8

Urban Design and Visual Resources

In an urban design assessment under City Environmental Quality Review (CEQR), one considers whether and how a proposed project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment.

Introduction

According to the ~~2021~~2025 *CEQR Technical Manual*, urban design is defined as the totality of components—including streets, buildings, open spaces, wind, natural resources, and visual resources—that may affect a pedestrian's experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, and natural resources.

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right," or in the future No-Action condition.

As detailed in **Chapter 1, Project Description**, the Proposed Actions would facilitate the development of approximately 1,215,000 gross square feet (gsf) including approximately 1,106,500 gsf of residential space with up to 1,150 dwelling units (DUs) (approximately 300 of which would be affordable pursuant to Mandatory Inclusionary Housing (MIH) Option 1 as intended by the Project

Developer), a 35,000-gsf museum, 36,500 gsf of local retail space,[1] approximately 140 below-grade parking spaces, and approximately 50,000 square feet (sf) of open space, including an approximately 34,000-sf Waterfront Public Access Area (WPAA) and approximately 9,000 sf of Public Access Area (PAA) (the Proposed Development). The 7,000-sf remainder of the new open space would consist of open space for museum visitors, as well as landscaping and planting areas that ~~would~~have been designed to visually blend and physically connect with the WPAA and PAA spaces. The Proposed Development would also introduce a newly created turnaround at the western end of Quay Street, at its terminus, adjacent to Wharf Drive. The portions of the turnaround area that extend beyond the mapped street would be considered PAA, with an area of approximately 2,000 sf.

The Proposed Development would include three buildings: the 35,000-gsf Monitor Museum on Lot 25 and two mixed-use buildings on Lot 1, which would comprise the West Building, a 979,000-gsf mixed-use residential and commercial building reaching a height of 640 feet (including bulkhead) and the East Building, a 201,000-gsf mixed-use residential and commercial building with a height of 255 feet (including bulkhead).

To enable the redevelopment of the Development Site, the Proposed Actions would facilitate the relocation and consolidation of two existing New York City Transit Authority (NYCTA) facilities into a new approximately 143,000-gsf turnkey facility at 213 Meadow Street in East Williamsburg (the NYCTA Relocation Site). This new facility would house the NYCTA Mobile Wash Unit and Materials Storage, currently located on Lot 1 of the Development Site (the NYCTA Facility), as well as the NYCTA Emergency Response Unit facility, presently located at 65 Commercial Street (Block 2472, Lot 415) (the ERU Facility) in northern Greenpoint. The relocation of the ERU Facility to the NYCTA Relocation Site would create a fully vacant site at Commercial Street, which would facilitate the full realization of the City's planned Box Street Park by allowing for an additional 25,000 sf of publicly accessible open space at the ERU Site.

While the Proposed Actions would facilitate new development at the NYCTA Relocation Site, this building would be developed on an as-of-right basis pursuant to the site's existing zoning, aside from a rear yard waiver. Building bulk associated with the rear yard waiver would not be visible to pedestrians from the street. Therefore, this building would not result in a substantial physical alteration to the streetscape or public space, and analysis is not warranted.

Principal Conclusions

Urban Design

The Proposed Actions are anticipated to have no significant adverse impacts on urban design within the study area. The Proposed Actions would facilitate the development of built forms and building types that are compatible with the height and density of the existing high-density mixed-use buildings in the vicinity, specifically along the Greenpoint and Williamsburg waterfront, beginning on the block immediately north of the Development Site where the 40-story mixed-use Calyer Place development is located. The design of the Proposed Development incorporates varied building heights and setbacks, creating visual interest and enhancing the pedestrian experience. Although the taller of the two West Building towers would exceed the height of other buildings within a quarter mile of the Development Site by approximately 200 feet, there would be no impact to urban design

[1] The Project Developer may include up to approximately 3,000 sf of community facility space (i.e., meeting space) for nonprofit use in place of local retail space in the East Building. For the purpose of a conservative assessment, the EIS analyzes this space as local retail.

as a result of the Proposed Actions as the Proposed Development would not negatively affect a pedestrian's experience of the area. As described below, while taller, the proposed buildings on the Development Site would be compatible with the scale and use of surrounding buildings. The proposed buildings would be in context with trending high-rise waterfront development that has resulted from the 2005 Greenpoint-Williamsburg Rezoning. Further, the additional height contemplated under the Proposed Actions would allow for an increased number of affordable housing units and would help to maximize the publicly accessible open space on-site.

Additionally, the inclusion of street-front retail, active ground-floor uses, improved streetscapes, and public realm features, along with new publicly accessible waterfront open space, would enliven the edges of the Development Site. Through the creation of a 50,000-sf of total open space, including approximately 34,000-sf WPAA and approximately 9,000 sf of PAA, the Proposed Development would connect to a network of existing neighborhood open spaces, ~~transforming~~and is intended to transform the currently underutilized area into an inviting public space. The Proposed Development would establish connectivity from the Shore Public Walkway and West Street to the north, to Bushwick Inlet Park, including the Motiva Parcel directly to the south—a 1.9-acre portion currently under construction—further expanding the park's accessibility and utility. Upon completion, Bushwick Inlet Park will encompass 35.53 acres, providing significant recreational and ecological benefits. Additionally, Bushwick Inlet Park would connect with Marsha P. Johnson State Park, which links to the North 5th Street Pier and Park via a walkway. The Proposed Development ~~plays a critical role in establishing~~would establish essential connections within this network of expanding neighborhood open spaces that support the goals of the Greenpoint-Williamsburg Waterfront Access Plan (WAP), thereby transforming underutilized areas into dynamic public spaces that enhance access to waterfront amenities. The introduction of publicly accessible open space would also enhance the block's utility and appeal. Additionally, there would be approximately 18,000 sf of private open space available for residents on building roofs and setback terraces. Pedestrians ~~would~~are expected to benefit from an engaging and transparent ground plane, with active street frontage replacing the current blank wall and inactive block frontage.

