facility[3] | | -- | -- | 50,000 | 6,741 | **+56,741 gsf** |
| Local Retail | | 23,000 | 6,741 | 23,000 | 6,741 | **0 gsf** |
| Destination Retail | | 60,100 | -- | -- | -- | **-60,100 gsf** |
| Office | | 54,500 | -- | 60,000 | -- | **+5,500 gsf** |
| Warehousing | | 94,750 | 6,741 | -- | 6,741 | **-94,750 gsf** |
| Last-Mile Distribution Facility | | 102,100 | -- | -- | -- | **-102,100 gsf** |
| Light Manufacturing Maker Space | | 68,000 | -- | -- | -- | **- 68,000 gsf** |
| Parking Spaces | | 579 spaces | 20 | 250 spaces | -- | **-349 spaces** |
| Publicly Accessible Open Space[4] | | -- | -- | 2.9 acres | -- | **+2.9 acres** |
| **Population/Employment[5]** | | ***Applicant's Proposed Development*** | ***Projected Development Site*** | ***Applicant's Proposed Development*** | ***Projected Development Site*** | **Increment (TOTAL RWCDS)** |
| Residents | | 0 | 0 | 2,888 | 0 | **+2,888** |
| Workers | | 733 | 27 | 514 | 47 | **-199** |

**Notes:**

[1] No-Action gsf listed in this table excludes approximately 16,500 sf of mechanical space in the north building on the Proposed Development Site.

[2] Residential gsf includes approximately 70,000 gsf of amenity space as a combined total for both towers on Proposed Development Site

[3] With-Action community facility space includes a 50,000 gsf community center on the Proposed Development Site and 6,741 gsf of medical office assumed on the Projected Development Site.

[4] Plus 2.32 acres of accessible secondary-contact in-river space and 0.86 acres of intertidal area on Proposed Development Site.

[5] Based on 2.31 persons per DU (2014-2018 ACS average household size for North Side-South Side Neighborhood Tabulation Area). Estimate of workers based on standard rates used in prior EIS documents, and are as follows: three employees per 1,000 sf of retail, one employee per 25 DU, three employees per 1000 sf of community facility/medical office uses, 1 employee per 250 sf of office uses, 1 employee per 1,000 sf of last-mile delivery center/warehouse/maker space uses, and 1 employee per 50 attended parking spaces.

## *Secondary Study Area*

The Proposed Actions are not expected to affect land use patterns in the secondary study area. The consistency of the Proposed Actions with secondary study area land uses is discussed in the "Assessment" section, below.

## *Assessment*

*PRIMARY STUDY AREA/PROJECT AREA*

The Proposed Actions would not result in significant adverse impacts to land use in the Project Area. The Proposed Actions would allow a new mixed-use residential, commercial, and community facility development with publicly accessible open space to be constructed in an increasingly residential and mixed-use urban neighborhood where there is a strong demand for housing and neighborhood services.

Additionally, the Proposed Actions would result in the development of approximately 313 affordable housing units pursuant to the MIH program which would not be developed under No-Action conditions, as well as 937 market-rate units.

The Proposed Actions would activate an underutilized site, continuing a land use development trend in an area that has been experiencing a burst of development over the last decade and a half since the 2005 Greenpoint-Williamsburg Rezoning. The concentration of new development in this area is due to the availability of large, underutilized parcels and the desirability of the area for its proximity to transit and the waterfront. The new publicly accessible open space created by the Proposed Actions (approximately 126,308 sf or 2.9 acres) would provide a continuous link of waterfront areas running from Bushwick Inlet Park to the north, to Grand Ferry Park and Domino Park to the south as well as access to the waterfront. As such, the Applicant anticipates that the Proposed Actions would result in a new mixed-use development that, in addition to being appropriate for the Project Area, would complement the land use character of the quarter-mile study area by redeveloping an underutilized site with a mix of affordable and market-rate residential units, local retail and community facility uses as well as a publicly accessible waterfront open space for the surrounding community.

The new mixed income housing, retail, community facility, and open space introduced by the Proposed Development would increase pedestrian traffic to the Project Area and would serve residents of the Proposed Development, as well as residents of the surrounding area.

*SECONDARY STUDY AREA*

The Proposed Actions would not result in significant adverse impacts to land use in the secondary study area. The secondary study area, which includes a diverse assortment of existing land uses, would not undergo any direct land use changes as a result of the Proposed Actions; the proposed changes would be limited to the Project Area and would introduce residential, commercial, and open space uses complementary to existing secondary study area land uses. As shown in **Table 2-5**, seven developments are expected to be constructed in the secondary study area by the 2027 analysis year, absent the Proposed Actions. These developments are expected to introduce several mixed-use residential and commercial developments to the area. The new residential and commercial uses in the Applicant's Proposed Development would be consistent with, and complementary to, the No-Action planned developments in the secondary study area. In addition, the Proposed Actions would allow the creation of a new waterfront open space that would enhance and expand upon existing open spaces in the secondary study area, providing a continuous link of waterfront areas on the East River to the north and south of the Proposed Development Site. As such, the Proposed Actions would support existing land use trends in the secondary study area and would not introduce any new land uses that would be incompatible with their surroundings.

Based on the increasingly residential and mixed-use character of the secondary study area, the Proposed Development would be well-suited with respect to land use. When compared to the Proposed Development Site's current vacant status or its potential for commercial and industrial development per existing M3-1 zoning, neither option will provide community facility space, affordable housing, or public open space to the surrounding area. Additionally, the small amount of incremental community facility space as a result of the Proposed Actions (56,741 gsf) would have a minimal effect on the surrounding study area. The incremental community facility space generated by the Proposed Actions would constitute less than one percent of all built floor area in the secondary study area (refer to **Table 2-1**).

## Zoning

### *Primary Study Area*

*ZONING MAP AMENDMENT*

According to the criteria set forth in Section 410 in Chapter 4 of the *CEQR Technical Manual*, the Proposed Actions would not result in significant adverse impacts on zoning. As shown in **Table 2-7**, in the With-Action condition, the primary study area (Project Area) would be rezoned from M3-1 to C6-2 and M1-4, thereby increasing the permitted FAR in the Project Area, allowing for development of more commercial and community facility space and allowing residential uses that are not allowed under existing zoning in the area to be rezoned to C6-2 (the Proposed Development Site). The proposed zoning map amendment would increase the maximum allowable density at the Proposed Development Site to 7.2 FAR for residential uses and 5.0 for commercial and community facility uses. As discussed in Chapter 1, "Project Description," Blocks 2356 and 2362 would be rezoned from M3-1 to M1-4 as a result of the Proposed Actions. The proposed M1-4 district would eliminate the ability to develop Use Group 18 uses on these blocks and would permit a maximum 6.5 FAR for community facility uses.

**TABLE 2-7**
**Comparison of Existing and Proposed Zoning – Primary Study Area/Project Area**

| | Existing Zoning [M3-1] | Proposed Zoning [C6-2] | Proposed Zoning [M1-4] |
|---|---|---|---|
| Use Groups | 6-14, 16-18 | 1-12 | 4-14, 16-17 |
| Maximum Permitted FAR | | | |
| Residential | Not Permitted | 7.20 | Not Permitted |
| Community Facility | Not Permitted | 6.5 | 6.5 |
| Commercial | 2.0 | 6.0 | 2.0 |
| Manufacturing | 2.0 | Not permitted | 2.0 |

**Source:** *Zoning Resolution of the City of New York.*

The proposed C6-2 district would also ensure the creation of new waterfront open space in the neighborhood. Within the proposed C6-2 district, residential and community facility uses would be subject to the bulk controls of an R8 equivalent district and commercial uses would be subject to the bulk controls of a C6-2 district. The Proposed Development would allow a wider range of uses at higher densities that would provide a greater amount of affordable housing while remaining consistent with the surrounding neighborhood context.

The Proposed Development would conform with the proposed C6-2 zoning designation, as modified by some of the remaining Proposed Actions – zoning text amendment, LSGD special permits, and waterfront zoning authorizations, as discussed below. The requested C6-2 zoning district would be consistent with zoning in the surrounding area, specifically the area south of Grand Street. As the requested C6-2 zoning district has a R8 equivalent, the requested zoning district would also have a similar bulk to R8 districts mapped directly north and south of the Project Area. For these reasons, the Proposed Actions would have no significant adverse impact on zoning in the primary study area.

