HERKIMER-WILLIAMS EIS
Chapter 1: Project Description

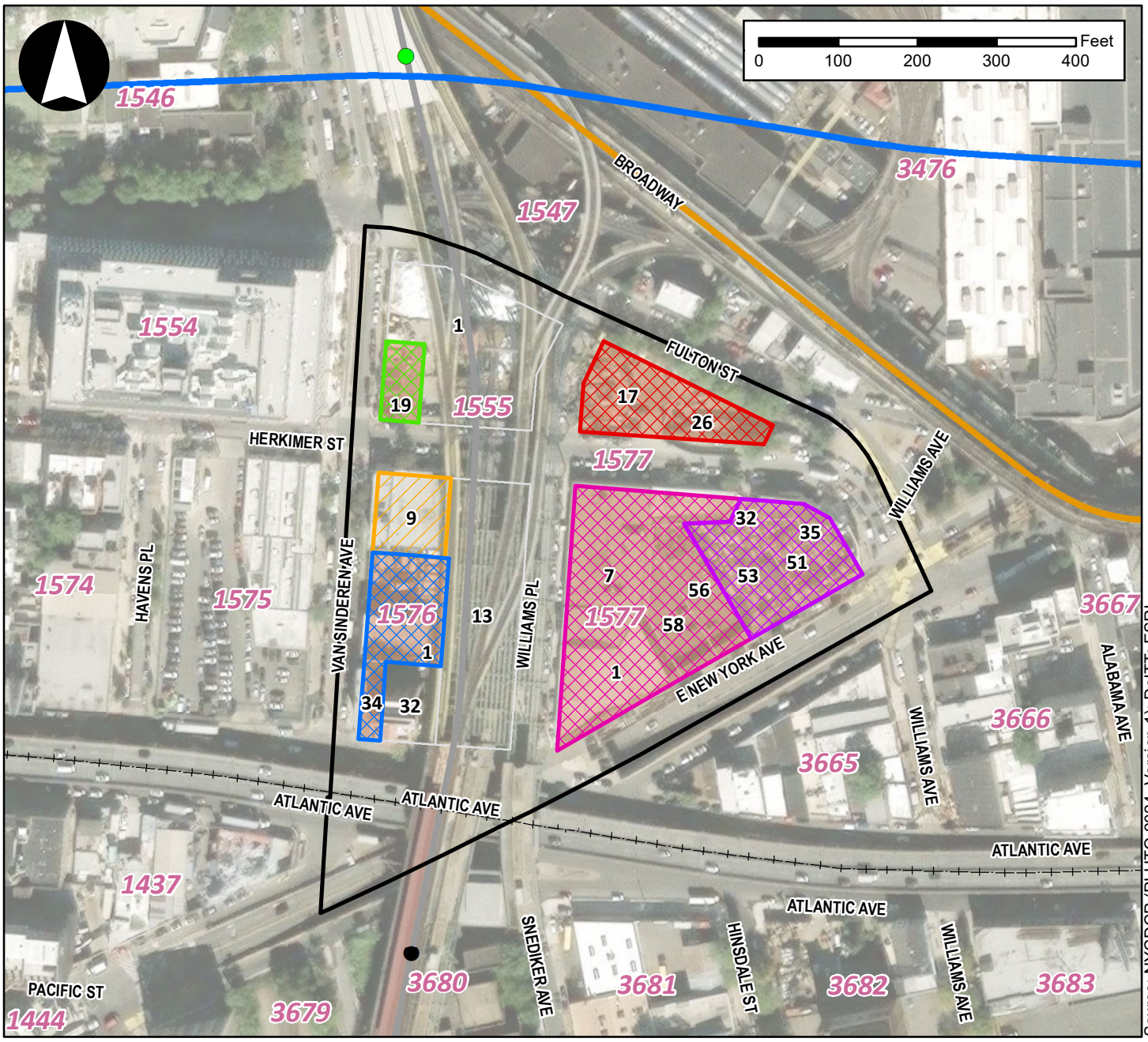
A. INTRODUCTION

Broadway Junction Partners LLC, the Applicant, and the co-applicants, the New York City Economic Development Corporation (NYCEDC) and New York City Department of Citywide Administrative Services (DCAS), as representative agency of the City of New York, seek discretionary actions to facilitate the redevelopment of portions of four blocks in the East New York neighborhood of Brooklyn Community District (CD) 5. The Project Area includes Block 1555, Lots 1 and 19; Block 1576, Lots 1, 9, 13, 32, and 34; and Block 1577, Lots 1, 7, 17, 26, 32, 35, 51, 53, 56, and 58 (refer to **Figure 1-1**). The Applicant is seeking City Planning Commission (CPC) approval of discretionary actions, including: (i) a Zoning Map Amendment to rezone the Project Area from an M1-2 zoning district to C6-4 and M1-6 zoning districts; (ii) special permits within a Large-Scale General Development (LSGD) pursuant to Sections 74-743(a)(1) and (2) of the *Zoning Resolution of the City of New York* (ZR) to distribute floor area across the LSGD and to modify rear yard and height and setback regulations, respectively; (iii) a ZR Section 74-161 special permit to allow Use Group VI retail uses in excess of 20,000 sf of floor area in the proposed M1-6 zoning district; (iv) Zoning Text Amendments to (a) ZR Appendix F to designate a Mandatory Inclusionary Housing ("MIH") Area over the C6-4 zoning district-portion of the Project Area and (b) ZR Section 74-742 with respect to the contiguity of ownership of zoning lots in an LSGD when there is an intervening elevated rail line; and (v) a combination acquisition and site selection of real property by the City to construct a publicly accessible open space at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19) within the LSGD (collectively, the "Proposed Actions"). DCAS is applicant and NYCEDC is co-applicant only for the combination acquisition and site selection action. Although located in Brooklyn CD 5, the Project Area is proximate to Brooklyn CDs 4 and 16; Brooklyn CD 16 is located across Van Sinderen Avenue from the Project Area, while Brooklyn CD 4 is located approximately 600 feet to the north of the Project Area.

The Proposed Actions would facilitate the redevelopment of several projected development sites within the Project Area. The projected development sites are Projected Development Site 1A (Block 1555, Lot 19), Projected Development Site 1B (Block 1576, Lots 1 and 34), Projected Development Site 1C (Block 1577, Lots 17 and 26), Projected Development Site 1D (Block 1577, Lots 32, 35, 51, and 53), and Projected Development Site 1E (Block 1577, Lots 1, 7, 56, and 58). Additionally, Projected Development Site 2 comprises Block 1576, Lot 9. Projected Development Sites 1A through 1E are under the ownership or control of the Applicant and are coterminous with the LSGD. Projected Development Site 2 is owned by Calvary Church and is not under the ownership or control of the Applicant and is not included within the LSGD. Within the Project Area, no redevelopment would occur on Block 1555, Lot 1 and Block 1576, Lots 13 and 32; therefore, these lots are not considered projected development sites.

Approval of the Proposed Actions would facilitate the development of five new buildings and potentially, a small retail kiosk on the projected development sites in the Project Area. The new mixed-use development on the projected development sites would contain a combined total of approximately 1,589,202 gross square feet (gsf), including approximately 435,766 gsf of commercial office space, 113,760 gsf of commercial retail space, 834,763 gsf of residential space (1,112 dwelling units [DUs][1]), 22,985 gsf of

[1] The Proposed Development on Projected Development Sites 1A through 1E and the development on Projected Development Site 2 provide an average dwelling unit size of approximately 750 square feet (sf).



Source: NYCDCP (PLUTO 2024, Version 1); DoITT; ESRI

Legend

- Project Area
- Projected Development Site 1A
- Projected Development Site 1B
- Projected Development Site 1C
- Projected Development Site 1D
- Projected Development Site 1E
- Projected Development Site 2
- LSGD Development Sites
- Subway Station (Express)
- Subway Station (Local)
- Atlantic Branch Line (LIRR)
- A/C Line
- J/Z Line
- L Line
- 1555 Tax Blocks
- 1 Tax Lots



community facility (house of worship) space, and 98,483 gsf of light industrial space for Use Groups III-X[2], as well as approximately 174 accessory parking spaces (approximately 83,445 gsf) and 20,080 sf of publicly accessible area ("PAA") space (the "Proposed Development"). Pursuant to the City's MIH program, up to 20-30 percent or approximately 222-334 units would be designated as permanently affordable at an average of 40-80 percent area median income (AMI) depending on the selected Option (the Applicant intends to map both Options 1 and 2). In addition to the approximately 222-334 permanently affordable units pursuant to MIH, the Applicant intends to work with the New York City Department of Housing and Preservation (HPD) to allow the proposed DUs in the Proposed Development to be designated as 100 percent affordable units as well, pursuant to available subsidy.

A Reasonable Worst Case Development Scenario (RWCDS) has been established for the Proposed Actions for an analysis year of 2036. In the future with the Proposed Actions, the Proposed Actions would be approved, allowing the Applicant to construct the Proposed Development on the projected development sites in the Project Area. In addition, a second RWCDS (the "Alternate Community Facility Scenario") will be assessed for conservative analysis purposes, where deemed appropriate for any technical area in the Environmental Impact Statement (EIS) where this development scenario serves as the more conservative RWCDS compared to the Proposed Development. The Alternate Community Facility Scenario would include five new buildings and potentially, a small retail kiosk in the Project Area containing a combined total of approximately 1,620,348 gsf, including approximately 688,065 gsf of residential uses (911 DUs), 461,749 gsf of commercial office space, 137,026 gsf of commercial retail space, 114,691 gsf of community facility space (including 22,985 gsf of house of worship space and 91,706 gsf of academic university space), and 111,933 gsf of light industrial space for Use Groups III-X, as well as approximately 200 accessory parking spaces (approximately 106,884 gsf) and 20,080 sf of PAA space. Pursuant to the City's MIH program, up to 20-30 percent or 182-273 units would be designated as permanently affordable at an average of 40-80 percent AMI depending on the selected Option (as mentioned, the Applicant intends to map both Options 1 and 2). Like the Proposed Development, the Applicant intends to work with HPD to allow the proposed DUs in the Alternate Community Facility Scenario to be designated as 100 percent affordable units, pursuant to available subsidy.

This chapter provides a detailed description of the Proposed Development and the Proposed Actions, including project background, project purpose and need, site description, project description, the Reasonable Worst Case Development Scenario, and the governmental approvals required. The analyses following this chapter examine the potential for the Proposed Actions to result in significant adverse environmental impacts in any technical area of the 2021 *City Environmental Quality Review* (CEQR) *Technical Manual*.

B. BACKGROUND AND EXISTING CONDITIONS

Project Area

The Project Area encompasses a total of approximately 190,474 sf of lot area and contains the entirety of three tax blocks (i.e., Blocks 1555, 1576, and 1577), with frontages generally bounded by Fulton Street (80-feet-wide) to the north, Van Sinderen Avenue (70-feet-wide) to the west, Atlantic Avenue (120-feet-

[2] "Light industrial" specifically refers to Use Group III-X uses outlined in the ZR, which consist of custom manufacturing, wholesale, and accessory uses. These uses are permitted in C6-4 commercial districts and would allow, for example, creative maker spaces in the Proposed Development and/or Alternate Community Facility Scenario.

wide west of Havens Place and greater than 120-feet-wide between Havens Place and Williams Avenue) to the south, and East New York Avenue (115-feet-wide) to the east. The Project Area is bifurcated in the east-west direction by Herkimer Street (70-feet-wide) and in the north-south direction by Williams Place (60-feet-wide).

As described above and shown in **Figure 1-1**, the Project Area contains several projected development sites. The projected development sites are Projected Development Site 1A (Block 1555, Lot 19), Projected Development Site 1B (Block 1576, Lots 1 and 34), Projected Development Site 1C (Block 1577, Lots 17 and 26), Projected Development Site 1D (Block 1577, Lots 32, 35, 51, and 53), and Development Site 1E (Block 1577, Lots 1, 7, 56, and 58). Additionally, Projected Development Site 2 comprises Block 1576, Lot 9. Projected Development Sites 1A through 1E are under the ownership or control of the Applicant and are coterminous with the LSGD. Projected Development Site 2 is owned by Calvary Church and is not under the ownership or control of the Applicant and is not included within the LSGD. Within the Project Area, no redevelopment would occur on the non-Applicant-owned Block 1555, Lot 1 and Block 1576, Lots 13 and 32; therefore, these non-Applicant-owned lots are not considered projected development sites. The projected development sites, as well as the non-Applicant-owned three lots where no redevelopment would occur, are further described below.

Projected Development Sites

Projected Development Site 1A

Projected Development Site 1A is comprised of Block 1555, Lot 19 and is owned by the Applicant. Projected Development Site 1A is currently unimproved and is on a short-term lease to an MTA contractor rehabilitating subway tracks (0.0 FAR). Formerly, Projected Development Site 1A has been used as unenclosed parking and storage space. There is one existing, 20-foot-side curb cut along Projected Development Site 1A's southern-facing frontage along Herkimer Street (approximately 30 feet east of Van Sinderen Avenue).

Projected Development Site 1B

Projected Development Site 1B is comprised of Block 1576, Lots 1 and 34. Lots 1 and 34 are owned by the Applicant. Lot 1 is improved with a two-story manufacturing building containing approximately 8,800 gsf (8,000 zsf) of light industrial uses (0.61 FAR) and Lot 34 is improved with a three-story commercial building containing approximately 9,000 gsf (8,182 zsf) of office uses (3.32 FAR). There is one existing 20-foot-wide curb cut along Projected Development Site 1B's Van Sinderen Avenue frontage; the curb cut is along the east side of Van Sinderen Avenue approximately 160 feet north of Atlantic Avenue.

Projected Development Site 1C

Projected Development Site 1C is comprised of Lots 17 and 26 on the northern portion of Block 1577. Lots 17 and 26 are owned by the Applicant. Projected Development Site 1C is unimproved and used for parking and dead storage of vehicles (0.0 FAR). There are three existing curb cuts along Projected Development Site 1C's Fulton Street and Herkimer Street frontages. Specifically, there is one, 36-foot-wide curb cut along the north side of Herkimer Street (approximately 90 feet east of Williams Place); one 25-foot-wide curb cut along the south side of Fulton Street (approximately 50 feet east of Williams Place); and one 25-foot-wide curb cut along the south side of Fulton Street (approximately 160 feet east of Williams Place).

Projected Development Site 1D

Projected Development Site 1D is comprised of Lots 32, 35, 51, and 53 on the southern portion of Block 1577. Lots 32, 35, 51, and 53 are owned by the Applicant. Within Projected Development Site 1D, Lots 32 and 51 are unimproved, vacant, and used for temporary parking (0.0 FAR each); Lot 35 is improved with a one-story auto repair shop containing approximately 2,640 gsf (2,400 zsf) of light industrial uses (0.49 FAR); and Lot 53 is improved with a one-story building containing approximately 990 gsf (900 zsf) of light industrial uses (0.08 FAR). There are seven existing curb cuts along Projected Development Site 1D's East New York Avenue and Herkimer Street frontages. Specifically, there are three curb cuts of variable width along the north side of East New York Avenue and four curb cuts of variable width along the south side of Herkimer Street.

Projected Development Site 1E

Projected Development Site 1D is comprised of Lots 1, 7, 56, and 58 on the southern portion of Block 1577. Lots 1, 7, 56, and 58 are owned by Mystic Display Co., Inc. and currently leased to the MTA. According to the MTA Lease Agreement that was executed in September 2015, Mystic Display Co., Inc. and the MTA agreed to a 10-year term set to expire in 2025, with a single five-year renewal option that could be exercised by the MTA to remain in place until 2030. The MTA-leased sites are currently utilized as warehouses, parking, shop, and offices for NYCT's Automated Fare Collection (AFC) and Electronic Maintenance Division (EMD). Within Projected Development Site 1E, Lot 1 is improved with a one-story maintenance facility containing approximately 17,224 gsf (15,658 zsf) of light industrial uses (0.91 FAR); Lot 7 is improved with a one-story (plus mezzanine) maintenance facility containing approximately 20,768 gsf (18,880 zsf) of light industrial uses (1.00 FAR); and Lots 56 and 58 are currently improved with an unenclosed surface parking lot that provides access to the adjacent Lots 1 and 7 (0.0 FAR each). There are seven existing curb cuts along Projected Development Site 1E's East New York Avenue, Herkimer Street, and Williams Place frontages. Specifically, there are two curb cuts of variable width along the north side of East New York Avenue, two curb cuts of variable width along the south side of Herkimer Street, and three curb cuts of variable width along the east side of Williams Place.

