



IN THE MATTER OF an application submitted by Building 77 QALICB, Inc. and the NYC Small Business Services pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 12d:

1. changing from an R6B District to an M2-1 District property bounded by the following courses:
 - (i) a line 400 feet northeasterly of Navy Street;
 - (ii) a line perpendicular to the last named course at a point 400 feet southeasterly (as measured on such named course) from the point of intersection of the southerly street line of Evans Street and the easterly street line of Little Street;
 - (iii) a line passing through a point along the northeasterly street line of Navy Street, 95 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Navy Street and the easterly prolongation of a line 100 feet northerly of York Street and proceeding northerly at an angle 138 degrees to the northeasterly street line of Navy Street;
 - (iv) a line passing through a point along the last named course, 170 feet northerly of the northeasterly street line of Navy Street (as measured along the last named course), proceeding easterly at an angle 92 degrees to the last named course; and
 - (v) a line passing through a point along the last named course, 131 feet easterly of the intersection of the last named course and Course 1(iii) above (as measured along the last named course), proceeding northeasterly at an angle 117 degrees to the last named course;

2. changing from an M1-2 District to an M2-1 District property bounded by:
 - a. a line 400 feet northeasterly and easterly of Navy Street, the easterly centerline prolongation of Sands Street, Navy Street, and Course 1(ii); and
 - b. a line 400 feet northerly of Flushing Avenue, the northerly centerline prolongation of North Oxford Street, Flushing Avenue, and a line 680 feet easterly of Navy Street;

3. changing from an M3-1 District to an M2-1 District property bounded by:
 - a. a line 400 feet northerly of Flushing Avenue, a line 3,515 feet easterly of Navy Street, Flushing Avenue, and the northerly centerline prolongation of North Oxford Street; and

- b. the following courses:
- (i) Kent Avenue;
 - (ii) the southwesterly prolongation of the northwesterly street line of Clymer Street;
 - (iii) a line passing through the intersection of the southwesterly prolongation of the northwesterly street line of Clymer Street and the southwesterly street line of Kent Avenue and proceeding southerly at an angle 46 degrees from the southwesterly street line of Kent Avenue;
 - (iv) the southwesterly centerline prolongation of Taylor Street;
 - (v) a line passing through a point along the last named course 311 feet southwesterly (as measured along the last named course) of the intersection of the last named course and Course 3b(iii), proceeding northwesterly at an angle 100 degrees to the last named course;
 - (vi) the U.S. Pierhead and Bulkhead Line;
 - (vii) a line passing through a point along Course 3b(v) distant 919 feet northwesterly (as measured along Course 3b(v)) from the intersection of Course 3b(v) and Course 3b(iv), proceeding northeasterly at an angle 90 degrees to Course 3b(v);
 - (viii) a line passing through two points, the first being a point along the last named course 350 feet northeasterly of the intersection of the last named course and **Course 3b(vi)** and the second being a point on the U.S. Pierhead and Bulkhead Line distant 149 feet southerly (as measured along the US Pierhead and Bulkhead Line) from the point of intersection of the U.S. Pierhead and Bulkhead Line and a southerly boundary line of the NYC Pierhead Line;
 - (ix) the U.S. Pierhead and Bulkhead Line; and
 - (x) the easterly prolongation of the NYC Pierhead Line; and
- c. the following courses:
- (i) a line 400 feet northeasterly and easterly of Navy Street;
 - (ii) a line passing through the point of intersection of the last named course and Course 1(v) proceeding easterly at an angle 115 degrees to Course 1(v);
 - (iii) a line passing through a point along the last named course 540 feet easterly (as measured along the last named course) from the intersection of the last named course and Course 1(v) proceeding southerly at an angle 90 degrees to the last named course; and
 - (iv) a line passing through a point along the last named course 294 feet southerly (as measured along the last named course) from the intersection of the last named course and Course 3c(ii) proceeding southwesterly at an angle 141 degrees to the last named course;

4. establishing a Special Brooklyn Navy Yard District (BNY) bounded by the following courses:
- (i) the U.S. Pierhead and Bulkhead Line;
 - (ii) the NYC Pierhead Line and its easterly prolongation;
 - (iii) Kent Avenue;
 - (iv) the northerly centerline prolongation of Classon Avenue;
 - (v) Williamsburg Street West;
 - (vi) Flushing Avenue;
 - (vii) a line 680 feet easterly of Navy Street;
 - (viii) a line 350 feet northerly of Flushing Avenue;
 - (ix) a line passing through a point on the last named course 272 feet westerly of the intersection of the last named course and Course 4(vii) proceeding northwesterly at an angle 135 degrees to the last named course;
 - (x) a line 34 feet southerly of the easterly centerline prolongation of Sands Street;
 - (xi) a line 132 feet easterly of Navy Street;
 - (xii) a line 50 feet southerly of the easterly centerline prolongation of Sands Street;
 - (xiii) Navy Street;
 - (xiv) Course 1(iii)
 - (xv) Course 1(iv)
 - (xvi) Course 1(v)
 - (xvii) Course 3c(ii)
 - (xviii) the northerly prolongation of Course 3c(iii)

Borough of Brooklyn, Community District 2, as shown on a diagram (for illustrative purposes only) dated June 7, 2021.

This application for a zoning map amendment, in conjunction with the related action for a zoning text amendment, was filed by the applicant, Building 77 QALICB, Inc. and the New York City Small Business Services on May 21, 2021, to facilitate a 4.6 million square foot expansion of the Brooklyn Navy Yard with new industrial, commercial, and community facility uses throughout the waterfront campus, located in Brooklyn, Community District 2.

RELATED ACTIONS

In addition to the zoning map amendment (C 210462 ZMK) that is the subject of this report, the proposed development also requires action by the City Planning Commission (CPC) on the following application, which is being considered concurrently with this application:

N 210463 (A) ZRK A zoning text amendment to establish the Special Brooklyn Navy Yard District (Article XIV, Chapter 4) and modify underlying regulations with regards to use, bulk, signage, ground floor streetscape, open space, parking and loading, and the waterfront area

BACKGROUND

The applicant proposes a zoning map amendment and a zoning text to facilitate the expansion of the Brooklyn Navy Yard (Navy Yard), which is comprised of industrial, commercial, and community facility uses. The proposed development envisions a broader range of uses, the construction of 4.6 million square feet of space, and 189,000 square feet of new, publicly accessible open space concentrated in three areas along the perimeter of the campus, allowing the Navy Yard to achieve a total of 11 million square feet of space at full buildout.

Historic New York Naval Shipyard

The Navy Yard was established in 1801 by the federal government as the New York Naval Shipyard. Over the course of its operations, more than 230 naval warships and auxiliary vessels were built at the Navy Yard. At the height of World War II, nearly 70,000 people were employed at the Navy Yard. Both shipbuilding and employment declined significantly following the end of World War II, and as a result the federal government decommissioned the Navy Yard as a shipyard in 1966 and the City of New York took ownership of the site in 1969 and re-opened it as an industrial park. The Navy Yard remains in City ownership under the jurisdiction of the NYC Small Business Services.

Brooklyn Navy Yard Development Corporation

In 1981, Mayor Koch selected the Brooklyn Navy Yard Development Corporation (BNYDC), a not-for-profit real estate developer and property manager, to manage and develop the Navy Yard on behalf of the City. The City has leased the Navy Yard to BNYDC pursuant to a 99-year ground lease. Building 77 QALICB, Inc. is a not-for-profit corporation formed to support its sole corporate member, BNYDC.

BNYDC's mission is to create and preserve quality jobs, anchor New York City's modern industrial sector and its businesses, and connect the local community with the resources and economic opportunity at the Navy Yard. BNYDC supports the City's industrial economy by providing affordable, stable rents and long-term, flexible leases to industrial tenants. In 1989, the Navy Yard had approximately 2,700 workers in various types of companies including ship repair, distribution, and small-scale manufacturing. Today, there are more than 11,000 workers and 450 tenants at the Navy Yard. To facilitate this employment growth, BNYDC has invested in the rehabilitation and construction of millions of square feet of space at the Navy Yard and constructed over 1.5 million square feet of new space and has a 95 percent occupancy rate. Given the limited remaining building stock requiring renovation to be put into productive use and the strong demand for its space, BNYDC expects that most of the Navy Yard's growth must be met through new development. In 2018, BNYDC completed the development of the Brooklyn Navy Yard Master Plan (Master Plan). The Master Plan envisioned new development to accommodate an increase in employment to 30,000 employees by 2030 and to enhance industrial operations, while further integrating the Navy Yard into the surrounding community.

Prior Land Use Actions

Several land use actions have affected the Navy Yard in recent decades. In 1998, a 36,500 square-foot portion of Block 2023, Lot 1 was rezoned from an M1-2 district to an R6B district as part of the Vinegar Hill Rezoning (C 980067 ZMK). In 2005, the City acquired and subsequently disposed

of Admiral's Row and the Naval Station Annex (Block 2023, Lot 150) to BNYDC (C 050463 PQQ and C 050464 PPK) to allow BNYDC to manage future development. In 2011, the CPC approved the disposition of Block 2023 Lots 1 and 150 to BNDYC under a long-term, 99-year master lease with the City of New York. Also in 2011, the CPC approved a rezoning of Block 2023 Lot 50 and a small part of Lot 1 from an M1-2 district to an M1-4 district (C 110382 ZMK), and a series of related special permits and other actions to facilitate the development known as Admiral's Row Plaza, a mixed-use development comprised of industrial, commercial development, and community facility space.

There have been four Mayoral Overrides of the Zoning Resolution (ZR) in the last decade. In 2013, an override was obtained to permit approximately 70,000 square feet of Use Group (UG) 3A colleges and universities within the Steiner Studios Media campus, located in an M3-1 zoning district, to establish the Brooklyn College Barry R. Feirstein Graduate School of Cinema. In 2015, an override was obtained to reduce accessory parking requirements from 1,849 to 379 spaces for Dock 72, a 555,000 square foot commercial office building along the waterfront. In 2017, an override was obtained to permit a 675 square foot illuminated sign at the 18-story, one-million square foot Building 77, located on Flushing Avenue between Clermont and Vanderbilt Avenues, which is larger than the underlying regulations permit. And in 2018, an override was obtained to permit approximately 62,000 square feet of UG3A school use in Building 77, located in an M3-1 zoning district, to facilitate the establishment of the Brooklyn STEAM Center, a career and technical education (CTE) program serving high school students.

Project Area

Overview

The project area includes Block 2023, Lot 150 and almost the entirety of Lot 1 which together have an area of approximately 300 acres including 11,848,929 square feet landward of the U.S. bulkhead line and 182,097 square feet of area between the U.S. Bulkhead Line and the New York City

Pierhead Line. The project area is bounded by Navy Street (80 feet wide) to the west, Wallabout Channel and the Navy Yard Basin of the East River to the north, Kent Avenue (87 to 90 feet wide) to the northeast, Williamsburg Street West (46 feet wide) to the southeast, and Flushing Avenue (70 feet wide) to the south. This represents the majority of the Navy Yard, with the exception of three areas: Admiral's Row Plaza (Block 2023, Lot 50), located at the intersection of Navy Street and Flushing Avenue; and two small portions of Lot 1, one of which is a triangular-shaped area in the water at the northwest edge of Lot 1 and the other is a small portion at the southwest corner of Lot 1 adjacent to the jagged northern edge of Lot 50.

The project area is currently improved with approximately 6.3 million square feet (0.5 FAR) of industrial, commercial, and community facility floor area across approximately 80 buildings organized around a private street network on an irregular grid. Most of this floor area (approximately 4.7 million square feet) consists of Navy-built structures that have been renovated, while approximately 1.6 million square feet consists of new construction. Most buildings are one to three stories, although there are several buildings ranging from six to 18 stories.

Zoning and Land Use

The project area has a total of 6,365,000 square feet of floor area (.52 FAR) comprised of the following: 5,550,000 square feet (.46 FAR) of manufacturing uses; 660,000 square feet (.05 FAR) of commercial uses; and 155,000 square feet (.01 FAR) of community facility uses.

The project area has an active waterfront with uses including ship repair and maintenance, including four 70-foot-deep dry docks, cement production and delivery, aggregate delivery, and a ferry homeport for docking and maintenance services, among other water dependent uses. Other industrial and manufacturing uses across the campus include a wide range of sectors including modular construction, textile, metal, and scenery fabrication, food packing and distribution, printing, and breweries and distilleries.

Commercial office tenants within the Navy Yard include architecture, art, and design studios, co-working offices, and media production studios, as well as technology companies in the fields of robotics, artificial intelligence, smart infrastructure, and urban technologies, and tenants that test their prototypes on the path towards small-scale manufacturing. Dock 72 is a 16-story office building constructed in 2018 on the waterfront. Steiner Studios, the largest film studio in the country outside of Hollywood, occupies approximately 50 acres in the southeastern portion of the Navy Yard, operating 21 soundstages and support spaces. Retail uses are generally limited to Admiral's Row Plaza and the ground floor of Building 77 along Flushing Avenue which contains a food hall.

Community facility uses include the Brooklyn STEAM Center (STEAM Center), which occupies 31,000 square feet in Building 77, located on Flushing Avenue between Clermont and Vanderbilt Avenues. The STEAM Center provides career and technical education programs for approximately 300 eleventh and twelfth grade high school students. Students receive hands-on industry exposure to Navy Yard tenants, many of whom provide instruction at the school. The STEAM Center creates pathways for local students to obtain jobs in industries located at the Navy Yard and provides Navy Yard tenants with a pipeline of skilled workers. The Brooklyn College Barry R. Feirstein Graduate School of Cinema occupies 68,000 square feet of space within the Steiner Studios complex, offering instruction in a variety of filmmaking disciplines. It is the only graduate film school operating on a studio lot in the country. This co-location enables students to get hands on experience in filmmaking and connect with employment opportunities, while giving practitioners access to academic research and technological advances. New York City College of Technology (City Tech) of the City University of New York (CUNY), which occupies 1,000 square feet of space in the project area, has been providing hands-on training in solar photovoltaics for certifications in renewable energy supported by the New York State Energy Research and Development Authority since 2012. Professionals who receive the certifications offered by City Tech include roofers, electricians, developers, and technicians in IT and technology. The New York

University Tandon School of Engineering operates RLab, a research center for virtual and augmented reality.

BNYDC administers workforce development initiatives to support Navy Yard tenants and connect surrounding communities to local jobs in manufacturing and creative industries. The Albert C. Wiltshire Employment Center is in Building 92 on Flushing Avenue, between Adelphi Street and Carlton Avenue. It maintains job listings, assists jobseekers in identifying positions that suit their skill sets and interests, and prepares jobseekers for interviews, benefiting both workers and employers. The employment center works to find employment for New York City Housing Authority (NYCHA) residents, veterans, individuals who have previously been involved in the justice system, and those who have been long-term unemployed. It places approximately 500 residents in jobs both within and outside of the Navy Yard each year. City Tech also works directly with the employment center to identify employment opportunities with manufacturers at the Navy Yard.

Most of the project area is located in an M3-1 district, with smaller portions zoned M1-2 and slivers zoned M1-4 and R6B in the west. The western portion of the Navy Yard along Navy Street is mapped within an M1-2 district. An approximately 16,000 square foot portion of an M1-4 district is located within the project area along its boundary with Lot 50. An approximately 36,500 square foot area along the western edge of the project area is mapped within an R6B district.

Perimeter Condition and Public Access

The perimeter of the project area is wrapped by gates, brick walls, fences, and building facades that limit public and visual access into the campus. The interior is accessible via four security-controlled vehicular gates located along the perimeter at: Navy and Sands Streets; Flushing and Cumberland Avenues; Flushing and Clinton Avenues; and Clymer Street and Kent Avenue. Two additional vehicular gates provide access to the Steiner Studios campus at: Flushing and Washington Avenues; and Wilson Street and Kent Avenue. This perimeter treatment protects the

public from the working waterfront, frequent truck deliveries and internal freight movements, and ensures the security of intellectual property and other sensitive information within the Navy Yard.

The NYC Ferry Service's Brooklyn Navy Yard landing is located within the project area along the waterfront at Dock 72. There are three publicly accessible areas adjacent to public streets along the perimeter of the Navy Yard; at Building 77, Building 92, and the Naval Cemetery Landscape.

There is a plaza featuring trees and outdoor seating along Flushing Avenue in front of Building 77 and the ground floor of Building 77 is open to the public and features a food hall. There is a plaza featuring trees, outdoor seating, and seasonal programming at the intersection of Flushing and Carlton Avenues in front of Building 92 and the ground floor of Building 92 features publicly accessible programming including a permanent exhibition focused on the history of the Navy Yard. The Naval Cemetery Landscape is a publicly accessible open space located in the southeastern section of the Navy Yard along Williamsburg Street West between Flushing Avenue and Kent Avenue, which is sub-leased to and maintained by the Brooklyn Greenway Initiative.

Transportation and Connectivity

In 2015, BNYDC developed a Transportation Strategic Plan for the purpose of improving travel to work for existing and future Navy Yard employees and reducing vehicular trips. The Plan identified a series of transportation management strategies designed to promote mass transit and alternate transportation modes and disincentivize driving to the Navy Yard. Strategies included upgrading the Navy Yard's shuttle service, providing ferry connections to the Navy Yard, creating new bus connections, improving streetscape conditions, modifying the parking system, and promoting bicycling. Related to these efforts, auto use was reduced from 37 percent of all trips to the Navy Yard in 2015 to 22 percent of all trips in 2019. Implementation of transportation demand management (TDM) strategies is ongoing and dynamic, with modifications to existing initiatives and new strategies being developed to accommodate growth.

The Navy Yard's private shuttle service provides free last-mile transportation to Navy Yard tenants and their guests five days per week, 18 hours per day. The shuttle provides seven to ten-minute peak service to the York Street F subway station, the High Street A and C subway station, the Clinton Washington G subway station, and Atlantic Terminal.

Visitors who arrive at the Navy Yard by ferry (those who do not work at the Navy Yard or visitors without a pre-arranged visitor pass) can exit the Yard by walking to the ground floor of Building 77 to access Flushing Avenue, biking to the Yard's Clinton Avenue gate (located Flushing Avenue and Clinton Avenue), or taking one of the free autonomous vehicles that transport ferry riders from the ferry landing to the perimeter of the Yard at Building 77 and the Cumberland Gate (located at Cumberland Avenue and Flushing Avenue).

There are approximately 3,040 accessory surface parking spaces in the Navy Yard, comprised of 2,017 spaces spread across the Navy Yard and available to tenants generally and 1,023 spaces within the Steiner Studios campus with separately controlled access. The 399 Sands Street building, located at Navy Street and Sands Street, contains 460 parking spaces of structured parking. During working hours half of these spaces are available to Navy Yard tenants, while the other half serve Admiral's Row visitors. Parking in the Navy Yard is provided to parking pass-holders and visitors on a first-come, first-serve basis and the existing parking supply available to the Navy Yard tenants exceeds demand. There are approximately 154 bicycle parking spaces located throughout the Navy Yard in outdoor facilities. Building 77 has an indoor bicycle facility. Five Citi Bike stations, with 80 docks, are located within the Navy Yard.

Flood Risk and Mitigation Measures

A significant portion of the project area is located within the flood zone, and large portions are within the Limit of Moderate Wave Action zone, which is subject to wave heights of up to three feet. BNYDC has engaged in a flood risk assessment and the development of a set mitigation strategies incorporating dry- and wet-floodproofing strategies. BNYDC has been and continues to

implement building-level strategies including raising equipment and floors and rewiring buildings to protect infrastructure and utilities at existing buildings. Based on the risk assessment, BNYDC has developed a risk-based prioritization list that serves as a framework for future flood mitigation projects. New construction projects such as Dock 72 exceed Appendix G requirements of the NYC Building Code and include features such as raised lobbies, elevated mechanicals, and back-up generators.

Development Parcels

The Master Plan envisions most of the new floor area to occur in three areas of the project area: along Navy Street between York and Sands Streets along the western perimeter of the Navy Yard; along Flushing Avenue between Vanderbilt and Washington Avenues along the southern perimeter of the Navy Yard; and along on both sides of the Barge Basin in the northeastern perimeter of the Navy Yard along Kent Avenue.

The Navy Street development parcel is 232,827 square feet and is currently improved with a small building occupied by the Department of Citywide Administrative Services and an New York Police Department (NYPD) Tow Pound which includes an administrative building and a large surface parking lot for towed vehicles.

The Flushing Avenue development parcel is 332,400 square feet and contains Building 120, a 36,000 square foot, two-story structure that houses multiple Navy Yard tenants, and a one-story, 60,000 square foot warehouse and an associated surface parking lot that is owned by the Federal Department of Justice.

The Barge Basin development parcel is 705,697 square feet and is bisected by the Barge Basin. On the western side of the Barge Basin are two one-story buildings with a total of approximately 25,000 square feet that are used by Steiner Studios for set construction and storage. The remainder of the Barge Basin development parcel is used for truck parking and open storage areas for a

modular construction tenant located elsewhere in the Navy Yard.

Surrounding Area

The Brooklyn Navy Yard is located on the Brooklyn waterfront in between the Manhattan and Williamsburg Bridges. It is surrounded by several neighborhoods, including: Vinegar Hill to the west; Downtown Brooklyn to the southwest; Wallabout, Fort Greene, and Clinton Hill to the south; and Williamsburg to the north and east.

The Vinegar Hill neighborhood to the west of the Navy Yard is a mix of residential, industrial, commercial, community facilities, and infrastructure uses, in a variety of built forms, from tower-in-the-park apartment buildings with wide avenues and open spaces, to mid-19th century rowhomes on narrow side streets. To the immediate west of the Navy Yard, the Red Hook Water Pollution Control Plant and Con Edison's Hudson Avenue Generating Station and Farragut Substation are sprawling utilities that take up most of the waterfront. The NYCHA Farragut Houses are located on the west side of Navy Street and include ten, 15-story residential towers amidst open space and recreational areas. The surrounding area also includes the three-story P.S. 307 Daniel Hale Williams Elementary School, three- to seven-story multi-family residential buildings and multi-story residential loft conversions, and warehouses, open storage, and industrial uses. York Street includes one-story neighborhood-serving retail and Hudson Street has some ground floor retail uses. Sands Street, a 94-foot-wide street which connects to the Navy Yard's western entrance, runs through the middle of Farragut Houses and has a center-lane, two-way bicycle path which connects cyclists to the Manhattan Bridge, three blocks to the west.

Admiral's Row Plaza is located at the northeast intersection of Navy Street and Flushing Avenue within the Navy Yard but is not part of the area affected by the proposed actions. It is a 287,000 square foot development made up of five buildings and a surface parking lot with 295 parking spaces. Buildings include two 2-story commercial buildings, a five-story building with a ground floor supermarket and four floors of industrial space above, a one-story commercial

building, and a three-story renovated former naval officer's house.

Flushing Avenue is a designated freight truck route and includes a separated two-way bicycle path that is part of the Brooklyn Waterfront Greenway. Flushing Avenue separates the Navy Yard from the Wallabout neighborhood located to the south, between Flushing Avenue and Park Avenue. Wallabout features a mix of residential, commercial, and industrial buildings including loft buildings located in the Wallabout Industrial Historic District, an approximately four-block National Historic District. At the western edge of the neighborhood are two- to four-story rowhomes and the 13-story Navy Yard HDFC, a tower-in-the-park residential development built in 1942 as part of the war effort, and the nearly 11-acre Commodore Barry Park. P.S. 287 and the newly refurbished Golconda Park are located further west. At the eastern edge of the neighborhood, the area is primarily commercial and industrial, and consists of six- to eight-story loft buildings, residential conversions, and live-work spaces, and one- to two-story commercial and industrial buildings. Navy Green, an HPD development, sits near the center of the neighborhood, and includes nearly 500 homes in three- to 12-story buildings, with ground floor commercial and community facility space. Residences, community facilities, and a mix of commercial, industrial, and retail uses are scattered throughout the surrounding blocks, in buildings ranging between two- and seven-stories. Dr. Susan S. McKinney Secondary School of the Arts (a middle school and high school) and Success Academy Fort Greene (an elementary school) are located on a block between North Portland Place and North Oxford Street. Myrtle Avenue is the nearest neighborhood commercial corridor to the Navy Yard, and is located two-long blocks south, beyond the elevated Brooklyn Queens Expressway.

The Williamsburg neighborhood is to the east and northeast of the Navy Yard and is predominantly residential in character. On the blocks bounded by Kent Avenue, Division Avenue, Wythe Avenue, and Keap Street, residential buildings generally range from two to four stories, with some eight and nine-story residential buildings. The one-acre Jacob's Ladder Playground and the two-acre Roberto

Clemente Ballfield are located directly across from the Navy Yard on Kent Avenue. Further east within the surrounding area, beyond Wythe Avenue, residential buildings increase in height to six- to 25-stories, and Lee Avenue is the main commercial thoroughfare, four blocks east. The area directly to the northeast of the Navy Yard is predominantly residential, with buildings generally ranging from two to four stories. Further east beyond Wythe Avenue, residential buildings increase in height from six to 25 stories. Along Kent Avenue to the north of the project area, the former Con Edison site is currently vacant, though there is a proposed application (500 Kent Avenue) to facilitate a new, mixed-use commercial and community facility development. Residential developments along the East River waterfront include towers of up to 22-stories, with waterfront public access areas and upland connections and some ground floor commercial spaces.

Nearby parks include Commodore Barry Park, Oxport Playground, and Steuben Playground on Flushing Avenue to the south of the project area; Classon Playground and Penn Triangle to the southeast and east of the Navy Yard; and Jacob's Ladder Playground and Roberto Clemente Ballfield on Kent Avenue to the northeast of the project area. The Naval Cemetery Landscape occupies 1.7 acres in the southeastern portion of the Navy Yard. The 30-acre Fort Greene Park is located approximately 0.5 miles south of the Navy Yard's Cumberland Street entrance. Waterfront public open spaces are developed to the west and north of the Navy Yard along the East River waterfront and Brooklyn Bridge Park is located about five blocks to the west.

The Brooklyn Queens Expressway (BQE) is an arterial highway elevated approximately 30 feet above grade with a width of 160 feet that connects Brooklyn and Queens to the mainland in New Jersey and to points in the Bronx and Long Island. The BQE runs one block south of the Navy Yard above Park Avenue and is the only highway that allows freight trucks in Brooklyn, providing important freight access for the Navy Yard to Queens, East Williamsburg, Sunset Park, and to the continental mainland.

Subway access to the Navy Yard is located three blocks west at the York Street F-train station, the High Street A and C train station six blocks to the west, or the Clinton-Washington G train station six blocks to the south. The Navy Yard provides a free shuttle for tenants and their guests, which connects to these stations, as well as to Atlantic Terminal in Downtown Brooklyn, connecting to the Long Island Railroad (LIRR) and the 2, 3, 4, 5, B, D, N, Q, and R trains.

There are numerous bus routes in the area, with the B67 passing through the Navy Yard and connecting riders to the York Street station and DUMBO, Downtown Brooklyn, Park Slope, and Windsor Terrace. The Navy Yard is also serviced by the B57, B69, and B62 bus routes, which connects the Navy Yard to Downtown Brooklyn and Ridgewood, Queens, the Clinton-Washington station and Grand Army Plaza, and Long Island City and Greenpoint-Williamsburg, respectively.

In addition to the stop at Dock 72 (Brooklyn Navy Yard landing) within the project area, the NYC East River Ferry stops just north of the Navy Yard at Schaefer Landing's waterfront public access area (South Williamsburg landing), providing access to Lower Manhattan, Western Queens, Roosevelt Island, and the Upper East Side.

The Brooklyn Waterfront Greenway is a 26-mile pedestrian and cyclist route, connecting the borough's waterfront neighborhoods from Greenpoint to Bay Ridge. The pathway runs directly adjacent to the Navy Yard along Kent Avenue and Flushing Avenue, and is a completely separated, two-way bicycle path along this portion of the route.

The majority of the Navy Yard and portions of the surrounding area are located in the 100-year flood zone. The Navy Yard and small portions of the surrounding area are located within the Brooklyn Navy Yard Industrial Business Zone. The majority of the Navy Yard and small portions of the surrounding area are also located within a Significant Maritime and Industrial Area. The Brooklyn Navy Yard Historic District, which includes the majority of the project area, excluding

the Barge Basin Subdistrict and a portion of Steiner Studios campus, is listed on the State/National Register of Historic Places.

Existing Zoning

The majority of the project area is mapped with an M3-1 zoning district, while a portion of the southwest corner of the property, fronting along Navy Street and Flushing Avenue, are mapped with M1-4 and M1-2 zoning districts. A small area within the project area is also mapped with an R6B zoning district, where Navy Street meets Hudson Avenue along the western edge of the property.

M3-1 zoning districts are heavy industrial zones which allow for a variety of enclosed and unenclosed manufacturing, industrial uses, and some commercial uses, up to a Floor Area Ratio (FAR) of 2.0. Generally, community facilities, transient accommodations, and retail greater than 10,000 square feet are not allowed. The only permitted community facility use permitted in an M3 district are museums ancillary to motion picture, radio, or television studios up to a maximum of 75,000 square feet. M3-1 districts allows for buildings to rise 60 feet or four stories within an initial setback distance (15 feet from a wide street or 20 feet from a narrow street), before setting back within a sky exposure plane with a vertical height of 5.6 feet for every foot of horizontal run-on wide streets and a vertical height of 2.7 feet for every foot of horizontal run-on narrow streets.

M1-2 and M1-4 zoning districts are light industrial zones which allow for a variety of enclosed manufacturing, industrial, and commercial uses, up to an FAR of 2.0, and some community facilities uses up to 4.8 and 6.5 FAR, respectively. Most larger retail establishments (in excess of 10,000 square feet) are only allowed in M1 districts by CPC special permit. Permitted community facilities include outpatient health care facilities, houses of worship, and certain museums affiliated with motion picture, radio, or television studios. M1-2 and M1-4 have similar bulk controls as M3-1 districts, allowing for a structure to rise 60 feet or four stories, before setting back within a sky

exposure plane.

M3-1 and M1-2 districts impose parking requirements that vary by use. Manufacturing and industrial uses require one parking spaces per 1,000 square feet of floor area or one parking space per three employees (whichever is greater). Storage uses require one parking spaces per 2,000 square feet of floor area or one parking space per three employees (whichever is less). Office and most retail and service uses require one parking space per 300 square feet of floor area, although food establishments greater than 2,000 square feet each require one parking space per 200 square feet of floor area. Certain permitted uses like meeting halls, photographic or motion picture production studios, and radio or television studios require parking at a rate of one space per 8 persons rated capacity. M1-4 districts do not require parking for most uses.

M1-2, M1-4, and M3-1 districts with manufacturing uses require one loading berth for the first 8,001 to 25,000 square feet of floor area, a second berth for the next 17,000 square feet of floor area, a third berth for the next 15,000 square feet of floor area, a fourth berth for the next 20,000 square feet of floor area, and an additional berth for each additional 80,000 square feet of floor area or fraction thereof. Commercial office requires one loading berth for the first 25,001 to 100,000 square feet of floor area, a second berth for the next 200,000 square feet of floor area, and another loading berth for every additional 300,000 square feet or fraction thereof.

R6B zoning districts are medium density residential zones which allow up to 2.00 FAR for residential and community facility uses and allows buildings to rise to a maximum base height of 45 feet, then rise to a maximum building height of 55 feet, or five stories, after a setback. Off-street parking is required for 50 percent of the residential units.

Proposed Development

Pursuant to the Master Plan, the applicant seeks to continue the expansion of the Navy Yard as a modern manufacturing hub and solidify the Navy Yard's role as a national urban model for

sustainable middle-class job creation by expanding the mix of uses to include enhanced spaces for industrial options, while providing additional uses and amenities that will support a growing on-site workforce, and better connecting the Navy Yard into the surrounding communities through additional educational and workforce opportunities as well as public-facing uses and open space. The Master Plan envisions approximately 4.6 million square feet of new space to be constructed at three development sites in the project area, bringing the total development to 11 million square feet (0.91 FAR) along with 189,000 square feet of new publicly accessible open space.

Newly Permitted Uses

The proposed development includes a broader range of retail, amenity, and community facility uses. Retail uses, including establishments greater than 10,000 square feet, will support workers and provide a physical marketplace for Navy Yard tenants to showcase and sell their products. Amenities like childcare and health clubs will support the growing on-site workforce and workforce equity goals. And building on the success of existing academic uses in the Navy Yard, additional schools, colleges, and universities, would have a symbiotic relationship with industrial and maritime uses at the Navy Yard. Academic and training programs are envisioned to focus on industries and sectors that include engineering, metal fabrication and welding, carpentry, design-build processes, marine construction and shipbuilding, and renewable energy production. These programs will train students for careers in growing sectors, connect students with on-site employment opportunities, and help Navy Yard tenants find skilled workers. Other community facility uses are also envisioned, including a science and technology museum to invite the surrounding community and the broader public into the project area to learn about and promote interest in the Navy Yard and in manufacturing more broadly. Similarly, many of the additional uses will also serve residents of the surrounding area in addition to serving Navy Yard tenants and visitors.

Perimeter Subdistricts and New Development

Most of the newly permitted uses and sites available for new development would be located along

the perimeter of the project area, adjacent to the surrounding neighborhoods. The areas where new uses will be located are collectively called the Perimeter Subdistricts: the Navy Subdistrict, the Flushing Subdistrict, and the Barge Basin Subdistrict. The remainder of the project area not included in these areas is called the Core Subdistrict and is not anticipated to see significant new development. Each of the subdistricts (and subareas within each subdistrict) are described in more detail below.

The Master Plan envisions vertically integrated buildings that accommodate the life cycle of a business, with a priority on providing modern manufacturing space. These buildings could have up to two double height (XL) industrial floors (each of which would be up to 40 feet tall), with large floor plates and limited columns, located at the base of the buildings to accommodate companies with large-scale products or companies with large-scale manufacturing needs serving local, regional, national, and international markets. Retail and amenity space is also envisioned to be located on the ground floors. Small- to medium-scale manufacturing space is envisioned to be in the intermediate and/or upper stories with ceiling heights between 11 and 20 feet for prototyping and manufacturing. The upper floors of the buildings are envisioned to contain office space, supporting technology, research, and startup companies working to develop products and services, with ceiling heights between 11 and 15 feet. The ground floors of the buildings would have transparency, helping to activate the adjacent streets and public spaces and allowing for visibility into the operations of Navy Yard tenants, including manufacturing tenants.

The proposed development envisions an additional 4,610,000 square feet of space, for a total of 10,975,000 square feet (.91 FAR) comprised of the following: 8,250,000 square feet (.73 FAR) of manufacturing uses; 1,700,000 square feet (.14 FAR) of commercial uses; and 450,000 square feet (.04 FAR) of community facility uses.

Publicly accessible open space would be developed in connection with each of the new Master Plan buildings.

Navy Street Subdistrict and Navy Street Central Subarea

The Navy Street Subdistrict occupies 480,653 square feet of lot area along Navy Street from just below Sands Street to the Navy Yard's northern boundary along Shipways Avenue (an unmapped street internal within the Navy Yard). The broader range of uses described above would be permitted in existing buildings and in newly constructed buildings within this subdistrict.

Within the Navy Street Subdistrict, the Navy Street Central Subarea is where the new construction would occur. The Navy Street Central Subarea occupies 232,827 square feet and is anticipated to accommodate approximately 851,000 square feet of new development across one or two buildings. The buildings are envisioned to have bases up to 80 feet tall, intermediate portions up to 170 feet tall, and upper tower portions reaching up to 395 feet.

These buildings could include approximately 511,000 square feet of manufacturing space between the XL spaces on the lower floors and the more standard manufacturing floors above. Roughly 155,000 square feet of office space is anticipated on the upper floors. The ground floor would be accessible to the public from Navy Street and would include approximately 25,000 square feet of retail and amenity space and approximately 60,000 square feet of space for a museum, potentially focused on technology, science, and engineering. It is also anticipated that an academic institution with college programs compatible with the focus areas of the museum could occupy up to 100,000 square feet of space on the upper floors. At least 34,924 square feet (15 percent of the Navy Street Central Subarea lot area) would be developed as a publicly accessible open space, accessible from Navy Street, with seating, benches, plantings, and other amenities. Accessory parking and loading would be located below grade or within the lower floors of the building with the intention to provide access from within the Navy Yard to minimize impacts to Navy Street.

Flushing Subdistrict: Flushing West Subarea and Flushing East Subarea

The Flushing Subdistrict occupies 1,138,000 square feet of lot area and spans the length of Flushing Avenue from just west of the prolongation of North Elliott Place to the prolongation of

Washington Avenue. The Subdistrict is divided by the prolongation of Vanderbilt Avenue into a Flushing West Subarea (805,600 square feet) and a Flushing East Subarea (332,400 square feet). The broader range of uses described above would be permitted in existing buildings and in newly constructed buildings within this subdistrict.

New construction is anticipated to occur in the Flushing East Subarea, as the Flushing West Subarea is predominantly built out. Two buildings with a total of approximately 1.25 million square feet of space are envisioned. The form of both buildings would relate to Building 77, which is located directly to the west, and is set back 50 feet from Flushing Avenue to create a publicly accessible plaza. These buildings could have base heights of 200 feet and an overall height of approximately 325 feet, after a setback. These buildings will also be set back at least 50 feet from Flushing Avenue, with new public open space along the Flushing Avenue frontage. Two visual corridors, extending from the existing street grid, would provide sightlines into the Navy Yard facing north from Flushing Avenue.

The envisioned buildings could include approximately 864,000 square feet of manufacturing space between the XL spaces on the lower floors and the more standard manufacturing floors above. Roughly 205,000 square feet of office space is anticipated on the upper floors. The ground floors of the buildings would be accessible to the public from Flushing Avenue and could include approximately 80,000 square feet of retail and amenity space.

In addition to the manufacturing, office, retail and amenity spaces in these buildings, a high school is also envisioned to occupy 100,000 square feet within the western building. This could be an extension of the STEAM Center located in the adjacent Building 77 or another CTE program. The ground floor manufacturing space in the eastern building could also include opportunities for food manufacturing companies to showcase their products, similar to the food hall that is located in the base of adjacent Building 77. In both buildings, parking and loading would be located below grade

or in the base of the building occupy with the intention to provide access from within the Navy Yard to minimize impacts to Flushing Avenue.

Barge Basin Subdistrict: Barge Basin West Subarea and Barge Basin East Subarea

The Barge Basin Subdistrict has a total lot area of 705,697 square feet and is comprised of two parcels that are separated by the Barge Basin, a 198-foot-wide waterway. The Barge Basin West Subarea is located to the southwest of the Barge Basin and occupies 330,327 square feet. The Barge Basin East Subarea occupies 174,629 square feet and is located to the northeast of the Barge Basin and has frontage along Kent Avenue.

The Barge Basin West Subarea will be developed with approximately 1.9 million square feet of space in three contiguous buildings, each with roughly 630,000 square feet. The buildings are envisioned to have bases up to 85 feet tall, intermediate portions setting back 30 feet from the base along the Barge Basin and reaching heights of 210 feet tall, and upper tower portions reaching heights of 375 feet. Parking and loading would be in the base of the buildings and accessed from within the Navy Yard (by Gee Avenue and Washington Avenue).

The Barge Basin East Subarea will be developed with one building of approximately 625,000 square feet of space. The building will be setback along Kent Avenue to create a 15-foot sidewalk condition. The building is envisioned to have a base height of between 60 and 85 feet tall, an intermediate portion set back 30 feet from the base along the Barge Basin with a height of 250 feet, and the upper, or tower portion reaching a height of 375 feet. Parking and loading will be located at the base of the building, accessed from a new curb cut from Kent Avenue anticipated at the northern portion of the subarea.

Collectively, the buildings in the Barge Basin West and East Subareas are envisioned to include approximately 1.9 million square feet of manufacturing space between the XL spaces on the lower floors and the more standard manufacturing floors above. Roughly 500,000 square feet of office

space is anticipated on the upper floors. The ground floors could include approximately 75,000 square feet of retail and amenity space, including showrooms. In addition to the manufacturing, office, retail and amenity spaces in these buildings, a school focusing on maritime or renewable energy technologies could occupy approximately 35,000 square feet of space on one of the office or manufacturing floors in the Barge Basin West Subarea.

All of the Navy Yard's publicly accessible waterfront open space would be located in the Barge Basin Subdistrict. Upon full buildout, this will include approximately 98,000 square feet of waterfront open space. This includes 66,000 square feet in the Barge Basin West Subarea, with a 50-foot-wide waterfront esplanade along the western shoreline of the Barge Basin, and 52,400 square feet in the Barge Basin East Subarea, with a 40-foot wide waterfront esplanade along the eastern shoreline of the Barge Basin. To access this waterfront, two publicly accessible areas will connect from Kent Avenue to the waterfront esplanade in the Barge Basin East Subarea; a plaza at the southern end of the building; and a 30-foot-wide pedestrian connection at the northern end of the building. A publicly accessible sidewalk at the short, or landward end of Barge Basin will connect the open spaces on both sides of the Barge Basin. The open space will include a combination of hardscape, plantings, seating, lighting, and artwork, potentially including artifacts from the Navy Yard's naval past. The ground floors of the anticipated development will incorporate articulation, transparency, and screening facing Kent Avenue and the publicly accessible waterfront open space to provide visual interest and activate the waterfront.

Core Subdistrict

While most of the new development is anticipated to be located within the three Perimeter Subdistricts described above, the Applicant envisions approximately three new trade and technical schools with a total of up to 50,000 square feet to be developed in the Core Subdistrict. One planned project that exemplifies this vision is a welding facility that would allow the STEAM Center to incorporate welding training and certification into its curriculum, providing more career opportunities in design, construction, and fabrication for high-school students participating in

internships with Navy Yard businesses. Another example of an existing use that may be expanded in the Core Subdistrict is the existing Brooklyn base for the New York Harbor School's Marine Systems Technology pathway, which trains high school students for careers in marine engineering, marine mechanics, and metal fabrication. Improvements to the facility and flexibility for an expansion would enhance the hands-on learning environment adjacent to an active shipyard, a modular construction production facility, and proximity to metal-work studios at the Navy Yard. In addition, BNYDC intends to partner with academic institutions and develop workforce training for off-shore wind certifications, which would provide a pipeline of trained professionals to grow off-shore wind industries along the Navy Yard's waterfront.

Signage

After certification, a modified application (N 210463 (A) ZRK) was filed that proposed signage relief for the new buildings in order to promote placemaking and improve wayfinding to the Navy Yard. Similar to the existing sign at Building 77 on Flushing Avenue, the signs are envisioned to identify the Brooklyn Navy Yard, rather than any particular tenant although an exception could be made for a unique tenant such as the anticipated museum. Up to four backlit signs with a total surface area of up to 750 square feet would be permitted, with one in each of the following subareas: Navy Street Central Subarea; Flushing East Subarea (between Clinton and Waverly Streets); Barge Basin West Subarea; and Barge Basin East Subarea.

Parking and Loading

BNYDC will continue to implement TDM strategies pursuant to their Transportation Strategic Plan in order to reduce vehicular traffic arriving at the Navy Yard and reduce costs involved with constructing unneeded loading berths and parking facilities. It is expected that a total of approximately 794 parking spaces and 29 loading docks would be built as part of the proposed development. The Navy Street Central Subarea would contain 253 parking spaces and six loading berths. The Flushing Avenue East Subarea would contain 154 parking spaces and eight loading berths and the Barge Basin Subdistrict would contain 387 parking spaces and 15 loading berths.

Parking will be accommodated in structured parking below grade or in the base of the new buildings. The structured parking spaces will be available to Navy Yard tenants with monthly parking passes and registered visitors on a first come-first serve basis, in the same way that surface parking is currently available in the rest of the project area.

In order to support bicycling and increase utilization of the bicycle parking spaces, half of the required bicycle parking spaces would be located within the new buildings and the other half could be unenclosed bicycle parking spaces located across the Navy Yard.

Freight loading docks will range in length from 33 feet to 50 feet to accommodate both tractor trailer trucks and smaller panel and box trucks. Whenever possible, loading will be accessed from the rear of the buildings, away from the public streets and publicly accessible open spaces.

Resiliency

The new buildings would elevate the lowest occupiable floor above the design flood elevation and employ a combination of dry- and wet-floodproofing to protect lower floors. These buildings would exceed the requirements set forth in Appendix G of the NYC Building Code. If any new, buildings are developed along the shoreline of the Navy Yard with non-water dependent uses, they will be set back at least 30 feet of the shoreline to help ensure that they do not preclude future shoreline strategies that may be needed to address long-term flood risks. The shoreline would be defined, based on the location of the Mean High Water as of the date of adoption with modifications to exclude portions of Piers J and K which project into the water in the northeast section of the Navy Yard.

Proposed Actions

In order to facilitate the proposed development, the applicant is seeking a zoning map amendment and a zoning text amendment.

Zoning Map Amendment (C 210462 ZMK)

The applicant proposes a zoning map amendment to establish the newly created Special Brooklyn Navy Yard District (BNY) and to change an R6B, M1-2, and an M3-1 district to an M2-1 zoning district. The BNY would be mapped over the entirety of Block 2023, Lot 150, and nearly all of Lot 1, other than two small areas, one located in the water and a smaller portion located in the southwest portion of the project area.

The proposed M2-1 zoning district would be mapped on portions of Blocks 2023, Lots 1 and 150. M2-1 zoning districts permit a maximum FAR of 2.0 for commercial and manufacturing uses. Community facilities are not permitted, except for museums that are ancillary to existing motion picture, radio, or television studios that are located within 500 feet of such studios up to a maximum of 75,000 square feet. Food stores and other retail uses are generally limited to 10,000 square feet per establishment.

Height and setback regulations in an M2-1 district permit a maximum base height before setback of the lesser of 60 feet or four stories, require setbacks (15 feet along wide streets and 20 feet along narrow streets), with overall height governed by a sky exposure plane starting at 60 feet. The sky exposure plane has a vertical height of 5.6 feet for every foot of horizontal run-on wide streets and a vertical height of 2.7 feet for every foot of horizontal run-on narrow streets. Parking requirements vary by use. Manufacturing and semi-industrial uses require one parking spaces per 1,000 square feet of floor area or one parking space per three employees (whichever is greater). Storage uses require one parking spaces per 2,000 square feet of floor area or one parking space per three employees (whichever is less). Office and most retail and service uses require one parking space per 300 square feet of floor area, although food establishments greater than 2,000 square feet each require one parking space per 300 square feet of floor area.

M2-1 districts with manufacturing uses require one loading berth for the first 8,001 to 25,000

square feet of floor area, a second berth for the next 15,000 square feet of floor area, a third berth for the next 20,000 square feet of floor area, and an additional berth for each additional 80,000 square feet of floor area or fraction thereof. Commercial office requires one loading berth for the first 25,001 to 100,000 square feet of floor area, a second berth for the next 200,000 square feet of floor area, and another loading berth for every additional 300,000 square feet or fraction thereof. Other commercial uses require one loading berth for the first 8,001 to 25,000 square feet of floor area, a second loading berth for the next 15,000 square feet of floor area, a third loading berth for the next 20,000 square feet of floor area, a fourth loading berth for the next 40,000 square feet of floor area, and another loading berth for every additional 150,000 square feet of floor area.

Zoning Text Amendment (N 210463 (A) ZRK)

The applicant proposes a zoning text amendment to establish a new Special Brooklyn Navy Yard District (BNY) that establishes subdistricts and associated subareas, and modifies or establishes regulations relating to use, bulk, ground floor streetscape, open space, parking, loading, and the waterfront area. The special district also includes a new CPC authorization, a new CPC special permit, and three new CPC Chairperson Certifications.

The goals of the BNY are to encourage investment in the Brooklyn Navy Yard and facilitate the expansion of the Brooklyn Navy Yard as a modern manufacturing complex; to promote job growth; to allow for a mix of office, community facility, retail, and other commercial uses to complement the industrial and manufacturing facilities at the Brooklyn Navy Yard; to use traffic management planning to meet loading and parking needs including through alternate means of travel; and to better integrate the Navy Yard with the urban fabric of surrounding residential and mixed-use communities and to introduce publicly accessible open space areas along the perimeter of the Navy Yard.

Subdistricts and Subareas

The BNY would establish three Perimeter Subdistricts (Navy Subdistrict, Flushing Subdistrict,

Barge Basin Subdistrict) and a Core Subdistrict. Subareas within each of the Perimeter Subdistricts include: within the Navy Subdistrict, the Navy Street Central Subarea would be established; within the Flushing Subdistrict, the Flushing West Subarea and the Flushing East Subarea would be established; and within the Barge Basin Subdistrict, the Barge Basin West Subarea and the Barge Basin East Subarea would be established.

Modification of Regulations Relating to Use, Signage, Bulk, Ground Floor Streetscape, Open Space, Parking, Loading, and the Waterfront Area

The BNY would modify the underlying regulations of ZR 42-00 (Use Regulations), ZR 43-00 (Bulk Regulations), ZR 44-00 (Accessory off-street parking and loading regulations), and ZR 62-00 (Special Regulations Applying in the Waterfront Area).

The following uses would be permitted as of right in all districts: Manufacture of alcoholic beverages and breweries (UG18), which are otherwise restricted to M3 districts due to the provisions of ZR 42-27 (Performance Standards Regulating Fire and Explosive Hazards); all uses existing on piers and platforms as of the date of adoption shall be deemed conforming uses; and Physical Culture Establishments, to be considered a UG9A use.

The following uses would be permitted in M2-1 districts: all UG3A community facility uses in ZR 22-13 not otherwise permitted, except for those containing sleeping accommodations; and all Use Group 6C, 9A, 10A, and 12B commercial uses in ZR Sections 32-15, 32-18, 32-19, and 32-21 not otherwise permitted. Within each of the Perimeter Subdistricts, newly permitted commercial and community facility uses would be limited to a total of 300,000 square feet, and within that total, newly permitted commercial uses are limited to a total of 100,000 square feet.

A new CPC authorization would be established to allow UG3A schools and colleges or universities in M3-1 districts (the Core Subdistrict), pursuant to findings and a site plan. For any such use

modifications, the applicant would be required to meet findings relating to the compatibility of the proposed uses with a tenant or industrial operation in the special district, conflicts with industrial uses, and impacts on the industrial character of the special district.

The BNY would modify the underlying regulations of ZR 42-50 (Sign Regulations). One non-flashing illuminated sign of up to 750 square feet of surface area would be permitted in each of the following areas: the Navy Street Central Subarea; the Flushing East Subarea between Clinton Avenue and Washington Avenue; the Barge Basin West Subarea; and the Barge Basin East Subarea. Any such signs would not be subject to the underlying regulations of ZR 42-55 (Additional Regulations for Signs Near Certain Parks and Designated Arterial Highways); within the Flushing East Subarea such signs would not be subject to ZR 42-561 (Restrictions along the district boundary located in a street); and within the Navy Street Central Subarea, the Flushing East Subarea, and the Barge Basin Subdistrict, such signs would not be subject to the orientation provisions of ZR 42-562 (Restriction on angle and height above curb level).

The BNY would establish new bulk regulations: the maximum FAR for all uses will be 2.0; underlying yard requirements will not apply; and modified height and setback regulations will apply in the Flushing East Subarea and Barge Basin Subdistrict.

For the Flushing Subdistrict's Flushing East Subarea, modified height and setback regulations are as follows: Flushing Avenue shall be deemed a wide street for purposes of applying the proposed M2-1 district's height and setback controls; the street wall of a development must set back a minimum of 50 feet from Flushing Avenue and the area between the development and Flushing Avenue shall be improved as publicly accessible open space; and two view corridors facing north from Flushing Avenue will be maintained with a minimum width of 50 feet each, one at the prolongation of Vanderbilt Avenue and one of at the prolongation of either Clinton or Waverly Avenues.

For the Barge Basin Subdistrict, modified height and setback regulations tailored to the waterfront context would apply. The BNY would modify bulk regulations including sky exposure planes, tower regulations, sidewalk widenings, street wall location and articulation requirements. A sidewalk widening would be required to achieve a minimum sidewalk width of 15 feet along the Kent Avenue frontage. For the purposes of applying height and setback regulations, a line offset by 40 feet of the eastern shoreline of the Barge Basin and a line offset by 50 feet of the western shoreline of the Barge Basin will be considered street lines along a wide street. The area between the Barge Basin and such street lines will be improved as publicly accessible open space. At least 70 percent of the aggregate width of street walls facing the Barge Basin must be located within eight feet of the street line, extending to a minimum base height of 30 feet or two stories, whichever is less. For portions of buildings facing the Barge Basin with street wall widths exceeding 200 feet, between 20 percent to 50 percent of the surface area must recess or project a minimum of three feet, with the articulation extending up to 30 feet or two stories, whichever is lower. Open areas located between a street wall and eight feet of a street line along the Barge Basin shall be improved as publicly accessible open space.

The front setback provisions of an M1-5 district will apply (maximum base height of 85 feet and 5.6 to 1 sky exposure plane), and a 30-foot setback will be required above a height of 85 feet for portions of buildings fronting the Barge Basin. Portions of buildings that intersect the M1-5 district sky exposure plane would be considered “towers.” Tower regulations would be modified to permit larger floorplates to accommodate the proposed program. The width of walls for tower portions facing the shoreline within 200 feet of the street lines along the Barge Basin will be limited to 200 feet.

Modifications to the bulk regulations of the BNY may be modified by a newly created CPC Special Permit. This Special Permit will allow for modifications to bulk regulations other than floor area,

subject to findings and a site plan. For such bulk modifications, the applicant would be required to meet findings relating to: furthering the needs of the BNY; a better site plan; access to light and air to surrounding areas; and not unduly increasing the bulk to the detriment of other buildings and users in the BNY or nearby blocks.

The BNY would establish ground floor streetscape provisions applicable to new developments and enlargements along primary street frontages, which include frontages along public streets or along required publicly accessible open spaces. Along primary street frontages, at least 50 percent of the street wall width must be occupied with floor area at the ground floor. The floor area meeting this requirement must have a minimum depth of thirty feet, which may be reduced to fifteen feet if a clear span is provided. The portion of the ground floor allocated to this minimum floor area requirement would be subject to a 50 percent glazing requirement. This glazing requirement would be reduced to 25 percent for Use Groups 11, 16, 17, or 18. Blank walls exceeding 50 feet in width along primary street frontages and secondary street frontages (which are within fifty feet of a primary street frontage) would be subject to mitigation requirements and thresholds set forth in ZR 37-361 for Type 1 blank walls.

The BNY would establish dimensional and design requirements for publicly accessible open space in the Navy Street Central Subarea and the Flushing East Subarea, and publicly accessible waterfront open spaces along the Barge Basin West Subarea and the Barge Basin East Subarea.

For the Navy Street Central Subarea a minimum of 15 percent of the lot area must be improved as publicly accessible open space that must maintain a minimum dimension of 50 feet in all directions for at least 80 percent of the area, with no dimension of less than 30 feet for the remainder of the area.

For the Flushing East Subarea, publicly accessible open space with a minimum depth of 50 feet must extend along the entire length of the street wall between a building and Flushing Avenue,

extending to the nearest view corridor. For developments located to the east of the Waverly Avenue, the publicly accessible open space must extend to the boundary of the prolongation of Washington Avenue.

For the Barge Basin East Subarea, a minimum of 30 percent of the lot area must be improved as publicly accessible open space. This open space must include the following components: a 40-foot-wide esplanade along the eastern shoreline of the Barge Basin; a plaza at the southern boundary of the subarea connecting Kent Avenue to the waterfront esplanade; and a 30-foot-wide pedestrian connection along the northern boundary of the subarea connecting Kent Avenue to the northern end of the waterfront esplanade, and a 60-foot-wide pedestrian connection located within 150 feet of the southern boundary of the subarea connecting Kent Avenue to the southern end of the waterfront esplanade. For the Barge Basin West Subarea, a minimum of 20 percent of the lot area must be improved as publicly accessible open space. This open space must include a 50-foot-wide esplanade along the western shoreline of the Barge Basin and an esplanade entry area at the southern end of the Barge Basin West Subarea with minimum dimensions of 60 feet by 30 feet. Supplemental publicly accessible open space may be required to achieve the 30 percent and 20 percent lot area requirement applicable to the Barge Basin East Subarea and the Barge Basin West Subarea, respectively.

All required publicly accessible open spaces must be open to the sky and will be subject to the following design requirements: 20 percent minimum planted areas; one linear foot of seating for every 200 square feet of required publicly accessible open space (except for the pedestrian connection along the northern boundary of the Barge Basin East Subarea and the property to the north which will have at least 12 linear feet of seating for every 100 feet of pedestrian connection); and signage complying with regulations of ZR 37-751 (Public Space Signage Systems). In the Barge Basin Subdistrict, the waterfront esplanades along the western and eastern shorelines of the Barge Basin and the two pedestrian connections from Kent Avenue to the waterfront esplanade on

the eastern shoreline must have a primary circulation path with a minimum width of ten feet and the required seating must be comprised of at least three different types of seating.

All required publicly accessible open spaces shall be open to the public from 6 am to 10 pm from April 15 to October 31 and from 7 am to 8 pm from November 1 to April 14. The owner or tenant will be responsible for maintenance and operations of the requirement publicly accessible open spaces.

For any phased developments in the Navy Street Central Subarea and in the Barge Basin Subdistrict, the amount of publicly accessible open space provided in any phase must be in proportion to the total open space requirement based on the amount of lot area being developed. Any phased portion of the required publicly accessible open space must: comply with the applicable minimum widths or dimensions; provide a proportionate amount of planting; and connect to a street or another publicly accessible open space. For phased developments in the Barge Basin West Subarea, the publicly accessible open space provided must include: the area located between the development and the Barge Basin; the required esplanade entry area if the development is located within 100 feet of the southern boundary of the Subarea.

A new CPC Chair Certification would be established before for any excavation or building permit is issued for a development requiring publicly accessible open space in the Navy Street Central Subarea and the Barge Basin Subdistrict regarding compliance with the regulations applicable to publicly accessible open spaces. A temporary certificate of occupancy for may not be issued prior to substantial completion of the required publicly accessible open space for a development. However, a temporary certificate of occupancy for up to 10 percent of the manufacturing floor area may be issued prior to substantial completion of the required public open space associated with the development. A final certificate of occupancy may not be issued prior to completion of the required public open space.

After certification, an application (N 210463 (A) ZRK) was filed that modified the definition of “Minor Developments” that would be exempt from requirements to provide publicly accessible open space. As certified, the criteria for such developments were as follows: less than or equal to five percent of the lot area of the Subdistrict; occupied by industrial uses only (Use Group 11, 16, 17, or 18); and not located within areas where publicly accessible open space are required, or within 50 feet of the street line in the Navy Street Central Subarea. The modified A application revised the criteria for such “Minor Developments” as follows: floor area equaling an amount less than or up to 10,000 square feet in either the Navy Street Central Subarea or the Barge Basin East Subarea or 20,000 square feet in either the Flushing East Subarea or the Barge Basin West Subarea; occupied by industrial uses only (Use Group 11, 16, 17, or 18); not located where public open space is required or within 50 feet of a street line in the Navy Street Central Subarea.

The BNY would modify underlying parking and loading regulations of ZR 44-00 (Accessory Off-Street Parking and Loading Regulations). While the underlying requirements of ZR 44-60 (Bicycle Parking) would apply, up to half of the required bicycle spaces may be provided as unenclosed bicycle parking spaces and may be located anywhere in the project area. Loading berths would be permitted, but not required. The underlying requirements of ZR 44-21 (General Provisions for Required Accessory Off-Street Parking Spaces for Manufacturing, Commercial, or Community Facility Uses) would apply within the BNY. However, those requirements would not be applicable, and no parking spaces would be required if a Transportation Management Plan has been prepared. A Transportation Management Plan must document the following: existing vehicular and bicycle parking spaces and utilization rates; transportation mode choices of visitors and workers; plans for additional parking; public transportation options; bicycle parking facilities; and measures being employed to incentive alternate travel modes and disincentive auto use. Surveys and other data collection methods must be administered on an annual basis that document changes in parking facilities and utilization, the number of employees and visitors along with mode choice, transit options, and new strategies for reducing auto use. The Transportation Management Plan must be updated no less than every three years, taking into account the results of the annual data collection

initiatives. The applicant must publish updated Transportation Management Plans on a public website and submitted a copy of each updated plan to the Department of City Planning (DCP). At such time that the Transportation Management Plan is no longer in effect, the underlying parking requirements would apply going forward.

Access to off-street parking and loading areas within the Navy Street Central Subarea, the Flushing East Subarea, and the Barge Basin East Subarea (from Navy Street, Flushing Avenue, and Kent Avenue, respectively) would be limited to one curb cut from the adjoining street. One additional curb cut may be permitted along Kent Avenue within the Barge Basin East Subarea by a new CPC Chairperson Certification, requiring approval by the Commissioner of the Department of Transportation (DOT).

Most of the provisions of ZR 62-00 (Special Regulations Applying in the Waterfront Area) shall not apply in the BNY, as the special district establishes its own use, bulk, ground floor streetscape, and open space provisions. The BNY would define the shoreline based on a survey dated per the date of adoption that is kept on file with DCP. Buildings that are not comprised of Water Dependent (WD) uses or buildings that have less than 5,000 square feet of floor area will be required to set back a minimum of 30 feet from the shoreline defined in the survey. A new CPC Chairperson Certification would be established that would allow for the 30-foot shoreline set back requirement to be reduced or eliminated if the immediate area of the development has been designed to a height of 58 inches above the mean high water line (this height is based on the New York City Panel on Climate Change's high-end future sea level rise (SLR) projections for the 2080s) or that the development seeking the setback waiver will incorporate measures that are part of an district-wide resiliency plan for the Navy Yard.

ENVIRONMENTAL REVIEW

The certified application (C 210462 ZMK), in conjunction with the applications for the related zoning text amendment (N 210463 ZRK) and modified application (N 210463 (A) ZRK), were reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA) and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 19DME011K. The Lead Agency is the Deputy Mayor's Office for Housing and Economic Development (DME).

After a study of the potential environmental impact of the proposed actions, a Negative Declaration was issued on June 7, 2021. On August 18, 2021, a Revised Environmental Assessment Statement (EAS) was issued which reflects modifications to the applicant's proposed actions. The Revised EAS concluded that the modified proposed actions would not result in any new or different significant adverse environmental impacts not already identified in the previous Negative Declaration. A Revised Negative Declaration was issued on August 18, 2021. The Revised Negative Declaration reflects the changes to the EAS and supersedes the Negative Declaration issued on June 7, 2021.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY

This application (C 210462 ZMK), in conjunction with the related application (N 210463 (A) ZRK), was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910, et seq.). The designated WRP number is 19-169. This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

UNIFORM LAND USE REVIEW

This application (C 210462 ZMK) was certified as complete by the Department of City Planning on June 7, 2021, and duly referred to Community Board 2 and the Brooklyn Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the related application for a zoning text amendment (N 210463 ZRK), which was referred for information and review in accordance with the procedures for non-ULURP matters. On September 10, 2021, a revised application (N 210463 (A) ZRK) was referred to Community Board 2 and the Brooklyn Borough President for information and review in accordance with procedures for non-ULURP matters.

Community Board Public Hearing

Brooklyn Community Board 2 held a public hearing on this application (C 210462 ZMK), in conjunction with the related applications for a zoning text amendment (N 210463 ZRK) on June 9, 2021. On June 16, 2021, the community board adopted a resolution to approve the zoning map amendment (C 210462 ZMK) and the zoning text amendment (N 210463 ZRK); by a vote of 39 in favor, 0 against, and 1 abstaining.

Borough President Recommendation

The Brooklyn Borough President held a public hearing on this application (C 210462 ZMK), in conjunction with the related application for a zoning text amendment (N 210463 ZRK) on July 7, 2021, and on September 17, 2021, issued a recommendation to approve the application with modifications/conditions. Conditions of the approval applicable to the zoning text amendment are that

“1. That as a means to assure an adequate ratio of manufacturing space to commercial office space for the Barge Basin Subdistrict, the Flushing Subdistrict, and the Navy Street Subdistrict, that New York City Zoning Resolution (ZR) Article 14, Chapter Four, be modified as follows:

- a. That for proposed ZR Section 144-213, floor area limitations on additional uses, the additional uses allowed pursuant to ZR Section 144-12 (Additional Uses Allowed in M2 Districts) that is proposed to be limited to 300,000 sq. ft. of floor area within each Subdistrict where such additional uses are allowed, and the total floor area allocated to such additional commercial uses proposed to not exceed 100,000 sq. ft. in each Subdistrict where the additional uses are allowed, shall be modified to require that for every sq. ft. of use permitting floor area, not less than three sq. ft. of floor area has been set aside for Use Group (UG) 9A limited to blue printing or photostating establishments, dental or medical laboratories, musical instrument repair shops, studios, trade schools for adults, 10A limited to non-conforming depositories, and studios, 11A, 16A except for

automobile showrooms, 16B, 16D except for truck terminals, warehouses and, wholesale establishments, 17B, 17C limited to agriculture, and 18A, are provided

- b. That for the proposed ZR section 144-21, Floor Area Regulations, for the Barge Basin Subdistrict, the Flushing Subdistrict, and the Navy Street Subdistrict, shall be modified to add a new subsection ZR 144-214 that would require that for every square foot of Use Group 6B Offices, not less than 2.5 sq. ft. of floor area has been set aside for (UG) 9A limited to blue printing or photostating establishments, dental or medical laboratories, musical instrument repair shops, studios, trade schools for adults, 10A limited to non-conforming depositories, and studios, 11A, 16A except for automobile showrooms, 16B, 16D except for truck terminals, warehouses and, wholesale establishments, 17B, 17C limited to agriculture, and 18A, are provided permitted uses, and that UG 6B be limited to 700,000 sq. ft. in the Barge Basin Subdistrict, 225,000 sq. ft. in the Flushing Subdistrict, and 350,000 sq. ft. in the Navy Street Subdistrict
2. That as a means to preclude large retail establishments proposed ZR 144-12 Additional Uses Permitted in M2-1 Districts should be revised to restrict Use Group 10A to Depositories for storage of records; studios for motion picture, photographic, radio, or television production

Be it Further Resolved:

1. That Building 77 QALICB, Inc. incorporate into subsequent Request for Proposals (RFP) for its development assemblages the determined location to incorporate a childcare center, based on Building 77 QALICB, Inc. coordination of an analysis of childcare needs that would primarily be serving the residents of the Farragut,

Ingersoll, and Whitman houses, in consultation with TAs of all three development, CB 2, and local elected officials

2. That Building 77 QALICB, Inc. be obligated to actively explore with the New York City Department of Transportation (DOT) the possibility of accommodating the DOT iron shop located at 59 Adams Street, that would be relocated as part of one of the three intended development areas, for the purpose of reporting joint findings to the City Council prior to its consideration of the ULURP applications
3. Should it be determined that the DOT iron shop can be accommodated, its inclusion should be indicated by Building 77 QALICB, Inc. in a Request for Proposal (RFP) to be issued for a pre-determined site, awarded and constructed to enable such occupancy
4. That should a vacated 59 Adams Street site result, DOT should release jurisdiction to facilitate the transfer of the property to the New York City Parks Department (NYC Parks)
5. That Building 77 QALICB, Inc. incorporate into subsequent Requests for Proposals (RFPs) for its development assemblages:
 - a. Requirements that advance sustainable and resilient construction
 - b. That Brooklyn-based contractors and subcontractors, especially those that are designated local business enterprises (LBEs) be retained, consistent with Section 6-108.1 of the City's Administrative Code, and minority- and women-owned business enterprises (MWBES) as a means to meet or exceed standards per Local Law 1 (no less than 20 percent participation), as well as coordinate the oversight of such participation by an appropriate monitoring agency
 - c. That building service workers be required to be paid prevailing wages with full benefits
6. That the MTA should complete its York Street subway station engineering feasibility studies in a timely manner to determine appropriate mitigation for pedestrian congestion between the York Street subway station platform and turnstile levels, and then submit requests to draw on funds held by the New York City Economic Development Corporation (EDC) for one or more projects, planned and implemented in consultation with CB 2 and local elected officials"

City Planning Commission Public Hearing

On August 18, 2021 (Calendar No. 8, 9, and 10), the CPC scheduled September 1, 2021 for a public hearing on this application (C 210462 ZMK) and the related applications for a zoning text amendment (N 210463 ZRK, N 210463 (A) ZRK). The hearing was duly held on September 1, 2021 (Calendar No.42, 43, and 44). There were 16 speakers in favor and none in opposition.

An applicant team consisting of three speakers testified in support of the application. The President and Chief Executive Officer of BNYDC described the historic peak and decline of manufacturing in New York City as a whole and at the Navy Yard, and the recent resurgence in employment that has occurred at the Navy Yard in the last decade which has provided middle-class job opportunities for diverse populations. He stated that this growth has resulted in over 400 businesses and 11,000 workers on-site today with employment anticipated to reach 20,000 workers in the near term. He described how the Master Plan envisions a new building typology to support modern manufacturing businesses, which would require relief from zoning requirements that no longer match the spatial needs of today's industrial businesses. He stated that BNYDC intends to self-develop the Master Plan buildings with a combination of equity, debt financing, and public funding. He also stated that an important goal of the Master Plan was to better integrate the Navy Yard with the surrounding communities. In response to a question posed by a Commissioner, he stated that BNYDC would be amenable to providing the CPC with periodic updates as the Master Plan is implemented over time.

The applicant's land use attorney shared how five components of the proposed special district will facilitate implementation of the Master Plan: additional uses, bulk modifications, parking and loading; signage; and ground floor conditions along the perimeter. The additional uses being requested would support the expansion of the core manufacturing uses. Bulk modifications would allow for a tri-partite building form to accommodate all stages of a growing industrial business. Parking and loading flexibility would allow for dynamic transportation management strategies that

include alternate modes of transportation. Signage alongside the Master Plan buildings would promote placemaking of the Navy Yard as a whole. And the condition of the ground floor at certain locations along the perimeter of the Navy Yard would support active uses and a vibrant pedestrian experience. The applicant's architect described the vision for the ground floor condition along the perimeter of the Navy Yard, which would allow for members of the public to experience what happens internally at the Navy Yard. He described the components of this ground floor condition: a wide upper walkway adjacent to the buildings that would support public programming; a wide lower esplanade to allow the public to experience the waterfront; a stepped area between the two walkways with trees and seating; buildings entrances and pathways; and plaza like "gateways" to the Barge Basin. He also described that the signage envisioned to accompany the Master Plan buildings is similar to the existing sign on Building 77.

In addition to the applicant team, 13 people spoke in favor of the application.

The President of the Downtown Brooklyn Partnership stated that in addition to supporting job growth through the development of new space for manufacturing and innovation economy tenants, the Navy Yard has served vital functions during the pandemic and recovery. She articulated how the envisioned open space, modern building typologies, and enhanced access to open space would offer benefits to businesses and surrounding communities, all while maintaining the working waterfront.

A representative from the Center for an Urban Future spoke about the slow growth in middle-class, middle-income jobs accessible to New Yorkers without a college degree and the accompanying growth of low paying sectors. She stated that modern manufacturing companies including those at the Navy Yard create well-paying, accessible jobs and that the educational partnerships have excelled at expanding access to those jobs.

The President and CEO of the Brooklyn Chamber of Commerce described how the special district is needed to support modern space for businesses, better connect job seekers to job opportunities, and support the communities surrounding the Navy Yard by providing childcare and educational facilities.

The Executive Director of the Southwest Brooklyn Industrial Development Corporation described BNYDC's leadership with respect to connecting small business support for manufacturers and workforce development initiatives.

Two representatives from educational institutions spoke about their existing partnerships at the Navy Yard. A representative from CUNY shared that City Tech has a long history of partnering with BNYDC and attested to the growth and impact that their partnerships have had on the surrounding community. She stated that City Tech's STEM program serves over 7000 students of which over 200 students are either engaged in a training program or are employed at the Navy Yard. She also stated that the Navy Yard supports place-based learning for the faculty, and that City Tech and BNYDC share a mission of providing employment and upward mobility to diverse student populations. The founding principal of the Brooklyn STEAM Center shared that BNYDC has assisted the school in many ways including procuring grants, delivering food, and lowering learning loss during the COVID-19 related shutdown.

Representatives from three manufacturing tenants spoke about how the Navy Yard has served as a partner in supporting their growth over time as spatial and employment needs have changed. A representative from a company that focuses on technologies to improve manufacturing shared that the desire to scale up over time and the educational partnerships that have helped to reduce their recruiting costs were key advantages to locating at the Navy Yard. A representative of a metalworking business who has been located at the Navy Yard for over 20 years shared how the Navy Yard's focus on manufacturing and connecting businesses with a pipeline of workers has

benefited them greatly, how their workers utilize the transportation resources made available by the Navy Yard, and that the XL industrial floorplates envisioned by the Master Plan are the types of spaces that would serve their operations. A representative of a company that produces military apparel and equipment described how the Navy Yard has accommodated their growth over time, beginning nearly twenty years ago when they employed six people and occupied 3,500 square feet until now with over 250 workers occupying 120,000 square feet of space, with further expansions anticipated. He stated that they are focused on increasing their workforce training initiatives in partnership with the Navy Yard, with a particular focus on training unskilled workers. A representative of a food processing and manufacturing company founded over 100 years ago in the City described the reasons they expanded to the Navy Yard in 2018 including: ample space; ease of doing business; the non-traditional role of BNYDC as a partner in addition to being a landlord; support in meeting their employment needs; and competitive rents that allowed them to secure a long-term location for their headquarters.

The Director of the Pratt Center for Community Development and a BNYDC board member described the Navy Yard's best practices in supporting manufacturers, including the curation of tenants, the employment center recruitment from NYCHA communities, and a deliberate focus on the advancement of racial and economic justice through its program and operations. He requested that the proposed actions be approved without additional limitations on non-industrial uses and without requirements for planted areas within the open spaces. On use limitations, he stated that while he generally opposes expansion of non-industrial uses in M-districts due to the risk of commercial gentrification and displacement, that risk was not applicable at the Navy Yard since the mission is not to maximize revenue and that other protective measures are in place including board approval of every lease. He also requested that a planting requirement not be imposed on the required open spaces and that those areas should instead be activated with installations and demonstrations on art, science, and technology that showcase the vitality of the on-site manufacturers.

A member of the 32BJ branch of the Service Employees International Union spoke about the history of good labor practices at the Navy Yard and that the union was having positive discussions with BNYDC regarding the expansion.

The head of the Ingersoll Houses Tenant Association (TA) stated that BNYDC has engaged with the TA early and often on the development of the Master Plan and served as a strong community partner that understands the needs of neighboring NYCHA tenants. The services and amenities that have served tenants include increased access to jobs and fresh foods, training and employment opportunities, and transportation options for community members with limited mobility.

There were no other speakers and the hearing was closed.

CONSIDERATION

The CPC believes that this application for a zoning map amendment, in conjunction with the application for a zoning text amendment, as modified herein, is appropriate.

These actions will facilitate the expansion of the Brooklyn Navy Yard with an additional 4.6 million square feet of space for industrial, commercial, and community facility uses. At full buildout, the proposed development is anticipated to accommodate 11 million square feet of space and 30,000 jobs. Through the Master Plan, the applicant intends to further the goal of enhancing industrial operations and growing jobs, while better integrating the Navy Yard into the surrounding community.

While BNYDC has achieved significant job increases at the Navy Yard in the last several decades, this has occurred predominantly through the rehabilitation of existing buildings. With few remaining buildings available for renovation today, any significant job expansion necessitates new

development, and to accommodate the modern manufacturing uses and vertically integrated building typologies envisioned within the Navy Yard's Master Plan, these proposed new developments will require variation from existing zoning regulations.

The CPC notes that the equitable employment growth envisioned by the Master Plan would be challenging without allowing for a wider range of uses in the Navy Yard. Increased flexibility in use groups will allow for workforce amenities such as on-site retail and daycare facilities and support the expansion of their successful educational and workforce training programs. Allowing for on-site retail and daycare facilities makes it easier for parents and caretakers to enter or stay in the workforce, and on-site retail spaces will help showcase and facilitate the sale of goods produced by small-scale or startup tenants that may not otherwise have had access to vendors or storefronts. The CPC is extremely pleased that the existing partnerships between educational institutions and tenants at the Navy Yard will have the opportunity to grow, helping to ensure that NYC residents can benefit from this anticipated job growth, expanding career pathways and building the professional networks necessary for local students and area residents to break into growing industrial sectors.

The CPC recognizes the challenges involved in constructing and tenanting new industrial and manufacturing space in NYC. The CPC commends the applicant on furthering their ambitious goal to create millions of square feet of new, high-density industrial space, pursuing a vertical building typology for contemporary manufacturing businesses that the private sector rarely produces in urban markets. These actions will further the City's goals of supporting the industrial and manufacturing sectors and will set the new standard for multi-story industrial development in land-constrained cities.

Zoning Map Amendment (C 210463 ZMK)

The CPC believes that the proposed zoning map amendment to change R6B, M1-2, and M3-1

districts to an M2-1 zoning district is appropriate.

The CPC recognizes that the zoning in the project area has remained mostly unchanged since 1961 and is reflective of land use patterns established over 50 years ago. The current M3-1 zoning district which covers the majority of the Navy Yard's perimeter allows for commercial and industrial uses up to a maximum FAR of 2.0. Retail uses that exceed 10,000 square foot of floor area per establishment, hotels, and most community facilities are not allowed. M2-1 districts are medium density manufacturing districts that allow a variety of industrial uses but have more stringent performance standards than M3 districts and are usually mapped along waterfront areas. The M2-1 district would better reflect the lighter intensity of the uses that are desired along the perimeter of the Navy Yard, necessary to support the core manufacturing uses and serve the broader public.

Zoning Text Amendment (N 210463 (A) ZRK)

The CPC believes that the proposed zoning text amendment to establish the Special Brooklyn Navy Yard District (BNY) is appropriate. While the proposed M2-1 zoning district better reflects the anticipated land uses envisioned under the proposed development, the Special District will provide the additional flexibility necessary to support new building typologies, a wider variety of uses, innovative parking and loading management, flood resiliency measures, campus signage, and publicly accessible open spaces envisioned by the Master Plan.

The CPC notes that the Navy Yard is truly a unique piece of city-owned property in a number of ways: it is a large area that includes more than 300 acres; it contains a variety of uses across historic rehabilitated and new construction buildings, from heavy manufacturing and aggregate shipping to food retailers and public high school classrooms; the campus is surrounded by both residential and industrial areas, parks and playgrounds, bicycle lanes and truck routes; it has a large waterfront shoreline that includes a variety of unique edge conditions and uses including dry docks,

a public ferry landing, and piers that support maritime uses; it is subject to significant future flood risks; and it is operated by a single, mission-driven non-profit organization, with the ability to curate tenants, subsidize space for businesses, manage transportation movements and access, and undertake campus-wide capital investments. These factors call for a more tailored and flexible approach to zoning than what the underlying regulations allow. The BNY will complement the proposed zoning map change with a new special district, and associated subdistricts and subareas, that will ensure urban design considerations are met while allowing for flexibility with respect to use, bulk, ground floor streetscape, open space, parking, loading, and the waterfront area.

The CPC supports the creation of new subdistricts and subareas that reflect the Master Plan's intention of bringing more public-facing uses to the perimeter of the Navy Yard and supporting a new building typology that optimizes the needs of modern manufacturers that require large floorplates and tall ceiling heights in vertically integrated buildings while also providing active ground floor streetscapes and publicly accessible open spaces.

The new uses that would be permitted in the perimeter areas include community facilities with no sleeping accommodations; colleges and universities; physical culture establishments; a broader range of retail and service uses; and alcoholic manufacturing establishments. Not only will day care facilities (a type of community facility use) support parents and caretakers who work at the Navy Yard to enter or stay in the workforce, but they may also provide a much needed amenity to the adjacent residential communities, including residents of the nearby NYCHA developments. With regards to schools (a type of community facility use) and colleges and universities, the CPC notes that the Navy Yard has a history of successful educational partnerships that offer programming to public school students, college and graduate students, and professionals seeking additional training, as well as building networks between Navy Yard tenants and job-seekers. A new museum (a type of community facility use) could complement the existing educational partnerships or future educational partnerships. The CPC notes that significant growth in employment requires that

workers and visitors have increased access to amenities such as daycare facilities and physical culture establishments, as well as a broader range of retail options.

The CPC supports modifications to the underlying M2-1 zoning district's bulk and envelope regulations in two limited areas to facilitate the large floorplates, tall floor-to-ceiling heights, and vertically integrated mixed-industrial and commercial buildings proposed within the Flushing East Subarea and the Barge Basin Subdistrict. Like other areas of the City where relief has been sought to facilitate new commercial and industrial development, the Commission supports changes to the outdated M-districts to allow for modern, flexible, loft-style buildings that provide a strong street wall, large floorplates, and tall ceiling heights. Within the Flushing East Subarea, applying the wide street sky exposure plane is appropriate as the proposed buildings will be required to set back from Flushing Avenue by a minimum of 50 feet. This provision will require that the building line-up to the adjacent Building 77 and will allow the lower portion of the building street wall to rise sheer in a way that relates to the form of Building 77 and facilitates efficient floorplates for the lower levels.

Two view corridors will be required within the Flushing East Subarea in order to help break up the frontage which is over 700 feet long. They will also help the southern boundary of the Navy Yard better relate to the more standard street grid that exists on the south side of Flushing Avenue. Importantly, these view corridors will ensure public visibility into the Navy Yard and the activities and operations of the campus. In addition to the requirement for a view corridor to be maintained at Vanderbilt Avenue, the ability to choose the location of the second view corridor at either Waverly or Clinton Avenue will allow for greater site plan flexibility.

The CPC supports the modifications to the underlying bulk regulations applicable to the Barge Basin Subdistrict to accommodate the envisioned building typology and uses. Most importantly, these modifications will help to celebrate the Barge Basin itself and draw people to its shores by ensuring a complementary relationship between the new buildings and the only publicly accessible

waterfront open space that will be provided in the entirety of the Navy Yard. The requirement that the buildings set back from the western and eastern shores of the Barge Basin by 50 feet and 40 feet respectively with open space created in that setback area will create space for workers, visitors, and the broader public to access the waterfront. To facilitate a modern mixed-industrial building with commercial and community facility uses, while respecting the scale of Kent Avenue and the new publicly accessible open spaces along the Barge Basin, a sky exposure plane starting at 85 feet applicable along Kent Avenue and both sides of the Barge Basin will accommodate the unique three-tiered Master Plan buildings while providing design flexibility for the middle and upper portions of the building.

Regulations regarding street walls and building articulation will ensure a strong street wall presence, visual interest and variety in building form, and break up the long frontages along both sides of the Barge Basin, which exceed 800 feet and 500 feet respectively on the western and eastern sides of the waterway. Tower regulations will provide flexibility for the location, orientation, and heights of the upper stories of the building while also requiring articulation to break up the massing to ensure an appropriate built form and light and air along the waterfront context.

The underlying M1-5 bulk height and setback regulations that will require a 30-foot setback above 85 feet will allow for light and air to access the Barge Basin itself and the new waterfront open spaces. Tower regulations would be modified to accommodate larger and more efficient floorplates and will provide flexibility for locations and orientations. To improve north-south connectivity and the pedestrian experience along Kent Avenue, new developments within the Barge Basin East Subarea would be required to set back along the ground floor of the Kent Avenue frontage to ensure a sidewalk condition with a minimum width of 15 feet to facilitate circulation and support an improved pedestrian experience. In addition, this sidewalk widening would allow for the possibility of adding amenities such as tree plantings, benches, bicycle racks, and café seating in

the future.

The CPC notes that the Master Plan buildings have yet to be designed in detail and therefore the new bulk special permit proposed will allow for further modifications of underlying bulk regulations if needed, based on findings related to furthering the objectives of the BNY, better site planning, access to light and air for surrounding areas, and a distribution of bulk that does not negatively impact surrounding buildings or blocks.

The CPC believes that the ground floor streetscape requirements applicable to new development balance the needs of the industrial tenants that may occupy the base of the buildings, such as security and privacy, with the City's goals of providing active and walkable streetscapes and open spaces that welcome and engage all members of the public. The requirement that fifty percent of the street wall along public streets and public open spaces be occupied by floor area at the ground floor is important to ensure a consistent level of activity along these key frontages. The fifty percent transparency requirement applicable to uses along these ground floors will further support a vibrant pedestrian experience. The CPC believes that applying a reduced transparency requirement of 25 percent for ground floor industrial uses is instrumental in order to allow for and invite public visibility into the activities and operations of the industrial uses at the Navy Yard, while also providing more flexibility for industrial uses to address concerns regarding privacy. The blank wall mitigations and screening requirement for parking and loading will further help to ensure vibrant streetscapes.

The CPC is pleased that the BNY will provide critical enhancements to the public realm within the three new Subdistricts through the provision of new publicly accessible open space that will not only serve Navy Yard tenants and visitors, but will improving connectivity to the surrounding neighborhoods. While many areas of the Navy Yard may not be appropriate for public access given the heavy industrial uses, the CPC is pleased that the special district has identified key locations

along the perimeter for new publicly accessible open spaces. These open spaces will be built out as new development occurs and provide opportunities for seating, planting, and active programming alongside active ground floor uses within the new buildings, becoming areas of respite and convergence for Navy Yard tenants, visitors, and the residents of surrounding neighborhoods. Because most of the Navy Yard's waterfront is occupied by maritime and heavy industrial uses, the publicly access open space along the waterfront will be consolidated in an area that will be made accessible to the adjacent residential neighborhood of Williamsburg, surrounding the Barge Basin. The CPC believes that the proposed open spaces will serve a critical role in opening up the walls and security gates of the Navy Yard to the surrounding areas, improving access to greenery and the waterfront, and providing a public amenity that can be enjoyed by all New Yorkers, while furthering city-wide goals with respect to access to sustainability and reducing health inequalities. The CPC notes that the few requirements that are proposed to apply to these spaces (generally limited to total amount and dimensions, a minimum planting requirement, minimum seating, and signage) compared to other types of publicly accessible spaces across the city are the most basic and essential components to ensuring that the new open spaces are high quality, welcoming, comfortable to all potential users.

The CPC notes that the bulk relief applicable to new development and the very limited number of design requirements that will apply to the new publicly accessible open spaces is atypical. Collectively, these regulations provide a high level of design flexibility that is important for a number of reasons: first, it recognizes that the new building typology envisioned by the Master Plan has never been built before; second, this flexibility is intended to facilitate flood resiliency measures that may be implemented at the site and building scale; and third, it acknowledges the critical role that the Public Design Commission will play with respect to the design of all aspects of continued development at the Navy Yard.

The CPC believes that modifications to the underlying parking and loading regulations are

appropriate. The parking and loading regulations of the underlying M districts have not been updated since 1961 and are no longer consistent with the needs of many contemporary commercial and industrial uses. The CPC commends the applicant for their proactive approach to managing transportation for workers and visitors to and from the Navy Yard and within the Navy Yard, with a focus on reducing private automobile use through alternative modes of transportation. The underlying parking requirements of the M2-1 district are onerous and could deter construction of new commercial and industrial space or result in an oversupply of parking spaces. Transportation demand management strategies are inherently more flexible than strict requirements by use as they can account for changes not only in uses, but to changes in technologies and trends over time as well. Because the Navy Yard is a large campus under the management of a single entity, it is an ideal location to deploy such strategies. The CPC notes that the configuration of the Navy Yard itself will allow for vehicular access to the buildings (for parking and loading) to be achieved from within the Navy Yard itself, rather than from the public streets, which supports the limitation on new curb cuts. The Chairperson Certification allowing for an additional curb cut on Kent Avenue recognizes that the Barge Basin East parcel is the most constrained in terms of vehicular access and balances the potential negative impact on the public street with the potential loading needs of the new building.

The CPC believes that modifications to the waterfront zoning regulations are appropriate and necessary to accommodate the unique scale, land uses, physical characteristics and operational needs of the Navy Yard. The CPC believes that in lieu of waterfront zoning regulations, defining a fixed shoreline based on the Mean High Water Line acknowledges the Navy Yard's unique historic development, site configuration, and waterfront edge conditions comprised of piers and pier-like structures. A survey establishing such a shoreline will also serve to more clearly define the upland area subject to the Special District's provisions. The Navy Yard is an important city-asset located in moderate- to high-risk flood zones and is also likely to experience future daily tidal inundation from sea level rise. Therefore, the CPC believes it is appropriate to require that all future buildings

(with exceptions for water-dependent uses and buildings less than 5,000 square feet) set back from the shoreline by a minimum of thirty feet in order to ensure that campus-wide flood mitigation measures would not be precluded from implementation in the future. Should future development along the shoreline be sited within thirty feet of the shoreline, relief from the setback requirement would be available through a CPC Chairperson Certification if the development incorporates flood protection measures that protect the immediate area of the building, accounting for future sea level rise projections, or if the proposed development is consistent with a district-wide resiliency plan that the Navy Yard has adopted.

The CPC believes that the proposed illuminated signage, pursuant to the modified application (N 210463 (A) ZRK) filed on July 30, 2021, that will identify the Navy Yard from the adjacent neighborhoods and support the goal of better integrating the Navy Yard with the surrounding area, is appropriate. The CPC believes that such signage will help with wayfinding and placemaking for the publicly owned and non-profit managed campus as a whole, and is not appropriate to advertise specific businesses or tenants located in the Navy Yard, with the potential exception of a museum use. The CPC believes that the proposed signage is appropriate to the scale of the Navy Yard as a whole, as well as the scale of the new buildings proposed within the three subareas. With respect to the proximity to the adjacent residential districts to the proposed signs, the CPC notes that the anticipated signs are at least 100 feet away from the nearest residential districts and are all intended to be backlit, which is important in reducing the amount of illumination that will affect surrounding areas.

The CPC believes that the BNYDC's management of the entire campus allows it the flexibility to provide parking in a dynamic through the implementation of transportation demand management (TDM) strategies. The goal of decreasing private automobile usage overall, while facilitating movement for workers and visitors is a commendable one. The proposed modification to parking regulations recognizes the proactive approach to transportation planning that BNYDC takes with

respect to access to and from the Navy Yard and travel within the Navy Yard. The CPC recognizes that the TDM strategies taken by the Navy Yard are dynamic and updated on an ongoing basis and have already proven successful at shifting travel modes from private vehicle use to alternate modes of transportation including public transit and bicycling since implementation. The proposed loading regulations reflect BNYDC's expertise as industrial landlords who are familiar with the loading needs of anticipated tenants and is appropriate given the unique configuration of the Navy Yard, which allows for loading to occur primarily from within the Navy Yard itself rather than from the public streets along the perimeter. The proposed limit on new curb cuts will help to ensure limited impact on the public streets surrounding the Navy Yard, particularly by reducing potential conflicts with heavily utilized bicycle lanes surrounding the campus where crossing cars and trucks could pose serious dangers. The CPC recognizes that of all the Master Plan buildings, the development in the Barge Basin East Subarea is the most constrained and therefore the CPC Chairperson Certification to permit an additional curb cut at that location, pursuant to DOT approval, is appropriate. We encourage BNYDC to work with DOT to evaluate the appropriateness and location of future curb cuts along Kent Avenue, given the number of commercial and residential development sites along the waterfront to the north, the location of the Brooklyn-Queens Greenway two-way bicycle path along Kent Avenue, and the importance of Kent Avenue as a gateway corridor for connecting the upland residential neighborhoods of Williamsburg to the waterfront.

In response to public testimony requesting that use limitations not be imposed on non-industrial uses, the CPC believes that the proposed square footage caps in each of the three perimeter subdistricts (300,000 square feet on newly permitted community facility and commercial uses; 100,000 square feet on newly permitted commercial uses) will allow for sufficient flexibility to support the programming envisioned by Master Plan while ensuring that the newly permitted uses do not become the predominant uses in the perimeter areas.

In response to public testimony requesting that the publicly accessible open spaces should not have

any requirement for planted areas, instead of the currently proposed 20 percent requirement, and that such open spaces should instead be activated through public installations, the CPC believes that planted areas are a critical component of high-quality open spaces and that planted areas are not incompatible with installations, or any other activity envisioned for the public spaces. In addition to the aesthetic qualities that planted areas provide, plantings help to ensure that public spaces are not overly hardscaped and harsh. They provide shade and reduce glare for area workers and visitors, especially during the summer months when public open spaces are most utilized, supporting human comfort and reducing surface temperatures. In addition, plantings support city-wide goals with respect to sustainability and health inequities. Plantings are one tool used to help mitigate flood risks and sewer overflows, as they help to absorb rain and stormwater and reduce runoff. Facilitating access to nature and reducing heat vulnerability is a citywide goal, especially important given the impacts of urban heat island effect and climate change. The CPC notes that green space is one of four factors that inform the NYC Department of Health's Heat Vulnerability Index for neighborhoods across the city and that the neighborhoods surrounding the Navy Yard are scored at a moderate to high risk of heat vulnerability. Furthermore, the CPC notes that the 20 percent requirement is a significant reduction from the requirement that is applicable to Waterfront Public Access Areas citywide and that the development parcels do not present any site constraints to meeting this reduced planting requirement while also supporting other types of activation such as installations.

In response to the Borough President's recommendation that certain uses within Use Groups 9A, 10A, 16A, 16B, 16D, 17B, 17C, and 18A are required for every square foot of newly permitted commercial, community facility, and office use developed, the CPC believes that zoning regulations must be flexible enough to permit a range of uses that may change over time. While the desire to ensure sufficient industrial uses at the Navy Yard is shared, the CPC believes that the concern regarding insufficient industrial uses does not warrant additional regulations as the overarching mission of BNYDC is to support the City's industrial sector and BNYDC falls under

the purview of the Mayor.

In response to the Borough President's recommendation that Use Group 10A uses be limited to depositories for storage of records; studios for motion picture, photographic, radio or television production, the CPC believes that a broader range of retail uses is not only appropriate, but is necessary for the Navy Yard to support a growing workforce. In addition to increased amenities and services to support 30,000 workers, the CPC believes that having large-scale retail uses of greater than 10,000 square feet will provide opportunities to showcase goods manufactured at the Navy Yard and help tenants showcase and sell directly to a broader audience and is consistent with the goal of inviting the public into the Navy Yard through more public-facing uses and amenities.

The Borough President's recommendations regarding: the relocation of the 59 Adams Street DOT iron shop and subsequent transfer of the site to the NYC Parks Department; the MTA's completion of engineering studies at the York Street subway station; future requests for proposals (RFPs) incorporating sustainable and resilient construction and local business enterprises and minority- and women-owned business enterprises are beyond the CPC's purview with respect to the proposed actions. While the Borough President's recommendation regarding how future RFP's account for locations of future childcare facilities that would serve residents of nearby NYCHA developments is also beyond the purview of the proposed actions, the CPC would encourage the applicant to consult with the Tenant Associations of Farragut Houses, Ingersoll Houses, and Walt Whitman Houses on this issue.

City Planning Commission Modifications

During the public review process, DCP staff shared that the while the Department and the applicant had worked together on the proposed actions, there were several topics of ongoing discussion where a final conclusion had not been reached at the time of certification. Pursuant to the outcome of those discussions, the Commission has identified several areas within the proposed zoning text

to be revised, and hereby modifies the proposed zoning text amendment application (N 210463 (A) ZRK).

In the referred text, there was an allowance for up to ten percent of the manufacturing floor area (UG 11, 16, 17, 18) in new developments to be occupied prior to completion of the accompanying public open space. The Commission notes that the purpose of this provision is to allow additional time for fit out of these new and unique manufacturing spaces while providing certainty around the timing of the adjacent public open space. The Commission believes that more flexibility can be provided for manufacturing uses to fit out such spaces, if accompanied by a specific and reasonable timeline for the delivery of the open space. Therefore, the Commission modifies the regulations, allowing for new floor area (with no limit on amount) to be occupied by any Use Group 11, 16, 17, or 18 prior to completion of the required open space, with a requirement that the required public open space be completed within one year of the first temporary certificate of occupancy being issued.

In the referred text, required public open space in the form of two waterfront esplanades will be provided along the eastern and western shorelines of the Barge Basin when developments occur in the Barge Basin West Subarea and the Barge Basin East Subarea, respectively. An existing sidewalk along a private road adjacent to the short end of the Barge Basin will connect the two waterfront esplanades, but the sidewalk was not required to be publicly accessible. Therefore, the Commission modifies the regulations to require that a sidewalk connecting the two esplanades be improved to DOT standards that is accessible to the public during the same hours that the other publicly accessible open spaces (including the waterfront esplanades)s are accessible to the public.

In the referred text, there was a requirement for floor area be located along public streets and open spaces to provide “eyes on the street” and help activate these places. Such floor area was required to have a minimum depth of thirty feet, with an ability to be reduced to fifteen feet if there are no

intervening walls parallel to the building frontage. The Commission notes that the purpose of a minimum depth is to help ensure that these ground floor spaces are built deep enough to accommodate a wide variety of uses to help ensure that they can be successfully tenanted over time as uses change. Thirty feet is the baseline standard in the zoning resolution where non-residential uses are required on the ground floor, which is reflected in enhanced commercial districts and numerous other special districts. However, the CPC acknowledges the applicants desire for flexibility to create more shallow spaces with a reduced minimum depth of fifteen feet, which the applicant believes would be more affordable and attractive to a wider range of smaller users, helping to create a more diverse ground floor condition. The CPC believes that at a minimum, a depth of thirty feet should be maintained in key locations where the public realm meets the proposed development. Therefore, the CPC modifies this regulation to maintain the 30-foot minimum depth along most of the public street frontages and to allow for a reduced depth of fifteen feet in specific areas, generally those that are more internal to the Navy Yard. The 30-foot minimum will be applicable in the following areas: in the Navy Street Central Subarea, along the frontages facing Navy and Hudson Street; in the Flushing East Subarea, along the entirety of the Flushing Avenue frontage; in the Barge Basin Subdistrict, the area focused on the southern entrance plaza near the intersection of Kent Avenue and Clymer Street. For the Barge Basin Subdistrict, this includes: the frontages along the southern ends of the western and eastern shorelines of the Barge Basin; the southern frontage of the Barge Basin East development; and the southern portion of the Kent Avenue frontage.

In the referred text, transparency requirements were proposed to apply to ground floor uses along primary street frontages. The purpose of transparency requirements is to help ensure vibrant streetscapes along public streets and the new open spaces. In order to do so, it must be located at a human scale height and interspersed along the frontages to avoid long stretches of blank walls. Therefore, the CPC modifies the regulations in two ways. First, transparency along ground floor commercial and community facility uses must meet the provisions of ZR 37-34 (Minimum

Transparency Requirements), which include requirements that transparency must occupy at least 50 percent of the surface of the ground floor level street wall between a height of two and 12 feet or the ground floor ceiling, and that the maximum width of a portion of the ground floor level street wall without transparency not exceed 10 feet. Because the CPC notes the concerns around privacy for industrial tenants, the height provisions of ZR 37-34 will apply to ground floor industrial uses but the requirement to locate transparency no less than every 10 feet will not apply. In order to mitigate the long stretches of blank wall that may result from ground floor industrial uses, blank wall mitigations will apply to any street walls exceeding 10 feet in length with no transparency.

In the referred text, a CPC Chairperson Certification was proposed to permit one additional curb cut along Kent Avenue, pursuant to DOT approval. The purpose of limiting curb cuts at this location is to minimize additional impacts on Kent Avenue, which is the busiest stretch of the Brooklyn Greenway bicycle path, while ensuring that the building would have sufficient access to loading facilities. Should an additional curb cut be warranted to ensure that the building can support adequate loading, the ability to comply with the ground floor streetscape provisions (minimum floor at the ground floor, minimum floor area depth, transparency) may be impacted. Therefore, the CPC modifies this regulation to allow for a reduction in the ground floor streetscape provisions to the minimum extent necessary, if the reduction is necessary to accommodate the ground floor loading condition.

The CPC notes that, since the certification of this application for a zoning map amendment, and the related action for a zoning text amendment (N 210463 (A) ZRK) into public review, the Health and Fitness Citywide Text Amendment (N 210382 ZRY) proposal has been approved by the CPC, which obviates the need for the similar elements found in the original special purpose district application. Therefore, the CPC is adopting a modification to the zoning text that removes these overlapping elements. The CPC also notes the original application included provisions like those found in the citywide Open Restaurants text proposal that is currently in public review. If the CPC

approves that citywide proposal, the overlapping provisions applicable in the special purpose district would be removed as part of that action.