The proposed zoning map amendment to rezone Blocks 2356 and 2362 to an M4-1 would ensure that heavy industrial Use Group 18 uses would no longer be permitted within the Project Area, which would be compatible with the increasingly residential character of the secondary study area as a result of the 2005 Williamsburg Rezoning. Additionally, the proposed M1-4 zoning district would permit community facility uses on Blocks 2356 and 2362 which are not currently permitted, and provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east.

*ZONING TEXT AMENDMENTS*

As described in Chapter 1, "Project Description," three zoning text amendments are being sought as part of the Proposed Actions. Each of these zoning text amendments are discussed below.

- A zoning text amendment to Section 23-90 (Appendix F) of the ZR is being sought in order to establish the entirety of the rezoning area as a Mandatory Inclusionary Housing (MIH) area. As the Proposed Actions would create opportunities for significant new housing development, the mapping of an MIH area is required as a condition of approval for the proposed LSGD Special Permit (described below). The proposed zoning text amendment, which would designate the Proposed Development Site as a MIH area, would require the construction of permanently affordable residential units on the Applicant's Proposed Development Site. The City's MIH program specifies that an applicant can choose between Option 1, which requires that 25 percent of the housing must be affordable to households making 60 percent of the AMI for a household of three, and Option 2, which requires that 30 percent of the housing must be affordable to households making 80 percent of AMI for a household of three. The Applicant anticipates that 25 percent of the total units would be set aside pursuant to Option 1 of the City's MIH program (313 units of affordable housing with an average of 60 percent AMI, or $57,660 per year for a family of three).
- A zoning text amendment to Section 74-742 to allow a LSGD that does not meet the ownership requirements of ZR Section 74-742, when the site of such LSGD includes the Proposed Development and where the areas in which the State or City have certain property interests; and c) amend ZR Section 74-743 to permit, as part of the LSGD, (i) the lot area of a new platform seaward of the bulkhead line to be part of the upland lot area of the waterfront zoning lot, provided that the amount of lot area so incorporated is less than the lot area of shoreline seaward of the bulkhead line to be removed in connection with the LSGD, (ii) additional new piers or platforms to be included as lot area for purposes of floor area, dwelling unit and other bulk regulations, provided that the amount of floor area generated by such new piers or platforms does not exceed the floor area generated by existing piers or platforms, and (iii) new piers or platforms to be exempt from certain requirements otherwise applicable to piers and platforms provided as part of a waterfront public access area.

*LSGD SPECIAL PERMITS*

A zoning special permit is being sought pursuant to ZR Section 74-743(a)(2) and 74-743(a)(13), as modified under the proposed zoning text amendment, to allow the construction of new piers and platforms in the seaward portion of the LSGD that are accessible and enjoyable by the public; allow such piers or platforms to generate floor area, provided that the total distribution of floor area is limited to the floor area generated by existing land, piers and platforms seaward of the bulkhead line to be removed; and to modify certain bulk regulations.

*SPECIAL PERMIT TO REDUCE PARKING*

A Special Permit pursuant to ZR Section 74-533 is being requested to reduce the minimum required accessory off-street parking spaces for market rate residential units in a Transit Zone from 40% to 20%.

## *Assessment*

*PRIMARY STUDY AREA/PROJECT AREA*

The Proposed Actions would not result in significant adverse impacts to zoning as a result of the proposed zoning map amendment, zoning text amendments and requested special permits. While the existing M3-1 zoning is reflective of the fact that the Project Area and much of the surrounding area was previously used for manufacturing purposes, there is no longer a concentration of industrial activity in the area. However, a strong demand for affordable and market-rate housing exists. The Proposed Actions would create an opportunity for development of two new mixed-use buildings with residential (including market rate and much needed affordable units), local retail, office, and community facility uses. The Proposed Actions would allow the Applicant to maximize use of its property while producing new waterfront development that would provide a continuous link of waterfront areas on the East River to the north and south of the Development Site. The zoning map amendments to rezone Blocks 2356 and 2362 to M1-4 would eliminate the possibility of heavy industrial uses being located within the Project Area. The Proposed Actions would allow for a greater amount of community facility space within the Project Area, and provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east. The proposed zoning text amendments would allow the creation of new affordable housing in the proposed rezoning area, helping to address affordable housing goals set forth by the City in Housing New York: A Five-Borough, Ten-Year Plan.

The proposed LSGD special permits would facilitate a design that the applicant believes is superior in terms of function and design to what can be achieved as-of-right under the proposed zoning by permitting the proposed towers to be located with modifications of underlying height and setback regulations in a manner that shifts bulk away from the proposed public open space, and allowing the allocation of floor area to the upland lot. Finally, the proposed waterfront zoning authorization would modify certain locational and design requirements in order to respond to the site-specific programming, and create a waterfront public space that would be accessible to the public and offer water-based recreation, enhance views to the water from upland streets and other public spaces, and allow for phased development on the Applicant's Proposed Development Site[5].

The requested special permit pursuant to ZR 74-533 would allow for a reduction in the percentage of off-street accessory parking spaces for market rate residential units in a Transit Zone from 40% to 20%. This is intended to maximize functional space on the site while providing a level of parking that aligns with the site's location in a Transit Zone and the availability of other modes of transportation nearby.

The proposed zoning changes would provide a framework for development that, as noted above, would be consistent with current land use trends and market conditions in the study area. As such, the Proposed Actions are not expected to result in significant adverse zoning impacts.

*SECONDARY STUDY AREA*

The Proposed Actions would allow for the as-of-right development of a mix of residential, commercial, and community facility uses in the primary study area. Although the Proposed Actions would increase the allowable density in the primary study area, this increase would be appropriate given the context of zoning in the secondary study area. The Proposed Development's zoning designation and proposed uses would be compatible to the existing and permitted uses in the neighboring secondary study area zoning districts.

[5] Per NYS Department of Health regulations, swimming will be prohibited.

Consistent with most existing and planned development in the secondary study area, the Proposed Development would occupy the entire site and create continuous street walls. The secondary study area includes zoning districts that match or provide similar density to the requested C6-2 zoning district. Directly north of the Project Area are the One and Two Northside Piers developments. These developments were constructed pursuant to R8 zoning and exhibit a similar density to the Proposed Development. As shown in **Figure 2-2**, the C6-2 district is mapped south of the Project Area. In addition, R8 districts are mapped to the north and south of the Project Area, which provides an equivalent density to the requested C6-2 district (refer to **Table 2-2**). The Proposed Actions would therefore be compatible with zoning in the surrounding secondary study area and would not affect the relationship between the primary and secondary study areas. Therefore, it is not expected that the Proposed Actions would result in any significant adverse impacts on zoning in the secondary study area.

## Public Policy

### *Assessment*

*WILLIAMSBURG WATERFRONT 197-A PLAN*

The Proposed Actions would be consistent with the Williamsburg Waterfront 197-a Plan. Approval of the Proposed Actions would be in line with the recommendations of the plan. Specifically, the Proposed Development would capitalize on development opportunities along the waterfront, would create a waterfront promenade that connects existing and new open spaces, waterfront parks and piers, and would allow for the creation of a new public waterfront open space that would connect Grand Ferry Park onto the adjacent underutilized property, creating a continuous accessible waterfront. In addition, the Proposed Development would maintain income diversity in Williamsburg by offering approximately 313 units of permanently affordable housing through the MIH program. As shown in **Figure 2-1**, the Projected Development Site is not located along the waterfront. Therefore, the incremental development at the Projected Development Site as a result of the Proposed Actions would have no effect on this particular policy.

*WATERFRONT REVITALIZATION PROGRAM (WRP)*

As the Project Area is located within the city's designated Coastal Zone the Proposed Actions are 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 B**) lists the WRP policies and indicates whether the Proposed Actions would promote or hinder that policy, or if that policy would not be applicable. This section provides additional information for the policies that have been checked "promote" or "hinder" in the WRP CAF. As the Projected Development Site is approximately 350 feet east of the waterfront, the assessment below is only for the Proposed Development Site. The WRP CAF prepared for the Proposed Development (WRP #21-080) has been reviewed by DCP's Waterfront and Open Space Division.

