

**Draft Scope of Work for an
Environmental Impact Statement for Industry City
220 36th Street, Brooklyn, New York**

A. INTRODUCTION

The Applicant, 1-10 Bush Terminal Owner LP, is seeking several discretionary actions to facilitate a proposal by the Applicant to redevelop and re-tenant the Industry City complex (the “Project Area”) with a mixed-use project containing manufacturing, commercial, and community facility uses that would, in combination, establish what the Applicant terms an “Innovation Economy Hub,” described below (the “Proposed Project”). These discretionary actions include a Zoning Text amendment to establish the Special Sunset Park Innovation District; a Zoning Map amendment to map the Special Sunset Park Innovation District and to change the zoning district from an M3-1 to an M2-4 district; a Special Permit to modify, bulk, use, parking and public access area requirements pursuant to findings and a site plan; a Special Permit for a hotel use; and a change to the City Map to demap 40th Street between 1st Avenue and 2nd Avenue (the “Proposed Actions”). The Proposed Actions would facilitate a proposal to redevelop and re-tenant the Industry City complex (the “Project Area”) with a mixed-use project containing manufacturing, commercial, and community facility uses that would, in combination, establish what the Applicant terms an “Innovation Economy Hub,” described below. The Project Area is located in the Sunset Park neighborhood of Brooklyn, in Community Board 7 (see **Figure 1**). For purposes of the environmental analysis, it is assumed that construction would be finished and Industry City would be occupied by 2027.

The Proposed Actions would revitalize the Project Area with a broad range of uses—such as retail, academic, and hotel uses—which are not permitted under existing zoning while simultaneously increasing the overall density of the Project Area. Innovation Economy uses are broadly defined as Use Groups (UGs) that combine elements of office/tech uses (UG 6B), light manufacturing and creative uses (select UG 9A, 10A, and 11A), and more traditional manufacturing uses (UG 16A, 16B, 17B, 17C, and 18), with local and destination retail uses (UG 6, 9, and 10), hotel uses (UG 5), and academic uses (UG 3).


The Project Area is defined as the Industry City complex (Block 679, Lot 1; Block 683, Lot 1; Block 687, Lot 1; Block 691, Lots 1 and 44; Block 695, Lots 1, 20, and 43; Block 706, Lots 1, 24, and 101; and Block 710, Lot 1) and certain immediately adjacent properties that the Applicant plans to acquire (Block 695, Lots 37–42; Block 706, Lot 20; and a portion of Block 662, Lot 1). The Project Area encompasses the entire 30-acre Industry City complex, which is owned and operated by the Applicant, and consists of warehouse structures contained in two primary clusters. The Project Area also includes several smaller parcels that are not currently controlled by Industry City but would be acquired and redeveloped as part of the Proposed Actions (Block 695, Lots 37–42; Block 706, Lot 20; and a portion of Block 662, Lot 1), see **Figure 2**.

8/22/2017



 Project Area

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


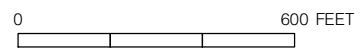
INDUSTRY CITY

Project Location
Figure 1



Source: New York City Department of Finance, January 2016

-  Project Area
-  Tax Block Boundary
-  Tax Lot Boundary
- 33 Tax Lot Number



Industry City Rezoning

The first cluster, known as the Finger Buildings, is composed of 10 buildings that generally run from 2nd Avenue to 3rd Avenue along 32nd through 37th Streets. The Finger Buildings are identified as Building 1 (on 37th Street) through Building 10 (on 32nd Street and 3rd Avenue). Buildings 1 through 9 are six-story structures and Building 10 is a 12-story structure.

The second cluster, known as the 39th Street Buildings, is located in the area bounded by 39th Street to the north, 41st Street and Bush terminal to the south, 2nd Avenue to the east, and the waterfront to the west. The cluster includes Building 19 on 2nd Avenue and 39th Street, Building 20 on 2nd Avenue and 41st Street, Buildings 22/23 on 1st Avenue and 39th Street, Building 26 on 1st Avenue and 41st Street, Building 25 on 39th Street between 1st Avenue and the waterfront, and Building 24 on 39th Street adjacent to the waterfront. Aside from the two-story Building 25, the other 39th Street Buildings are eight-story structures.

The Proposed Actions involves the re-tenanting of certain existing underutilized and underperforming spaces within the existing the Industry City complex and the smaller uncontrolled parcels, as well as the development of new infill buildings within the context of Industry City complex. The proposed special district would establish the necessary mix of uses that would promote a thriving “Innovation Economy Hub.” The proposed new special district would allow flexibility in permitted uses and establish use and bulk controls for Innovation Economy uses. The full build-out of the Proposed Actions is assumed to encompass approximately 6.57 million gross square feet (gsf) of Project Area; and the Proposed Actions would include 3.57 million gsf of Innovation Economy uses.

Under current zoning, most of the Project Area is within an M3-1 district, while a small portion within 100 feet of 3rd Avenue between 36th Street and 37th Street is within an M1-2 district. M3 districts are intended for heavy industrial uses that generate noise, traffic, and/or pollutants. Typical permitted M3 uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Office uses are also permitted in M3 districts. M3 districts are usually located near the waterfront and buffered from residential areas. M3 districts have a maximum floor area ratio (FAR) of 2.0, a maximum base height before setback of 60 feet, and no maximum building height. M1 districts serve as a buffer between M2 or M3 districts and adjacent residential or commercial districts. Light industrial uses typically found in M1 areas include woodworking shops, auto storage and repair shops, and wholesale service and storage facilities. Offices uses are also permitted in M1 districts. M1-2 districts have a maximum FAR of 2.0, a maximum base height before setback of 60 feet, and no maximum building height.

The Department of City Planning (DCP), on behalf of the City Planning Commission (CPC), will be the lead agency for the environmental review. Based on the Environmental Assessment Statement (EAS) that has been prepared, the lead agency has determined that the Proposed Actions has the potential to result in significant adverse environmental impacts, requiring that an Environmental Impact Statement (EIS) be prepared. The Draft Scope of Work outlines the technical areas to be analyzed in the preparation of the Draft EIS (DEIS) for the Proposed Actions. Scoping is the first step in the preparation of the EIS and provides an early opportunity for the public and other agencies to be involved in the EIS process. It is intended to determine the range of issues and considerations to be evaluated in the EIS. This Draft Scope of Work includes a description of the Proposed Actions and the actions necessary for its implementation, presents the proposed framework for the EIS analysis, and discusses the procedures to be followed in the preparation of the DEIS. The 2014 *City Environmental Quality Review (CEQR) Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Actions’ effects on the various environmental areas of analysis.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

To facilitate the Proposed Actions, the following discretionary actions would be required (see **Figure 3** and **Figure 5**):

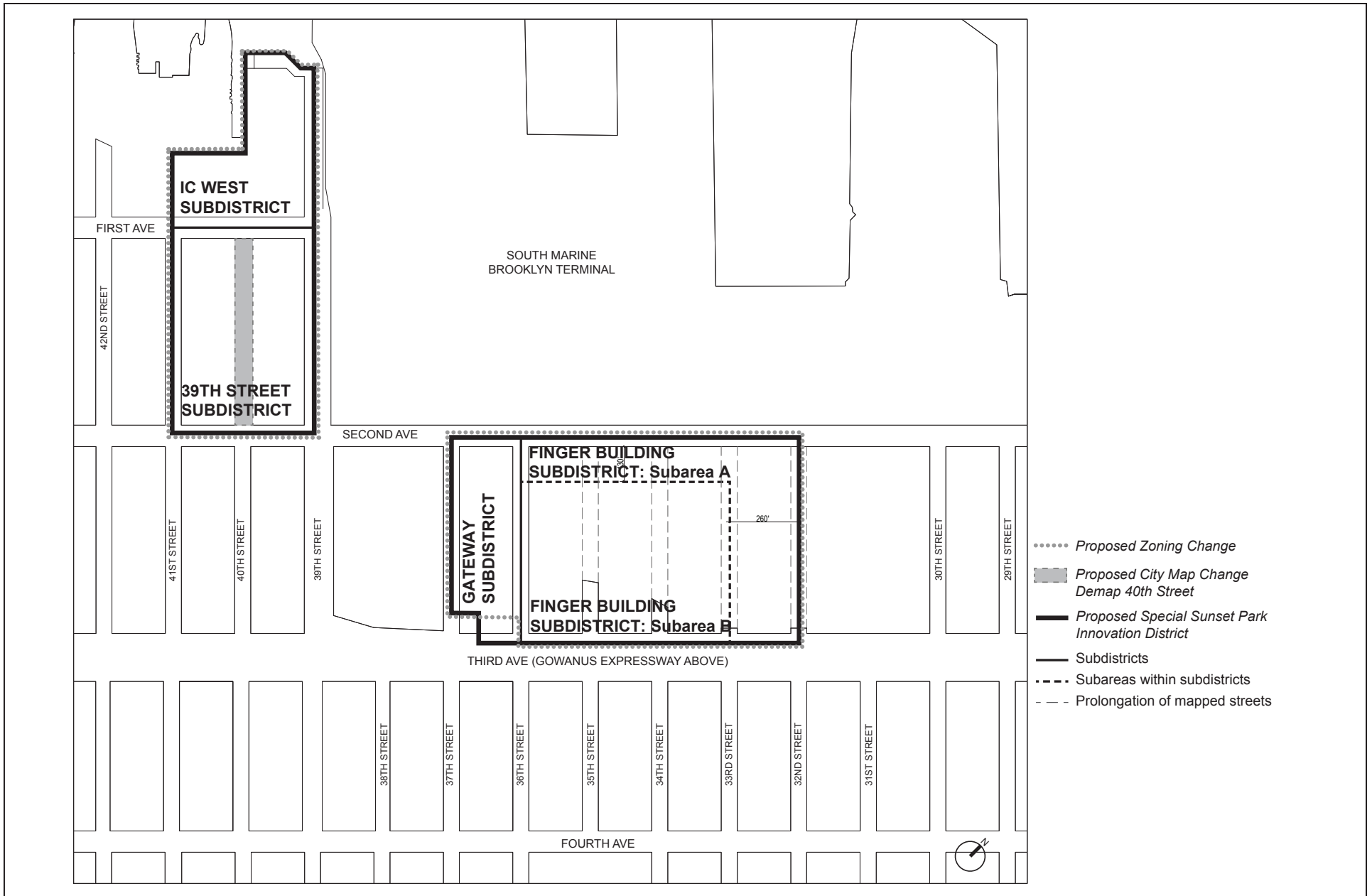
- A Zoning text amendment to establish the Special Sunset Park Innovation District;
- An amendment to the Zoning Map to map the Special Sunset Park Innovation District and to change the zoning designation of a portion of area affected by the newly established Special Sunset Park Innovation District from an M3-1 to an M2-4 district;
- A Special Permit to modify, bulk, use, parking and public access area requirements pursuant to findings and a site plan;
- A Special Permit for a hotel use; and
- A change to the City Map to demap 40th Street between 1st Avenue and 2nd Avenue.

CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and NYC Executive Order 91 or 1977, as amended, and are subject to environmental review in accordance with CEQR guidelines. An EAS was completed on August 29, 2017. A Positive Declaration, issued on September 1, 2017, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Brooklyn Community District 7, and elected officials are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held at: Spector Hall, 22 Reade Street, New York, New York, 10007; on October 24th, at 10:00 am. Comments received during the Draft Scope's public meeting and written comments received up to fifteen days after the meeting will be considered and incorporated as appropriate into the Final Scope of Work (Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during scoping the DEIS will be prepared in accordance with the Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by decision makers to evaluate CEQR findings, which will address project impacts and proposed mitigation measures in deciding whether to approve the requested discretionary actions with or without modifications.



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY



GOWANUS BAY

M3-1

M1-2D

R6B

M1-2

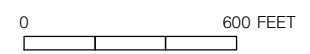
R6B

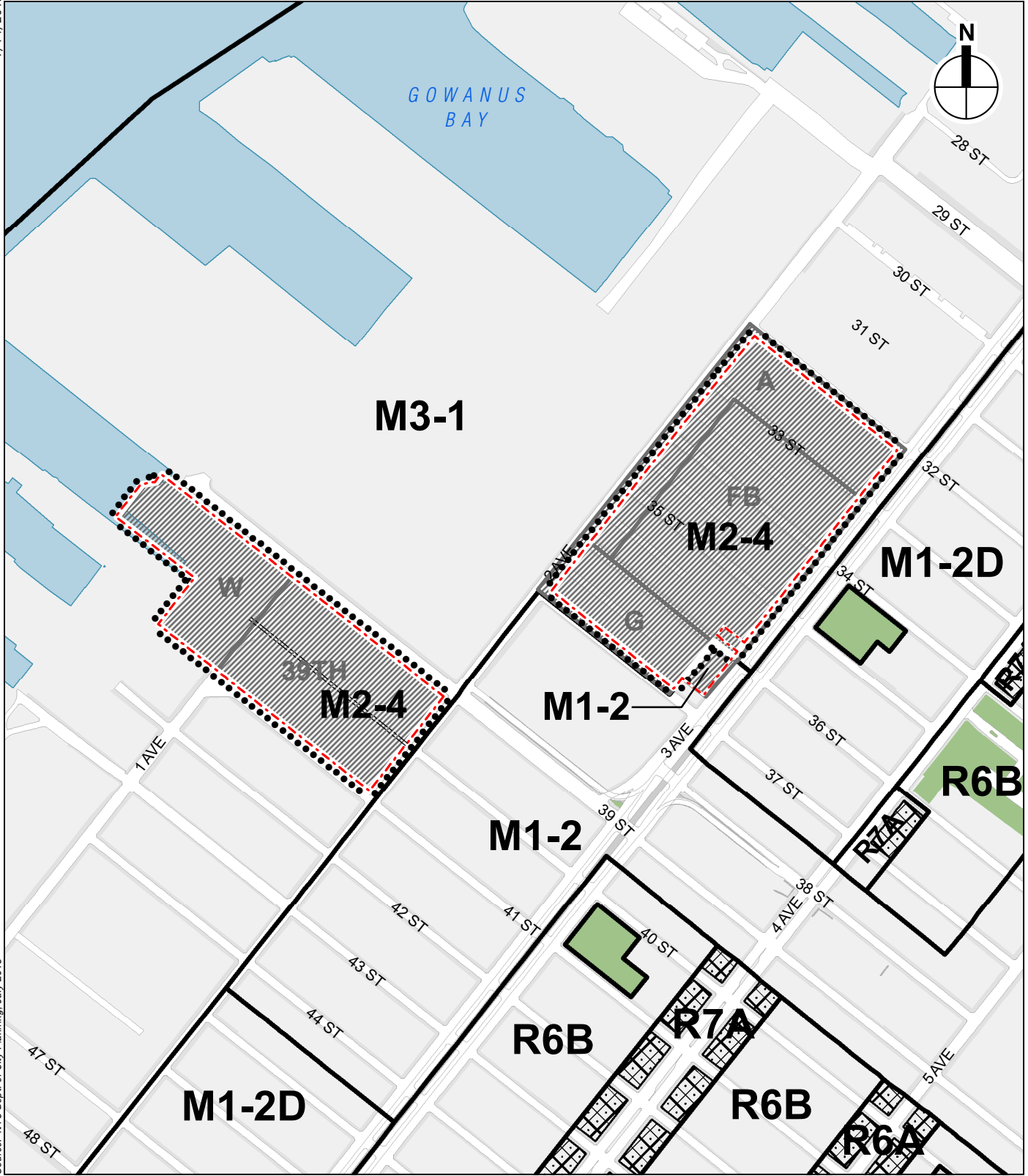
R6B

R6A

R7A

-  Project Area
-  Zoning Districts
-  C2-4 Commercial Overlay District





- Project Area
- Zoning Districts
- Street Proposed to be Demapped
- C2-4 Commercial Overlay District
- Special Sunset Park Innovation District
- Proposed Zoning Districts

0 600 FEET

C. BACKGROUND

The waterfront-bound neighborhood of Sunset Park lies between Bay Ridge and Gowanus, spanning 15th Street to 65th Street from 9th Avenue to New York Harbor. The neighborhood is demographically diverse and characterized by commercial uses. Sunset Park has been home to Industry City since 1895, the year in which Irving T. Bush first established an intermodal manufacturing, warehousing and distribution center along the Brooklyn waterfront. The project encompassed the larger Bush Terminal development, designed to provide wholesalers in nearby Manhattan an inexpensive location from which to import, export, and manufacture goods. The industrial venture was quickly successful, owing to its prime location, tremendous scale, and innovative integrated services approach, and became one of the most prominent and successful facilities of its type during the height of the early 20th Century, employing nearly 25,000 workers and helping develop Brooklyn into a major international seaport. In the post-war years of the 1950s, when a changing manufacturing landscape saw a general abandonment of vertical urban industrial properties nationwide, Industry City's economic might began to diminish. By 2013, Industry City's employment base had dropped to approximately 1,900 employees and 60 percent of the property sat underutilized.

In 2013, a new partnership was formed and Industry City began its transformation into an "Innovation Economy Hub." In the time since, \$125 million in capital investments have been made, increasing the amount of fully utilized space by 14 percent and more than doubling on-site employment. Much of this growth has come from Innovation Economy firms working in the art, design, film, fashion, manufacturing, tech, and food sectors. There are approximately 450 firms currently based at Industry City, employing a total of approximately 6,000 employees. The historic waterfront buildings of Industry City remain a key feature in Sunset Park, and the Industry City complex. Industry City continues to be an asset to the community as it draws upon the local employee base in Sunset Park, works in partnership with local school districts to create internships and educational opportunities, and provides unique cultural and entertainment amenities for the local community and New York City at large.

D. EXISTING ZONING

Existing zoning within the proposed rezoning and special district areas is composed of three zoning districts: M1-2, M1-2D, and M3-1 (see **Figure 4**).

M1-2

An M1-2 district is mapped to the southeast of the Project Area between 2nd and 3rd Avenues from 43rd Street to 36th Street. M1-2 districts allow a maximum 2.0 FAR and are subject to parking requirements based on the type of use and size of an establishment. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet stringent M1 performance standards. Offices, hotels, and most retail uses are also permitted.

M3-1

An M3-1 district, which allows a maximum 2.0 FAR, is mapped west of 3rd Avenue at 37th Street and west of 2nd Avenue at 39th Street covering the vast majority of the Project Area. M3 manufacturing districts generally permit heavier industries compared to M1 and M2 districts. M3 districts are usually located near the waterfront and buffered from residential areas. Typical

uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots; uses with potential nuisance effects are required to conform to minimum performance standards.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

To continue to attract Innovation Economy uses, and to provide businesses with the resources they need in order to thrive, the Applicant seeks to create a vibrant “Innovation Economy Hub.” This “hub” is critical for Innovation Economy firms, particularly entrepreneurs and small business owners, as they identify opportunities for cross-collaboration, inspiration, and business growth. Innovation Economy firms want to be integrated into mixed-use communities with other like-minded makers, with ready access to a workforce with diverse skills and experiences as well as places where business partners can stay and meet while in town. Employees, in turn, need access to research and training opportunities, along with places to eat and buy goods. Zoning actions that broaden the permitted use and bulk at Industry City are required to allow for this collaborative “hub” to grow at Industry City.

The Proposed Actions thus seeks to introduce a broader range of land uses along the South Brooklyn waterfront, including up to 3.57 million gsf of Innovation Economy uses, 900,000 gsf of retail, and over 700,000 gsf of new academic, hotel and event space, which will generate more than 13,000 on-site jobs and \$5 billion in economic activity at Industry City. These new uses will come together to create a vibrant Innovation Economy Hub. New classroom, lab, and research facilities will foster academic and professional linkages between students and businesses and provide graduates with direct access to potential employers and affordable workspaces; two new hotels will serve new and existing businesses as they grow, enabling them to host prospective workers and global partners on-site; and expanded retail uses will support the businesses of co-located manufacturers, while neighborhood-serving and destination retail will serve as a much-needed amenity for Industry City employees, students, visitors, and Sunset Park residents alike.

The proposed academic use would provide a venue for innovators and scholars to interface on research, design, training, and education, and provide a feeder of educated and trained employees to serve Innovation Economy uses on site and elsewhere in the City.

Hotels are an important component of the “Innovation Economy Hub,” and can ensure the success of both budding and established businesses. A hotel at Industry City would help support existing businesses as they grow, providing prospective workers, partners, and visitors with direct access to the companies they are visiting as well as to the greater Innovation Economy uses within the Project Area. The Proposed Actions, would introduce two purpose-built hotels, representing 271,619 sf of hotel use (420 keys). Of the seven hotels located within a one mile radius of Industry City, all but one, are limited-service establishments and none have meeting or conference facilities. The closest hotels with conference and event space are two miles away in Park Slope/Boerum Hill, requiring a 20-minute trip on public transit. The two hotels at Industry City will not compete with existing hotel offerings in the neighborhood, but rather, will fill a gap in the market for mid and upscale select-service hotels with meeting facilities. In addition to serving the diverse sectors of the Innovation Economy, such meeting facilities will further provide ample space for conferences and events hosted by potential academic partners.

Industry City would continue to support manufacturing uses within the Project Area, which is located within the Southwest Brooklyn IBZ. The Proposed Actions are anticipated to result in an

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approximate total of 1.78 million sf of manufacturing within the Project Area (UG 16A, 16B, 17B, 17C, and 18 equivalent). Though modern manufacturing technologies have allowed products that would have once required large factories to be designed, prototyped, and produced in spaces as small as 1,000 sf, the Proposed Actions would protect manufacturing in the Project Area by expanding the non-storage and warehousing industrial uses within the Industry City complex, increasing the number of manufacturing jobs in the area as a result.

At the same time, enhanced creative office, studio, and art uses will assist in the continued transformation of the campus into a vibrant, mixed-use “Innovation Economy Hub.” The diversification of uses at Industry City will be accompanied by enhanced support for local workforce development and community-supporting activities, as evidenced by the launch of the Innovation Lab at Industry City in 2016. A catalyst for employment in Southwest Brooklyn, the Lab provides pre-screening and job placement services with the more than 400 businesses based out of Industry City, as well as with other urban manufacturing hubs along the Brooklyn waterfront, including Brooklyn Army Terminal, Liberty View, and Bush Terminal. The Lab plans to implement a variety of continuing education services and technology and vocational programs targeted towards business growth needs going forward. These services will help spur entrepreneurship and provide local residents with the necessary tools to take advantage of the more than 13,000 good-paying innovation jobs expected to be generated through the redevelopment of Industry City.

The Proposed Actions are needed because the Project Area’s current zoning does not provide for the range of uses necessary to support the re-tenanting and development of the Industry City “Innovation Economy Hub.” The existing zoning of the Project Area restricts the utilization of the site, as it does not support the development of retail, academic, or hotel uses. As a result, Innovation Economy and supporting retail uses currently comprise less than half of the total portfolio at Industry City; the rest of the complex remains largely underutilized—26 percent is occupied by low-employment storage and warehousing and 25 percent is vacant.

The Proposed Actions would not only create a vibrant “Innovation Economy Hub,” but would also generate the economic return necessary to finance additional capital investment in the portfolio. While capital improvements to-date have been successful in reducing the amount of underutilized space at Industry City—down 14 percent since 2013—it is estimated that ownership will have to allocate an additional \$638 million towards capital upgrades for existing buildings and the construction of new facilities in order to achieve full utilization of the site. Such capital investments cannot be financed absent regulatory changes, and deferred maintenance investments amidst increasing competition from other mixed-use industrial campuses would likely result in static or even declining Innovation Economy utilization at Industry City over the long term. Without land use changes, a majority of the portfolio would remain significantly underutilized or vacant.

Therefore, the Proposed Actions seek to modify the Zoning Map and Zoning Resolution to permit a diverse range of use groups that are essential to the creation of an economically self-sustaining Innovation Economy portfolio. The proposed Special District text would set forth the provision that uses permitted in an M1 district would be permitted as well as uses permitted as-of-right and uses permitted with restrictions. However, all uses at Industry City would be required to comply with M1 district performance standards pursuant to the Special District requirements.

F. DESCRIPTION OF THE PROPOSED ACTIONS

In order to facilitate the Proposed Actions, a series of discretionary approvals are needed. The following actions are proposed:

ZONING TEXT AMENDMENT

The Applicant proposes a text amendment to create the Special Sunset Park Innovation District. The new special district would modify applicable performance standards. Specifically, the area within the Special Sunset Park Innovation District will be subject to M1 performance standards. Each manufacturing district incorporates performance standards limiting the type of industrial nuisances permitted. Performance standards limit nuisances including noise, vibration, emissions, odor, radiation, fire and explosive hazards, humidity heat and glare. M1 district performance standards are the most stringent manufacturing district standard. The Special District will also allow for a Special Permit to modify bulk, use, parking and public access area regulations throughout the Affected Area.

ZONING MAP AMENDMENT

The Applicant proposes to map the Special Sunset Park Innovation District and to rezone a portion of the Affected Area from an M3-1 zoning district to an M2-4 zoning district (Block 679, Lot 1; Block 683, Lot 1; Block 687, Lot 1; Block 691, Lot 1, 44, 45, and 46; Block 695, Lots 1 and 20; Block 706, Lots 1, 20, 24, and 101; Block 710, Lot 1; and a portion of Block 662, Lot 1). The portion of the Affected Area that is zoned M1-2 (Block 695, Lots 37-43) will remain an M1-2 district.

The majority of the Affected Area is zoned M3-1 (see **Figure 4**). M3-1 zoning districts are intended for heavy industries that generate noise, traffic, or pollutants like water pollution control plants, power plants, and fertilizer manufacturers, along with lighter industrial uses like food distributors, manufacturers, and warehouses. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. Office and certain limited retail uses are also permitted in M3 districts; however, residential and most community facility uses, such as colleges, universities, or libraries, are not permitted, nor are large retail establishments such as variety stores, furniture stores, clothing stores, department stores, or dry goods stores. The M3-1 district has a maximum commercial/manufacturing floor-area ratio (FAR) of 2.0 and parking requirements vary by use.

A small portion of the Affected Area is zoned M1-2. M1-2 zoning districts permit manufacturing and commercial uses at a maximum FAR of 2.0 and also permit community facility uses at a maximum FAR of 4.80. M1 districts serve as a buffer between M2 or M3 districts and adjacent residential or commercial districts. Light industrial uses typically found in M1 districts include woodworking shops, auto storage and repair shops, and wholesale service and storage facilities. Office uses are also permitted in M1 districts along with limited community facility uses, including houses of worship as-of-right. M1 districts typically have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 60 feet

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in M1-2 districts. M1-2 districts are subject to parking requirements based on the type of use and size of an establishment. M1 districts typically produce one- or two-story warehouses for light-industrial uses, including repair shops, wholesale service facilities, as well as self-storage facilities and hotels. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards set forth in the Zoning Resolution (ZR). No residential uses are permitted in M1 districts.

The Proposed Actions would map an M2-4 district over the majority of the Affected Area which is currently mapped M3-1, with a small portion of the Affected Area remaining an M1-2 district (see **Figure 4**). M2-4 districts generally permit commercial uses and manufacturing uses with lower performance standards than in M1 districts. Residential uses are not permitted in M2-4 districts. The maximum FAR is 5.0 and the maximum base height before setback is 85 feet with sky exposure plane which begins 85 feet above the base. Parking is not required in M2-4 districts.

SPECIAL PERMIT

The proposed Special Sunset Park Innovation District (see **Figure 3**) would allow for a special permit that does the following:

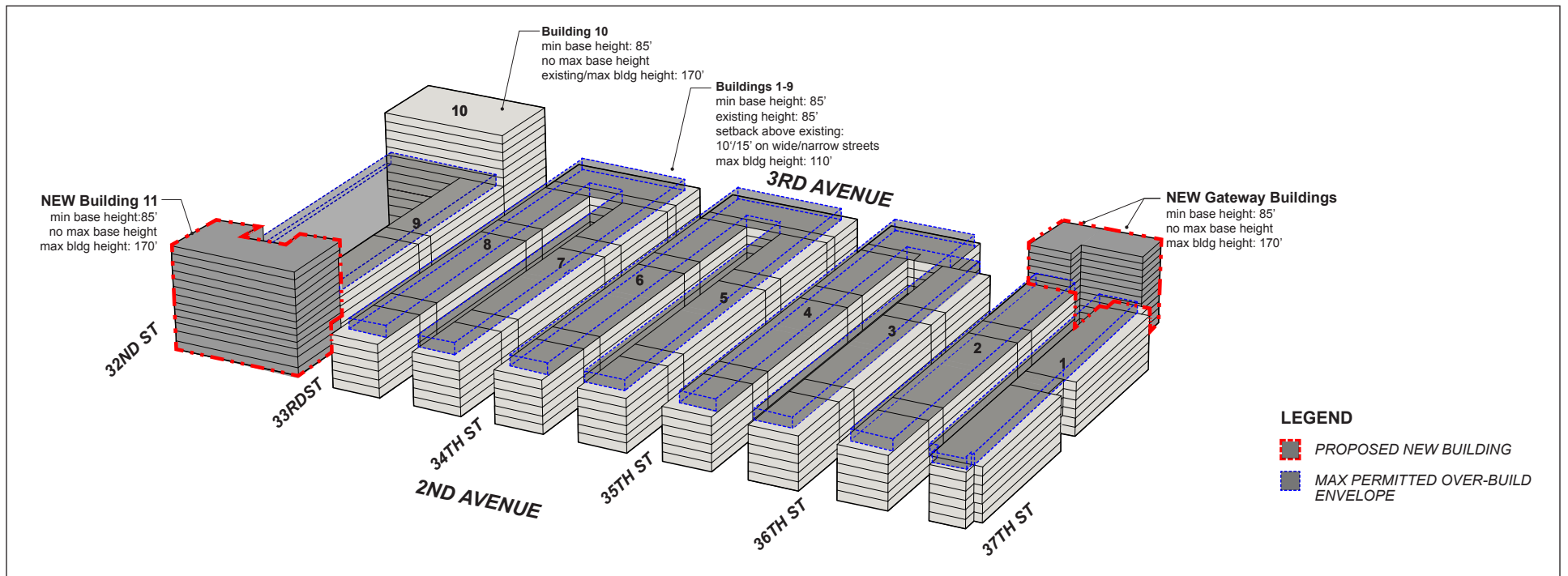
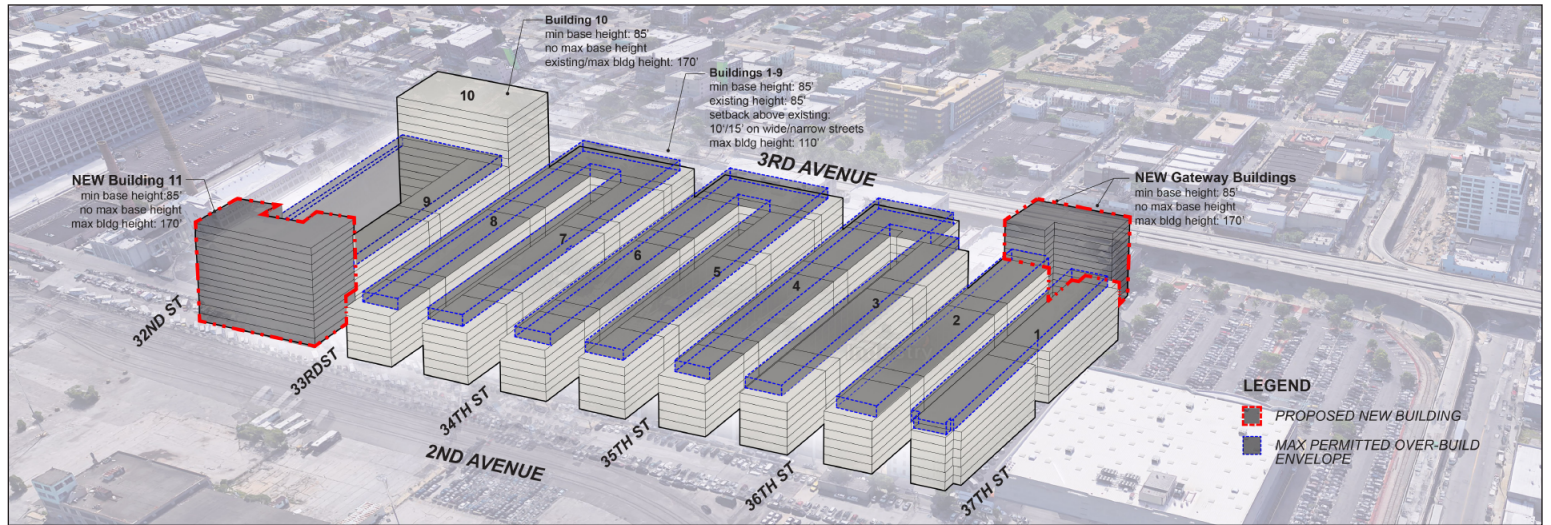
- Modifies the bulk regulations of the underlying zoning districts;
- Modifies the use regulations of the underlying zoning districts by:
 - Permitting certain uses that are not allowed as-of-right; and
 - Establishing controls for locating certain uses in proximity to other potentially heavier, noxious uses.
- Modifies the parking and curb cut regulations of the underlying zoning districts;
- Contains requirements for the provision of public access areas; and
- Creates a special permit for hotel use.

MODIFICATION OF BULK REGULATIONS

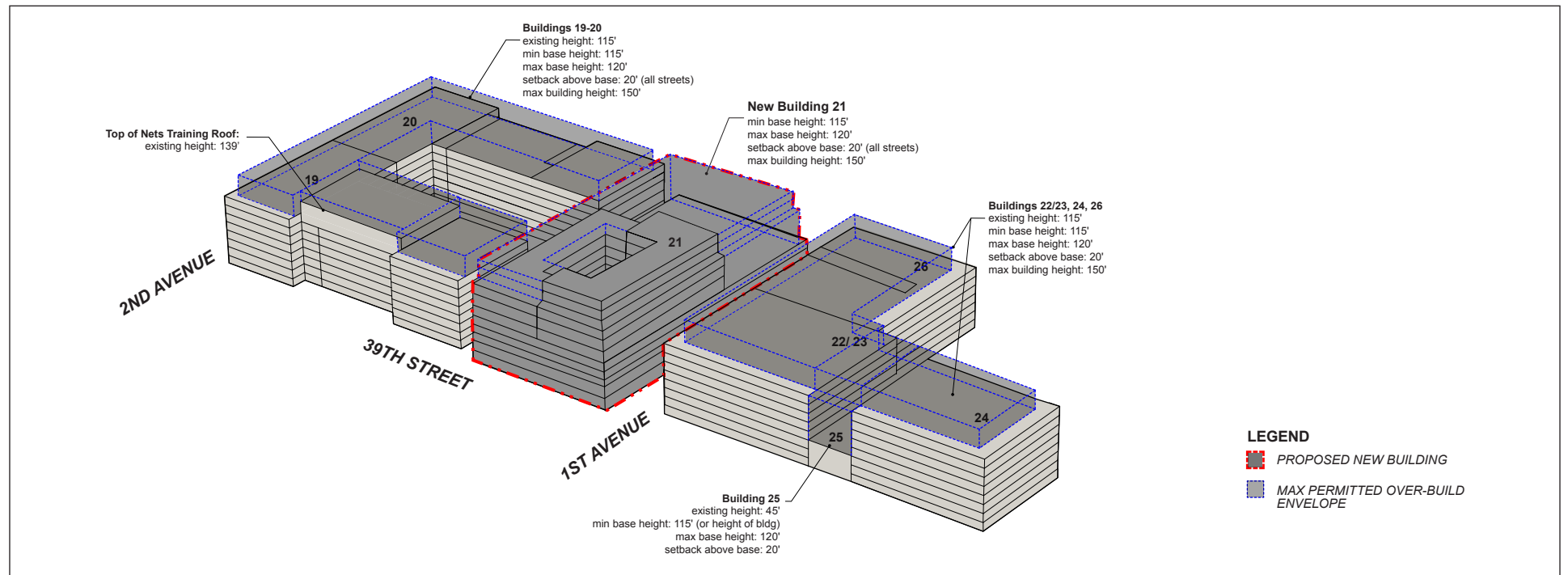
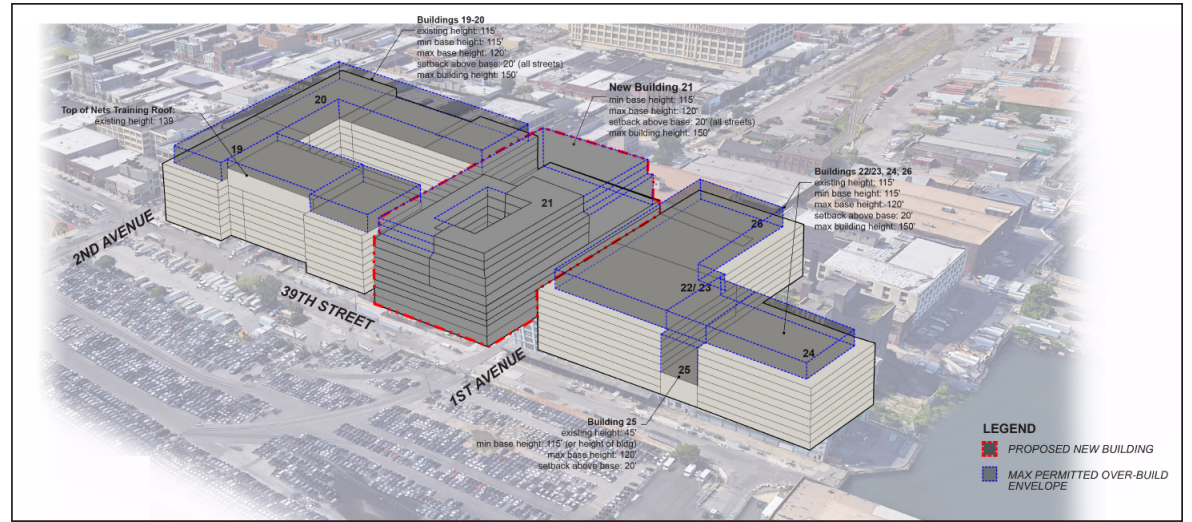
Pursuant to the special permit, the underlying height, setback, and yard regulations would be modified along with required street wall locations, resulting in a contextual envelope. As described above, there are no height limits in M2-4 districts, as building heights and setbacks are governed by the sky exposure plane. For M2-4 districts a building may rise to 85 feet or 6 stories, whichever is less, before being required to set back. For a diagram illustrating the contextual envelope proposed to be applicable to the special permit, including maximum base heights, maximum building heights, and required setbacks (see **Figure 6 and 7**).

MODIFICATION OF UNDERLYING USE REGULATIONS

Pursuant the special permit, uses that would be permitted as-of-right will include all uses permitted as-of-right in an M1 district. In addition to the uses permitted as-of-right in M1 districts, the proposed special permit would allow the following uses as-of-right: colleges and universities; libraries, museums, and non-commercial art galleries (UG 3A), large-scale retail



Proposed Contextual Envelope
Finger Buildings
Figure 6



(UG-10A), and hotels (UG 5). UG 5 uses (hotels) would only be permitted through a special permit, which the Applicant is seeking as part of the Proposed Actions (described in more detail below). All permitted uses must be able to meet M1 performance standards pursuant to the requirements of the special district.

The special permit would add controls over the scale and location of certain uses. The UG 3A uses that would be permitted as-of-right would be capped at an overall zoning square footage (zsf) of 625,000 sf (approximately 0.47 FAR) with a per-establishment cap of 250,000 sf. Retail or service establishments would be permitted up to an overall cap of 900,000 sf (approximately 0.68 FAR).

The location and size of retail uses would also be restricted as follows, with respect to upper floors: above the level of the second story ceiling in Subarea A of the Finger Buildings Subdistrict, Gateway Subdistrict, and the 39th Street Subdistrict; and in Subarea B of the Finger Buildings Subdistrict and in the IC West district, above the level of the first story ceiling, uses in Use Groups 6A, 6C, and 10A shall be limited to all eating or drinking establishments (up to 10,000 sf per establishment size limitation); depositories for storage of office records, microfilm, or computer tapes; data processing; photographic or motion picture production studios; and radio or television studios.

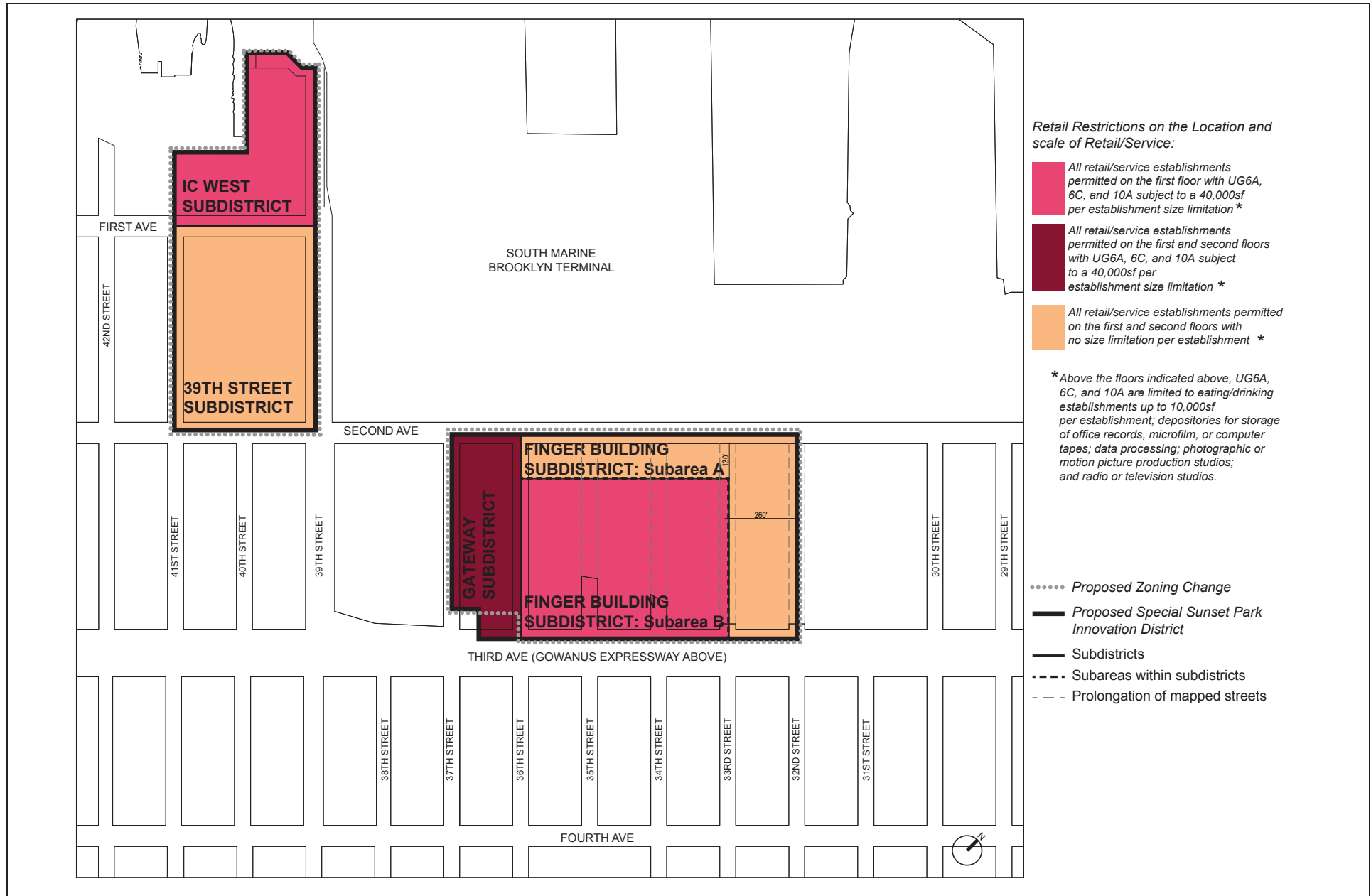
With respect to lower floors: In Subarea B of the Finger Buildings Subdistrict and in the IC West district, uses listed in Use Groups 6A, 6C, and 10A subject to a 40,000 sf per establishment size limitation below the level of the first story ceiling. In the Gateway Subdistrict, uses listed in Use Groups 6A, 6C, and 10A shall be limited to 40,000 sf per establishment size limitation below the level of the second story ceiling (see **Figure 8**).

The proposed special permit would allow for a hotel use, pursuant to a newly established hotel special permit. While the Proposed Project envisions the eventual development of two separate hotels, the Applicant plans, initially, to apply for a special permit pursuant to the special permit provisions for one of the two hotels, to be located in the proposed new Building 21. The Applicant envisions applying for a hotel special permit for the second hotel at a later point in time, to be located at the proposed new Gateway Building.

ESTABLISH CONTROLS FOR CO-LOCATION OF CERTAIN USES

UG 3A (colleges and universities; libraries, museums, or non-commercial art galleries) and UG 5 (hotels) that are permitted by the special permit would be restricted from co-locating near potentially heavier or more noxious uses. The special district proposes to enforce this as follows: any permitted UG3A or UG5 may only locate in the same building as, or share a common wall with a building containing manufacturing or commercial uses upon certification by a licensed architect or engineer to the Department of Buildings that that such manufacturing or commercial use:

- Does not have a New York City or New York State environmental rating of “A,” “B,” or “C” under Section 24-153 of the New York City Administrative Code for any process equipment requiring a New York City Department of Environmental Protection operating



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certificate or New York State Department of Environmental Conservation state facility permit;

- Is not required, under the City Right-to-Know Law, to file a Risk Management Plan for Extremely Hazardous Substances; and
- Is not a use listed in UG 18.

The reverse is also true, in that any new manufacturing or commercial uses that meet any of the three criteria listed above will be restricted from locating in the same building as, or sharing a common wall with a building containing any existing UG 3A (colleges and universities; libraries, museums, and non-commercial art galleries) and UG 5 (hotels).

SUPPLEMENT AND/OR MODIFY PARKING AND CURB CUT REGULATIONS

The proposed special permit would also modify the parking regulations of the underlying districts and control locations of curb cuts and therefore access to loading docks and parking facilities. Additionally, prior to the conversion of existing floor area to retail or service establishment uses, the special district text would require a Chair Certification that accessory parking spaces, as required by the special permit, have been provided in advance for such conversion.

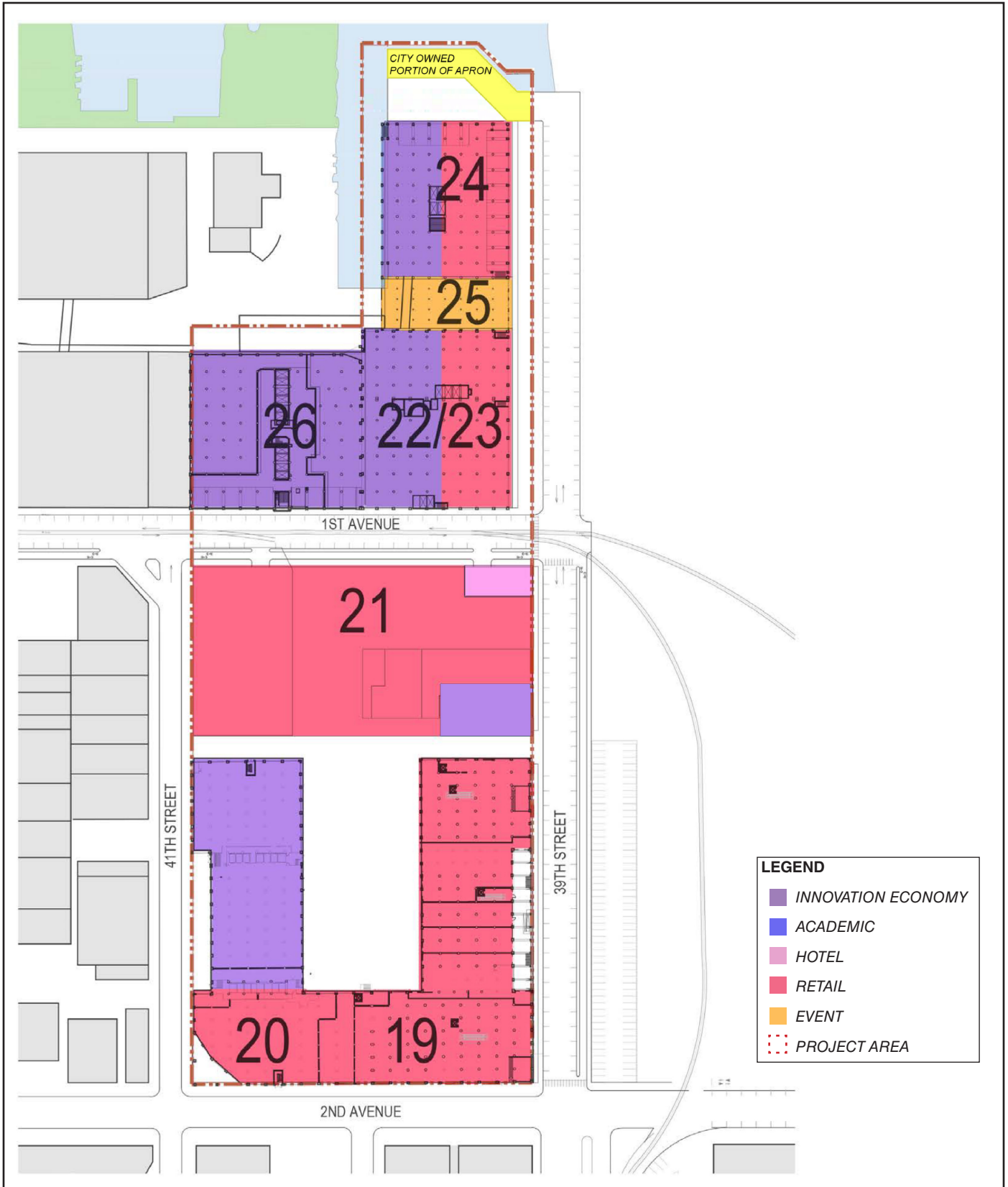
PUBLIC ACCESS AREA REQUIREMENT

The proposed special permit would establish public access area requirements specifically tailored to the portion of the special district adjacent to Building 24 in conjunction with the development, enlargement, or change of use of this building that is not predominantly industrial (UG16, 17, or 18), see **Figure 9**.

In the event that Building 24 is developed, enlarged, or subject to a use change that is not predominantly industrial, there will be two options for the provision of public access: one option would be required for development of just the portion of the unbuilt-upon apron owned by the applicant (p/o Block 706, Lot 24 that is closest to the waterfront), which could result in approximately 5,600 sf of publicly accessible open space. The other is a set of requirements that would be triggered if the applicant voluntarily comes into control of the adjacent city-owned portion of the apron (p/o B662, Lot 1). While the applicant has not stated an intention to acquire the portion of the city-owned lot (Block 662, Lot1), should this occur, development of a larger publicly accessible open space including a portion of Block 662, Lot 1 would require additional discretionary approvals by the City Planning Commission and could result in the development of 10,500 sf of additional publicly accessible open space as compared to that which would be provided on just the applicant's property.

HOTEL SPECIAL PERMIT

The Special Permit described in the section above would also allow for a special permit to allow a hotel use. Concurrent with the application for the above-referenced actions, the Applicant is seeking approval of a special permit to allow a hotel use within the proposed new Building 21 within the 39th Street Subdistrict.



NOTE: This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. This figure illustrates potential programming in the With Action condition as proposed in the Reasonable Worst Case Development Scenario.

With Action Site Plans
39th Street Buildings Ground Floor
Figure 9

CHANGE TO THE CITY MAP

As shown on **Figure 3**, the Applicant proposes to demap 40th Street between 1st and 2nd Avenues. 40th Street between 1st and 2nd Avenues is currently in private ownership and unimproved for street purposes.

G. ANALYSIS FRAMEWORK

The lead agency is required to take a “hard look” at the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment, consistent with social, economic, and other essential considerations. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable, any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action. This section outlines the conditions to be examined in the EIS.

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Actions, three reasonable worst-case development scenarios (RWCDS) were composed to account for the future With Action condition. For purposes of the environmental review, the Proposed Actions are expected to be complete and operational by 2027 (the Build Year). The incremental difference between the future No Action and future With Action conditions serves as the basis for the impact analysis of the environmental review. Under the With Action condition, the Proposed Actions are expected to result in an incremental increase over the No Action condition.

For analysis purposes, three reasonable worst-case scenarios for environmental review were assumed. Each EIS section will describe the applicable RWCDS. These three worst-case scenarios reflect reasonable market demand and realistic physical programming assumptions. Each EIS section will also describe, in the analysis or in a separate “mitigation” section, any mitigation required for the scenario being analyzed. This conservative methodology will therefore fully disclose any impacts, and describe any required mitigation that could be associated with any of the three RWCDS.

DEVELOPMENT SITES

The Proposed Actions would only apply to the Industry City complex and certain immediately adjacent properties that would be acquired (including Block 695, Lots 37, 38, 39, 40, 41, and 42; Block 706, Lot 20; and a portion of Block 662, Lot 1), and would not facilitate new development on any other sites. As a result, the Project Area is all that will be analyzed.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

In the future without the Proposed Actions (the No Action condition), it is expected that no new construction will take place within the Project Area. It is assumed that overall vacancy and underutilization at Industry City will continue in the No Action condition, with no investment or upgrades to the existing 679,960 gsf of unimproved space. The approximately 75,000-gsf training facility for the Brooklyn Nets (Building 19) at Industry City was recently completed and

Industry City Rezoning

is currently operational. In the No Action condition, Block 706, Lot 101 (the previous site of the Yi Ping building) would remain vacant. While Buildings 22, 23, 24, 25, and 26 would maintain their current vacancy levels, it is assumed that some currently vacant space in other buildings at Industry City would be re-occupied by storage/warehousing or Innovation Economy and retail uses. In addition, it is anticipated that this reduction in vacancy would coincide with a 10 percent increase in Innovation Economy uses, which would be accommodated by the existing building stock at Industry City.

Although vacancy at the Industry City complex will decrease in the No Action condition, there will not be the necessary mix of uses that would enable the proposed “Innovation Economy Hub” to thrive. Furthermore, tenanted spaces will generate vastly fewer jobs and economic activity and will continue in their sub-optimal capacity. No new academic uses will be created, and Innovation Economy uses will not expand as substantially as in the future with the Proposed Actions. The creation of substantial new retail or any hotel space would not take place, and the establishment of a vibrant node of mixed-use activity would not occur.

Overall, as summarized in **Table 1**, the No Action condition is assumed to include approximately 200,000 gsf of retail uses, 10,000 gsf of event space, 1.7 million gsf of storage and warehousing, 2.2 million gsf of Innovation Economy, 358,782 gsf of vertical circulation and mechanical use, 679,960 gsf of vacant or unimproved space, and 828 on- and off-site accessory parking spaces.

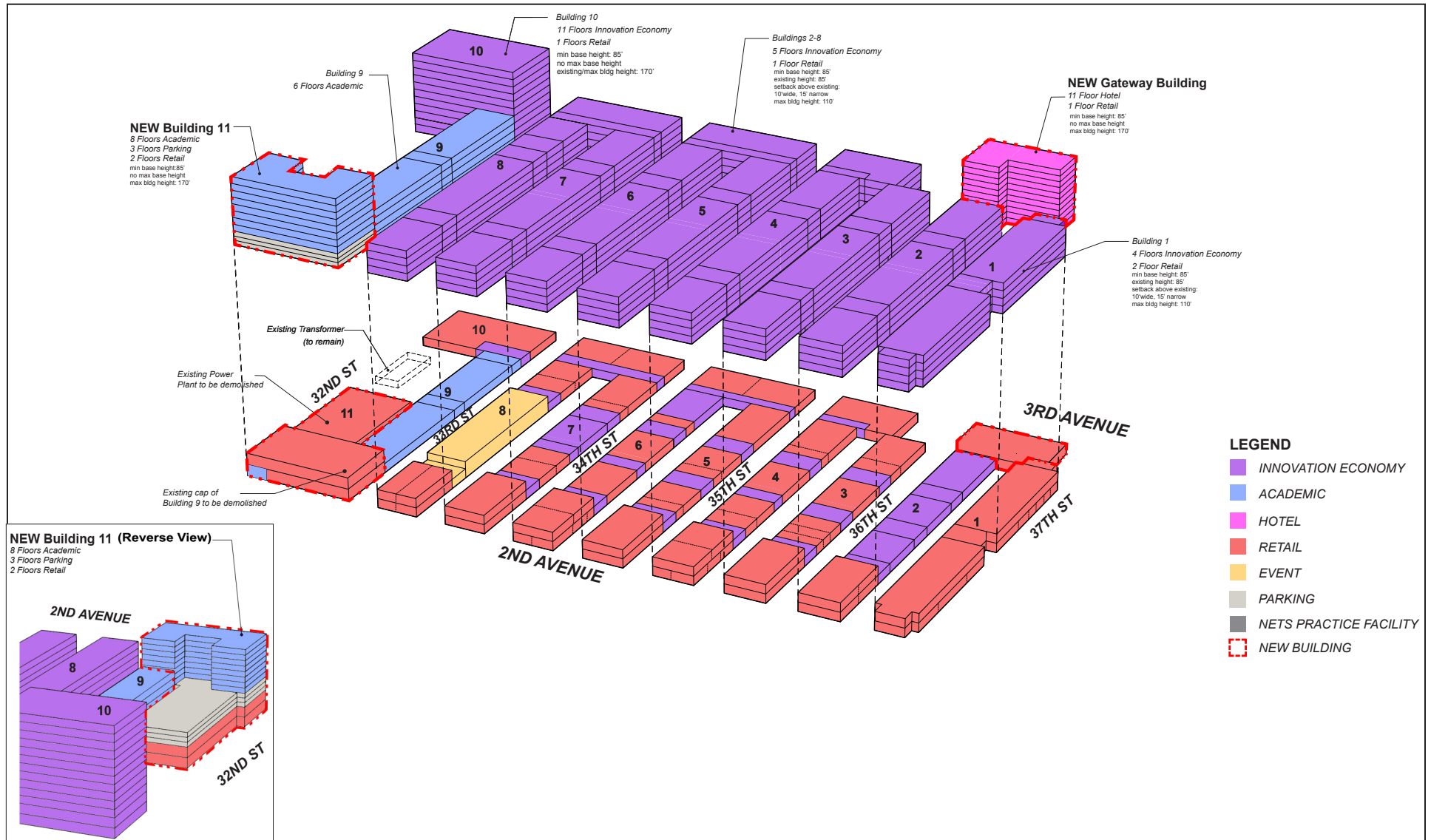
**Table 1
No Action Condition Program For Analysis**

| Use | Approximate GSF |
|---------------------------------|---|
| Retail | 200,000 |
| Event Space | 10,000 |
| Storage/Warehousing | 1,707,558 |
| Innovation Economy | 2,238,276 |
| Brooklyn Nets Training Facility | 74,824 |
| Vertical Circulation/Mechanical | 358,782 |
| Vacant and Unimproved | 679,960 |
| Accessory Parking ¹ | 828 Spaces |
| Hotel | 0 |
| No Action Total SF | 5,269,400 |
| Notes: | 1. Parking includes both on- and off-site spaces controlled by Industry City. |

THE FUTURE WITH THE PROPOSED ACTION (WITH ACTION CONDITION)

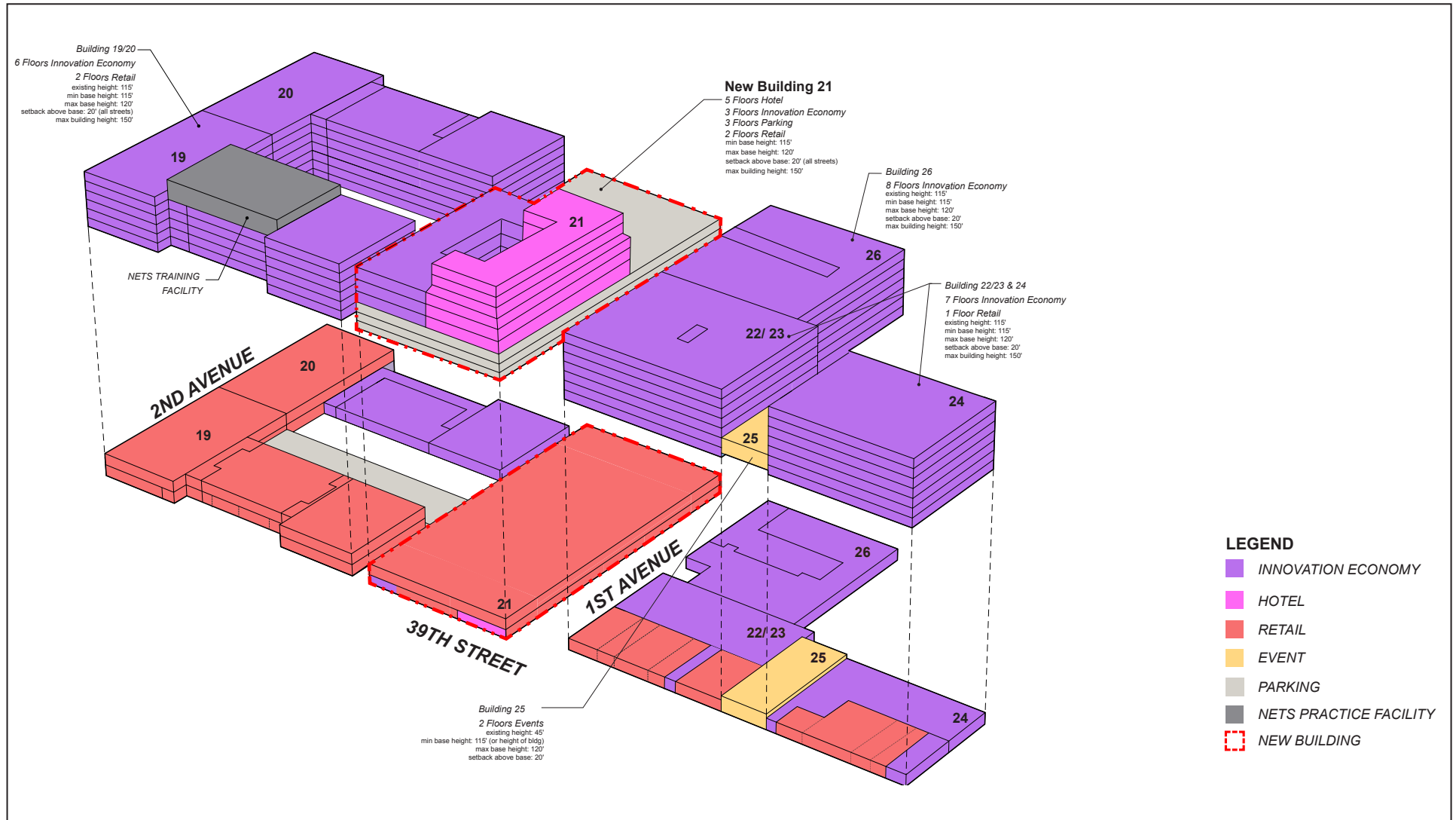
In the future with the Proposed Actions (the With Action condition), new buildings are assumed to be developed as infill within the existing Industry City complex; also, the Industry City complex would be renovated and re-tenanted with the proposed programming described below and show in **Figures 10 and 11**. In the With Action condition, the Proposed Actions would be completed and operational by 2027.

For technical analysis areas where the quantification of potentially significant impacts is very dependent on the amount of density proposed for specific land uses (e.g. open space analysis, transportation analysis, and socioeconomic conditions analysis) an alternate, more conservative, program scenario would be analyzed (the “Density-Dependent Scenario”). For technical analysis areas that evaluate bulk, mass, and urban design where the qualification or quantification of potentially significant impacts is dependent on the built form, an alternate, more conservative, program scenario would be analyzed (the “Overbuild Scenario”). This conservative



NOTE: This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.

Proposed Project Axonometric
Finger Buildings
Figure 10



NOTE: This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.

methodology will therefore fully disclose any impacts, and describe any required mitigation that could be associated with the Proposed Scenario, Density-Dependent Scenario, or the Overbuild Scenario. Proposed Scenario

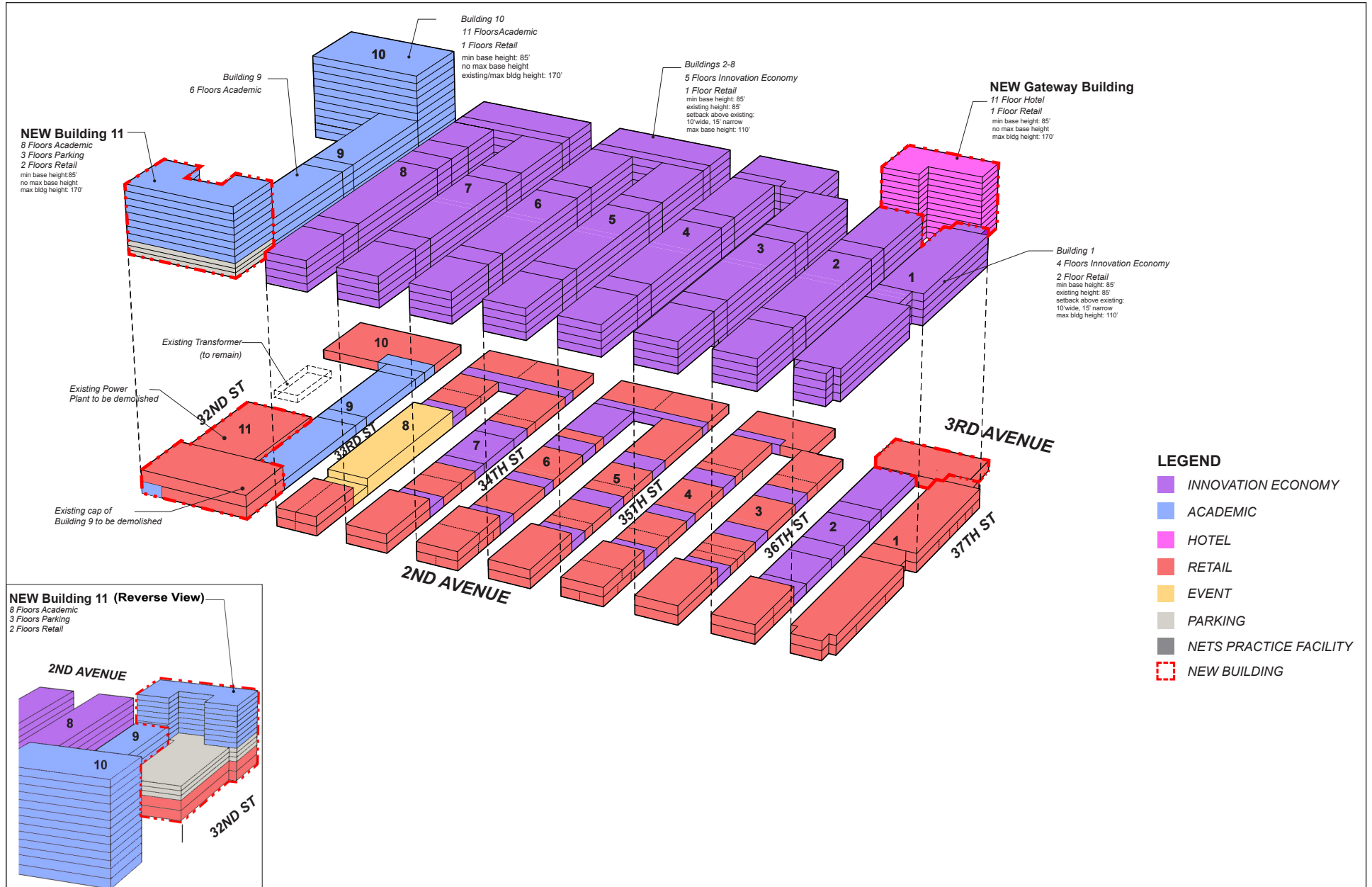
The Proposed Actions are intended to be flexible enough and allow for a range of permitted use groups and various densities so that the Industry City complex may respond to trends and the market. Because of the inherent uncertainty of current and future markets, a specific breakdown of the final proposed development program is unknown at this time. Therefore, since a specific breakdown of permitted uses and sizes cannot be specified, for analysis purposes, the Proposed Scenario has been determined, a scenario that reflects what would represent a worst-case scenario for the environmental review while balancing certain development constraints, including reasonable market demand and realistic physical programing assumptions. The Proposed Scenario analysis assumptions for the No Action condition, With Action condition, and increment for analysis are summarized below in **Table 2**.

Table 2
Comparison of No Action and the Proposed Scenario (approximate sf)

| Uses | No Action Condition | With Action Condition | Increment for Analysis |
|----------------------------------|---|-----------------------|------------------------|
| Retail ¹ | 200,000 | 900,000 | +700,000 |
| <i>Local Retail</i> | 97,050 | 512,272 | +415,222 |
| <i>Destination Retail</i> | 102,950 | 387,728 | +284,778 |
| Event Space | 10,000 | 43,003 | +33,003 |
| Storage/Warehousing ² | 1,707,558 | 415,000 | (1,292,558) |
| Innovation Economy | 2,238,276 | 3,573,782 | +1,335,506 |
| Brooklyn Nets Training Facility | 74,824 | 74,824 | - |
| Hotel | - | 271,619 | +271,619 |
| Academic | - | 386,546 | +386,546 |
| Vertical Circulation/Mechanical | 358,782 | 435,337 | +76,555 |
| Vacant | 679,960 | - | (679,960) |
| Parking | - | 471,094 | +471,094 |
| Total With Action SF | 5,269,400 | 6,571,205 | +1,301,805 |
| Notes: | | | |
| 1. | The breakdown between local and destination retail use is assumed for analysis purposes only. | | |
| 2. | The density-driven technical areas in the EIS are open space, transportation, and the socioeconomic conditions; for these areas, the Density-Dependent Scenario would be assumed, where the proposed warehouse/storage use would be removed from the program, and replaced by 176,546 sf of Innovation Economy use and 238,454 sf of academic/community facility use. | | |

DENSITY-DEPENDENT SCENARIO

In considering the potential environmental impacts of the Proposed Project, most categories of analysis in the EIS would analyze the program as defined by the Proposed Scenario; however, in order to account for flexibility in the program of the proposed warehouse/storage use, an alternate and more conservative program has been developed for density-driven technical areas for the Proposed Project (the “Density-Dependent Scenario”). The density-driven technical areas in the EIS are open space, transportation, and socioeconomic conditions. Under the Density-Dependent Scenario, the proposed warehouse/storage use would be removed from the program, and replaced by 173,874 sf of Innovation Economy use and 241,128 sf of academic/community facility use (see **Table 3, Figures 12 and 13, and Appendix I**).



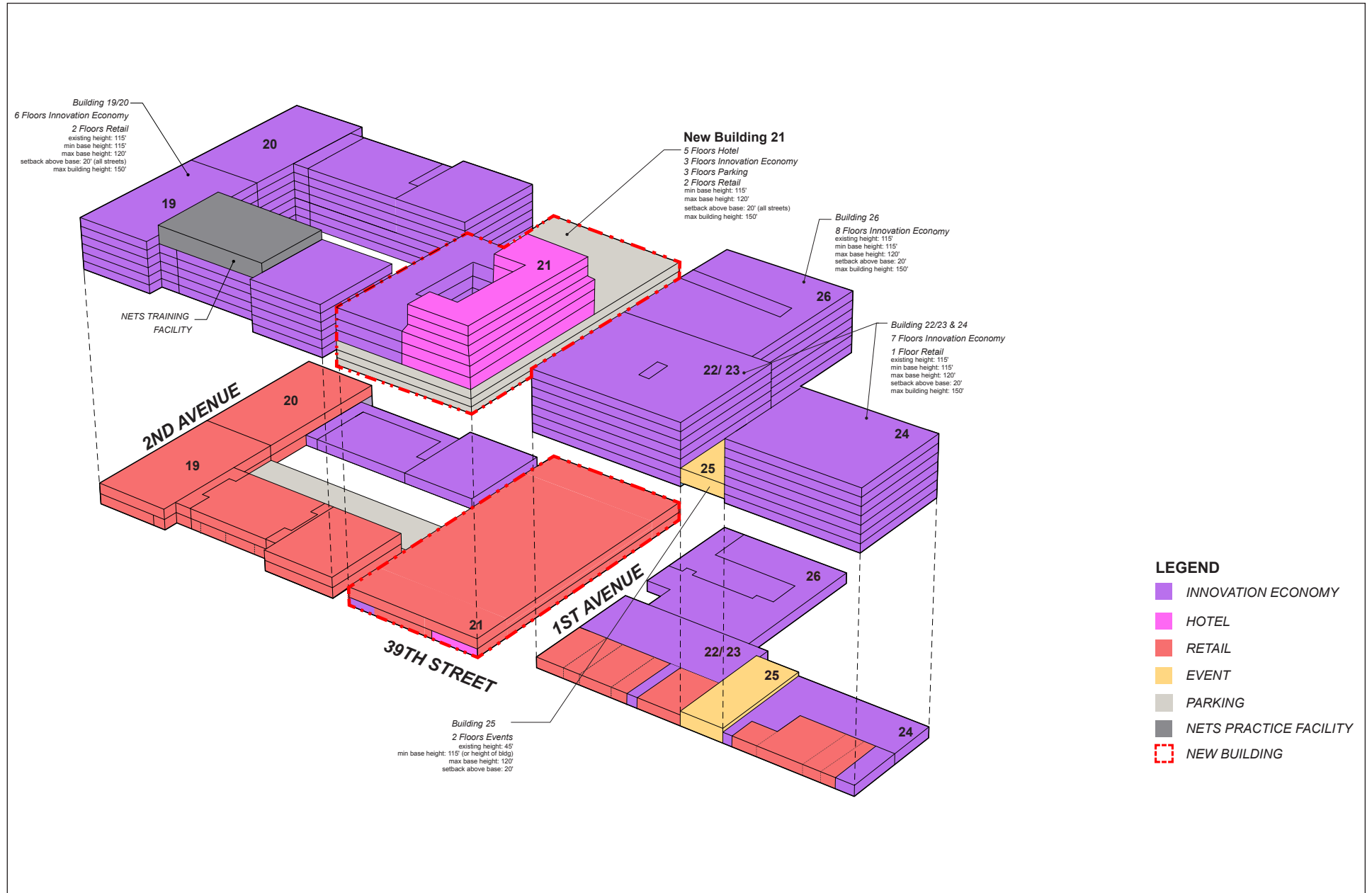


Table 3

Comparison of the No Action and Density-Dependent Scenario (approximate sf)

| Use | No Action Condition | Density-Dependent Scenario | Increment |
|----------------------------------|---------------------|----------------------------|-------------------|
| Retail | 200,000 | 900,000 | +700,000 |
| Event Space | 10,000 | 43,003 | +33,003 |
| Storage/Warehousing ¹ | 1,707,558 | - | (1,707,558) |
| Innovation Economy | 2,238,276 | 3,747,656 | +1,509,380 |
| Brooklyn Nets Training Facility | 74,824 | 74,824 | - |
| Hotel | - | 271,619 | +271,619 |
| Academic | - | 627,674 | +627,674 |
| Vertical Circulation/Mechanical | 358,782 | 435,337 | +76,555 |
| Vacant and Unimproved | 679,960 | - | (679,960) |
| Accessory Parking ² | - | 471,094 | +471,094 |
| Total SF | 5,269,400 | 6,571,205 | +1,301,805 |

Notes:

- The density-driven technical areas in the EIS are open space, transportation and the socioeconomic conditions; for these areas, the Density-Dependent Scenario would be assumed, where the proposed warehouse/storage use would be removed from the program, and replaced by 173,874 sf of Innovation Economy use and 241,128 sf of academic/community facility use.
- Parking includes only on-site spaces controlled by Industry City.

OVERBUILD SCENARIO

In consultation with the City, The bulk regulations applicable to the Proposed Project that have been developed in consultation with the City would permit certain limited enlargements to existing buildings. An additional analysis scenario (the “Overbuild Scenario”) has been developed that would assume some buildings are enlarged pursuant to these regulations. The Overbuild Scenario will also be analyzed in the EIS for technical areas that evaluate bulk, mass, and urban design.

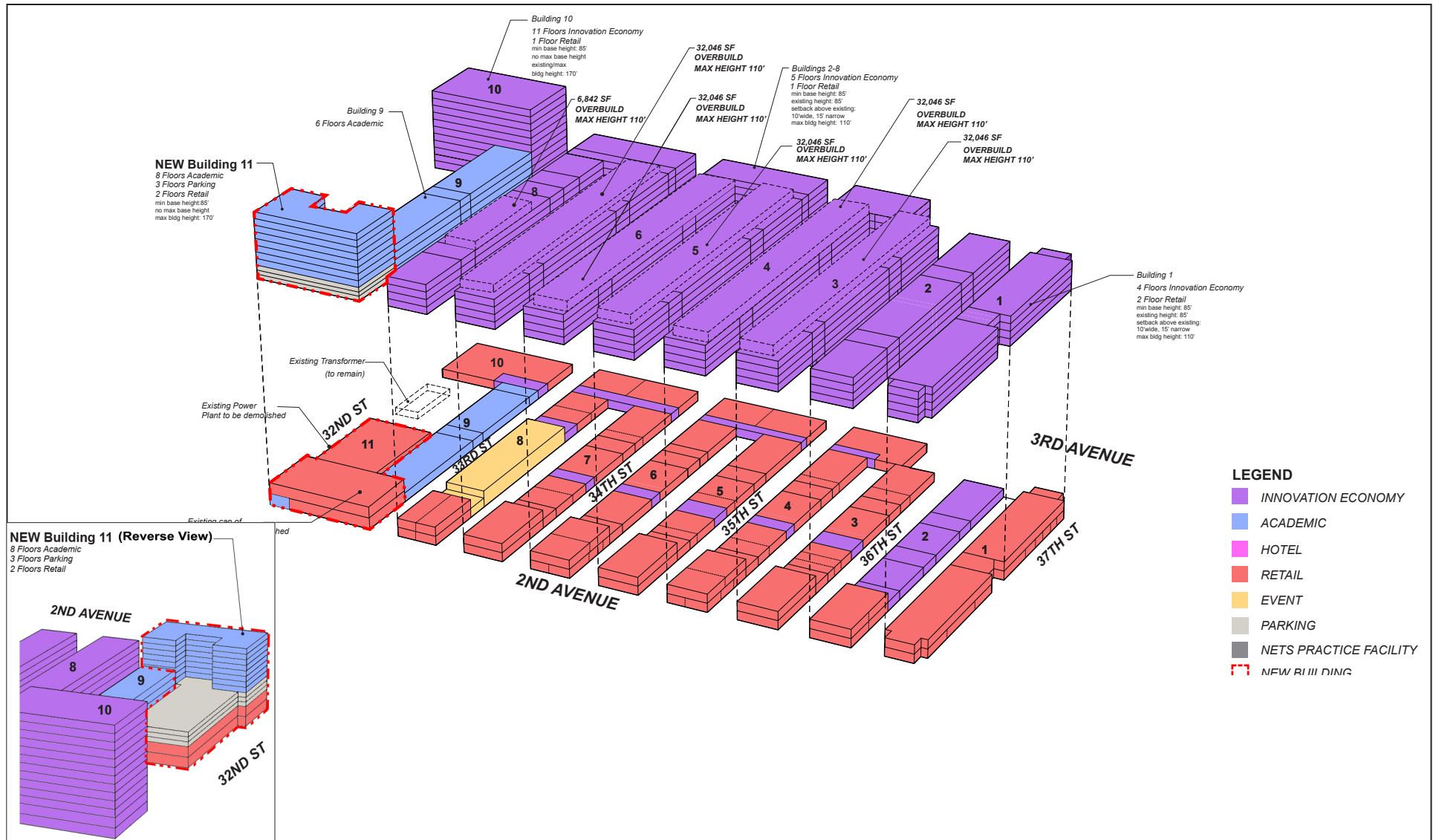
The Overbuild Scenario assumes that the properties on Block 695 that are not yet controlled by the Applicant would not be acquired and the 182,400-gsf Gateway Building would not be built as part of the Proposed Actions; also assumed is the reduction of Innovation Economy use proposed in Building 21 by 68,888-gsf. The bulk and mass from these reductions would be redistributed to overbuilt bulk above the Finger Buildings and the 39th Street Buildings (see. The Overbuild Scenario would introduce a total of 6,549,035 gsf, built to a total blended FAR of 4.99; the redistribution of FAR would be counterbalanced by the removal of the Gateway Building and the reduction in the size of the proposed Building 21 structure by two stories, an equivalent square footage to the combined size of the overbuilt bulk (see **Figures 14 and 15 and Appendix I**).

H. PROPOSED SCOPE OF WORK FOR THE EIS

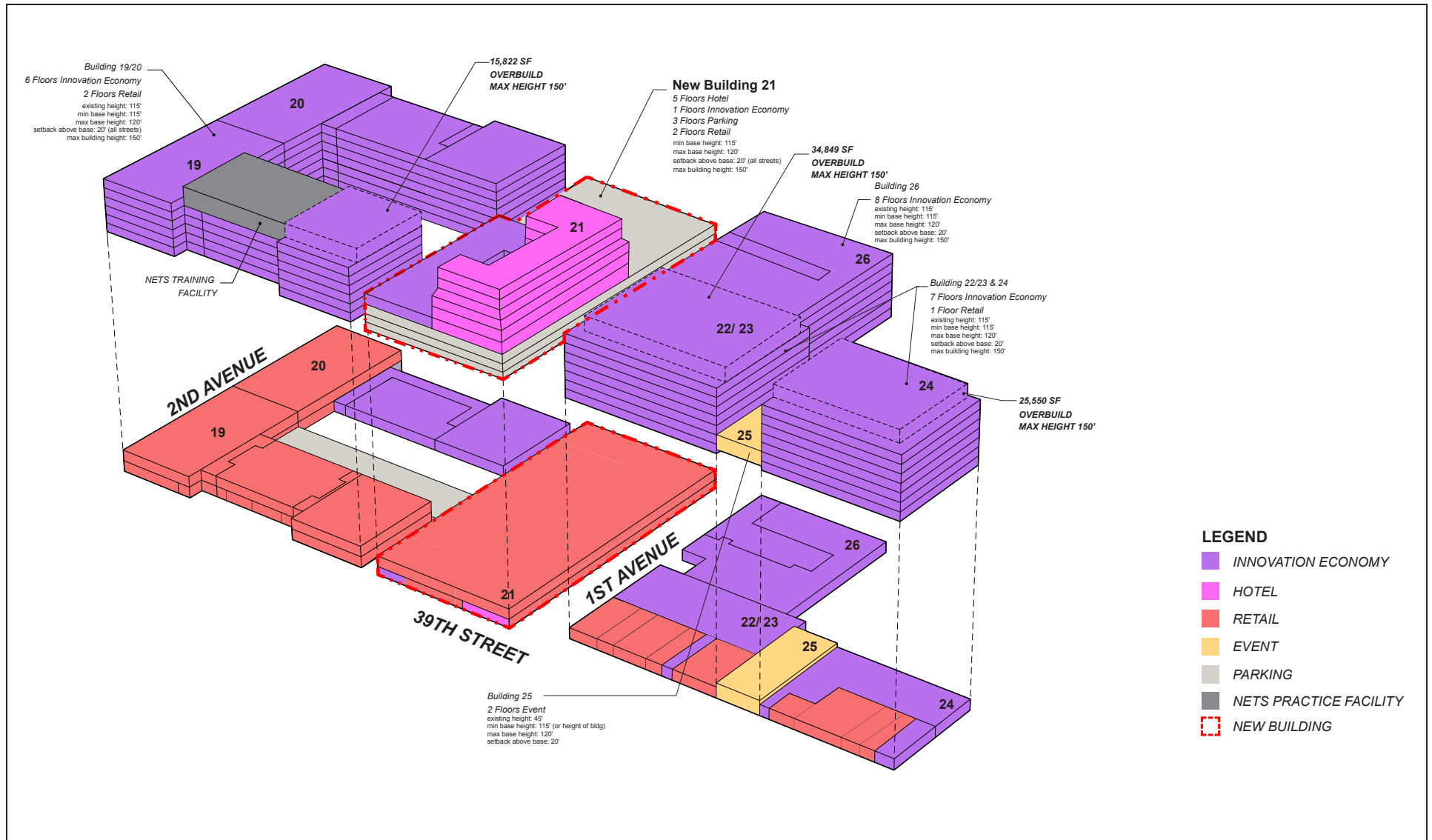
Environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate (where practicable) any significant adverse environmental impacts.

The EIS will contain:

- A description of the Proposed Project and the environmental setting;
- A statement of the environmental impacts of the Proposed Project, including its short- and long-term effects and typical associated environmental effects;



NOTE: This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.



NOTE: This figure is strictly illustrative. The figure shows the existing bulk and massing of the Industry City complex as well as the proposed in-fill developments as planned in the With Action condition. The red-dotted outline identifies structures that do not exist in the current as-built condition of the Industry City complex, but would result with development under the Proposed Project.

- An identification of any adverse environmental effects that cannot be avoided if the Proposed Project is implemented;
- A discussion of reasonable alternatives to the Proposed Project;
- An identification of irreversible and irretrievable commitments of resources that would be involved if the Proposed Project is built; and
- A description of measures proposed to minimize or fully mitigate any significant adverse environmental impacts.

The first step in preparing the EIS is the public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS follows. The EAS has been prepared for the Proposed Project and identified several technical areas that would not result in significant adverse impacts; therefore these technical areas do not require further analysis in the EIS: Community Facilities, Natural Resources, and Solid Waste and Sanitation. The scope of work and the proposed impact assessment criteria are based on the methodologies and guidance set forth in the *CEQR Technical Manual*.

TASK 1: PROJECT DESCRIPTION

As the first chapter of the EIS, the Project Description will introduce the reader to the Proposed Project and set the context in which to assess impacts, including a brief description and location of the Proposed Project; and provide the following:

- An introduction to the background and history of the Industry City complex and the adjacent areas;
- A statement of the public purpose and need for the Proposed Project and key planning considerations that have shaped the proposal;
- A description of the analysis framework for the environmental review, including a discussion of the No Action condition and the build year for analysis;
- A detailed description of the Proposed Project, including both the No Action condition and the With Action condition;
- A description of the design of the Proposed Project with supporting figures;
- A discussion of the approvals required, procedures to be followed, the role of the EIS in the process, and its relationship to any other approvals.

TASK 2: ANALYSIS FRAMEWORK

The analysis framework chapter will first set the regulatory context in which the EIS is being undertaken (i.e., Uniform Land Use Review Procedure [ULURP] and CEQR—their timing, public review, hearings, etc.), and then explain the basic approach to the technical chapters—that each chapter will address existing conditions, a future analysis year without the Proposed Actions, and the future analysis year with one of three analysis scenarios (the Proposed Scenario, the Density-Dependent Scenario or the Overbuild Scenario). For each technical area, the future analysis will consider whichever of the three scenarios are the most conservative. Impacts will be identified by comparing the three future analysis scenarios; and mitigation will be proposed for any identified significant adverse environmental impacts. If necessary, alternatives will be considered that meet the goals of the proposed action but reduce or eliminate identified impacts.

As part of this discussion, the rationale for the future analysis year (2027) will be presented. Proposals and projects anticipated for completion by the future analysis year will be listed in this chapter, and the No Action conditions on the Project Area will be presented, using the same types of graphics as those presented in Chapter 1 for the Proposed Action.

TASK 3: LAND USE, ZONING, AND PUBLIC POLICY

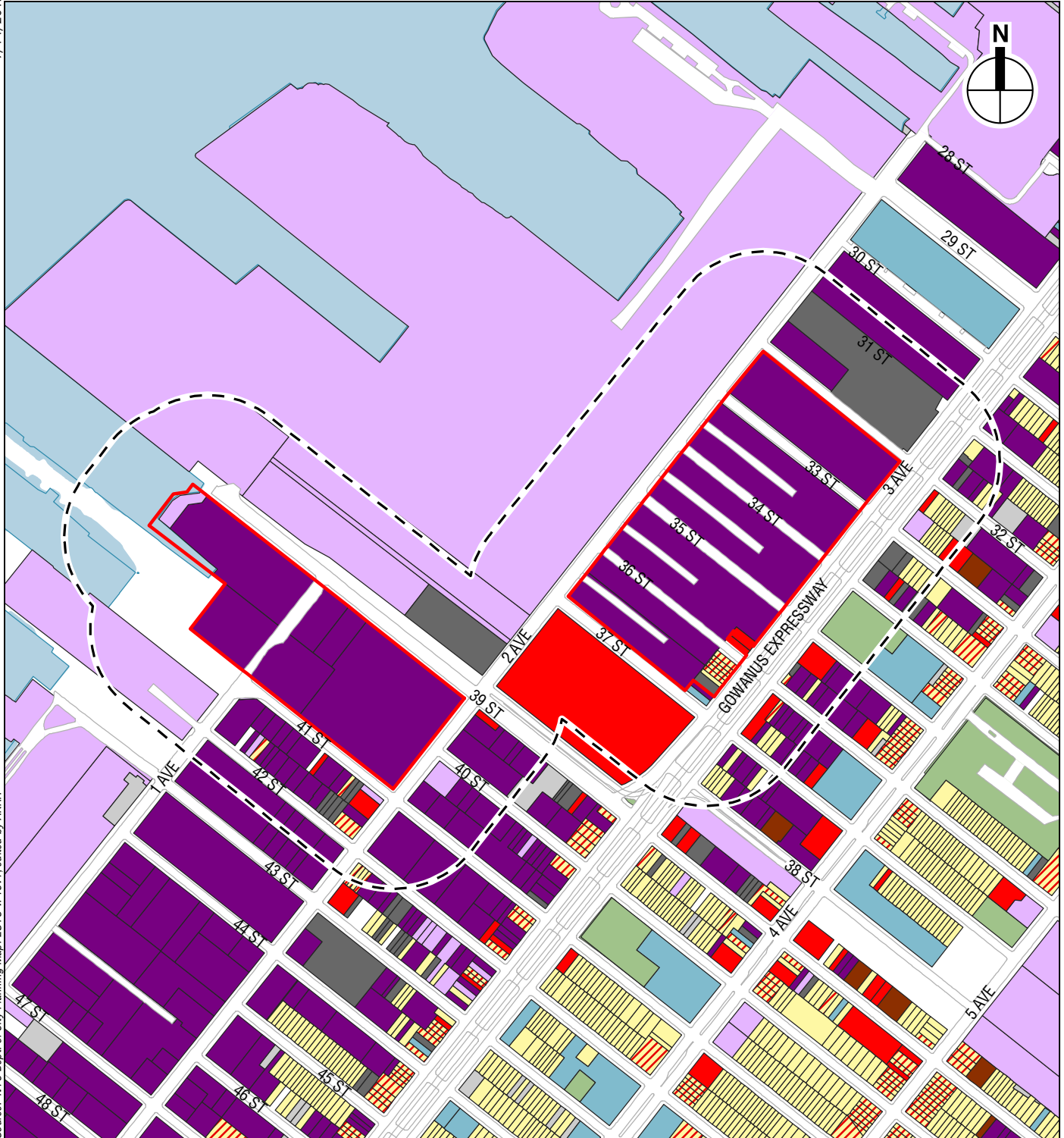
Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a Proposed Project, describes the public policies that guide development, and determines whether a Proposed Project is compatible with those conditions and policies or whether it may affect them. In addition to considering the Proposed Project's effects in terms of land use compatibility and trends in zoning and public policy, this chapter will also provide a baseline for other analyses. The three analysis scenarios would have comparable effects on land use, zoning and public policy; therefore for purposes of this technical area, the Proposed Scenario would be analyzed.

The land use analysis will provide the following:

- A brief development history of the Project Area and the study area. The study area will focus on the Project Area and the area within 400 feet of the Project Area; this is the area with the greatest potential to experience possible impacts related to land use. Additional consideration will also be given to a secondary study area, approximately a half-mile from the Project Area (see **Figure 16**).
- Describe conditions in the study area, including existing uses and the current zoning.
- Describe predominant land use patterns in the study area, including recent development trends and zoning changes.
- Summarize other public policies that may apply to the Project Area and study area, including any formal neighborhood or community plans, the New York City Waterfront Revitalization Program (WRP), and OneNYC.
- Prepare a list of other projects expected to be built in the study area that would be completed by the 2027 analysis year. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area.
- Describe the Proposed Actions and provide an assessment of the impacts of the Proposed Project on land use and land use trends, zoning, and public policy. Consider the effects of the Proposed Project related to issues of compatibility with surrounding land use, consistency with public policy initiatives, and the effect on development trends and conditions in the area.

TASK 4: SOCIOECONOMIC CONDITIONS

The analysis will follow the guidelines of the *CEQR Technical Manual* in assessing the project's potential effects on socioeconomic conditions within the surrounding area, including population characteristics, housing, and economic activities. According to the *CEQR Technical Manual*, the six principal issues of concern with respect to socioeconomic conditions are whether a Proposed Project would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement due to increased rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on a specific industry. The following describes how each of



- Project Area
- Study Area (400-foot boundary)
- Commercial and Office Buildings
- Hotels
- Industrial and Manufacturing
- Open Space and Outdoor Recreation
- Parking Facilities
- Public Facilities and Institutions
- Residential
- Residential with Commercial Below
- Transportation and Utility
- Vacant Land

0 500 FEET

these issues will be addressed. The Density-Dependent Scenario would be more conservative for a socioeconomic assessment because it results in more development within the neighborhood. Further, the Density-Dependent Scenario would be the more conservative scenario because increased development is of a type, academic community facility use, which is a less prevalent land use within the neighborhood.

DIRECT RESIDENTIAL DISPLACEMENT

The Proposed Project would not directly displace any residents, and therefore this issue does not require analysis in the EIS.

DIRECT BUSINESS DISPLACEMENT

The Project Area contains several active businesses that would be retained or relocated into other space on the Project Area as part of the Proposed Project, and therefore would not be directly displaced by the project. Therefore, a screening-level assessment will be provided in which the directly displaced businesses and the employment associated with those businesses is estimated and disclosed.

INDIRECT RESIDENTIAL DISPLACEMENT

According to the *CEQR Technical Manual*, residential development of 200 units or less would typically not result in significant socioeconomic impacts due to indirect residential displacement. Since the Proposed Project would not introduce any residential uses, there is no potential for impacts, and this issue does not require analysis in the EIS.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

The Proposed Project would introduce commercial uses totaling well in excess of CEQR's 200,000-sf commercial threshold requiring analysis of potential indirect business displacement due to increased rents. In most cases, the issue for indirect displacement of businesses is that a project would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. An example provided in the *CEQR Technical Manual* is industrial businesses in an area where land use change is occurring, and the introduction of a new population would result in new commercial or retail services that would increase demand for services and cause rents to rise.