RESOLUTION

RESOLVED, that the City Planning Commission that having considered the Revised Environmental Assessment Statement, for which a Revised Negative Declaration was issued on August 18, 2021 with respect to this application (CEQR No. 19DME011K), the City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further

RESOLVED, that City Planning Commission, in its capacity as the City Coastal Commission finds that the action will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter that based on the environmental determination and consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section No.12d:

1. changing from an R6B District to an M2-1 District property bounded by the following courses:
 - (i) a line 400 feet northeasterly of Navy Street;
 - (ii) a line perpendicular to the last named course at a point 400 feet southeasterly (as measured on such named course) from the point of intersection of the southerly street line of Evans Street and the easterly street line of Little Street;
 - (iii) a line passing through a point along the northeasterly street line of Navy Street, 95 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Navy Street and the easterly prolongation of a line

- 100 feet northerly of York Street and proceeding northerly at an angle 138 degrees to the northeasterly street line of Navy Street;
- (iv) a line passing through a point along the last named course, 170 feet northerly of the northeasterly street line of Navy Street (as measured along the last named course), proceeding easterly at an angle 92 degrees to the last named course; and
 - (v) a line passing through a point along the last named course, 131 feet easterly of the intersection of the last named course and Course 1(iii) above (as measured along the last named course), proceeding northeasterly at an angle 117 degrees to the last named course;
2. changing from an M1-2 District to an M2-1 District property bounded by:
- a. a line 400 feet northeasterly and easterly of Navy Street, the easterly centerline prolongation of Sands Street, Navy Street, and Course 1(ii); and
 - b. a line 400 feet northerly of Flushing Avenue, the northerly centerline prolongation of North Oxford Street, Flushing Avenue, and a line 680 feet easterly of Navy Street;
3. changing from an M3-1 District to an M2-1 District property bounded by:
- a. a line 400 feet northerly of Flushing Avenue, a line 3,515 feet easterly of Navy Street, Flushing Avenue, and the northerly centerline prolongation of North Oxford Street; and
 - b. the following courses:
 - (i) Kent Avenue;
 - (ii) the southwesterly prolongation of the northwesterly street line of Clymer Street;
 - (iii) a line passing through the intersection of the southwesterly prolongation of the northwesterly street line of Clymer Street and the southwesterly street line of Kent Avenue and proceeding southerly at an angle 46 degrees from the southwesterly street line of Kent Avenue;
 - (iv) the southwesterly centerline prolongation of Taylor Street;
 - (v) a line passing through a point along the last named course 311 feet southwesterly (as measured along the last named course) of the intersection of the last named course and Course 3b(iii), proceeding northwesterly at an angle 100 degrees to the last named course;
 - (vi) the U.S. Pierhead and Bulkhead Line;

- (vii) a line passing through a point along Course 3b(v) distant 919 feet northwesterly (as measured along Course 3b(v)) from the intersection of Course 3b(v) and Course 3b(iv), proceeding northeasterly at an angle 90 degrees to Course 3b(v);
 - (viii) a line passing through two points, the first being a point along the last named course 350 feet northeasterly of the intersection of the last named course and **Course 3b(vi)** and the second being a point on the U.S. Pierhead and Bulkhead Line distant 149 feet southerly (as measured along the US Pierhead and Bulkhead Line) from the point of intersection of the U.S. Pierhead and Bulkhead Line and a southerly boundary line of the NYC Pierhead Line;
 - (ix) the U.S. Pierhead and Bulkhead Line; and
 - (x) the easterly prolongation of the NYC Pierhead Line; and
- c. the following courses:
- (i) a line 400 feet northeasterly and easterly of Navy Street;
 - (ii) a line passing through the point of intersection of the last named course and Course 1(v) proceeding easterly at an angle 115 degrees to Course 1(v);
 - (iii) a line passing through a point along the last named course 540 feet easterly (as measured along the last named course) from the intersection of the last named course and Course 1(v) proceeding southerly at an angle 90 degrees to the last named course; and
 - (iv) a line passing through a point along the last named course 294 feet southerly (as measured along the last named course) from the intersection of the last named course and Course 3c(ii) proceeding southwesterly at an angle 141 degrees to the last named course;
4. establishing a Special Brooklyn Navy Yard District (BNY) bounded by the following courses:
- (i) the U.S. Pierhead and Bulkhead Line;
 - (ii) the NYC Pierhead Line and its easterly prolongation;
 - (iii) Kent Avenue;
 - (iv) the northerly centerline prolongation of Classon Avenue;
 - (v) Williamsburg Street West;
 - (vi) Flushing Avenue;
 - (vii) a line 680 feet easterly of Navy Street;
 - (viii) a line 350 feet northerly of Flushing Avenue;
 - (ix) a line passing through a point on the last named course 272 feet westerly of the intersection of the last named course and Course 4(vii) proceeding northwesterly at an angle 135 degrees to the last named course;

- (x) a line 34 feet southerly of the easterly centerline prolongation of Sands Street;
- (xi) a line 132 feet easterly of Navy Street;
- (xii) a line 50 feet southerly of the easterly centerline prolongation of Sands Street;
- (xiii) Navy Street;
- (xiv) Course 1(iii)
- (xv) Course 1(iv)
- (xvi) Course 1(v)
- (xvii) Course 3c(ii)
- (xviii) the northerly prolongation of Course 3c(iii)

Borough of Brooklyn, Community District 2, as shown on a diagram (for illustrative purposes only) dated June 7, 2021.

The above resolution (C 210462 ZMK), duly adopted by the City Planning Commission on October 20, 2021 (Calendar No. 16), is filed with the Office of the Speaker, City Council, and the Borough President, in accordance with the requirements of Section 197-d of the New York City Charter.

ANITA LAREMONT, *Chair*

KENNETH J. KNUCKES, ESQ., *Vice Chairman*

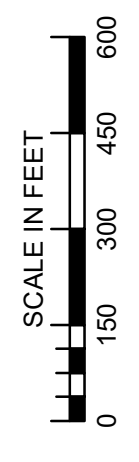
DAVID J. BURNEY, ALLEN P. CAPPELLI, ESQ., ALFRED C. CERULLO, III, JOSEPH DOUEK, RICHARD W. EADDY, HOPE KNIGHT, ANNA HAYES LEVIN, ORLANDO MARIN, RAJ RAMPERSHAD, *Commissioners*

CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
ZONING CHANGE
ON SECTIONAL MAP

New York, Certification Date:
June 7, 2021

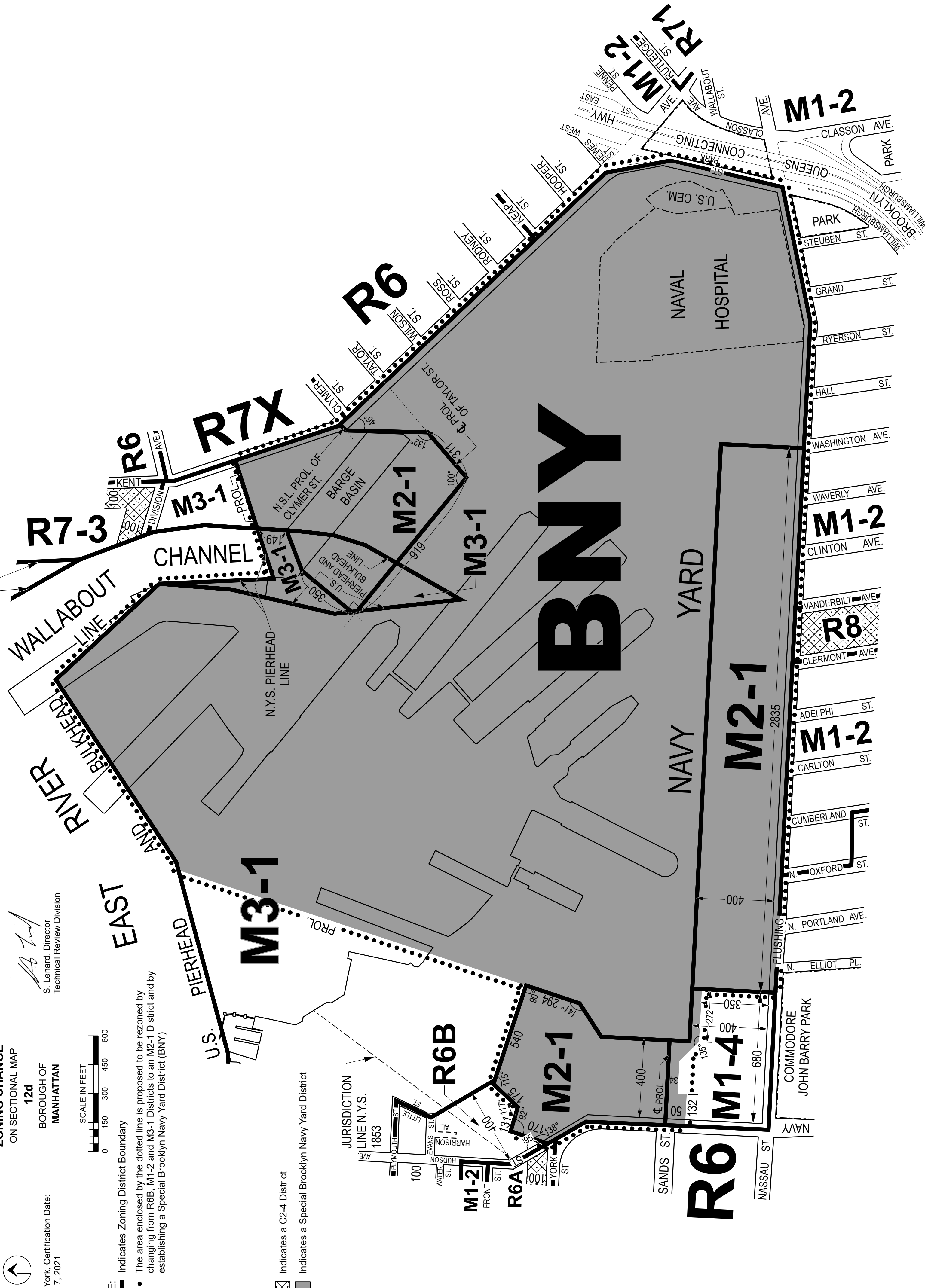
S. Lenard, Director
Technical Review Division

BOROUGH OF
MANHATTAN



NOTE:
- - - - - Indicates Zoning District Boundary
••••• The area enclosed by the dotted line is proposed to be rezoned by changing from R6B, M1-2 and M3-1 Districts to an M2-1 District and by establishing a Special Brooklyn Navy Yard District (BNY)

Indicates a C2-4 District
 Indicates a Special Brooklyn Navy Yard District



NOTE: THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.



CITY OF NEW YORK
Community Board No. 2

350 JAY STREET - 8TH FL.
BROOKLYN, N.Y. 11201

(718) 596-5410 FAX (718) 852-1461
bk02@cb.nyc.gov

ERIC ADAMS
Borough President

LENUE H. SINGLETARY III
Chairperson

July 26, 2021

Marisa Lago, Chair
New York City Department of City Planning
120 Broadway, 31 Floor
New York, NY 10271

Dear Chair Lago:

At its full Board meeting on June 16, 2021, Community Board 2 Brooklyn passed the following resolution:

To recommend 39-0-1, the approval of Uniform Land Use Review Procedure applications ULURP # 210463ZRK, #210462ZMK,

WHEREAS, this application is for a zoning map amendment and a zoning text amendment to create a new special district, to modify use, bulk, parking, loading and open space regulations that will facilitate the development of over 4 million square feet of new space for manufacturing, commercial, and community facility uses at the Brooklyn Navy Yard, "Navy Yard" in Community District 2, Brooklyn, and

WHEREAS, the "Navy Yard" is almost 300 acres, 6.5 million square feet, 450 tenants, and 11,000 jobs, and

WHEREAS, the "Navy Yard" expects job growth to reach 20,000 jobs in 2025, and

WHEREAS, the "Navy Yard" has no additional buildings available for adaptive re-use and growth can only be accommodated by new development, and

WHEREAS, current zoning will not allow a new industrial model that will allow buildings made for modern manufacturing, integrating the "Yard" into the surrounding communities, while maintaining a working waterfront and allow for mix of uses and skills development, and,

WHEREAS, the "Zoning Map changes will create a Special District with a set of zoning rules to apply only to the "Yard" and change the perimeter areas from from M1-4, M3-1, M1-2, and R6B to M2-1, and

WHEREAS, the Zoning Text Amendment will establish new rules for the Special District, creating four (4) sub-districts and create specific open space & bulk controls for areas of expected development, and

WHEREAS, the text amendment will allow in M2-1 zone UG3A Community Facility Uses, retail, remove Special Permit requirement for health clubs, modify performance standards for distilleries, and educational uses throughout the remainder of Yard by CPC authorization if compatible with uses of the "Yard", and

WHEREAS, there will be no increase in permitted floor area, and

WHEREAS, there will be no modification of height and setback controls except in two areas at Flushing Avenue and Barge Basin, and the proposed actions will result in the creation of public open space, ground floor active use, and contemporary loading and parking design regulations,

Marisa Lago, Chair
New York City Department of City Planning
July 26, 2021
Page 2

WHEREAS, there was concern regarding the ability of the York Street subway system to handle increased volumes as well as the potential for traffic congestion, and

WHEREAS, the "Navy Yard" runs a shuttle system to and from the nearby transportation hubs and will create a transportation plan to reduce reliance on personal vehicles which include a traffic study every three years, and

Therefore, be it resolved that Community Board 2 Brooklyn asks City Planning Commission to approve this application.

Thank you for the opportunity to review and please contact the district office with any questions.

Sincerely,

Lenny Singeltary III

Lenny Singeltary III (July 27, 2021 07:14 EDT)
Lenny H. Singeltary, III

cc: Hon Eric L. Adams, Brooklyn Borough President
Hon Stephen Levin, 33rd Council District
New York City Council
Winston Von Engel, Borough Director
New York Department of City Planning



Brooklyn Borough President Recommendation

CITY PLANNING COMMISSION
120 Broadway, 31st Floor, New York, NY 10271
CalendarOffice@planning.nyc.gov

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representatives as indicated on the Notice of Certification.

APPLICATION

BROOKLYN NAVY YARD MASTER PLAN (210462 ZMK, N210463 ZRK)

An application submitted by Building 77 QALICB, Inc. together with the New York City Department of Small Business Services (SBS), for the following actions:

- (1) A zoning text amendment to create the Special Brooklyn Navy Yard District (SBNYD) with special use, bulk, parking and loading, and publicly accessible space regulations
- (2) A zoning map amendment to map the Special District over the entirety of Tax Lots 1 and 150 and rezone part or all of the existing R6B, M1-2, and M3-1 districts within the Project Area to M2-1

The requested actions would guide the future development of a modern manufacturing campus at the Brooklyn Navy Yard, which is expected to grow by approximately 4.6 million square feet (sq. ft.) in the next 10 to 15 years. Specifically, the proposed regulations would rationalize parking and loading controls; permit compatible community facility and commercial uses to complement core industrial uses and establish public access area requirements in connection with development in certain areas of the Yard. Finally, the rules would introduce modified bulk, height, and setback controls compatible with modern industrial development and the Yard's surrounding context in Brooklyn Community District 2 (CD 2).

BROOKLYN COMMUNITY DISTRICT NO. 2

BOROUGH OF BROOKLYN

RECOMMENDATION

APPROVE

APPROVE WITH
MODIFICATIONS/CONDITIONS

DISAPPROVE

DISAPPROVE WITH
MODIFICATIONS/CONDITIONS

SEE ATTACHED

Eric L. Adams

September 9, 2021

BROOKLYN BOROUGH PRESIDENT

DATE

RECOMMENDATION FOR: BROOKLYN NAVY YARD MASTER PLAN (210462 ZMK, N210463 ZRK)

Building 77 QALICB, Inc. together with the New York City Department of Small Business Services (SBS), submitted applications for the following actions:

- (1) A zoning text amendment to create the Special Brooklyn Navy Yard District (SBNYD) with special use, bulk, parking and loading, and publicly-accessible space regulations
- (2) A zoning map amendment to map the Special District over the entirety of Tax Lots 1 and 150, and rezone part or all of the existing R6B, M1-2, and M3-1 districts within the Project Area to M2-1

The requested actions would guide the future development of a modern manufacturing campus at the Brooklyn Navy Yard (BNY), which is expected to grow by approximately 4.6 million square feet (sq. ft.) over the next 10 to 15 years. Specifically, the proposed regulations would rationalize parking and loading controls; permit compatible community facility and commercial uses to complement core industrial uses; and establish public access area requirements in connection with development in certain areas of the Yard. Finally, the rules would introduce modified bulk, height, and setback controls compatible with modern industrial development and the Yard's surrounding context in Brooklyn Community District 2 (CD 2).

On July 7, 2021, Brooklyn Borough President Eric Adams held a public hearing on these applications. There were six speakers, primarily Navy Yard tenants who testified in support, including: a Bike New York representative who noted that providing public access to the waterfront would allow the Brooklyn Navy Yard Development Corporation (BNYDC) to expand its workforce development efforts in the community, while advancing an integrated education and manufacturing campus; a Brooklyn Book Bodega representative who cited the envisioned educational programming and open space, as well as potential for creation of new jobs; a Brooklyn Chamber of Commerce representative who praised the Navy Yard as a hub for light manufacturing jobs that attracts high-quality businesses, houses the Brooklyn STEAM Center, and promotes successful economic models; a BNY tenant who cited BNYDC's employment center, which supports businesses and builds synergies among industries in the Yard; the CEO of Russ and Daughters, who related how BNYDC provided unique tenant resources and services to ensure continued operations during the Covid-19 pandemic; and a graduate of the Brooklyn STEAM Center who noted current and future internship opportunities that would result from approval of the proposed actions.

In response to Borough President Adams' inquiry as to how the represented plan intent would be memorialized, the BNY representative stated that the rezoning seeks to embody the master plan through the proposed text.

In response to Borough President Adams' inquiry as to what factors would determine which location might include a childcare center, the representative stated that this facility is a very high priority for BNYDC. The intent is to include a facility in one of the earlier development phases with the understanding that it would be accessible to the surrounding residential communities. However, the center would have to be cited in coordination with the New York City Department of Environmental Protection (DEP) to ensure proper placement of heating, ventilation, and air conditioning (HVAC) systems. A private operator would need to be secured at the appropriate time to realize the facility.

In response to Borough President Adams' inquiry as to what consideration has been given to phasing the intended development clusters, the representative stated that one of the Barge Basin sites is likely to proceed first, followed by the Flushing Avenue and Navy Street sites.

In response to Borough President Adams' inquiry as to what measures BNY would take to avoid adding ridership to York Street station, and what efforts, if any, would be made to support improvements

identified as part of the Uniform Land Use Review Procedure (ULURP) consideration for 69 Adams Street, the representative stated that BNYDC has invested in alternative transit modes, including a ferry stop, bicycles, and its shuttle bus service, which connects to 14 subway lines and the Long Island Rail Road (LIRR). BNYDC has worked with the Metropolitan Transportation Authority (MTA) on its bus redesign with the interest of connecting more Brooklyn residents to jobs at the BNY. The rezoning would also require BNYDC to update its Transportation Management Plan every three years to accommodate changes within the BNY and the surrounding communities. BNYDC would continue to support efforts to improve York Street subway station and looks forward to working with the local stakeholders to ensure that the needed investments are realized. BNYDC might also have ridership data for BNY employees who use the York Street station.

In response to Borough President Adams' inquiry as to what consideration has been given to leveraging future Requests for Proposals (RFPs) to realize incorporation of blue/green or white roofs, and installations such as solar panels and/or rooftop-mounted, grid-connected batteries, the representative stated that BNY has installed a one-megawatt facility at the BNY, maintains the largest rooftop soil-based farm, and achieved its first Leadership in Energy and Environmental Design (LEED)-certified manufacturing building. Additionally, BNYDC provides electric vehicle charging stations throughout the BNY, and is currently in discussions with wind power firms towards incorporating wind turbines. Such improvements will also be advanced as the subsection sites are developed.

Prior to the public hearing, Borough President Adams received testimony in support, seeking BNY resources to support enhancements to the York Street subway station.

Subsequent to the hearing, Borough President Adams received testimony from 32BJ Service Employees International Union (32 BJ SEIU) in opposition, requesting a commitment to prevailing wages for building service workers, and selection of development partners that have a proven record of responsible employment.

Consideration

Community Board 2 (CB 2) approved this application on June 16, 2021.

