Description of Proposal

500 Kent Avenue
492-518 Kent Avenue and 2-18 Division Avenue
Brooklyn
Block 2023, Lot 10

1. Introduction

500 Kent LLC and United Jewish Organizations of Williamsburg, Inc (hereinafter known as the "Applicant") proposes land use actions to facilitate the development of a new 23- story commercial building with ground floor retail at 500 Kent Avenue, Block 2023 Lot 10 (the "Development Site"), in Williamsburg, Brooklyn, Community District 2. The proposed development will have approximately 576,220 square feet of floor area, including 555,476 square feet of office space and 20,744 square feet of retail space, and a 23,050 square feet waterfront public access area (the "Proposed Development").

In order to facilitate the Proposed Development, the following land use actions (the "Proposed Actions) are required:

1) Zoning map amendment to amend the zoning district from an M3-1 zoning district to an M1-5 zoning district for the Development Site (also referred to herein as the "Project Area"); and

2) Waterfront special permit pursuant to ZR § 62-837(a) to waive bulk regulations under ZR § 62-341 for the Proposed Development as follows:
   - ZR-62-341 (a)(2) initial setback distance;
   - ZR-62-341 (c)(1) maximum base height;
   - ZR-62-341 (c)(2) maximum building height; and
   - ZR-62-341 (c)(5) maximum width of walls facing shoreline.

3) Waterfront Certification for the waterfront public access area ("WPAA") pursuant to ZR §62-811; and

4) Special permit pursuant to ZR § 74-52 to allow a parking garage of 234 parking spaces.

A. Background

The Development Site was occupied by power generating plants from the late nineteenth to early twenty-first centuries. In 1959, Consolidated Edison, "Con Ed" acquired the property from the City of New York. Con Edison continued to operate the power plant until shuttering the plant in 1999 and subsequently

demolished the plant buildings in 2009. Con Edison conducted environmental remediation which was completed in 2014 under New York State Department of Environmental Conservation "NYS DEC" supervision through the Voluntary Cleanup Program. The Development Site has been vacant since 2009 and the applicant acquired the site in 2019 with the intent of redeveloping the property.

There have been several land use approvals over the last few decades which affect properties within a 600-foot radius of the Development Site (the "Surrounding Area").

South of the Development Site, but located on the same Tax Block, is the approximately 300-acre Brooklyn Navy Yard. In 2006, the City of New York designated the Brooklyn Navy yard, and the Development Site, as part of the Brooklyn Navy Yard Industrial Business Zone, which is bounded generally by Kent Avenue, Franklin Street, Dobbin Street, Nassau Avenue, and North 9th Street. In addition, on June 15, 2011, the City Council approved the disposition, to the Brooklyn Navy Yard Development Corporation, of two city owned lots generally bounded by Kent Avenue, Flushing Avenue, Navy Street and the pier line along the East River (Blocks 2023, Lots 1 and 150), in the Brooklyn Navy Yard (C 110169 PPK). The disposition combined Lot 1 and Lot 150 under one master lease and extended the lease to 99 years from the date of approval of the disposition. The intention of the disposition was to facilitate further economic development at the Brooklyn Navy Yard by reducing potential impediments to private financing of improvements in the Navy Yard.

On October 20, 2021 the City Planning Commission approved the zoning map amendment (C210462ZMK) and text amendment (N210463(A)ZRK) to establish the Special Brooklyn Navy Yard District to facilitate the expansion of the Brooklyn Navy Yard for a broader range of uses, the construction of 4.6 million square feet of space, and 189,000 square feet of new, publicly accessible open space concentrated in three areas along the perimeter of the campus allowing the Brooklyn Navy Yard to achieve a total of 11 million square feet of space at full build out. The New York City Council approved the zoning map and text amendments, with modifications, on December 15, 2021.

On January 26, 1999 the City Council approved several actions in the Surrounding Area, at the request of the Department of City Planning and the Department of Housing Preservation and Development:

- A zoning map amendment from an M1-2 district to an R7X district (C 990092 ZMK), for Blocks 2163, 2165, and 2167, located directly east of the Development Site across Kent Avenue, which facilitated the construction of three residential developments on Block 2165.
- A zoning map amendment from an M1-2 district to R6 district (C 990092 ZMK), for Blocks 2156, 2159, and 2160, located directly northeast of the Development Site across Division Avenue, to make many of the existing developments on these blocks conforming and complying under zoning.
- An amendment of the site designation of the Williamsburg I Urban Renewal Area in Brooklyn by permitting the elimination, from the Urban Renewal Area, of Block 2197, Lots 1 and 4, and Block 2203, Lots 1 and 16, which are located approximately eight blocks south from the Development Site (N 990107 HGK).

