Project Description
ZR 74-966 Special Permit to Increase Floor Area in Industrial Business Incentive Areas
20 Berry Street (Block 2283, Lots 25, 28, 31, 33, 35, 38, 41 and 43)
Borough of Brooklyn
February 7, 2024

1) Introduction

This application ("Application") is made on behalf of Mihata Corp. (the "Applicant"), the owner of eight contiguous properties located at 20 Berry Street, Brooklyn (Block 2283, Lots 25, 28, 31, 33, 35, 38, 41 and 43; the "Development Site"). The Development Site is located within a M1-1 zoning district in Community District 1 and occupies the eastern half of the block bounded by North 12th Street, Wythe Avenue, North 13th Street, and Berry Street.

Three land use actions (collectively, the "Proposed Actions") are proposed to facilitate the development of a 10-story office, retail and industrial building containing 192,000 square feet of floor area ("zsf") and more than 10,000 square feet of publicly accessible open space (the "Proposed Project"). These actions include: (i) zoning map amendment from M1-1 to M1-2; (ii) zoning text amendment to include the Development Site in an Industrial Business Incentive Area ("IBIA"); and (iii) zoning special permit to (a) increase the allowable FAR by providing required industrial uses, (b) modify the underlying public plaza requirements, and (c) modify the parking and loading regulations.

2) Background

The Development Site has been zoned M1-1 since the enactment of the 1961 Zoning Resolution (the "Zoning Resolution" or "ZR"). A total of nine approvals by the City Planning Commission ("CPC") have been granted within a 600-foot radius of the Development Site (the "Surrounding Area"). These approvals include three IBIA special permits and a zoning map amendment. The BSA approvals consist of three special permits for physical culture establishments and two variances to permit residential use in a manufacturing district.

IBIAs were first incorporated into the Zoning Resolution in 2016 to incentivize the construction of commercial and industrial buildings that included a specified amount of certain industrial uses (the "Required Uses"). For every one zsf of Required Use, a floor area bonus of 3.5 zsf, applicable only to "Incentive Uses," is provided. Required Uses include industrial and semi-industrial uses in Use Groups ("UG") 11A, 16A, 16B, 17B, 17C, and 18A. Incentive Uses include uses permitted in the underlying M1-2 and M1-4 districts, not including UG 5 (hotels), UG 6A (convenience retail or service establishments), UG 6C (retail or service establishments), UG 7A (motels), UG 8C (automotive service establishments), UG 10A (large retail or service establishments), UG 10B (wholesale establishments), UG 12 (amusement and retail establishments), UG 13 (open or low coverage uses), and UG 16D (moving or storage offices, packing and crating establishments, and warehouses). The base floor area that is provided without this bonus can be for any use that is permitted as-of-right in the underlying district (the "Permitted Uses").

IBIA special permits are applicable only within areas mapped in the Maps of Industrial Business Incentive Areas, as shown in ZR 74-968. In order to receive the floor area increase, buildings must meet certain requirements, such as ensuring a 15-foot wide sidewalk is provided. Buildings mapped in IBIA Area 1 have street wall location and base height requirements. Such buildings cannot exceed a height of 110 feet, or 135 feet if a publicly accessible open space is provided.

The three IBIA special permits that have been granted within the Surrounding Area are described below:

1. 19-25 Kent Avenue (Block 2282, Lot 1; "25 Kent") was the first development to seek an IBIA special permit.[1] 25 Kent is a full block, 380,000 zsf mixed office, retail, and light industrial building. In addition to a floor area bonus, a waiver of 992 parking spaces was granted. The project, including 7,200 square feet of public open space, has been completed.

[1] C 160124 ZSK, C 160125 ZSK, and N 160126 ZRK, adopted on May 25, 2016.

2. 103 North 13th Street (Block 2279, Lot 34) was the second IBIA special permit to be approved within the Surrounding Area.[2] This application sought approval for a 30,000 zsf mixed office, retail, and light industrial building and a waiver of 139 parking spaces and a loading berth. No public open space was provided. The building currently has a temporary certificate of occupancy.