The BNY is an approximately 300-acre, City-owned manufacturing campus on the site of a decommissioned Federal naval shipyard on Wallabout Bay. It is home to over 450 businesses, with a collective workforce of approximately 11,000. BNY tenants represent a wide variety of industries, including architecture, engineering, and construction; arts, photography, and jewelry design; entertainment and media; film and television production; food distribution; furniture production; plastics manufacturing and distribution, and ship repair. Manufacturing businesses include Agger Fish Corp. (food packing and distribution), Crye Precision (apparel and tactical gear), Daedalus Design & Production Inc. (scenery fabrication), Duggal (printing), Ferra Designs (metal fabrication), Fullstack Modular (construction), and Kings County Distillery. The BNY has an active waterfront with a number of water-dependent uses, include ship repair and maintenance at its numerous bulkheads and four 70-foot deep dry docks; cement production and aggregate delivery; a ferry homeport for docking and maintenance, and supplemental fuel storage. Notable tenants include GMD Shipyard Corp. (the largest dry dock facility in New York City), the Lehigh Cement Company, and New York Sand & Stone. The yard is also home to a cogeneration facility. Commercial tenants include architecture, art, and design shops, coworking offices, and media production companies such as Steiner Studios. Innovation companies specializing in artificial intelligence, robotics, smart infrastructure and urban technology use the BNY as a living laboratory to test prototypes on their path to small-scale manufacturing.

BNY tenants also include academic institutions with programs that partner with certain industrial and production tenants in the BNY. The 68,000 sq. ft. Brooklyn College Barry R. Feirstein Graduate School of Cinema at the Steiner Studios Media Campus offers instruction in a variety of filmmaking disciplines. Its co-location within Steiner Studios provides students with hands-on experience in film and employment connections, while giving practitioners access to academic research and advanced technology. This is the only graduate film school in the country operating on a studio lot. Similarly, the 31,000 sq. ft. Brooklyn STEAM Center, located on the third floor of Building 77, offers hands-on career education to 300 11th and 12th grade high school students. It is a vital pathway to middle-class jobs in BNY industries for local students, while also providing BNY tenants with a pipeline of skilled workers. Since 2012, the New York City College of Technology (City Tech) has utilized a 1,000 sq. ft. area of the BNY for hands-on training, leading to renewable energy certifications supported by the New York State Energy Research and Development Authority (NYSERDA). Professionals who participate in this program include, but are not limited to roofers, electricians, developers, and IT technicians. City Tech works directly with the BNY's Albert C. Wiltshire Employment Center to identify job opportunities with manufacturers at the BNY. Additionally, the New York University (NYU) Tandon School of Engineering operates RLab, a research center for virtual and augmented reality. Many such uses are not permitted by zoning but were authorized by a mayoral override.

The BNY is currently improved with approximately 6.3 million square feet (sq. ft.) of commercial, industrial, and institutional space, with an approximate floor area ratio (FAR) of 0.5 across approximately 80 buildings organized around a network of private streets. Approximately 4.7 million sq. ft. of this floor area is in renovated structures built by the United States Navy, while the other 1.6 million sq. ft. are in newly-constructed buildings. It is estimated that there is approximately 5,550,000 sq. ft. of manufacturing/industrial floor area, 660,000 sq. ft. of commercial use, and 155,000 sq. ft. of institutional space.

The City of New York has leased the BNY to BNYDC, the development and management entity, since 1981. The current 99-year ground lease commenced in 2012. BNYDC's mission is to create and preserve quality jobs, anchor New York City's modern industrial sector and its businesses, and connect the local community to resources and economic opportunities at the BNY. BNYDC supports the City's industrial economy by providing affordable, stable rents and long-term, flexible leases to industrial tenants.

Demand for such space is reflected in the BNY's 95 percent occupancy rate. Given limited existing building stock for provision of additional floor area, BNYDC expects that the BNY's growth in the coming decades will be driven mostly by new development. To prepare for and facilitate this scenario, BNYDC has created the Brooklyn Navy Yard Master Plan (Master Plan).

The Master Plan envisions new development in the BNY to accommodate 30,000 employees within 15 years, enhance industrial operations, and solidify BNY as a national urban model for sustainable middle-class jobs. It anticipates an additional 5.1 million sq. ft. of space, in vertically-integrated industrial buildings with very large double height (up to 40 feet), "flex space" base floors for companies with large-scale manufacturing needs or products, and more traditional industrial floor plates above, with support space and creative offices on the upper floors. There would also be new community facility uses, including a science and technology museum, and new academic centers synergized with manufacturing uses in the BNY. The Master Plan also seeks to introduce public open space in connection with new development to better integrate the BNY into the surrounding community. Such access would be provided in perimeter areas that would not conflict with the BNY's primary function as a modern industrial campus. The Master Plan also contemplates adding limited retail to showcase BNY products and other accessory uses compatible with its core mission.

Most BNY buildings are one to three stories in height, although a limited number of large-scale industrial buildings range from six to 18 stories. Approximately 50 acres in the southeast portion of the BNY is sub-leased to Steiner Studios, the largest film studio in the United States outside Hollywood. Steiner Studios operates 21 soundstages and related support spaces at the BNY. Expansion of the film studio is currently underway at the adjacent 20-acre Naval Annex, where most of the existing buildings will be rehabilitated for related uses.

Government agencies have a significant presence at the BNY. The New York Police Department (NYPD) operates a tow pound on Navy Street, north of Sands Street. The federal government owns an approximately five-acre parcel on Flushing Avenue, between Clinton and Washington avenues, used by the United States Department of Justice, Bureau of Prisons (DOJ) to store bulk materials for federal prisons. There are several recently constructed and renovated buildings, including Dock 72, a new 16-story office development built on the waterfront in 2018; Building 77, an 18-story industrial building on Flushing Avenue, renovated that same year for commercial and industrial tenants, including ground-floor food production uses open to the public; the historic four-story Building 92 on Flushing Avenue between Adelphi Street and Carlton Avenue, which received a contemporary addition in 2011, containing a visitors center and permanent exhibit of the BNY's history, as well as the Wiltshire Employment Center, and Building 128, a large, single-story former ship manufacturing facility near Flushing Avenue and Cumberland Street that was rehabilitated in 2015 to house the Complex/Green Manufacturing Center.

The BNY is accessible via four security-controlled vehicular gates at (i) Navy and Sands streets, (ii) Flushing and Cumberland avenues, (iii) Flushing and Clinton avenues, and (iv) Clymer Street and Kent Avenue. The Steiner Studios campus is accessed via two additional gates at Flushing and Washington avenues and Wilson Street and Kent Avenue. This controlled perimeter access is designed to secure intellectual property and other sensitive information within the BNY.

Public access is permitted at select points in and around the BNY. There are two public plazas: one on the ground floor of Building 77, which contains trees and outdoor seating, and one in front of Building 92, which provides shade, street furniture, and seasonal programming. The latter plaza is open to the public daily between 8 AM and 10PM. Finally, the campus includes the 1.7-acre Naval Cemetery Landscape, which contains a native plant garden and a boardwalk with seating. BNYDC sub-leases this space to the Brooklyn Greenway Initiative (BGI), which is responsible for maintenance. At Williamsburg Street West there is a pedestrian entrance with access between 10 AM and 5 PM.

It is expected that the vast majority of development pursuant to the requested land use actions would occur near the perimeter of the BNY in three areas: at Navy Street, north of Sands Street; at Flushing Avenue between Vanderbilt and Washington avenues; and on two parcels around the Barge Basin, including one on Kent Avenue north of Clymer Street.

It is expected that certain uses and occupied buildings within each area of the BNY would be displaced to accommodate envisioned new development. The Navy Street frontage near York Street is occupied by a small New York City Department of Citywide Administrative Services (DCAS) building, the NYPD Tow Pound administrative building, and a large surface parking lot for towed vehicles. The portion of the BNY along Flushing Avenue between Vanderbilt and Washington contains the two-story, 36,000 sq. ft. Building 120, which houses multiple BNY tenants, a 60,000 sq. ft. Department of Justice (DOJ) supply storage facility, and an associated underutilized parking lot. The area around the Barge Basin contains two one-story buildings totaling 25,000 sq. ft. used by Steiner Studios for set construction and storage. The remainder of this area provides truck parking and laydown/storage for the modular construction tenant in the adjacent Building 293.

A number of current applicable zoning controls are not consistent with certain BNY goals, including publicly accessible open space, elimination of parking and unnecessary loading incentives, introduction of uses complementary to the BNY's core industrial functions, and signage. One quirk of manufacturing districts is that office and retail uses have been allowed to proliferate to such an extent that the City's M-zones are now primarily commercial in character. This phenomenon appears contrary to the expectations of the 1961 ZR. As commercial uses tend to be higher value than industrial ones, without regulation, the private market would not provide land or space for maker uses. The BNY's envisioned development counters what is otherwise allowed by the ZR, though the proposed Special Navy Yard District (SNYD) provides an opportunity to leverage certainty for manufacturing and other beneficial uses by restricting office and retail occupancy. Borough President Adams believes that establishing an effective legal mechanism to ensure provision of maker space and uses would protect the project's public purpose.

Given the risk of future flood events, as well as significant damage resulting from Hurricane Sandy in 2012, BNYDC is investing in resilient building design and infrastructure while planning for long-term flood mitigation. BNYDC was awarded \$125 million in Federal Emergency Management Agency (FEMA) grant funding to restore utilities and infrastructure destroyed during Sandy and to strengthen resiliency to future storm events. BNYDC has developed a risk-based priority list that provides a framework for future mitigation projects. The BNY is implementing building-level strategies, including raising equipment, floors (where appropriate) and rewiring buildings, to protect infrastructure and utilities. However, given the BNY's extensive waterfront and the active uses along its length, including water-dependent businesses, site-wide capital measures such as raising all bulkheads or constructing wave breaks at piers are currently cost-prohibitive.

The three project sites would provide opportunities for public-facing uses such as retail complementary to BNY businesses, community facilities, and nearly 189,000 sq. ft. of open space, including a waterfront park along the Barge Basin, as development proceeds. Each new building would provide upper-story office space with 11- to 15-foot ceilings for research, startup, and technology companies; small- to medium-scale production space on the intermediate stories' 11- to 20-foot ceilings for prototyping and manufacturing; and massive production spaces at the base with large floor plates, 40-foot ceilings, and limited columns for manufacturers at scale to make products for local, regional, national, and international markets. While these buildings would prioritize manufacturing space, they are also intended to include uses that would attract and support the BNY's growing workforce, including retail (which could serve workers and provide a market for certain tenants to sell their products) and amenities like health clubs.

The envisioned development would also expand space for academic uses that have developed successful symbiotic relationships with the BNY's predominant industrial and maritime uses. For example, there are opportunities for synergy between academic and training programs in engineering, metal fabrication/welding, carpentry fabrication (and other production methods), design-build, marine shipyard, and renewable energy business/industries. These programs would not only train students for well-paying careers in dynamic fields, but also connect them to businesses in the BNY seeking workers with specialized skills. Development is envisioned to include other new community facility uses, such as a science and technology museum that would draw visitors from the community and beyond to learn about and promote interest in manufacturing and the BNY. Workforce training would be provided via partnerships with academic institutions for off-shore wind certifications, which would ensure a pipeline of trained professionals to wind industries along the BNY's waterfront.

The Navy Street Subdistrict has a lot area of approximately 480,653 sq. ft. It includes the 232,827 sq. ft. Navy Street Central Subarea where the majority of the approximately 851,000 square feet of space of development is anticipated to occur within one building or possibly in two separate

buildings. It is envisioned to include approximately 511,000 sq. ft. of manufacturing space between the XL flex spaces on the lower two floors and the more standard manufacturing floors above. Roughly 155,000 sq. ft. of creative office space and supporting production activities is anticipated on the upper floors. The ground floor of the Navy Street building is expected to be accessible to the public from Navy Street and would include approximately 60,000 sq. ft. of space for a museum that would potentially be focused on engineering, science, and technology, and 25,000 sq. ft. of retail and amenity space. It is also expected that a college offering programs compatible with the museum's focus areas would occupy up to 100,000 sq. ft. on the upper floors. Approximately 34,925 sq. ft., would be dedicated to a publicly-accessible plaza adjacent to Navy Street, with chairs, benches, lighting, plantings, and other amenities.

The Flushing Subdistrict has a lot area of approximately 1,138,000 sq. ft. and is located along Flushing Avenue extending from a point just west of North Elliot Place to Washington Avenue. The Subdistrict is divided into the Flushing West Subarea (approximately 805,600 sq. ft.) and the Flushing East Subarea (332,400 sq. ft.), with most new development anticipated on an approximately 298,658 sq. ft. portion that would yield about 1.25 million sq. ft. of floor area within two buildings. The eastern building might have approximately 549,000 sq. ft. of space, of which roughly 394,000 is envisioned for manufacturing use on the XL flex floors and the industrial floors above. Approximately 100,000 sq. ft. of creative office space and supporting production activities would be located on the upper floors. The ground floor, which would be open to the public on Flushing Avenue, would provide approximately 55,000 sq. ft. of amenity, retail and manufacturing spaces with opportunities for food manufacturing companies similar to those that currently operate in the adjacent Building 77, as well as retail facilities showcasing the BNY tenants.

The western building would contain an estimated 700,000 sq. ft. of space, with approximately 470,000 sq. ft. of manufacturing uses in the XL and mid-level floors spaces and roughly 105,000 sq. ft. of creative office space on the upper floors. It is also anticipated that a high school — either an extension of the existing STEAM center in Building 77 or a similar-type Career and Technical Education (CTE) facility — would occupy up to 100,000 sq. ft. on one of the manufacturing floors or at least two office floors. The street-level space would be publicly accessible from Flushing Avenue and might provide 25,000 sq. ft. of amenities — including a health club and retail stores that would help expand food manufacturing at the BNY. The anticipated overall height would be approximately 325 feet. A publicly-accessible open space with minimum depth of 50 feet totaling approximately 35,000 sq. ft. is envisioned adjacent to Flushing Avenue.

The Barge Basin Subdistrict has a lot area of approximately 705,695 sq. ft. which consists of two development sites, an approximately 174,630 sq. ft. eastern property and a 330,325 sq. ft. western parcel separated by the 200-foot wide manmade basin, which projects into the BNY. The eastern parcel would be developed into a single building of approximately 625,000 sq. ft. with an overall height of 375 feet, that might include 475,000 sq. ft. of large-scale manufacturing space on the lower XL and mid-level industrial floors, and roughly 125,000 sq. ft. of creative office space on the smaller upper floors. The ground floor would have roughly 25,000 sq. ft. of amenities, show room and other retail spaces featuring products developed at the BNY. A new curb cut from Kent Avenue is anticipated at the northern portion of the site. The area south of the building is envisioned as a new publicly-accessible plaza area, while a 30-foot wide public connection between Kent Avenue and the Barge Basin might be provided north of the site. A publicly-accessible esplanade adjacent to the Barge Basin, with a minimum width of 40 feet, is intended to run along the western portion of the parcel and would connect to a similar esplanade on the opposite side by way of a sidewalk at the landward end of the Barge Basin. Altogether, the eastern parcel is envisioned to have roughly 52,400 sq. ft. of open space with hardscape, plantings, seating, lighting and artwork that would potentially incorporate historic artifacts from the BNY.

The western Barge Basin parcel would be developed with approximately 1.9 million sq. ft. of space in three contiguous buildings, of roughly 630,000 sq. ft. each. These buildings are each envisioned to have approximately 475,000 sq. ft. of large-scale manufacturing on the lower XL floors and in smaller-scale production spaces on the mid-level floors, with about 125,000 sq. ft. of creative office space on the upper floors. Roughly 50,000 sq. ft. of ground floor show rooms, retail, and amenities are also envisioned on western parcel among the three buildings adjacent to the Barge Basin Loop. It is also anticipated that a school focusing on maritime or renewable energy technologies would occupy approximately 35,000 sq. ft. of space on an office or manufacturing floor of one building. The western parcel might have approximately 66,000 sq. ft. of open space designed as a public esplanade with a minimum width of 50 feet along the Basin.

Borough President Adams supports land use actions that broaden economic opportunity by providing employment for varied skill sets. These applications would leverage the full potential of the unused floor area permitted by existing zoning to facilitate significant new commercial office development, which would, in turn, underwrite the construction of vital manufacturing space. This proposal aligns with the City's industrial and workforce goals, which include creating quality jobs for those without college degrees.

Borough President Adams supports the preservation and expansion of manufacturing floor area to sustain and grow the City's industrial sector; the creation of new manufacturing space through commercial office and retail development in Brooklyn areas with thriving innovation and maker economies, as well as actions that establish reasonable height limits, advance need-based car parking and truck loading requirements and incorporate desired neighborhood amenities.

Borough President Adams also supports land use actions that would facilitate and further development of the BNY as a modern manufacturing campus, while better integrating the Yard into the surrounding community. Such actions would support the BNYDC's mission to establish facilities to create and improve job opportunities, and facilities for the career education and training in valuable skillsets.

Borough President Adams further supports land use actions that would modify underlying use regulations to permit limited community facility uses as-of-right within the BNY, which would be in keeping with the BNYDC's goal of ensuring that the benefits of economic development at the BNY accrue to local residents. New community facility uses, such as museums and academic institutions, would further integrate the BNY with surrounding neighborhoods, while providing unique learning experiences.

Additionally, Borough President Adams supports land use actions that address outdated accessory parking and truck loading regulations. With their stipulated number and minimum size, current loading berth requirements do not reflect modern commercial or manufacturing trends, which are less reliant on large trucks. Finally, Borough President Adams supports land use actions that promote and expand publicly-accessible open space along the Brooklyn waterfront.

Borough President Adams believes that it is appropriate to modify zoning and seek special permits to unlock commercial density in proximity to public transit with the support of a transportation management plan. The area is accessible via multiple modes and options. The BNYDC-sponsored shuttle provides free last-mile trips to BNY tenants and their guests 18 hours per day, five days per week, with seven to 10 minute peak hour service. The shuttle connects to multiple subway stops beyond the BNY, such as the York Street subway station served by the Sixth Avenue local F line, the High Street subway station served by the Eighth Avenue express A and local C lines, the Clinton-Washington subway station served by the Brooklyn-Queens crosstown G line, and Atlantic Terminal, which is served by the LIRR the Seventh Avenue express 2 and 3 lines, the Lexington Avenue express 4 and 5 lines, the Sixth Avenue express B and D lines, the Broadway express N line, the Second Avenue Broadway express Brighton local Q line and the Broadway local R subway line. It is expected that when the Kent Avenue parcel is ready for occupancy, the BNY would also be accessible via the

Marcy Avenue subway station, served by the Nassau Street local J line, the Queens Boulevard/Sixth Avenue local M line and Nassau Street express Z line. The B57, B62, B67, and B69 buses all stop in proximity to the BNY. The NYC Ferry Astoria Route stops at the BNY and provides access to Lower Manhattan, Western Queens, Roosevelt Island, and Manhattan's Upper East Side.

There are approximately five Citi Bike stations in the BNY and more are within the surrounding area. The Brooklyn Waterfront Greenway, a continuous 26-mile landscaped and protected cyclist/pedestrian route extending from Greenpoint to Howard Beach, runs alongside much of the BNY's perimeter. Bicycle parking facilities would be included as part of the new development at rates consistent with ZR requirements. It is envisioned that half of the spaces would be located within the anticipated developments and the other half added as unenclosed bicycle parking spaces across the BNY, to facilitate convenient use by tenants.

Borough President Adams generally supports the proposed zoning modifications and related actions to enable the represented master plan and advance mixed-use development at the BNY. However, he seeks assurances of a dedicated segment of commercial and industrial space for maker businesses, and a restricted range of permitted use groups. Additionally, he encourages consideration being given to the placement of a childcare center, incorporation of a City facility, advancement of resilient and sustainable features including rain gardens, and a high level of local and MWBE hiring for the project. Furthermore, he calls on the MTA to advance improvements to its York Street subway station.

Realizing Adequate Innovation and Maker Manufacturing Space and Precluding Large Format Retail Stores

The project description for the requested land use applications states intent to realize 4.6 million additional sq. ft. of development. Consistent with its mission, BNYDC has proposed a tenant mix of 75 percent manufacturing businesses, 20 percent creative office uses, and five percent amenities and services. If realized, such proposal would result in 3.275 million sq. ft. of manufacturing floor area, 1.04 million sq. ft. of commercial space, and 295,000 sq. ft. of community facilities. While such development would advance the public purpose of expanding industrial employment, the zoning proposal does not specify controls to preclude a full commercial office development similar to what was constructed at Dock 72.