- The 8th Amendment to the Williamsburg I Urban Renewal Plan (C 990108 HUK), which, among other things, changed the permitted land use of Block 2165 from manufacturing to residential.

On March 9, 2010, the City Council approved several actions, listed below, at the request of Rose Plaza on River LLC, for a proposed mixed-use development with 800 dwelling units, 29,000 square feet of commercial and community facility space, 496 spaces of accessory parking, and 33,188 square feet of public waterfront esplanade along the East River waterfront. These actions affected Block 2134, Lots 1, 150, and a portion of Lot 126, which are located directly north of the Development Site across Division Avenue:

- A zoning map amendment (C 080339 ZMK) from an M3-1 district to an R7-3 district for the property bounded by a line 850 feet southerly of the westerly centerline prolongation of Broadway, Kent Avenue, Division Avenue, a U.S. Pierhead and Bulkhead Line, and a U.S. Pierhead Line; and establishing a C2-4 district within the proposed R7-3 district for the area bound by a line 850 feet southerly of the westerly centerline prolongation of Broadway, Kent Avenue, Division Avenue, a U.S. Pierhead and Bulkhead Line, a line 100 feet northeasterly of Division Avenue, and a line 100 feet westerly of Kent Avenue.
- A zoning text amendment (N 100056 ZRK) to ZR Appendix F to apply the Inclusionary Housing Program to the proposed R7-3 district.
- A Special Permit (C 80340 ZSK) pursuant to ZR Section 62-736 for bulk modifications on a waterfront block.
- An authorization (N 080341 ZRK) pursuant to ZR Section 62-722 (b) to modify the waterfront public access requirements.
- A certification (N 080342 ZCK) pursuant to ZR Section 62-711 that a site plan has been submitted showing compliance with the zoning regulations for waterfront public access areas and visual corridors.

Subsequently, on June 23, 2014, the City Planning Commission approved a three-year renewal, pursuant to ZR 11-43, for the above referenced special permit ((N 140343 CMK) and authorization (N 140344 CMK). On July 10, 2017, the City Planning Commission approved a second and final three-year renewal, pursuant to ZR 11-43, for the above referenced special permit (N 170292 CMK) and authorization (N 170293 CMK). Currently under review by the Department of Buildings, "DOB" is the 470 Kent Avenue residential development permit application for a 16-story building with 107,662 square feet of residential space with 5,426 sq of commercial space and a 394- space accessory parking garage.

B. Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

In 2022, New York City Mayor Eric Adams released *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery*, an economic vision for New York City focused on accelerating a return to pre-pandemic employment levels with particular attention to hard hit employment sectors such as tourism, hospitality, tech, and the creative economy.

According to the *Rebuild, Renew, Reinvest* report, there is an increased interest to re-envision the City's job hubs in response to shifting trends to locations where New Yorkers live and work. The administration will continue to build New York City's competitive edge in promising new sub-industries by investing and supporting commercial and step out space outside of Manhattan. The economic strategy is to capitalize on the city's growing brand to attract more businesses from outside of New York City to existing and new geographic clusters in areas like Manhattan's bed-pan alley, the Brooklyn Waterfront, and Long Island City.

The Proposed Development, adjacent to the City sponsored Brooklyn Navy Yard development, would support the goals of the *Rebuild, Renew, Reinvent* report by continuing to promote job and business growth in a transit accessible area on the Brooklyn Waterfront.

2. Description of Surrounding Area

A. Land Uses and Built Form

The Surrounding Area is generally located in south Williamsburg in the Brooklyn Navy Yard neighborhood in Community District 2 in Brooklyn. Predominant land uses in the Surrounding Areas include low-, mid-, and high-rise apartment multi-family residential and mixed-use buildings, commercial uses, and industrial properties. In addition to its mix of uses and built character, the Surrounding Area contains public open spaces in the vicinity of the Development Site such as Roberto Clemente ballfields directly across the street from the Development Site, Schafer Landing Park and 420 Kent waterfront public open space to the north, and Jacob's Ladder Playground located one block southeast from the Development Site.