3. 1 Wythe Avenue (Block 2641, Lots 1, 3, and 4) was the third IBIA special permit to be approved within the Surrounding Area.[3] This development is an 81,000 zsf mixed office, retail, and light industrial building. In conjunction with the IBIA special permit, up to 246 parking spaces and three loading berths were waived and 1,400 square feet of public open space will be provided. This project was recently approved and permits have been issued for construction.

Another IBIA special permit was granted one quarter-mile from the Development Site, as described below:

1. 12 Franklin Street (Block 2614, Lots 1, 3, and 8) was the second IBIA special permit to be approved.[4] This development is a 134,000 zsf mixed office, retail, and light industrial building. In addition to the IBIA special permit, a special permit to waive 353 parking spaces and one loading berth was granted. No public open space was provided and the project has not commenced construction.

3) Description of the Surrounding Area

The Development Site is located in Community District 1 in Williamsburg. The Surrounding Area is characterized by a variety of uses, including residential, mixed-use, commercial, industrial/manufacturing, and open space, as well as a variety of built forms.

Prevailing Built Form

In general, the Surrounding Area is improved with one- to two-story commercial/manufacturing buildings, low-rise mixed-use buildings with ground floor retail and residential on the upper floors, and mid-rise hotels. A 21-story, 250-foot tall hotel with 183 units, the William Vale Hotel, occupies the westerly portion of same block as the Development Site. As-of-right developments are proposed for two sites to the north (Block 2279, Lot 1 and Lot 30): a 6-story medical building above a 3-story manufacturing base on Lot 1; and a one story restaurant on Lot 30.

Major Thoroughfares and Transportation

There are no major thoroughfares or arterial highways in the Surrounding Area. Three local truck routes have been designated by the NYC Department of Transportation: Kent Avenue, west of the Development Site; North 11th Street, south of the Development Site; and North 10th Street, south of the Development Site. These local truck routes may only be used by trucks with origins or destinations in Brooklyn.

The Surrounding Area is located wholly within the Transit Zone (an area that is accessible to transit and has low auto ownership rates) and is served by bus lines that connect to subway stations just beyond the boundary of the Surrounding Area. The B32 bus runs north along Kent Avenue and south along Wythe Avenue (one block west of the Development Site), connecting Long Island City and the Williamsburg Bridge Plaza. The B62 bus runs north along Bedford Avenue and south along Driggs Avenue (one block east of the Development Site), connecting Long Island City and Downtown Brooklyn. Bus stops for both lines are located within two blocks of the Development Site.

There are two subway stops located just beyond the Surrounding Area. The Nassau Avenue Station, located approximately six blocks north of the Development Site, serves the G train, which provides service to Long Island City, Queens and Kensington, Brooklyn. The Bedford Avenue Station, located approximately six

[2] C 190085 ZSK, C 1990084 ZSK, and N 190083 ZRK; all adopted on February 27, 2019.
[3] C 210272 ZSK and N 210273 ZRK; both adopted on December 1, 2021.
[4] C 180387 ZSK, C 180339 ZSK, and N 180388 ZRK; all adopted on January 9, 2019. N 230105 CMK and N 230232 CMK; renewed in June 2023.

blocks south of the Development Site, serves the L Train, which connects Chelsea, Manhattan and Canarsie, Brooklyn.

In addition, a NYC Ferry stop is located on the waterfront west of Kent Avenue, between North 5th Street and North 6th Street, one half-mile from the Development Site. This is the South Williamsburg ferry stop, along the East River Route which services DUMBO, Brooklyn and Wall Street, Manhattan to the south, as well as North Williamsburg and Greenpoint, Brooklyn, East 34th Street, Manhattan, and Hunters Point South, Queens, to the north.

Educational and Major Institutions

Automotive High School (Block 2670, Lot 1) is located at North 15th Street and Berry Street within the Surrounding Area. There are no daycare centers or health facilities in the Surrounding Area.

Cultural Institutions

Two houses of worship are located just outside of the Surrounding Area: the Russian Orthodox Cathedral of the Transfiguration of Our Lord (Block 2292, Lot 1) is located east of the Development Site and south of McCarren Park; and the San Damiano Mission Catholic Church (Block 2642, Lot 32) is located north of the Development Site and west of McCarren Park. The non-profit Open Space Alliance for North Brooklyn (Block 2289, Lot 1) is located at 79 North 11th Street.