Although the Development Site would be redeveloped with buildings of greater bulk and density than those currently on-site, the Proposed Development ~~would~~is designed to harmonize with the surrounding neighborhood's scale and the existing street grid pattern. The Proposed Development would create new public access along the waterfront through creation of the WPAA, including an approximately 18,000-sf upland connection with a 100-foot-wide visual corridor. ~~It is important to note that~~ This exceeds the minimum requirement of 60 feet, offering an enhanced pedestrian experience and greater accessibility. Additionally, the addition of an approximately 25,000-sf Shore Public Walkway is designed to enhance the pedestrian experience of the area and as noted above, would present new connectivity along the waterfront between Bushwick Inlet Park and the existing Shore Public Walkway to the north where none currently exists. The proposal is intended to address the site's current limitations by improving its connectivity and aesthetic appeal, specifically targeting the dead end at the eroding waterfront and the rear of the mobile wash unit. Additionally, the Proposed Development would create an upland connection with direct access between the future Bushwick Inlet Park and West Street in an area that is currently blocked by the existing Metropolitan Transit Authority (MTA) warehouse. The proposal would also activate the street wall along Quay Street in an area that currently has a blank wall. Compared to the No-Action condition, the Proposed Development under With-Action conditions would be designed to enhance the pedestrian experience through the addition of the new WPAA, which would provide greater connectivity to the open space waterfront network, and the introduction of new

commercial uses significantly improving the built environment in the vicinity of the Development Site and the broader study area.

Visual Resources

The visual resources located within the study area include the East River, the Manhattan skyline, and Bushwick Inlet Park. The East River and the Manhattan skyline are located to the west of the Development Site, while Bushwick Inlet Park borders it to the south. The Proposed Development ~~would~~is designed to improve pedestrian navigation and orientation by activating the existing street wall in an area that is currently obstructed by fencing and large walls. Furthermore, the Proposed Development would introduce publicly accessible waterfront open space, establishing a seamless connection to Bushwick Inlet Park. Additionally, the proposal would create a north-south pedestrian connection and views at the southerly extension of West Street. The proposed site plan would allow uninterrupted and improved views of the East River, the Manhattan skyline, and Bushwick Inlet Park. Therefore, no significant adverse impacts to these visual resources would occur because of the Proposed Actions.

Wind

The pedestrian wind study determined that the Proposed Development would adhere to the wind safety criteria and would conform to the respective pedestrian comfort standards. As such, outdoor areas around the Proposed Development are deemed safe and suitable for the intended pedestrian uses, and no significant adverse impacts related to pedestrian comfort would occur because of the Proposed Actions.

Methodology

Per the *CEQR Technical Manual*, the urban design and visual resources assessment is conducted in three basic steps. First, a proposed action is reviewed to determine whether such an assessment is warranted, based on whether it would be expected to result in changes to elements particular to urban design—such as streets, buildings, visual resources, open space, natural features, and/or potential wind effects, and whether there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Pursuant to the *CEQR Technical Manual*, projects that permit modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed as-of-right, or in the future without a proposed action, require preliminary analysis. When such changes, or "effects," could be expected with a proposed action, then a preliminary assessment of urban design and visual resources is conducted to determine which particular effects expected with the proposed action may warrant further investigation in a detailed analysis.

A detailed analysis may be needed for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. The effects are characterized within the detailed analysis and a determination is made as to whether any changes to the urban design and visual resources of an area would alter the pedestrian's experience of public space in a significant way. The Proposed Development is located adjacent to visual resources, and given its proposed height, would be visible among existing recognizable buildings in the skyline. Therefore, a detailed analysis of the potential impacts of the Proposed ~~Action~~Actions on urban design and visual resources

is warranted per the *CEQR Technical Manual* guidelines and is provided below. This analysis describes existing conditions and compares the future with and without the Proposed ~~Action~~Actions, to determine potential urban design and visual resource impacts.

A pedestrian wind condition analysis is warranted for the Proposed Actions in accordance with the CEQR methodology. As outlined in the *CEQR Technical Manual*, the construction of large buildings in areas with high wind conditions can potentially exacerbate wind effects through "channelization" or "downwash," posing risks to pedestrian safety. Factors influencing the necessity of a wind study include exposure to high wind conditions and the scale and orientation of proposed buildings. Given that the Proposed Development is situated on a west-facing waterfront exposed to significant wind conditions, and with the Proposed Actions facilitating construction of high-rise buildings on this waterfront, a pedestrian wind condition analysis per *CEQR Technical Manual* methods is warranted and provided below. The wind analysis is based on the Pedestrian Level Wind Study conducted by Gradient Wind Engineering Inc. (Gradient Wind) for the Proposed Development, as provided in **Appendix D.**

Information pertinent to the assessment of the urban design and visual resources analysis includes data collected and analytical information prepared as part of other analyses included in this ~~draft~~final environmental impact statement (~~DEIS~~FEIS), specifically: **Chapter 2, Land Use, Zoning, and Public Policy**; **Chapter 5, Open Space**; and **Chapter 7, Historic and Cultural Resources**. In addition, the study of existing urban design and visual resources conditions has been informed by field visits and photography, and future conditions without and with the Proposed ~~Action~~Actions also rely on computer imaging and graphic renderings. Photos included in this assessment were taken on May 20, 2024, January 12, 2025, and January 18, 2025.