There are several notable developments in the Surrounding Area. Immediately south and southwest of the Development Site is the Brooklyn Navy yard which has undergone a transformation in recent years and is now home to over 400 commercial and light industrial businesses which occupy many adaptively reused older structures and some new buildings. One block east of the Development Site, across Kent Avenue, are 525 Kent Avenue, 580 Wythe Avenue, and 570 Wythe Avenue, which consist of three residential condominium buildings ranging from eight- to nine-stories with a total of approximately 245,000 square feet of floor area and 181 dwelling units. Two blocks east of the Development Site is 111 Clymer Street, a seven-building residential complex with buildings ranging from eight- to twenty-five-stories, a total of approximately 560,000 square feet of floor area, and approximately 534 dwelling units. One block northeast of the Development Site, across Division Avenue, are 475 Kent Avenue, an 11-story approximately 147,000 square foot residential building with approximately 99 dwelling units, and 31 Division Avenue, a four-story approximately 22,000 square foot school. One block north of the Development Site, across Division Avenue, are 1 Division Avenue and 478 Kent Avenue, two three-story industrial buildings with a total of approximately 235,000 square feet of floor area. Two blocks north of the Development Site is Schaefer Landing, a waterfront apartment complex consisting of three residential buildings ranging in height from 14- to 24-stories with a total of approximately 440,000 square feet of

floor area and 350 dwelling units. Three blocks north of the Development Site is 420 Kent Avenue, which consists of two twenty-two-story residential buildings with approximately 790,000 square feet of floor area and 860 dwelling units.

B. Zoning

The Surrounding Area includes several zoning districts including M3-1 Manufacturing Districts, R7X, R7-1, and R6 Residence Districts, and an R7-3/C2-4 Commercial Overlay District.

The Development Site and the Brooklyn Navy Yard, to the south and west of the Development Site, are located in an M3-1 zoning district. M3-1 districts permit commercial and industrial uses in Use Groups 6 through 18, subject to certain limitations. No residential or community facility uses are permitted in an M3-1. Under Article VI, Chapter 2-Special Regulations Applying in the Waterfront Area, ZR 62-32 and ZR 62-326, Buildings in Manufacturing Districts, the maximum floor area ratio shall be in accordance with the applicable district regulations, which in the M3-1 district permits a maximum commercial and manufacturing FAR of 2.0. Developments in M3-1 districts may have, within an initial setback distance of 15 to 20 feet, a front wall with a height of 60 feet or 4 stories, above which compliance with a sky exposure plane is required (for narrow streets, of 2.7 feet vertical distance to 1 foot of horizontal distance; or for wide streets, of 5.6 feet vertical distance to 1 foot of horizontal distance). Accessory off-street parking and loading requirements vary depending on use (e.g. for manufacturing uses, one parking space is required per 1,000 square feet of floor area, or 1 per 3 employees, whichever will require a larger number of spaces).

An R7X district is located one block east of the Development Site across Kent Avenue. R7X districts permit residential uses (Use Groups 1 and 2) and community facility uses (Use Groups 3 and 4). R7X districts are permitted a residential and community facility FAR of 5.0. Outside the Manhattan Core, R7X districts are permitted a minimum base height of 60 feet, a maximum base height of 85 feet (95 feet with a qualifying ground floor), and a maximum building height of 120 feet (125 feet of 12 stories, whichever is less, with a qualifying ground floor). Parking spaces are required for 50 percent of dwelling units

An R7-1 Residence District is located two blocks east of the Development Site. R7-1 districts allow for residential uses (Use Groups 1 and 2) and community facility uses (Use Groups 3 and 4). Residential buildings may be developed under height factor regulations or pursuant to the Quality Housing Program. Under height factor regulations, R7-1 districts permit a maximum FAR ranging from 0.87 to 3.44 and a maximum community facility FAR of 4.80. Buildings may rise to a height of 60 feet before being required to set back 20 feet from a narrow street (a street less than 75 feet in width) and 15 feet on a wide street (a street with a width of 75 feet or greater). Above 60 feet, the maximum building height is governed by a sky exposure plane of 2.7 to 1.0 on a narrow street and 5.6 to 1.0 on a wide street. Under the Quality Housing Program, R7-1 districts permit a residential FAR of 4.0 where the zoning lot is located within 100 feet of a wide street and FAR of 3.44 where the site is located beyond 100 feet of a wide street. Within 100 feet of a wide street, R7-1 districts have a minimum base height of 40 feet and maximum base height of 55 feet, at which point buildings must set back 10 feet. The maximum permitted building height is 80