Open Space and Parks

McCarren Park is a large, 35-acre public park located across Berry Street from the Development Site. An expansion of Bushwick Inlet Park is planned just beyond the Surrounding Area to the west. There is also a publicly accessible open space ("PAA") located at 25 Kent Avenue, one block west of the Development Site.

Landmarks

The Hecla Iron Works Building (Block 2296, p/o Lot 7501), located on North 11th Street between Wythe Avenue and Berry Street (one block south of the Development Site), was designated as an individual landmark on June 8, 2004 (LP-2146). There are no historic districts in the Surrounding Area.

Zoning Districts and Special Districts

The Surrounding Area includes six zoning districts, consisting of two manufacturing districts (M1-1 and M1-2), two mixed-use (MX) districts (M1-2/R6A and M1-2/R7A), and two residential districts (both R6A), one of which has a C1-4 overlay. An Inclusionary Designated Housing Area ("IHDA") is located south of North 12th Street and east of Berry Street; the M1-2/R6A, M1-2/R7A, R6A, and R6A/C1-4 districts are all within an IHDA. IHDAs encourage the creation and preservation of affordable housing by allowing additional floor area when affordable housing is created and preserved. The FRESH Program is not applicable in this Community District. Although not a zoning designation, the Development Site is also located within the Greenport-Williamsburg Industrial Business Zone ("IBZ"), which supports manufacturing uses. IBZs offer tax incentives for industrial businesses that move to these areas, in order to encourage industrial development and reduce the impacts of relocation costs for businesses that have been displaced.

M1 districts are light manufacturing districts that typically produce low-scale buildings with a mix of light industrial, automotive, and warehouse uses, as well as office, hotel, retail, and restaurant uses in converted buildings.

M1-1 zoning districts permit a commercial and manufacturing FAR of 1.0[5] and a community facility FAR of 2.40. Residential uses are not permitted. M1-1 districts permit maximum base heights of up to 30 feet and then require the application of a sky exposure plane of 1:1 for both narrow and wide streets.[6] Tower regulations do not apply. Parking regulations vary by use and size of the establishment; for instance, one parking space is required per 1,000 zsf or 1 per 3 employees for manufacturing uses, whichever is greater.

[5] There are special regulations for existing buildings that allow enlargements that may result in a FAR greater than 1.0.
[6] If an alternative setback is provided (15 feet on narrow streets and 10 feet on wide streets), the sky exposure plane is 1.4 to 1.

The Development Site is located in a M1-1 District that continues to the northeast for half of the adjacent three blocks along McCarren Park within the Surrounding Area.

M1-2 zoning districts permit a commercial and manufacturing FAR of 2.0[7] and a community facility FAR of 4.80. Residential uses are not permitted. M1-2 districts permit maximum base heights of up to 60 feet and a sky exposure plane of 2.7:1.0 on narrow streets and 5.6:1.0 on wide streets.[8] Tower regulations do not apply. Parking regulations vary by use and size of the establishment, but are generally similar to M1-1 parking regulations. Nearly half of the Surrounding Area is within an M1-2 zoning district mapped west of the Development Site.

The M1-2/R6A and M1-2/R7A districts are part of Special Mixed Use District MX-8 and an IHDA. Special Mixed Use Districts are intended to encourage mixed residential and industrial neighborhoods by permitting a wide variety of uses to allow workers to live near their workplaces while ensuring their health and safety. MX-8 comprises approximately one-third of the Surrounding Area and is located to the south and east of the Development Site.

The subject Special Mixed Use District combines an M1-2 district with R6A or R7A residential districts, depending on location. R6A and R7A districts are medium-density contextual districts that generally allow medium-scale apartment buildings, with R7A allowing more density than R6A. For community facility, commercial, and manufacturing uses, the M1-2 district regulations govern, including a commercial and manufacturing FAR of 2.0[9] and a community facility FAR of 4.8. For residential uses, the regulations of the R6A and R7A districts govern: R6A districts in IHDAs permit a residential FAR of 2.7, or up to 3.6 FAR when affordable housing is provided, and R7A in IHDAs permit a residential FAR of 3.45, or up to 4.6 FAR when affordable housing is provided. The M1-2 district permits a maximum base height of up to 60 feet. The tower regulations are not applicable. Residential and community facility portions of buildings are subject to the following height limitations: in the M1-2/R6A district, the minimum base height is 40 feet, the maximum base height is 60 feet (which can be increased to 65 feet with a qualifying ground floor) and the maximum building height is 70 feet (which can be increased to 75 feet / 7 stories with a qualifying ground floor, 80 feet / 8 stories with on-site affordable housing or 85 feet / 8 stories with a qualifying ground floor and on-site affordable housing); and in the M1-2/R7A district, the minimum base height is 40 feet, the maximum base height is 65 feet (which can be increased to 75 feet with a qualifying ground floor), and the maximum building height is 80 feet (which can be increased to 85 feet / 8 stories with a qualifying ground floor, 90 feet / 9 stories with on-site affordable housing or 95 feet / 9 stories with a qualifying ground floor and on-site affordable housing). Within mixed use districts, the parking regulations for the underlying manufacturing district apply to manufacturing and commercial uses and the parking regulations for the underlying residential district apply to residential and community facility uses. The M1-2/R6A district comprises half of five blocks to the south of the Development Site and the M1-2/R7A district is mapped on a portion of a block in the southwestern portion of the Surrounding Area.

R6A zoning districts in IHDAs permit a maximum residential FAR of 2.7 or up to 3.6 FAR when affordable housing is provided, and a community facility FAR of 4.8. Commercial and manufacturing uses are not permitted. R6A districts are contextual districts that require developments to comply with the Quality Housing program, including a minimum base height of 40 feet, a maximum base height of 60 feet (which can be increased to 65 feet with a qualifying ground floor), and a maximum building height of 70 feet (which can be increased to 75 feet / 7 stories with a qualifying ground floor, 80 feet / 8 stories with on-site affordable housing or 85 feet / 8 stories with a qualifying ground floor and on-site affordable housing). Parking spaces are required for each dwelling unit when individual parking is provided and for 50% of dwelling units when group parking facilities are provided, except that parking spaces are not required for affordable housing units in the Transit Zone. Parking requirements for non-residential uses vary by use and size of the establishment. The R6A district comprises portions of four blocks in the southern portion of the Surrounding Area.

C1-4 overlay districts permit residential and commercial uses to serve local retail needs. C1-4 districts permit residential uses, subject to the bulk regulations of the underlying residence district, and local commercial uses, up to 2.0 FAR with varying bulk regulations depending on the underlying residence district. Parking spaces are required for each dwelling unit when individual parking facilities are provided

[7] There are special regulations for existing buildings that allow enlargements that may result in a FAR greater than 1.0.
[8] If an alternative setback is provided (15 feet on narrow streets and 10 feet on wide streets), the sky exposure plane is 3.7 to 1 for narrow streets and 7.6 to 1 for wide streets.
[9] There are special regulations for existing buildings that allow enlargements that may result in a FAR greater than 1.0.

and for 50% of dwelling units when group parking facilities are provided, except that parking spaces are not required for affordable housing units in the Transit Zone. Parking requirements for non-residential uses vary by use and size of the establishment. The C1-4 district comprises portions of nine lots in the southern portion of the Surrounding Area.

4) Description of the Development Site

The Development Site is 40,000 square feet in area, with 200 feet of frontage along each of the three bounding narrow streets (North 12th Street, North 13th Street, and Berry Street).

The Development Site comprises eight tax lots on Block 2283, which are all Applicant-owned: 132 North 13th Street (Lot 25), 120 North 13th Street (Lot 28), 20 Berry Street (Lot 31), 24 Berry Street (Lot 33), 28 Berry Street (Lot 35), 32 Berry Street (Lot 38), 129 North 12th Street (Lot 41), and 125 North 12th Street (Lot 43). Lots 25, 28, 33, 35, 41, and 43 are interior lots with 50 feet of frontage and a depth of 100 feet. Lots 31 and 38 are corner lots with 50 feet of frontage on Berry Street and 100 feet of frontage on North 13th Street and North 12th Street, respectively.