Projected Development Site 2

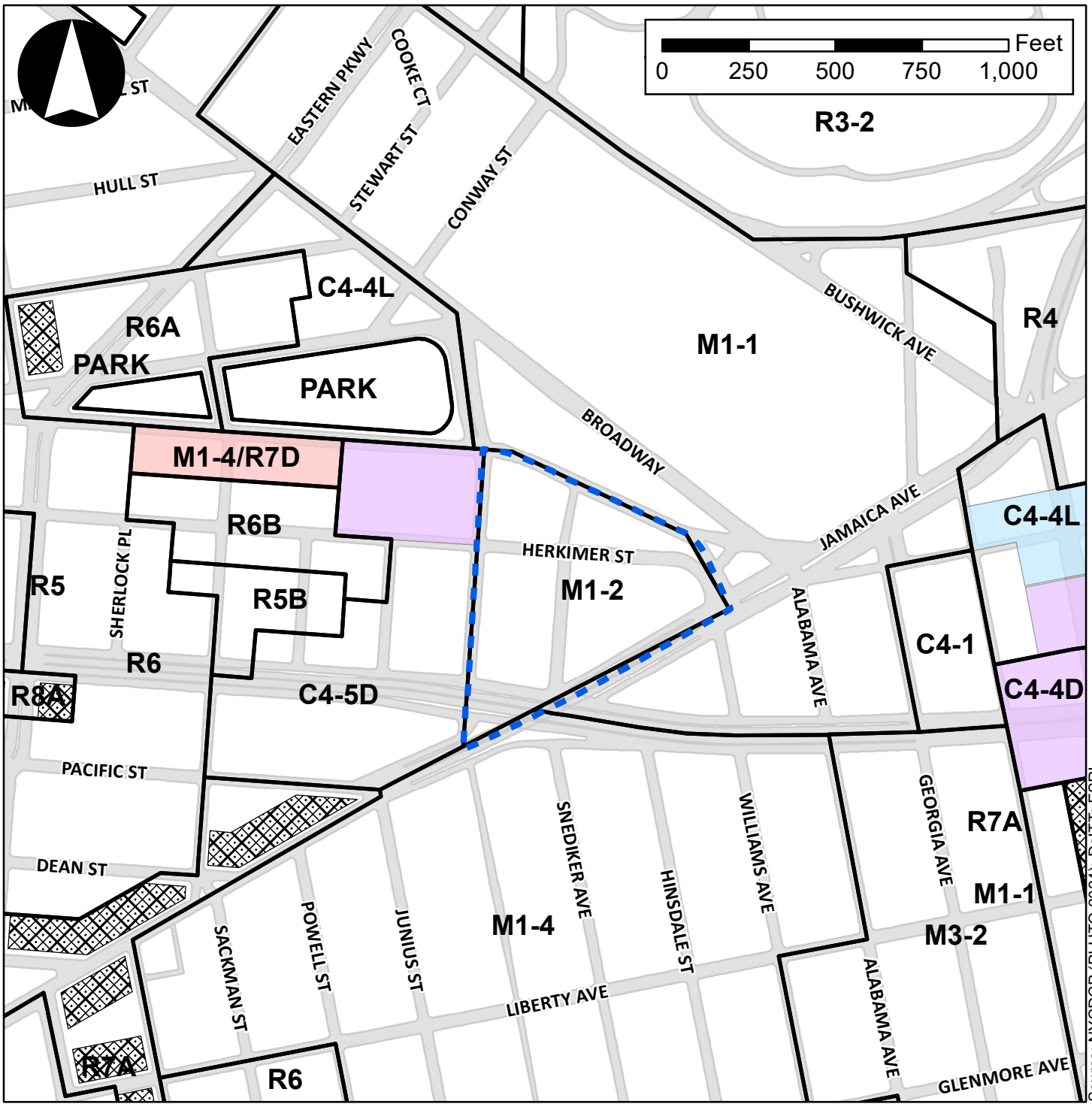
Projected Development Site 2 is comprised of Block 1576, Lot 9 and is owned by Calvary Church. Projected Development Site 2 is improved with a two-story building containing approximately 12,904 gsf (11,731 zsf) of community facility (house of worship) uses (1.33 FAR). There is one existing 25-foot-wide curb cut along Projected Development Site 2's Herkimer Street frontage; the curb cut is along the south side of Herkimer Street approximately 30 feet east of Van Sinderen Avenue.

Out Parcels

Block 1555, Lot 1 and Block 1576, Lot 13 are both owned by the MTA and improved with elevated subway structures and an at-grade parking lot (0.0 FAR). Block 1576, Lot 32 is owned by Amba Mata Inc. and improved with a six-story hotel building containing approximately 18,476 gsf (16,796 zsf) and 40 keyed-rooms (2.43 FAR). The above three lots are referred to, collectively, as the "Out Parcels."

Neighborhood Context

The area surrounding the Project Area is characterized by a wide variety of manufacturing/industrial, commercial, residential, community facility, and transportation/utility land uses and various building types. As shown in **Figure 1-2**, the Project Area is entirely within an M1-2 zoning district. The Project Area



Legend

- Project Area
- M1-1 Zoning District Boundaries
- C2-4 Commercial Overlay
- Special Enhanced Commercial District 5
- Special Enhanced Commercial District 6
- Special Mixed Use District (MX-16)

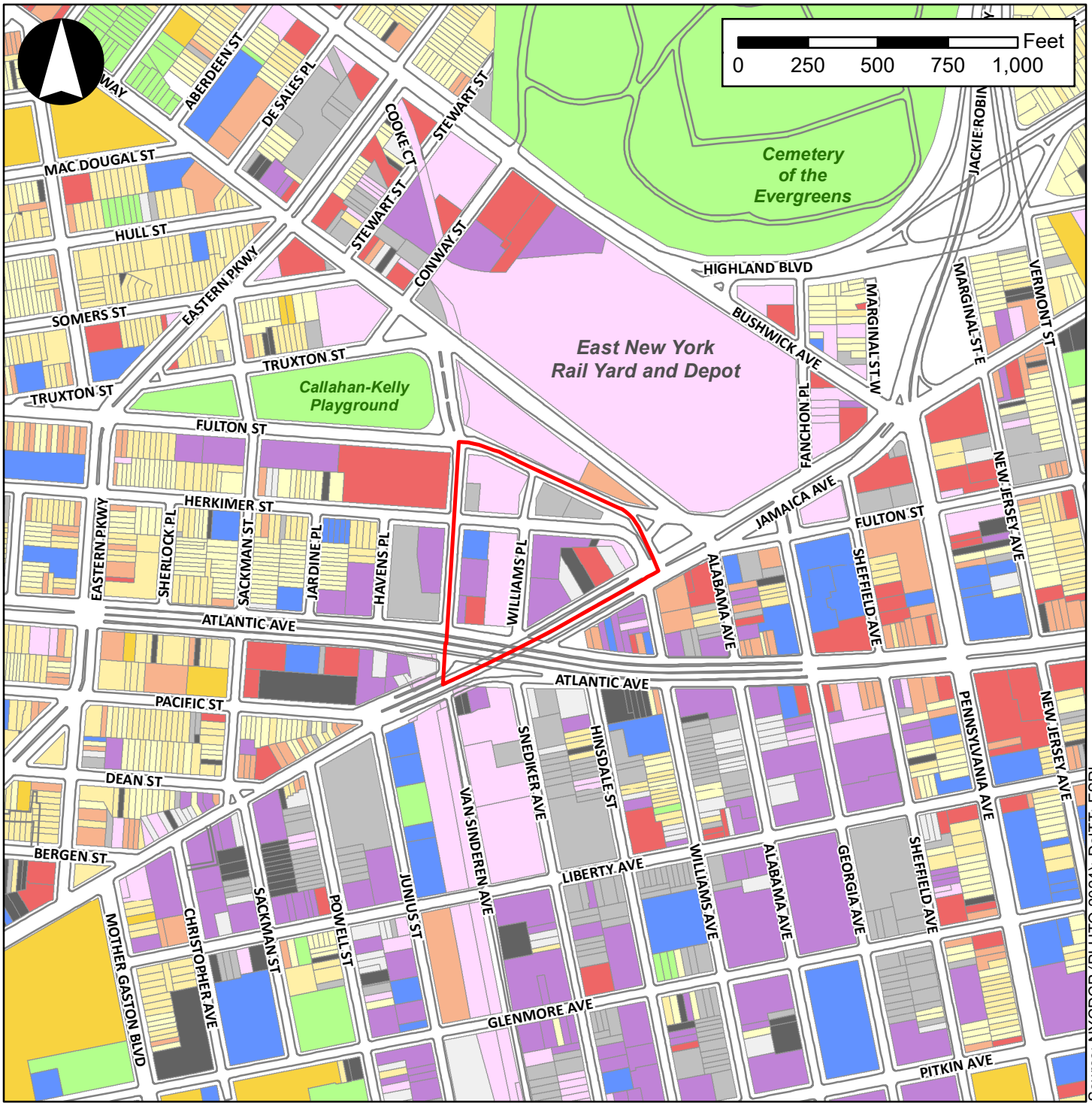
was originally zoned M1-1 as part of the 1961 Zoning Resolution but was rezoned to M1-2 in 1967 as part of multi-site rezoning of approximately 10 blocks in the East New York neighborhood generally bounded by Fulton Street to the north, Sackman Street/Sherlock Place to the west, Dean Street to the south, and East New York Avenue to the west.

M1-2 zoning districts permit most commercial and light manufacturing uses, and limited community facility uses; residential uses in M1-2 zoning districts are not permitted as-of-right. M1-2 zoning districts permit 2.0 FAR for commercial/manufacturing uses and up to 4.8 FAR for community facility uses. Buildings within M1-2 zoning districts are permitted a maximum base height of up to 60 feet and are regulated by the sky exposure plane (2.7 to 1 along narrow streets and 5.6 to 1 along wide streets) beyond the maximum base height. As such, existing buildings within the Project Area are generally comprised of low-rise commercial, light industrial, and community facility (house of worship) buildings. Parking and loading requirements vary depending on size and type of use.

As shown in **Figure 1-3**, predominant land uses within the area surrounding the Project Area include manufacturing/industrial, commercial, residential, mixed-use commercial and residential, and transportation/utility uses, as well as some public/institutional, parking, and open space uses. Some vacant and underutilized properties are also present in the surrounding area. As shown in **Figure 1-3**, many of the buildings found along Fulton Street, East New York Avenue, Atlantic Avenue, Williams Place, Van Sinderen Avenue, and Broadway are largely occupied by either manufacturing/industrial or transportation/utility uses. Some residential and mixed-use commercial and residential buildings can be found to the east of the Project Area, within the area east of East New York Avenue and north of Atlantic Avenue.

Residential uses in the surrounding area mostly consist of low- to mid-density, multi-family residential buildings, with building heights ranging between two- to four-stories. Higher density multi-family residential/mixed-use buildings located in the surrounding area include 2377 Pacific Street (southwest of the Project Area) and 62 Pennsylvania Avenue (east of the Project Area). 2377 Pacific Street is a recently constructed (2020), eight-story multi-family elevator residential with 136 DUs; and 62 Pennsylvania Avenue is a recently constructed (2020) nine-story mixed-use residential and commercial building containing 218 DUs. Additionally, the New York City Housing Authority's (NYCHA) Ocean Hill Houses and Howard Houses are located approximately 0.3 miles northwest and southwest of the Project Area, respectively. The Ocean Hill Houses consist of three, 14-story residential buildings containing a total of 238 DUs, and the Howard Houses consist of 10 residential buildings spread across an approximately 15.3-acre campus, with building heights ranging from seven- to 13-stories and containing a combined total of approximately 815 DUs.

Commercial and mixed-use commercial and residential buildings are generally located along Atlantic Avenue and East New York Avenue, and are generally low- to mid-rise, ranging from one- to four-stories in height. Commercial uses within the surrounding area are primarily hotels, local retail (such as eating and drinking establishments, pharmacies, beauty salons, clothing stores, and convenience stores), and local service uses (such as wholesale, grocery, and hardware stores). Industrial uses in the surrounding area are generally characterized as one- to two-story buildings and include warehouses, storage facilities, and distributors. Institutional uses located near the Project Area include the WIN Junius and Liberty Residences at 1 and 23 Junius Street, respectively, which both provide transitional housing services for formerly homeless families, as well as several houses of worship, including the Sacred Fellowship Ministries and Glorious Praise Baptist Church (both located at 2519 Atlantic Avenue), the Kingdom Life Center (2533 Atlantic Avenue), and the Kingdom Life Christian Center (1466-1474 Herkimer Street). Callahan-Kelly Playground, a 3.25-acre open space owned and operated by the New York City Department



Source: NYCDCP (PLUTO 2024); DoITT; ESRI

Legend

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

of Parks and Recreation (NYC Parks), is also located northwest of the Project Area. The playground features basketball and handball courts, playground equipment, spray showers, adult fitness equipment, a skate park, bench seating, and tree plantings.

Special Enhanced Commercial District (EC)

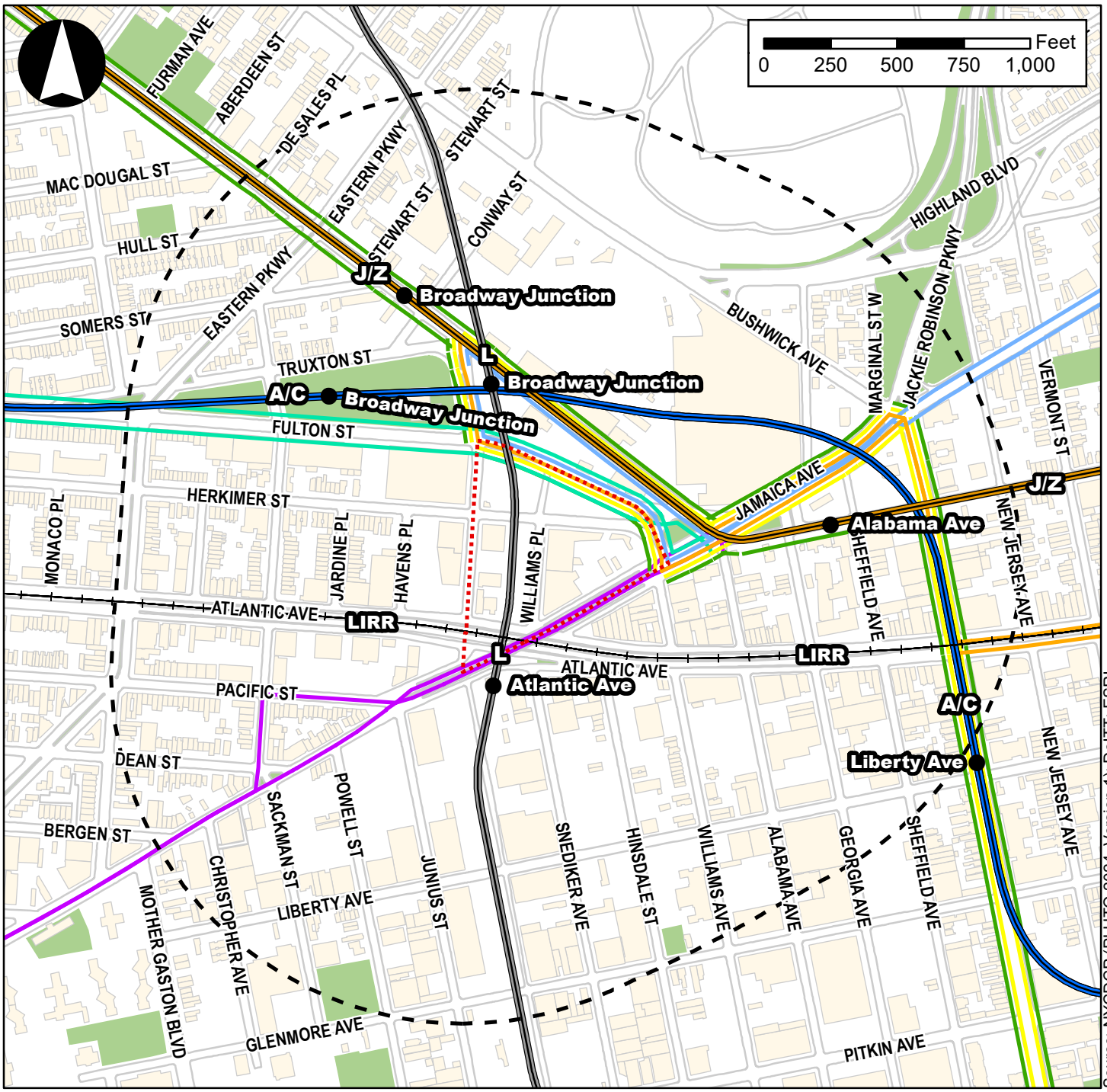
On April 20, 2016, as part of the East New York Community Plan (2016), the New York City Council approved Zoning Map and Text Amendments to establish the Special Ocean Hill (EC-5) and East New York (EC-6) Enhanced Commercial Districts on portions of an approximately 191-block area in the East New York, Cypress Hills, and Ocean Hill neighborhoods of Brooklyn CDs 5 and 16. EC-6 is generally bounded by Sheffield Avenue to the west, Lincoln Avenue to the east, Fulton Street to the north, and Pitkin Avenue to the south); and EC-5 is generally bounded by Eastern Parkway Extension to the west, Van Sinderen Avenue to the east, Broadway to the north, and East New York Avenue to the south. The intention of the EC-5 and EC-6 are to foster a safe and engaging pedestrian experience along portions of the Atlantic Avenue, Pitkin Avenue, Fulton Street, and Pennsylvania Avenue corridors by establishing regulations requiring non-residential ground-floor uses, requiring minimum levels of transparency on the ground-floor, limiting curb cuts, and requiring setbacks along corridors with elevated trains. EC-5 is located directly west of the Project Area; however, no portion of EC-5 is located in the Project Area. EC-6 is located approximately three blocks east of the Project Area.