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

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

Compliance Statement: The Project Area is an appropriate location for residential and commercial development as it is located south of a mixed-use residential and commercial development and north of

Grand Ferry Park, and is located in an area that is well-served by existing infrastructure and public transportation. 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 residential or commercial uses.

Under the With-Action condition, the Proposed Development would introduce two new buildings containing a total of 1,336,000 gsf, including 1,120,000 gsf of residential floor area (including approximately 70,000 gsf of amenity space), 83,000 gsf of commercial floor area (including office and retail), 50,000 gsf of community facility floor area (community center), and up to 250 below-grade accessory parking spaces (83,000 gsf). In total, there would be 1,250 rental DUs in the Project Area in the With-Action condition; 313 of the With-Action DUs would be affordable units pursuant to MIH and 937 market-rate DUs. In addition, approximately 126,308 gsf (2.9 acres) of new waterfront public space would be located in the Project Area under the With-Action scenario.

The Proposed Development would be constructed in accordance with the proposed C6-2 zoning and the requested LSGD special permits, zoning text amendment, and zoning authorizations. As discussed in **Chapter 1, "Project Description,"** the proposed zoning text amendment would allow existing seaward structures to generate floor area for the Proposed Development. For these reasons, the Proposed Actions would promote Policy 1.1 of the WRP and would facilitate residential and commercial development in an area well-suited to such development.

> *Policy 1.2: Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.*

Compliance Statement: As discussed above, approval of the Proposed Actions would result in the development of an approximately 2.9-acre publicly accessible waterfront open space. The Proposed Actions include a city map amendment to de-map portions of Metropolitan Avenue and North 1st Street east of River Street. This de-mapping would allow for a view corridor and public access towards the waterfront from Metropolitan Avenue, providing a link from the waterfront to the upland blocks of the neighborhood, and would facilitate the construction of a unified public waterfront open space across portions of the three existing blocks comprising the Proposed Development Site and provide a connection for the proposed shore public walkway.

The new waterfront public space would comprise approximately 126,308 sf of upland waterfront open space, 37,370 sf of intertidal area, and 101,099 sf of accessible secondary-contact in-river space, which refers to the river space that becomes protected by the proposed breakwaters, allowing it to be safe for non-motorized boat programming). The waterfront public space will be fully accessible to the public and would offer a variety of in-water experiences, educational programming and other opportunities for enjoyment of the waterfront by the community at large. Active and passive recreation facilities to be provided in the public open space include a public beach[6] on the new cove, stepped seating area facing the beach with granite block seating, a ramped boat launch for non-motorized watercraft (e.g., kayaks, paddleboards), a nature play area, and landscaped plantings as discussed in greater detail in Chapter 5, "Open Space". Man-made freshwater wetlands would also be created upland of the shoreline. In accordance with waterfront zoning requirements, an approximately 900-foot-long shore public walkway

[6] Per NYS Department of Health regulations, swimming will be prohibited.

would be provided along the East River; a portion of the shore public walkway would extend over a portion of the new salt marsh and tide pools being created along the south end of the cove. As such, the Proposed Actions would promote Policy 1.2 of the WRP.

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

Compliance Statement: The Proposed Actions would encourage new development in an area served by existing public facilities and infrastructure. As described throughout this EIS, the density of the Proposed Development is compatible with the capacity of surrounding roadways, mass transit, infrastructure, and essential community services. It is anticipated that the mix of residential and commercial uses and the scale of the Proposed Development would not overburden the surrounding area and the Development Site would continue to be adequately served by the existing local infrastructure. Overall, the Proposed Actions would encourage redevelopment in an area adequately served by existing public facilities and infrastructure and would promote Policy 1.3 of the WRP.

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

Compliance Statement: As detailed in the Compliance Statement for WRP Policy 6.2 below, the Proposed Development would integrate consideration of the latest projections of climate change and sea level rise in New York City into the Proposed Development's planning and design. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures. As such, the Proposed Actions are consistent with this WRP policy.

***Policy 3: Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.***

*Policy 3.1: Support and encourage in-water recreational activities in suitable locations.*

Compliance Statement: The Proposed Actions would promote Policy 3 of the WRP by creating 37,370 sf of intertidal area and 101,099 sf of accessible secondary-contact in-river space, which refers to the river space that becomes protected by the proposed breakwaters, allowing it to be safe for non-motorized boat programming. The waterfront open space generated by the Proposed Actions on the Applicant's Proposed Development Site would incorporate public beach in the new cove opportunities for educational programming and a ramped boat launch for non-motorized watercraft (e.g., kayaks, paddleboards). The proposed in-water structures include breakwaters that have been purposefully designed to reduce wave heights and wave energy to levels that will allow for water conditions that will be suitable for in-water recreational activities like kayaking and sailing. Therefore, the Proposed Actions would be consistent with the goals of Policy 3 of the WRP to promote use of New York City's waterways for recreational boating.

*Policy 3.2: Support and encourage recreational, educational and commercial boating in New York City's maritime centers.*

Compliance Statement: As discussed above, the Proposed Development would incorporate a ramped boat launch for non-motorized watercraft for recreational boating use that could take place within the cove's calmer waters – reduced by the proposed in-water structure's breakwaters. Therefore, the Proposed Actions would promote the goals of Policy 3.2 of the WRP.

*Policy 3.4: Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.*

Compliance Statement: The Proposed Actions would create a protected cove on the Applicant's Proposed Development Site for recreational boating activities and new aquatic environments. Only recreational non-motorized boating activities would take place. These boating activities would be conducted in a newly created cove, protected by breakwaters and groins that have been intentionally designed to allow for the busy navigational channel of the East River to continue operating as normal. While the existing aquatic environment does not support a very rich or diverse ecological system, the proposed project includes the integration of a rich and vibrant habitat mosaic introducing salt marsh, coastal scrub, reefs, and tide pools. Therefore, the Proposed Actions would promote Policy 3.4 by ensuring recreational boating activities do not impact the surrounding aquatic environment or surrounding land and water uses.

***Policy 4: Protect and restore the quality and function of ecological systems within the New York City coastal area.***

*Policy 4.5: Protect and restore tidal and freshwater wetlands.*

Compliance Statement: As described in Chapter 9, "Natural Resources," the Proposed Development would create and enhance habitat along the East River, including a man-made freshwater wetland upland of the shoreline and within the Tidal Wetland Adjacent Area (TWAA). Additional habitat enhancements would include salt marsh, tide pools, upland coastal scrub shrub areas, and shoreline swallows. Within the protected cove, reefs would be created primarily consisting of oyster cages and manufactured reef balls. Furthermore, eel grass would be planted as an experimental program within the shoreline shallows. Given the habitat protections that will be given by the breakwater infrastructure, the project creates a unique situation for eel grass in the Hudson River estuary. The eel grass will be evaluated over time but will remain as fish breeding habitat in the long term due to the substrate being used. In total, about 106,804 sf (2.45 acres) of new or enhanced habitats would be created as part of the Proposed Development. As such, the Proposed Development would promote Policy 4 by restoring the quality and function of ecological system within the New York City coastal area. Protection of wetlands would be accomplished through NYS DEC and/or US ACE permitting requirements, as well as the Storm Water Pollution Protection Plan (SWPPP) that would be designed to limit the potential for adverse effects to water quality during and after the construction period. The SWPPP would be developed for both construction and post-construction activities.

*Policy 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.*

Compliance Statement: As previously mentioned above, the Proposed Development would incorporate a complementary mosaic of habitat, including man-made freshwater wetlands, salt marsh, tide pools, upland coastal scrub shrub areas, shoreline swallows, and man-made reefs (refer to **Figure 9-6** in Chapter 9, "Natural Resources"). The great diversity of habitats within the protected cove clearly promotes and supports Policy 4.6.

