RIVER RING
Chapter 1: Project Description

A. INTRODUCTION

The Applicant, River Street Partners LLC, is proposing a series of land use actions to facilitate the redevelopment of the Proposed Development Site with mixed-use buildings and waterfront public spaces in the Williamsburg neighborhood pf Brooklyn Community District 1.

The Applicant's Proposed Development consists of two mixed-use towers and waterfront public spaces located on a zoning lot to be comprised of Block 2355, Lots 1 and 20; Block 2361, Lots 1, 20, and 21; Block 2376, Lot 50; and portions of Metropolitan Avenue and North 1st Street (collectively known as the "Proposed Development Site"). The Project Area also includes two non-Applicant owned blocks to the east of the Proposed Development Site (Blocks 2356 and 2362). The Project Area is located in an M3-1 district, mapped in 1961. There are no other prior land use actions affecting the Project Area.

The Applicant seeks the following discretionary approvals (collectively, the "Proposed Actions"):

- City Map Change to demap, discontinue, close and, as necessary, dispose of segments of Metropolitan Avenue and North 1st Street to the west of River Street;
- Landfill action to add approximately 6,319 sf of landfill as part of the waterfront public open space plan;
- Zoning Map Amendment to rezone the Project Area from an M3-1 district to C6-2 and M1-4 districts;
- Zoning Text Amendment to a) Appendix F of the Zoning Resolution (ZR) to establish the portion of the Project Area to the west of River Street as a Mandatory Inclusionary Housing (MIH) area; b) amend ZR Section 74-742 to allow a large scale general development ("LSGD") that does not meet the ownership requirements of ZR Section 74-742; and c) amend ZR Section 74-743 to permit, as part of the LSGD, the construction of new piers or platforms in the seaward portion of the LSGD, and allow such piers or platforms to generate floor area, provided that the total distribution of floor area is limited to the floor area generated by existing land, piers and platforms seaward of the bulkhead line to be removed;
- Zoning Authorizations to a) modify requirements for location, area and minimum dimensions of waterfront public access areas pursuant to ZR Section 62-822(a); b) modify requirements within waterfront public access areas pursuant to ZR Section 62-822(b); and c) allow for phased development of waterfront public access areas pursuant to ZR Section 62-822(c);
- Zoning Certification pursuant to ZR Section 62-811 with respect to compliance with waterfront public access area and visual corridor requirements, as modified by the proposed Waterfront Zoning Authorizations;
- Zoning Special Permit pursuant to ZR Section 74-743(a)(2) and 74-743(a)(13), as modified under the proposed Text Amendment, to allow the construction of new piers and platforms in the seaward portion of the LSGD that are accessible and enjoyable by the public; allow such piers and platforms to generate floor area, provided that the total distribution of floor area is limited to the

floor area generated by existing land, piers and platforms seaward of the bulkhead line to be removed; and to modify bulk regulations; and

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

With respect to each of the special permits and authorizations, the Applicant is also requesting an extension of term of such approvals to a period of ten years during which substantial construction of the phased project would be completed.

The project approvals would also include recordation of an (E) designation (E-636) and Restrictive Declaration to codify commitments made related to the environmental review.

In addition, a Joint Permit Application from the NYS Department of Environmental Conservation (NYSDEC) and the United States Army Corps of Engineers (USACE) is being sought in conjunction with the publicly accessible open space proposed along the waterfront. Also in conjunction with the Applicant's Proposed Development, the existing sewer infrastructure (combined sewers, intercepting sewer, regulator, and combined sewer overflow outfall) located between the East River and River Street in Metropolitan Avenue would be relocated, subject to review and approval by NYSDEC, USACE and the NYC Department of Environmental Protection (DEP), as applicable. The Applicant may also seek additional actions related to financing for the affordable housing component of the Proposed Development.

The Proposed Actions would facilitate the development of the Applicant's Proposed Development, an approximately 1.336 million gross square foot (gsf) mixed-used development, comprised of approximately 1.12 million gsf of residential space1 (approximately 1,250 dwelling units, of which 313 units (25%) would be affordable pursuant to the MIH program), 50,000 gsf of community facility space, 83,000 gsf of commercial space (including 60,000 gsf of office and 23,000 gsf of local retail), and approximately 83,000 gsf of below-grade parking (up to 250 accessory attended parking spaces), as well as approximately 2.9 acres of new public open space (plus 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area). Although plans are still in the preliminary stages, the Applicant intends to house a community center within the community facility space. In addition, as part of the reasonable worst-case development scenario (RWCDS), a non-Applicant owned Projected Development Site at 230 Kent Avenue (Block 2362, Lot 1) is expected to be improved with a three-story, approximately 20,223 gsf mixed-use light industrial, commercial and community facility building as a result of the proposed zoning change.

B. BACKGROUND AND EXISTING CONDITIONS

Project Area/Proposed Rezoning Area

The Project Area (a.k.a. proposed rezoning area) is bounded to the north by North 3rd Street, to the east by Kent Avenue and property owned by the New York Power Authority (NYPA), to the south partially by North 1st Street and partially by Grand Ferry Park, and to the west by the US Pierhead Line in the East River (see **Figure 1-1a**). The Project Area comprises portions of three waterfront blocks and two inland blocks with a total lot area of approximately 441,660 sf. This includes the upland lot portion of the Applicant's Proposed Development Site, which has a lot area of approximately 143,613 sf, the seaward

[1] Residential gsf includes approximately 70,000 sf of amenity space as a combined total for both towers.

Figure 1-1a
Project Location



lot portion of the Proposed Development Site, which has a lot area of approximately 229,677 sf and includes 28,454 sf of existing seaward structures, an approximately 23,116 sf area of Metropolitan Avenue and an approximately 3,374 sf area of North 1st Street proposed to be demapped, as well as the two non-Applicant-controlled inland tax blocks, which have a total lot area of 41,880 sf. The Proposed Development Site's total upland lot area with the Proposed Actions is 170,103 sf. The Project Area is currently zoned M3-1, which allows a maximum floor area ratio (FAR) of 2.0 for industrial and commercial uses; residential and community facility uses are not allowed.

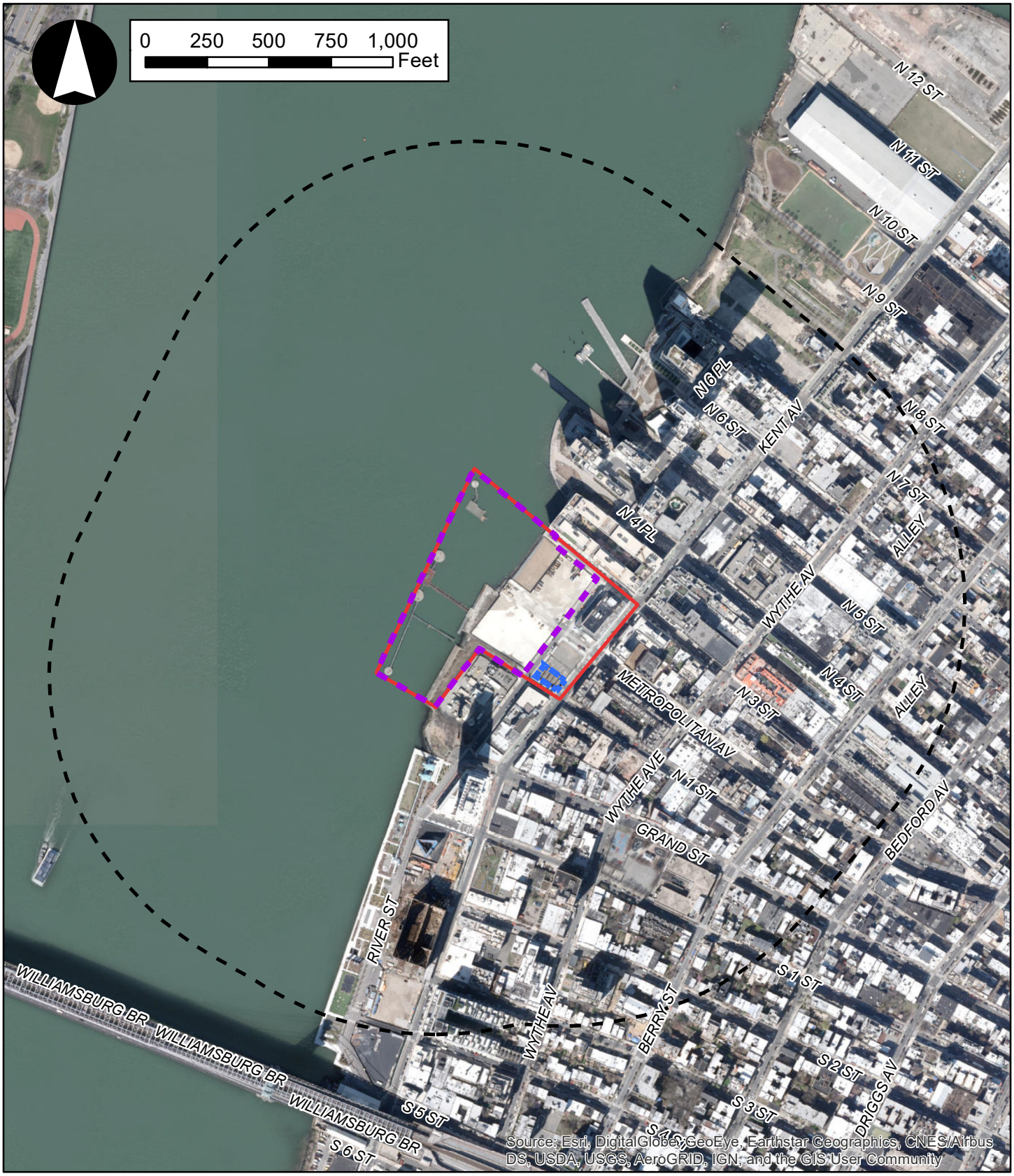
Proposed Development Site

The Proposed Development Site is currently vacant, with the upland portion covered in compacted sand and gravel (see **Figure 1-1b**). The Proposed Development Site previously contained multiple warehousing and storage buildings that accommodated a variety of industrial uses since the 1830s. Prior to the 1900s the Proposed Development Site was occupied by the Nassau Ferry Company (south), a lumber yard (middle) and a sugar refinery (north). In the 1920s the middle of the site was converted to coal storage, and in the 1940s, it was subsequently converted to fuel storage. By 1947, the ferry terminal in the southern portion of the Proposed Development Site was demolished and was used by Charles Pfizer and Company (predecessor to Pfizer) as molasses storage. A wharf was constructed at the shoreline to replace the ferry docks and to accommodate shipping. Four cellular caissons were constructed in the early 1960s, along with a new pier between North 1st Street and Metropolitan Avenue (fuel service pier) and catwalks connecting the three southern caissons; the northernmost caisson was connected to the North 3rd Street Pier by a catwalk. Between 1966 and 1974, the Proposed Development Site north of North 1st Street was entirely covered by fuel storage tanks that spanned the entire length of the property boundary; two large circular fuel storage tanks occupied a portion of the site south of North 1st Street. During this same period, the Metropolitan Avenue Pier had been demolished; the North 1st Street Pier and the new pier between North 1st Street and Metropolitan Avenue were reduced in width to their current configuration. By 1991, the North 3rd Street Pier was reduced to a finger pier and platform.