feet or 85 feet/8-stories with a qualifying ground floor. Beyond 100 feet of a wide street, the minimum base height is 40 feet, the maximum base height is 65 feet, at which point the building must set back 15 feet from a narrow street, and the maximum permitted building height is 75 feet. Under height factor regulations, parking spaces are required for 60 percent of dwelling units. Under the Quality Housing Program, parking spaces are required for 50 percent of dwelling units.

An R7-3/C2-4 overlay district, in an inclusionary housing designated area ("IHDA"), is located one block north of the Development Site across Division Avenue. R7-3 districts permit residential uses (Use Groups 1 and 2) and community facility uses (Use Groups 3 and 4). R7-3 districts in IHDAs are permitted a base FAR of 3.75 if no affordable housing provided and a maximum FAR of 5.0 if affordable housing is provided for 20 percent of the residential floor area. Within 100 feet of a wide street, the minimum base height is 40 feet, the maximum 65 feet, and the maximum building height is 75 feet. A 15-foot setback is required from narrow streets and a 10-foot setback is required from wide streets at the maximum base height. Parking spaces are required for 50 percent of dwelling units. C2-4 districts allow hotel uses (Use Group 5) in certain situations, and retail and service use (Use Groups 6, 7, 8, and 9). The maximum permitted commercial floor area in a C2-4 district is 2.0 and one parking space per 1,000 square feet of retail or service floor area.

An R6 district is located one block northeast of the Development Site across Division Avenue. R6 districts allow for residential uses (Use Groups 1 and 2) and community facility uses (Use Groups 3 and 4). Residential buildings may be developed under height factor regulations or pursuant to the Quality Housing Program. Under height factor regulations, R6 districts permit a maximum FAR ranging from 0.78 to 2.43 and a maximum community facility FAR of 4.80. Buildings may rise to a height of 60 feet before being required to set back 20 feet from a narrow street (a street less than 75 feet in width) and 15 feet on a wide street (a street with a width of 75 feet or greater). Above 60 feet, the maximum building height is governed by a sky exposure plane of 2.7 to 1.0 on a narrow street and 5.6 to 1.0 on a wide street. Under the Quality Housing Program, R6 districts permit a residential FAR of 3.0 where the zoning lot is located within 100 feet of a wide street and a FAR of 2.2 where the site is located beyond 100 feet of a wide street. On a wide street, R6 districts have a minimum base height of 40 feet and maximum base height of 65 feet, at which point buildings must set back 10 feet. The maximum permitted building height is 70 feet or 75 feet/7-stories with a qualifying ground floor. Beyond 100 feet of a wide street, the minimum base height is 30 feet, the maximum base height is 45 feet, at which point building must set back 15 feet from a narrow street. The maximum permitted building height is 55 feet. Under height factor regulations, parking spaces are required for 70 percent of dwelling units. Under the Quality Housing Program, parking spaces are required for 50 percent of dwelling units.

C. Transportation

The Surrounding Area is well served by public transit. The Marcy Avenue J/M/Z subway station (to the northeast at the intersection of Broadway and Williamsburg Street) is located approximately 0.7 miles from the Development Site. In addition, the B67 (connecting Williamsburg Bridge Plaza and Long Island

City) runs along Kent and Wythe Avenues, the B62 (connecting Downtown Brooklyn/Fulton Mall and Long Island City) runs along Wythe and Kent Avenues, and the B32/Q59 (connecting Lefferts Gardens/Prospect Park and Greenpoint) run along Broadway. The South Williamsburg landing on the East River Ferry route is located less than 0.3 miles to the north of the Development Site at the western terminus of S. 10th Street. The site is served by bike lanes on Kent and Wythe avenues. The bike lane on Kent Avenue will eventually be a part of the Brooklyn Waterfront Greenway, a long corridor of bike lanes connecting open space along the waterfront in Brooklyn. There is also a Citi Bike station located at Kent Avenue and S. 11th Street, 300 feet to the north of the Development Site