*Policy 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.*

Compliance Statement: As discussed in Chapter 10, "Natural Resources," only highly urban-adapted, synanthropic wildlife species (i.e., those that benefit from an association with humans) are found within the upland portions of the Project Area. The increased human activity that would result from future development associated with the Proposed Actions would not adversely affect these disturbance-tolerant species. For some species, populations would be expected to increase due to the introduction of new, protected habitat. The Proposed Development would employ appropriate soil and hydrologic conditions to give a competitive advantage to native species by using low pH, loamy sand planting soil. The proposed grading of the upland areas would provide a range of elevations to promote diversity. By incorporating these measures, the Proposed Development would promote Policy 4.7 by developing the site in a way that protects vulnerable species.

*Policy 4.8: Maintain and protect living aquatic resources.*

Compliance Statement: As discussed above, the Proposed Development would create a protected cove that would provide a protected habitat for living aquatic resources on the Applicant's Proposed Development Site. Therefore, the Proposed Actions would promote Policy 4.8.

***Policy 5: Protect and improve water quality in the New York City coastal area.***

The Proposed Development would enhance and create habitat that would permanently improve the water quality within the Project Area and of the East River. Freshwater wetlands totaling 6,049 sf would be created upland of the water's edge along the shore public walkway, and would feature native species that would help improve water quality.

*Policy 5.1: Manage direct or indirect discharges to waterbodies.*

Compliance Statement: The existing combined sewer outfall along Metropolitan Avenue would be relocated to North 3rd Street to the north of the protected cove and a groin originating from the upland area that will shelter the cove from the outfall With-Action stormwater runoff would be treated on-site using hydrodynamic separators and discharged into the East River after being treated, unlike under existing conditions, where stormwater runoff from the site is untreated. The East River's water quality would be protected from construction activities by protection measures that follow an approved Stormwater Pollution Protection Plan (SWPPP). The SWPPP would address erosion control measures during construction, as well as post-development water quality treatment in accordance with NYS DEC regulations. Anticipated erosion control measures include stabilized construction entrances, a silt fence, inlet protection, and turbidity curtains. Post-development water quality treatment is expected to consist of a combination of hydrodynamic separators or stormwater infiltration practices. These treatment practices would be designed to remove or reduce suspended solids and nitrogen from the stormwater runoff prior to being discharged to the East River. In addition, the Applicant would be required to incorporate Best Management Practices (BMPs) to treat and improve the water quality of the stormwater runoff leaving the site. Stormwater would be treated in accordance with the NYS DEC SPDES General Permit Regulations. Therefore, the Proposed Actions would promote the goals of Policy 5.1.

*Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.*

Compliance Statement: As discussed above, the Proposed Development would implement treatment of storm water runoff prior to being discharged into the East River. Therefore, the Proposed Actions would promote the goals of Policy 5.2.

*Policy 5.3: Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.*

Compliance Statement: The Proposed Development would temporarily affect water quality due to temporary erosion and sedimentation as a consequence of disturbing soil during construction. The Proposed Development would comply with the New York Guidelines for Urban Erosion and Sediment Control. The East River's water quality would be protected from construction activities by protection measures that follow an approved Stormwater Pollution Protection Plan (SWPPP). The SWPPP would address erosion control measures during construction, as well as post-development water quality treatment in accordance with NYS DEC regulations. Anticipated erosion control measures include stabilized construction entrances, a silt fence, inlet protection, and turbidity curtains. Compliance with NYS DEC regulations will ensure that the water quality will not be negatively impacted post construction of the Proposed Development, therefore promoting Policy 5.3.

*Policy 5.5: Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.*

Compliance Statement: The Proposed Development would create 6,049 sf of freshwater wetlands to be created upland of the water's edge along the shore public walkway. These wetlands would include native species that would help improve water quality. The incorporation of these native species into the planned wetlands would be an ecological strategy intended to improve water quality, therefore promoting the goals of Policy 5.5.

***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.***

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

Compliance Statement: The Proposed Development would significantly improve flood resiliency with two breakwaters and groin. The breakwaters, groins, and the resculpting of the river bed to lengthen the shoreline would reduce the energy of crashing waves on the shoreline, making flood waves break away from the shoreline. Wave heights inside the protected cove would be reduced to one foot or less along the shoreline and reduce the potential for shoreline erosion while also providing a partially enclosed, protected aquatic habitat. These proposed features would further protect the public waterfront open space and upland residential buildings, including beyond the Project Area. The Proposed Development would not impede flood waters or raise the base flood elevation. As the Development Site is located within a 100-year flood zone, the Proposed Development has been designed to incorporate flood mitigation measures with wet and dry floodproofing strategies. Entrances to the buildings, the parking garage, and all loading areas would utilize either wet or dry floodproofing measures in compliance with "Appendix G" of the New York City Building Code, ASCE 24, and FEMA guidelines. The residential uses at the ground floor of the building would be raised out of the flood zone to an elevation of approximately 12.1 feet above sea level, in compliance with ASCE 24 Table 6-1. The non-residential uses at the ground floor of the building would utilize dry floodproofing measures in compliance with ASCE 24. In areas utilizing the wet floodproofing method, Mechanical equipment, electrical rooms, gas meter, water meter and pump rooms would be located above the DFE (design flood elevation) in compliance with ASCE 24-14 Table 7-1. In the areas utilizing dry floodproofing measures, utility lines or systems will be protected by the dry

floodproofing. Accordingly, the Proposed Development would not result in significant adverse floodplain impacts, and would promote the goals of Policy 6.1 of the WRP.

> *Policy 6.2: Integrate consideration of the latest New York City projections on 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.*

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 11/15/2018. 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[7] 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.[8]

Project Area Location in PFIRM 100-year and 500-Year Floodplains

Based on the available survey information, the Project Area currently has an elevation of approximately 5.35 feet as measured in the North American Vertical Datum of 1988 (NAVD 88). The Project Area is currently located within the 100-year floodplain (refer to **Figure 2-6**).

As presented in **Figure 2-7**, part of the Project Area is within the 2020s 100-year floodplain, identified on the PFIRM map as an "AE" zone. This indicates an area of high risk flood hazard. FEMA specifies the base flood elevation (BFE) for this zone as 12 feet. As the Project Area is located inside the boundary of the

[7] PFIRM elevations are measured in feet above the North American Vertical Datum of 1988 (NAVD 88).