Assessment Criteria

In general, an assessment of urban design is needed when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. The elements contributing to urban design are described in the *CEQR Technical Manual* as follows:

- **Streets:** For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or newsstands.
- **Buildings:** Buildings support streets. A building's streetwalls form the most common backdrop in the city for public space. A building's size, shape, setbacks, lot coverage, placement on the zoning lot and block, orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.
- **Open Space:** For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots, and privately owned public spaces.
- **Natural Features:** Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.

- **Visual Resources**: A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- **Wind:** Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that jeopardize pedestrian safety.

As described in **Chapter 1, Project Description**, the Proposed Actions include zoning map and zoning text amendments. In the areas where those actions would be applicable, there would be physical alterations beyond what is allowed by existing zoning. Therefore, an urban design and visual resources analysis is warranted.

Study Area

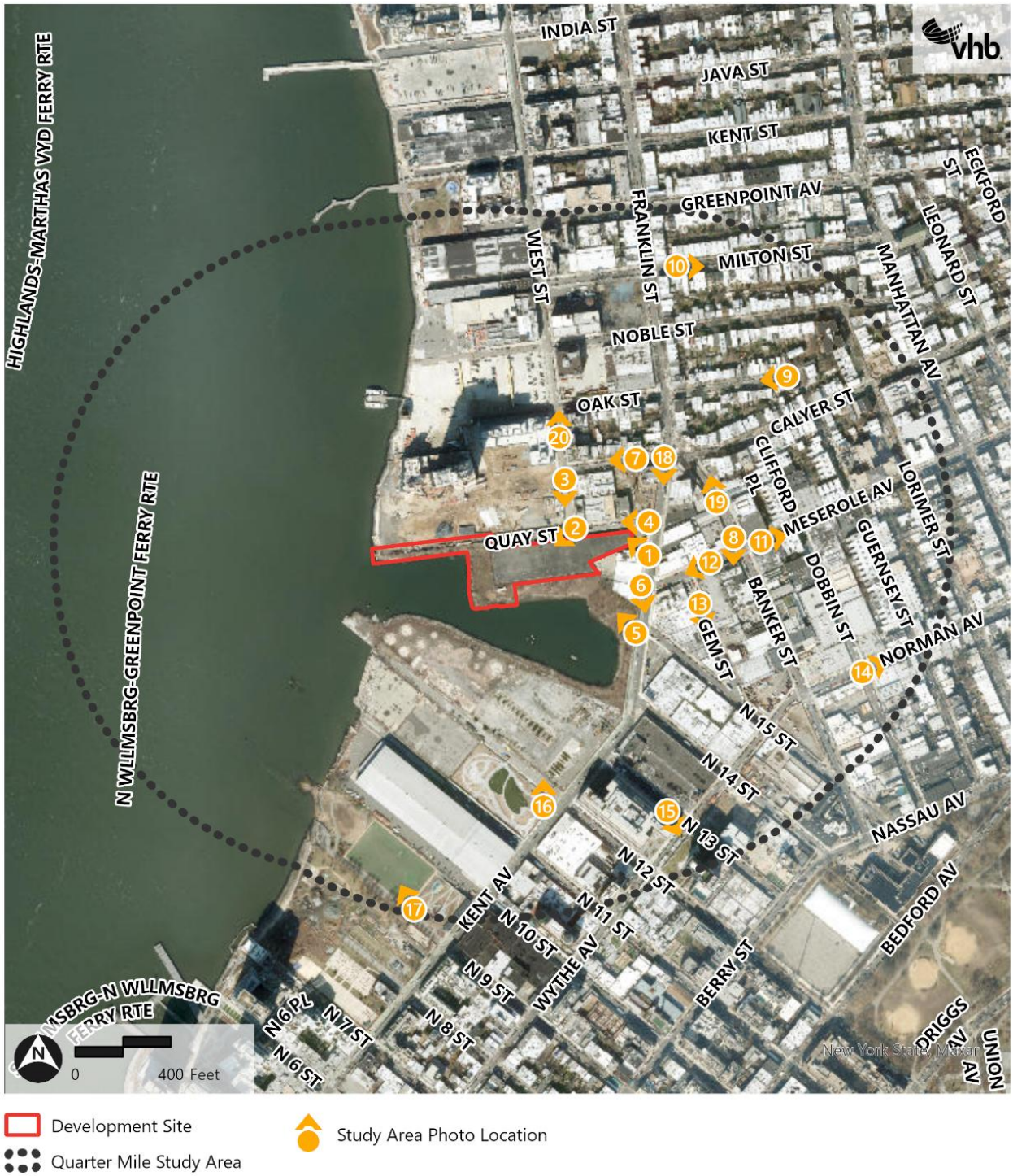
Consistent with **Chapter 2, Land Use, Zoning, and Public Policy**, the area within a quarter mile of the Development Site is defined as the study area for this analysis. As shown in **Figure 8-1**, the study area for this analysis is generally bound by Greenpoint Avenue to the north, the midblock between Manhattan Avenue and Lorimer Street to the east, and a line intersecting several blocks between Kent Avenue and Wythe Avenue and between Wythe Avenue and Berry Street to the south, and the East River to the west.