Following *CEQR Technical Manual* guidelines, the analysis begins with a preliminary assessment that will describe and characterize conditions and trends in employment and businesses within the study area using the most recent available data from public and private sources such as New York State Department of Labor and the U.S. Census Bureau. This information will be used in a preliminary assessment to consider:

- Whether the Proposed Project would introduce enough of a new economic activity to alter existing economic patterns;
- Whether the Proposed Project would add to the concentration of a particular sector of the local economy enough to alter or accelerate existing economic patterns;
- Whether the Proposed Project would directly displace uses that directly support businesses in the area or bring people to the area that form a customer base for local businesses; and

Industry City Rezoning

- Whether the Proposed Project would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

The Proposed Project would introduce in excess of 200,000 sf of regional-serving retail, which is the CEQR threshold for assessment of potential indirect business displaced due to retail market saturation (i.e., competition). The CEQR concern is whether the project would create a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets.

Following *CEQR Technical Manual* guidelines, the analysis of indirect business displacement due to retail market saturation starts with a preliminary assessment to determine whether the project may capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result. Specifically, the preliminary assessment will:

- Determine the primary trade area for the proposed anchor store(s);
- Estimate sales volumes of relevant retail stores within the trade area;
- Determine the expenditure potential of shoppers within the trade area;
- Compare sales generated by retail stores to the expenditure profile of the trade area;
- Determine whether any factors would emerge, such as other planned retail projects or major residential projects, that would affect conditions within the trade area by the project's build year;
- Project the sales volume for the Proposed Project's anchor tenant(s); and
- Compare the project's sales volumes with the dollars available within the trade area.

Based on this analysis, if the capture rate for specific, relevant categories of goods does not exceed 100 percent, according to the *CEQR Technical Manual*, the project would not have the potential for significant adverse impacts due to indirect business displacement as a result of competition, and no further analysis would be warranted.

If it is determined that projected capture rates for one or more retail category would exceed 100 percent within the project's primary trade area, a detailed analysis would be conducted following CEQR guidance.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the findings of the direct and indirect displacement assessments described above, a preliminary assessment of potential effects on specific industries will examine the following:

- Whether the Proposed Project would significantly affect business conditions in any industry or category of businesses within or outside the study area; and
- Whether the Proposed Project would indirectly substantially reduce employment or impair the economic viability in a specific industry or category of businesses.

The industries or categories of businesses that will be considered in this assessment are those specified in the North American Industry Classification System (NAICS) as promulgated by the U.S. Census Bureau.

TASK 5: OPEN SPACE

The *CEQR Technical Manual* recommends performing an open space assessment if a project would have a direct effect on an area open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size (for the Project Area, an assessment would be required if the Proposed Project's population is greater than 200 residents or 500 employees).

The Proposed Project is likely to exceed the 500-worker threshold requiring a non-residential open space analysis. The methodology set forth in the *CEQR Technical Manual* consists of establishing a study area for analysis, calculating the total population in the study area, and creating an inventory of publicly accessible open spaces within a 1/4-mile of the Project Area; this inventory will include examining these spaces for their facilities, condition, and utilization (see **Figure 17**). The analysis will determine the impacts of the Proposed Project based on quantified ratios and qualitative factors. The analysis will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared following the guidelines of the *CEQR Technical Manual*. Open space will be assessed in the future without the Proposed Actions and in the future with the Proposed Actions. The worker population projections will be developed for the more conservative Density-Dependent Scenario, which would account for 173,874 sf of Innovation Economy use and 241,128 sf of academic/community facility use over the RWCDs.

TASK 6: SHADOWS

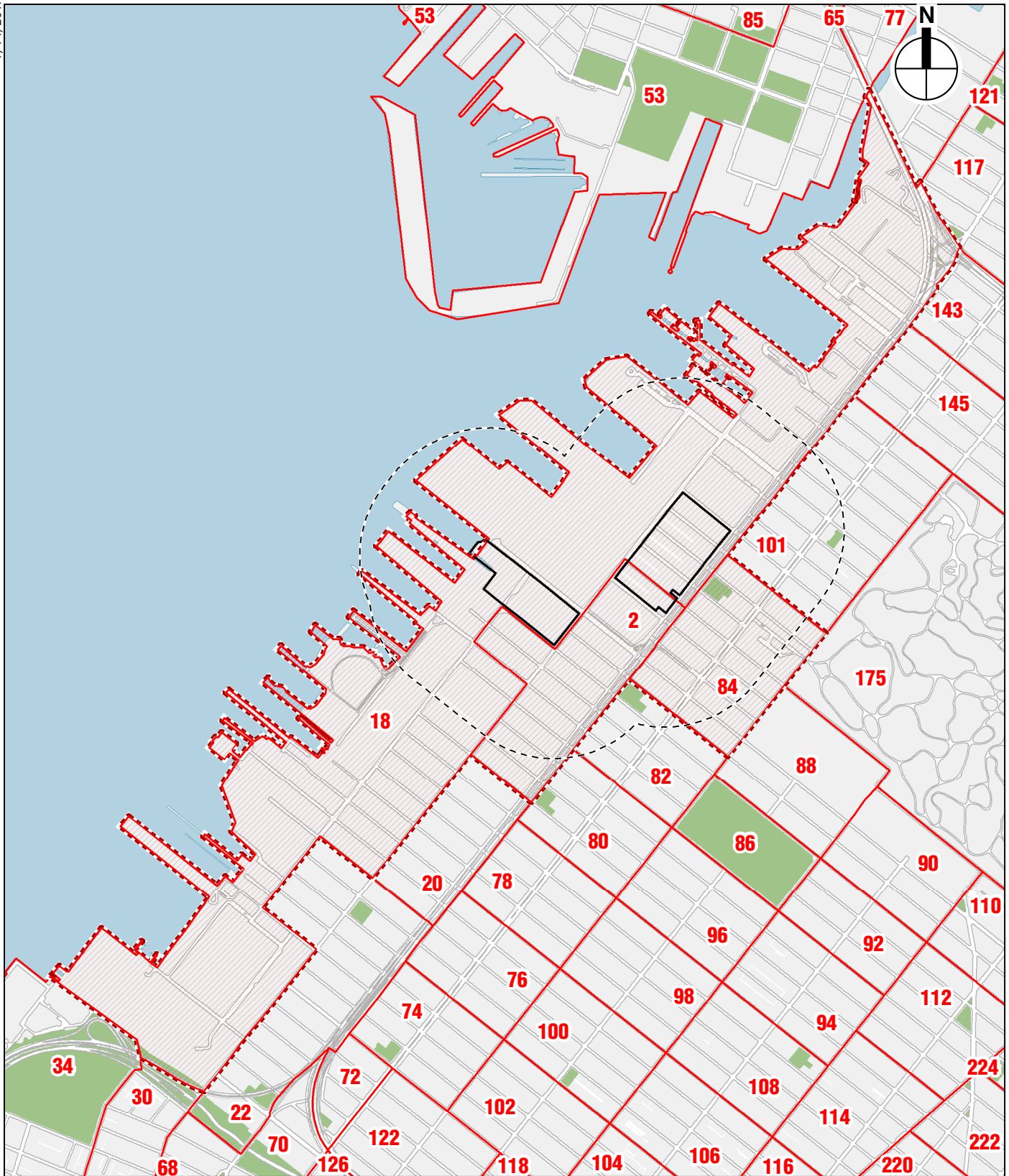
The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features. The Overbuild Scenario will be analyzed for the shadows assessment, as the Overbuild Scenario would allocate additional bulk to Buildings 3, 4, 5, 6, 7, 8, 19, 22/23, and 24; and be built to 4.99 FAR.






A preliminary shadows assessment will be conducted to determine whether any new structures could cast shadows on the Upper New York Bay, the D'Emic Playground across 3rd Avenue from a portion of the Project Area, or any other sunlight-sensitive resources. The Gowanus Expressway is an elevated intervening structure to be considered in the analysis. The assessment would be coordinated with the other EIS tasks, such as open space and historic resources, and would include the following tasks:

- Develop a base map illustrating the Project Area in relation to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area.
- For any new structures over 50 feet tall or adjacent to sunlight-sensitive resources, determine the longest possible shadow that could be cast and whether it could reach any sunlight-sensitive resources.

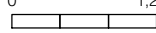
If the preliminary assessment cannot eliminate the possibility of new shadows on a sunlight-sensitive resource, a detailed analysis would be required. The detailed analysis would include the following tasks:

- Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.



-  Project Area
-  Quarter-Mile Boundary
-  Non-Residential Study Area
-  10 Census Tracts Within Study Area
-  10 Other Census Tracts

0 1,200 FEET



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- Develop three-dimensional representations of the proposed structures.
- Using three-dimensional computer modeling software, determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions on four representative days of the year.
- Document the analysis with graphics comparing shadows resulting from the No Action condition with shadows resulting from the Proposed Project, with incremental shadow highlighted in a contrasting color. Include a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- Assess the significance of any shadow impacts on sunlight-sensitive resources. If any significant adverse shadow impacts are identified, identify and assess potential mitigation strategies.

TASK 7: HISTORIC AND CULTURAL RESOURCES

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if there is the potential to affect either archaeological or architectural resources.

In 1986, the New York State Office of Parks, Recreation & Historic Preservation officially determined that much of the Bush Terminal Complex was eligible for listing on the State and National Registers of Historic Places. This Bush Terminal Historic District has an irregularly shaped boundary roughly bordered by 32nd Street on the north, 3rd and 2nd Avenues on the east, 51st Street on the south, and 2nd Avenue and the waterfront on the west. This historic district boundary includes Industry City and the properties on the block bounded by 2nd Avenue, 39th and 41st Streets, and New York Harbor.

Therefore, following the guidelines in the *CEQR Technical Manual*, a historic and cultural resources analysis is required. This analysis will focus on the project's effects to the Bush Terminal Historic District. It will identify and briefly describe the historic district and any known architectural resources within a surrounding 400-foot study area. A field survey will also be conducted to determine whether there are any potential architectural resources (properties that appear to meet State and National Registers of Historic Places or New York City Landmark [NYCL] criteria but have not yet been so determined) in the study area. The historic and cultural resources analysis will assess the project's potential impacts, including visual and contextual changes, as well as any direct physical impacts on any designated and potential architectural resources. The three analysis scenarios would have comparable effects on the historic and cultural resources within the Proposed Project's study area; therefore for purposes of this technical area, the Proposed Scenario would be analyzed.

Since the Proposed Project would require at least some subsurface disturbance on portions of the Project Area, it will be necessary to analyze the potential impacts of the Proposed Project on archaeological resources. If the site is not determined to be archaeologically sensitive, no further work will be required with respect to archaeological resources.

Consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks:

- Request a preliminary determination of archaeological sensitivity for the portions of the Project Area that would experience subsurface disturbance from the New York City Landmarks Preservation Commission (LPC). If it is determined that all or part of the Project

- Area may be sensitive for archaeological resources, a Phase 1A Archaeological Documentary Study of the affected area will be prepared as directed by LPC;
- Select the study area for architectural resources, and map and briefly describe designated architectural resources in the study area. Consistent with the guidance of the CEQR Technical Manual, designated architectural resources include: New York City Landmarks, Interior Landmarks, Scenic Landmarks, New York City Historic Districts; resources calendared for consideration as one of the above by LPC; resources listed on or formally determined eligible for inclusion on the State and/or National Registers of Historic Places, or contained within a district listed on or formally determined eligible for listing on the Registers; resources recommended by the New York State Board for listing on the Registers; and National Historic Landmarks (NHL);
 - Conduct a field survey of the Project Area and study area to identify any potential architectural resources that could be affected by the Proposed Project;
 - Assess the potential effects of the Proposed Project on archaeological and architectural resources, including visual and contextual changes as well as any direct physical impacts; and
 - If necessary, measures to avoid, minimize, or mitigate any adverse impacts on historic and cultural resources would be developed and described.

TASK 8: URBAN DESIGN AND VISUAL RESOURCES

As described in the *CEQR Technical Manual*, an assessment of urban design is needed when a project would result in a physical alteration, observable to the pedestrian, beyond that allowed by existing zoning. While the Proposed Project would change the urban design and visual character of the Project Area, it is not clear if construction of the Proposed Project would require the modification of yard, height, and setback requirements or other such actions that would result in changes beyond the bulk and form permitted as-of-right.

Following the guidance of the *CEQR Technical Manual*, the preliminary assessment will include a concise narrative of the existing Project Area, the future With Action condition, and the future No Action condition and will present photographs, relevant zoning and floor area information, building heights, project drawings and site plans, and view corridor assessments. Preliminary urban design analysis will be prepared for the Overbuild Scenario, as the overbuilt bulk on Buildings 3, 4, 5, 6, 7, 8, 19, 22/23, and 24 would introduce changes to the massing and form of the existing Industry City complex. An urban design analysis will be prepared in accordance with the *CEQR Technical Manual* and will include project images, such as site plans, elevations, and renderings from the pedestrian's perspective, as well as images that compare the No Action and With Action conditions. If warranted based on the preliminary assessment, a detailed urban design and visual resources analysis would be prepared.

TASK 9: HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (1) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; (2) a project would introduce new activities or processes using

hazardous materials and the risk of human or environmental exposure is increased; or (3) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials section will examine the potential for significant hazardous materials impacts from the Proposed Project. The three analysis scenarios would have comparable effects within the Proposed Project's study area; therefore, for purposes of this technical area, the Proposed Scenario would be analyzed. The EIS will include a discussion of the Project Area's history and current environmental conditions. The analysis will use an updated Phase I Environmental Site Assessment (ESA) to be prepared based on an earlier study from October 2012; the ESA includes the review of historic Sanborn maps, regulatory databases, and a site reconnaissance. The results of the Phase I ESA and previous relevant Phase II Subsurface Site Investigations will be summarized in the hazardous materials chapter. The chapter will include a discussion of the Proposed Project's potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional further testing, remediation, or other measures that would be necessary to avoid impacts.

TASK 10: WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. The Proposed Project would not result in an incremental demand for water of more than 1 million gallons per day (gpd) and therefore, would not require an analysis of water supply. The Proposed Project would exceed the 150,000-sf development threshold in the *CEQR Technical Manual* for new development in combined sewer areas of Brooklyn; therefore, preliminary analysis of the Proposed Project's effects on wastewater and stormwater infrastructure is warranted. The water demand and sanitary sewage generation rates will be analyzed for the Density-Dependent Scenario, which would account for 173,874 sf of Innovation Economy use and 241,128 sf of academic/community facility use over the RWCDs, and would therefore be more conservative. New York City Department of Environmental Protection (NYCDEP) will be consulted during the preparation of the preliminary stormwater and wastewater infrastructure assessment.

- The existing stormwater drainage system and surfaces (pervious or impervious) on the Project Area will be described, and the amount of stormwater generated on the site will be estimated using NYCDEP's volume calculation worksheet.
- The existing sewer system serving the Project Area will be described based on records obtained from NYCDEP. Records obtained will include sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other data (such as sewer backup complaints/repair data), if warranted. The existing flows to the wastewater treatment plant (WWTP) that serves the site (Owls Head WWTP) will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented. Existing capacity information for pump stations, regulators, etc. downstream of the affected drainage area will be presented based on available information.
- Any changes to the Project Area's stormwater drainage system and surface area coverage expected in the future without the Proposed Actions will be described. Any changes to the sewer system that are expected to occur in the future without the Proposed Actions will be described based on information provided by NYCDEP.
- The stormwater assessment will discuss any planned sustainability elements and best management practices (BMPs) that are intended to reduce stormwater runoff from the site.

Changes to the Project Area's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site will be determined based on the NYCDEP volume calculation worksheet.

- Sanitary sewage generation for the project will be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WWTP.
- Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the sewer system and/or waterbodies due to the Proposed Project will be determined.
- All information will be presented in DEP's matrix format per the *CEQR Technical Manual*.

TASK 11: ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). It is estimated that the Proposed Project would result in an incremental increase in annual energy consumption of approximately 678,293,860 thousand BTUs, a very small percentage of overall consumption. As described in the *CEQR Technical Manual*, a significant adverse impact to energy is very unlikely. Therefore, a detailed analysis of energy is not warranted. However, the EIS will disclose the projected energy consumption resulting from the Proposed Actions.

TASK 12: TRANSPORTATION

The transportation analysis will evaluate whether the Proposed Project would create significant impacts on vehicular traffic, parking, transit services, pedestrian circulation, or traffic safety. Should significant impacts be identified per *CEQR Technical Manual* criteria, the EIS will then further evaluate the ability of transportation system improvements to mitigate those impacts. The transportation analysis will include the subtasks outlined below.

TRAVEL DEMAND ANALYSIS

Trip generation projections will be developed for the three program scenarios by travel mode for each of the land uses. The Density-Dependent Scenario, which would account for an additional 173,874 sf of Innovation Economy use and an additional 241,128 sf of academic/community facility use, would generate more transportation activity than the Proposed Scenario and Overbuild Scenario; the Density-Dependent Scenario will be analyzed for this condition, as it is the most conservative program. Trip generation projections will be developed in consultation with the lead agency and New York City Department of Transportation (NYCDOT) using trip generation rates, temporal distributions, modal splits, average vehicle occupancies, and in/out splits that are published in the *CEQR Technical Manual* or in previously conducted EISs or EASs or other professional reference materials, or via surveys conducted for this project. This will be done for the weekday AM, midday, and PM peak periods and for the Saturday peak period; the Saturday peak period will be determined based on both the peak period for trip generation associated with the proposed actions, and existing Saturday ATR's traffic counts.

The Density-Dependent Scenario would account for an additional 173,874 sf of Innovation Economy use and an additional 241,128 sf of academic/community facility use. The EIS

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transportation analysis would analyze the Density-Dependent Scenario as it would increase transportation activity and therefore be more conservative.

This process begins with a Level 1 screening analysis to determine whether vehicle, transit, and/or pedestrian trip thresholds outlined in the *CEQR Technical Manual* are exceeded, thus indicating the need for additional detailed analyses. The Level 1 screening analysis will produce peak hour person trip projections and vehicle trip projections for the four traffic and transportation analysis periods.

The second part of the travel demand analysis is a Level 2 screening for vehicular, transit, and pedestrian trips—the distribution and assignment of trips through the study area’s roadway network, subway and bus services, and pedestrian network, and the identification of the specific intersections and subway and bus lines requiring a data collection effort and detailed quantitative analyses.