Consolidated Edison (ConEd) had owned and operated the Proposed Development Site since 1993, using it primarily as a No. 6 fuel oil storage complex for its North First Street Terminal (NFST), until the site was decommissioned in 2012 and the tanks were demolished between 2009 and 2013. When the site was decommissioned, the bulkhead on the northernmost block was also demolished and replaced with a shallow armored slope protected from erosion by cobbles (cobble slope).

The existing shoreline protection of the Proposed Development Site consists of a 265-foot-long by 25-foot-wide wharf, a 65-foot-long riprap revetment, a 205-foot-long bulkhead, and a 285-foot-long cobble slope. A 230-foot-long pile supported apron walkway is waterward of and parallel to the existing bulkhead. The southern portion of the apron walkway is 12-foot wide; the northern portion is 6-foot wide. A pile-supported fuel service pier extends from the middle of the apron walkway to a pile-supported fuel service platform, about 200 feet from the bulkhead. The North 1st Street Pier extends about 195 feet and is about 5-feet wide; however, the segment that connected the pier to the shore is no longer present. The North 3rd Street Pier once extended about 245 feet from the former bulkhead, but the deck of the near shore portion no longer exists; only the piles that once supported the deck remain. A pile-supported timber platform (about 38,000 sf) at the end of the former North 3rd Street Pier still exists. About 200 feet waterward of the shoreline are four cellular caissons, ranging in diameter from about 28 to 47 feet. The southern three caissons and the fuel service platform are connected by pile-supported catwalks about 5 feet wide. The North 1st Street Pier terminates at this catwalk. A 20-foot-wide catwalk extends from the former North 3rd Street platform to the northernmost caisson. There is a 60-inch combined sewer pipe in Metropolitan Avenue that carries flow from the east, which discharges to an existing regulator, also

Figure 1-1b
Project Location - Aerial View



Legend

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

located in Metropolitan Avenue. A 24-inch branch interceptor sewer carries flow from the regulator back to Kent Avenue where it continues north to the Newtown Creek treatment plant.

Remainder of Project Area

The Project Area also includes two inland blocks (Blocks 2356 and 2362) which are located directly east of the Applicant's Proposed Development Site (refer to **Figure 1-1**). Block 2356 is comprised of a single lot (Lot 1), which contains a recently constructed six-story (83-foot-tall) mixed commercial building with approximately 24,000 gsf of office space on the 4th-6th floors, 22,000 gsf of destination retail (Trader Joe's) below grade, 21,000 gsf of ground floor retail, approximately 176 accessory attended parking spaces (34,370 gsf), and 1,600 gsf for roof garden on the third floor. On Block 2362, Lot 3 is a vacant 13,378 sf lot owned by Con Edison. Lot 1 is an approximately 5,862 sf lot that was previously occupied by a 1-story building that was demolished in 2019; subsequent permits have been filed for excavation, bracing and shoring.

Neighborhood Context

The Project Area is located along Brooklyn's East River waterfront in the Williamsburg neighborhood in Brooklyn Community District 1. Land uses within a 400-foot radius (the "Surrounding Area") of the Project Area include a mix of manufacturing, commercial, and mixed residential and commercial uses, as well as utility uses and open space. To the east and northeast of the Project Area, the predominant uses include residences, retail establishments (specifically along Kent and Wythe Avenues), restaurants, offices and light-manufacturing spaces. Residential uses include both multi-family buildings and single and two-family walk-up buildings. The New York Power Authority (NYPA) Power Plant at 49 River Street adjoins the southwestern end of the Project Area. Further to the south is a large-scale general development comprising the former Domino Sugar site, which is being developed to include residential, retail and office uses within four new buildings and one converted and enlarged landmarked building. Further to the south, and beyond the Domino Sugar site, the surrounding area is entirely residential (and comprised of mid/low rise multi-family buildings) except for retail establishments along Broadway and Grand Street. West of the Project Area is the East River. To the north of the Project Area residential uses predominate, with large tall waterfront towers ranging in height between 30 and 41 stories, and shorter mid-sized residential buildings and row-houses located upland. These waterfront towers were facilitated by the recent 2010 and 2014 rezoning actions described below. Warehouse, automotive and light-industrial uses are also located to the north/northeast of the Project Area.

Recent rezonings in areas surrounding the Project Area include: 1) the nearly 200-block 2005 Greenpoint-Williamsburg neighborhood rezoning (C 050111 (A) ZMK; C 040415 MMK; C 040416 MMK; C 040417 MMK and C 040418 MMK) directly to the north and east of the Project Area; and 2) the 2010 New Domino rezoning (C 100185 ZMK) directly to the south of the Project Area, approved in conjunction with a series of land use actions (N 100186 ZRK; C 100187 ZSK; C 100188 ZSK, N 100190 ZAK; N 100191 ZCK; and N 100192 ZCK), which rezoned that site from M3-1 to R8 with a C2-4 commercial overlay for the majority of the waterfront parcel; M3-1 to C6-2 for a section of the waterfront parcel; and M3-1 to R6 with a C2-4 commercial overlay on the upland parcel. In 2014, Domino Sugar was approved to facilitate a 2.95 million-square-foot large-scale general development with waterfront spaces (N 140131 ZRK; C 140132 ZSK; C 140133 ZSK; C 140134 ZSK; C 140135 ZSK; N 140136 ZAK; N 140137 ZAK; N 140138 ZAK; B 140139 ZCK; N 140140 ZCK; and N 140141 ZCK).

The Project Area is located within a Transit Zone. The B32 local bus runs northbound along Kent Avenue to Long Island City, Queens, and southbound along Wythe Avenue to the Williamsburg Bridge Plaza. The

North Williamsburg Ferry stop is located two blocks north of the Project Area. The Bedford Avenue (L) Station on North 7th Street is located northeast of the Project Area. Open spaces within the Surrounding Area include Grand Ferry Park, immediately south and adjacent to the Project Area; Domino Park, one-block south of the Project Area; William Sheridan Playground, two blocks southeast of the Project Area on Grand Street; and North 5th Street Pier and Park, two-blocks north of the Project Area along the East River waterfront between North 5th and North 6th streets. South of North 5th Street Pier and Park is the One North Fourth waterfront esplanade, which provides a connection between the North 5th Street Pier and Park and North 3rd Street, and the covered arcade on the west side of the Austin Nichols building that creates a waterfront connection between the end of North 3rd Street and One N4th Place.

C. DESCRIPTION OF THE PROPOSED ACTIONS

City Map Change

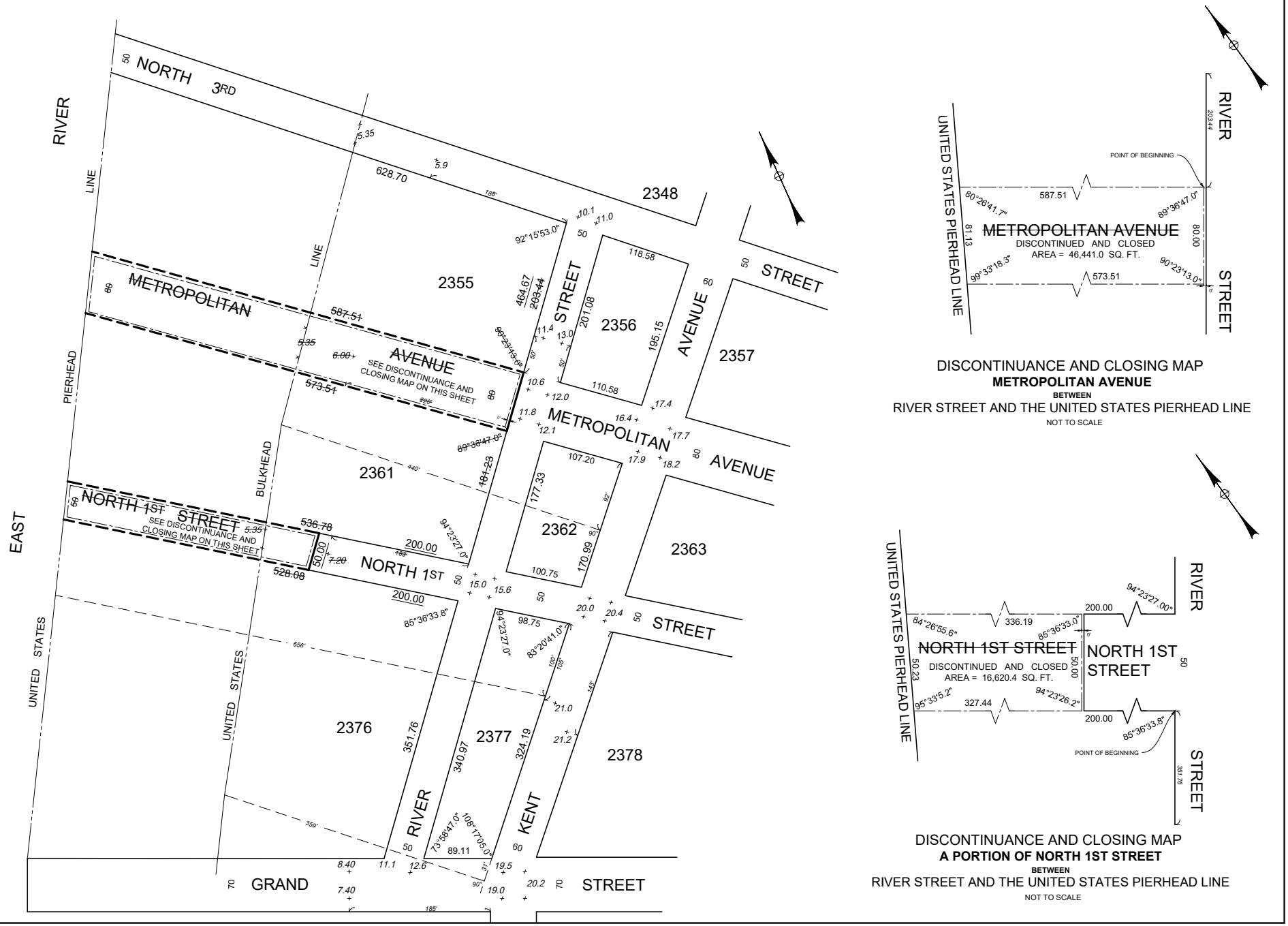
A change to the City Map is being proposed to demap, discontinue, close and, as necessary, dispose of segments of Metropolitan Avenue and North 1st Street west of River Street (see **Figure 1-2**). The proposed City Map Amendment is intended to pedestrianize and landscape these street segments that would otherwise be unimproved, with limited access to the waterfront. This would also maximize the area of public open space that would be created along the East River. In conjunction with the Proposed Development, the upland portion of the demapped area of Metropolitan Avenue would serve as a public pedestrian corridor that allows vehicle-free access from River Street and terminates at the planned public open space that would be constructed along the East River waterfront, and the demapped portion of North 1st Street would provide a connection for the proposed shore public walkway. The demapped street segments would function as a right-of-way for pedestrian traffic to the waterfront and to the adjacent Proposed Development Site.

Landfill

A landfill action to add approximately 6,319 sf as part of the waterfront public open space plan on the Proposed Development Site. The landfill area is on the northern-most portion of the park, just south of the terminus of North 3rd Street. The purpose of the proposed landfill is to enhance the protective nature of the cove and resilient flood protection measures, as well as promote increased healthy ecology along the shoreline.

Zoning Map Amendment

The proposed zoning map amendment would rezone the portion of the Project Area west of River Street (the Proposed Development Site) from M3-1 to C6-2, and the remaining portion to the east of River Street from M3-1 to M1-4. For the Applicant's Proposed Development Site, the proposed rezoning from M3-1 to C6-2 would increase the permitted FAR from 2.0 to 6.5 for commercial uses, while allowing residential uses at an FAR of up to 7.2 (and up to 6.5 FAR for community facility uses). On Blocks 2356 and 2362, which would be rezoned from M3-1 to M1-4, the proposed zoning map amendment would increase the permitted FAR from 2.0 to 6.5 for community facility uses, and maintain the maximum 2.0 FAR for commercial/manufacturing uses. This would allow for additional development density on the Proposed Development Site as well as new uses in the Project Area that are not currently permitted under existing zoning, and provide a transition/buffer zone between the Proposed Development Site and the mixed-use



DISCONTINUANCE AND CLOSING MAP
METROPOLITAN AVENUE
BETWEEN
RIVER STREET AND THE UNITED STATES PIERHEAD LINE
NOT TO SCALE

DISCONTINUANCE AND CLOSING MAP
A PORTION OF NORTH 1ST STREET
BETWEEN
RIVER STREET AND THE UNITED STATES PIERHEAD LINE
NOT TO SCALE

River Ring

Figure 1-2
Proposed Changes to the City Map

district mapped to the east. As shown in **Figure 1-3**, the proposed rezoning area encompasses the entirety of the Project Area.

Zoning Text Amendment

The proposed zoning text amendment would: a) establish the portion of the Project Area west of River Street as an MIH area; b) amend Zoning Resolution (ZR) Section 74-742 to allow a LSGD that does not meet the ownership requirements of ZR Section 74-742, when the site of such LSGD includes the Proposed Development and where the areas in which the State or City have certain property interests; and c) amend ZR Section 74-743 to permit, as part of the LSGD, (i) the lot area of a new platform seaward of the bulkhead line to be part of the upland lot area of the waterfront zoning lot, provided that the amount of lot area so incorporated is less than the lot area of shoreline seaward of the bulkhead line to be removed in connection with the LSGD, (ii) additional new piers or platforms to be included as lot area for purposes of floor area, dwelling unit and other bulk regulations, provided that the amount of floor area generated by such new piers or platforms does not exceed the floor area generated by existing piers or platforms, and (iii) new piers or platforms to be exempt from certain requirements otherwise applicable to piers and platforms provided as part of a waterfront public access area. The proposed zoning text amendment is provided in **Appendix A**.

Large-Scale General Development (LSGD) Special Permit

A zoning special permit for the Applicant's LSGD is being sought as modified under the proposed Text Amendment, to allow the construction of new piers and platforms in the seaward portion of the LSGD that are accessible and enjoyable by the public; allow such piers or platforms to generate floor area, provided that the total distribution of floor area is limited to the floor area generated by existing land, piers and platforms seaward of the bulkhead line to be removed; and to modify certain bulk regulations.

Waterfront Zoning Certification and Authorizations

Several waterfront zoning authorizations are being sought to: a) modify requirements for location, area and minimum dimensions of waterfront public access areas pursuant to ZR Section 62-822(a); b) modify requirements within waterfront public access areas pursuant to ZR Section 62-822(b); and c) allow for phased development of waterfront public access areas pursuant to ZR Section 62-822(c).

A waterfront zoning certification is also being sought pursuant to ZR Section 62-811 with respect to compliance with waterfront public access area and visual corridor requirements, as modified by the waterfront zoning authorizations discussed above.

Special Permit to Reduce Parking

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

In addition, with respect to each of the special permits and authorizations discussed above, the Applicant is requesting an extension of term of such approvals to a period of ten years during which substantial construction of the phased project would be completed.

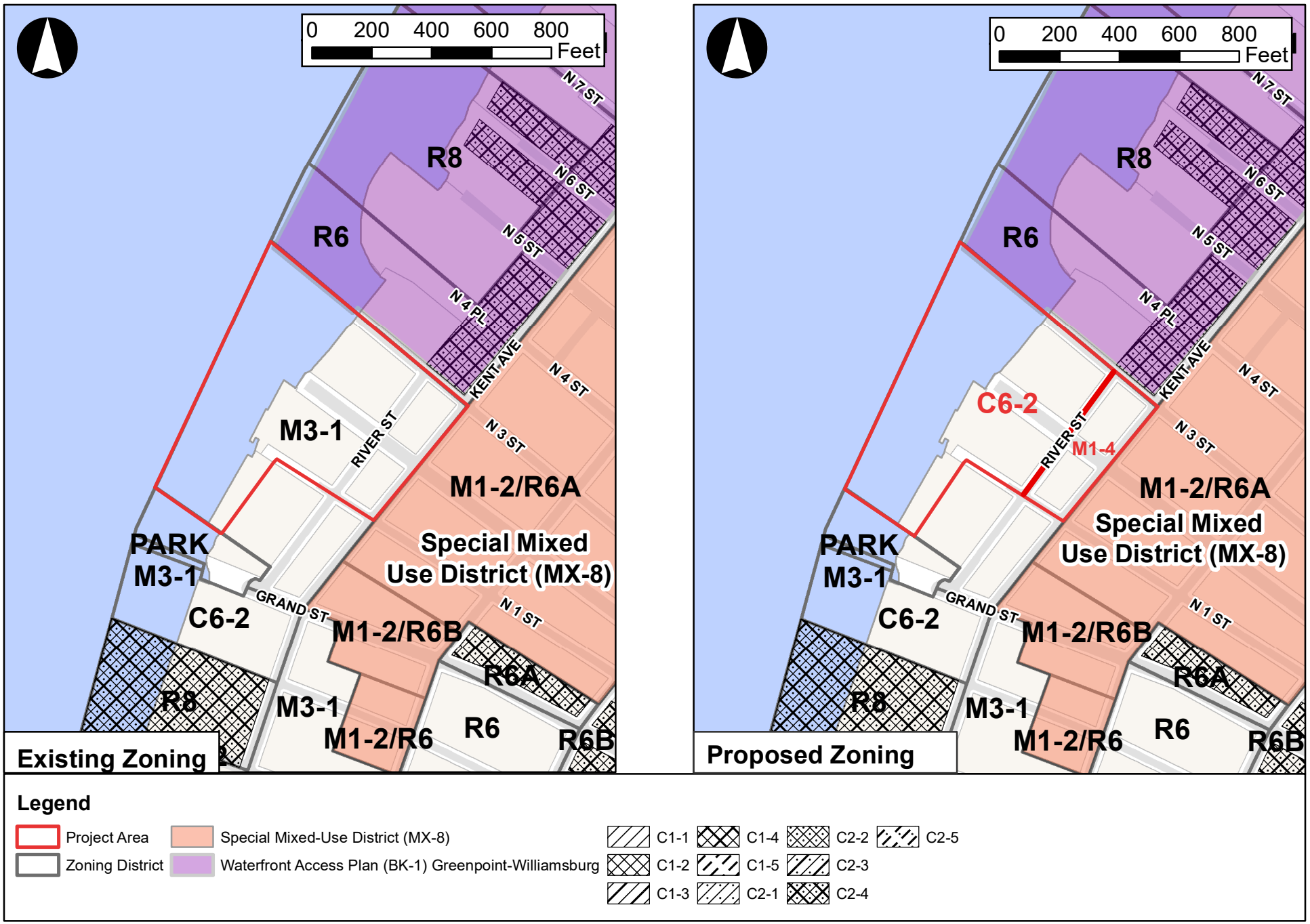


Figure 1-3
Proposed Zoning Map Change

The project approvals would also include recordation of an (E) designation (E-636) and Restrictive Declaration to codify commitments made related to the environmental review.

Other Discretionary Approvals

The Proposed Development would entail in-water construction associated with the proposed waterfront open space, and the Project Area is partially within the East River's littoral zone, an area over which the NYS Department of Environmental Conservation (NYSDEC) and the United States Army Corps of Engineers (USACE) have jurisdiction. As such, a Joint Permit Application from NYSDEC and USACE is being sought in conjunction with the publicly accessible open space proposed along the waterfront. Also in conjunction with the Applicant's Proposed Development, the existing sewer infrastructure (combined sewers, intercepting sewer, regulator, and combined sewer overflow outfall) located between the East River and River Street in Metropolitan Avenue would be relocated, subject to review and approval by NYSDEC, USACE and the NYC Department of Environmental Protection (DEP), as applicable.

The Applicant may seek additional actions related to financing for the affordable housing component of the Proposed Development.

D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Actions are intended to align with the City's 2020 Fair Housing Plan: *Where We Live* which encourages the creation and distribution of affordable housing in safe, high opportunity neighborhoods, like Williamsburg, with good access to transportation, open space, job opportunities and schools. The Proposed Actions are being requested to allow for the redevelopment of the Applicant's Proposed Development Site, which is currently vacant, in the Williamsburg neighborhood of Brooklyn. While the Project Area and much of the surrounding area was previously used for manufacturing purposes, there is no longer a concentration of industrial activity in the area. However, a strong demand for affordable and market-rate housing exists. The Proposed Actions would create an opportunity for the development of two new mixed-use buildings with residential (including market rate and affordable units), local retail, office, and community facility uses, as well as new public open space, on the Applicant's property. The Proposed Actions would allow the Applicant to maximize use of its property while providing a contiguous swath of public open space along the East River that would connect to existing public spaces both to the north and south of the Proposed Development Site, as well as 2.32 acres of secondary contact accessible in-river space. The in-river space includes the new means of access along nature trails and boardwalks that are part of the new open space ring and breakwater design and includes the intertidal area within the two new protected coves created that will allow secondary contact recreation, such as kayaking, and use of non-motorized boats[2].

The Proposed Actions, which would rezone the Proposed Development Site from M3-1 to C6-2 and rezone the two blocks to the east from M3-1 to M1-4, would also eliminate the possibility of future heavy industrial uses in a neighborhood with an increasingly residential and mixed-use character, and provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east.

[2] The beach is designed to provide secondary contact recreation access, and per NYS Department of Health regulations, swimming will be prohibited. Signage will be provided on-site to indicate that swimming is prohibited.

The proposed city map change, which would de-map Metropolitan Avenue and a portion of North 1st Street west of River Street, as well as the proposed landfill action, would facilitate the construction of a unified public waterfront open space across portions of the three existing blocks comprising the Proposed Development Site and provide a connection for the proposed shore public walkway.

The proposed zoning map amendment would rezone the Applicant's Proposed Development Site from M3-1 to C6-2, and the proposed text amendment would create a Mandatory Inclusionary Housing designated area on the Applicant's property. The proposed zoning district at the Proposed Development Site would allow for the development of residential, community facility, and commercial uses. The proposed zoning text amendment, which would designate the portion of the Project Area west of River Street as an MIH Area, would require the Applicant to construct affordable DUs on the Proposed Development Site. Therefore, the Proposed Actions would create new affordable housing in the proposed rezoning area, helping to address affordable housing goals set forth by the City in Housing New York: A Five-Borough, Ten-Year Plan.

The requested special permit pursuant to ZR 74-533 would allow for a reduction in the percentage of off-street accessory parking spaces for market rate residential units in a Transit Zone from 40% to 20%. This is intended to maximize functional space on the site while providing a level of parking that aligns with the site's location in a Transit Zone and the availability of other modes of transportation nearby. Due to the volume of new open water being created through the proposed plan, the available area for sub-grade construction is limited to the upland-most portion of the Proposed Development Site. The high water table and flood zone characteristics of the site create additional serious constraints to the amount of reasonably feasible below grade excavation that can be performed.

The proposed LSGD special permit would facilitate a project that the Applicant believes is superior in terms of function and design to what can be achieved as-of-right under the proposed zoning, by permitting the proposed towers to be located with modifications of underlying height and setback regulations in a manner that shifts bulk away from the proposed public open space, and allowing the allocation of floor area to the upland lot. In order to create the amount of proposed open space, the Applicant has reduced the ground floor footprint of the buildings to approximately 35% of the lot area. Therefore, the remaining buildable area is accommodated through the proposed height of the buildings' towers. All of the street frontages maintain a 15-foot wide sidewalk at a minimum. Along River Street both buildings incrementally set back until they reach a minimum of 15 feet from the property line. Finally, the proposed waterfront zoning authorization would modify certain locational and design requirements in order to create a waterfront design that promotes public use and enjoyment of the waterfront, provide over-water access and secondary contact accessible in-river space. As shown in **Table 1-1**, there would be a total of approximately 126,308 sf (2.9 acres) of new public open space created, which would be comprised of approximately 85,475 sf of Waterfront Public Access Area (WPAA) and 40,833 sf of Public Access Area (PAA). This comprises the upland park area, seaward over-water nature trails, and Ring boardwalk.

TABLE 1-1
Breakdown of Proposed Open Space on Applicant's Proposed Development Site

Public Open Space	**WPAA + PAA**	85,475 SF + 40,833 SF	2.9 AC	All upland park area + seaward breakwater trails and Ring boardwalk
Total Public Open Space		**126,308**	**2.9 AC**	
Additional Waterfront Open Space Elements				
Intertidal Area		37,370 SF	0.86 AC	Salt marsh, rip rap, armoring reef balls
Accessible in-river (Secondary Contact)		101,099 SF	2.32 AC	Open water protected by coves

Additionally, as shown in **Table 1-1**, approximately 0.86 acres of inter-tidal area, and 2.32 acres of secondary contact accessible in-river space would be created in and along the East River's edge, resulting in a total of approximately 264,777 sf (6.08 acres) of new waterfront public space. The waterfront public space created as part of the Proposed Development would be accessible to the public and offer secondary contact water-based recreation, enhance views to the water from upland streets and other public spaces, and allow for phased development on the Applicant's Proposed Development Site.

E. DESCRIPTION OF APPLICANT'S PROPOSED DEVELOPMENT

The Applicant's Proposed Development would consist of two mixed-use towers with mixed income residential, commercial, and community facility uses. In total, the Proposed Development would contain approximately 1.336 million gsf, comprised of approximately 1.12 million gsf of residential space[3] (approximately 1,250 dwelling units, of which 313 units (25%) would be affordable pursuant to the MIH program),[4] 50,000 gsf of community facility space, 83,000 gsf of commercial space (including 60,000 gsf of office and 23,000 gsf of local retail) and approximately 83,000 gsf of below-grade parking (up to 250 accessory attended parking spaces). Although plans are still in the preliminary stages, the Applicant intends to house a community center within the community facility space.

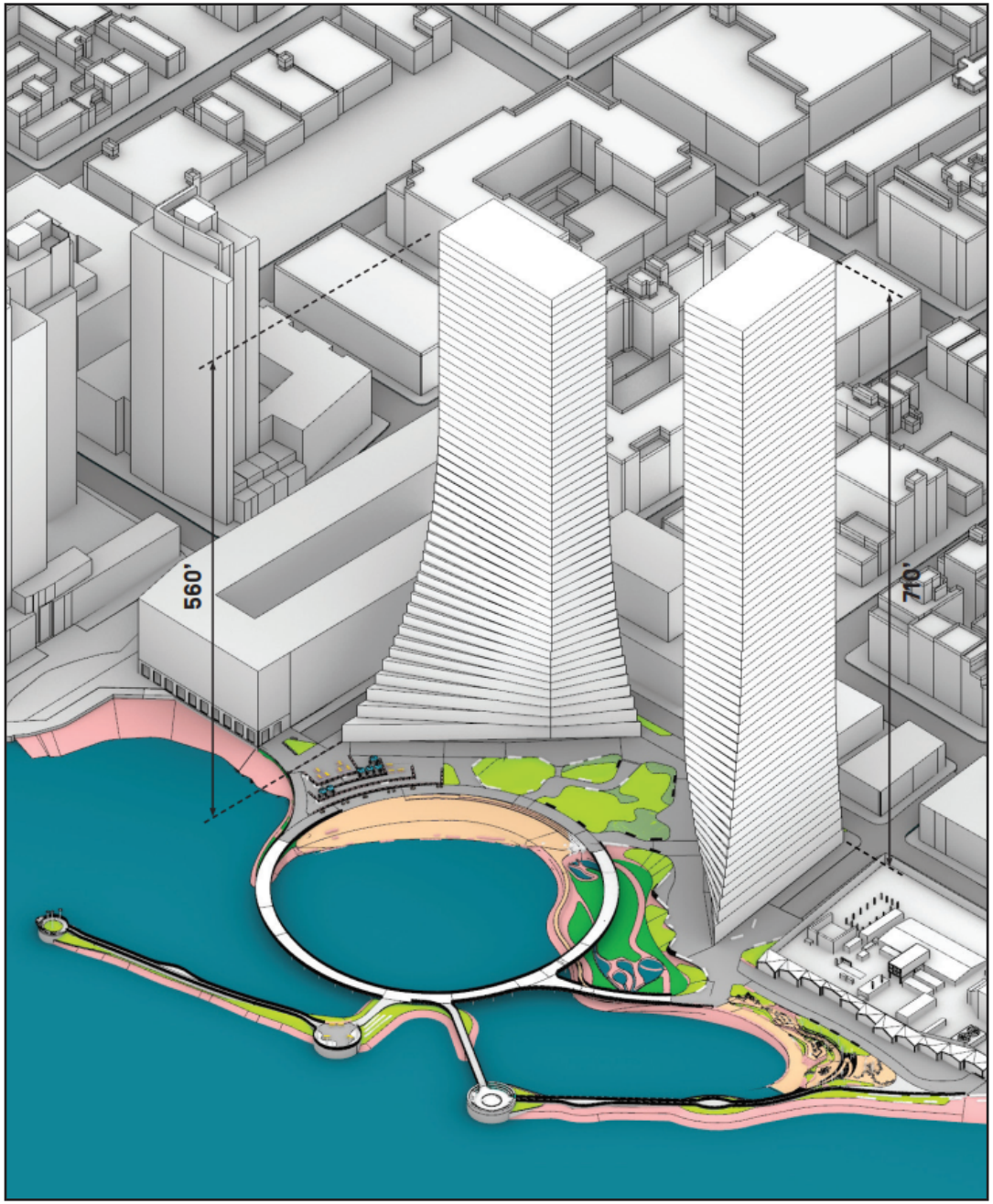
The North Tower would comprise 49 stories and rise to a height of approximately 560 feet, exclusive of mechanical bulkheads. The South Tower would comprise 64 stories and rise to a height of approximately 710 feet, exclusive of mechanical bulkheads (see illustrative massing and illustrative building sections in **Figures 1-4 and 1-5**). As shown in the preliminary ground floor plan in **Figure 1-6**, the North Tower's residential lobby would be located at the corner of North 3rd and River streets; the community facility use would be accessible from North 3rd Street; and local retail uses would front on both North 3rd and River streets, as well as onto the proposed open space. The South Tower's residential lobby would be located at the corner of North 1st and River streets; the office component would be accessible from North 1st Street; and local retail uses would run along both North 1st and River streets, as well as around the proposed open space. The Proposed Development's accessory parking garage would be accessible from the South Tower via an entrance/exit on North 1st Street.

