NOTICE OF PUBLIC HEARING ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
(CEQR No. 20DCP009K)

Acme Fish Expansion

Project Identification
CEQR No. 20DCP009K
ULURP Nos. 210138ZMK, 210139 ZSK, 210140 LDK
SEQRA Classification: Type I

Lead Agency
City Planning Commission
120 Broadway. 31st Floor
New York, NY 10271

Contact Person
Olga Abinader, Director, 212-720-3493
Environmental Assessment and Review Division
New York City Department of City Planning

The City Planning Commission (CPC), acting as lead agency, issued a Notice of Completion on October 30, 2020 for a Draft Environmental Impact Statement (DEIS) for the Acme Fish Expansion proposal in accordance with Article 8 of the Environmental Conservation Law. **A public hearing on the DEIS will be held on Wednesday, February 17, 2021, at 10:00 AM in conjunction with the CPC's public hearing pursuant to ULURP. Comments are requested on the DEIS and will be accepted until March 1, 2021. In support of the City's efforts to contain the spread of COVID-19, DCP will hold the public hearing remotely.**

To join the meeting and comment, please visit the NYC Engage site, https://www.nyc.gov/engage If you would like to register to testify via phone, need assistance with technical issues, or have any questions about participation you may call any of the phone numbers listed below.

(877) 853-5247 (Toll-free)
(888) 788-0099 (Toll-free)
(213) 338-8477 (Toll)
(253) 215-8782 (Toll)

Then enter the following Meeting ID and password when prompted.

Meeting ID: 618 237 7396
Password: 1
[The Participant ID can be skipped by pressing #]

Instructions on how to participate, as well as materials relating to the hearing, will be posted on the NYC Engage site on the day of the Public Hearing, no later than 1 hour prior to the hearing. To help the meeting host effectively manage members of the public who sign up to comment, those who do not intend to actively participate are invited to watch the livestream or the recording that will be posted after the meeting. The Public Hearing livestream can be found in the above referenced NYC Engage site and will be made available on the day of the Public Hearing.

Comments are requested on the DEIS and will be accepted through Monday, March 1, 2021. They can be submitted via email to 20DCP009K_DL@planning.nyc.gov or mailed to Olga Abinader, Director, Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271.

Copies of the DEIS may also be obtained by contacting the Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271, Olga Abinader, Director, by calling (212) 720-3493 or by emailing oabinad@planning.nyc.gov.

In addition, the DEIS and Final Scope of Work are available for download at https://www1.nyc.gov/site/planning/applicants/scoping-documents.page.

Please inform the Department of City Planning if you need a reasonable accommodation, such as a sign language interpreter, in order to participate in the meeting. Requests for a reasonable accommodation or foreign language assistance during the meeting should be emailed to AccessibilityInfo@planning.nyc.gov or by calling 212-720-3508. Requests must be submitted at least ten business days before the meeting.

RP Inlet, LLC ("the Applicant") is requesting two discretionary actions that would facilitate a mixed-use development comprising a total of approximately 654,300 gross square feet (gsf) (583,778 zoning square feet (zsf)) of commercial/manufacturing uses (the "Proposed Development") on the block bounded by Banker Street to the east, Wythe Avenue to the south, Gem and North 15th streets to the west, and Meserole Avenue to the north (the "Development Site"), in the Greenpoint neighborhood of Brooklyn Community District (CD) 1. The Development Site is comprised of Brooklyn Block 2615, Lots 1, 6, 19, 21, 25, 50, and 125.

The Applicant seeks a zoning map amendment to rezone the Development Site from M3-1 to M1-5, and a Large-Scale General Development (LSGD) special permit pursuant to Section 74-743(a)(2) of the Zoning Resolution of the City of New York ("ZR") (collectively, the "Proposed Actions"). The Applicant may also seek discretionary tax incentives from the New York City Industrial Development Agency (NYCIDA).