Detailed Analysis

Existing Conditions

Figure 8-1 provides an aerial image of the Development Site and study area with accompanied site-specific photo locations. **Photo 8-1** through **Photo 8-20** show the existing conditions of the Development Site and quarter-mile study area. This section provides a narrative of the existing buildings on the project block and in the study area.

Figure 8-1 Study Area Visual Resources



Urban Design: Streets, Buildings, Open Space, and Natural Features

Development Site and Rezoning Area

The Development Site is located on the waterfront in the Greenpoint neighborhood of Brooklyn, Community District 1. The Development Site is bounded by Quay Street to the north, Franklin Street to the east, Bushwick Inlet/Bushwick Inlet Park to the south, and the East River to the west.

The Rezoning Area comprises Brooklyn Block 2590, Lots 25, and the majority of Lot 1, and the northern half of the former Quay Street.

Lot 1 is owned by the NYCTA, which operates the NYC subway system. Lot 1 is currently occupied by a 71,838-gsf, non-conforming, single-story industrial building that houses the MTA Mobile Wash Unit and Materials Storage (the NYCTA Facility) (see **Photo 8-1** through **Photo 8-4**).

Lot 25 is owned by the Greenpoint Monitor Museum (the Museum) and is currently vacant and inaccessible to the public. Despite restoration efforts, the Lot 25 portion of the Development Site has experienced deteriorating conditions due to erosion. The land and shoreline restoration projects on Lot 25 are ongoing, although some portions have been completed. Despite these efforts, the area's deteriorating shoreline conditions continue to be a significant issue.

Study Area

The study area comprises a diverse blend of residential, industrial, commercial, and recreational uses that contribute to its distinctive character. It is defined by a diverse mix of architectural styles and building typologies, ranging from historic industrial warehouses and factories to contemporary high-rise residential towers ranging from 7 to 40 stories. This blend forms a unique character and streetscape, with a variety of materials and colors, including brick, stone, glass, and steel, adding to the area's visual diversity. Scenic green spaces and waterfront access further enhance the area's appeal, offering public viewpoints and ample recreational opportunities that are vital to its character. The land uses and built context within the quarter-mile study area reveal a historical transformation, evolving from its origins as an industrial and manufacturing hub along the waterfront to a vibrant zone characterized by large-scale residential and mixed-use developments. A notable example is the construction currently underway directly north of the Development Site at 79 Quay Street, where a former manufacturing establishment with a warehouse, accessory offices, and two residential units is being redeveloped into an 11-story, 115-foot-tall mixed-use residential and commercial building.

The study area is part of the larger Greenpoint-Williamsburg waterfront area, which has seen a trend of new high-rise waterfront construction and open spaces since the 2005 Greenpoint-Williamsburg Rezoning. North of the Development Site lies a series of high-rise waterfront buildings. Among the most significant is West Wharf, a mixed-use development featuring 14-story and 40-story buildings, completed in 2019 and 2020, respectively. These developments exemplify the area's shift toward higher-density construction, catering to the growing demand for housing and mixed-use residential and commercial spaces. The area's evolving typology reflects a diverse urban landscape where new high-density structures are integrated within the existing neighborhood fabric, focusing on blending residential living with commercial and recreational opportunities. Additionally, smaller mixed-use elevator and walk-up buildings, primarily pre-war construction up to 4 stories with commercial ground floors, are concentrated along Manhattan Avenue in the northeast of the study area.

The upland neighborhood features small- and mid-scale residential developments, while ample open spaces are concentrated along the waterfront, south of the Development Site. This diverse architectural landscape typically comprises low-rise industrial and commercial structures, alongside 1- to 7-story multi-family residential buildings. The manufacturing facilities are predominantly one-story, occasionally reaching 2 or 3 stories in height. Residential buildings include one- and two-family houses and multi-family apartment buildings, most of which are walk-ups ranging from 2 to 4 stories. Commercial activities are located to the north and south of the Development Site, often located in former industrial or manufacturing buildings. To the east and south, lies the Greenpoint/Williamsburg Industrial Business Zone (IBZ). This zone aims to foster industrial and commercial development, providing a stable environment to support existing businesses amidst rising residential and commercial pressures.

The presence of numerous vacant lots, where buildings have been demolished to make way for new development, indicates an ongoing transformation within the Greenpoint neighborhood, with several sites earmarked for mixed-use projects. Residential usage is widespread across the study area. The northeast sector, especially east of Franklin and Banker Streets and north of Norman Avenue, is dominated by one-family, two-family, and multi-family walk-up buildings. While few residential multi-family elevator buildings exist, a trend towards higher-density mixed-use multi-family residential and commercial buildings, typically featuring ground-floor retail, is emerging (see **Photo 8-7**, **Photo 8-9**, and **Photo 8-10**). Notable buildings include 239 Banker Street, a 4-story building with a brick façade originally constructed in 1915 and converted in 2009, and the 6-story brick building at 1125 Lorimer Street, constructed in 1950.

Active construction of a mixed commercial and residential property is ongoing to the north of the Development Site. To the northeast and east, a cluster of attached residential buildings includes a mix of one- and two-family units, alongside multi-family buildings. Public facilities and institutional uses are distributed throughout the area, with a notable concentration along Meserole Avenue on the east side of the study area. These include P.S. 031 – Samuel Dupont Elementary School, the Greenpoint Young Men's Catholic Association (YMCA), the U.S. Post Office, and the New York City Police Department's 94th Precinct.