Borough President Adams previously reviewed a similar ULURP request to further development at Industry City (IC) that also targeted a mix of innovation uses. He believes that an appropriate blend of retail/service use groups would facilitate occupancy by diverse technology, arts, media, and innovation (TAMI) tenants. Collectively, the revenues from such commercial office leases would enable the development of modern workplaces. However, without appropriate checks and balances, such development can be realized without inclusion of any core-purpose manufacturing uses. Borough President Adams believes that dedicated floor area for maker uses (including those permitted only in manufacturing districts) should be guaranteed through some regulatory means, to ensure its provision.

Borough President Adams believes that such dedicated industrial space should reflect a wider range of maker uses, which could be any combination of agricultural, heavy service, or manufacturing establishments, as well as studios for art, dancing, motion picture production, music, photographic, radio/television, or theatrical, semi-industrial facilities, and trade schools for adults. It should also include service use categories from Use Group (UG) 9A such as blueprinting or photostating establishments, dental or medical laboratories, musical instrument repair shops, studios, and trade schools for adults, which he deems consistent with maker uses, as well as studios that are also included in UG 10A and should be memorialized through floor area requirements to ensure that the

percentage of office use would not exceed the BNYDC mission. However, otherwise permitted uses, such as warehouses, should not be deemed a use enabled by provision of office floor area.

Borough President Adams understands that overly restrictive regulations might inhibit future development, though he believes some requirements are necessary to safeguard the public trust. BNYDC has suggested intent to realize 1.04 million sq. ft. of commercial space that would not include manufacturing uses. Borough President Adams believes that office space should not exceed 1.275 million sq. ft. of the overall projected 4.6 million sq. ft. of projected development. Furthermore, such use should induce not less than 3,112,500 sq. ft., which would be nearly the 3.275 million sq. ft. of manufacturing space as indicated in the ULURP application documents. However, maker uses prescribed by Borough President Adams include many that are characterized as commercial in the application description.

Borough President Adams supports the idea of new community facility uses in the BNY, including a science and technology museum, and additional academic centers synergized with manufacturing firms. Other appropriate uses that would attract and support the BNY's growing workforce, include retail (which could serve workers and provide a market for certain tenants to sell their products) and employee amenities like health clubs. However, to ensure a proper balance, the percentage of such community facility uses should not exceed one third of the anticipated total maker uses at the BNY.

Many UG 10A large format retail stores are not permitted in the BNY under the existing zoning. The proposed ZR section 144-12 would allow UG 10A, with the stipulation that such uses would be restricted with other commercial uses to no more than 100,000 sq. ft. per subdistrict. Given the street frontages for part of all three subdistricts along Flushing and Kent avenues, and Navy Street, it would not be in the public's interest if BNYDC later decided to pursue such stores as a source of revenue. Rather than give up municipal control, Borough President Adams believes that it would be best to limit UG 10A to depositories for storage of records, studios for motion picture production, and photographic, radio, or television uses.

Therefore, the City Planning Commission (CPC) and or City Council should establish parameters that enhance the public's interest through beneficial modifications to the proposed zoning changes, including a means to realize an adequate ratio of manufacturing space to commercial offices for the Barge Basin Subdistrict, the Flushing Subdistrict, and the Navy Street Subdistrict. In addition, absolute limits should be set on the amount of office space that does not support TAMI use occupancy. Finally, zoning-defined large format retail stores should be precluded in the Master Plan.

Determining a Location for the Childcare Center

Borough President Adams supports the proposed zoning text amendment to enable a childcare facility. Early childhood education centers provide subsidized care for eligible families. To qualify, parents or guardians must earn no more than 200 percent of the Federal poverty level and have a reason for care, which includes working, attending school or job training, and lacking a permanent home. Childcare facilities are licensed by New York City Department of Health and Mental Hygiene (DOHMH) and are operated by private companies under contract with the New York City Department of Education (DOE). These centers are open year-round and employ many professional, para-professional, and support staff.

Borough President Adams notes that NYCHA Farragut, Raymond V. Ingersoll and Walt Whitman housing developments are near two of the intended development areas at the BNY. Altogether, these NYCHA campuses contain 46 buildings with 4,868 apartments and more than 10,000 residents, including many children. The Tenants' Associations (TAs) have identified affordable childcare and medical care as the highest priority needs. Market research in the nearby Myrtle Avenue Business Improvement District (BID) found unmet demand for childcare and health care services. The BNY development site's proximity to the

Farragut, Ingersoll and Whitman houses presents significant opportunities to realize needed community amenities.

Borough President Adams recognizes that inadequate provision of childcare centers poses an undue burden for NYCHA communities, and families in nearby Clinton Hill, Fort Greene, Vinegar Hill, and Wallabout. While CD 2 has a substantial concentration of childcare facilities, they are largely located west of Flatbush Avenue, and/or are not subsidized by the City. Building 77 QALICB, Inc.'s interest in securing an early education center as an asset for both BNY employees and local residents is consistent with Borough President Adams' policy to provide affordable childcare for low- and moderate-income families. However, such tenants typically require below-market rents, especially in newly-constructed buildings.

Borough President Adams believes that the location and timing of the new childcare center should be decided in consultation with the three TAs, as well as with CB 2 and local elected officials. BNY should provide an assessment of nearby facilities and where any determined need would be met, along with an expected project completion date. Such analysis, together with NYCHA participation, would help determine whether the facility should be sited in proximity to Flushing Avenue or Navy Street, and which site should be developed first to rectify any shortage of childcare seats.

Therefore, prior to consideration by the City Council, Building 77 QALICB, Inc. should express commitment to coordinate an analysis of childcare needs for the primary benefit of Farragut, Ingersoll and Whitman houses, in consultation with their TAs, CB 2 and local elected officials.

Relocating the New York City Department of Transportation (DOT) 59 Adams Street Yard Iron Shop

As noted during Borough President Adams' hearing regarding on 69 Adams Street, the DOT occupies multiple properties under the Brooklyn and Manhattan bridges that are largely inaccessible to the public. These include 59 Adams Street, 122 Front Street, New Dock Street and Water Street, Old Fulton/Cadman Plaza, Plymouth/Adams Yard, Washington Street Yard, and 82 York Street. The lots are used primarily as shop, storage, and other support space, with some committed to private contractors. Additionally, a portion of the 122 Front Street air rights has been reserved for residential development.

Borough President Adams has heard local concerns about DOT's management of these spaces, and adverse street conditions under the Manhattan Bridge. In its testimony on 69 Adams Street, the DUMBO Action Committee requested that the New York City Economic Development Corporation (EDC) negotiate a written commitment with DOT to vacate the 59 Adams Street, Plymouth/Adams Yard, and 82 York Street parcels, and facilitate their conversion to open space for enhanced pedestrian circulation.

Borough President Adams believes that this Uniform Land Use Review Procedure (ULURP) application presents an opportunity to advance meaningful progress on this long-standing issue. He agrees that it is appropriate to relocate some DOT facilities to maximize the community benefit of land use actions, and that some of those underutilized spaces should be returned to the public realm. The DOT iron shop at 59 Adams Street, under the Manhattan Bridge, should be accommodated in one of the envisioned buildings to expand open space access in DUMBO. Borough President Adams believes that permitting such occupancy would advance a higher public interest than provision of additional manufacturing floor area.

He therefore calls on Building 77 QALICB, Inc. and the DOT to jointly explore the possibility of relocating the 59 Adams Street iron shop to one of the intended development areas. The DOT and Building 77 QALICB, Inc. should report their joint findings to the City Council prior to its consideration of the ULURP application. Should it be determined that the iron shop can be accommodated, its inclusion should be indicated in the future RFP for the selected site. The awarded contract should facilitate construction to enable such occupancy. The Adams Street parcel should then be transferred to the New York City Parks Department (NYC Parks).

Advancing Resilient and Sustainable Energy and Stormwater Management Policies

It is Borough President Adams' policy to advocate for environmentally-sustainable development that integrates blue/green/white roofs, solar panels, and/or wind turbines, as well as passive house construction. Such measures tend to increase energy efficiency and reduce a building's carbon footprint.

In the fall of 2019, the City Council passed Local Laws 92 and 94, which require newly-constructed buildings, as well as those undergoing renovation (with some exceptions), to incorporate a green roof and/or solar installation. The laws further stipulate 100 percent roof coverage for such systems and expand the City's highly reflective (white) roof mandate, which Borough President Adams believes developers should exceed by integrating blue roofs with green roof systems. Regarding solar panels, there are now options beyond traditional roof installation. Multiple companies are manufacturing solar cladding from tempered glass that resembles traditional building materials, with energy output approximating that of mass-market photovoltaic systems. Micro wind turbines can generate sustainable energy for taller buildings and developments near the waterfront. Finally, passive house construction achieves energy efficiency while promoting local construction and procurement.

Borough President Adams' letter to President Joseph R. Biden Jr., dated January 21, 2021, outlined policies to rebuild America as a more equitable and just society, including initiatives consistent with the Green New Deal. Specifically, Borough President Adams advocated investments in renewable energy and battery storage to move beyond reliance on natural gas and dirty "peaker plants" that have been disproportionately sited in communities of color. He believes that grid-connected rooftop batteries should be a standard consideration for commercial buildings. Between existing flat roof upgrades and new developments, there should be sufficient demand to manufacture such units locally and to create industrial jobs.

Borough President Adams believes that Building 77 QALICB, Inc. should direct selected RFP respondents to engage the Mayor's Office of Sustainability, NYSEDA, and/or the New York Power Authority (NYPA) regarding government grants and programs that might offset resiliency and sustainability costs associated with development at BNY. One such program, the City's Green Roof Tax Abatement (GRTA) provides a reduction of City property taxes by \$4.50 per sq. ft. of green roof space, up to \$100,000. The DEP Office of Green Infrastructure advises property owners and their design professionals through the GRTA application process. Borough President Adams encourages the applicant to contact his office for further coordination on this matter.

As part of his resiliency policy, Borough President Adams seeks to advance stormwater management best practices, including permeable pavers and/or rain gardens that promote DEP's green infrastructure agenda. He believes that sidewalks with nominal landscaping and/or adjacent roadway surfaces could be transformed through the incorporation of rain gardens, which provide tangible environmental benefits through rainwater collection, improved air quality, and streetscape beautification. These development sites would not be constructed along a public right of way, though surrounding internal streets within the BNY would allow integration of DEP-style rain gardens. Tree plantings can be consolidated with rain gardens as part of a comprehensive green infrastructure strategy. Borough President Adams recognizes that on-site water retention can be achieved in a multitude of ways, such as by integrating blue roofs with green roof systems, which would help divert stormwater from the Red Hook Water Pollution Control Plant.

Borough President Adams believes that this ULURP application should be leveraged to promote sustainable energy and/or stormwater management benefits, such as blue/green/white roofs, grid-connected rooftop batteries, micro wind turbines and/or solar façade cladding and/or roof panels, as well as perimeter rain gardens integrated with street trees.

Therefore, prior to consideration by the City Council, Building 77 QALICB, Inc. should express commitment to include specific resiliency and sustainability measures as part of its pending RFPs.

Providing Quality Jobs

Borough President Adams is concerned that too many Brooklyn residents are currently unemployed or underemployed. It is his policy to promote economic development that expands employment opportunities. According to the Furman Center's "State of New York City's Housing and Neighborhoods in 2017," double-digit unemployment remains a pervasive reality in the borough, with more than half of community districts reporting poverty rates of 20 percent or higher. The ongoing COVID-19 pandemic has only exacerbated widespread job insecurity.

This employment crisis can be addressed by prioritizing local hiring and Brooklyn-based businesses, including qualified LBEs and MWBEs, a central component of Borough President Adams' economic agenda. This site provides opportunities for the developer to retain a Brooklyn-based contractor and subcontractor, especially those that are designated LBEs, consistent with Section 6-108.1 of the City's Administrative Code, and MWBEs that meet or exceed standards per Local Law 1 (no less than 20 percent participation).

Jobs in the building service and industrial sectors have long been a path to middle-class living for immigrants and people of color. Like manufacturing jobs, building service positions have low barriers to entry and real career prospects. When compensated at prevailing wage standards, such jobs provide average wages double that of the retail sector. Additionally, building service opportunities are often filled through local hiring.

Borough President Adams believes it is appropriate to advocate for economic opportunities that provide sufficient income to alleviate rent burdens for low- and moderate-income families. He further believes that building service positions increase neighborhood employment. Borough President Adams strongly encourages developers to commit to local hiring for building service jobs, and to provide prevailing wages and full benefits to this workforce.

Borough President Adams understands that operating costs to sustain good jobs would require diversion of rental income from higher-value commercial office space that would otherwise cross-subsidize reduced rents for small innovation and maker uses. However, Borough President Adams believes that a modest increase in the proportion of commercial office space to innovation and maker spaces can advance the public interest when used to ensure adequate compensation for building service workers.

Therefore, prior to considering the application, the City Council should obtain written commitments from the applicant, Building 77 QALICB, Inc., to memorialize in its intended RFPs, retention of Brooklyn-based contractors and subcontractors, especially those designated LBEs consistent with Section 6-108.1 of the City's Administrative Code and MWBEs, to meet or exceed Local Law 1 standards (no less than 20 percent participation). Oversight of such participation should be coordinated by an appropriate monitoring agency. The RFP should also require selected respondents to compensate building service workers with prevailing wages and full benefits.

Advancing Improvements to York Street Subway Station

DUMBO residents and organizations have repeatedly called on the Metropolitan Transportation Authority (MTA) to address unsafe conditions at York Street subway station, including inadequate egress and ingress, and crowding on the platform and at turnstiles. These issues have grown more pronounced with the ongoing influx of new office and residential development, as well as increased local tourism. There is broad agreement that the current station cannot support DUMBO's continued growth as a cultural center, employment hub, and residential community.

Borough President Adams acknowledges that transit riders using the York Street station will experience levels of crowding that warrant immediate action. He understands that a segment of the anticipated BNY workforce could add to station ridership at overstressed peak times. Millions of dollars stemming from the sale of air rights to 69 Adams Street will soon be directed to the MTA for design modifications at York

Street station. In his recommendations report, Borough President Adams suggested that such renovations could involve constructing another egress that would lead directly into Susan Smith McKinney Steward Park (Bridge Park) to improve access for Farragut Houses and Vinegar Hill residents, instead of crowding riders at Jay Street subway station. Such enhancement might provide an opportunity to reconfigure the placement of turnstiles and emergency exit gates. It might also be facilitated in conjunction with tunneling chambers to create widened station areas. Another, more costly option would be to create a second exit at the south end of the High Street subway station platform, integrated with an elevator alongside the Manhattan Bridge Pedestrian Path, in proximity to the City Tech campus.

While identified funding appears inadequate to secure a second means of access and egress, Borough President Adams believes that the public benefits of maximum cross-subsidized floor area for innovation and manufacturing uses should not be compromised by diverting funding to improve the York Street subway station. Borough President Adams understands that transportation is a major focus of BNYDC. In 2015, BNYDC hired a consultant to prepare a Transportation Strategic Plan (TSP) to improve travel to work for current and future BNY employees. The TSP recommended upgrading the BNY shuttle system serving the subway stations with an improved vehicle fleet, more efficient and frequent service, a shuttle tracking app, and increased branding and wayfinding signage; establishing improved transit connections by providing ferry connections to the BNY, creating new bus transit connections; promoting bicycle use and other strategies. Though much of the TSP has been implemented, Borough President Adams believes that BNYDC should continue to expand commuter options for its workforce, given that planned development is likely to increase the number of commuters at York Street subway station. He believes that the proposed ZR Section 144-56 Transportation Management Planning, with its requirement to be updated every three years, would provide important documentation to guide the MTA towards the realization of incremental improvements at the York Street subway station.

As a next step for addressing York Street subway station, Borough President Adams believes that the MTA should pursue timely completion of its engineering feasibility studies to determine appropriate mitigation for congestion between the York Street subway station platform and turnstile levels. The MTA should then submit requests to draw on funds held by the EDC for one or more projects, planned and implemented in consultation with CB 2 and local elected officials. He believes that targeted improvements can and should be realized prior to redevelopment of the Navy Street designated site.

Recommendation

Be it resolved that the Brooklyn borough president, pursuant to Section 197-c of the New York City Charter, recommends that the City Planning Commission and City Council approve this application with the following conditions:

1. That as a means to assure an adequate ratio of manufacturing space to commercial office space for the Barge Basin Subdistrict, the Flushing Subdistrict, and the Navy Street Subdistrict, that New York City Zoning Resolution (ZR) Article 14, Chapter Four, be modified as follows:
 - a. That for proposed ZR Section 144-213, floor area limitations on additional uses, the additional uses allowed pursuant to ZR Section 144-12 (Additional Uses Allowed in M2 Districts) that is proposed to be limited to 300,000 sq. ft. of floor area within each Subdistrict where such additional uses are allowed, and the total floor area allocated to such additional commercial uses proposed to not exceed 100,000 sq. ft. in each Subdistrict where the additional uses are allowed, shall be modified to require that for every sq. ft. of use permitting floor area, not less than three sq. ft. of floor area has been set aside for Use Group (UG) 9A limited to blue printing or photostating establishments, dental or medical laboratories, musical instrument repair shops, studios, trade schools for adults, 10A limited to non-conforming depositories, and studios, 11A, 16A except for

automobile showrooms, 16B, 16D except for truck terminals, warehouses and, wholesale establishments, 17B, 17C limited to agriculture, and 18A, are provided

- b. That for the proposed ZR section 144-21, Floor Area Regulations, for the Barge Basin Subdistrict, the Flushing Subdistrict, and the Navy Street Subdistrict, shall be modified to add a new subsection ZR 144-214 that would require that for every square foot of Use Group 6B Offices, not less than 2.5 sq. ft. of floor area has been set aside for (UG) 9A limited to blue printing or photostatting establishments, dental or medical laboratories, musical instrument repair shops, studios, trade schools for adults, 10A limited to non-conforming depositories, and studios, 11A, 16A except for automobile showrooms, 16B, 16D except for truck terminals, warehouses and, wholesale establishments, 17B, 17C limited to agriculture, and 18A, are provided permitted uses, and that UG 6B be limited to 700,000 sq. ft. in the Barge Basin Subdistrict, 225,000 sq. ft. in the Flushing Subdistrict, and 350,000 sq. ft. in the Navy Street Subdistrict
2. That as a means to preclude large retail establishments proposed ZR 144-12 Additional Uses Permitted in M2-1 Districts should be revised to restrict Use Group 10A to Depositories for storage of records; studios for motion picture, photographic, radio, or television production

Be it Further Resolved:

1. That Building 77 QALICB, Inc. incorporate into subsequent Request for Proposals (RFP) for its development assemblages the determined location to incorporate a childcare center, based on Building 77 QALICB, Inc. coordination of an analysis of childcare needs that would primarily be serving the residents of the Farragut, Ingersoll, and Whitman houses, in consultation with TAs of all three development, CB 2, and local elected officials
2. That Building 77 QALICB, Inc. be obligated to actively explore with the New York City Department of Transportation (DOT) the possibility of accommodating the DOT iron shop located at 59 Adams Street, that would be relocated as part of one of the three intended development areas, for the purpose of reporting joint findings to the City Council prior to its consideration of the ULURP applications
3. Should it be determined that the DOT iron shop can be accommodated, its inclusion should be indicated by Building 77 QALICB, Inc. in a Request for Proposal (RFP) to be issued for a pre-determined site, awarded and constructed to enable such occupancy
4. That should a vacated 59 Adams Street site result, DOT should release jurisdiction to facilitate the transfer of the property to the New York City Parks Department (NYC Parks)
5. That Building 77 QALICB, Inc. incorporate into subsequent Requests for Proposals (RFPs) for its development assemblages:
 - a. Requirements that advance sustainable and resilient construction
 - b. That Brooklyn-based contractors and subcontractors, especially those that are designated local business enterprises (LBEs) be retained, consistent with Section 6-108.1 of the City's Administrative Code, and minority- and women-owned business enterprises (MWBES) as a means to meet or exceed standards per Local Law 1 (no less than 20 percent participation), as well as coordinate the oversight of such participation by an appropriate monitoring agency

c. That building service workers be required to be paid prevailing wages with full benefits

6. That the MTA should complete its York Street subway station engineering feasibility studies in a timely manner to determine appropriate mitigation for pedestrian congestion between the York Street subway station platform and turnstile levels, and then submit requests to draw on funds held by the New York City Economic Development Corporation (EDC) for one or more projects, planned and implemented in consultation with CB 2 and local elected officials