Each of these tax lots is currently occupied by a one-story warehouses (UG 16), except for the building on Lot 31, which is occupied by a two story building with accessory offices on the second floor. Each building is approximately 23 feet in height and has an approximate FAR of 1.00, as they are one-story buildings with full lot coverage, with the exception of the existing building on Lot 31, which has a second-floor office and an FAR greater than 1.0 but less than 2.0. These eight buildings are proposed to be demolished.

Each of the buildings – except for the building on Lot 31 – has a curb cut for loading. There are two curb cuts on North 12th Street, three curb cuts on Berry Street, and three curb cuts on North 13th Street. The curb cut on Lot 25 is double-wide to serve two adjacent loading areas.

The Development Site is located in Flood Hazard Zone X, which is not susceptible to a 100-year flood.

5) Description of Proposed Development

The Proposed Building

The Proposed Project is a 192,000 zsf, 10-story commercial/manufacturing building fronting Berry Street, with auxiliary entrances on North 12th Street and North 13th Street. The majority of the building (the "Main Building") is "L-shaped," with one leg along the western lot line and the other leg along North 13th Street. A two-story free-standing retail pavilion (the "Corner Building") will occupy the corner of North 12th Street and Berry Street. The Corner Building is connected to the Main Building at the cellar level and by a 2nd story bridge.

The subcellar level will contain 80 accessory parking spaces and 22 bicycle parking spaces totaling 40,000 gross square feet ("gsf") of Permitted Uses. The cellar level will contain commercial retail space, mechanical space, and a ramp to the parking area below totaling 40,000 gsf of Permitted Uses.

The ground floor will be occupied with commercial retail along the bounding streets and public open space, the Main Building lobby, interior loading berths, and the vehicular ramp (combined 24,440 zsf of Permitted Uses). The second floor will be for commercial retail (6,015 zsf of Permitted Uses) and industrial and manufacturing uses (23,786 zsf of Required Uses), with a dedicated freight elevator connecting to the ground floor loading area.

The third floor will be occupied by commercial uses (17,153 zsf of Permitted Uses) and light industrial uses (8,215 zsf of Required Uses). The fourth floor will be occupied by commercial offices (12,486 zsf of Incentive Uses). The fifth and sixth floors will be occupied by commercial offices (10,379 zsf of Permitted Uses and 7,497 zsf of Incentive Uses per floor). The seventh to ninth floors will be occupied by commercial offices (17,507 zsf of Incentive Uses per floor). The tenth floor will be occupied by a restaurant (11,632 zsf of Permitted Uses) with outdoor dining on an adjoining roof level.

In total, the proposed building will contain approximately 192,000 zsf (4.8 FAR), including 80,000 zsf (2.00 FAR) of Permitted Uses, 32,000 zsf (0.80 FAR) of Required Uses, and 80,000 zsf (2.00 FAR) of Incentive Uses. This includes 32,000 zsf (0.80 FAR) of industrial/maker space, 21,868 zsf of retail space (0.55 FAR), 11,632 zsf (0.29 FAR) of restaurant space, 118,458 zsf (2.96 FAR) of office space, and 8,042 zsf (0.20 FAR) of accessory off-street parking space.

Curb Cuts

One curb cut is proposed. It will access the parking area and the loading area. It is 47'-6" wide excluding splays and 52'-6" wide including splays. This curb cut is located on North 13th Street approximately 148' from Berry Street.

Public Open Space

The public open space to be provided totals 9,690 square feet (approximately 24% of the Development Site) and is comprised of a 4,800 square feet of public plaza within the central portion (which qualifies the Proposed Project for a 25-foot building height bonus) and 4,890 square feet of open space (which does not generate a bonus but will be improved with amenities and available to the public). Additionally, 940 square feet of sidewalk widenings are provided along Berry Street and North 13th Street (which do not generate a bonus but are required to meet the minimum 15-foot sidewalk requirement for an IBIA and will be available to the public).