Additionally, the Proposed Actions would allow for the construction of in water resiliency infrastructure that will protect the shoreline and upland properties from storms, flooding and sea level rise. The proposed waterfront open space is designed to elevation +15 NAVD88 and for a sea level rise in the year 2100 of 5 feet – which is the "fast projection". In addition, the effectiveness of the wave protection that would be provided by the breakwater structures would become greater as sea levels rise over time through an additional 5.8 feet above the current Mean Higher High Water line. Furthermore, due to the configuration of the proposed structures, it is anticipated that the Limit of Moderate Wave Action (LiMWA) will move offshore, thereby decreasing the Proposed Development Site's exposure from a VE Zone to an AE or A zone.

As shown in **Table 1-1** above, approximately 126,308 sf (2.9 acres) of new public open space (plus 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area) would be created, expanding the open space network along the East River waterfront to facilitate a continuous public

[3] Residential gsf includes approximately 70,000 sf of amenity space as a combined total for both towers.

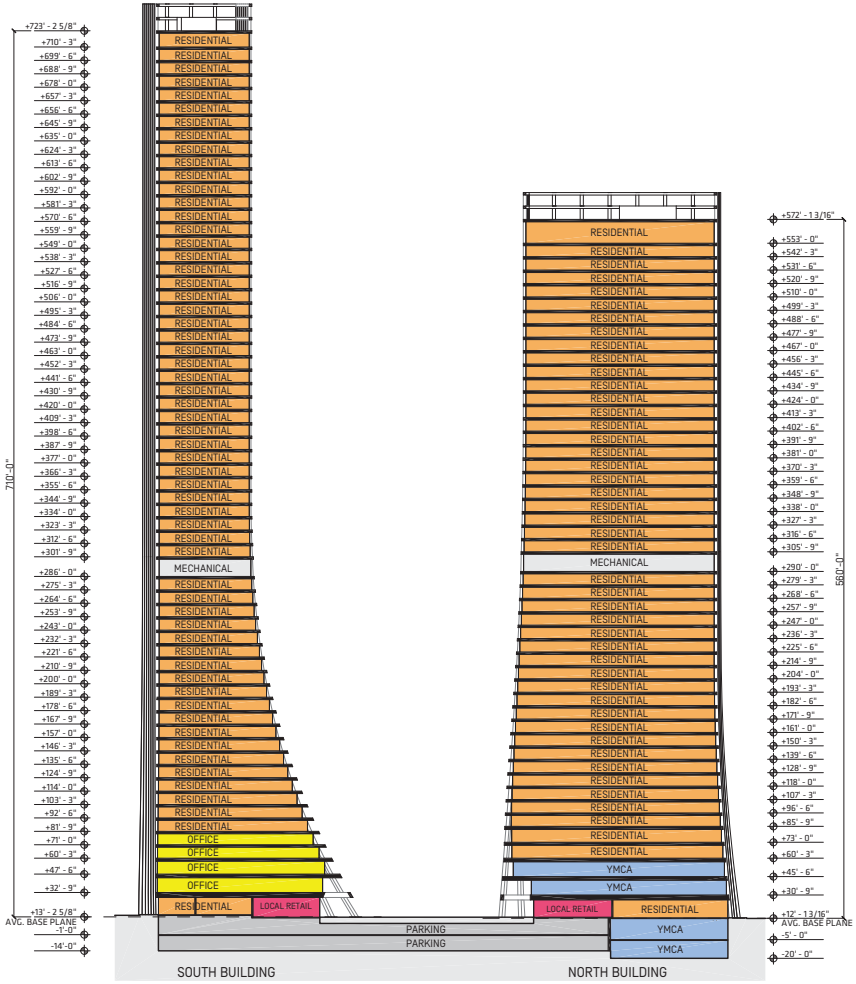
[4] It should also be noted that although the Applicant plans to develop approximately 1,050 residential units, 1,250 units are being assumed in the RWCDS for conservative analysis purposes, as discussed in Section F below.



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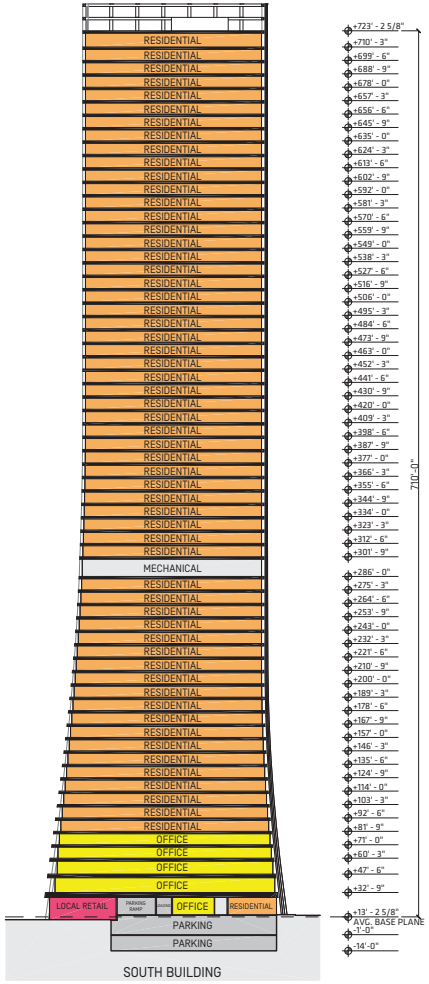
Source: BIG Architects

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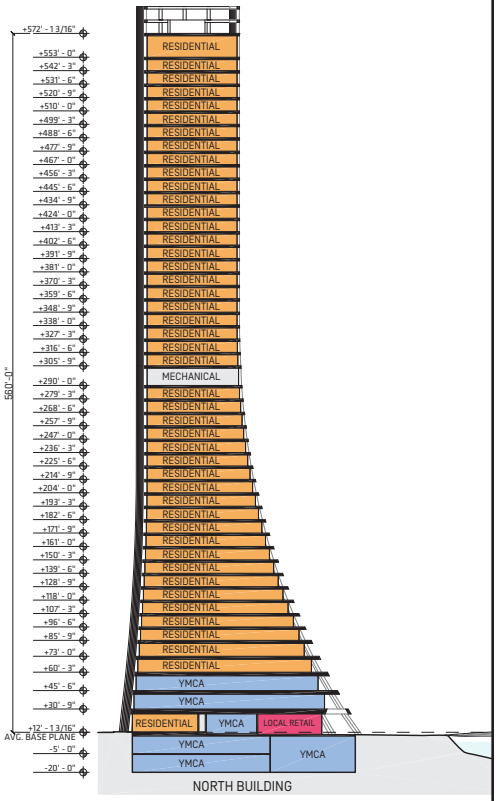
SECTION A-A

Section Looking West (South Tower to the left and North Tower to the right)



SECTION B-B

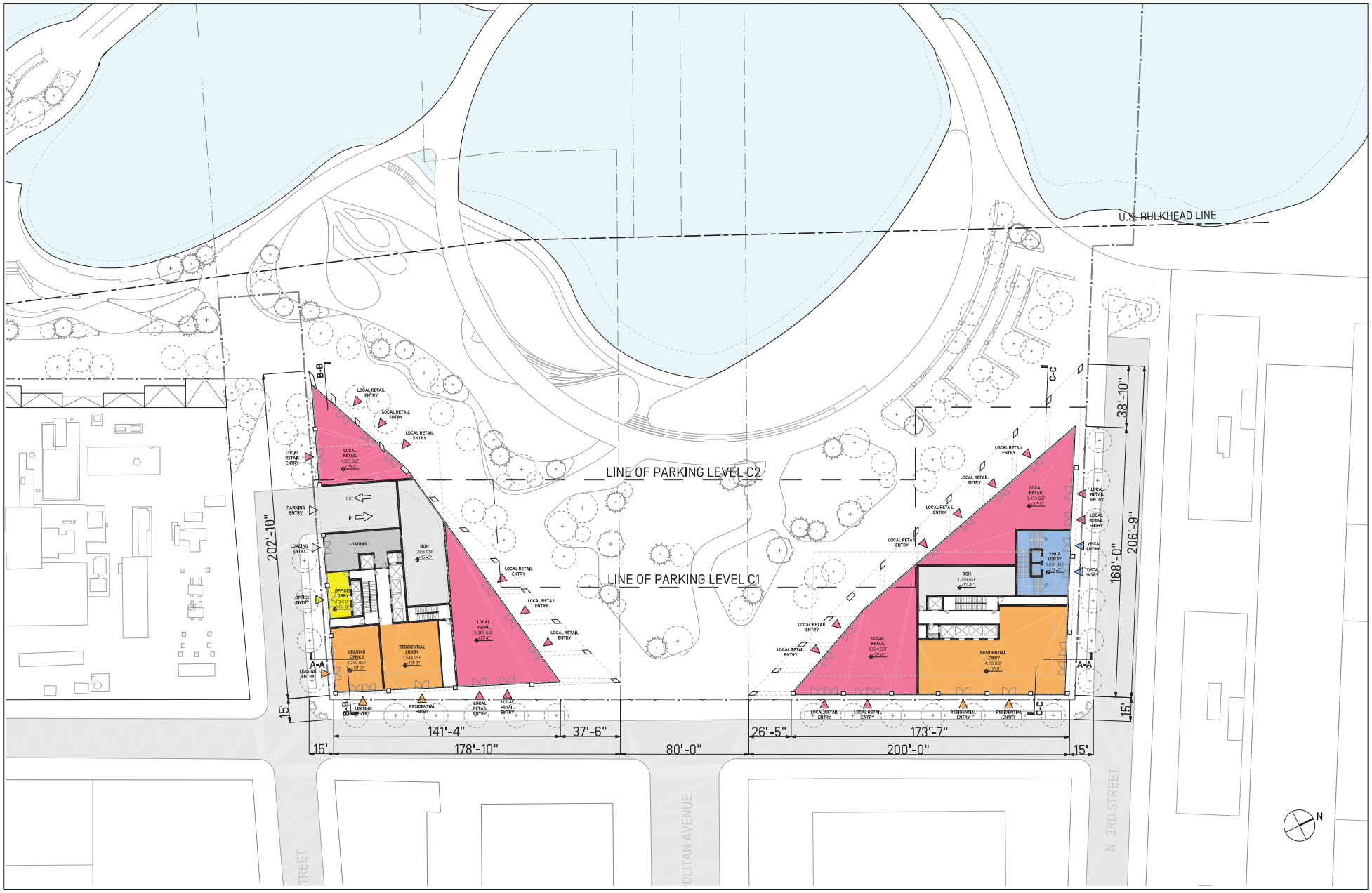
South Tower - Section Looking North



SECTION C-C

North Tower - Section Looking South

Source: BIG Architects



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Source: BIG Architects

Figure 1-6
Proposed Development - Preliminary Ground Floor Plan

waterfront experience spanning from Bushwick Inlet Park to the north to Grand Ferry Park and Domino Park to the south. The new waterfront public space would also include 37,370 sf of intertidal area, and 101,099 sf of secondary contact accessible in-river space; in total 6.08 acres of new waterfront park. The waterfront public space would be accessible to the public and offer water-based recreation (e.g., kayak launch), educational programming and a variety of other opportunities for enjoyment of the waterfront by the community at large.