[8] 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

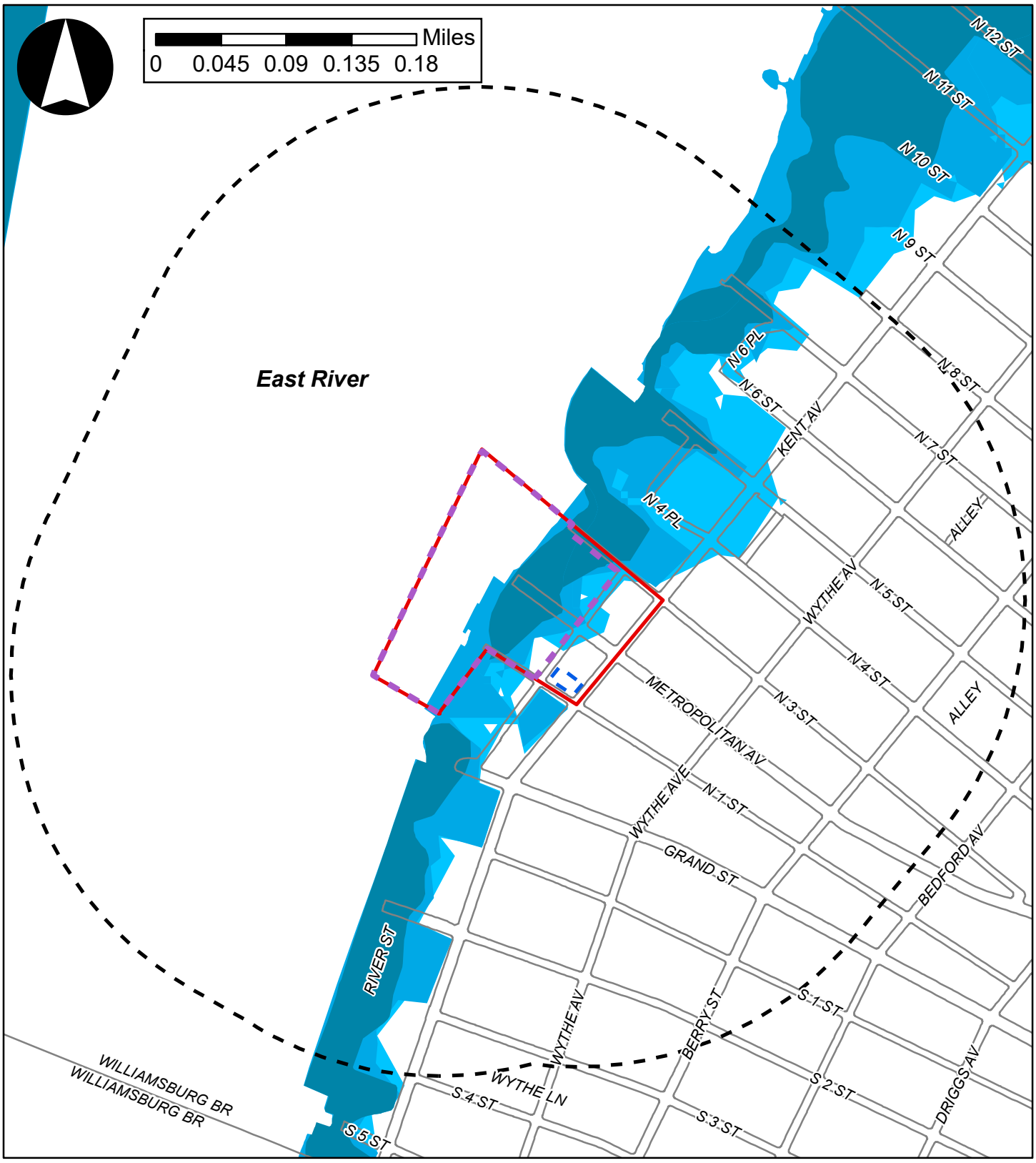



**River Ring**

**Figure 2-6**
**FEMA Flood Insurance Rate Map**

**Figure 2-7**

**NPCC 100-Year Floodplain Projections**




## Legend

- Applicant's Proposed Development Site
- Projected Development Site
- Project Area
- 1/4-Mile Radius
- FEMA PFIRM
- 2020s Projection
- 2050s Projection

100-year floodplain, adherence to the City's Building Code and FEMA special requirements for the 100-year floodplain is required.

As presented in **Figure 2-7**, a small 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.

Based on the NPCC projections discussed above under "Existing Conditions," a larger portion of the Project Area will be located in the 100-year flood plain (see **Figure 2-8**), 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.

Compliance Statement - Detailed Assessment

Pursuant to guidance recently issued by DCP, three basic steps are provided for the assessment of the Proposed Development's compliance with Policy 6.2: (1) identify vulnerabilities and consequences; (2) identify adaptive strategies; and (3) assess policy consistency.

- *Identify Vulnerabilities and Consequences*

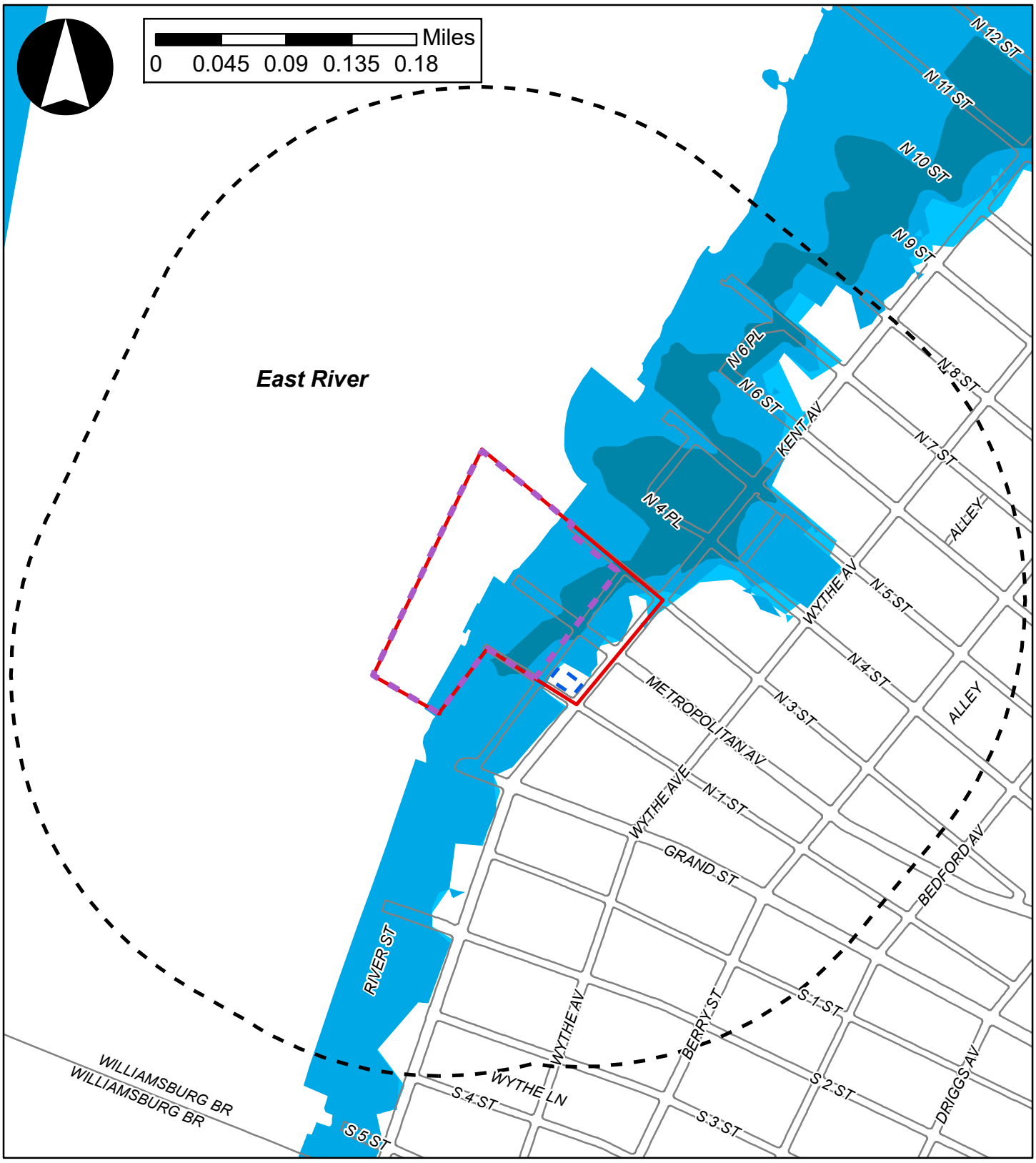
For this assessment, building features are defined in one of four categories: (1) *vulnerable*: project features that have the potential to incur significant damage if flooded; (2) *critical*: project features that if damaged would have severe impacts on the project and its ability to function as designed; (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 Development in accordance with DCP guidance. 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 shown in the graph below, based on the Flood Elevation Worksheet, the elevation of the lowest ground floor of the Proposed Development's two buildings, the lowest cellar level for community facility space, and cellar parking level are expected to be below the 2020 1 percent annual chance floodplain (see **Figure 2-9**). If these areas were to fall below the elevation of the current 1 percent annual chance floodplain, it could result in a loss of building services, damage to property and cars, loss of inventory, or potentially increased flood insurance costs. However, the NPCC recommends that these projections not be used to judge site-specific risks as they are subject to change. Furthermore, the second floor and above (minimum elevation of 31'-9") would be located well above the current and future 1 percent annual chance floodplain under high-projections. Similarly, the lowest level of mechanical equipment is to be located on the 25$^{th}$ floor (287 feet in elevation) (NAVD88), well above the current and future 1 percent annual chance floodplain under high projections.