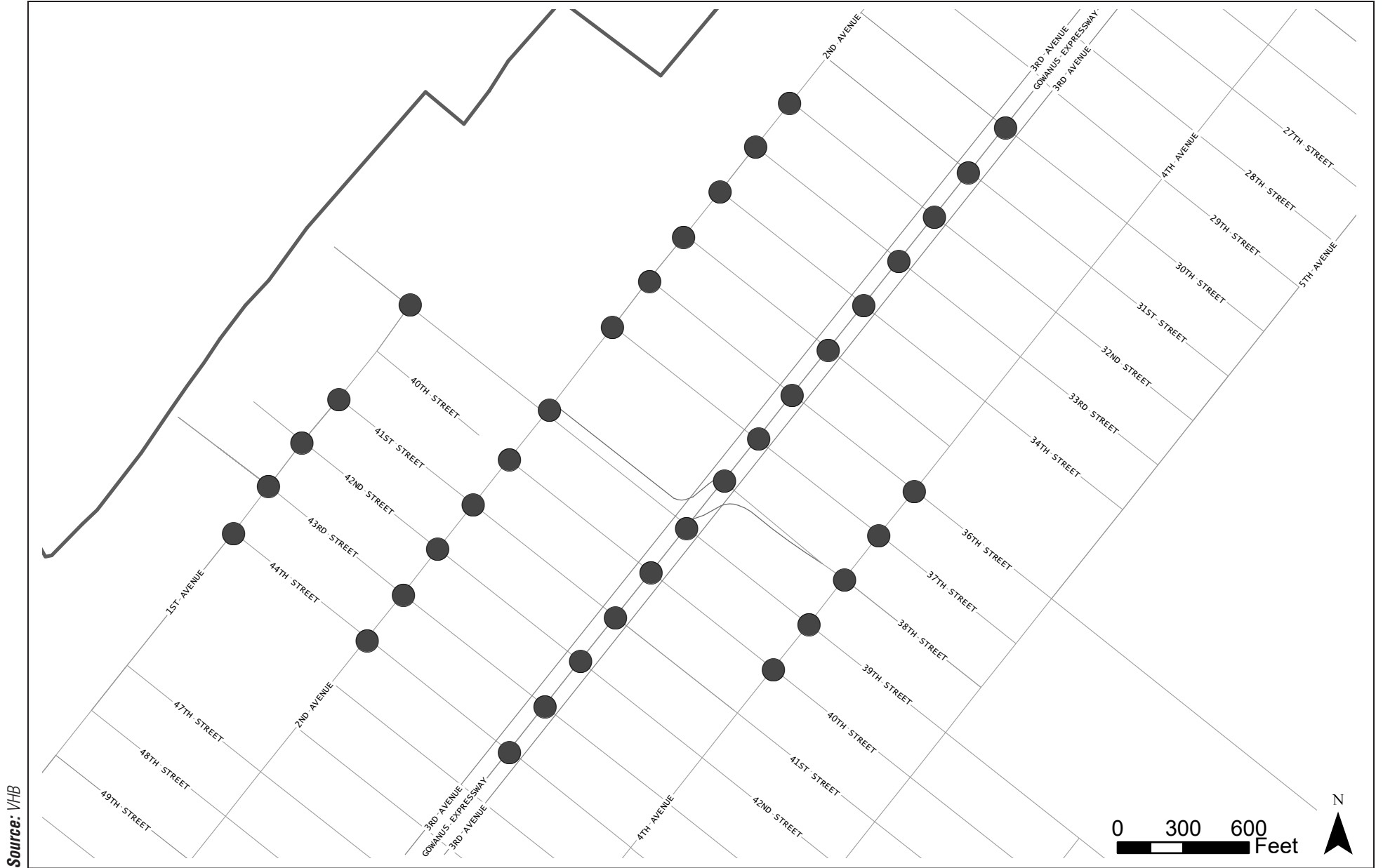
A Travel Demand Analysis (TDA) Technical Memorandum will be prepared that documents the assumptions, and the analysis findings and will be submitted to DCP and/or NYCDOT for review and approval.

TRANSPORTATION ANALYSIS

The traffic studies for this project will include analyses of both intersections within the street network near the Project Area and adjacent segments of the Gowanus Expressway that would be used by vehicular traffic approaching and leaving the site.

Street Network

- Define a traffic study area which would include the street intersections listed below (see **Figure 18**); additional intersections may need to be included in the traffic study area based on the results of the travel demand analysis, the analysis location selection criteria in the *CEQR Technical Manual*, and consultation with DCP and NYCDOT:
 - 1st Avenue at 39th, 41st, 42nd, 43rd, and 44th Streets;
 - 2nd Avenue at 32nd, 33rd, 34th, 35th, 36th, 37th, 39th, 40th, 41st, 42nd, 43rd, and 44th Streets;
 - 3rd Avenue at 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, and 44th Streets
 - 4th Avenue at 36th, 37th, 38th, 39th, and 40th Streets.
- Conduct intersection through and turning movement counts at each of the study locations during weekday AM, midday, and PM peak periods, and during the Saturday peak period. Automatic Traffic Recorder (ATR) machine counts will also be conducted for a full week and two weekends, and will be used to determine if the one-day manual counts need to be adjusted for average weekday conditions. ATR machines will be placed at approximately 20 locations along the street network. Field observations will be conducted of traffic operations that will be used to calibrate subsequent level of service analyses to observed field conditions. Vehicle classification counts (e.g., autos, taxis, trucks, buses) will be conducted at representative intersections within the traffic study area, to be identified upon completion of the Travel Demand Analysis memo and in consultation with the lead agency and NYCDOT.



Source: VHB

- Conduct travel speed and delay runs along the key corridors in support of the mobile source analysis described in Task 13, Air Quality. Additional intersections may need to be included to the traffic analysis locations based on the Air Quality mobile source screening analysis.
- Identify the weekday AM, midday, and PM peak hours, and the Saturday peak hour and prepare traffic volume maps for each of the four traffic peak hours.
- Inventory streets and intersections for street and lane widths, lane use designations, posted parking regulations and parking maneuvers, signal phasing and timing, and other factors needed to calculate intersection capacities.
- Determine existing traffic conditions for intersections being analyzed using Highway Capacity Manual (HCM) procedures and Highway Capacity Software (HCS+ version 5.5), i.e., existing volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service—for individual traffic movements and lane groups, overall approaches to the intersection;
- Develop future No Action traffic volumes using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus traffic expected to be generated by significant development projects expected to be operational near the Project Area by its analysis year.
- Identify any proposed changes to the street network expected to occur by the analysis year, and incorporate changed intersection capacity or operational conditions attributable to those changes in consultation with DCP and NYCDOT.
- Determine future No Action traffic conditions for the intersections being analyzed.
- Develop future With Action traffic volumes by adding project-generated traffic assignments to the future No Action traffic volumes.
- Identify proposed changes to the street network expected to occur in conjunction with the Proposed Project, if any, and incorporate changed capacity or operational conditions into the With Action conditions analysis.
- Determine future With Action traffic conditions for the intersections being analyzed and identify significant traffic impacts using criteria stipulated in the *CEQR Technical Manual*.

Gowanus Expressway

- Define a highway traffic analysis study area extending from 17th Street to 65th Street and including the northbound exit ramp at 39th Street and the southbound exit ramp at 36th Street.
- Conduct ATR machine counts at representative locations within the above highway study area, i.e., at three northbound and three southbound mainline locations and along six key on/off ramps.
- Conduct travel speed and delay runs along the Gowanus Expressway mainline from the vicinity of the “split” with the Prospect Expressway to the vicinity of the “split” with the Shore Parkway.
- Determine existing traffic conditions along the Gowanus Expressway adjacent to the Project Area using CORSIM procedures, i.e., travel speed, density, and levels of service. The calculated speeds and levels of service will be compared to field-observed conditions so they reasonably replicate field observations.
- Incorporate traffic volumes generated under the No Action condition and determine future No Action traffic conditions for the segments of the Gowanus Expressway being analyzed.

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- Incorporate traffic volumes generated by the Proposed Project that would use the Gowanus Expressway to approach and leave the Project Area, and determine future With Action traffic conditions for the segments of the Gowanus Expressway being analyzed. Identify significant traffic impacts using criteria stipulated in the *CEQR Technical Manual*.

Parking Analysis

- Inventory the amount of parking existing within public parking lots and garages within a five-minute walk (one-quarter mile) of the overall Project Area. This will include the location, capacity, and utilization of such lots and garages on weekdays and Saturdays.
- Inventory the amount of on-street parking existing within a five-minute walk (one-quarter mile) of the overall Project Area. This will include determining the capacity and utilization, on weekdays and Saturdays, and existing curbside regulations.
- Determine the amount of parking expected to be generated by the Proposed Project by land use and determine whether parking to be provided as part of the project would be sufficient to accommodate the demand or, if not, whether available on- and off-street parking spaces in the area would be sufficient to supplement project-provided parking.

Transit Analysis

Subways

- Identify and describe the subway routes and stations serving the Project Area, station access facilities, hours of operation, and frequency of service.
- Identify the volume of patrons using the 36th Street subway station which is located closest to the Project Area based on information to be obtained from MTA/New York City Transit, as well as line-haul ridership data for weekdays and Saturdays.
- Conduct pedestrian counts along subway station stairwells at the 36th Street stop during the AM and PM commuter periods.
- Determine existing station element utilization characteristics—stairwell levels of service and turnstile capacities and utilization—and line-haul capacity utilization.
- Determine future No Action station volumes and utilization characteristics.
- Assign project-generated subway trips, with consultation with New York City Transit, to potentially affected stations and station stairwells and turnstiles, and determine whether there would be significant subway impacts under future With Action conditions. Similarly, determine future With Action increments on line-haul utilization.

Buses

- Identify and describe the bus routes and bus stops serving the Project Area, hours of operation, and frequency of service.
- Identify the volume of patrons using study area bus routes based on information to be obtained from MTA/New York City Transit, for peak bus route load points and, if available from MTA/New York City Transit, for local check points.
- Determine future No Action bus ridership and incremental effects on peak load levels.
- Assign project-generated bus trips to study area bus stops and determine whether there would be significant impacts on bus load levels.

PEDESTRIAN ANALYSIS

- Conduct pedestrian counts at intersections along key walking routes between subway stations and bus stops and the Project Area and other potentially affected locations in the traffic study area. These counts will be conducted at intersection crosswalks, sidewalks, and corner reservoir areas at these locations during the four analysis periods. The intersections listed below were preliminarily identified as part of the pedestrian study area; additional intersections may need to be included in the pedestrian study area based on the results of the travel demand analysis, the analysis location selection criteria in the *CEQR Technical Manual*, and consultant with DCP and NYCDOT.
 - 3rd Avenue at 35th, 36th, 37th, and 39th Streets
 - 4th Avenue at 35th, 36th, 38th, and 39th Streets.
- Tabulate the pedestrian counts and establish the specific peak traffic hours to be analyzed for weekday AM, midday, PM, and Saturday conditions. Develop pedestrian volume maps for each analyzed intersection for the four traffic peak hours.
- Determine existing pedestrian conditions for the intersections being analyzed using HCM procedures and in accordance with CEQR Technical Manual protocols.
- Develop future No Action pedestrian volumes using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus pedestrian traffic expected to be generated by significant development projects expected to be operational near the proposed Project Area by its analysis year.
- Identify any proposed changes to the street network expected to occur under No Action conditions by the analysis year, and incorporate changed capacity or operational conditions attributable to those changes on pedestrian conditions, in consultation with DCP and NYCDOT.
- Develop future With Action pedestrian volumes by adding project-generated pedestrian assignments to the future No Action pedestrian volumes.
- Identify proposed changes to the roadway network expected to occur in conjunction with the Proposed Project, if any, and incorporate changed capacity or operational conditions into the future With Action pedestrian analyses.
- Identify significant pedestrian impacts, if any, using criteria stipulated in the *CEQR Technical Manual*.

SAFETY ANALYSIS

Review vehicular and pedestrian crash data for the most recent three-year period for which such data are available and summarize the number and severity of crashes by year for each of the traffic study area intersections. Then determine whether any of the intersections being analyzed are considered high accident locations based on *CEQR Technical Manual* criteria, and also determine whether vehicular and pedestrian traffic generated by the Proposed Project would contribute materially at such locations. Potential improvements will be identified.

TASK 13: AIR QUALITY

The number of project-generated trips will likely exceed the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour at a number of

locations within the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter (PM_{2.5}) screening thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of PM_{2.5} mobile source emissions at affected intersections is necessary. The Proposed Project would also introduce new uses within 200 feet of the elevated section of the Gowanus Expressway. The effect of this existing roadway on the proposed uses will therefore be analyzed, as recommended in the *CEQR Technical Manual*. In addition, the Proposed Project is expected to include new parking facilities; therefore, the mobile source analysis must account for the additional impacts from these sources.

Depending on the element (mobile source or stationary source), either the Proposed Scenario or the Density-Dependent Scenario will be analyzed for this condition. The Proposed Scenario may be more conservative for the mobile source analysis as it may generate additional delivery trucks due to greater storage/warehouse space and hence a higher level of traffic, while the Density-Dependent Scenario may generate greater emissions from heating, ventilation, and air conditioning (HVAC) systems and hence would be analyzed for the stationary source analysis.

The stationary source air quality impact analysis will have to determine the effects of emissions from any proposed fossil fuel-fired HVAC systems on pollutant levels. While screening studies can be usefully employed for single sites, the number, size, and location of the potential areas for redevelopment are such that refined modeling will likely be necessary to demonstrate the project's compliance with National Ambient Air Quality Standards (NAAQS) and other relevant impact criteria. Therefore, a detailed stationary source analysis using EPA's AERMOD dispersion model will be performed. Five years of current meteorological data comprising surface data from the nearest National Weather Service (NWS) station and concurrent upper air data from Brookhaven, New York, will be used for the simulation modeling.

The RWCDs would include a mix of light industrial, hotel, commercial uses. Therefore, potential impacts from pollutant emissions from potential tenancing of manufacturing use groups in the Rezoning Area that are co-located with sensitive receptors will be evaluated to ensure the viability of the proposed Special Sunset Park Innovation District. This analysis will include project on project and project on existing analyses. In addition, the Project Area is within an area zoned for industrial and manufacturing uses. Therefore, a screening and detail analysis is warranted to examine the potential for impacts on the Proposed Project from industrial emissions. Finally, emissions from large and major sources within 1,000 feet of the rezoning area (both existing and proposed) will be examined for their potential impact on the Proposed Project.

MOBILE SOURCE ANALYSES

- Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by the New York State Department of Environmental Conservation (NYSDEC) will be compiled for the analysis of existing and future conditions.
- Determine receptor locations for the microscale analysis. Select critical intersection locations in the study area, and outside the study area, based on data obtained from the Proposed Project's traffic analysis. At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- Select dispersion model. At each of the identified receptor sites, the appropriate dispersion model will be used in the microscale analyses. It is anticipated that the CAL3QHC screening

- dispersion model (Version 2) will be used for the CO microscale analysis. The refined U.S. Environmental Protection Agency (EPA) CAL3QHCR intersection model will be used to predict the maximum change in PM_{2.5} concentrations.
- Select emission calculation methodology and “worst-case” meteorological conditions. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA’s MOVES 2014a model. Conservative meteorological conditions to be assumed in the CAL3QHC dispersion modeling are a 1-meter per second wind speed, Class D stability and a 0.70 persistence factor. In addition, a winter temperature value provided by NYSDEC for the Borough of Brooklyn will be used as input to the model. For the CALQHCR analysis, five years of meteorological data from the nearest NWS station and concurrent upper air data from Brookhaven, New York for the simulation program will be used.
 - At each mobile source microscale receptor site, the maximum 1- and 8-hour CO concentrations for existing conditions will be calculated; the future conditions without the Proposed Project and the future conditions with the Proposed Project will also be calculated. 24-hour and annual average PM_{2.5} and PM₁₀ concentrations for the future conditions without the Proposed Project and the future conditions with the Proposed Project will be calculated. Concentrations will be determined for up to four peak periods (am, midday, pm, and Saturday peak). All data required for MOVES (i.e., volume, speeds and vehicle classification) should be collected from the field.
 - The potential CO and PM impacts associated with proposed parking facilities will be assessed. One to two parking facilities will be selected for analysis. Information on the conceptual design of the parking facilities will be employed to determine potential on-site and off-site impacts from emissions. Cumulative impacts from on-street sources and emissions from the proposed parking facilities will be calculated. Emissions from the elevated Gowanus Expressway on the Proposed Project will be analyzed. Information on traffic volumes will be obtained from field data or from published sources of information.
 - Existing and future pollutant levels with standards will be compared. Future pollutant levels with and without the Proposed Project will be compared with the CO and PM₁₀ NAAQS, and the City’s CO and PM_{2.5} *de minimis* criteria to determine the impacts of the Proposed Project.
 - The consistency of the Proposed Project with the strategies contained in the State Implementation Plan for the area will be determined. At any receptor sites where violations of standards occur, analyses would be performed to determine what mitigation measures would be required to attain standards.
 - Mitigation measures will be examined, as necessary.
 - A quantitative assessment from the South Brooklyn Marine Terminal will be provided, if warranted.

STATIONARY SOURCE ANALYSES

- A stationary source analyses will be performed using the AERMOD model to determine the potential fossil fuel-fired HVAC impacts from the Proposed Project. For the stationary source analysis, five recent years of meteorological data from the nearest representative National Weather Service station and concurrent upper air data will be utilized for the simulation program. Concentrations of the air contaminants of concern (e.g., nitrogen dioxide, sulfur dioxide, and particulate matter) will be determined at on and off-site receptor

sites, as well on project receptors from the cumulative effects of the emission sources associated with the proposed project. Predicted values will be compared with national and State ambient air quality standards and other relevant standards. In the event that violations of standards are predicted, examine design measures to reduce pollutant levels to within standards.

- A field survey will be performed to identify manufacturing or processing facilities within 400 feet of the Proposed Project. NYCDEP's Bureau of Environmental Compliance (BEC) files will be examined to determine if there are permits for any industrial facilities that are identified. A review of federal and state permits will also be conducted. Based on the results of the field survey and permit searches, an industrial stationary source air quality analysis, as detailed in the *CEQR Technical Manual*, will be performed. EPA's AERMOD dispersion model screening database will be used to estimate the short-term and annual concentrations of critical pollutants at sensitive receptor sites. Predicted worst-case impacts on the project will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in the 2016 NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts. Hazardous Index will be used to assess the cumulative impacts for multiple pollutants.
- A quantitative assessment of current/existing/proposed manufacturing uses within the proposed building that will co-exist with proposed sensitive uses at the same building will be conducted.

TASK 14: GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

As per the *CEQR Technical Manual*, a greenhouse gas (GHG) consistency assessment is appropriate for projects being reviewed in an EIS that would result in development of 350,000 square feet or greater. Therefore, GHG emissions generated by the Proposed Project will be quantified and an assessment of consistency with the City's established GHG reduction goal will be prepared. Project-related GHG emissions, for the Density-Dependent Scenario, will be estimated for the analysis year and reported as carbon dioxide equivalent (CO₂e) metric tons per year. GHG emissions other than carbon dioxide (CO₂) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential.

Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the Proposed Project will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Project will be assessed to the extent practicable.

Since the proposed site is within the flood hazard zone, the potential impacts of climate change on the Proposed Project and its infrastructure will be evaluated. The discussion will focus on sea level rise and changes in storm frequency projected to result from global climate change and the potential future impact of those changes on project infrastructure and uses.