As shown in the illustrative waterfront open space plan in **Figure 1-7**, active and passive recreation facilities to be provided in the public open space include a public beach on the new cove, stepped seating area facing the beach with granite block seating, a ramped boat launch for non-motorized watercraft (e.g., kayaks, paddleboards), a nature play area, and landscaped plantings. The beach is designed to provide secondary-contact recreation access, and per NYS Department of Health regulations, swimming will be prohibited. In accordance with waterfront zoning requirements, an approximately 900-foot-long shore public walkway would be provided along the East River; a portion of the shore public walkway would extend over a portion of the new salt marsh and tide pools being created along the south end of the cove.

F. ANALYSIS FRAMEWORK

The Proposed Actions would change the regulatory controls governing land use and development within the Project Area. The 2020 *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

The Applicant's Proposed Development would be constructed over a period of approximately 50 months, with expected completion and full occupancy by 2027. As the Applicant's Proposed Development Site is currently vacant, there would be minimal startup time subsequent to approval of the Proposed Actions. Assuming the Proposed Actions would be approved in early 2022, it is conservatively estimated that up to 18 months following project approval would be utilized for finalizing building design and DOB permitting, and construction mobilization. As such, it is anticipated that demolition of select existing seaward structures would commence in the third quarter of 2023 and will begin the construction process of the marine infrastructure and waterfront park, which is anticipated to occur over a 24-month period. Construction on the first tower (the North Tower), as well as the excavation and foundation for both towers, is planned to begin in the fourth quarter of 2023 and would last for approximately 24 months, and construction of the second tower (the South Tower) is estimated to commence in the fourth quarter of 2025 and last for approximately 23 months. The South Tower would not have an excavation/ foundation stage, as the excavation and foundation for the entire upland development would take place during construction of the North Tower. The Proposed Development is expected to be completed by the third quarter of 2027. Accordingly, this environmental review will use 2027 as the Analysis Year for analysis of future conditions consistent with *CEQR Technical Manual* guidance.

In addition to the Proposed Development, an additional Projected Development Site has been identified in the Project Area (Block 2362, Lot 1). However, as described below, no formal redevelopment plans exist for the Projected Development Site; nonetheless, the site meets the CEQR soft site criteria and is included for RWCDS analysis purposes. Construction of the Projected Development Site is anticipated to take approximately 10 months, and, it is assumed to be completed by the analysis year of 2027 (refer to Chapter 18, "Construction" for additional assumptions).



Source: James Corner Field Operations

River Ring

Figure 1-7

Proposed Development - Illustrative Waterfront Open Space Plan

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the future without the Proposed Actions (No-Action) and the future with the Proposed Actions (With-Action) for an analysis year, or Build Year, of 2027. The incremental difference between the No-Action and With-Action conditions will serve as the basis of the impact category analyses.

Identification of Development Sites

According to the *CEQR Technical Manual*, the following factors, commonly referred to as "soft site criteria," are generally considered when evaluating whether some amount of development would likely be constructed by the build year as a result of the Proposed Actions:

- The uses and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable floor area ratio (FAR) under the existing zoning are considered "soft" enough such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, site specific conditions that make development difficult, and issues relating to site control or site assemblage that may affect redevelopment potential); and

- Size of the development site: Lots must be large enough to be considered "soft." Generally, lots with a small lot size are not considered likely to be redeveloped, even if currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 square feet or less, but the lot size criteria is dependent on neighborhood specific trends, and common development sizes in the study area should be examined prior to establishing these criteria.

Chapter 2, Section 410 of the *CEQR Technical Manual* also indicates that if sites meet both of these criteria, the likelihood of development should be further determined by considering the following:

- the amount and type of recent as-of-right development in the area;
- recent real estate trends in the area;
- recent and expected future changes in residential population and employment in the study area;
- government policies or plans, such as a building on a site being identified for a landmark designation, that may affect the development potential of a site or sites;
- site specific conditions that make development difficult; and
- issues relating to site control or site assemblage that may affect redevelopment potential.

Chapter 2, Section 410 of the *CEQR Technical Manual* also specifies that some uses and types of buildings that meet these soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of the proposed actions. These "Excluded Sites" include:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;
- Long-standing institutional uses with no known development plans; or

- Residential buildings with six (6) or more units constructed before 1974. These buildings are likely to be rent-stabilized and difficult to demolish due to tenant re-location requirements.

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, identified development sites are typically divided into two categories: projected development sites and potential developments. Projected development sites are considered more likely to be developed within the analysis period for the Proposed Actions (i.e., by 2027), while potential sites are considered less likely to be developed over the same period.

APPLICANT'S PROPOSED DEVELOPMENT SITE (BLOCK 2355, LOTS 1 AND 20; BLOCK 2361, LOTS 1, 20, AND 21; BLOCK 2376, LOT 50)

As this site, which is currently vacant, is the subject of the Proposed Actions in order to facilitate the Applicant's plans for its redevelopment, it is a known Development Site for CEQR analysis purposes (a.k.a. Applicant's "Proposed Development Site"). The Applicant's Proposed Development Site also includes portions of Metropolitan Avenue and North 1st Street that are proposed to be demapped as part of the Proposed Actions.

REMAINDER OF PROJECT AREA

Block 2356; Lot 1 (200 Kent Avenue) – This 22,640 sf lot is currently occupied by a recently constructed six-story (83-foot-tall) mixed commercial building with approximately 24,000 gsf of office space on the 4th-6th floors, 22,000 gsf of destination retail (Trader Joe's) below grade, 21,000 gsf of ground floor retail, approximately 176 accessory attended parking spaces (34,370 gsf), and 1,600 gsf for roof garden on the third floor. The development on this lot maximizes the 2.0 allowable commercial/manufacturing FAR under both the existing M3-1 and proposed M1-4 zoning. As this site was only recently developed, it meets the *CEQR Technical Manual* "Excluded Sites" criteria of newly constructed buildings. Therefore, no new development would be expected to occur on this lot as a result of the Proposed Actions.

Block 2362; Lot 1 (230 Kent Avenue) – This 5,862 sf lot was previously occupied by a 1-story building that had full lot coverage. Demolition permits were filed in February 2019. Subsequent permits have been filed for excavation, bracing and shoring, but no New Building permits are on file at DOB. As this is a site where construction is currently actively occurring, it is expected to be redeveloped irrespective of the Proposed Actions. Moreover, the proposed M1-4 district would not increase the maximum allowable FAR for commercial or manufacturing uses compared to the existing M3-1 designation. However, as the proposed rezoning from M3-1 to M1-4 would broaden allowable uses to include community facilities and increase the maximum allowable FAR for mixed-use buildings that include community facility uses, this lot is conservatively being assumed as a soft-site (a.k.a., Projected Development Site) for RWCDS purposes.

Block 2362; Lot 3 (218 River Street) – A vacant 13,378 sf lot owned by Con Edison. As this site is owned by a utility company, with no known development plans, it meets the *CEQR Technical Manual* "Excluded Sites" criteria of a full block with utility uses, and is therefore unlikely to be redeveloped as a result of the Proposed Actions. Therefore, no new development is expected to occur on this lot as a result of the Proposed Actions.

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

PROPOSED DEVELOPMENT SITE

Under the No-Action scenario, the Applicant's Proposed Development Site would be developed on an as-of-right basis pursuant to the existing M3-1 zoning district. There would be no mapping action to de-map a segment of Metropolitan Avenue or a portion of North 1st Street, and they would remain as mapped City streets that would be opened to traffic and would have public sidewalks. As such, the Proposed Development Site under the No-Action condition would comprise a lot area for zoning analysis purposes of approximately 157,088 sf (137,506 sf of upland lot and 19,582 sf of seaward piers).

In the No-Action scenario, the Applicant would construct two buildings, with a combined total floor area of approximately 621,500 gsf (312,050 zsf), including approximately 54,500 gsf of office uses, 83,100 gsf of retail uses (60,100 gsf of destination retail and 23,000 gsf of local retail), approximately 68,000 gsf of light manufacturing maker space, an approximately 102,100 gsf last-mile distribution facility (Use Group (UG) 16D), and 94,750 gsf of warehouse uses, as well as 579 accessory parking spaces (202,550 gsf) and 16,500 sf of mechanical space. The No-Action development would have a combined FAR of approximately 2.0.

The northern building of the No-Action development would consist of approximately 315,500 gsf, comprising six floors above grade (and one cellar level, below 23 feet), with a height of approximately 100 feet to the building roof line (140 feet to top of mechanical bulkhead). Destination retail uses would occupy the cellar level of the northern building. The ground floor would be occupied by accessory parking (19,100 gsf), local retail (14,000 gsf), an office lobby (1,000 gsf), last-mile distribution loading space (20,000 gsf), and destination retail lobby (3,000 gsf). The second floor would be occupied with accessory parking (57,100 gsf). The third floor would include accessory parking (30,600 gsf), mechanical space (16,500), and last-mile distribution facility space (10,000 sf). The fourth and fifth floors would be occupied by last-mile distribution facility space (57,100 gsf and 15,000 gsf, respectively). Finally, the sixth floor would include 15,000 gsf of office space.