**Figure 2-8**

**NPCC 500-Year Floodplain Projections**




## Legend

- Applicant's Proposed Development Site
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- Project Area
- 1/4-Mile Radius
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- 2020s Projection
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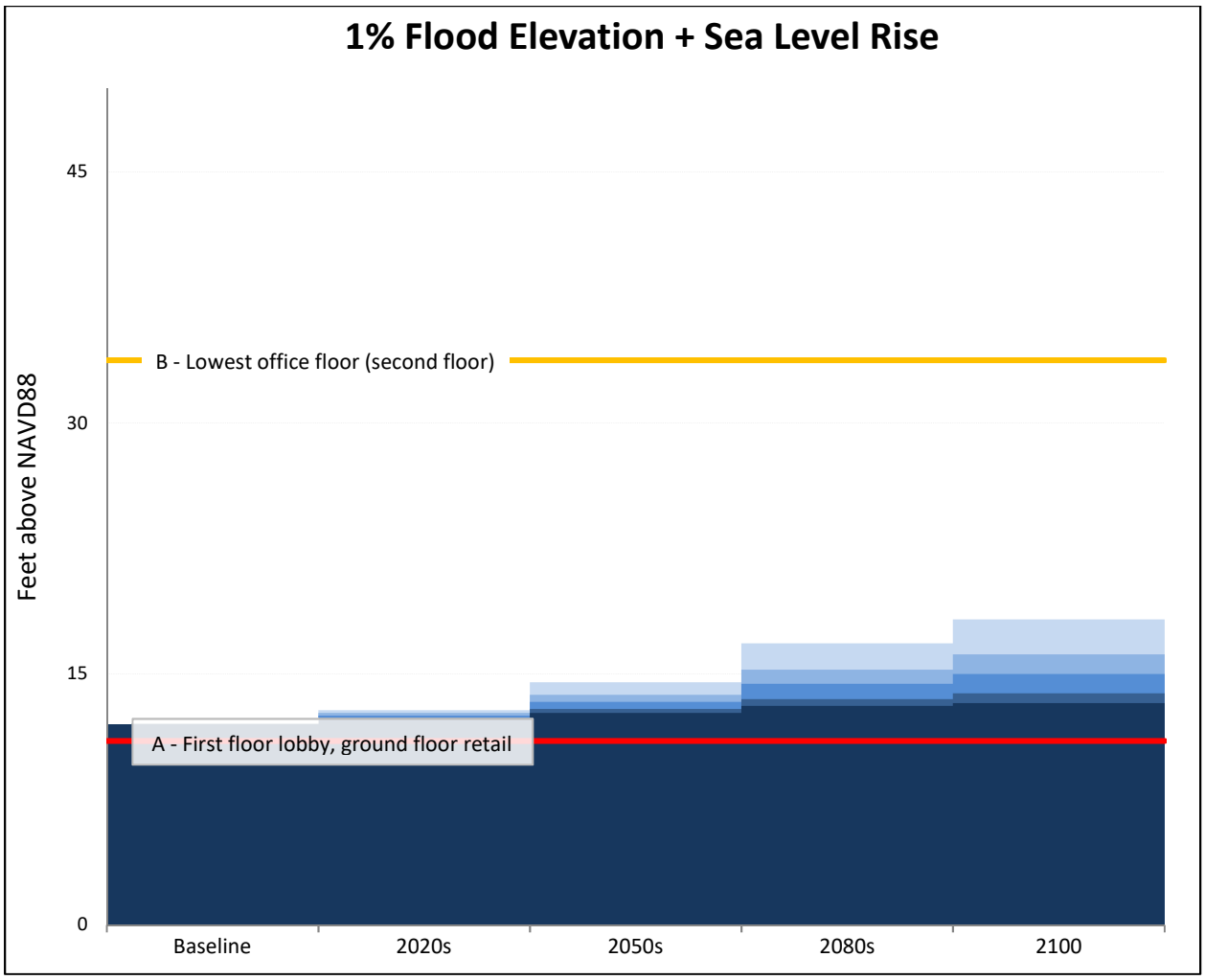


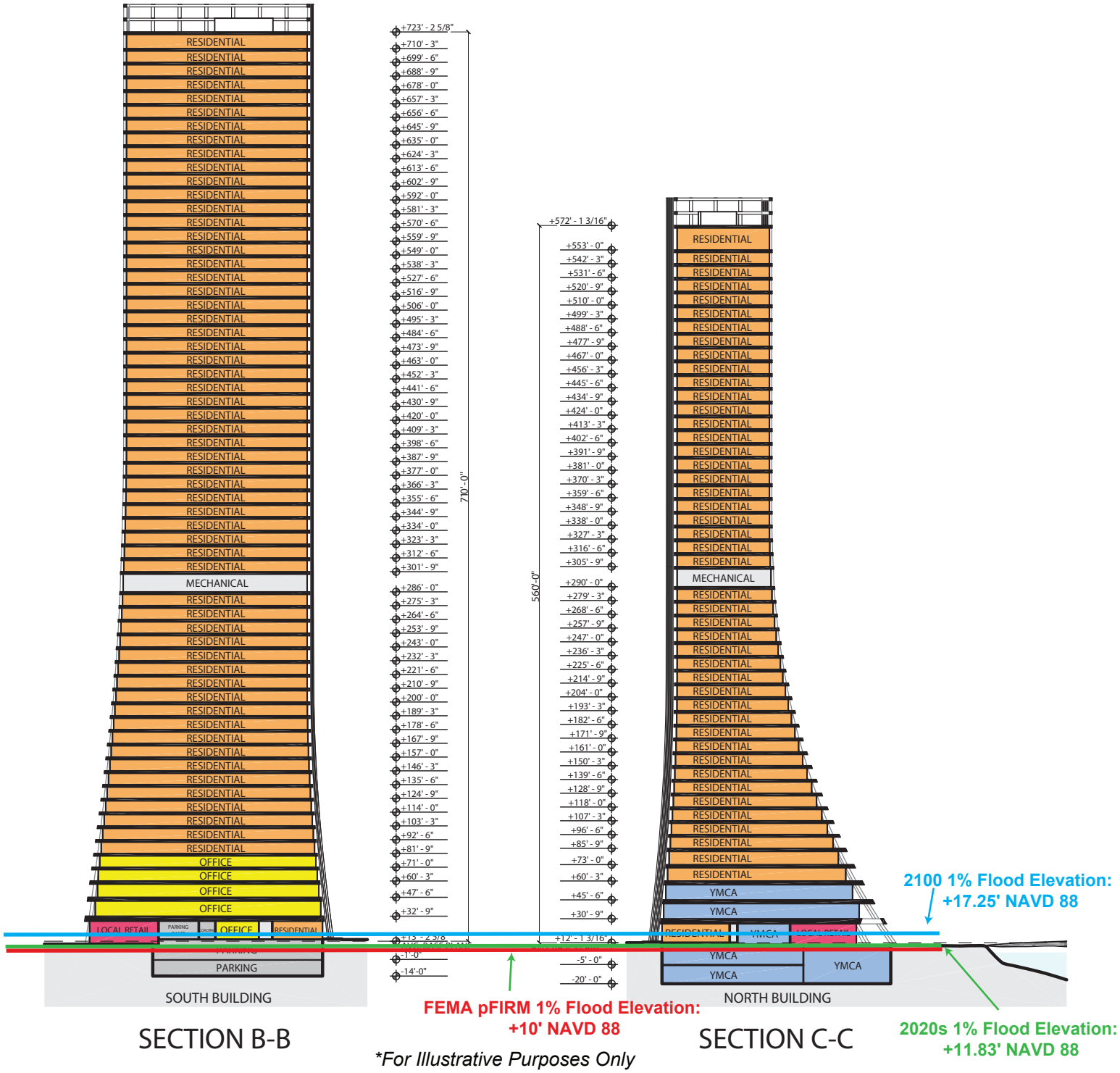

**Note:** The Proposed Development's critical mechanical systems would be located on the 25th floor (elevations of 287 and 291 feet for the north and south towers, respectively).