4. **Description of the Project Area/Development Site**

The Project Area includes land that will be subject to the zoning map amendment action in this application. The Project Area is located in the southwestern portion of the Williamsburg neighborhood and is immediately northeast of the Brooklyn Navy Yard, and along the East River, Brooklyn, Community District 2. The Project Area consists of the northern portion of Block 2023, only Lot 10 in Brooklyn. The Project Area fronts on the Brooklyn Navy Yard's Nassau Gas Works property to the south, Wallabout Channel and the East River to the west, Division Avenue to the north, and Kent Avenue to the east. The Project Area is in an M3-1 zoning district within Flood Zone AE.

The Project Area has a total lot area of approximately 115,244 square feet. The Project Area, an irregular shaped currently vacant corner lot, has approximately 339 feet frontage on the vacant Brooklyn Navy Yard designated Lot 1, has approximately 227 feet of frontage on Division Avenue, approximately 372 feet of frontage on Kent Avenue and approximately 528 feet of shoreline along the Wallabout Channel.

The Project Area and the adjoining area to the south is in the Brooklyn Navy Yard Industrial Business Zone (IBZ). The Brooklyn Navy Yard Industrial Business Zone ("IBZ"), in which the Project Area is located, was established in 2006 by the City of New York as a commitment to land use and public policies that encourage the retention and growth of industrial and commercial uses. The IBZ is bounded generally by Kent Avenue, Franklin Street, Dobbin Street, Nassau Avenue, and North 9th Street.

5. Description of the Project Development

The Development Site, with an address of 492-518 Kent Avenue and 2-18 Division Avenue (Block 2023, Lot 10) and, as part of the Project Area, located in the southwestern portion of the Williamsburg neighborhood, is immediately northeast of the Brooklyn Navy Yard, and situated along the East River, in Brooklyn, Community Board 2. The Development Site has a lot area of 115,244 square feet and is bound by the Brooklyn Navy Yard property to the south, the East River to the west, to the north Division Avenue is 70 feet -narrow street, and to the east Kent Avenue is 90-feet-wide street.

The Proposed Development will be a commercial development, consisting of a single building with a northern and southern base, comprised of 555,476 square feet of office space (4.82 FAR); 20,744 square feet of commercial retail floor area (0.18 FAR); 60,815 square feet on grade and below grade 234 space attended public parking garage; two loading berths; and 23,050 square feet of waterfront publicly accessible "WPAA" open space and a total of 26,403 square feet of Public Access Areas consisting of Public Access Area ("PAA 1") with 12,350 square feet and Visual Corridor Public Access Area 2 ("PAA 2") with 14,053 square feet. The Proposed Development will contain a five-story north base and a four-story south base with the five through twenty-three story building structure above the four- story base.

A. Building Segments: North Base, South Base, and Building Structure

The Proposed Development will consist of one building with three segments of varying heights and sizes designed to allow maximum light and an enhanced pedestrian experience.

The North Base will be located along Division Avenue for 145 feet, 3 inches, Kent Avenue for 61 feet, 3 inches, the PAA 1 between the north and south segments for 157 feet, 6 inches, the Supplemental Public Access Area ("SPAA") for 48 feet, 9 inches, and the Development Site's Shore Public Walkway "SPW" facing the East River for 168 feet, 4 inches. The North Base portion of the building will be a five-story, 85 feet tall mixed-use structure with a total of approximately 75,331.8 square feet of floor area (0.65 FAR) containing 20,744 square feet of retail (0.18 FAR) and 54,587 square feet of office (0.47 FAR). The retail spaces will be located on the ground and fifth floors with multiple entrances from Kent Avenue, from the PAA 1 located between the north and south segments, and from the covered open space along the SPW. The office space will be provided on floors 2, 3, 4 with access from the office lobby entrance located from the PAA 1.

The South Base will be located along Kent Avenue for 213 feet, along the PAA 1 frontage for 222 feet, 7 inches, along the full length of the Visual Corridor-PAA 2 for 232 feet, and along the SPW frontage for 132 feet, 5 inches. The South Base portion will be four-stories, 65 tall and contain a total of approximately 122,803 square feet of floor area (1.07 FAR). The ground floor will contain office space and the building lobby. The south base portion will have multiple entrances from Kent Avenue and from the PAA 1 located between the north and south segments.