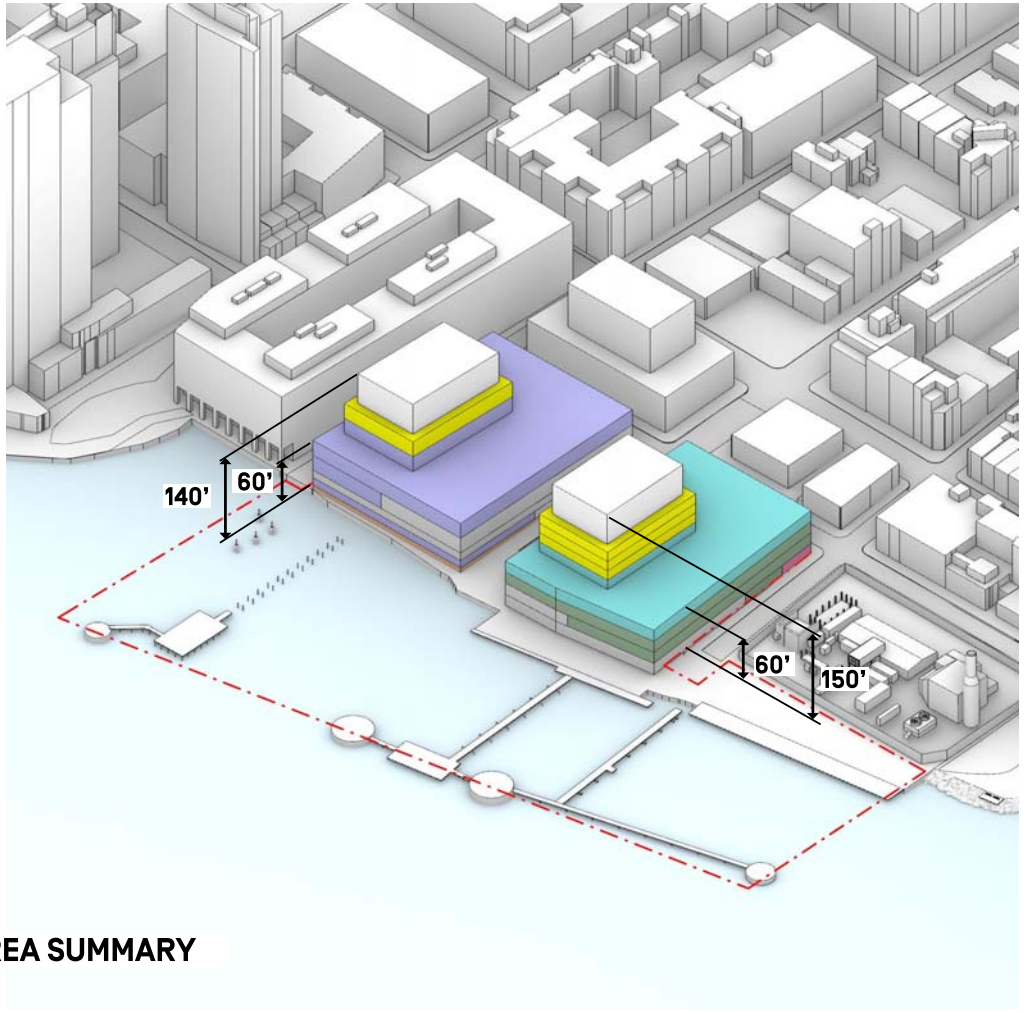
The southern building would consist of approximately 306,000 gsf, comprising eight floors above grade (and one cellar below 23 feet), with a height of approximately 110 feet to the building roof line (approximately 150 feet to top of mechanical bulkhead). Accessory parking would be located on the cellar level (41,000 gsf), a portion of the ground floor (30,000 gsf), and a portion of the second floor (24,750 gsf). The ground floor would also include local retail space (9,000 gsf), an office lobby (1,000 gsf), a lobby for light manufacturing maker space (1,750 gsf), and warehouse lobby (12,000 gsf). In addition to accessory parking, the second floor would include 29,000 gsf of warehouse space. The third floor would include 53,750 gsf of warehouse space, and the fourth and fifth floors would include 53,750 gsf and 12,500 gsf of light manufacturing maker space, respectively. The sixth through eighth floors would each include 12,500 gsf of office space per floor.

An illustrative massing and ground floor plan for both No-Action buildings on the Applicant's Proposed Development Site are provided in **Figures 1-8 and 1-9**, respectively.

The Proposed Development Site would provide a total of 579 (self-park) accessory parking spaces, which would meet the minimum requirement that the site provide 1 space per 300 sf of office/retail space, 1 space per 1,000 sf of light manufacturing maker space, 1 space per 2,000 sf of last-mile distribution facility space (UG 16D), and 1 space per 2,000 sf of warehouse space. As the No-Action development would be comprised predominantly of UG 16 and 17 (more than 75% of the zoning floor area), the Proposed Development Site would be exempt from waterfront public access area and visual corridor requirements,

PROPOSED USE	AREA (GSF)	AREA (ZFA)*
OFFICE	54,500	49,050
LOCAL RETAIL	23,000	21,850
DESTINATION RETAIL	60,100	2,700
WAREHOUSE	94,750	85,300
LAST MILE DISTRIBUTION	102,100	91,900
MAKER SPACE	68,000	61,250
MECHANICAL SPACE	16,500	-
PARKING PROVIDED PARKING SPACES: 579 (350 SF/PARKING SPACE)	202,550	-
TOTAL PROPOSED	**621,500**	**312,050**

*Subgrade floor area is not floor area for the purposes of calculating total zoning floor area.

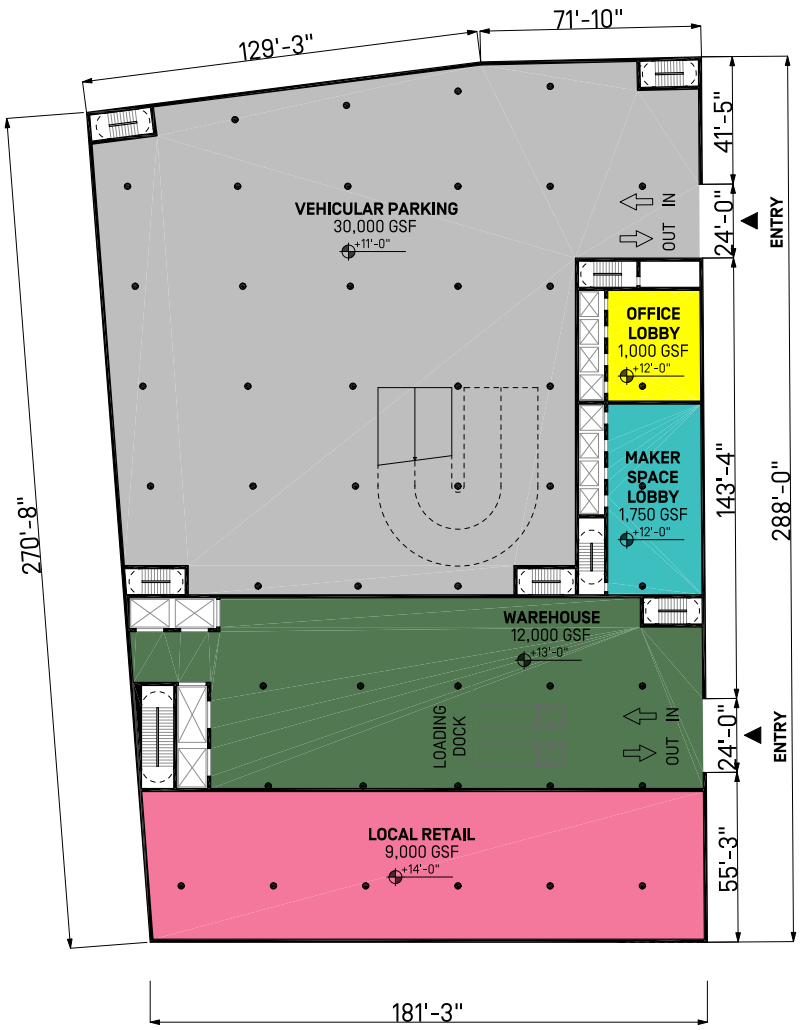


BUILDING AREA SUMMARY

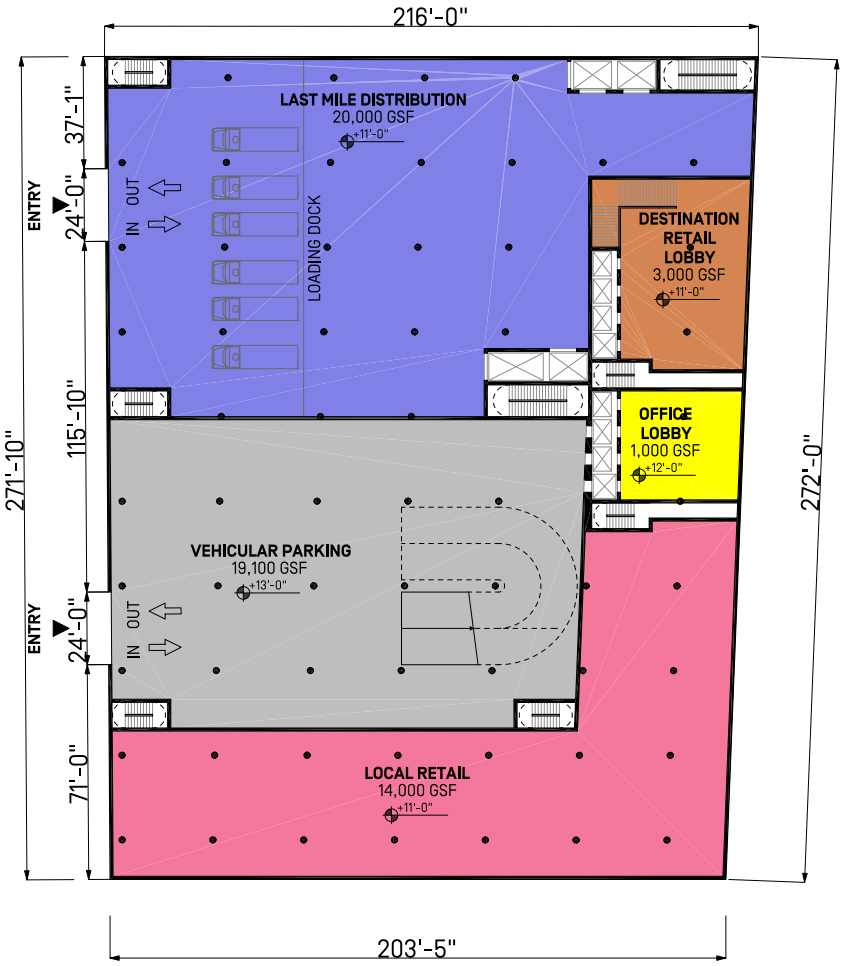
Source: BIG Architects

FOR ILLUSTRATIVE PURPOSES ONLY

Figure 1-8
No-Action RWCDS for Proposed Development Site - Illustrative Massing



SOUTH BUILDING: GROUND LEVEL PLAN



NORTH BUILDING: GROUND LEVEL PLAN

Source: BIG Architects

and the waterfront area on the Proposed Development Site would continue to be inaccessible to the public.