Entertainment venues in the area are commonly found in low-rise buildings, many of which are repurposed workshops or warehouses. Even though the landscape is gradually shifting away from its industrial roots, manufacturing and light industrial activities remain prevalent. These operations are mainly concentrated in low- and mid-rise buildings located in the southern and southeastern section of the study area. Examples of these structures include warehouses, maker spaces, and light manufacturing facilities. Notable establishments include the Acme Smoked Fish warehouse at 14 Meserole Avenue, ABC Stone at 234 Banker Street, and Glopack Inc. at 48 North 15th Street. These buildings are predominantly 1-story brick structures equipped with loading docks (see **Photo 8-6**, **Photo 8-8**, **Photo 8-13**, and **Photo 8-14**).

The study area encompasses a diverse array of commercial uses, including hotels, offices, studios, creative spaces, gyms, entertainment venues, restaurants, and local retailers. Many of these commercial entities occupy former manufacturing/industrial buildings, particularly in the southern and southeastern regions between Berry Street and Kent Avenue. This area contains several recently constructed hotels, such as the William Vale Hotel at 111 North 12th Street, a high-rise, approximately 21 stories tall, with a sleek façade combining glass and metal elements. Additionally, the Arlo Williamsburg at 96 Wythe Avenue features a brick and glass façade and is 8 stories tall. Notable office buildings include 25 Kent Avenue, a mid-rise structure, reaching 8 stories, with a

glass and steel façade, 105 North 13th Street, and repurposed pre-war industrial buildings at 67 West Street, 60 West Street, and 42 West Street. Retail stores, local services, restaurants, and bars add to the vibrant mixed-use character of the neighborhood (see **Photo 8-15**).

Directly south of the Development Site lies Bushwick Inlet Park, a 35.53-acre waterfront open space under phased development by the NYC Department of Parks and Recreation (NYC Parks). The Motiva Parcel (see **Photo 8-5**) has undergone site-wide remediation and park construction is now underway and is scheduled for completion in September 2025. Upon its completion, the Motiva Parcel will stabilize the water's edge with naturalized shoreline treatments and offer opportunities for passive recreation in the upland areas. It will also include an accessible pathway that extends from a lookout point at the southern tip of the site along the waterfront towards the heart of the site, featuring a sand area for launching kayaks. The northwest edge of Motiva's esplanade will allow for a connection to the future Monitor Museum, made possible by the Proposed Development. Bushwick Inlet Park seamlessly connects with Marsha P. Johnson State Park on its southern edge, extending further along the waterfront. Under the current condition, the new park parcel will terminate at its northern property line at the existing MTA facility and the undeveloped Monitor property with no public access to this area.

Photo 8-1 View of the Development Site from Franklin Street, Facing Northwest



Photo 8-2 View of the Development Site from the Intersection of Quay Street and West Street, Facing Southwest



Photo 8-3 View of the Development Site from the Intersection of Calyer Street and West Street, Facing South



Photo 8-4 View of the Development Site from the Intersection of Franklin Street and Quay Street, Facing West



Photo 8-5 View of Bushwick Inlet Park from Franklin Street and North 5th Street, Facing Northwest with the Development Site in the Background

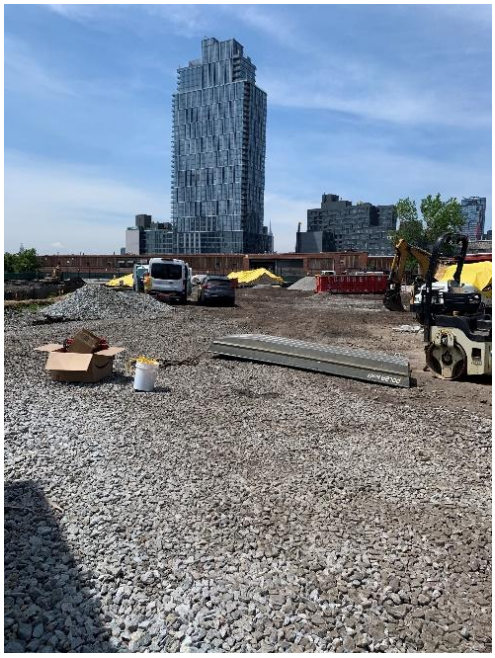


Photo 8-6 View from Franklin Street Looking South



Photo 8-7 View from Calyer Street Facing West



Photo 8-8 View from Meserole Avenue and Banker Street, Facing South



Photo 8-9 View from and Guernsey Street, Facing West



Photo 8-10 View from Milton Street and Franklin Street, Facing East



Photo 8-11 View from Banker Street and Meserole Avenue, Facing Northeast



Photo 8-12 View from Meserole Avenue and Banker Street, Facing Southwest



Photo 8-13 View from Gem Street, Facing Southeast



Photo 8-14 View from Norman Street and Dobbin Street, Facing Northeast



Photo 8-15 View from North 13th Street and Kent Street, Facing Southeast



Photo 8-16 View of Bushwick Inlet Park from Kent Street, Facing North



Photo 8-17 View from Bushwick Inlet Park, Facing Northwest



Streets

The study area roadway network generally consists of a combination of grid-pattern and irregular streets, characterized primarily by east-west and north-south one-way streets, in addition to curbside parking across most of the streets, contributing to a well-defined but varied traffic flow and accessibility system in the area.