Area Transportation

Major thoroughfares in the surrounding area include Fulton Street and Broadway directly north, Atlantic Avenue to the south, and East New York Avenue to the east. To the east of the Project Area, East New York Avenue flows into Jamaica Avenue, which begins just east of Broadway. Additionally, near the Project Area, Broadway, Fulton Street, Herkimer Street, and East New York Avenue are designated by the New York City Department of Transportation (DOT) as ~~a~~ Local Truck Routes, whereas Atlantic Avenue is designated as a Through Truck Route.[3] The street network and interweaving mass transit surrounding the Project Area is unique. East New York Avenue and Atlantic Avenue both have express and local service vehicular lanes. East New York Avenue's express lanes span between Herkimer Street and Junius Street (one block southwest of the Project Area) and are located in a subgrade tunnel below East New York and Atlantic avenues' local service lanes and the Long Island Rail Road (LIRR) commuter rail and East New York Station. Atlantic Avenue's express lanes span between Georgia Street (two blocks southeast of the Project Area) and Eastern Parkway (five blocks west of the Project Area) and are elevated above the LIRR commuter rail line and East New York and Atlantic avenues' local service lanes, and below the elevated Canarsie (L) subway line.

The Project Area is within the Outer Transit Zone and is extremely well-served by mass transit, including the Broadway Junction Subway Station complex serving five subway lines (i.e., the A/C/J/L/Z lines), several bus lines, and the East New York Station serving the LIRR's Atlantic Branch (refer to **Figure 1-4**). Several elevated MTA rail lines – including the elevated L (a.k.a. the 14th Street-Canarsie line) and J/Z (a.k.a. the Jamaica line) – cut through the Project Area: the elevated L line runs north-south and bifurcates the Project Area, whereas the elevated J/Z line runs southeast-northwest along Broadway and Jamaica

[3] According to DOT, the New York City Truck Route Network is a set of roads that commercial vehicles must use in New York City, which is comprised of two distinct classes of roadways: Local Truck Routes and Through Truck Routes (defined in Section 4-13 of the New York City Traffic Rules). The Through Truck Route Network is primarily composed of major urban arterials and highways and must be used by trucks that have neither an origin nor destination within the borough. The Local Truck Route Network is designated for trucks with an origin and destination within a borough, which includes trucks that are traveling to make a delivery, or for loading or servicing.



Legend

- Project Area
- Quarter-Mile Radius
- Subway Station (Local)
- Subway Station (Express)
- Atlantic Branch Line (LIRR)
- A/C Line
- L Line
- J/Z Line
- B12
- B20
- B25
- B83
- Q24
- Q56

Avenue just north and east of the Project Area. The Broadway Junction Subway Station complex provides access to Manhattan- and Ozone Park/Rockaway Beach-bound service along the A/C subway lines; Manhattan- and Jamaica Center-bound service along the J/Z subway lines; and Manhattan- and Canarsie/Rockaway Parkway-bound service along the L subway line. The A/C/J/L/Z lines converge at the Broadway Junction Subway Station complex, one block north of the Project Area, with elevated tracks of the L line running above the portion of Williams Place within the Project Area and the elevated tracks of the J/Z line running above Broadway one block north of the Project Area. The Broadway Junction Subway Station complex is composed of three stations: the two elevated stations on the Jamaica (J/Z) and Canarsie (L) Lines, as well as the underground station on the Fulton Street (A/C) Line. The Fulton Street Line is accessible from the station's ground-level station house fronting the west side of Van Sinderen Avenue between Fulton and Truxton streets (located on Block 1546, Lot 1), using staircases down to the platform level. The Jamaica and Canarsie lines are reachable from the same station house via escalators from the street level to the upper mezzanine. The station house located on Van Sinderen Avenue is the only entrance/exit to the entire complex. The Atlantic Avenue (L) Subway Station is also located directly south of the Project Area, with entrances/exits located on the southwest corner of Snediker and Atlantic avenues. Additionally, the Alabama Avenue (J/Z) Subway Station is located east of the Project Area, with the western portions of the station platform and entrance/exits located on the south side of Fulton Street between Alabama and Georgia avenues. In terms of commuter rail, the East New York station is located within the southern portion of the Project Area, with entrances along the north and south sides of Atlantic Avenue between Van Sinderen Avenue and Snediker Avenue/Williams Place, providing access to Downtown Brooklyn- and Long Island-bound service along the LIRR's Atlantic Branch. The Atlantic Branch runs east-west along and underneath an elevated portion of Atlantic Avenue. In addition, the MTA's East New York Rail Yard is located directly north of the Project Area and is generally bounded by Broadway to the south, Jamaica Avenue to the east, Bushwick Avenue to the north, and Conway Street to the west. The MTA Rail Yard is primarily used for storing subway cars used on the J, L, M, and Z lines, and is equipped with hand-operated switches. A separate part of the facility houses the MTA's East New York Bus Depot. Several local bus services are provided within the surrounding area, including the B12 (connecting Prospect Lefferts Gardens and East New York) which runs along East New York Avenue directly southeast of the Project Area; the B20 (connecting East New York, Brooklyn and Ridgewood, Queens) which runs along Fulton Street and Broadway directly north of the Project Area; the B25 (connecting Fulton Landing with East New York) which runs along Fulton Street directly north of the Project Area; the B83 (connecting Spring Creek/Gateway Center Mall with East New York) which runs along Fulton Street and Broadway to the north and Jamaica Avenue to the east; the Q24 (connecting Jamaica, Queens with Bedford-Stuyvesant, Brooklyn) which runs along Fulton Street and Broadway to the north and Jamaica Avenue to the east; and the Q56 (connecting Jamaica, Queens with East New York, Brooklyn) which runs along Fulton Street and Broadway to the north and Jamaica Avenue to the east. There are also three Citi Bike docking stations located near the Project Area, one at the intersection of Somers Street and Broadway, one at the intersection of Van Sinderen Avenue and Truxton Street, and one at the intersection of Van Sinderen Avenue and Atlantic Avenue. Taken together, these transit options provide access to and from the Project Area from much of Brooklyn, Manhattan, and beyond.

C. DESCRIPTION OF THE PROPOSED ACTIONS

The Applicant is seeking CPC approval of discretionary actions, including: (i) a Zoning Map Amendment to rezone the Project Area from an M1-2 zoning district to C6-4 and M1-6 zoning districts; (ii) special permits within an LSGD pursuant to ZR Sections 74-743(a)(1) and (2) to distribute floor area across the LSGD and to modify rear yard and height and setback regulations, respectively; (iii) a ZR Section 74-161 special permit to allow Use Group VI retail uses in excess of 20,000 sf of floor area in the proposed M1-6 zoning

district; (iv) Zoning Text Amendments to (a) ZR Appendix F to designate an MIH Area over the C6-4 zoning district-portion of the Project Area and (b) ZR Section 74-742 with respect to the contiguity of ownership of zoning lots in an LSGD when there is an intervening elevated rail line; and (v) a combination acquisition and site selection of real property by the City to construct a publicly accessible open space at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19) within the LSGD (collectively, the "Proposed Actions").

The Proposed Actions would be subject to the Uniform Land Use Review Procedure (ULURP). The Proposed Actions are also subject to environmental review under the City Environmental Quality Review (CEQR) process. These actions are described in more detail below.

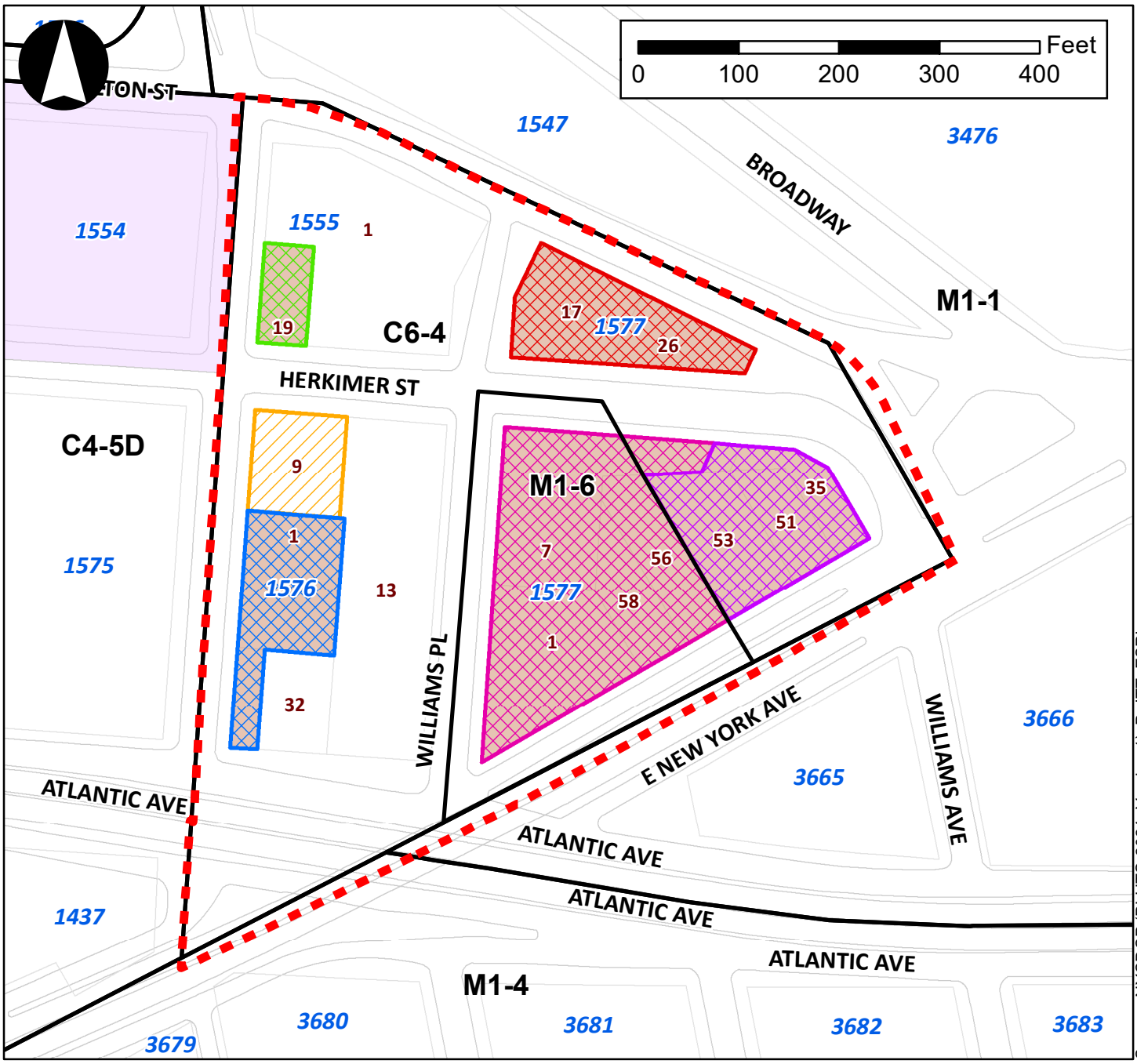
Zoning Map Amendment

The Applicant is proposing a Zoning Map Amendment that would rezone the Project Area from M1-2 to C6-4 and M1-6 (refer to **Figure 1-5**). As shown in **Figure 1-5**, the Zoning Map Amendment would affect all portions of Blocks 1555, 1576, and 1577. Specifically, the proposed C6-4 zoning district would include all of Block 1555, Lots 1 and 19; all of Block 1576, Lots 1, 9, 13, 32, and 34; all of Block 1577, Lots 17, 26, 32, 35, 51, and 53; and a portion of Block 1577, Lot 7; whereas the proposed M1-6 zoning district would include all of Block 1577 Lots 1, 56, and 58, and a portion of Lot 7 (refer to **Figure 1-5**).

Table 1-1 compares the use and bulk requirements under the existing and proposed zoning districts. C6-4 zoning districts (R10 equivalent) are non-contextual commercial districts typically mapped within the City's major business districts, which allow a maximum FAR of 10.0 for commercial uses, 10.0 for residential uses (or 12.0 FAR for qualifying affordable or senior housing), and 10.0 for community facility uses. The proposed C6-4 zoning district would be governed by standard residential height and setback regulations, which may allow for additional height and bulk flexibility with the provision of qualifying affordable or senior housing. However, as an option, C6-4 zoning districts permit street wall and sky exposure plane developments in accordance with the bulk regulations set forth in ZR Section 23-70, inclusive. For residential uses, while off-street parking is generally required for 12 percent of a building's standard dwelling units, since the Project Area is within the Outer Transit Zone, off-street parking would not be required for income-restricted housing units. Off-street parking is also not required for any non-residential uses.

M1 zoning districts are non-contextual manufacturing districts that often serve as buffers between M2 and M3 zoning districts and adjacent to residential or commercial districts. M1 zoning districts are industrial/manufacturing districts that have performance standards and typically include light industrial uses such as woodworking shops, repair shops, and wholesale service and storage facilities. M1-6 zoning districts allow a maximum FAR of 10.0 for manufacturing uses, 10.0 for commercial uses, and 10.0 for community facility uses. Pursuant to the M1 Hotel Text Amendment, hotels are only permitted by special permit. Residential development is not allowed in M1 zoning districts. Buildings within M1-6 zoning districts are governed by the sky exposure plane, which begins 85 feet above the street line. Off-street parking is generally not required in M1-6 zoning districts, but requirements may vary depending on use, such as hospitals, refreshment stands, drive-ins, and motels which may require off-street parking.

Figure 1-5
Proposed Zoning



Legend

- Project Area
- Projected Development Site 1A
- Projected Development Site 1B
- Projected Development Site 1C
- Projected Development Site 1D
- Projected Development Site 1E
- Projected Development Site 2
- LSGD Development Sites
- M1-1 — Zoning District Boundaries
- Special Enhanced Commercial District 5
- 1555 — Tax Blocks
- 1 — Tax Lots

TABLE 1-1
Comparison of Existing and Proposed Zoning

	Existing	Proposed	
	M1-2	**C6-4**	**M1-6**
Use Group	I, III-X[1]	I-X[1]	I, III-X[1]
Maximum Permitted FAR			
Residential	Not Permitted	12.0[2,3]	Not Permitted
Community Facility	4.8	10.0	10.0
Commercial	2.0	10.0[2]	10.0
Commercial and Community Facility	4.8	10.0	10.0
Manufacturing	2.0	Not Permitted	10.0
Overall Maximum Permitted	4.8	12.0[2,3]	10.0

Source: *Zoning Resolution of the City of New York*.
Notes:
[1] Certain uses permitted subject to size, locational, special permit, and other restrictions and conditions, as specified in the ZR.
[2] Plus up to 20 percent increase for a public plaza bonus.
[3] Up to 12.0 FAR for qualifying affordable or senior housing in an MIH Area.

Zoning Text Amendment – MIH

The Applicant is proposing a Zoning Text Amendment that is required to map the proposed C6-4 zoning district as an MIH Area by creating a new map for Brooklyn CD 5 in Appendix F of the ZR. The MIH Area would require any new developments containing residential uses to provide affordable units pursuant to one of the MIH options described below:

- Option 1 – requires 25 percent of residential floor area must be affordable housing for residents with incomes averaging 60 percent AMI; and
- Option 2 – requires 30 percent of residential floor area must be affordable housing for residents with incomes averaging 80 percent AMI.
- Option 3 – requires 20 percent of residential floor area must be affordable housing for residents with incomes averaging 40 percent AMI.

The MIH Area would require 20-30 percent affordable floor area and permit a maximum floor area based on a higher residential FAR of 12.0 rather than the underlying (base) residential FAR of 10.0 in the proposed C6-4 (R10 equivalent) zoning district. The Applicant intends to map both Options 1 and 2.

Zoning Text Amendment ZR 74-742 – Contiguity of Ownership of LSGD Parcels

The Applicant is proposing a Zoning Text Amendment to amend ZR Section 74-742 to allow the elevated rail line to be considered a "street" for the purposes of the contiguity of the ownership arrangement of the LSGD, as required by its ZR Section 12-10 definition. The Zoning Text Amendment would allow the uniformity of LSGD bulk controls across the lots within the LSGD (Projected Development Sites 1A through 1E), even though Projected Development Sites 1A and 1B are physical separated by publicly-owned lots with elevated rail lines from Projected Development Sites 1C, 1D, and 1E. Allowing for contiguity of the various parcels comprising Projected Development Sites 1A through 1E despite the location of intervening streets and publicly-owned MTA rail structures is consistent with the stated goal of large-scale development, which is to "allow greater flexibility for the purpose of securing better site planning, while safeguarding the present or future use and development of the surrounding area." The proposed Zoning Text Amendment would permit Projected Development Sites 1A through 1E to be established as an LSGD, and to permit various zoning modifications including the distribution of floor area without regard for zoning lot lines and relief from height, setback, and rear yard requirements within the various lots. The

MTA's elevated tracks and platform on Block 1555, Lot 1 and Block 1576, Lot 13, which pursuant to the proposed Zoning Text Amendment, would be treated as a street for the purposes of LSGD contiguity, are not within the projected development sites nor contribute floor area to the LSGD.

Large-Scale General Development (LSGD) Special Permit

The Applicant is proposing a special permit under the LSGD pursuant to ZR Sections 74-743(a)(1) and (2) for the following:

- Pursuant to ZR Section 74-743 (a)(1) to allow the distribution of floor area without regard zoning lot and district boundary lines.
- Pursuant to ZR Section 74-743 (a)(2) to modify rear yard regulations per ZR Sections 23-342, 33-26, and 43-26.
- Pursuant to ZR Section 74-743(a)(2) to modify height and setback regulations per ZR Sections 23-432, 23-433, 23-434, and 43-43.

In total, the proposed height and setback waivers improve the LSGD's site plan and relationship between buildings and adjacent streets and surrounding development because these waivers allow for a more varied built form throughout Projected Development Sites 1A through 1E within the LSGD that draws attention to the prominent aspects of the Proposed Development (e.g., the proposed PAA spaces and pedestrian corridor on Herkimer Street east of Williams Place). The range of envelope variety would enhance the LSGD's unique and distinct context amongst its own buildings and the surrounding neighborhood character, supporting its establishment as a regional mixed-use hub adjacent to ample mass transit options, and thereby resulting in better urban design and better site planning for Projected Development Sites 1A through 1E.

After certification of the DEIS, the Applicant proposed a modification (ULURP No. C250286(A)ZSK) to the Proposed Development that would modify the maximum permitted envelope for Projected Development Site 1B (Block 1576, Lots 1 and 34) compared to what was analyzed in the DEIS. To facilitate the proposed modification, the maximum permitted envelope under the proposed LSGD Special Permit for Projected Development Site 1B (also known as Parcel 2/Building B in the ULURP application) has been modified to indicate that the proposed setback depth above the base height of Parcel 2/Building B has been modified from ten (10) feet to eight (8) feet. The maximum building height proposed on Projected Development Site 1B would remain 24 stories (265'; 295' including bulkhead).

A Technical Memorandum was prepared to examine whether the proposed modification to the proposed LSGD Special Permit for Projected Development Site 1B would result in any significant adverse environmental impacts not previously identified and addressed in the DEIS. The Technical Memorandum, provided in **Appendix H**, concluded that the proposed modification would not result in any new or different significant adverse impacts not already identified in the DEIS. The Final Environmental Impact Statement (FEIS) has incorporated the proposed modification to the proposed LSGD Special Permit for Projected Development Site 1B.

Retail Special Permit

The Applicant is proposing a special permit under ZR Section 74-161 to allow Use Group VI retail and service use with floor area greater than 20,000 sf within the proposed M1-6 zoning district and building proposed on Projected Development Site 1E. With the proposed Zoning Map Amendment, Projected Development Site 1E would be primarily in an M1-6 zoning district, which does not permit Use Group VI

retail and service uses greater than 10,000 sf of floor area. Under the retail special permit, up to 75,992 sf of Use Group VI retail and service uses would be permitted on the first and second floors of the portion of the building proposed on Projected Development Site 1E in the M1-6 zoning district to match the large retail uses permitted within the C6-4 zoning district-portion of the LGSD (as well as elsewhere in the Project Area). All other uses permitted in the M1-6 zoning district-portion of the building proposed on Projected Development Site 1E would not require a use special permit and would be limited to as-of-right uses. The retail special permit, if approved, would allow the Applicant flexibility to locate large retail spaces throughout the building proposed on Projected Development Site 1E and the LSGD, including across zoning district boundaries, and would further facilitate the establishment of the Proposed Development as a regional, mixed-use hub in an area of the City rich in mass transit options.

Combination Acquisition and Site Selection of Real Property by the City

DCAS and NYCEDC, as co-applicants and representative entities of the City, seek a combination acquisition and site selection. The acquisition of Projected Development Site 1A at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19), which is contemplated to be in the form of an easement, would be for the purposes of access and construction of the PAA space on Projected Development Site 1A. As discussed above, the City, through NYCEDC, has committed to financial investments to make public realm improvements in and around the Broadway Junction Subway Station complex. These investments include, but are not limited to, the development of two new public plazas — one of which would be located immediately north of and adjacent to Projected Development Site 1A at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19) on a portion of Block 1555, Lot 1. The ULURP application for the two new public plazas was certified on April 21, 2025 (CEQR No. 25NYP001K; ULURP No. 2025K0339). The proposed acquisition would enable NYCEDC to construct the PAA space on Projected Development Site 1A utilizing capital funding and plan for its design such that it functions harmoniously with the adjacent future public plaza to the north, in a manner that permits the two sites to operate as a single public open space. Construction of the PAA space on Projected Development Site 1A within the similar context of the Broadway Junction public realm improvements will complement the City's investment in public open space and pedestrian amenities in the surrounding area, while simultaneously facilitating the creation of an entranceway from the Broadway Junction Subway Station complex to the Proposed Development and neighborhoods to the east and south. Additionally, as noted above, the Applicant and the City intend to enter into an agreement for continued maintenance of the PAA space on Projected Development Site 1A by the Applicant following initial construction.

D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

To facilitate the Proposed Development, the Applicant is seeking CPC approval of discretionary actions, including: (i) a Zoning Map Amendment to rezone the Project Area from an M1-2 zoning district to C6-4 and M1-6 zoning districts; (ii) special permits within an LSGD pursuant to ZR Sections 74-743(a)(1) and (2) to distribute floor area across the LSGD and to modify rear yard and height and setback regulations, respectively; (iii) a ZR Section 74-161 special permit to allow Use Group VI retail uses in excess of 20,000 sf of floor area in the proposed M1-6 zoning district; (iv) Zoning Text Amendments to (a) ZR Appendix F to designate an MIH Area over the C6-4 zoning district-portion of the Project Area and (b) ZR Section 74-742 with respect to the contiguity of ownership of zoning lots in an LSGD when there is an intervening elevated rail line; and (v) a combination acquisition and site selection of real property by the City to construct a publicly accessible open space at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19) within the LSGD (collectively, the "Proposed Actions").

The Proposed Actions are intended to facilitate the development of new residential, office, retail, light industrial, manufacturing, and community facility space at the Project Area by increasing the permitted residential, commercial, and community facility FARs within the Project Area. The Proposed Actions would assist Broadway Junction, one of the largest transit centers in New York City, in fulfilling its potential as "a more accessible and dynamic transit hub and economic center," as described in NYCEDC's and DCP's 2019 report, *Broadway Junction: A Vision for the Future*.[4] In addition to providing open space and affordable housing, the Proposed Actions would also provide economic opportunities benefitting the surrounding neighborhoods. The Proposed Actions would facilitate the new development of up to approximately 1.6 million gsf of mixed-use development that would accommodate a variety of tenants, including an institutional anchor like an academic university, retail designed to cater to the needs of the surrounding neighborhoods, as well as offices. The City of New York is already in the process of moving City agencies to the Broadway Junction area, including approximately 275,000 sf of office space for the New York City Human Resources Administration or Department of Social Services (HRA/DSS) at 2440 Fulton Street, directly west of the Project Area.

The Proposed Actions would increase density in the Project Area to create employment opportunities and provide community resources in a way that is not currently feasible based on existing site constraints. The Project Area's existing buildings and infrastructure are aged and in need of essential maintenance and upgrades and have limited ability to provide the type of accommodations needed and/or desired for new businesses. The existing low-rise light industrial buildings limit the potential of the Project Area, much of which is currently occupied by unenclosed parking and storage facilities. In addition, the existing M1-2 zoning district, which was mapped in 1967, further limits the Project Area from being redeveloped with new, state-of-the-art commercial and light industrial spaces as, despite its location near mass transit, the maximum permitted commercial and manufacturing FAR is 2.0. Additionally, limited community facility uses are permitted as-of-right at up to 4.8 FAR, whereas residential uses are not permitted.

By facilitating new mixed-use development within the Project Area, the Proposed Actions would facilitate a new mixed-use development in a transit-rich area of the City and provide viable development sites, creating much needed job opportunities and affordable housing. The increased density of the Proposed Development would be subject, with some design flexibility, to controls in the LSGD that are responsive to the neighborhood context and improve the pedestrian and retail environment of the Project Area. The Proposed Development would leverage the existing assets of full-block frontage on several wide streets and excellent mass transit access to better enhance and activate the Project Area. The proposed PAA spaces would further enhance the pedestrian experience and environment at the Project Area by providing widened sidewalks and multifaceted passive recreation spaces.

Zoning Map Amendment

The Applicant is proposing a Zoning Map Amendment to Zoning Map 17c to rezone portions of the Project Area from an M1-2 zoning district to C6-4 and M1-6 zoning districts. Specifically, the proposed C6-4 zoning district would include all of Block 1555, Lots 1 and 19; all of Block 1576, Lots 1, 9, 13, 32, and 34; all of Block 1577, Lots 17, 26, 32, 35, 51, and 53; and a portion of Block 1577, Lot 7. The proposed M1-6 zoning district would include all of Block 1577 Lots 1, 56, and 58, and a portion of Lot 7. Due to the scarcity of available developable land and the resulting high land costs, the bulk and density of the proposed C6-4 (R10 equivalent) and M1-6 zoning districts are necessary and appropriate to facilitate the development of the Proposed Development on underutilized properties in one of Brooklyn's most transit rich areas.

[4] "*Broadway Junction: A Vision for the Future*" (2019). NYCEDC and DCP; https://edc.nyc/sites/default/files/2019-09/broadwayjunction.pdf

Equivalent zoning districts are mapped at key transportation hubs and downtown clusters in Brooklyn and Manhattan. The C6-4 zoning district would facilitate the development of new retail, office, residential, community facility, and open space, while the M1-6 zoning district would help to preserve permitted manufacturing and industrial uses at the Project Area.

The Zoning Map Amendment would permit residential space in the Project Area, which would be consistent with the City's planning and policy goals as outlined in *Housing Our Neighbors: A Blueprint for Housing and Homelessnes*s and *Where We Live NYC Plan*. The Project Area is in an area of the City that is well served by existing public transportation; therefore, the Proposed Actions would promote the City's goals of providing new housing, including affordable housing, while encouraging and supporting new transit-oriented development within a transit rich area of Brooklyn. The Proposed Development's residential space would provide new housing units, including affordable housing units, in an area of the City in which the population is increasing, and a disproportionate share of households are rent burdened. According to DCP's Equitable Development Data Explorer[5], Brooklyn CD 5 experienced a population growth rate of approximately 9.8 percent between 2010 to 2020. This growth rate mirrors the population growth rates of Brooklyn (nine percent) and New York City (eight percent) during the same time frame. According to DCP's Equitable Development Data Explorer, Brooklyn CD 5 contains large numbers of rent-burdened households (defined as households paying more than 30 percent of income on rent) and severely rent-burdened households (defined as households paying more than 50 percent of income on rent). In 2017-2021, approximately 56 percent of households in Brooklyn CD 5 were rent-burdened and approximately 33 percent of households in Brooklyn CD 5 were severely rent-burdened as compared to Brooklyn (approximately 53 percent and 29 percent of households, respectively) and New York City as a whole (approximately 53 percent and 28 percent of households, respectively).

Zoning Text Amendments

The Applicant is proposing a Zoning Text Amendment to modify Appendix F of the ZR to map an MIH Area coterminous with the boundaries of the proposed C6-4 zoning district would increase the affordable housing capacity for Brooklyn CD 5. The Applicant is interested in pursuing either Option 1 or Option 2 of the City's MIH program. Pursuant to Option 1 of the MIH program, up to 25 percent of the residential floor area would be required to be set aside for permanently affordable housing at or below 60 percent AMI. Pursuant to Option 2, up to 30 percent of the residential floor area would be required to be set aside for permanently affordable housing at or below 80 percent AMI. In addition to Options 1 and 2, Option 3 is available. Pursuant to Option 3, up to 20 percent of the residential floor area would be required to be set aside for permanently affordable housing at or below 40 percent AMI. The Applicant intends to work with HPD to allow the proposed DUs in either the Proposed Development or the Alternate Community Facility Scenario to be designated as 100 percent affordable units, pursuant to available subsidy. The Proposed Actions would create new affordable housing units that would be consistent with the goals set forth by Mayor Eric Adams' *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, *Where We Live NYC Plan*, and the City of Yes for Housing Opportunity plan, all of which aim to create and preserve affordable housing across New York City. The Proposed Actions would facilitate the development of the Proposed Development, which would provide up to 20-30 percent or approximately 222-334 units of permanently affordable housing at an average of 40-80 percent AMI pursuant to the City's MIH program, depending on the selected Option.

The Applicant is also proposing a Zoning Text Amendment to amend ZR Section 74-742 with respect to

[5] Equitable Development Data Explorer (2024). DCP; https://equitableexplorer.planning.nyc.gov/data/district/4008/demo/tot

the contiguity of ownership of zoning lots in an LSGD when there is an intervening elevated rail line. Specifically, the Zoning Text Amendment would allow the elevated rail line to be considered a "street" for the purposes of the contiguity of the ownership arrangement of the LSGD, as required by its ZR Section 12-10 definition. The Zoning Text Amendment would allow the uniformity of LSGD bulk controls across the lots within the LSGD (Projected Development Sites 1A through 1E), even though Projected Development Sites 1A and 1B are physical separated by publicly-owned lots with elevated rail lines from Projected Development Sites 1C, 1D, and 1E. Allowing for contiguity of the various parcels comprising Projected Development Sites 1A through 1E despite the location of intervening streets and publicly-owned MTA rail structures is consistent with the stated goal of large-scale development, which is to "allow greater flexibility for the purpose of securing better site planning, while safeguarding the present or future use and development of the surrounding area." The Zoning Text Amendment would permit Projected Development Sites 1A through 1E to be established as an LSGD, and to permit various zoning modifications including the distribution of floor area without regard for zoning lot lines and relief from height, setback, and rear yard requirements within the various lots. The MTA's elevated tracks and platform on Block 1555, Lot 1 and Block 1576, Lot 13, which pursuant to the Zoning Text Amendment, would be treated as a street for the purposes of LSGD contiguity, are not within the projected development sites nor contribute floor area to the LSGD.

LSGD Special Permit

The Applicant is proposing a special permit under the LSGD pursuant to ZR Sections 74-743(a)(1) and (2), which will be applicable to Projected Development Sites 1A through 1E within the Project Area, to distribute floor area across the LSGD and to modify rear yard and height and setback regulations. In total, the proposed height and setback waivers improve the LSGD's site plan and relationship between buildings and adjacent streets and surrounding development because these waivers allow for a more varied built form throughout Projected Development Sites 1A through 1E within the LSGD that draws attention to the prominent aspects of the Proposed Development (e.g., the proposed PAA spaces and pedestrian corridor on Herkimer Street east of Williams Place). The range of envelope variety would enhance the LSGD's unique and distinct context amongst its own buildings and the surrounding neighborhood character, supporting its establishment as a regional mixed-use hub adjacent to ample mass transit options, and thereby resulting in better urban design and better site planning for Projected Development Sites 1A through 1E.