6) Actions Necessary to Facilitate the Proposed Project

This Application requires approval of the following land use actions to facilitate the development of the Proposed Project:

Zoning Map Amendment

The Applicant proposes to rezone the Development Site from M1-1 to M1-2. This Zoning Map Amendment will make the Development Site eligible for the IBIA Special Permit.

The rezoning from M1-1 to M1-2 does not change the permitted uses but increases both the permitted commercial/industrial FAR (1.0 FAR to 2.0 FAR) and the community facility FAR (2.4 FAR to 4.8 FAR). It will also increase the permitted base height from 30'-0" to 60'-0" and increase the sky exposure plane from 1:1 to 2.7:1. Required parking and loading requirements will remain the same.

The additional industrial FAR will encourage the retention and creation of industrial uses in the neighborhood. The Development Site is located in an IBZ, which signifies the importance of manufacturing uses in this neighborhood.

As described above, this unique intersection of Williamsburg and Greenpoint is a thriving neighborhood with established residential areas, commercial and industrial areas, and parks and open space. Between McCarren Park and the East River Waterfront, North 12th Street to North 16th Street, several developments have been constructed, approved and are in construction, or are in the public approval process with a similar density and mix of uses. Additional bulk in the rezoning area will thus be consistent with the surrounding area. Additionally, this area is well-suited to accommodate additional density, as it is directly across from McCarren Park. This will encourage further activation of the park as well.

Additionally, the rezoning will be consistent with the existing zoning districts to the west and south of the site. There is an existing M1-2 zoning district directly west of the Development Site; the subject rezoning will extend the boundaries of this district, which encompasses eight full blocks and half of six additional blocks. There is also an M1-2/R6A district on portions of five blocks directly south of the site. The proposed commercial and manufacturing bulk will thus be in line with the sites to the west and south, and the proposed rezoning from M1-1 to M1-2 is appropriate and consistent with local development trends.

Zoning Text Amendment

The Applicant proposes an amendment to ZR 74-968 (Maps of Industrial Business Incentive Areas) to add the Project Area to Map 1 of the Maps of Industrial Business Incentive Areas. This is necessary for the granting of the IBIA special permit, as such special permit is only applicable within these mapped areas.

Zoning Special Permit to Increase FAR

A special permit permitting an FAR increase may be granted by the CPC for developments or enlargements located within the IBIA, pursuant to ZR 74-963. The Applicant seeks a modification of the regulations set forth in ZR 43-12 to increase the FAR from 2.0 to 4.8 to incentivize industrial uses on the Development Site. By providing 0.8 FAR of Required Uses, a bonus of 2.0 FAR of Incentive Uses is permitted, in addition to the 2.0 FAR of Permitted Uses that are permitted as-of-right.

The Applicant also seeks a modification of the underlying height and setback regulations set forth in ZR 43-40, as this is a condition for applications within an IBIA that are seeking a floor area increase. These modified height and setback regulations require the street wall to be on the street line to a height not lower than 40 feet and not higher than 75 feet, with at least 70% of the area of the street wall up to the base height located at the street line, and at least 70% of the width of the street wall below 12 feet located at the street line. However, up to 130 feet of such street wall may be set back from the street line on the short end of the block to accommodate a plaza. Additionally, buildings cannot exceed a height of 110 feet, or 135 feet if publicly accessible open space is provided.

Zoning Special Permit for Publicly Accessible Open Space Modifications

The Applicant is proposing a 4,800 sf publicly accessible open space. This allows an increase in building height from 110 feet to 135 feet. Additionally, pursuant to ZR 74-964(b), the CPC may modify the provisions of ZR 37-70 if publicly accessible open space is provided in Industrial Business Incentive Area 1.

The Applicant seeks a modification of ZR 37-713 to allow publicly accessible open space to be located directly across from McCarren Park because proximity to the park will contribute to the pedestrian circulation network in the neighborhood.

The Applicant also seeks to modify the provisions set forth in ZR 37-714(b) to allow the major portion of the publicly accessible open space to front on an east-facing street line even though the zoning lot has more than 40 feet of frontage on a south-facing street line. This modification will allow the plaza to be visible from McCarren Park and thus improve the pedestrian circulation network in the neighborhood.