The street network north of the Development Site follows a uniform grid pattern, characterized by east-west one-way streets and larger north-south streets like West Street and Franklin Street. However, east of the Development Site, the grid becomes irregular due to the convergence of Banker Street, Calyer Street, and Franklin Street.

Calyer Street runs east to west as a one-way street with a width of 60 feet, including curbside parking. The sidewalks along Calyer Street are approximately 9 feet wide. Franklin Street is a two-way north-south road, featuring one moving lane in each direction, curbside parking, a sidewalk width of approximately 12 feet, and a street width of 70 feet (see **Photo 8-18**). Quay Street is another east-west road with a 60-foot street width and a single moving lane in each direction, curbside parking, and a bike lane between Franklin Street and West Street. Sidewalks along Quay Street are approximately 13 feet wide. Similarly, West Street is a one-way 60-foot-wide street running south to north, with one moving lane, curbside parking, a bike lane, and a sidewalk width of approximately 10 feet (see **Photo 8-20**). To the north of the intersection with North 14th Street, Kent Avenue transitions into Franklin Street. In this area, Franklin Street has a width of 60 feet and sidewalks that are approximately 9 feet wide. Wythe Avenue is approximately 60 feet wide and cuts through the southeast section of the study area, operating as a one-way southbound street, providing curbside parking on both sides of the street and with a bike lane running in a southbound direction between the western parking lane and the travel lane. The area includes several east-west streets: Milton Street is a two-way street with curbside parking, a width of 60 feet, and sidewalks that are approximately 14 feet wide, while Noble Street, Oak Street, and Meserole Avenue are all one-way

streets 60 feet wide with curbside parking. Their sidewalks are approximately 15 feet, 8 feet, and 14 feet wide, respectively.

The street hierarchy in the study area comprises three functional classifications. Franklin Street is classified as a Minor Arterial Roadway while North 11th and North 10th Streets are classified as Major Collectors, and Calyer Street, West Street, Quay Street, and other streets are classified as local roads.[2]

In the southern section of the study area, the street grid returns to a uniform pattern. North 15th, North 14th, North 13th, North 11th, and North 10th Streets run east to west as one-way streets, intersected by Kent Avenue and Wythe Avenue. Each street has a width of 60 feet, except for North 13th Street, which is 30 feet wide.

Pedestrian amenities in the study area include sidewalks of varying quality and width, crosswalk signals at some intersections along the east-west roads, and crosswalk pavement markings at most intersections. Sidewalk and intersection quality is good, with regular pedestrian flows throughout commercial, manufacturing, and residential areas. Examples of street furnishing in the study area include street trees, benches, trash/recycling cans, bus stop and bike lane signs. Bike lanes contribute significantly to the area's accessibility and connectivity, encouraging cycling as a sustainable mode of transportation. These bike lanes are well-marked and integrated into the street layout (see **Photo 8-19**). Overall, the pedestrian experience within the IBZ east of Franklin Street and Kent Avenue are characterized by inactive street frontages due to the blank façades along many of the existing manufacturing buildings. This street character extends along the south side of Quay Street along the MTA property.

Buildings

The architectural landscape of the Greenpoint neighborhood is defined by a diverse mix of building types, including industrial structures, single-family homes, two-family and multi-family walk-up residences, alongside commercial and manufacturing buildings, and high-density residential towers. This variety creates a dynamic visual tapestry, with a wide range of heights, densities, and materials that reflect the area's multifaceted uses.

In the northern portion of the study area, building typology includes a mix of newly constructed and converted commercial and office spaces ranging from 1 to 5 stories, single-story manufacturing and warehouse facilities, and a combination of newly constructed residential towers along the waterfront and low- to mid-rise residential buildings further north/northeast. A notable addition is the newly constructed 40-story luxury apartment building at 60 Wharf Drive, with its sleek glass and concrete façade. This area is still under active development, with ongoing projects, including an 11-story mixed-use building at 79 Quay Street. Buildings in this area typically feature brick façades and are built to the lot line, while the newer commercial structures often have concrete and steel exteriors and expansive glass windows, providing a modern contrast.

The residential streets running east-west between Milton Street and Calyer Street, as well as Franklin and Lorimer Street, are much quieter and tree-lined. These areas are populated with smaller-scale buildings, such as one- and two-family homes, multi-family walk-ups, and some elevator buildings. Many homes are attached with small front yards or stoops leading up to elevated first floors. Façades range from brick to various colorful sidings, and most buildings have flat roofs and rear yards.

[2] Source: New York State Department of Transportation Functional Class Viewer

To the east of the Development Site, the area is predominantly manufacturing/industrial, featuring 1- or 2-story brick or concrete buildings with limited signage and large loading docks. These structures are typically built to the lot line.

The southern portion of the study area is notable for its open spaces, such as the partially completed Bushwick Inlet Park, and Martha P. Johnson State Park. To the southeast is a concentration of commercial and office buildings, including a mixed-use retail and office building completed in 2017, which features a courtyard. The William Vale Hotel at 111 North 12th Street is 22 stories and stands out with its modern high-rise glass façade, balconies, and a rooftop terrace offering panoramic city views, embodying urban luxury. Nearby, 25 Kent Avenue, finished in 2017, highlights modern industrial chic design with large windows and materials like concrete, glass, and steel. It is 10 stories and comprises the entire block. Additionally, 105 North 13th Street, completed in 2023, is a 7-story building that is distinguished by its minimalist structure and extensive glass panels.