- *Identify Adaptive Strategies*

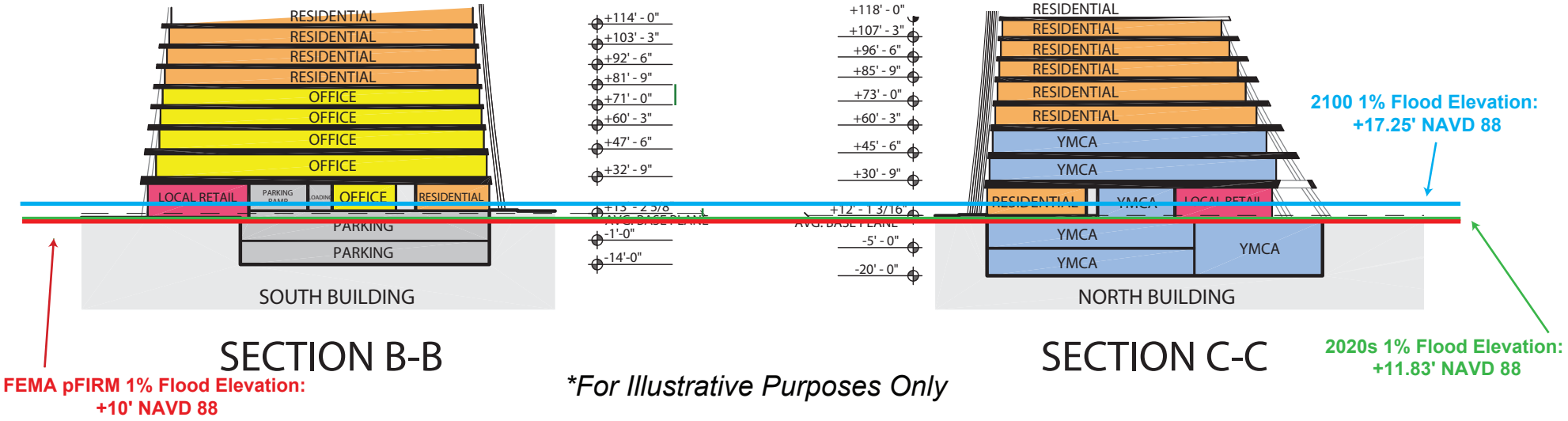
The Project Area is inside the current 1 percent annual chance floodplain and therefore the Proposed Development would be required to meet NYC Building Code requirements for flood resistant construction.

The Proposed Development would be designed and constructed in accordance with all applicable state and city flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones").

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




*2050s (+13.50 NAVD 88) and 2080s (+15.83 NAVD88) Future 1% Annual Chance Flood Elevations not shown due to space constraints*




SECTION B-B

*For Illustrative Purposes Only

SECTION C-C



**Figure 2-9b**

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

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 Development would not exacerbate future projected flooding conditions.

- *Assess Policy Consistency*

The Proposed Actions would advance Policy 6.2 and there would be no significant adverse impacts associated with the Proposed Development Site's location in the 100-year floodplain. 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 Actions but should such features be included they also would be subject to future adaptive actions.)

***Policy 8: Provide public access to, from, and along New York City's coastal waters.***

*Policy 8.1: Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.*

Compliance Statement: As discussed above, the Proposed Development would provide approximately 126,308 sf (2.9 acres) of new waterfront public space. The new waterfront public space would also contain approximately 37,370 sf of intertidal area, and 101,099 sf of accessible secondary-contact in-river space, which refers to the river space that becomes protected by the proposed breakwaters, allowing it to be safe for non-motorized boat programming. The waterfront public space will be fully accessible to the public and would offer a variety of in-water experiences, educational programming and other opportunities for enjoyment of the waterfront by the community at large[9]. The beach area would utilize accessible sand surface leading from the pedestrian path to the waterfront and intertidal area. The waterfront and intertidal area would be accessible to the public via river stones (refer to **Figure 2-10**). Full-time staff would be on-site at the park during operating hours to ensure all safety protocols and rules are followed. The Proposed Actions would enhance physical, visual and recreational access to the waterfront by creating new waterfront public space, and street level local retail that engage with pedestrians on a previously underutilized and fenced off vacant site along the East River. Therefore, the Proposed Actions would promote the goals of Policy 8.1.

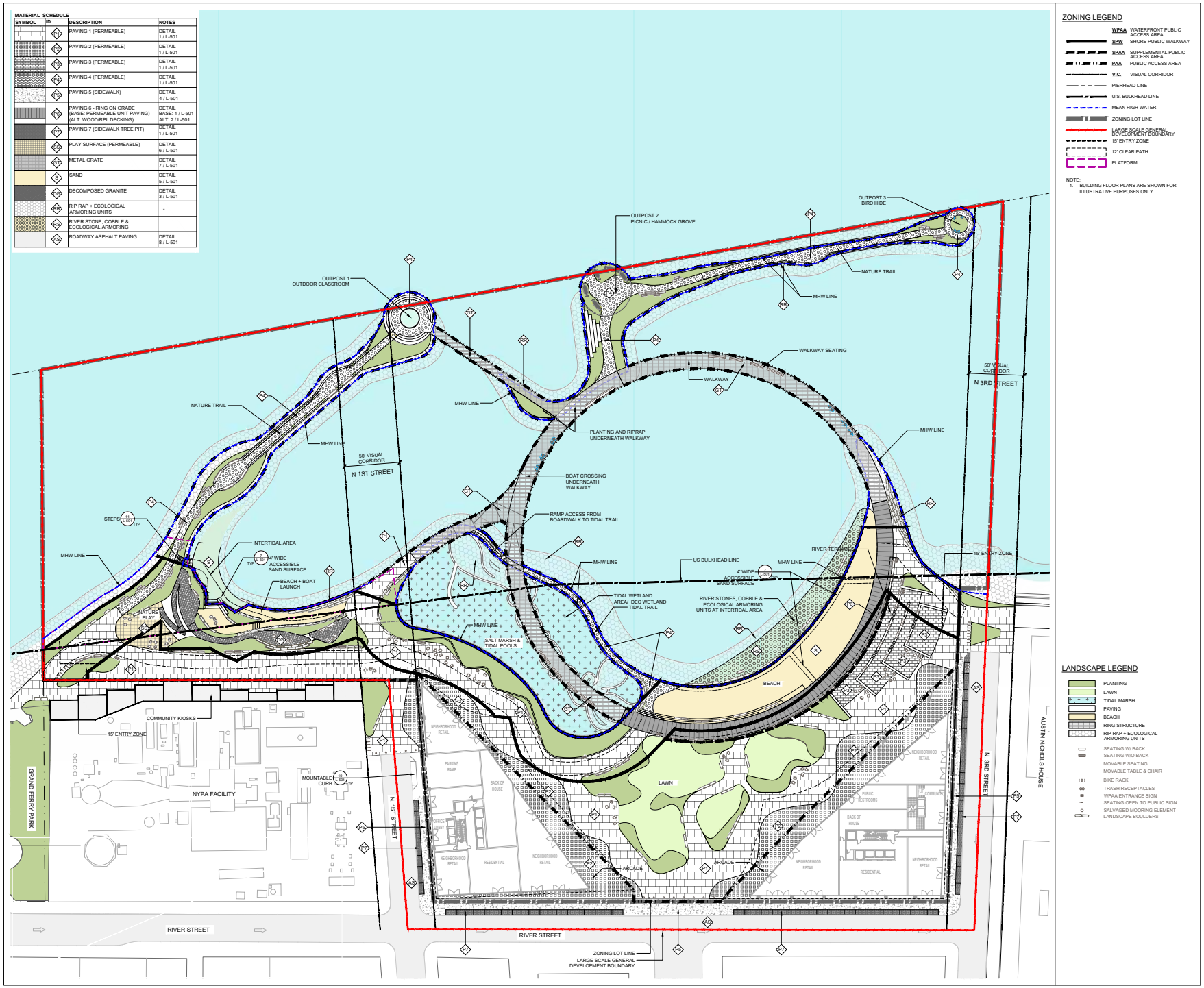
*Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.*

Compliance Statement: The Proposed Actions would promote the goals of Policy 8.2 by providing new public waterfront space within the Project Area.

*Policy 8.3: Provide visual access to the waterfront where physically practical.*

Compliance Statement: As discussed above, the Proposed Actions also include the de-mapping of Metropolitan Avenue west of River Street (as well as a portion of North 1st Street). The de-mapped segment of Metropolitan Avenue, which would not be covered by a new building, but rather fully integrated into the landscaping of the waterfront park, would be utilized to provide a visual corridor from Metropolitan Avenue towards the waterfront as well as an entrance to the new waterfront public space created by the Proposed Actions. View corridors to the north and south of the Project Area would not be

[9] Per NYS Department of Health regulations, swimming will be prohibited.