Retail Special Permit

The Applicant is proposing a special permit under ZR Section 74-161 to allow Use Group VI retail and service use with floor area greater than 20,000 sf within the proposed M1-6 zoning district and building proposed on Projected Development Site 1E. With the proposed Zoning Map Amendment, Projected Development Site 1E would be primarily in an M1-6 zoning district, which does not permit Use Group VI retail and service uses greater than 10,000 sf of floor area. Under the retail special permit, up to 75,992 sf of Use Group VI retail and service uses would be permitted on the first and second floors of the portion of the building proposed on Projected Development Site 1E in the M1-6 zoning district to match the large retail uses permitted within the C6-4 zoning district-portion of the LGSD (as well as elsewhere in the Project Area). All other uses permitted in the M1-6 zoning district-portion of the building proposed on Projected Development Site 1E would not require a use special permit and would be limited to as-of-right uses. The retail special permit, if approved, would allow the Applicant flexibility to locate large retail spaces throughout the building proposed on Projected Development Site 1E and the LSGD, including across zoning district boundaries, and would further facilitate the establishment of the Proposed Development as a regional, mixed-use hub in an area of the City rich in mass transit options.

Combination Acquisition and Site Selection of Real Property by the City

DCAS and NYCEDC, as co-applicants and representative entities of the City, seek a combination acquisition and site selection. The acquisition of Projected Development Site 1A at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19), which is contemplated to be in the form of an easement, would be for the purposes of access and construction of the PAA space on Projected Development Site 1A. As discussed above, the City, through NYCEDC, has committed to financial investments to make public realm improvements in and around the Broadway Junction Subway Station complex. These investments include, but are not limited to, the development of two new public plazas — one of which would be located immediately north of and adjacent to Projected Development Site 1A at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19) on a portion of Block 1555, Lot 1. The proposed acquisition would enable NYCEDC to construct the PAA space on Projected Development Site 1A utilizing capital funding and plan for its design such that it functions harmoniously with the adjacent future public plaza to the north, in a manner that permits the two sites to operate as a single public open space. Construction of the PAA space on Projected Development Site 1A within the similar context of the Broadway Junction public realm improvements will complement the City's investment in public open space and pedestrian amenities in the surrounding area, while simultaneously facilitating the creation of an entranceway from the Broadway Junction Subway Station complex to the Proposed Development and neighborhoods to the east and south. Additionally, as noted above, the Applicant and the City intend to enter into an agreement for continued maintenance of the PAA space on Projected Development Site 1A by the Applicant following initial construction.

E. DESCRIPTION OF PROPOSED DEVELOPMENT

In the future with the Proposed Actions, the Applicant is proposing to demolish the existing buildings and structures at Projected Development Sites 1A through 1E (except for the existing three-story commercial office building on Block 1576, Lot 34 on Projected Development Site 1B) to facilitate the development of four new mixed-use buildings and potentially, a small retail kiosk. Additionally, on Projected Development Site 2, which is not included within the LSGD, the Applicant anticipates demolishing the existing building and developing a new as-of-right mixed-use building. In total, across the six projected development sites, the Proposed Development comprises five new buildings and potentially, a small retail kiosk containing a combined total of approximately 1,589,202 gsf, including approximately 435,766 gsf of commercial office space, 113,760 gsf of commercial retail space, 834,763 gsf of residential space (1,112 DUs), 22,985 gsf of community facility (house of worship) space, and 98,483 gsf of light industrial space for Use Groups III-X, as well as approximately 174 accessory parking spaces (approximately 83,445 gsf) and 20,080 sf of PAA space.[6] **Table 1-2** provides a summary of the Proposed Development's program.

[6] Please note that the 174 accessory parking spaces are not required by zoning under the proposed C6-4 and M1-6 zoning districts.

TABLE 1-2
Proposed Development Program

Projected Development Site	Residential GSF	Total Dwelling Units	Range of Affordable Dwelling Units (20-30%)	Commercial GSF	Community Facility GSF	Light Industrial GSF	PAA Space (sf)	Accessory Parking GSF (Spaces)	Building [Roof] Height (ft)
PD Site 1A	0	0	0 – 0	1,000	0	0	4,904	0 (0)	20’
PD Site 1B	195,198	263	52 – 79	13,242	0	0	0	0 (0)	265’
PD Site 1C	260,228	341	68 – 102	14,410	0	0	4,190	0 (0)	300’
PD Site 1D	283,868	384	77 – 115	11,747	0	0	3,689	33,845 (68)	350’
PD Site 1E	0	0	0 – 0	506,627	0	98,483	7,297	49,600 (106)	280’
PD Site 2	95,469	124	25 – 37	2,500	22,985	0	0	0 (0)	175’
Total	**834,763**	**1,112**	**222 – 334**	**549,526**	**22,985**	**98,483**	**20,080**	**83,445 (174)**	

Projected Development Site 1A

On Projected Development Site 1A, a PAA space would be constructed with allowance for a small retail kiosk (refer to **Figure 1-6**). The proposed, approximately 4,904 sf PAA space would act as a gateway into the Project Area from the adjacent Callahan-Kelly Playground and provide passive recreation space and amenities, inclusive of a pathway running diagonally from Van Sinderen Avenue to Herkimer Street, along with several planters, trees, seating options (i.e., bench seating with and without backs), PAA signage, and a small lawn on the northern portion of the site. A small 1,000 gsf retail kiosk would be permitted in the northern portion of the site. Pursuant to the combination acquisition and site selection action, the City of New York (with DCAS anticipated to hold jurisdiction) would construct the PAA space using capital funds with the intent that the PAA space be designed such that it functions harmoniously with the adjacent future public plaza to the north.

Projected Development Site 1B

On Projected Development Site 1B, the existing building on Lot 1 would be demolished and redeveloped with one new mixed-use building. The existing three-story commercial office building on Lot 34 would remain as under existing conditions. As shown in **Figures 1-7** and **1-8**, the new building would rise to approximately 24 stories (265’; 295’ including bulkhead) and contain approximately 208,440 gsf, including approximately 195,198 gsf of residential space (263 total DUs [52 affordable DUs pursuant to MIH Option 3, 66 affordable DUs pursuant to MIH Option 1, or 79 affordable DUs pursuant to MIH Option 2]), 4,242 gsf of retail space, and 9,000 gsf of commercial office space.

Projected Development Site 1C

On Projected Development Site 1C, one new mixed-use building would be developed. As shown in **Figures 1-9** and **1-10**, the new building would rise to approximately 27 stories (300’; 330’ including bulkhead) and contain approximately 274,638 gsf, including approximately 260,228 gsf of residential space (341 total DUs [68 affordable DUs pursuant to MIH Option 3, 85 affordable DUs pursuant to MIH Option 1, or 102 affordable DUs pursuant to MIH Option 2]), 14,410 gsf of retail space, and 4,190 sf of PAA space.

The approximately 4,190 sf of PAA space would consist of sidewalk widenings along Williams Place and Fulton Street, with more centralized meeting and gathering spaces along Herkimer Street and near the corner of Projected Development Site 1C towards the junction of Herkimer Street, Fulton Street, and East New York Avenue. The inclusion of sidewalk widenings would promote increased pedestrian usability and

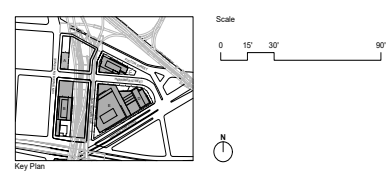


Legend

- Large Scale General Development
- Zoning Lot Line
- Zoning District Boundary
- Proposed Maximum Building Envelope
- Illustrative Building Line
- Elevated Rail Line and Associated Structures
- Commercial Access Point
- Community Access Point
- Residential Access Point
- Spot Elevation / Height (relative to NAVD88)
- Building Envelope Height / Illustrative Building Height
- Parking Access Point
- Loading Access (at loading berths)
- Traffic Direction
- Artwork Installation
- ADA Companion Seating
- Existing Fire Hydrant
- Proposed Curb Cut
- Existing Street Light
- Existing Tree & Tree Pit
- Proposed Tree & Tree Pit
- Proposed Plants
- Street Sign
- Public Accessible Area Sign
- Bus Sign
- Planted Area
- Pavers
- Sidewalk
- Proposed Building Footprint
- Existing Building Footprint

Notes

1. Elevations referenced to North American Vertical Datum of 1988 (NVD88) which is 1,095 feet above National Geodetic Survey Datum at Sandy Hook, New Jersey.
2. Graphic scale applicable to all non-dimensioned elements.
3. Buildings shown within maximum building envelopes are for illustrative purposes only and are subject to change.
4. Location of bulkheads are illustrative and subject to change.
5. Entrances to proposed buildings and interior partitions and arrangement of uses are illustrative and subject to change.
6. All uses shown are illustrative and subject to change.
7. All aspects of the landscape design for PAA 1 (Parcel 1) are shown for illustrative purposes only and are subject to change including the proposed kiosk, paving plan, trees, planter and bench design, and public area sign locations.
8. The landscape design for remaining PAA spaces and sidewalk treatment depicted are shown for illustrative purposes only and subject to change.
9. Average maintained level of illumination of not less than one horizontal foot candle (lumens per foot) throughout all walkable areas, and a minimum level of illumination of not less than 0.2 horizontal foot candles (lumens per foot) throughout all other areas, shall be required.



Architect

WXY

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Rev.	Date	Description
1	06/20/2023	Draft Plans
2	09/29/2024	Draft Plans
3	03/21/2025	Draft Plans
4	05/01/2025	ULURP PLANS

Project

Herkimer Williams
Brooklyn, New York
Block 1555 Lot 1, 19
Block 1576 Lot 1, 9, 13, 32, 34
Block 1577 Lot 1, 7, 17, 26, 32, 35, 51, 53, 56, 58

Client

Seal

REGISTERED ARCHITECT
CLAIRE D. WEISZ
STATE OF NEW YORK

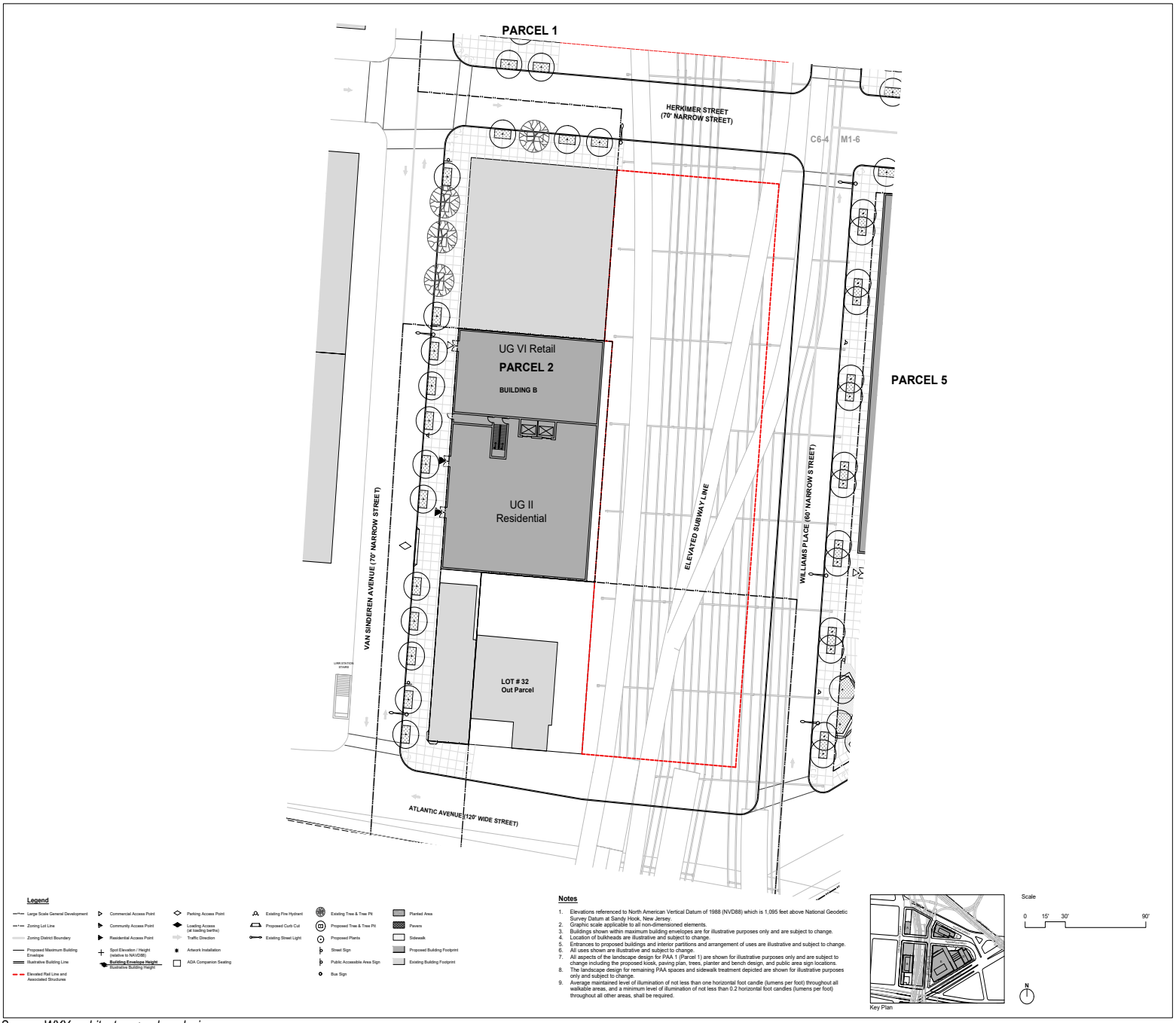
Drawing Title

Parcel 1 Zoning Lot Site Plan

Drawn by	
Checked by	
Date	May 1, 2025
Scale	1"=20'
Drawing Number	Z-020.00
Sheet Number	13 OF 32
Sheet Size	ARCH E1

Source: WXY architecture + urban design

Figure 1-6
Projected Development Site 1A Site Plan



Architect

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New York, NY 10007
P (212) 219-1953
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Rev.	Date	Description
1	06/20/2023	Draft Plans
2	09/29/2024	Draft Plans
3	03/21/2025	Draft Plans
4	05/01/2025	ULURP PLANS

Project

Herkimer Williams
Brooklyn, New York
Block 1555 Lot 1, 19
Block 1576 Lot 1, 9, 13, 32, 34
Block 1577 Lot 1, 7, 17, 26, 32, 35, 51, 53, 56, 58

Client

Seal

REGISTERED ARCHITECT
CLAIRE D. WEISZ
025758-1
STATE OF NEW YORK

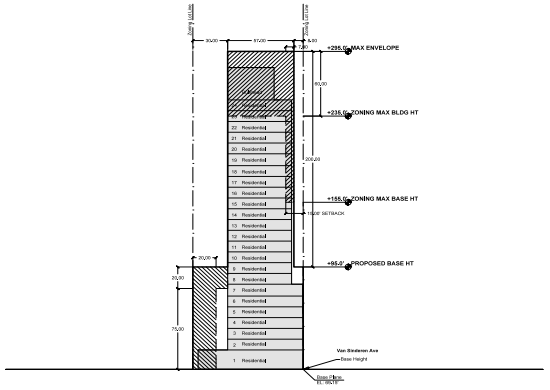
Drawing Title

Parcel 2 Illustrative Ground Floor Plan

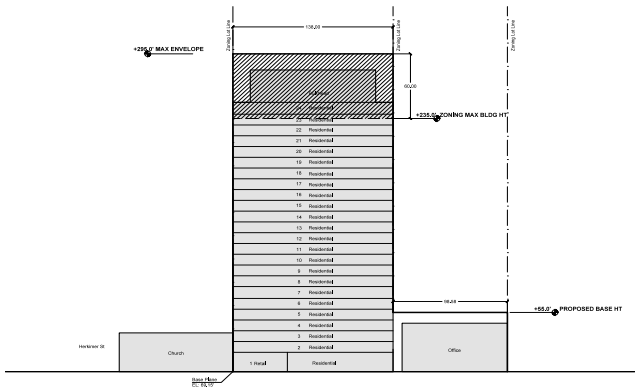
Drawn by	
Checked by	
Date	May 1, 2025
Scale	1"=20'
Drawing Number	Z-031.00
Sheet Number	15 OF 32
Sheet Size	ARCH E1

Source: WXY architecture + urban design

Figure 1-7
Projected Development Site 1B Site Plan



1 Z-033 ZONING SECTION - VAN SINDEREN AVENUE, BUILDING B
SCALE: 1" = 40'-0"



2 Z-033 ZONING SECTION - HERKIMER STREET, BUILDING B
SCALE: 1" = 40'-0"

Legend

- Large Scale General Development
- Zoning Lot Line
- Zoning District Boundary
- Proposed Maximum Building Envelope
- Illustrative Building Line
- Out Parcel Boundary
- Block
- Office Access Point
- Commercial Access Point
- Residential Access Point
- Spot Elevation / Height (relative to NAVD88)
- Building Envelope Height
- Illustrative Building Height
- *heights relative to base plane
- Parking Access Point
- Loading Access (at loading berths)
- Traffic Direction
- Artwork Installation
- ADA Companion Seating
- Existing Fire Hydrant
- Proposed Curb Cut
- Existing Curb Cut (to maintained)
- Existing Street Light
- Existing Tree & Tree Pit
- Proposed Tree & Tree Pit
- Proposed Plants
- Street Sign
- Public Accessible Area Sign
- Bus Sign
- Planted Area
- Pavers
- Sidewalk
- Proposed Building Footprint
- Existing Building Footprint
- Waiver for height and setback pursuant to ZR 74-743 (a)(2).
- Waiver for required rear yard pursuant to ZR 74-743 (a)(2).
- Waiver for required min base height pursuant to ZR 74-743 (a)(2).
- Area proposed for retail and services use pursuant to ZR Section 74-161.