The development of two new buildings with a last mile delivery facility, light manufacturing maker space, last-mile distribution facility, warehouse space, destination and local retail, commercial office, and accessory parking, would be permitted as-of-right by the M3-1 zoning which allows commercial and manufacturing (UG 6-14, 16-18) at a maximum FAR of 2.0. This type of development would be consistent with recent developments in the area, including the 25 Kent development (which includes 78,000 sf of light manufacturing, 500,000 sf of office, retail and parking) and 200 Kent Avenue, a six-story commercial building which is nearing completion on the east side of River Street across from the Proposed Development Site that includes office, light manufacturing and below grade destination retail. The No-Action development would also be consistent with the growing demand for warehousing and light manufacturing/maker spaces, particularly in Brooklyn, such as at the Brooklyn Navy Yard, Brooklyn Army Terminal, Industry City, and the Greenpoint Manufacturing and Design Center. Additionally, the 80-foot width of Metropolitan Avenue and proximity to the BQE make this site well-suited for these proposed uses under the No-Action Scenario.

The No-Action development on the Proposed Development Site would also be consistent with the growing trend in demand for e-commerce distribution and warehousing space. A last-mile delivery facility allows shipping entities, such as e-commerce companies (e.g., Amazon) or private shipping companies (e.g., FedEx), to sort large, regional shipments into smaller, area-specific shipments. This allows large trucks to deliver goods to the last-mile delivery facility and smaller trucks or vans to cover the "last mile" from the delivery facility to the ultimate consumer. With such a facility on the Proposed Development Site, trucks could receive goods at area airports and larger warehouses in the metropolitan region and transport those goods to the delivery facility, where they would be sorted by neighborhood and loaded onto vans. From the delivery facility, each van would be able to deliver goods to the nearby area, resulting in more efficient delivery routes, reduced carbon emissions, and fewer large trucks on local residential streets.

Development of new heavy manufacturing uses on the Proposed Development Site is unlikely, particularly for new construction, based on citywide land use and economic trends. The building volume and massing for the No-Action scenario described above would be permitted by the M3-1 bulk zoning regulations, as modified by waterfront zoning regulations, and would reflect an arrangement of the permitted mass that the Applicant believes is feasible under market conditions. Moreover, the No-Action development would be constructed entirely on the upland portion of the Proposed Development Site, and would not entail any in-water construction, street demapping, or relocation of existing infrastructure. Specifically, the No-Action development described above for the Applicant's Proposed Development Site does not account for any floor area generated by the demapping of portions of Metropolitan Avenue and North 1st Street, which would not occur in absence of the Proposed Actions. The No-Action development described above would require standard/typical non-discretionary agency permits, including DOB (building permit), DOT (sidewalk, curb-cut etc.), DEP (water/sewer connection), as well as DEC (site is adjacent to the tidal wetland). The DEC permit would not include any in-water construction or disturbance to the tidal wetland.

While the Applicant believes the Proposed Development would be more appropriate for the area and more compatible with ongoing development trends and housing demands along the waterfront, the No-Action scenario would be feasible, given the site's location and current market conditions, and represents a reasonable as-of-right baseline for environmental review analysis.

PROJECTED DEVELOPMENT SITE

For the non-Applicant-owned Projected Development Site, it is assumed that the site would develop the largest as-of-right building permitted under the existing zoning (2.0 FAR), and the mix of uses assumed is based on recent market trends in the area as well as the type of uses allowed by the existing M3-1 zoning.

As such, for CEQR analysis purposes, the non-Applicant-owned Projected Development Site (Block 2362, Lot 1) is assumed to be developed in the No-Action with the maximum allowable 2.0 FAR of commercial/ manufacturing uses, resulting in approximately 13,482 gsf (11,724 zsf). It is assumed that this No-Action development would consist of two stories (approximately 30 feet high), with approximately 6,741 gsf of commercial space (assumed as local retail) and 6,741 gsf of light industrial space (assumed as warehouse). Twenty accessory parking spaces would be provided in accordance with zoning requirements, which are assumed to be provided below-grade.

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

PROPOSED DEVELOPMENT SITE

Under the With-Action scenario, the Proposed Development Site would be redeveloped as outlined in Section E above. As described above and summarized in **Table 1-2** below, the Proposed Development Site would be redeveloped with a total of 1,336,000 gsf, including 1,120,000 gsf of residential floor area (including approximately 70,000 gsf of amenity space), 83,000 gsf of commercial floor area (including office and retail), 50,000 gsf of community facility floor area (community center), and 83,000 gsf of below-grade parking (up to 250 accessory attended parking spaces). Although the Applicant plans to develop 1,050 rental DUs (including approximately 263 affordable units pursuant to MIH) on the Proposed Development Site in the With-Action condition, for conservative analysis purposes, the RWCDS will assume a total of 1,250 rental DUs, of which 313 DUs (25%) would be affordable units and 937 would be market-rate units.[5]

The Proposed Development would be comprised of two towers, the North Tower would comprise 49 stories and rise to a height of approximately 560 feet, excluding mechanical bulkheads. The South Tower would comprise 64 stories and rise to a height of approximately 710 feet, excluding mechanical bulkheads. In addition, approximately 126,308 gsf (2.9 acres) of new waterfront public space (plus 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area) would be created on the Proposed Development Site under the With-Action scenario.[6]

The Applicant is proposing to demap approximately 23,116 sf of Metropolitan Avenue and approximately 3,374 sf of North 1st Street between River Street and the US Bulkhead line. Under the density regulations of the proposed C6-2 zoning district for the Applicant's Proposed Development Site, this demapping would generate approximately 190,728 sf of development rights (zoning floor area, or ZFA). For purposes of the

[5] Pursuant to *CEQR Technical Manual* guidance, a smaller unit size is being assumed for analysis purposes. Based on data for residential buildings in Brooklyn CD 1 that were constructed since 2005 and have more than 50 units, the average unit size in the area is estimated at approximately 852 sf/DU. The RWCDS for the With-Action condition assumes 840 gsf/DU (excluding amenity space), which is consistent with average unit size for comparable developments in the community.

[6] The beach is designed to provide secondary-contact recreation access, and per NYS Department of Health regulations, swimming will be prohibited. Signage will be provided on-site to indicate that swimming is prohibited.

RWCDS, however, the LSGD ZFA will be capped at 1,162,469 sf, which does not include development rights from the street segments to be demapped.

The Applicant's Proposed Development would be limited in height, density, and bulk by the LSGD special permits granted by CPC. Any development larger than this would require further discretionary actions. Therefore, the Applicant's Proposed Development would be considered the most reasonable and conservative With-Action scenario.

PROJECTED DEVELOPMENT SITE

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

Possible Effects of the Proposed Actions

Table 1-2 below provides a comparison of the RWCDS No-Action and With-Action scenarios identified for analysis purposes, for the Proposed Development Site and Projected Development Site combined. As shown, the Proposed Actions would result in an incremental (net) increase of approximately 1,250 DUs, including 313 affordable units, 56,741 gsf of community facility space, 5,500 gsf of office, and 2.9 acres of publicly accessible open space, no change in local retail space, and a net decrease of approximately 102,100 gsf of last-mile distribution facility (UG 16D), 94,750 gsf of warehouse uses, 68,000 gsf of light manufacturing maker space uses, 60,100 gsf of destination retail, and a net decrease of 349 parking spaces. **Table 1-2** also provides an estimate of the number of residents and workers generated by the Proposed Actions. As shown in **Table 1-2**, the RWCDS for the Proposed Actions is estimated to result in a net increase of approximately 2,888 residents and a net decrease of 199 workers within the Project Area, as compared to the No-Action conditions.

Construction Phasing for Proposed Development

Construction of the Proposed Development is anticipated to occur over a period of approximately 50 months, with expected completion and full occupancy by 2027. Demolition of select existing seaward structures on the Applicant's Proposed Development Site is expected to commence in the third quarter of 2023 and will begin the construction process of the marine infrastructure and waterfront park, which is anticipated to occur over a 24-month period. Construction on the first tower (the North Tower), as well as the excavation and foundation for both towers, is planned to begin in the fourth quarter of 2023 and would last for approximately 24 months, and construction of the second tower (the South Tower) is estimated to commence in the fourth quarter of 2025 and last for approximately 23 months. The South Tower would not have an excavation/foundation stage, as the excavation and foundation for the entire upland development would take place during construction of the North Tower. The Proposed

Development is expected to be completed by the third quarter of 2027. As such, the environmental review will use a 2027 analysis year.

TABLE 1-2
Comparison of No-Action and With-Action Development Scenarios for Project Area (RWCDS)

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

Notes:

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

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

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

[4] An additional 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area would be provided on the Proposed Development Site

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

G. PUBLIC REVIEW PROCESS

The Proposed Actions comprise a zoning map amendment, zoning text amendment, and LSGD Special Permits. These actions are subject to public review under ULURP, Section 200 of the City Charter, as well as CEQR procedures. The ULURP and CEQR review processes are described below.

Uniform Land Use Review Procedure (ULURP)

The City's ULURP 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 (CB) 1). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the ULURP application, during which time a ULURP/CEQR public hearing is held. Comments made at the Draft EIS (DEIS) public hearing and subsequent comment period (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a Final EIS (FEIS).

The FEIS must be completed at least ten 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 proposed action, through its Land Use Subcommittee. The Council may approve, approve with modifications or deny the application. If the Council proposes a modification to the proposed action, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

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, with the IDA acting as an involved agency.

- *Environmental Review and Determination of Significance.* The lead agency determines whether the proposed action(s) may have a significant impact on the environmental. To do so, DCP, in this case, evaluated an Environmental Assessment Statement (EAS) dated March 22, 2021 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 March 22, 2021, 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 March 22, 2021, 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 April 26, 2021, at 2 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://www1.nyc.gov/site/planning/applicants/scopingdocuments.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 May 6, 2021. 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 Project Actions was issued on August 16, 2021.
- 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. 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 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. The lead agency must publish a notice of the hearing at least fourteen (14) days before it takes place, and must accept written comments for at least ten (10) days following the close of the hearing. All substantive comments received at the hearing become part of the CEQR record and must be 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.
- *Findings.* To document that the responsible public decision-makers have taken a hard look at the environmental consequences of a proposed project, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the project, potential alternatives, and potential

mitigation measures. The findings may not be adopted until ten (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 ten days after the FEIS is complete to take action on a given application.