MATERIAL SCHEDULE
SYMBOL | ID | DESCRIPTION | NOTES
P1 | PAVING 1 (PERMEABLE) | DETAIL 1 / L-501
P2 | PAVING 2 (PERMEABLE) | DETAIL 1 / L-501
P3 | PAVING 3 (PERMEABLE) | DETAIL 1 / L-501
P4 | PAVING 4 (PERMEABLE) | DETAIL 1 / L-501
P5 | PAVING 5 (SIDEWALK) | DETAIL 4 / L-501
P6 | PAVING 6 - RING ON GRADE (BASE: PERMEABLE UNIT PAVING) (ALT: WOOD/RPL DECKING) | DETAIL BASE: 1 / L-501 ALT: 2 / L-501
P7 | PAVING 7 (SIDEWALK TREE PIT) | DETAIL 1 / L-501
P8 | PLAY SURFACE (PERMEABLE) | DETAIL 6 / L-501
G1 | METAL GRATE | DETAIL 7 / L-501
S | SAND | DETAIL 5 / L-501
G2 | DECOMPOSED GRANITE | DETAIL 3 / L-501
RR | RIP RAP + ECOLOGICAL ARMORING UNITS | -
R | RIVER STONE, COBBLE & ECOLOGICAL ARMORING
A2 | ROADWAY ASPHALT PAVING | DETAIL 8 / L-501
ZONING LEGEND
WPAA WATERFRONT PUBLIC ACCESS AREA
SPW SHORE PUBLIC WALKWAY
SPAA SUPPLEMENTAL PUBLIC ACCESS AREA
PAA PUBLIC ACCESS AREA
V.C. VISUAL CORRIDOR
PIERHEAD LINE
U.S. BULKHEAD LINE
MEAN HIGH WATER
ZONING LOT LINE
LARGE SCALE GENERAL DEVELOPMENT BOUNDARY
15' ENTRY ZONE
12' CLEAR PATH
PLATFORM
NOTE:
1. BUILDING FLOOR PLANS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
OUTPOST 1 OUTDOOR CLASSROOM
OUTPOST 2 PICNIC / HAMMOCK GROVE
OUTPOST 3 BIRD HIDE
NATURE TRAIL
MHW LINE
WALKWAY SEATING
WALKWAY
50' VISUAL CORRIDOR
N 3RD STREET
PLANTING AND RIPRAP UNDERNEATH WALKWAY
N 1ST STREET
BOAT CROSSING UNDERNEATH WALKWAY
RAMP ACCESS FROM BOARDWALK TO TIDAL TRAIL
STEPS
INTERTIDAL AREA
4' WIDE ACCESSIBLE SAND SURFACE
BEACH + BOAT LAUNCH
NATURE PLAY
SALT MARSH & TIDAL POOLS
TIDAL WETLAND AREA/ DEC WETLAND TIDAL TRAIL
US BULKHEAD LINE
RIVER TERRACE
15' ENTRY ZONE
RIVER STONES, COBBLE & ECOLOGICAL ARMORING UNITS AT INTERTIDAL AREA
BEACH
LAWN
COMMUNITY KIOSKS
MOUNTABLE CURB
NYPA FACILITY
GRAND FERRY PARK
AUSTIN NICHOLS HOUSE
ARCADE
RIVER STREET
ZONING LOT LINE
LARGE SCALE GENERAL DEVELOPMENT BOUNDARY
LANDSCAPE LEGEND
PLANTING
LAWN
TIDAL MARSH
PAVING
BEACH
RING STRUCTURE
RIP RAP + ECOLOGICAL ARMORING UNITS
SEATING W/ BACK
SEATING W/O BACK
MOVABLE SEATING
MOVABLE TABLE & CHAIR
BIKE RACK
TRASH RECEPTACLES
WPAA ENTRANCE SIGN
SEATING OPEN TO PUBLIC SIGN
SALVAGED MOORING ELEMENT
LANDSCAPE BOULDERS

obstructed by the Proposed Development. As such, the Proposed Actions would promote the goals of Policy 8.3.

> *Policy 8.6: Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.*

Compliance Statement: Elements of the new waterfront public space include a public beach on the new cove, stepped seating area facing the beach with granite block seating, a ramped boat launch for non-motorized watercraft (e.g., kayaks, paddleboards), a nature play area, and landscaped plantings. Man-made freshwater wetlands would also be created upland of the shoreline. In accordance with waterfront zoning requirements, an approximately 900-foot-long shore public walkway would be provided along the East River; a portion of the shore public walkway would extend over a portion of the new salt marsh and tide pools being created along the south end of the cove. This new open space would provide linkage to existing open spaces to the north and south, North 5th Street Pier and Grand Ferry Park, respectively. The inclusion of these elements would promote Policy 8.6.

***Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.***

Development facilitated by the Proposed Actions would not negatively impact any scenic resources that contribute to the visual quality of the coastal area. The Proposed Development would be developed on a previously vacant site. Therefore, the Proposed Actions would promote the goals of Policy 9.

> *Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.*

Development facilitated by the Proposed Actions would not negatively impact any scenic resources that contribute to the visual quality of the coastal area. The Proposed Development, which would be developed on a previously vacant site, would improve the visual quality of the urban context and the historic and working waterfront. The Proposed Development would introduce improved public and visual access to the East River waterfront by creating new public waterfront space and a visual corridor connecting the waterfront to River Street.

*ONE NEW YORK: THE PLAN FOR A STRONG AND JUST CITY ("ONENYC")*

*OneNYC* was released in April 2015. As discussed above, *OneNYC* is a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced. The Proposed Actions are consistent with the City's sustainability goals, including those outlined in *OneNYC*. Notably, the Proposed Actions would support the plan's land use goals of creating substantial new housing opportunities at a range of incomes, including permanently affordable housing; redeveloping underutilized sites near the waterfront with active uses; focusing development in areas that are served by mass transit; increasing walk-to-work opportunities; creating jobs in proximity to established and/or growing residential neighborhoods; and fostering walkable retail destinations. The Proposed Actions would be supportive of the applicable goals and objectives of *OneNYC*.

*HOUSING NEW YORK*

The Proposed Actions would be consistent with the City's Housing New York plan, a five-borough, ten-year strategy to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure improvements to foster a more equitable and livable New York City through an extensive community engagement process. The plan outlines more than 50 initiatives to support the administration's goal of building or preserving 200,000 units of high-quality affordable housing to meet

the needs of more than 500,000 people. Subsequently, on October 24, 2017, the City released Housing New York 2.0, which increased the affordable housing goal to 300,000 units by 2026. The updated and expanded plan outlines six goals: (1) creating more homes for seniors; (2) helping New Yorkers buy a piece of their neighborhoods; (3) building a firewall against displacement; (4) protecting affordability at Mitchell-Lama buildings; (5) capitalizing on advances in technology and innovative design to expand modular building and micro-units; and (6) unlocking the potential of vacant lots. The plan emphasizes affordability for a wide range of incomes, with the program serving households ranging from middle- to extremely low-income (under $25,150 for a family of four). The plan, which was created through coordination with 13 agencies and with input from more than 200 individual stakeholders, outlines more than 50 initiatives that will accelerate affordable construction, protect tenants, and deliver more value from affordable housing. The plan intends to do this through five guiding policies and principles: fostering diverse, livable neighborhoods; preserving the affordability and quality of the existing housing stock; building new affordable housing for all New Yorkers; promoting homeless, senior, supportive, and accessible housing; and refining City financing tools and expanding funding sources for affordable housing. It is the Applicant's intention that the provision of the Proposed Development's approximately 313 affordable dwelling units would support the Housing New York plan, utilizing the MIH initiative which would require a portion of the residential floor area subject to the City's MIH program to remain permanently affordable.

*HISTORIC DISTRICTS AND LANDMARKS*

The Proposed Actions would not result in new development within LPC-designated and/or S/NR-listed historic districts. Potential effects on historic resources are described in Chapter 7, "Historic and Cultural Resources." No significant material changes to existing regulations or policy would occur as a result of the Proposed Actions.