Notes

1. Elevations referenced to North American Vertical Datum of 1988 (NVD88) which is 1.095 feet above National Geodetic Survey Datum at Sandy Hook, New Jersey.
2. Graphic scale applicable to all non-dimensioned elements.
3. Buildings shown within maximum building envelopes are for illustrative purposes only and are subject to change.
4. Location of bulkheads are illustrative and subject to change.
5. Entrances to proposed buildings and interior partitions and arrangement of uses are illustrative and subject to change.
6. All uses shown are illustrative and subject to change.

Scale
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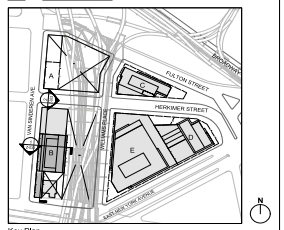

Key Plan
NTS

Architect
WXY
WXY architecture + urban design
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4	05/01/2025	ULURP PLANS
5	05/08/2025	Revised ULURP PLANS
6	05/16/2025	Revised ULURP PLANS
7	08/21/2025	Revised ULURP PLANS

Project
Herkimer Williams
Brooklyn, New York
Block 1555 Lot 1, 19
Block 1576 Lot 1, 9, 13, 32, 34
Block 1577 Lot 1, 7, 17, 26, 32, 35, 51, 53, 56, 58

Client

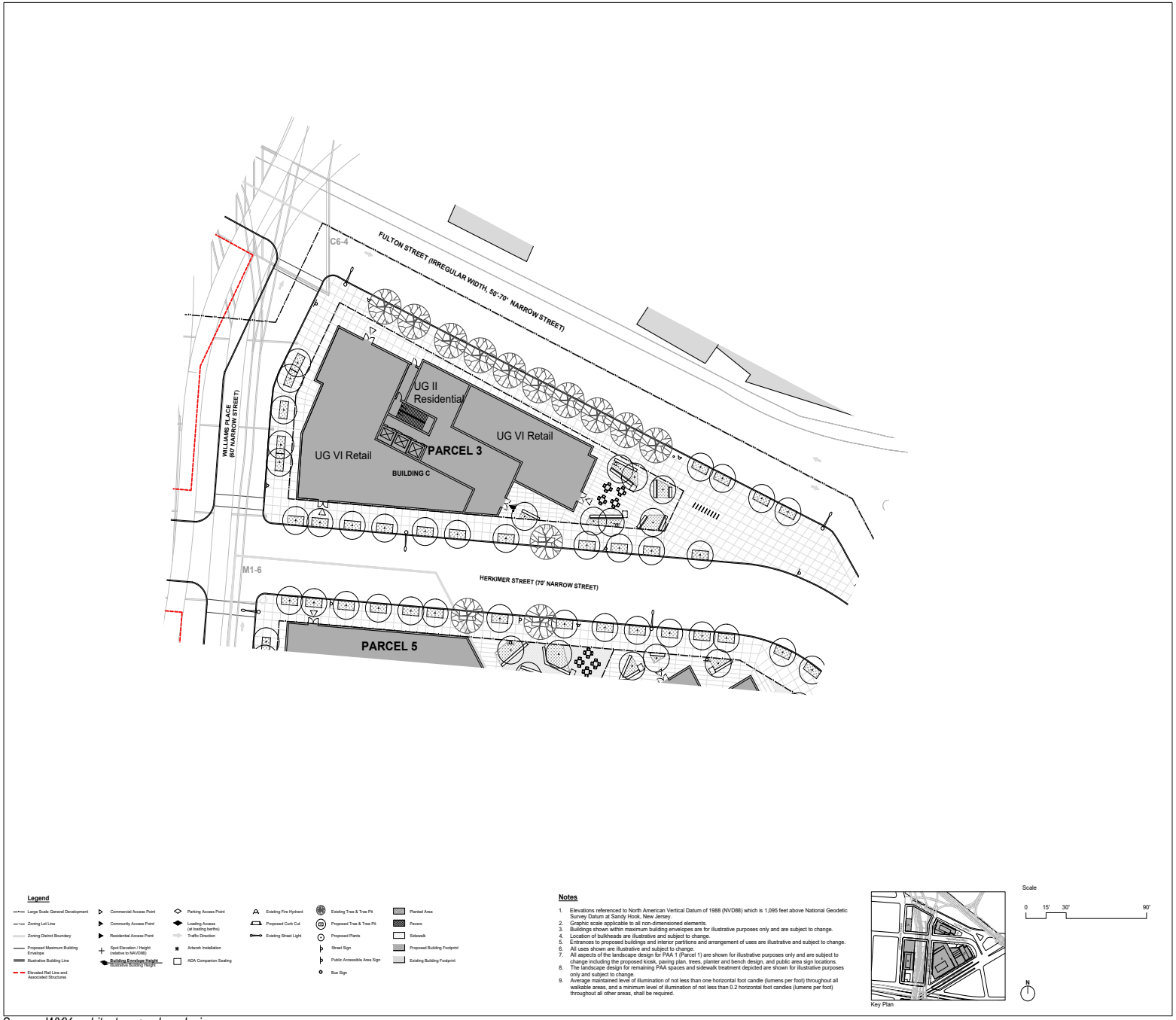
Seal

Drawing Title
Parcel 2
Waiver Sections

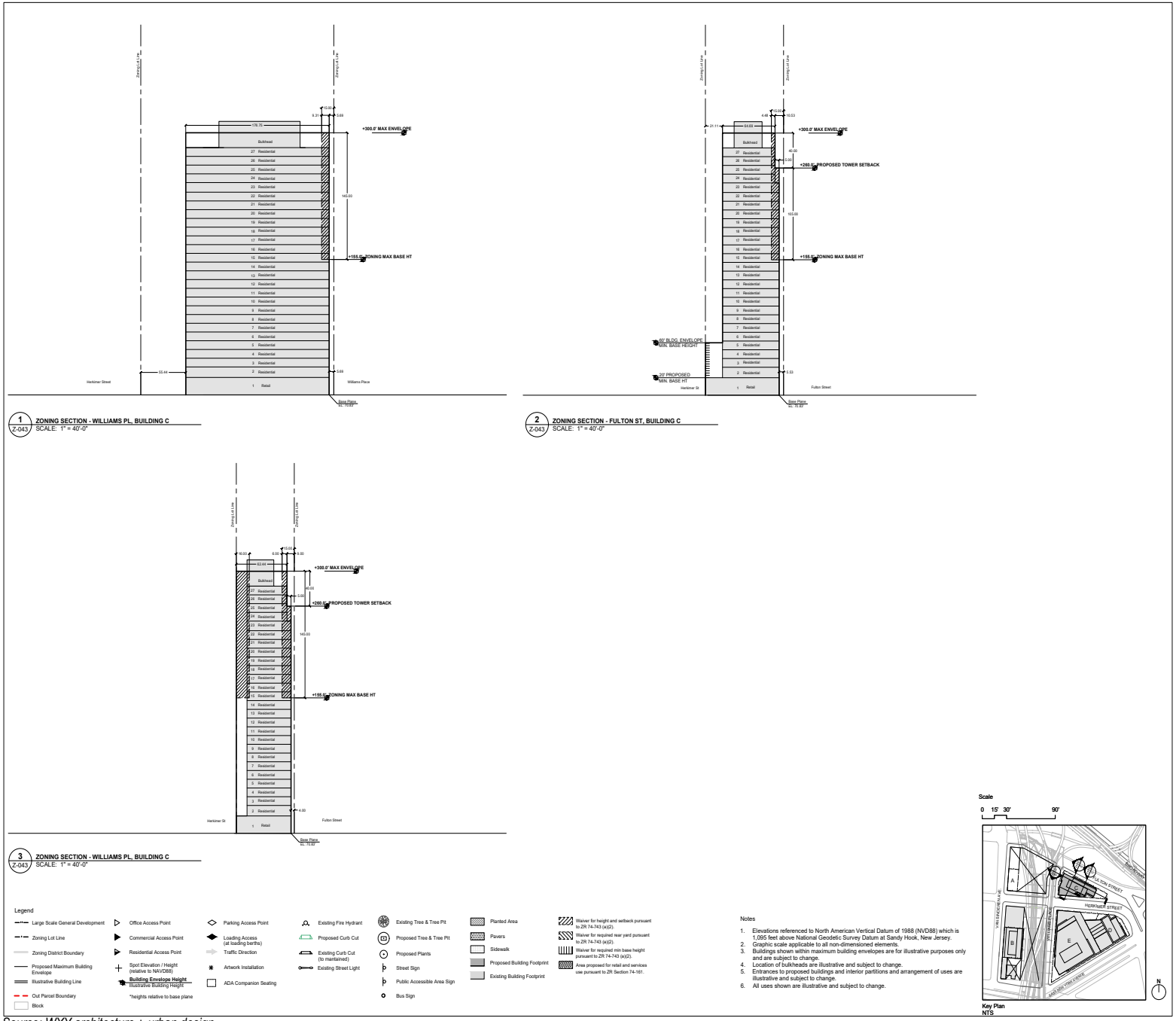
Drawn by	
Checked by	
Date	August 21, 2025
Scale	1"=40'
Drawing Number	Z-033.00
Sheet Number	17 OF 32
Sheet Size	ARCH E1

Source: WXY architecture + urban design

Figure 1-8
Projected Development Site 1B Zoning Sections
Note: This figure has been revised for the FEIS.



Source: WXY architecture + urban design



Source: WXY architecture + urban design

walkability along the site's frontages. The largest portion of the PAA space would contain several planters, seating options (i.e., bench seating with and without backs, movable tables/chairs, and wall seating), and PAA signage.

Projected Development Site 1D

On Projected Development Site 1D, the existing buildings and structures would be demolished and redeveloped with one new mixed-use building. As shown in **Figures 1-11** and **1-12**, the new building would rise to approximately 29 stories (350'; 380' including bulkhead) and contain approximately 329,460 gsf, including approximately 283,868 gsf of residential space (384 total DUs [77 affordable DUs pursuant to MIH Option 3, 96 affordable DUs pursuant to MIH Option 1, or 115 affordable DUs pursuant to MIH Option 2]), 11,747 gsf of retail space, 68 parking spaces (33,845 gsf), and 3,689 sf of PAA space.

The approximately 3,689 sf of PAA space would consist of pocket spaces along Herkimer Street as the street curves towards the junction of Fulton Street and East New York Avenue. The PAA space would line the curvature of Herkimer Street with amenities including planters, trees, various seating options (i.e., bench seating with and without backs, movable tables/chairs, and wall seating), and PAA signage.

Projected Development Site 1E

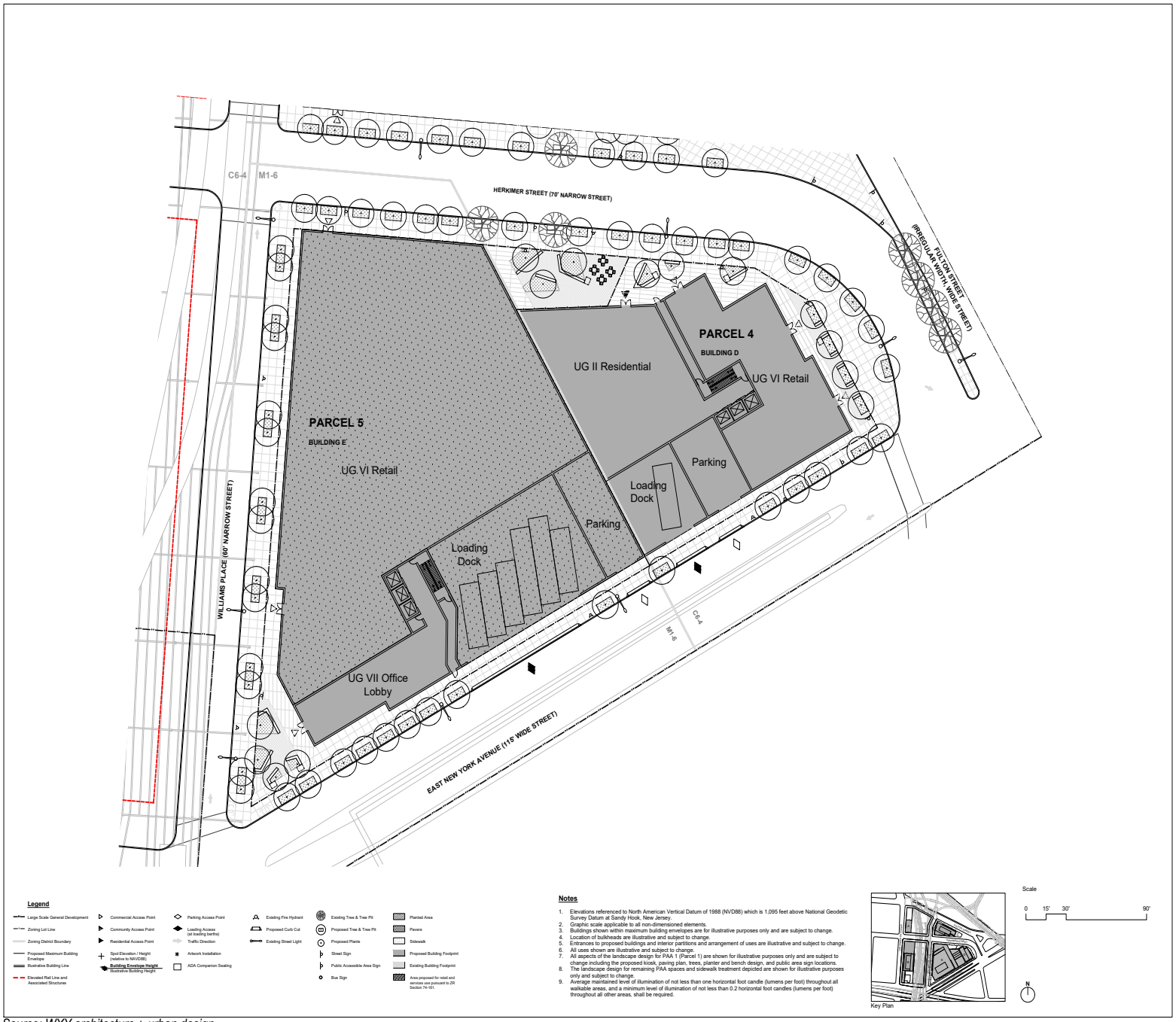
On Projected Development Site 1E, the existing buildings and structures would be demolished and redeveloped with one new mixed-use building. As shown in **Figures 1-11** and **1-12**, the new building would rise to approximately 17 stories (280'; 320' including bulkhead) and contain approximately 654,710 gsf, including approximately 426,766 gsf of commercial office space, 79,861 gsf of retail space, 98,483 gsf of light industrial space, 106 parking spaces (49,600 gsf), and 7,297 sf of PAA space.

The approximately 7,297 sf of PAA space would consist of sidewalk widenings on Williams Place and East New York Avenue, a triangular meeting and gathering area at the corner of Williams Place and East New York Avenue, and a larger meeting and gathering space along the south side of Herkimer Street. The PAA space would contain amenities including planters, trees, various seating options (i.e., linear seating, bench seating with and without backs, movable tables/chairs, and wall seating), and PAA signage.