Above the four-story South Base, the building structure will be located along Kent Avenue for 107 feet 5 inches, on the frontage facing Division Avenue for 249 feet, for 109 feet 1 inch along the SPW, and 253 feet facing the Visual Corridor-PAA 2. The building structure will contain floors five through 23 with a total of 378,085 square feet of commercial office floor area (3.28 FAR) and at a height of 355 feet (the "Proposed Maximum Envelope"). The Proposed Maximum Envelope will be accessed through multiple entrances from Kent Avenue and from the PAA 1 located between the north and south segments.

B. Parking Garage, Loading Berths, and Bicycle Parking

The Proposed Development will include a below grade public parking garage, of 60,815 square feet with 234 spaces and 12 reservoir spaces which will be constructed in the interior of the development site under portions of the North and South Base segments of the building. The parking garage will be accessed from the on-grade entrance and exit located on Division Avenue. The parking garage curb cut on Division Avenue will be 22-feet wide. The Proposed Development will provide two loading berths for 29 feet 2 inches along the South Base on Kent Avenue with a truck turn around area of 2,633 square feet to permit head in and head out access from the 34-foot curb cut on Kent Avenue. The Proposed Development will provide indoors in the public parking garage a total of 101 bicycle spaces, 77 bicycle parking spaces for the commercial and retail uses and 24 bicycle spaces for the parking garage use, and the WPAA will include 12 outdoor bicycle spaces.

C. Open Space

The Proposed Development will have an extensive WPAA including an SPW and SPAA. These WPAA public access features, fronting on the shoreline, will be connected to the site, by the PAA 1, and by the proposed Visual Corridor-PAA 2, as well as additional open and covered areas, to ensure uninterrupted waterfront access on the site. The unique waterfront design will fulfill the goals of reconnecting the City to the waterfront and create continuity between waterfront areas as envisioned by the Vision 2020: New York City Comprehensive Waterfront Plan. The expansive WPAA will also serve to activate the waterfront with new opportunities for the surrounding community. Once completed, the Development Site's WPAA will connect to the green waterfront from 420 Kent Avenue Development to the north all the way to the Brooklyn Navy Yard to the south. In addition, the WPAA will provide compelling views to the Williamsburg, Manhattan, and Brooklyn Bridges along with views of the Manhattan skyline.

The Proposed Development will provide a combination of approximately 49,453 square feet of required and provided publicly accessible which will include: (i) the SPW with 20,466 square feet along the entire length of the Development Site coincident with the East River, (ii) the SPAA with 2,584 square feet, (iii) the Visual Corridor-PAA 2 with 14,053 square feet, and (iv) the PAA 1 with 12,350 square feet. Together these waterfront public access areas and public access areas provide a multi-layered active and passive recreation space. Access to the waterfront from the north will begin at Division Avenue and continue south along the SPW to the Visual Corridor-PAA 2 and then connect to the sidewalk at Kent Avenue.

The Applicant proposes a 2,584 square foot SPAA, which will include planting and seating areas that will contribute to the unique design of the waterfront area. The SPAA will be separated by varying open social spaces that will vary in width.

Closer to the water, the Development Site will include a 20,466 square foot SPW that will connect to the Visual Corridor-PAA 2.

The Proposed Development will introduce a diverse planting palette including street and canopy trees along Division and Kent Avenues.

D. Visual Corridor-PAA 2

The Proposed Development will provide a publicly accessible Visual Corridor-PAA 2 which will contain the upland street grid form, provide views to the water, and permit pedestrian and emergency vehicle access to the SPW and SPAA areas. Located along the South Base, the Visual Corridor-PAA 2, with 14,053 square feet, will be 302 feet 1 inch on the north side and 284 feet 9 inches on the south side. The Visual Corridor-PAA 2 will be 50 feet wide, with an unobstructed area of 30 feet in the center, and which will provide landscaped and seating areas on the sides along the proposed building and the southern property line.

6. Actions Necessary to Facilitate the Project

The following actions are necessary to facilitate the Proposed Development**:**

A. Zoning Map Amendment to rezone Block 2023, Lot 10 from an M3-1 zoning district to an M1-5 zoning district.
B. Waterfront special permit to waive regulations for setback, building height, base height, and maximum width of walls facing the shoreline pursuant to ZR §62-837(a).
C. Waterfront Certification for waterfront public access area pursuant to ZR §62-811; and
D. Special Permit pursuant to ZR§ 74-52 to allow a public parking garage.

Zoning Map Amendment

The Applicant is proposing to rezone the Project Area from an M3-1 zoning district, a heavy industrial, district to an M1-5 zoning district. The additional FAR would allow the development of new office and retail space.

The proposed M1-5 district will allow uses that are consistent with the uses found in the area immediately surrounding the Development Site. M1-5 districts allow for commercial and industrial uses in Use Groups 4 through 17, subject to certain limitations, and Use Group 18 uses, subject to compliance with performance standards. Use Group 5 hotels and Use Group 16 self-storage facilities are allowed only by special permit. The area immediately surrounding the Development Site is, and has historically been, an active industrial neighborhood.

M1-5 zoning districts allow permitted commercial, and manufacturing uses at a 5.0 FAR and community facility uses at 6.5 FAR. New developments on waterfront zoning lots in M1-5 districts may rise to a maximum base height of 65 feet before a 10-foot setback is required on wide streets, a 15-foot setback is required on narrow streets, and a 30-foot setback is required from a shore public walkway. The maximum permitted building height is 185 feet. Parking is not required in M1-5 districts.

The proposed M1-5 district will encourage the construction of a building that will complement the character and densities found in the Surrounding Area and neighborhood. One block east of the Development Site, across Kent Avenue, are 525 Kent Avenue, 580 Wythe Avenue, and 570 Wythe Avenue, which consist of three residential condominium buildings ranging from eight- to nine-stories with a total of approximately 245,000 square feet of floor area and 181 dwelling units. Two blocks east of the Development Site is 111 Clymer Street, a seven-building residential complex with buildings ranging from eight- to twenty-five-stories, a total of approximately 560,000 square feet of floor area, and approximately 534 dwelling units. One block northeast of the Development Site, across Division Avenue, are 475 Kent Avenue, an 11-story approximately 147,000 square foot residential building with approximately 99 dwelling units, and 31 Division Avenue, a four-story approximately 22,000 square foot school. Currently under review by the Department of Buildings is a proposed residential development with a 16-story building at 470 Kent Avenue with 107,662 square feet of residential space with 5,426 sq of commercial space. Also, under review two neighboring 21 and 22 story mixed use buildings at 480 and 490 Kent Avenue with approximately 370,167 square feet of residential space, 182 units, and 10,208 square feet of retail space. Two blocks north of the Development Site is Schaefer Landing, a waterfront apartment complex consisting of three residential buildings ranging in height from 14- to 24-stories with a total of approximately 440,000 square feet of floor area and 350 dwelling units. Three blocks north of the Development Site is 420 Kent Avenue, which consists of 22 story residential buildings with approximately 790,000 square feet of floor area and 860 dwelling units.

Directly south on the adjoining property and west of the Project Area, is the Brooklyn Navy Yard situated on 300 acres with about 330 industrial and commercial businesses with approximately 7,000 employees. In January 2018 the Brooklyn Navy Yard Development Corporation completed an updated master plan to move forward on an estimated 5.1 million square feet to be added to the complex. With an anticipated technology hub to be built, the estimated additional space would be able to accommodate approximately 13,000 additional workers.

The lack of required parking and the increased density allowed in M1-5 districts is appropriate due to the Project Area's proximity to public transportation. The Marcy Avenue J/M/Z subway station (to the northeast at the intersection of Broadway and Williamsburg Street) is located approximately 0.7 miles from the Development Site. In addition, the B67 (connecting Williamsburg Bridge Plaza and Long Island City) runs along Kent and Wythe Avenues, the B62 (connecting Downtown Brooklyn/Fulton Mall and Long Island City) runs along Wythe and Kent Avenues, and the B32/Q59 (connecting Lefferts Gardens/Prospect Park and Greenpoint) run along Broadway. The South Williamsburg landing on the East River Ferry route is located less than 0.3 miles to the north of the Development Site at the western terminus of S. 10th Street at Schaefer Landing. The site is served by bike lanes on Kent and Wythe avenues. There is also a Citi Bike station located at Kent Avenue and S. 11th Street, 300 feet to the north of the Development Site

The increased density allowed in M1-5 districts will support the character of the Surrounding Area, further the City's goals of creating industrial and office-based jobs and enable employment opportunities to the growing population in Williamsburg. M1-5 districts allow for greater density and more flexible building

designs which can accommodate a wider range of office-based and industrial firms. The proposed M1-5 district in the Project Area will result in increased density, furthering the City's goals by encouraging the creation of new office and industrial based businesses.

The proposed M1-5 zoning district will also be appropriate because it will be consistent with the 2022 *Rebuild, Renew, Reinvest: A Blueprint For New York City's Economic Recovery* initiative. The administration's report provides an economic vision for New York City focused on accelerating a return to pre-pandemic employment levels with particular attention to hard hit employment sectors such as tourism, hospitality, tech, and the creative economy. By utilizing multiple resources, the City can incentivize job creation. The City seeks to increase good and accessible jobs across fields ranging from advanced manufacturing, creative and tech-driven businesses, life sciences, and including office jobs. The M1-5 zoning district will allow for the development of the proposed unique mixed-use building which will create new office jobs.

Waterfront special permit to waive regulations for setback, building height, base height, and maximum width of walls facing the shoreline for the Proposed Development pursuant to ZR §62-837(a).

The Proposed Development will be subject to the height and setback, and walls facing shoreline requirements applicable to waterfront blocks.

Pursuant to ZR 62-341(a)(2), an initial setback distance shall be a horizontal distance measured for a depth of 15 feet from a narrow street and 10 feet from a wide street. From the boundary of the shore public way an initial setback distance shall have a depth of 30 feet.

A setback waiver will be required for the Proposed Development because the Proposed Development will provide no setback from the zoning lot lines.

Pursuant to ZR 62-341 (c)(2), the height of a building or portion may not exceed the maximum building height of 185 feet.

A building height waiver will be required for the Proposed Development because the Proposed Development will have a maximum height of 355 feet.

Pursuant to ZR 62-341(c)(1), the height of a building or portion located within the initial setback distance may not exceed the maximum base height of 65 feet.

A base height waiver will be required for the Proposed Development because the Proposed Development will provide a base height of 130 feet.

Pursuant to ZR 62-341(c)(5), the maximum width of any story of a building that faces a shoreline entirely above the maximum base height of 65 feet shall not exceed 100 feet.

A waiver for the width of building wall facing shoreline will be requested for the Proposed Development because the Proposed Development will provide building walls facing the shoreline of 343 feet 9 inches.

Waterfront Certification for waterfront public access areas pursuant to ZR§ 62-811.

Pursuant to ZR 62-811, no excavation or building permit may be issued for a development on a waterfront block until the Chairperson of the City Planning Commission certifies to the Department of Buildings that a site plan has been submitted showing compliance with the provisions of ZR 62-50 and ZR 62-60.

The Applicant is requesting CPC Chair certification pursuant to ZR 62-811 to show compliance with ZR 62-50 and ZR 62-60, as modified by the waterfront authorizations requested herewith.

ZR 74-52 Parking Garages or Public Parking Lots in High Density Central Areas.

In M1-5 Districts, the Commission may permit public parking garages with any capacity provided the applicable regulations pursuant to ZR 44-43 (Location of Access to the Street) are met.

There is no required parking in a M1-5 zoning district. Under ZR 32-17, in a M1-5 zoning district no public parking garages are permitted as-of-right.

The applicant is requesting an attended public parking garage of 234 spaces and 12 reservoir spaces with the garage entrance and exit from a 22 feet curb cut on Division Avenue.

7. Conclusion

Approval of the requested land use actions will facilitate the Proposed Development – a new building with three segments ranging in height from four, five, and 23-stories and featuring commercial and retail uses in an area of Brooklyn experiencing significant growth. The Proposed Actions will increase commercial density by modifying out-of-date industrial zoning districts to allow for an increase in jobs while providing a buffer to residential areas from heavy industrial uses. Such development will further the goals of the administration's 2022 *Rebuild, Renew, Reinvest: A Blueprint For New York City's Economic Recovery* initiative. In addition, the proposed 23,050 square foot waterfront public access areas and 26,403 square foot of public access areas, which will have a unique design and be opened to the public, will further the goals of reconnecting the City to the water and creating continuity between waterfront areas as envisioned by the Vision 2020: New York City Comprehensive Waterfront Plan.