As indicated above, the study area contains 16 vacant lots. The condition of these lots varies. Some lots are overgrown and unimproved or used for scrap or dumping. Some lots are cleaned but fenced in. Others are used for at-grade parking or vehicle storage.

Photo 8-18 View from Franklin Street and Calyer Street, Facing South



Photo 8-19 View from Meserole Avenue and Banker Street, Facing North



Photo 8-20 West Street, Facing North on Rockaway Freeway and Beach 35th Street



Open Space and Natural Features

The study area offers various publicly accessible open spaces. Adjacent to the Development Site, to the south, lies Bushwick Inlet Park, which encompasses the 1.9-acre Bushwick Inlet Park Motiva Parcel that is currently under construction, with anticipated completion ~~by~~in the ~~end~~first half of ~~2025~~2026 according to the NYC Parks Department. The project at the Motiva Parcel seeks to enhance the water's edge through natural shoreline treatments, providing options for passive recreation in the upland areas. The new open space at the Motiva Parcel would feature a pedestrian pathway that extends from a lookout point at the southern tip of the site, continuing along the waterfront to a central area with an access area designed for kayak launching. The northwest edge of the Motiva Parcel's esplanade will facilitate a connection to the future Monitor Museum. Further to the south is an approximately 5.8-acre portion of Bushwick Inlet Park that is open and accessible to the public. This open area features amenities such as a comfort station, a viewing platform, benches, and a lawn designed for passive recreation. The remainder, and majority of Bushwick Inlet Park, has yet to undergo improvement but will total 35.53 acres when complete.

Marsha P. Johnson State Park, previously known as East River State Park, spans 7 acres and is managed by the New York State Office of Parks, Recreation, and Historic Preservation (NYS OPRHP). A walkway from Marsha P. Johnson State Park connects it to the North 5th Street Pier and Park to the south.

To the north of the Development Site, a new Shore Public Walkway was completed as part of the Calyer Place development which provides public access to the East River. This open space features passive recreation elements, including benches, landscaping, and picnic tables.

WNYC Transmitter Park encompasses 1.~~62~~61 acres along the East River waterfront. It includes green spaces for passive activities, fishing spots, and a children's play area.

The "Schoolyard to Playground" initiative, a collaboration between NYC Parks and New York City Department of Education (NYC DOE) has transformed the playgrounds at P.S. 31 and P.S. 34 into public recreational areas. The P.S. 31 playground, measuring 0.16 acres, and the P.S. 34 playground, spanning 0.24 acres, are open to the public after school hours and during weekends and holidays. Both playgrounds feature children's play equipment and seating areas.

In addition to the open spaces in the study area, several natural features enhance the landscape. The Development Site is a waterfront property located on the East River and Bushwick Inlet, which are natural features within the study area. The eastern portion of the Development Site contains the dilapidated MTA warehouse, and the western portion of the site is vacant. While public views of the East River and Bushwick Inlet are not accessible from the Development Site without the Proposed Actions, views of the East River and Bushwick Inlet are available from various vantage points in the study area, including Franklin Street and North 12th Street.

Visual Resources

Bushwick Inlet, part of the East River, serves as a significant visual resource in the study area, located along the south side of the Development Site. Although views towards this resource from the Development Site are primarily obstructed by the existing MTA warehouse, trees and fencing, there are visual corridors within the study area where this resource can be seen. These include gaps in the fencing and trees along Franklin Street and the westernmost portion of Oak Street.

The Manhattan skyline, which can be viewed throughout the study area and from the Development Site, is another prominent visual asset. Despite partial obstructions by vegetation, particularly along Franklin Street and Kent Avenue, this skyline remains a dominant feature. Unobstructed views from vantage points within Bushwick Inlet Park, located on North 9th Street, offer year-round views of the skyline (see **Photo 8-16** and **Photo 8-17**).

Bushwick Inlet Park is another visual resource that adds to the area's appeal. It is visible from Franklin Street, Kent Avenue, and the western sections of North 9th to North 15th Streets, as well as from the Development Site. The park offers expansive views of the East River and the Manhattan skyline, significantly enriching the local landscape.

The Greenpoint Historic District, listed on the State/National Register (S/NR-listed) and designated by the Landmarks Preservation Commission (LPC) (National Register Number: 90NR01319), lies partly within the quarter-mile study area to the northeast. Additionally, three architectural resources exist within the easternmost section of the study area, approximately 1,000 feet east of the Development Site.

Wind

A detailed analysis of pedestrian wind conditions for the Proposed Development was conducted by Gradient Wind (see **Appendix D**). As detailed therein, existing wind conditions at the Development Site were determined by a regional wind model derived from an analysis of measured directional mean wind speeds obtained at LaGuardia Airport. Data were collected to represent wind speeds over standard open terrain at a height of 33 feet above ground for each wind direction. From this analysis, directional probabilities of exceedance and directional wind speeds for the New York Region were

determined, indicating that the strongest winds are mainly from the northwest. Northwesterly winds have an annual maximum speed of approximately 40 miles per hour (mph) for the region. In contrast, the lowest annual maximum wind speeds in the region are southerly winds of approximately 22 mph. The prevailing winds and wind conditions at the Development Site are similar to those at comparable locations in Brooklyn and Manhattan along the East River.