Finally, the Applicant seeks to modify the provisions set forth in ZR 37-76(b) to allow the entrance to the principal use of the building to be located more than 10 feet from the major portion of the publicly accessible open space and to allow the building entrance and lobby to occupy less than 20 feet of the frontage of the public plaza. The proposed lobby is located 57 feet from the publicly accessible open space. The modification will allow retail uses to front on the plaza and thus encourage the public use of the plaza.

Zoning Special Permit for Parking and Loading Modifications

Under ZR 74-964(c), the CPC may grant a reduction or waiver of required parking and loading berths for developments in an IBIA. The Proposed Project seeks a reduction of required parking from 687 spaces (as required by ZR 44-21) to 80 parking spaces, a net reduction of 607 spaces, and a reduction of required loading berths from seven (as required by ZR 44-52) to two.

Parking

Providing 687 spaces on this relatively small site will require multiple levels of sub-grade parking. The Development Site is located in Flood Hazard Zone X and has a relatively high water table. The Proposed Project includes two sub-grade levels providing a total of 80 parking spaces, in addition to vehicular circulation, retail, back of house areas, and mechanicals. Additional below-grade levels to accommodate the full M1-2 parking requirement are not financially viable.

Additionally, as demonstrated by other IBIA projects in the Surrounding Area, the need for commercial and industrial parking in this section of Greenpoint/Williamsburg is relatively low. The Development Site is proximate the G and L subway lines and bus lines that will serve a local workforce and commercial visitors. This vibrant intersection of Greenpoint and Williamsburg is also bicycle friendly. The amount of parking required by the underlying zoning does not adequately reflect real-time user data. Therefore, parking reduction is warranted.

Loading

Providing seven loading berths will drastically affect the Proposed Project, both programmatically and urbanistically. This number of berths would occupy the entire street frontage of North 13th Street and turn it into one continuous curb cut, thereby diminishing the ground floor program areas and creating vehicular and pedestrian safety concerns. Bringing all seven loading berths deeper into the Proposed Building with an internal maneuvering area would adversely impact the ground floor program designed to promote an active streetscape.

In addition, as shown by other IBIA projects within the Surrounding Area, the need for commercial and industrial loading is low. This is due to both distance from major arterial highways and current commercial and industrial trends. Except for initial move-ins, it is unlikely that large delivery trucks will frequent the Development Site. The proposed industrial uses are targeted to modern maker space tenants, which often have 3D printing shops and other small production and innovation spaces that do not require the large amount of loading formerly required by mid-20th Century industrial uses.

Even retail has different operating protocol than in the past. With the increase in online shopping and consumer interface, product inventory can be updated in real-time. Most commercial retail tenants prefer more frequent deliveries of smaller volumes to stock what is in demand. Instead of large tractor trailers coming once a week to offload tons of goods, there is a pattern of smaller, more frequent deliveries by smaller trucks and vans, which are better-suited to navigate the Brooklyn street grid.

The loading requirements for M1 zoning districts have not changed since their inception since 1961 and do not address the real-time loading utilization needs of modern commercial, retail and industrial operations.

For these reasons, the proposed reduction in loading berths from 7 loading berths to 2 loading berths – with one 47’-6” curb cut, exclusive of splays, serving both the parking spaces and loading berths – is warranted.

7) Conclusion

The Proposed Actions will facilitate the construction of a 192,000 zsf commercial, retail and industrial building, which will supply 32,000 zsf of industrial space, approximately 152,000 zsf of commercial space (including retail, restaurant, and office space), and 9,690 sf of public open space (including a 4,800 sf plaza and 4,890 sf of publicly accessible open areas). The Proposed Project exemplifies the evolution from traditional warehouses and will become part of the larger IBIA network in this thriving commercial and industrial node. The proposed actions are appropriate, as this area is directly across from a large public park, near transit, near other IBIA projects, within the Greenport-Williamsburg IBZ, provides economic vibrancy, and provides new publicly accessible open space.