The proposed zoning map amendment, which would rezone the proposed rezoning area from M3-1 to M1-5, would increase the permitted FAR from 2.0 to 5.0 for commercial and industrial uses (and up to 6.5 FAR for community facility uses), allowing for additional development of these uses than could be provided under existing conditions. The Proposed Rezoning Area encompasses the entirety of the Development Site. A LSGD special permit is being sought, pursuant to ZR Section 74-743(a)(2) to allow the Proposed Development to penetrate the required sky exposure plane and the required initial setback distance, contrary to ZR 43-43. Upon approval, the Applicant would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Development Site that governs the provisions of the LSGD.

The Proposed Actions would facilitate a new development by the Applicant with approximately 654,300 gsf, comprised of (i) a new and improved approximately 109,300 gsf (95,299 zsf) Acme Smoked Fish processing facility (including accessory administrative space), and (ii) approximately 545,000 gsf (488,479 zsf) of commercial office and retail space (including parking/loading/bike storage spaces). The Acme Smoked Fish facility would be located on the northeastern portion of the block, fronting on Meserole Avenue and Banker Street. The Acme Smoked Fish processing facility would contain four stories with a height of approximately 74 feet to the building roofline; there would be a screen on the roof that is 25 feet high, and the building envelope would have a maximum permitted height of 104 feet. The commercial office/retail component of the Proposed Development would consist of nine stories, with a maximum building height envelope of approximately 178.5 feet to the building roofline, occupying the remainder of the block. There would be a mechanical bulkhead and mechanical equipment screen on the roof

that would be approximately 25 feet tall. Although no parking spaces are required under the proposed zoning, up to approximately 150 off-street accessory parking spaces would be provided on the ground level, with curb-cut access via Gem Street. A total of six loading berths would be provided – three for Acme Smoked Fish, with access from Meserole Avenue (two berths) and Banker Street (one berth), and three for the commercial building, with access from Banker Street. The Proposed Development is also anticipated to include partially covered open space areas at the southern portion of the Development Site, totaling approximately 21,403 sf of public access area.

The incremental change that would result from the Proposed Actions is an increase of approximately 91,800 gsf of industrial space, 430,050 gsf of office space, 33,800 gsf of retail space, and 43 accessory parking spaces, and a decrease of approximately 35,225 gsf of restaurant/ entertainment space and 28,610 gsf of warehouse space, compared to No-Action conditions. The Proposed Actions are estimated to result in a net increase of approximately 1,810 workers on the Development Site compared to No-Action conditions.

It is expected that the Proposed Development would be constructed over an approximately 48-month period following approval of the Proposed Actions, with completion and full occupancy expected to occur by late 2024.

The DEIS assesses whether development resulting from the Proposed Actions could result in significant adverse environmental impacts. The DEIS identifies potential significant adverse impacts related to transportation (traffic) and construction (traffic).

Transportation (traffic): The Proposed Actions would result in significant adverse traffic impacts at eight study area intersections during one or both analyzed peak hours; specifically, seven lane groups at six intersections during the weekday AM peak hour and eight lane groups at seven intersections during the weekday PM peak hour. Implementation of traffic engineering improvements such as signal timing changes and the installation of a new traffic signal at the intersection of Franklin Street and Meserole Avenue would fully mitigate the significant adverse impacts to two lane groups at two intersections in the AM peak hour and three lane groups at three intersections during the weekday PM peak hour. Impacts to a total of six lane groups would remain unmitigated at five intersections in one or both analyzed peak hours. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified.

Construction (traffic): Peak construction period traffic increments at each of the study area intersection approaches would be the same or lower than the corresponding peak hour operational traffic increments. Therefore, the potential for significant adverse impacts in the construction peak periods would be within the envelope of the significant adverse impacts associated with the operational traffic. It is proposed that any mitigation measures that are approved for the operational traffic impacts would also be advanced for the construction peak periods and, as such, it is anticipated that these measures would be similarly effective at mitigating potential construction period traffic impacts. However, if any of these mitigation measures are not approved for the construction peak periods, then the corresponding construction period traffic impacts would remain unmitigated.

The DEIS considers two alternatives – a No-Action Alternative and a No Unmitigated Significant Adverse Impact Alternative. The No-Action Alternative examines future conditions within the Project Area, but assumes the absence of the Proposed Actions (i.e., none of the discretionary approvals proposed as part of the Proposed Actions would be adopted). The No Unmitigated

Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the Proposed Actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions.