



IN THE MATTER OF an application submitted by the Department of Transportation and the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter, for the site selection and acquisition of property located at 25 14th Street (Block 1031, Lots 1, 62, 67, and 71) for a fleet vehicle maintenance and repair facility, Borough of Brooklyn, Community District 6.

This application (C 180418 PCK) for the site selection and acquisition of property located at 25 14th Street (Block 1031, Lots 1, 62, 67, and 71), for use as a fleet vehicle maintenance and repair facility, was filed by the New York City (NYC) Department of Transportation (DOT) and the NYC Department of Citywide Administrative Services (DCAS) on May 10, 2018.

BACKGROUND

DOT and DCAS are seeking approval of an application for the site selection and acquisition of privately-owned property for use as a fleet vehicle maintenance and repair facility. The site comprises a full block located at 25 14th Street (Block 1031, Lots 1, 62, 67, and 71) in the Gowanus neighborhood of Brooklyn, Community District 6. The block is bounded by Hamilton Place to the west, 13th Street to the north, 2nd Avenue to the east, and 14th Street to the south.

Lot 1 is currently developed with an existing 37-foot-tall approximately 63,000-square-foot brick garage-like structure that is currently vacant. The building, constructed around 1981, comprises a single story with a mezzanine and has a floor area ratio (FAR) of 0.51. Twelve vehicle garage doors are located on the north side of the building, providing access to 13th Street. Another three vehicle garage doors are located at the southeast corner of the site fronting 14th Street, and four vehicle garage doors are located at the eastern frontage of the site, adjacent to 2nd Avenue.

Lot 71 and a portion of Lot 1 were formerly used as an accessory parking lot comprising approximately 7,500 square feet. The parking lot is located on the southwest corner of the site with two curb cuts providing access to 14th Street on the south side and Hamilton Place on the west

side. Lots 67 and 71 contain an approximately 18,000-square-foot staging yard, formerly used for staging repaired vehicles or vehicles awaiting maintenance. This fenced yard has two curb cuts that provide access to 14th Street and can hold approximately 60 vehicles.

The site is located in an M2-1 zoning district, which permits the proposed use as-of-right. M2-1 districts occupy the middle ground between light and heavy industrial areas. They are mainly mapped in older industrial areas along the waterfront. Performance standards in M2 districts are lower than in M1 districts, except when M2 uses border on a residential district. Generally, higher levels of noise and vibration are allowed, smoke is permitted and industrial activities need not be entirely enclosed. M2-1 districts have a maximum FAR of 2.0 and a maximum base height before setback of 60 feet.

The site is located within a Significant Maritime and Industrial Area within the Coastal Zone Boundary. It is also within the Southwest Brooklyn Industrial Business Zone (IBZ). This zone is meant to foster the development of industrial and manufacturing activities through tax credits and direct business assistance. The site was formerly a part of the Gowanus Urban Renewal Area (URA), which was adopted in 1971, updated in 1976, and expired in 2011. The URA designated lots in the plan area for industrial use, including all high-performance manufacturing and accessory uses. Its purpose was to “revitalize industrial character and eliminate impediments to land disposition and development and create job opportunities in a high job deficit area.”

The site is easily accessible by car or transit. It is adjacent to the Gowanus Expressway (Interstate 278). The Smith-Ninth Street station for the F and G subway trains is roughly a quarter-mile north of the site. F, G, and R subway trains are also available at the Fourth Avenue/Ninth Street station, roughly a quarter mile east of the site. Several bus lines operate nearby, including the B61, which runs east-west along 9th Street to the north, and the B37 and B103, which run north-south along 3rd Avenue.

DOT is responsible for street and sidewalk maintenance and repair throughout the City, including road resurfacing, bridge repairs, sidewalk maintenance, and other functions. DOT uses its fleet of vehicles to undertake these tasks. The fleet comprises multiple types of transportation and

construction vehicles, including sedans, pickup trucks, vans, heavy trucks, and paving and rolling machines.

DOT currently operates six vehicle maintenance and repair facilities located throughout the City, including:

- 2144 Webster Avenue (Block 3030, Lots 6, 28) Bronx, Community District 6
- 6080 Flatlands Avenue (Block 8012, Lot 400) Brooklyn, Community District 18
- 141-22 Brookville Boulevard (Block 13866, Lot 1) Queens, Community District 13
- 32-11 Harper Street (Block 1790, Lot 1) Queens, Community District 7
- 58-50 57th Road (Block 2675, Lot 15) Queens, Community District 5
- 1893 Richmond Terrace (Block 185, Lot 501) Staten Island, Community District 1.

DOT is proposing this facility, in part, to replace its former vehicle maintenance and repair facility at the Brooklyn Army Terminal, which closed in 2012. That facility opened in the late 1990s and provided comprehensive servicing and repair for DOT's fleet. This facility closed after the property owner terminated the lease to pursue other uses for the site. This facility was subsequently moved to a vehicle maintenance and repair facility located at 32-11 Harper Street in Queens. Brooklyn has since been without an adequate DOT vehicle maintenance and repair facility because its remaining facility in Brooklyn, located at 6080 Flatlands Avenue, is too small to serve DOT's Brooklyn maintenance needs and is difficult to get to. If the requested action is approved, the Brooklyn vehicle maintenance and repair facility at 6080 Flatlands Avenue would continue to maintain and repair vehicles that primarily service the eastern section of Queens.

DOT has stated that the agency is experiencing significant operational problems stemming from the loss of the Brooklyn Army Terminal facility, forcing its vehicles to travel further to other large vehicle maintenance and repair facilities located throughout the five boroughs. The resulting staff travel time and overcrowding of facilities has compromised DOT's operations. The need for a new facility at this location is similar to the one that was proposed and listed in the 2016-2017 Citywide Statement of Needs, albeit at a different location.

DOT engaged with DCAS in July 2015 to find a location for a new Brooklyn fleet services facility as part of a broader effort to reduce costs associated with its vehicle fleet. The proposed site, which was formerly an ambulance repair and maintenance facility, was identified as an ideal location. The site had previously been considered for use as a DOT facility in 2005-2006.

The site is advantageously located near both DOT's Brooklyn Army Terminal Yard and the DOT Hamilton Avenue Asphalt Plant. The Brooklyn Army Terminal Yard is approximately two miles to the south and is easily accessed via the Gowanus Expressway. The Hamilton Avenue Asphalt Plant is less than a quarter mile southwest of the proposed site, across Hamilton Avenue. The Hamilton Avenue Asphalt Plant produces the asphalt that DOT uses to resurface streets, and was renovated in 2014 to upgrade its capacity and reduce harmful emissions. According to the applicants, both of these sites play key roles in DOT's maintenance responsibilities. Since this proposed vehicle maintenance and repair facility would accommodate work on a range of vehicles, it would be both economical and efficient to locate the DOT vehicle maintenance and repair facility at the proposed location.

The proposed site selection and acquisition would allow DOT to acquire the facility for the purpose of maintaining its vehicle fleet and would be renovated/modified to suit DOT's needs. Maintenance operations at the facility are expected to consist of engine repair, vehicle suspension system replacement, crafting replacement parts in an on-site blacksmith shop, and other general vehicle maintenance related tasks. This maintenance would be provided to DOT vehicles from any of the five boroughs. The facility would also provide New York State Department of Motor Vehicle inspections. There would not be any vehicle painting at the proposed facility.

The proposed facility would have two main repair shops: a large truck repair shop and a small/medium repair shop. The large truck repair shop (approximately 24,800 square feet) would have 15 work stations for repairing large trucks. The small/medium repair shop (approximately 12,760 square feet) would have nine work stations for repairing small to medium-size vehicles. According to the applicants, both shops would be equipped to perform comprehensive automotive repairs, and would be supported by specialized spaces such as a fueling station, trailer repair area, tire repair area, washing bay, tire storage area, and blacksmith shop.

Minor modifications would be made to the interior of the existing building, such as adding a women's locker room (approximately 233 square feet) and a blacksmith shop (approximately 2,000 square feet), and converting some existing offices into work and support spaces ranging from a tire storage area to a conference/learning center. The proposed design would allow safe storage of various oils, fluids, and materials associated with vehicle maintenance activities at least four feet above the existing floor, which is also above the flood hazard elevation at this location and therefore out of the way of potential flooding.

The facility would be operated in four shifts, each staffed by 15 on-site DOT employees: Monday through Friday 6:00 am - 2:00 pm and 8:30 am - 5:00 pm shifts; a Monday through Friday, 3:00 pm - 11:30 pm shift; a Thursday to Monday, 7:00 am - 3:30 pm shift; and a floating night shift, Monday to Friday, 10:30 pm - 7:00 am.

ENVIRONMENTAL REVIEW

This application (C 180418 PCK) was 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 lead agency is DOT. The designated CEQR number is 18DOT036K.

After a study of the potential impact of the proposed actions, a Negative Declaration was issued on May 18, 2018.

UNIFORM LAND USE REVIEW

This application (C 180418 PCK) was certified as complete by the Department of City Planning on May 21, 2018, and was duly referred to Brooklyn Community Board 6 and the Brooklyn Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

Brooklyn Community Board 6 held a public hearing on this application (C 180418 PCK) on July 9, 2018, and on July 9, 2018, by a vote of 14 in favor, none opposed, and with one abstention, adopted a resolution recommending approval of the application with the following conditions:

“That NYCDOT adopt a storm water run-off mitigation strategy to reduce combined sewer overflows in to the Gowanus Canal, by considering such approaches as the use of permeable paving for sidewalks and parking areas, water collection, and the installation a “Green” roof.

That NYCDOT reviews truck routes for access to this facility without increased use of residential streets.

That NYCDOT encourages employees to use Mass Transit instead of personal vehicles to access this site.”

Borough President Recommendation

The Brooklyn Borough President held a public hearing on this application (C 180418 PCK) on July 11, 2018, and on August 10, 2018 issued a recommendation to approve the application with the following conditions:

“That prior to granting approval, City Council obtain commitments that:

- a. The lease term would include roof rights to implement any combination of incorporating blue and/or green roof (including urban agriculture) treatment, and/or solar panels, and that one or more such elements be incorporated as part of the construction specifications
- b. Rain gardens would be incorporated in the abutting street right of ways, in consultation with the New York City Department of Environmental Protection (DEP), Community Board 6 (CB 6), and local elected officials

- c. The lease would require the retention of Brooklyn-based contractors and subcontractors, especially those who are designated Local Business Enterprises (LBEs) consistent, with section 6-108.1 of the City's Administrative Code, and Minority- and Women-Owned Business Enterprises (MWBEs) establishments, as a means to meet or exceed standards per Local Law 1 (not less than 20 percent participation), as well as to coordinate the monitoring of such participation with an appropriate monitoring agency

Be it Further Resolved:

1. That in order to promote appropriate urban agriculture use Inclusive of aquaponics and hydroponic technologies, and to facilitate enlargement of buildings in manufacturing districts to the maximum community facility floor area ratio (FAR), where applicable, according to the New York City Zoning Resolution (ZR), the New York City Department of City Planning (DCP) should undertake an initiative to modify the ZR as warranted, to amend ZR Sections 22-14 Use Group 48, Open Uses, 42-10 Uses Permitted As-Of-Right, ZR 43-122 maximum FAR for community facilities and ZR 75-01 (b) Greenhouse Certification; and that the New York City
2. The New York City Department of Buildings (DOB) issue a Zoning Determination to clarify zoning floor area calculations for stacked-vertical indoor urban farming systems
3. That future consideration be given to a full build-out of the site as a means to consolidate City facilities, more fully accommodate New York City Department of Sanitation (DSNY) vehicles, and/or to free other sites for development
4. That DCP initiate a study of the Gowanus portion of the Southwest Brooklyn Industrial Business Zone (IBZ) as a means to achieve more flood-resilient development pursuant to development consistent with such zones”.

City Planning Commission Public Hearing

On August 22, 2018 (Calendar No. 4), the City Planning Commission scheduled September 5, 2018 for a public hearing on this application (C 180418 PCK). The hearing was duly held on September 5, 2018 (Calendar No. 17). Two speakers testified in support of the application.

A representative from DOT's Brooklyn Borough Commissioner's Office provided a brief overview of the project and described the need for the facility. He emphasized the convenient location of the site, describing its proximity to the DOT Hamilton Avenue Asphalt Plant and Gowanus Expressway. He said that the location would improve agency efficiency through reduced travel times and improved truck routes to the site. He also noted the site's ability to accommodate a range of vehicle types.

The second speaker was the Deputy Commissioner for DOT's Fleet Services Division. He provided an overview of parking operations and described how the parking area on the site would provide the agency with additional flexibility to accommodate any overflow from vehicles awaiting maintenance.

There were no other speakers and the hearing was closed.

CONSIDERATION

The Commission believes that this application (C 180418 PCK) for the site selection and acquisition of property for use as a DOT fleet vehicle maintenance and repair facility is appropriate.

The DOT vehicle maintenance and repair facility will be located in an M2-1 zoning district, which allows the proposed use as-of-right. The Commission notes that the facility was previously used as a vehicle maintenance and repair facility. The Commission believes that the site is adequate in size, is proximate to major roadways and existing DOT facilities, and is compatible with the commercial, industrial, and warehousing facilities that exist in the immediate vicinity of the project site.

The Commission recognizes that DOT has faced significant operational issues stemming from the loss of the Brooklyn Army Terminal facility in 2012, forcing DOT's vehicles to travel further to other vehicle maintenance and repair facilities located throughout the five boroughs. The new facility will also relieve the current Brooklyn facility located at 6080 Flatlands Avenue. Which will continue operations, but is undersized for current maintenance needs and is not centrally located to be conveniently accessible by DOT vehicles from other parts of the City needing repairs.

The Commission notes that the proposed facility was requested as part of the Citywide Statement of Needs for Fiscal Years 2016-2017. The Commission further notes that the acquisition of the site will allow for the improved function and operational capacity of the DOT fleet, allowing DOT to better achieve its responsibility of performing essential citywide services such as maintaining roads. The proposed location allows for easy access to both DOT's Hamilton Avenue Asphalt Plant and the Brooklyn Army Terminal Yard and is accessible to other areas of the city via the Gowanus Expressway (Interstate 278). The Commission acknowledges that this access is expected to result in reduced travel times for DOT's fleet of vehicles and decrease the overcrowding and excessive demands placed on other DOT maintenance facilities located throughout the five borough's, allowing DOT to provide more efficient vehicle repairs. The Commission encourages the City to consider a long-term lease or acquisition of the site.

In response to concerns regarding the site's ability to accommodate DOT's employee parking needs, the applicant submitted a letter to the Commission dated September 18, 2018, stating that the proposed site will be able to accommodate all of the vehicles, both staff- and agency-owned, that would be onsite on a given day. The letter also stated that if vehicles awaiting maintenance exceed the available capacity of the repair bays and staging area, the adjacent employee parking area would provide the agency with additional flexibility to accommodate any overflow, preventing any further congestion on local streets. Providing a small number of parking spaces within the existing 7,500 square foot parking area for employees allows them to travel safely and efficiently to work without taking on-street parking spaces. The Commission is pleased that the parking area will provide additional space for vehicles awaiting maintenance as a means to eliminate parking on local streets.

Regarding the Community Board's recommendation that DOT review truck routes for access to this facility without increasing use of residential streets, the Commission encourages DOT to review truck routes and notes that the site is located near existing DOT facilities and the Gowanus Expressway.

Regarding the Community Board's recommendation that DOT encourage employees to use transit instead of personal vehicles to access the site, while this matter is outside of the scope of the requested action, the Commission notes that DOT stated in a letter submitted to the Commission that the proposed site is accessible via public transit with access to the F, G and R trains as well as four bus lines, and that the agency encourages its employees to use public transportation as much as possible, as it is the most sustainable mode.

Regarding the recommendation by both Community Board 6 and the Borough President that the applicants advance resilient and sustainable energy measures, while this matter is outside the scope of the requested action, the Commission encourages these improvements where feasible.

Regarding the recommendation by Community Board 6 and the Borough President that the applicants coordinate with the NYC Department of Environmental Protection, Community Board 6, and local elected officials to incorporate rain gardens in abutting street right of ways, this matter is outside the scope of the requested action, while the Commission encourages these improvements where feasible.

Regarding the Borough President's recommendation that DOT seek to maximize leasing opportunities and promote full buildout of the site as a means to consolidate City facilities or more fully house the NYC Department of Sanitation (DSNY) vehicles and free up privately-owned sites for development, while outside the scope of the proposed action the Commission encourages DOT to explore these mechanisms where feasible in coordination with DSNY and the property owner.

Regarding the Borough President's recommendation that DCP initiate a study of the Gowanus portion of the Southwest Brooklyn IBZ as a means to achieve more flood-resilient development, this matter is outside the scope of the proposed action.

Regarding the Borough President's recommendation that the lease require the retention of Brooklyn-based contractors and subcontractors, especially those designated as Local Business Enterprises and Minority- and Women-Owned Business Enterprises, this matter is outside the scope of the proposed action.

RESOLUTION

RESOLVED, that the Department of Transportation finds that the action described herein will have no significant impact on the environment; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c of the New York City Charter, that this application submitted by the New York City Department of Transportation and the Department of Citywide Administrative Services for the site selection and acquisition of property located at 25 14th Street (Block 1031, Lots 1, 62, 67, 71) for use as a fleet vehicle maintenance and repair facility, is approved.

The above resolution (C 180418 PCK), duly adopted by the City Planning Commission on October 17, 2018 (Calendar No. 7), 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.

MARISA LAGO, *Chairman*

KENNETH J. KNUCKLES, *Esq.*, *Vice Chairman*

ALLEN P. CAPPELLI, ESQ., ALFRED C. CERULLO, III,

MICHELLE de la UZ, JOSEPH DOUEK, RICHARD W. EADDY,

CHERYL COHEN EFFRON, HOPE KNIGHT,

ANNA HAYES LEVIN, ORLANDO MARIN, LARISA ORTIZ, *Commissioners*



THE CITY OF NEW YORK COMMUNITY BOARD SIX

Eric Adams
Borough President

Sayar Lonial
Chairperson

Michael Racioppo
District Manager

July 11, 2018

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

Dear Chairperson Lago:

I am writing to advise you that at its July 9, 2018 Executive Committee Meeting, Brooklyn Community Board Six took action on a recommendation from its Land Use committee to approve an application submitted by the NYC Department of Transportation and the NYC Department of Citywide Administrative Services pursuant to Section 197- C of the City Charter for the site selection and acquisition of property located at 25 14th Street (Between Hamilton Place & 2nd Avenue) for a fleet vehicle maintenance and repair facility.

25 Fourteenth Street Brooklyn, NY 11231

Approval, with the following conditions:

- ❖ That NYCDOT adopt a storm water run-off mitigation strategy to reduce combined sewer overflows in to the Gowanus Canal, by considering such approaches as the use of permeable paving for sidewalks and parking areas, water collection, and the installation a “Green” roof.
- ❖ That NYCDOT reviews truck routes for access to this facility without increased use of residential streets.
- ❖ That NYCDOT encourages employees to use Mass Transit instead of personal vehicles to access this site.

Our executive committee- – acting on behalf of the Full Board during the Summer Hiatus- ratified this conditional approval by a vote of fourteen Yeas, zero Nays, and one Abstentions.

As always, thank you for the opportunity to comment.

Sincerely,

Sayar Lonial

**Cc: Hon. Eric L. Adams Brooklyn Borough President
Hon. Brad Lander 39th Council District
Commissioner Polly Trottenberg, NYCDOT
Commissioner Lisette Camilo, NYCDCAS
Brooklyn Borough Commissioner Keith Bray, NYCDOT**



Email/Fax Transmittal

TO: Brooklyn Community District 6 (CD 6) Distribution	FROM: Brooklyn Borough President Eric L. Adams
DATE: August 10, 2018	CONTACT: Inna Guzenfeld – Land Use Coordinator Phone: (718) 802-3754 Email: iguzenfeld@brooklynbp.nyc.gov
ULURP Recommendation: DOT BK FLEET SERVICES FACILITY – 180418 PCK	NO. Pages, Including Cover: 10

Attached is the recommendation report for ULURP application 180418 PCK. If you have any questions, please contact Inna Guzenfeld at (718) 802-3754.

Distribution

NAME	TITLE	OFFICE	EMAIL
Marisa Lago	Chair, New York City Planning Commission	(212) 720-3356	ygruel@planning.nyc.gov
Melissa Mark-Viverito	Speaker, City Council	(212) 788-7207	mviverito@council.nyc.gov
Winston Von Engel	Director, Brooklyn, New York City Department of City Planning (DCP)	(718) 780-8280	wwoneng@planning.nyc.gov
Alex Sommer	Deputy Director, Brooklyn, DCP	(718) 780-8271	asommer@planning.nyc.gov
James Merani	Director, Land Use Review, DCP	(212) 720-3356	jmerani@planning.nyc.gov
Raju Mann	Director, Land Use Division, City Council	(212) 788-7207	rmann@council.nyc.gov
Amy Levitan	Land Use Division, City Council	(212) 788-7207	aevitan@council.nyc.gov
Brad Lander	Council Member, District 39	(718) 499-1090	lander@council.nyc.gov
Sayar Lonial	Chair, Brooklyn Community Board 6 (CB 6)	(718) 643-3027	info@brooklyn6.org
Michael Racioppo	District Manager, CB 6	(718) 643-3027	info@brooklyn6.org
Dale Lazerson	Assistant Director, Leasing, Real Estate Services, New York City Department of Citywide Administrative Services (DCAS)	(212) 386-0618	dlazerson@dcas.nyc.gov
Khalilah Stewart	Land Use Review, New York City Department of Transportation (DOT)	(212) 839-6911	kstewart@dot.nyc.gov
Richard Bearak	Director, Land Use, BBPO	(718) 802-4057	rbearak@brooklynbp.nyc.gov

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

DOT BK FLEET SERVICES FACILITY – 180418 PCK

An application submitted by the New York City Department of Transportation (DOT) and the New York City Department of Citywide Administrative Services (DCAS), pursuant to Section 197-c of the New York City Charter for the site selection and acquisition of a 123,600 square foot (sq. ft.), privately-owned property located at 25 14th Street in Brooklyn Community District 6 (CD 6). Such actions would facilitate its use as a DOT fleet vehicle maintenance and repair facility.

BROOKLYN COMMUNITY DISTRICT NO. 6

BOROUGH OF BROOKLYN

RECOMMENDATION

APPROVE
 APPROVE WITH
MODIFICATIONS/CONDITIONS

DISAPPROVE
 DISAPPROVE WITH
MODIFICATIONS/CONDITIONS

SEE ATTACHED

BROOKLYN BOROUGH PRESIDENT

August 10, 2018

DATE

RECOMMENDATION FOR: DOT BK FLEET SERVICES FACILITY – 180418 PCK

The New York City Department of Transportation (DOT) and the New York City Department of Citywide Administrative Services (DCAS) submitted an application pursuant to Section 197-c of the New York City Charter, for the site selection and acquisition of a 123,600 square foot (sq. ft.), privately-owned property located at 25 14th Street in Brooklyn Community District 6 (CD 6). Such actions would facilitate its use as a DOT fleet vehicle maintenance and repair facility.

On July 11, 2018, Brooklyn Borough President Eric L. Adams held a public hearing on this acquisition request. There were no speakers on the item.

In response to Borough President Adams' inquiry regarding the anticipated duration of this lease, what rights the City would have to renew, and the cost per square foot, the DCAS representative stated that the proposed lease term is 20 years with a renewal option. The initial cost will be \$18 per sq. ft. with escalations over time, up to double per sq. ft. for the entire property.

In response to Borough President Adams' inquiry as to what steps would be taken to ensure the inclusion and participation of Minority- and Women-Owned Business Enterprises (MWBES) and Locally-Owned Business Enterprises (LBEs) in the process of retrofitting this site for DOT use, the DCAS representative stated that the owner would be performing all of the required work on behalf of the City through a bidding process. While the City cannot mandate specific categories of vendors, it can encourage the owner to engage with local businesses and contractors. The representative noted that the landlord is a long-standing owner and operator of properties in the area.

In response to Borough President Adams' inquiry as to what consideration has been given to using the lease terms to harvest the building's roof rights to promote investments in solar panels, blue, green, or white roof covering (including urban agriculture), the DCAS representative stated that the use of the roof for solar panels is under consideration as part of the scope of work for the lease. While the owner would have a responsibility to replace the roof, an agricultural roof operation may not coordinate with the timing of the lease. However, should a viable opportunity arise for such specialized use of the roof, it may be implemented outside of the lease.

In response to Borough President Adams' inquiry regarding the inclusion of permeable pavers in the site's open areas, and the incorporation of rain gardens and other sustainability measures in the sidewalk and/or adjoining roadway, the DCAS representative stated that some of the planned improvements will address environmental issues at the property such as drainage and pollution. The representative expressed intent to bring consideration of rain gardens to the negotiating parties for this lease, and discussed the possibility of cooperation with the New York City Department of Environmental Protection (DEP).

Consideration

Brooklyn Community Board 6 (CB 6) approved this application on July 9, 2018 on the condition that DOT adopt a stormwater run-off mitigation strategy to reduce combined sewer overflows in to the Gowanus Canal, by considering such approaches as the use of permeable paving for sidewalks and parking areas, water collection, and the installation of a green roof, as well as a review of truck routes for access to this facility without increased use of residential streets, and encouraging employees to use mass transit instead of personal vehicles to access this site.

The proposed actions would affect the entire block bounded by 2nd Avenue, 13th Street, 14th Street, and Hamilton Avenue. The block is zoned M2-1, a zoning district mapped along much of the Red Hook and Sunset Park waterfront. It is also part of the Southwest Brooklyn Industrial Business Zone (IBZ). The site is located within the New York City Coastal Zone Boundary, and

subject to the Waterfront Revitalization Program (WRP) administered by the New York City Department of City Planning (DCP).

The site contains a two-story, 63,000 sq. ft. building, an 18,000 sq. ft. parking area, and an additional 7,500 sq. ft. parking lot. The building is currently built to 0.63 of the maximum permitted commercial Floor Area Ratio (FAR). The warehouse previously housed a private ambulance repair and maintenance garage and is currently vacant. DOT intends to convert this property to a vehicle maintenance repair facility for its Brooklyn fleet.

As proposed, the building will be subdivided into a 24,847 sq. ft. large-truck repair shop, a 12,759 sq. ft. small/medium-truck repair shop, and a 2,000 sq. ft. blacksmith shop. The surface parking areas would be utilized as an 18,350 sq. ft. staging yard and a 7,596 sq. ft. employee parking lot. In addition, the block's perimeter provides a total of 23 curb cuts. The facility will house a variety of specialized functions, including a fueling station, a tire repair area, a tire storage area, a trailer repair area, and a washing bay. The site would be operational Monday through Friday, with work conducted in four-hour shifts by a staff of 15 employees.

The area is defined by the Gowanus Canal and the Gowanus Expressway. The surrounding context is primarily commercial and industrial, with large retail stores and small warehousing and wholesale companies. There are several significant nearby municipal operations including the New York City Department of Sanitation's (DSNY) Hamilton Avenue Marine Transfer Station, the DOT Hamilton Avenue Asphalt Plant, and the DSNY Brooklyn North District 2 (located directly south of 25 14th Street) and 6 garages. But for clusters of residential homes west of Third Avenue, the prevailing uses are largely consistent with the area's zoning. There is also some open space, including Ennis Playground, located between 11th and 12th Streets, which will be renovated with funding from the Brooklyn Borough President's Office.

This site selection and acquisition request stems from the closure of a previous DOT vehicle maintenance and repair facility at Brooklyn Army Terminal in 2012. This location provided appropriately sized and configured facilities to service DOT's fleet. Currently, the agency relies on a smaller site at 6080 Flatlands Avenue in Brooklyn CD 18 that is not considered adequate for its needs. As a result, DOT vehicles must travel further to maintenance and repair facilities in the Bronx, Queens and Staten Island.

The proposed site was initially identified as a potential vehicle maintenance and repair facility in 2005. DOT engaged DCAS to find a new location to support a Brooklyn fleet services facility in 2015, and 25 14th Street was submitted for Borough President Adams' consideration in the 2016-17 Citywide Statement of Needs (SoN).

The pursuit of 25 14th Street is based on the property's ability to meet key criteria identified by DOT. The proposed use requires a location in a manufacturing district in order to be permitted as-of-right. The site provides the minimum floor area necessary to accommodate and service the full range of vehicles in the agency's fleet. Finally, the location has been judged to be sufficiently central for servicing DOT vehicles throughout the borough of Brooklyn.

Borough President Adams recognizes the need for appropriately located and large industrial space that allows heavy operations such as vehicle maintenance and repair, while supporting the efficiency of vital DOT operations. He recognizes that 25 14th Street could be an ideal location for DOT's intended uses, though Borough President Adams believes that the City should utilize the proposed site selection and acquisition process to achieve a range of objectives that would advance his policies. Specifically, the lease terms should be used to advance his policies regarding resilient and sustainable energy, stormwater management, urban agriculture, and MWBE/LBE

employment. Furthermore, the site's proximity to other City agency operations presents an opportunity to consolidate such uses through maximization of the property's unused development rights. Additionally, the area's flood zone should prompt advancement of City policy in this portion of the Southwest Brooklyn IBZ to achieve more flood-resilient development.

Advancing Resilient and Sustainable Energy, Stormwater Management Policies, and Urban Agricultural Policy

It is Borough President Adams' sustainable energy policy to promote opportunities for blue/green/white roofs, solar panels, and/or wind turbines, as well as passive house construction. He encourages developers and property owners to coordinate with the New York City Mayor's Office of Sustainability, the New York State Energy Research and Development Authority (NYSERDA), and/or the New York Power Authority (NYPA) at each project site. Such modifications would increase energy efficiency and reduce the development's carbon footprint.

Furthermore, as part of his flood resiliency policy, Borough President Adams encourages developers and property owners to incorporate permeable pavers and/or establish rain gardens that advance the New York City Department of Environmental Protection (DEP) green-water/stormwater strategies. Rain gardens, blue/green roofs, and permeable pavers would divert stormwater from the City's water pollution control plants. According to the "New York City Green Infrastructure 2016 Annual Report," green infrastructure plays a critical role in addressing water quality challenges and provides numerous environmental, social, and economic benefits.

The site selection and acquisition of 25 14th Street would grant DOT occupancy of the entire block. As such, this lease presents an opportunity to incorporate rain gardens along the property's entire perimeter. Moreover, given the area's susceptibility to Combined Sewer Overflows (CSOs), which are a source of continuing pollution in the Gowanus Canal, DEP rain gardens would help control stormwater runoff and mitigate flooding in the area. Such measures would address both Borough President Adams' policies and long-standing environmental concerns in the community.

It is appropriate for the developers and property owners to engage government agencies, such as the Mayor's Office of Sustainability, NYSERDA, and/or NYPA, to give consideration to government grants and programs that might offset costs associated with enhancing the resiliency and sustainability of this development site. One such program is the City's Green Roof Tax Abatement (GRTA), which provides a reduction of City property taxes by \$4.50 per square-foot of green roof, 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 developers and property owners to reach out to his office for any help in opening dialogue with the aforementioned agencies and further coordinating on this matter.

Borough President Adams recognizes that the building's extensive roof area of over 55,000 sq. ft. presents significant opportunities for energy generation, stormwater management, and urban agriculture. City consideration of roof rights at 25 14th Street would enable the integration of solar panels, rainwater capture through blue and/or green roof treatment, and/or an urban agriculture system. This is consistent with sustainability goals articulated in "OneNYC: The Plan for a Strong and Just City," which incentivizes building owners to build and maintain green roofs.

More recently, Council Member Stephen Levin, whose district borders the Gowanus Canal, expressed intent to introduce legislation requiring that City-owned buildings be partially covered in green or blue roof systems. As the potential sole occupant of 25 14th Street, DOT should advance such City policies, through utilization of the facility's roof. Therefore, DCAS should ensure that the building's lease terms include the ability to harvest its roof rights.

Therefore, prior to waiving its right to call up the application or otherwise grant its approval, the City Council should obtain commitments from DOT that rain gardens would be incorporated in the abutting street right of ways, in consultation with DEP, CB 6, and local elected officials. In addition, the City Council should obtain commitments from DCAS and DOT that any lease term would include roof rights to implement any combination of incorporating blue and/or green roof (including urban agriculture) treatment and/or solar panels.

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 will create more employment opportunities. According to the Furman Center's "State of New York City's Housing and Neighborhoods" in 2015, double-digit unemployment remains a pervasive reality for several of Brooklyn's neighborhoods, with more than half of our community districts experiencing poverty rates of nearly 25 percent or higher. Prioritizing local hiring would assist in addressing this employment crisis. Additionally, promoting Brooklyn-based businesses, and including those that qualify as MWBE and LBE, is central to Borough President Adams' economic development agenda.

It is Borough President Adams' policy to support land use actions that facilitate utilization of permitted floor area for occupancy that generates capital investment projects and construction jobs as a means to provide employment opportunities for varied skill sets. This application presents several opportunities for job creation in southwest Brooklyn. The specifications to enable the space to address DOT's fleet operation would result in a number of construction jobs.

Borough President Adams believes that the sole occupancy status of the block warrants any construction according to an initial leasing period, and should promulgate his policies to advance local workforce participation through MWBEs and LBEs. This should be achieved by providing consideration to contractors and sub-contractors that are designated MWBE establishments, as a means to meet or exceed standards for construction contracts per Local Law 1 (no less than 20 percent participation), and LBEs consistent with section 6-108.1 of the City's Administrative Code. Consideration should also be given to the oversight of such participation with an appropriate monitoring agency.

Prior to waiving its right to call up the application or otherwise grant its approval, the City Council should obtain a commitment from DCAS and DOT, in writing, that construction pursuant to a lease of the property at 25 14th Street requires the retention of Brooklyn-based contractors and subcontractors, and to coordinate the monitoring of MWBE and LBE participation.

Promoting Urban Agriculture Use

Borough President Adams and Council Member Rafael L. Espinal Jr. will re-introduce legislation at the City Council calling for the New York City Department of City Planning (DCP) to create a comprehensive urban agriculture plan for the city. The bill will build off Intro. 1661 from 2017, and will catalogue existing and potential urban agriculture spaces; identify potential land use policies to promote the expansion of these practices across the city, and analyze the New York City Zoning Resolution (ZR) and the New York City Building and Fire codes to promote the industry, among other actions.

The City should also promote urban agriculture by utilizing flat roofs of industrial buildings, such as that of 25 14th Street, which would further the growth of this industry given the extent of flat roofs that do not experience impeded access to sunlight for greenhouses and open-air farming. Furthermore, where such buildings are located in M1 zoning districts, additional FAR would be available to accommodate urban agriculture.

The ZR identifies agricultural use as an open-use community facility, use group 4B, which includes greenhouses, nurseries, and truck gardens. Currently, state-of-the-art urban farming practices include,

but are not limited to, aquaponics and hydroponic farming. To be consistent with modern practices, especially given the community facility FAR of 2.4 in M1-1 districts, 4.8 in M1-2 districts, and 6.5 in M1-4 districts, typically mapped in Brooklyn, DCP should consider redefining agricultural uses (to be determined) as enclosed uses. This would then permit the utilization of additional floor area for community facility use when limited to urban farming. For manufacturing zoning districts that do not provide community facility floor area, consideration should be given to permit additional floor area for community facility use limited to urban agriculture.

Additionally, for all manufacturing districts consideration is warranted to qualify rooftop greenhouses as a permitted obstruction pursuant to ZR Section 75-01 (b), in order to expand agricultural use beyond the cultivation of plants to also include aquaponics cultivation.

Therefore, to promote appropriate urban agriculture use — inclusive of aquaponics and hydroponic technologies — DCP should undertake an initiative to modify the ZR, as warranted, to amend ZR Sections 22-14 Use Group 4B, Open Uses, 42-10 Uses Permitted As-Of-Right, ZR 43-122 maximum FAR for community facilities and ZR 75-01 (b) Greenhouse Certification. Furthermore, the New York City Department of Buildings (DOB) should issue a Zoning Determination to clarify zoning floor area calculations for stacked-vertical indoor urban farming systems.

Maximize Leasing Opportunities and Promote Full Buildout of Site as a Means to Consolidate City Facilities or More Fully House DSNY Vehicles, and Free Privately-Owned Sites for Development

The area around the site contains multiple DOT and DSNY uses. Borough President Adams is aware of community concerns regarding the extent that DSNY vehicles are parked on local streets in Gowanus. One DSNY facility, the 20,000 sq. ft. garage housed at 127 2nd Avenue, is scheduled for a capital renovation in May 2019, and is anticipated to be unavailable for DSNY storage through 2022. The agency is currently seeking space to temporarily accommodate equipment used to service CD 6. This upgrade is expected to result in the temporary displacement of 40 DSNY truck vehicles.

Given the timeline of DOT acquisition, the building and site renovation, and the ultimate occupancy of 25 14th Street, there appears to be an opportunity to accommodate some DSNY vehicles on the unimproved portions of the block, which provide 25,500 sq. ft. of surface parking. Pursuant to negotiations with DCAS and DOT, the agency could temporarily utilize such space while construction proceeds on its garage, and before significant improvements are made for DOT use. Moreover, perimeter parking around this block could be secured via DSNY vehicle parking-only street signage.

DSNY has presented that a 60,000 sq. ft. facility would allow off-street parking and storage for the majority of its equipment, therefore, when returning to its District 6 garage, its operation would continue to rely on adjacent public streets to store a percentage of its assigned fleet. At present, 25 14th Street is significantly underbuilt and offers an additional 1.37 FAR or more than 100,000 sq. ft. of development rights, which could be realized as part of an eventual full buildout of the building that would potentially accommodate both DOT and DSNY needs. Moreover, the DSNY District 2 garage is housed in a location leased by the City. If 25 14th Street were constructed to its maximum permitted floor area, it could allow the eventual relocation of this facility while enabling the owner to maximize allowable zoning rights and address the storm surge threat to building systems.

Borough President Adams believes that the consolidation of City agency facilities, particularly those that constitute complementary uses can maximize the efficiency of City leases, while removing DSNY fleet vehicle storage from City streets, and freeing privately-owned land for job-producing uses. Therefore, he calls for future consideration to be given to a full buildout of 25 14th Street as a means to consolidate

City facilities to more fully accommodate DSNY vehicles, and/or to free other sites for development.

Advance Zoning Study of Gowanus Portion of Southwest Brooklyn IBZ to Achieve More Flood-Resilient Development and Overall Density/Development as Appropriate

In June 2018, DCP released "Gowanus: A Framework for a Sustainable, Inclusive, Mixed-Use Neighborhood," which includes a portion of the Southwest Brooklyn IBZ. For the IBZ area, the study seeks to strengthen the area as a commercial and industrial hub by incentivizing job-producing, non-residential development. While this area provides many advantages for economic activity, such as clusters of particular industries, existing warehouse space, and proximity to highways, it is also uniquely vulnerable to flooding and a rise in sea level.

It is, therefore, vital that any updates to the ZR designed to grow and support commercial and industrial uses in the area include allowances and requirements to support flood-resistant construction in M-zoned areas, for example, to aid shifting of mechanical systems above the flood risk zone. In addition, Borough President Adams believes that a careful examination of this heavily industrial area of Gowanus is needed to ensure that zoning strategies that promote greater density for commercial and industrial buildings result in flood-resilient development. He calls on DCP to initiate a study of the Gowanus portion of the Southwest Brooklyn IBZ as a means to achieve more flood-resilient development pursuant to development consistent with such zones.

Recommendation

Be it resolved that the Brooklyn borough president, pursuant to sections 197-c and 201 of the New York City Charter, recommends that the City Planning Commission and City Council approve this application with the following conditions:

1. That prior to granting approval, City Council obtain commitments that:
 - a. The lease term would include roof rights to implement any combination of incorporating blue and/or green roof (including urban agriculture) treatment, and/or solar panels, and that one or more such elements be incorporated as part of the construction specifications
 - b. Rain gardens would be incorporated in the abutting street right of ways, in consultation with the New York City Department of Environmental Protection (DEP), Community Board 6 (CB 6), and local elected officials
 - c. The lease would require the retention of Brooklyn-based contractors and subcontractors, especially those who are designated Local Business Enterprises (LBEs) consistent with section 6-108.1 of the City's Administrative Code, and Minority- and Women-Owned Business Enterprises (MWBEs) establishments, as a means to meet or exceed standards per Local Law 1 (not less than 20 percent participation), as well as to coordinate the monitoring of such participation with an appropriate monitoring agency

Be it Further Resolved:

1. That in order to promote appropriate urban agriculture use inclusive of aquaponics and hydroponic technologies, and to facilitate enlargement of buildings in manufacturing districts to the maximum community facility floor area ratio (FAR), where applicable, according to the New York City Zoning Resolution (ZR), the New York City Department of City Planning (DCP) should undertake an initiative to modify the ZR as warranted, to amend ZR Sections 22-14 Use Group 4B, Open Uses, 42-10 Uses Permitted As-Of-Right, ZR 43-122 maximum FAR for community facilities and ZR 75-01 (b) Greenhouse Certification; and that the New York City

2. The New York City Department of Buildings (DOB) issue a Zoning Determination to clarify zoning floor area calculations for stacked-vertical indoor urban farming systems
3. That future consideration be given to a full build-out of the site as a means to consolidate City facilities, more fully accommodate New York City Department of Sanitation (DSNY) vehicles, and/or to free other sites for development
4. That DCP initiate a study of the Gowanus portion of the Southwest Brooklyn Industrial Business Zone (IBZ) as a means to achieve more flood-resilient development pursuant to development consistent with such zones