Projected Development Site 2

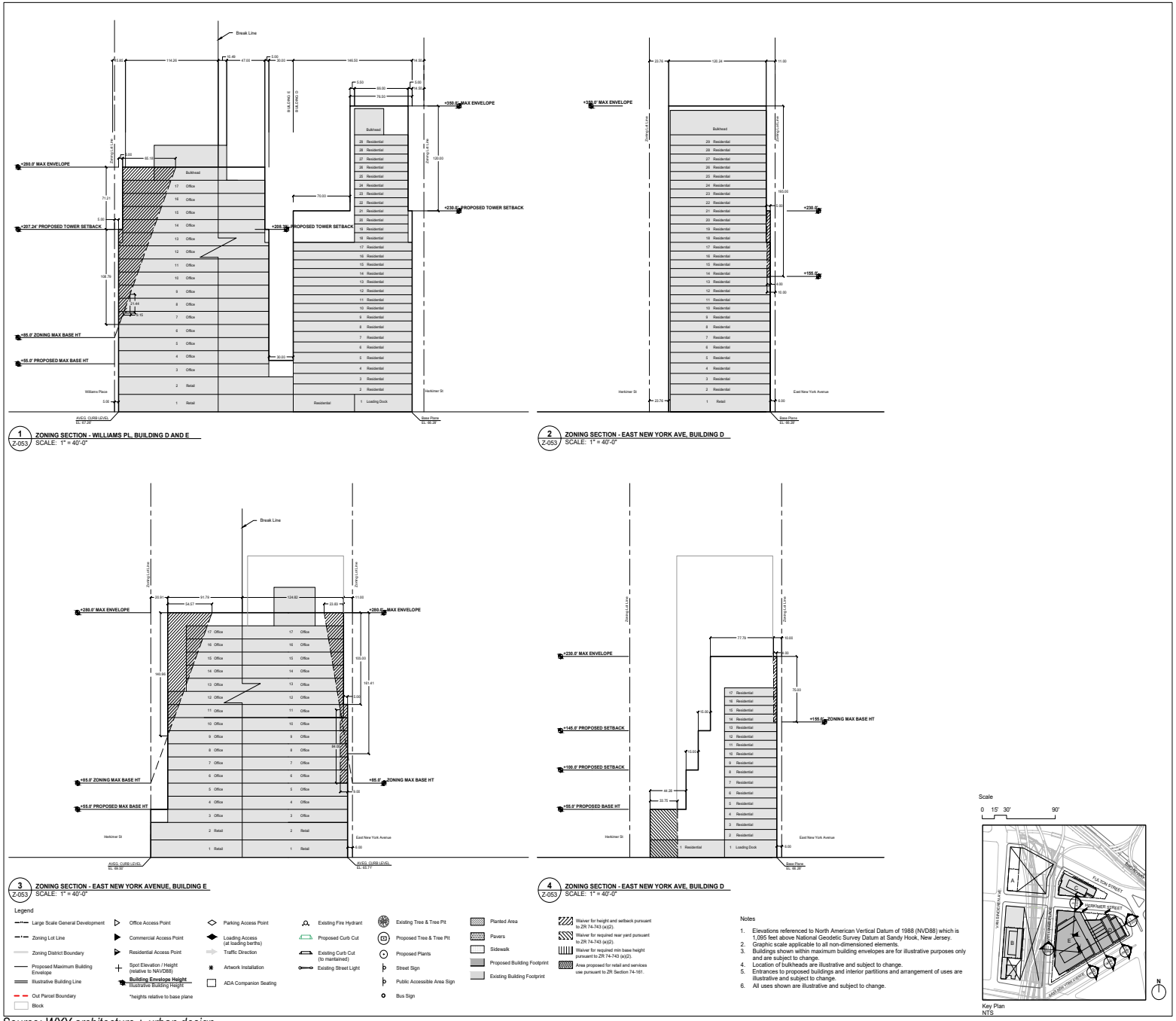
On Projected Development Site 2, the existing building on Lot 9 would be demolished and redeveloped with one new mixed-use building. The new building would rise to approximately 15 stories (175'; 205' including bulkhead) and contain approximately 120,954 gsf, including approximately 95,469 gsf of residential space (124 total DUs [25 affordable DUs pursuant to MIH Option 3, 31 affordable DUs pursuant to MIH Option 1, or 37 affordable DUs pursuant to MIH Option 2]), 22,985 gsf of community facility (house of worship) space for Calvary Church, and 2,500 gsf of retail space.

Figure 1-13 provides an illustrative rendering of the design of the Proposed Development, including the four new buildings and a potential, small retail kiosk on Projected Development Sites 1A through 1E under the LSGD Special Permit, and the new as-of-right building on Projected Development Site 2 that would not be included under the LSGD. As shown in **Figure 1-13**, for Projected Development Sites 1B through 1E under the LSGD Special Permit, the maximum permitted envelope is slightly larger than the space that would be occupied by the Proposed Development on these sites in order to allow for a modest amount of design flexibility. As the maximum permitted envelope is slightly larger than the Proposed Development for Projected Development Sites 1B through 1E, the potential effects associated with the maximum permitted envelope are considered in the EIS for Projected Development Sites 1B through 1E, where



Source: WXY architecture + urban design

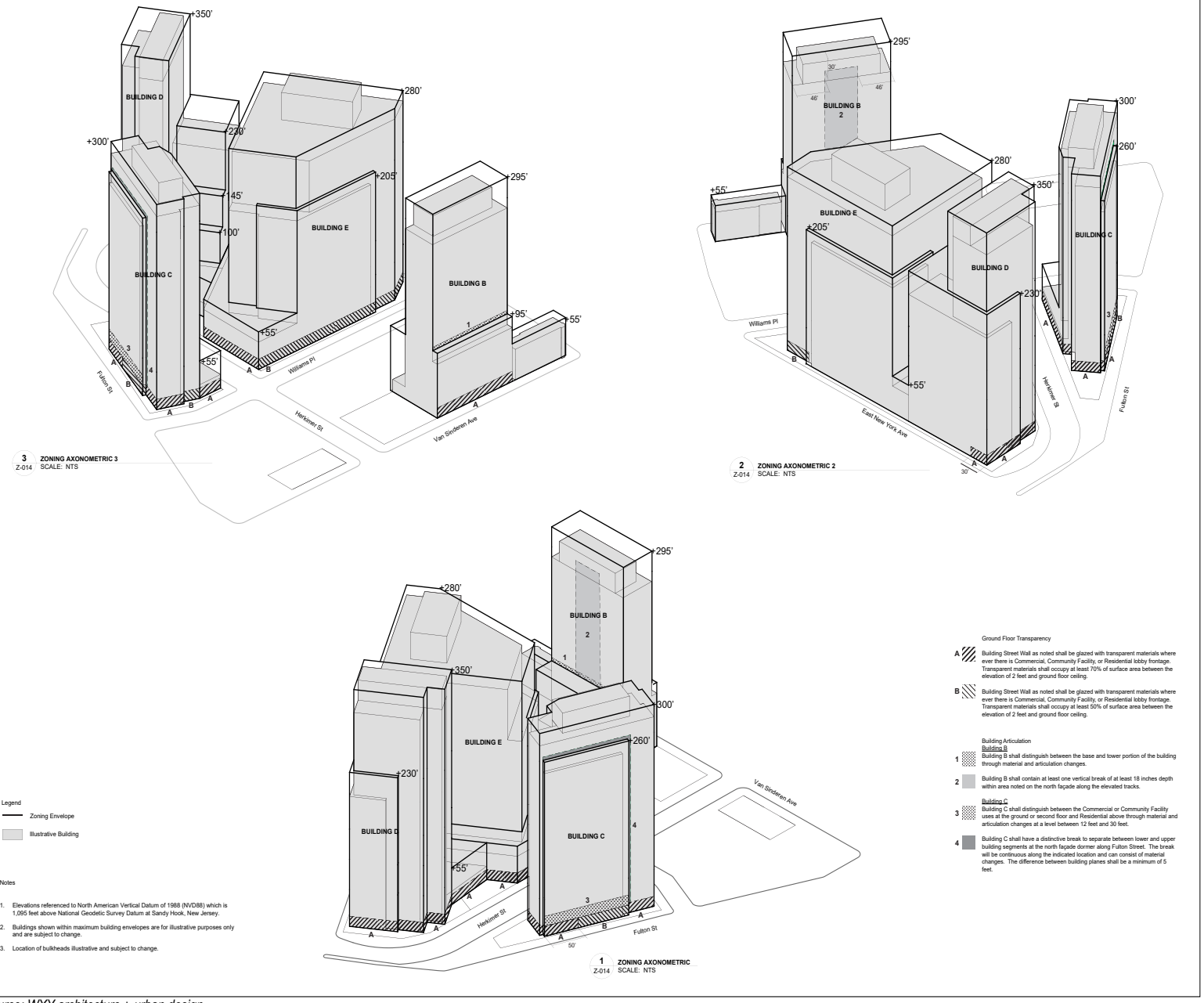
Figure 1-11
Projected Development Sites 1D and 1E Site Plan



Source: WXY architecture + urban design

Figure 1-12

Projected Development Sites 1D and 1E Zoning Sections



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Client

Seal

Drawing Title
LSGD Urban Design Controls Axonometric

Drawn by	
Checked by	
Date	May 1, 2025
Scale	NTS
Drawing Number	Z-014.00
Sheet Number	12 OF 32
Sheet Size	ARCH E1

Source: WXY architecture + urban design

Figure 1-13
Projected Development Sites 1A-1E Axonometric Zoning Sections

applicable.

Affordable Housing

Pursuant to the City's MIH program, up to 20-30 percent or approximately 222-334 units would be designated as permanently affordable at an average of 40-80 percent AMI depending on the selected MIH Option. The Applicant intends to pursue either Option 1 or Option 2. Pursuant to Option 1 of the MIH program, up to approximately 66 permanently affordable units could be developed at Projected Development Site 1B, up to approximately 85 permanently affordable units could be developed at Projected Development Site 1C, up to approximately 96 permanently affordable units could be developed at Projected Development Site 1D, and up to approximately 31 permanently affordable units could be developed at Projected Development Site 2, for a total of up to 278 permanently affordable units pursuant to Option 1. For conservative analysis purposes, the EIS also studies the potential for the Proposed Development to be constructed in accordance with MIH Options 2 and 3. Pursuant to Option 2, 30 percent of the future buildings' residential floor area would be permanently affordable at or below an average of 80 percent AMI, which would result in up to approximately 79 permanently affordable units at Projected Development Site 1B, up to approximately 102 permanently affordable units at Projected Development Site 1C, up to approximately 115 permanently affordable units at Projected Development Site 1D, and up to approximately 37 permanently affordable units at Projected Development Site 2, for a total of up to 334 permanently affordable units pursuant to Option 2. Pursuant to Option 3, 20 percent of the future buildings' residential floor area would be permanently affordable at or below an average of 40 percent AMI, which would result in up to approximately 52 permanently affordable units at Projected Development Site 1B, up to approximately 68 permanently affordable units at Projected Development Site 1C, up to approximately 77 permanently affordable units at Projected Development Site 1D, and up to approximately 25 permanently affordable units at Projected Development Site 2, for a total of up to 222 permanently affordable units pursuant to Option 3. In addition to the approximately 222-334 permanently affordable units pursuant to MIH, the Applicant intends to work with HPD to allow the proposed DUs in the Proposed Development to be designated as 100 percent affordable units as well, pursuant to available subsidy.

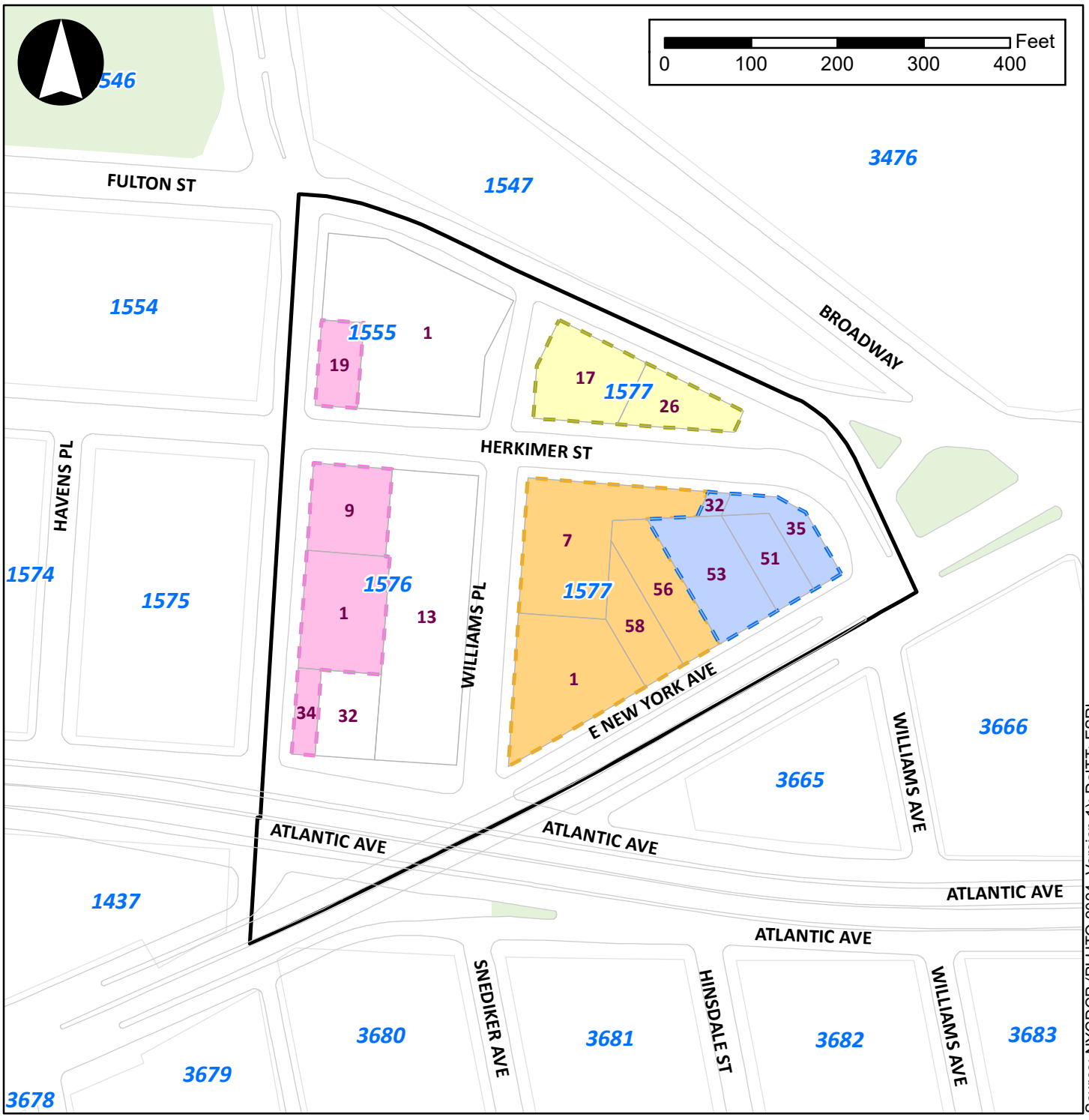
F. ANALYSIS FRAMEWORK

The Proposed Actions would change the regulatory controls governing land use and development in the Project Area. The 2021 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis.

Analysis Year

It is anticipated that the Proposed Actions would be certified in ULURP in 2025. Assuming the completion of the CEQR and ULURP processes in 2026, and a period of approximately 10 years for construction over four phases of construction, completion and occupancy of the Proposed Development is expected to occur by 2036. The Proposed Development's five new buildings and potential, small retail kiosk would likely be developed in phases over a period of approximately 10 years (2026 – 2036), with each building being constructed over a two- to three-year period. Refer to **Figure 1-14** for an overview of the preliminary phasing plan for the Proposed Development. The 2036 analysis year reflects a reasonable estimate of the time needed for the Applicant to demolish the existing buildings and structures at Projected Development Sites 1A through 1E, as well as Projected Development Site 2, and construct the Proposed Development

Proposed Actions' RWCDS Construction Phasing



Source: NYCDCP (PLUTO 2024, Version 1); DoITT; ESRI

Legend

- Project Area
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- 1555 Tax Blocks
- 1 Tax Lots
- Open Space

in multiple stages. Accordingly, this environmental review will use 2036 as the analysis year for the analysis of future conditions consistent with 2021 *CEQR Technical Manual* guidance.

Reasonable Worst Case Development Scenario (RWCDS)

To assess the possible effects of the Proposed Actions, a RWCDS was established for both the future without the Proposed Actions (the "No-Action condition") and the future with the Proposed Actions (the "With-Action condition") for the analysis year of 2036. The incremental difference between the No-Action and With-Action conditions will serve as the basis of the impact category analyses. The Proposed Development described above in Section E for Projected Development Sites 1A through 1E (under the LSGD Special Permit) would feature a built FAR of approximately 11.08 under the proposed C6-4 and M1-6 zoning districts, which reasonably maximizes the allowable blended FAR pursuant to the proposed C6-4 and M1-6 zoning. Projected Development Site 2 would feature a built FAR of approximately 12.0 under the proposed C6-4 zoning district, which is the maximum allowable FAR for Projected Development Site 2 under the proposed C6-4 zoning district. In addition, a second RWCDS (the "Alternate Community Facility Scenario") will be assessed for conservative analysis purposes, where deemed appropriate for any technical area in the EIS where this development scenario serves as the more conservative RWCDS compared to the Proposed Development.