The GHG analysis would consist of the following subtasks:

- The potential effects of climate change on the Proposed Project will be evaluated based on the best available information. The evaluation will focus on potential future sea and storm levels and the interaction with project infrastructure and uses. The discussion will focus on early integration of climate change considerations into the project design to allow for uncertainties regarding future environmental conditions resulting from climate change.
- Direct Operational Emissions—emissions from on-site fossil fuel use, for example in heat and hot water boilers, will be quantified. Emissions will be based on available project

specific information regarding the expected energy and fuel use or the carbon intensity factors specified in the *CEQR Technical Manual*.

- Indirect Operational Emissions—emissions from purchased electricity and/or steam generated off-site and consumed on-site during the project’s operation will be estimated.
- Indirect Mobile Source Emissions—emissions from vehicle trips to or from the Proposed Project will be quantified using trip distances and emission factors provided in the *CEQR Technical Manual*. It is assumed that additional ferry service would not be provided as part of the Proposed Project.
- Emissions from construction and emissions associated with the extraction or production of construction materials will be qualitatively discussed. Opportunities for reducing GHG emissions associated with construction will be considered.
- Features of the Proposed Project that reduce energy use and GHG emissions will be discussed and quantified to the extent that information is available.
- Consistency with the City’s GHG reduction goal will be assessed. While the City’s overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2030, individual project consistency is evaluated based on proximity to transit, incentives for sustainable transportation, building energy efficiency, on-site production of renewable or clean energy, efforts to reduce carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project’s carbon footprint.

TASK 15: NOISE

The noise analysis will examine the impacts of project-generated traffic and stationary sources on noise-sensitive land uses near the Project Area and the effects of noise generated by existing noise sources and project-generated stationary sources on the Proposed Project buildings. Existing noise levels adjacent to the Project Areas is relatively high due to traffic on the elevated Gowanus Expressway and local streets.

The Density-Dependent Scenario is analyzed for this condition, as it would generate more transportation activity than the Proposed Scenario, and is therefore more conservative.

A screening-level analysis using proportional modeling techniques will be used to assess the potential for a mobile source noise impact. If the screening-level analysis indicates the potential for a mobile source significant noise impact then a detailed mobile source analysis using the TNM model will be performed.

As the project site would be zoned M2-3 and M1-2 in the future with the Proposed Project, stationary noise sources associated with the Proposed Project would be subject to the noise level limits included in Section 42-213 of the New York City Zoning Resolution. It is assumed that all stationary sources included in the Proposed Project will be designed to comply with these noise level limits, which are more stringent than the limits for the M3 zoning currently in place on the project site. Since the performance standard compliance is mandated at the boundary of an industrial building, a quantitative assessment will be included in the EIS to determine the potential impacts from the current and/or proposed manufacturing uses that will co-exist with proposed sensitive uses in the same buildings. The New York City Building Code compliance will be assumed for all stationary noise source within a partition of an industrial building.

Industry City Rezoning

The focus of the noise analysis will be to identify the levels of building attenuation necessary to meet CEQR interior noise levels requirements. The required level of building attenuation will be specified and the general recommendations for meeting the requirements will be provided.

The proposed work program will include the following tasks:

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the existing noise environment will be selected. The L_{eq} and L_{10} levels will be the primary noise descriptors used for the noise analysis including the Noise PCE screening analysis, the stationary source noise analysis, and the building attenuation analysis.
- Based on the traffic studies of the Density-Dependent Scenario (which would have the potential to generate a higher level of traffic and is therefore more conservative with respect to noise), perform a screening analysis using proportional modeling techniques to determine whether there are any locations where there is the potential for the Proposed Project to result in significant noise impacts (i.e., doubling of Noise PCEs) due to project generated traffic.
- Select receptor locations for building attenuation analysis purposes. Two elevated receptor locations (one directly adjacent to the Gowanus Expressway and the other with setback) will be selected to account for noise from the elevated Gowanus Expressway. Receptor locations will include locations adjacent to the Project Area.
- Perform 20-minute, 1-hour and 24 hours measurements at each receptor location during typical weekday AM, midday, PM peak periods as well as the Saturday midday period. L_1 , L_{10} , L_{50} , L_{90} , L_{min} , and L_{max} values will be recorded.
- Data analysis and reduction. The results of the noise measurement program will be analyzed and tabulated.
- Determine the level of attenuation necessary to satisfy CEQR criteria. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined. The building attenuation study will identify the level of building attenuation required to satisfy CEQR requirements by building and façade. Recommendations regarding general noise attenuation measures needed for the Proposed Project to achieve compliance with standards and guideline levels will be made. Due to the relatively high ambient noise levels adjacent to the Project Area, any development in the area would be expected to require acoustically rated windows together with the provision for some kind of alternate ventilation—that does not degrade the acoustical performance of the façade—to achieve acceptable interior noise levels. The attenuation requirements will be based on projected noise levels in the future with the Proposed Project, including contributions from future increases in traffic as well as project-generated stationary noise sources.
- Quantitative noise assessment will be included for the railroad track on 39th street for all sensitive use projected within 1500 feet with direct line of sight to the track.

TASK 16: PUBLIC HEALTH

According to the *CEQR Technical Manual*, a public health analysis is not warranted if a project does not result in a significant unmitigated adverse impact in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. However, the lead agency may require a public health analysis if an unmitigated significant adverse impact is identified in the EIS. The Proposed Project will be screened under a level of assessment in conformance with the *CEQR Technical Manual*.

TASK 17: NEIGHBORHOOD CHARACTER

Neighborhood character is determined by a number of factors, including land use, socioeconomic conditions, open space, historic and cultural resources, urban design, visual resources, shadows, transportation, and noise. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a Proposed Project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character. Therefore, if warranted based on an evaluation of the Proposed Project's impacts, an assessment of neighborhood character would be prepared following the methodologies outlined in the *CEQR Technical Manual*.

The analysis would begin with a preliminary assessment, which would involve identifying the defining features of the area that contribute to its character. If the preliminary assessment establishes that the Proposed Project would affect a contributing element of neighborhood character, a detailed assessment will be prepared to examine the potential neighborhood character-related effects of the Proposed Project through a comparison of future conditions both with and without the Proposed Project. The neighborhood character assessment will be prepared for the Overbuild Scenario, as the Overbuild Scenario would allocate bulk to Buildings 3, 4, 5, 6, 7, 8, 19, 22/23, and 24; and be built to 4.99 FAR. Development under the Overbuild Scenario would introduce changes to the existing Industry City complex.

TASK 18: CONSTRUCTION IMPACTS

Construction activities, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction activity could affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials.

The three analysis scenarios would have comparable effects on construction impacts; however for purposes of this technical area, the Overbuild Scenario would be analyzed as there would be additional structural components as introduced by the overbuild on Buildings 3, 4, 5, 6, 7, 8, 19, 22/23, and 24; and be built to 4.99 FAR. The reasonable worst-case conceptual construction phasing and related construction activity will be described.

Technical areas to be analyzed include:

- *Transportation Systems.* An assessment of potential construction traffic impacts will be conducted for construction conditions at a representative set of key intersections for peak morning and afternoon construction-related activities. Based on the volume of construction workers expected to drive to the construction sites and the volume of construction trucks and delivery vehicles during the peak quarter of the peak overall construction year, the following analysis will be conducted:
 - Assign construction worker auto trips to the roadway network and to nearby parking facilities or to construction staging areas where on-site parking might be allowed; and, assign construction-related trucks and delivery vehicles to the roadway network en route to construction sites.
 - Evaluate potential traffic impacts at eight intersections to be identified in consultation with the lead agency and NYCDOT for peak construction hours, i.e., 6-7 AM and 3-4 PM on weekdays.

- Identify potential significant traffic impacts and determine whether available traffic improvement measures can mitigate such impacts.

These analyses will be conducted for a single peak year that could either reflect peak construction activity or the peak combination of partial buildout on some of the project parcels plus construction activity on other remaining parcels to be determined by trip generation projections to be developed with the lead agency and NYCDOT. Potential construction-related impacts on transit and pedestrian activities will be assessed and addressed quantitatively, if needed.

- *Air Quality.* The construction air quality impact section will contain a detailed discussion of emissions from on-site construction equipment, on-road construction-related vehicles, and fugitive dust. The analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any Project-specific control measures required to further reduce the effects of construction and to ensure that significant impacts on air quality do not occur. Potential construction-related air quality impacts will be assessed and addressed quantitatively.
- *Noise.* The construction noise impact section will contain a detailed discussion of noise from each phase of construction activity. Appropriate recommendations will be made to comply with NYCDEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. The analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce construction noise. Potential construction-related noise impacts will be assessed and addressed quantitatively.
- *Hazardous Materials.* In coordination with the hazardous materials summary, determine whether the construction of the project has the potential to expose construction workers to contaminants.
- *Other Technical Areas.* As appropriate, discuss other areas of environmental assessment for potential construction-related impacts.
- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 19: ALTERNATIVES

The purpose of an alternatives analysis is to examine reasonable and feasible options that avoid or reduce project-related significant adverse impacts and achieve the stated goals and objectives of the Proposed Actions. The EIS will include an analysis of the following alternatives:

- A No Action Alternative, which is analyzed throughout the EIS as the No Action condition;
- An alternative that reduces any unmitigated significant adverse impacts; and
- Other possible alternatives that may be developed during the EIS preparation process.

The specifics of these alternatives will be finalized as project impacts become clarified. The description and evaluation of each alternative will be provided at a level of detail sufficient to permit a comparative assessment of each alternative discussed.

TASK 20: MITIGATION

Where significant adverse project impacts have been identified for the Proposed Project, measures to mitigate those impacts will be identified and described. The Mitigation chapter will address the anticipated impacts requiring mitigation, likely mitigation measures, and the timing of the mitigation measures. Where impacts cannot be practicably mitigated, they will be disclosed as unavoidable adverse impacts.

TASK 21: UNAVOIDABLE ADVERSE IMPACTS

Any significant impacts for which no mitigation can be implemented will be presented as unavoidable adverse impacts.

TASK 22: EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Project, its significant and adverse environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Project. *

Appendix I

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS – Density-Dependent Scenario

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

| | EXISTING CONDITION | NO-ACTION CONDITION | WITH-ACTION CONDITION | INCREMENT |
|---|---|---|---|-----------------|
| LAND USE | | | | |
| Residential | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| Describe type of residential structures | | | | |
| No. of dwelling units | | | | |
| No. of low- to moderate-income units | | | | |
| Gross floor area (sq. ft.) | | | | |
| Commercial | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| Describe type (retail, office, other) | Retail, event space, Nets training facility | Retail, event space, Nets training facility | Retail, event space, Nets training facility | |
| Gross floor area (sq. ft.) | 156,659 | 284,824 | 1,017,827 | +733,003 |
| Manufacturing/Industrial | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| Type of use | Innovation Economy, storage/warehousing | Innovation Economy, storage/warehousing | Innovation Economy, storage/warehousing | |
| Gross floor area (sq. ft.) | 3,445,240 | 3,945,834 | 3,747,654 | -198,180 |
| Open storage area (sq. ft.) | | | | |
| If any unenclosed activities, specify: | | | | |
| Community Facility | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| Type | 0 | 0 | Academic | |
| Gross floor area (sq. ft.) | | | 627,674 | +627,674 |
| Vacant Land | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| If "yes," describe: | Vacant warehousing. | Vacant warehousing. | 0 | |
| Publicly Accessible Open Space | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other): | | | | |
| Other Land Uses | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," describe: | | | Hotel | +271,619 |
| PARKING | | | | |
| Garages | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| No. of public spaces | 0 | 0 | 0 | |
| No. of accessory spaces | 0 | 0 | 1,684 to 1,984 | +1,684 to 1,984 |
| Operating hours | | | 24 HRS | |
| Attended or non-attended | | | Attended | |
| Lots | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| No. of public spaces | 0 | 0 | 0 | |
| No. of accessory spaces | 133 | 835 | 127 | -708 |
| Operating hours | 24 HRS | 24 HRS | 24 HRS | |
| Other (includes street parking) | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| If "yes," describe: | | | | |
| POPULATION | | | | |
| Residents | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| If "yes," specify number: | | | | |

| | EXISTING CONDITION | NO-ACTION CONDITION | WITH-ACTION CONDITION | INCREMENT |
|---|---|---|--|--|
| Briefly explain how the number of residents was calculated: | | | | |
| Businesses | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| No. and type | 450 Businesses | 495 Businesses | 1,375 | +880 |
| No. and type of workers by business | 6,000 Employees | 6,600 Employees | 13,489 | +6,889 |
| No. and type of non-residents who are not workers | 0 | 0 | 0 | |
| Briefly explain how the number of businesses was calculated: | Employment and business totals under Existing Condition per Industry City Leasing Office. No-Action Condition assumes a 10% increase in innovation economy uses, maintains current vacancy in buildings 22-26 as unimproved space, and transfers all additional currently vacant space to storage/warehouse and retail uses. Existing job densities by land use at Industry City were used to derive total number of employees under No-Action Condition, while industry standard job densities were applied to new uses under With-Action Condition. The average number of employees per business under the Existing Condition was used to calculate the number of business establishments under No-Action and With-Action Conditions. For the Density Dependent Scenario, additional businesses and employees were estimated based on the following employment multipliers: 1 employee per 1,000 sf of community facility space; and 1 employee per 500 sf of innovation economy space. | | | |
| Other (students, visitors, concert-goers, etc.) | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | |
| If any, specify type and number: | | | Weekday Daily approximately 26,454 visitors; Saturday Daily approximately 27,602 visitors. | |
| Briefly explain how the number was calculated: | With Action visitor number estimated based on travel demand factors. The With Action visitor numbers are approximations and require further development. | | | |
| ZONING | | | | |
| Zoning classification | M3-1, M1-2 | M3-1, M1-2 | M1-2 & M2-4 Special Innovation Economy District | M2-4 Special Innovation Economy District |
| Maximum amount of floor area that can be developed | 5,302,796 (gsf) | 5,269,400 (gsf) | 6,571,205 (gsf) | +1,301,806 (gsf) |
| Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project | Manufacturing & Industrial, Commercial; M3-1, M1-2, M1-2 | Manufacturing & Industrial, Commercial; M3-1, M1-2, M1-2D | Manufacturing & Industrial, Commercial; M3-1, M1-2, M1-2D | |
| Attach any additional information that may be needed to describe the project. | | | | |
| If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site. | | | | |

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS – Overbuild Scenario

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

| | EXISTING CONDITION | | NO-ACTION CONDITION | | WITH-ACTION CONDITION | | INCREMENT |
|---|---|--|---|--|---|--|-----------------|
| LAND USE | | | | | | | |
| Residential | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| If “yes,” specify the following: | | | | | | | |
| Describe type of residential structures | | | | | | | |
| No. of dwelling units | | | | | | | |
| No. of low- to moderate-income units | | | | | | | |
| Gross floor area (sq. ft.) | | | | | | | |
| Commercial | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” specify the following: | | | | | | | |
| Describe type (retail, office, other) | Retail, event space, Nets training facility | | Retail, event space, Nets training facility | | Retail, event space, Nets training facility | | |
| Gross floor area (sq. ft.) | 156,659 | | 284,824 | | 1,017,827 | | +733,003 |
| Manufacturing/Industrial | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” specify the following: | | | | | | | |
| Type of use | Innovation Economy, storage/warehousing | | Innovation Economy, storage/warehousing | | Innovation Economy, storage/warehousing | | |
| Gross floor area (sq. ft.) | 3,445,240 | | 3,945,834 | | 4,126,980 | | +181,146 |
| Open storage area (sq. ft.) | | | | | | | |
| If any unenclosed activities, specify: | | | | | | | |
| Community Facility | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” specify the following: | | | | | | | |
| Type | | | | | Academic | | |
| Gross floor area (sq. ft.) | | | | | 386,546 | | +386,546 |
| Vacant Land | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” describe: | Vacant warehousing. | | Vacant warehousing. | | Vacant warehousing. | | |
| Publicly Accessible Open Space | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| If “yes,” specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other): | | | | | | | |
| Other Land Uses | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” describe: | | | | | Hotel | | +127,251 |
| PARKING | | | | | | | |
| Garages | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” specify the following: | | | | | | | |
| No. of public spaces | 0 | | 0 | | 0 | | |
| No. of accessory spaces | 0 | | 0 | | 1,684 to 1,984 | | +1,684 to 1,984 |
| Operating hours | | | | | 24 HRS | | |
| Attended or non-attended | | | | | Attended | | |
| Lots | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” specify the following: | | | | | | | |
| No. of public spaces | 0 | | 0 | | 0 | | |
| No. of accessory spaces | 133 | | 835 | | 127 | | -708 |
| Operating hours | 24 HRS | | 24 HRS | | 24 HRS | | |
| Other (includes street parking) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| If “yes,” describe: | | | | | | | |
| POPULATION | | | | | | | |
| Residents | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| If “yes,” specify number: | | | | | | | |

| | EXISTING CONDITION | NO-ACTION CONDITION | WITH-ACTION CONDITION | INCREMENT |
|---|---|---|--|--|
| Briefly explain how the number of residents was calculated: | | | | |
| Businesses | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| If "yes," specify the following: | | | | |
| No. and type | 450 Businesses | 495 Businesses | 1,337 Businesses | +842 |
| No. and type of workers by business | 6,000 Employees | 6,600 Employees | 12,900 Employees | +6,300 |
| No. and type of non-residents who are not workers | 0 | 0 | 0 | 0 |
| Briefly explain how the number of businesses was calculated: | Employment and business totals under Existing Condition per Industry City Leasing Office. No-Action Condition assumes a 10% increase in innovation economy uses, maintains current vacancy in buildings 22-26 as unimproved space, and transfers all additional currently vacant space to storage/warehouse and retail uses. Existing job densities by land use at Industry City were used to derive total number of employees under No-Action Condition, while industry standard job densities were applied to new uses under With-Action Condition. The average number of employees per business under the Existing Condition was used to calculate the number of business establishments under No-Action and With-Action Conditions. | | | |
| Other (students, visitors, concert-goers, etc.) | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |
| If any, specify type and number: | | | Weekday Daily approximately 24,267 visitors; Saturday daily approximately 26,283 visitors. | |
| Briefly explain how the number was calculated: | With Action visitor number estimated based on travel demand factors. The With Action visitor numbers are approximations and require further development. | | | |
| ZONING | | | | |
| Zoning classification | M3-1, M1-2 | M3-1, M1-2 | M1-2 & M2-4 Special Innovation Economy District | M2-4 Special Innovation Economy District |
| Maximum amount of floor area that can be developed | 5,302,796 (gsf) | 5,269,400 (gsf) | 6,549,035 (gsf) | +1,279,635 (gsf) |
| Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project | Manufacturing & Industrial, Commercial; M3-1, M1-2, M1-2 | Manufacturing & Industrial, Commercial; M3-1, M1-2, M1-2D | Manufacturing & Industrial, Commercial, Community Facility; M3-1, M1-2, M1-2D, M2-4 | |
| Attach any additional information that may be needed to describe the project. | | | | |
| If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site. | | | | |