Compared to the Proposed Development, the Alternate Community Facility Scenario would contain less residential space (688,065 gsf [911 DUs] vs. 834,763 gsf [1,112 DUs]), more commercial space (598,775 gsf vs. 549,526 gsf), more light industrial space for Use Groups Use Groups III-X (111,933 gsf vs. 98,483 gsf), more community facility space (114,691 gsf vs. 22,985 gsf), and more parking space (106,884 gsf [200 spaces] vs. 83,445 gsf [174 spaces]). The additional 91,706 gsf of community facility space in the Alternate Community Facility Scenario would be provided for academic university space, in addition to the 22,985 gsf of house of worship space. Both the Alternate Community Facility Scenario and the Proposed Development would contain the same amount of PAA space (20,080 sf). Overall, the use groups provided in both the Proposed Development and the Alternate Community Facility Scenario are the same; however, the Alternate Community Facility Scenario would provide both house of worship and academic university space, while the Proposed Development would only provide house of worship space.

The Future without the Proposed Actions (No-Action Condition)

In the 2036 future without the Proposed Actions (the "No-Action condition"), the Project Area would remain as under existing conditions. As such, Block 1555, Lot 19 would remain unimproved and vacant (0.0 FAR); Block 1576, Lot 1 would continue to be occupied by a two-story manufacturing building containing approximately 8,800 gsf of light industrial uses (0.61 FAR), Lot 9 would continue to be occupied by a two-story building containing approximately 12,904 gsf of community facility (house of worship) uses (1.33 FAR), and Lot 34 would continue to be occupied by a three-story commercial building containing approximately 9,000 gsf of office uses (3.32 FAR); and Block 1577, Lot 1 would continue to be occupied by a one-story building containing approximately 17,224 gsf of light industrial uses (0.91 FAR), Lot 7 would continue to be occupied by a one-story (plus mezzanine) building containing approximately 20,768 gsf of light industrial uses (1.00 FAR), Lots 17 and 26 would continue to be unimproved and used for parking and dead storage of vehicles (0.0 FAR each), Lots 32 and 51 would continue to be unimproved, vacant, and used for temporary parking (0.0 FAR each), Lot 35 would continue to occupied by a one-story auto repair shop containing approximately 2,640 gsf of light industrial uses (0.49 FAR), Lot 53 would continue to be occupied by a one-story building containing approximately 990 gsf of light industrial uses (0.08 FAR), and Lots 56 and 58 would continue to be occupied by unenclosed surface parking lots that provide access to the adjacent Lots 1 and 7 (0.0 FAR each). Lots 1, 7, 56, and 58 would likely continue to be leased by the

MTA and utilized as warehouse, parking, shop, and offices for NYCT's AFC and EMD. Under the No-Action condition, no changes are expected for any of the Out Parcels (i.e., Block 1555, Lot 1; Block 1576, Lots 13 and 32). Summaries of the No-Action condition uses within the Project Area are provided in **Tables 1-3** and **1-4**.

The Future with the Proposed Actions (With-Action Condition)

Proposed Development

In the 2036 future with the Proposed Actions (the "With-Action condition"), the Proposed Actions would be approved and Projected Development Sites 1A through 1E and Projected Development Site 2 within the Project Area would be redeveloped. **Table 1-3** provides a comparison of the No-Action and With-Action conditions under the Proposed Development for analysis purposes.

As shown in **Table 1-3**, the incremental (net) change that would result from the Proposed Development would be the net addition of approximately 834,763 gsf of residential space (1,112 DUs, of which approximately 222-334 units would be designated as permanently affordable pursuant to MIH), 426,766 gsf of commercial office space, 113,760 gsf of retail space, 48,061 gsf of light industrial space, 10,081 gsf of community facility (house of worship) space, 143 off-street parking spaces, and 20,080 sf of PAA space in the Project Area. **Table 1-3** also provides an estimate of the number of additional residents and workers generated by the Proposed Actions under the Proposed Development. As shown in **Table 1-3**, the incremental change in residents and workers that would result from the Proposed Actions under the Proposed Development is the net addition of approximately 3,225 residents and 2,174 workers as compared to the No-Action condition.

TABLE 1-3
Comparison of 2036 No-Action and With-Action Conditions at the Project Area (Proposed Development)

Land Use	No-Action Condition	With-Action Condition	Increment
Land Use			
Residential	0 gsf	834,763 gsf	**+834,763 gsf**
Total Units	*0 DUs*	*1,112 DUs*	***+1,112 DUs***
Market Rate Units	*0 DUs*	*778-834 DUs*	***+778-834 DUs***
Affordable Units	*0 DUs*	*222-334 DUs*	***+222-334 DUs***
Commercial	9,000 gsf	549,526 gsf	**+540,526 gsf**
Office	*9,000 gsf*	*435,766 gsf*	***+426,766 gsf***
Retail	*0 gsf*	*113,760 gsf*	***+113,760 gsf***
Community Facility	12,904 gsf	22,985 gsf	**+10,081 gsf**
House of Worship	*12,904 gsf*	*22,985 gsf*	***+10,081 gsf***
Light Industrial	50,422 gsf	98,483 gsf	**+48,061 gsf**
Open Space[1]	0 sf	20,080 sf	**+20,080 sf**
Parking	31 spaces	174 spaces	**+143 spaces**
Populations[2,3]			
Residents	0	3,225	**+3,225 residents**
Workers	125	2,299	**+2,174 workers**

Notes:
[1] It should be noted that references to With-Action condition open spaces are those that are identified as PAA spaces only; as such, the Proposed Actions would result in the increment of up to approximately 20,080 sf of PAA space but would not result in any gain or loss of publicly owned open space.
[2] The No-Action and With-Action worker estimates are based on the following assumptions: one worker per 250 sf of commercial office space; three workers per 1,000 sf of retail space; three workers per 1,000 sf of community facility space; one worker per 1,000 sf light industrial space; one worker per 25 DUs; and one worker per 50 attended parking spaces. The worker generation rates have been sourced from the *Gowanus Neighborhood Plan FEIS* (CEQR No. 19DCP157K).
[3] The No-Action and With-Action residential population is based on 2020 Census data for the average household size for dwelling units in Brooklyn CD 5 (i.e., 2.90 persons per household).

Alternate Community Facility Scenario

In addition, pursuant to the LSGD (for Projected Development Sites 1A through 1E), floors one through four of the new building on Projected Development Site 1B could be developed with either residential, commercial office, or light industrial uses, the second floor of the new building on Projected Development Site 1C could be developed with either residential or retail uses, and floors one through eight of the new building on Projected Development Site 1D could be developed with either residential or community facility uses. Therefore, a second RWCDS (the "Alternate Community Facility Scenario") will be assessed for conservative analysis purposes, where deemed appropriate for any technical area in the EIS where this development scenario serves as the more conservative RWCDS compared to the Proposed Development. **Table 1-4** provides a comparison of the No-Action and With-Action conditions under the Alternate Community Facility Scenario for analysis purposes.

As shown in **Table 1-4**, the incremental change that would result from Proposed Actions under the Alternate Community Facility Scenario would be the net addition of approximately 688,065 gsf of residential space (911 DUs, of which 182-273 units would be designated as permanently affordable pursuant to MIH), 452,749 gsf of commercial office space, 137,026 gsf of retail space, 61,511 gsf of light industrial space, 101,787 gsf of community facility space (of which, approximately 10,081 gsf would consist of house of worship space, and up to approximately 91,706 gsf would consist of academic university space), 169 off-street parking spaces, and 20,080 sf of PAA space in the Project Area. In terms of population, the Alternate Community Facility Scenario would generate approximately 2,642 incremental residents and 2,629 incremental workers, as compared to the No-Action condition.

TABLE 1-4
Comparison of 2036 No-Action and With-Action Conditions at the Project Area (Alternate Community Facility Scenario)

Land Use	No-Action Condition	With-Action Condition	Increment
Land Use			
Residential	0 gsf	688,065 gsf	**+688,065 gsf**
Total Units	*0 DUs*	*911 DUs*	***+911 DUs***
Market Rate Units	*0 DUs*	*638-683 DUs*	***+638-683 DUs***
Affordable Units	*0 DUs*	*182-273 DUs*	***+182-273 DUs***
Commercial	9,000 gsf	598,775 gsf	**+589,775 gsf**
Office	*9,000 gsf*	*461,749 gsf*	***+452,749 gsf***
Retail	*0 gsf*	*137,026 gsf*	***+137,026 gsf***
Community Facility	12,904 gsf	114,691 gsf	**+101,787 gsf**
House of Worship	*12,904 gsf*	*22,985 gsf*	***+10,081 gsf***
Academic University	*0 gsf*	*91,706 gsf*	***+91,706 gsf***
Light Industrial	50,422 gsf	111,933 gsf	**+61,511 gsf**
Open Space[1]	0 sf	20,080 sf	**+20,080 sf**
Parking	31 spaces	200 spaces	**+169 spaces**
Populations[2,3]			
Residents	0	2,642	**+2,642 residents**
Workers	125	2,755	**+2,629 workers**

Notes:
[1] It should be noted that references to With-Action condition open spaces are those that are identified as PAA spaces only; as such, the Proposed Actions would result in the increment of up to approximately 20,080 sf of PAA space but would not result in any gain or loss of publicly owned open space.
[2] The No-Action and With-Action worker estimates are based on the following assumptions: one worker per 250 sf of commercial office space; three workers per 1,000 sf of retail space; three workers per 1,000 sf of community facility space; one worker per 1,000 sf light industrial space; one worker per 25 DUs; and one worker per 50 attended parking spaces. The worker generation rates have been sourced from the *Gowanus Neighborhood Plan FEIS* (CEQR No. 19DCP157K).
[3] The No-Action and With-Action residential population is based on 2020 Census data for the average household size for dwelling units in Brooklyn CD 5 (i.e., 2.90 persons per household).

Both the Proposed Development and the Alternate Community Facility Scenario for Projected

Development Sites 1A through 1E (under the LSGD Special Permit) would feature a built FAR of approximately 11.08 under the proposed C6-4 and M1-6 zoning districts, which reasonably maximizes the allowable blended FAR pursuant to the proposed C6-4 and M1-6 zoning. Under both the Proposed Development and the Alternate Community Facility Scenario, Projected Development Site 2 would feature a built FAR of approximately 12.0 under the proposed C6-4 zoning district, which is the maximum allowable FAR for Projected Development Site 2 under the proposed C6-4 zoning district. The drawings accompanying the LSGD Special Permit would establish the maximum permitted bulk for both the Proposed Development and the Alternate Community Facility Scenario for Projected Development Sites 1A through 1E, which coincide with the RWCDS analyzed in the EIS. Upon approval of the LSGD Special Permit, the Applicant would enter a Restrictive Declaration (RD) with the City, which is a legally binding mechanism in connection with the Proposed Actions that would govern development under the LSGD. Therefore, both the Proposed Development and the Alternate Community Facility Scenario would represent the upper bounds of potential development within the Project ~~Area~~Area, and the impacts of the Proposed Actions would be no worse than those considered in the EIS.

G. PUBLIC REVIEW PROCESS

The Applicant requires Zoning Map and Text Amendments, a LSGD Special Permit, and a CPC Special Permit for certain retail uses in the proposed M1-6 district, as well as a combination acquisition and site selection action alongside City agency co-applicants, to implement the Proposed Development. The Zoning Map and Text Amendments, LSGD Special Permit, CPC Special Permit, and combination acquisition and site selection are discretionary public actions subject to through public review processes under ULURP and CEQR.[7] The ULURP and CEQR review processes are described below.

Uniform Land Use Review Procedure (ULURP)

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months.

The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case, Brooklyn Community Board 5). The Community Board has up to 60 days to review and discuss the application, hold a public hearing, and adopt an advisory recommendation on the ULURP application. The Borough President then has up to 30 days to review the application and issue an advisory recommendation. CPC then has up to 60 days to review and vote on the ULURP application, during which time a ULURP/CEQR public hearing on the application will be held. Comments made at the Draft EIS (DEIS) public hearing or in the subsequent comment period (the record for commenting remains open for 10 days after the hearing to receive written comments) are incorporated into a Final EIS (FEIS).

The FEIS must be completed at least 10 days before CPC makes its decision on the application. The CPC may approve, approve with modifications, or deny the application. If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the application, through

[7] The Zoning Text Amendment, while not in and of itself subject to ULURP, would accompany all other ULURP actions through the ULURP process.

its Land Use Subcommittee. The City Council may approve, approve with modifications, or deny the application. If the City Council proposes a modification to the application, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the City Council may proceed with the modification; if not, then the City Council may only vote on the application as approved by the CPC. Following the City Council's vote, the Mayor has five days in which to veto the City Council's actions, and if the Mayor takes no action, the Council's actions are deemed adopted on the day they acted. If the Mayor vetoes the Council's actions, the Council may override the mayoral veto within 10 days by a supermajority vote.

City Environmental Quality Review (CEQR)

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with the New York State Environmental Quality Review Act (SEQRA). Pursuant to the SEQRA (Article 8 of the Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City has established rules for its own environmental quality review in Executive Order 91 of 1977, as amended, and 62 RCNY Chapter 5, the Rules of Procedure for CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable mitigate, significant adverse environmental effects. CEQR rules guide environmental review, as follows:

- *Establish a Lead Agency.* Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. In accordance with CEQR rules (62 RCNY §5-03), DCP, acting on behalf of the CPC, is serving as the CEQR lead agency for environmental review and will coordinate the review of the Proposed Actions.

- *Environmental Review and Determination of Significance.* The lead agency determines whether the proposed action(s) may have a significant impact on the environment. To do so, DCP, in this case, evaluated an Environmental Assessment Statement (EAS) dated November 17, 2023, for the Proposed Actions. Based on information contained in the EAS, and as the Proposed Actions are classified as a "Type I Action," DCP determined that the Proposed Actions may have a significant adverse impact on the environment, as defined by statute, and issued a Positive Declaration on November 17, 2023, requiring that an EIS be prepared in conformance with all applicable laws and regulations.

- *Scoping.* Along with its issuance of a Positive Declaration, DCP issued a Draft Scope of Work for the EIS, dated November 17, 2023, marking the beginning of the comment period on the Draft Scope. "Scoping," or creating the scope of work, is the process of identifying the environmental impact analysis areas, the methodologies to be used, the key issues to be studied, and creating an opportunity for others to comment on the intended effort. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on December 19, 2023, at 2:00 PM. In support of the City's efforts to contain the spread of COVID-19, DCP held the public scoping meeting remotely. Instructions on how to view and participate, as well as materials relating to the meeting, were made available at the DCP Scoping Documents webpage (https://www.nyc.gov/site/planning/applicants/scoping-documents.page) and NYC Engage website (https://www1.nyc.gov/site/nycengage/index.page) in advance of the meeting. The public review period for agencies and the public to review and comment on the Draft Scope of

Work was open through the close of business on December 29, 2023, at 5:00 PM. Modifications to the Draft Scope of Work for the project's EIS were made as a result of public and interested agency input during the scoping process. A Final Scope of Work document for the Proposed Actions was issued on May 30, 2025.

- Draft Environmental Impact Statement (DEIS). The DEIS was prepared in accordance with the Final Scope of Work and followed the methodologies and criteria for determining significant adverse impacts in the *CEQR Technical Manual*. The lead agency reviewed all aspects of the document, calling on other City and state agencies to participate where the agency's expertise is relevant. The DEIS was deemed complete and the Notice of Completion was issued on May 30, 2025~~Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review~~.

- *Public Review.* Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, which must extend for a minimum of 30 days, the public ~~has~~ had the opportunity to review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. When the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly. CPC held a joint ULURP/CEQR public hearing on October 8, 2025 at 10 AM, which was accessible both in-person and remotely via the teleconferencing application Zoom to continue to allow for broad public participation. The lead agency ~~must~~ published a notice of the hearing in the *amMetro NewYork* on September 22, 2025, in the *City Record* on September 23, 2025, and in the *Environmental Notice Bulletin* on September 24, 2025~~at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing~~. All substantive comments received at the hearing have become part of the CEQR record and ~~must~~ have been summarized and responded to in the FEIS.

- *Final Environmental Impact Statement (FEIS).* After the close of the public comment period for the DEIS, the FEIS is prepared. The FEIS must incorporate relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics, and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS. DCP issued a Notice of Completion and circulated the FEIS on November 6, 2025.

- *Findings.* To document that the responsible public decision-makers have taken a hard look at the environmental consequences of a project, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the project, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take "no action"). This means that the CPC must wait at least 10 days after the FEIS is complete to act on a given application.