No-Action Condition

Absent the Proposed Actions (the No-Action condition), it is assumed that the existing conditions at the Development Site would remain unchanged. While the Applicant has developed plans for the Development Site that are as-of-right under the existing zoning, the relocation of the NYCTA Facility on Lot 1 and the long-term land lease with the MTA require MTA Board approval, which is a discretionary action subject to the State Environmental Quality Review Act (SEQRA). The construction of the Greenpoint Monitor Museum and publicly accessible waterfront open space would not be feasible without the Proposed Actions. Therefore, no development would occur on Lot 25, and the lot would remain undeveloped and inaccessible to the public. The planned expansion of Bushwick Inlet Park would come to a dead end at the site of the undeveloped shoreline of Lot 25 and the back of the MTA facility, limiting the connectivity of the waterfront.

Additionally, without the Proposed Actions, no new development would occur on the NYCTA Relocation Site at 213 Meadow Street. Consequently, without the relocation of the existing NYCTA Facility on Lot 1, the relocation of the ERU Facility would not occur, and that site would not be available for the City's full development of Box Street Park to proceed.

Urban Design: Streets, Buildings, Open Space, and Natural Features

Development Site, Rezoning Area, and Study Area

Streets

The south side of Quay Street would continue to be characterized by a blank wall. Truck traffic into and out of the MTA warehouse would remain, impacting the pedestrian experience.

While there are no planned street or transportation-specific projects anticipated in the study area, in the No-Action condition, twenty-three new developments are proposed by the 2031 analysis year. As these developments take shape, general street enhancements and sidewalk amenities, such as street trees, are anticipated to be incorporated, thereby enriching the pedestrian experience throughout the study area.

Notable projects include 79 Quay Street, an 11-story mixed-use building featuring ground-floor commercial space directly north of the Development Site across Quay Street, and 29 Wharf Plaza (also known as 75 Wharf Drive), a residential waterfront development situated north of the Development Site.

Additionally, NYC Parks is developing land south of the Development Site as part of Bushwick Inlet Park. The Motiva Parcel, directly south of the Development Site, is currently under construction and is projected to be completed by late 2025, as indicated by the NYC Parks Capital Projects Tracker.

If the Proposed Actions are not implemented, land use in the study area is projected to continue trending towards increased residential development, particularly along the waterfront, while the street grid would largely remain consistent with existing conditions.

Buildings

The study area is anticipated to experience significant transformation, featuring 23 planned developments that would introduce approximately 814 residential units, 183,654 zsf of commercial space, 3,300 zsf of community facility space, and 28,748 zsf of manufacturing zoning space. Many of these non-residential areas would be part of mixed-use buildings combined with new residential spaces, reflecting the evolving character of the neighborhood.

The most significant of the planned developments in the study area is the Calyer Place project, a waterfront complex comprising four buildings located north of the Development Site. The project includes the recently completed building at 23 West Street and ongoing construction at 7 Wharf Drive, 30 Wharf Drive, and 3 West Street. These three structures are expected to be completed by the 2031 analysis year, collectively adding approximately 553 new dwelling units to the study area. Furthermore, the Calyer Place project is set to introduce new waterfront open space.

Specifically, the development at 3 West Street consists of an 8-story mixed-use building, providing both residential and commercial spaces. A proposed 29-story mixed-use building at 7 Wharf Drive would offer 303 dwelling units, 3,300 square feet of medical office space, and 58 parking spaces. Meanwhile, the project at 30 Wharf Drive would encompass a 9-story residential building,

Adjacent to these projects, 79 Quay Street is set to feature an 11-story mixed-use building, providing 1,287 square feet of commercial space and 54 parking spaces. The development at 29 Wharf Drive would include a 14-story mixed-use structure with 92 dwelling units, 92 parking spaces, 13,104 sf of commercial space, and a 3,300-sf community facility space, as part of the residential waterfront development.

For further details on the No-Action developments in the study area, refer to **Chapter 2, Land Use, Zoning, and Public Policy.**

Open Space and Natural Features

Under the No-Action condition, enhancements, and expansions of public amenities within the study area are anticipated. Notably, the completion of the undeveloped sections of Bushwick Inlet Park would increase the total available public open space to 35.53 acres. Additionally, the Calyer Place development is expected to contribute to the neighborhood's transformation by introducing new publicly accessible open spaces, including waterfront access and a greenway.

However, under the No-Action condition, no public open space is planned for the Development Site itself. Consequently, while the surrounding areas and the broader neighborhood are expected to benefit from improved public spaces, the Development Site would not receive any allocation of land or resources for creating additional public open spaces. As a result, Lot 25 would remain unimproved and continue to deteriorate due to erosion. Furthermore, the planned expansion of Bushwick Inlet Park to the south along with the Shore Public Walkway to the north would come to a dead end at the Development Site, thereby restricting the continuity of the waterfront and limiting the overall connectivity and accessibility of the area.

Visual Resources

Under the No-Action condition, the construction of the Calyer Place development would result in the introduction of taller buildings compared to those that currently exist on the site. This change in the skyline could potentially obstruct certain views of the Manhattan skyline and the East River from various vantage points and angles that pedestrians currently enjoy, particularly from Quay Street and Franklin Street. However, like the Proposed Development, the Calyer Place project includes a public open space along the waterfront that creates new views of both the East River and the Manhattan skyline.

Furthermore, the ongoing development and eventual completion of Bushwick Inlet Park would complement these improvements. This park is planned to provide additional views of the East River and Manhattan skyline from its various vantage points. However, with the presence of the existing MTA warehouse, no views would be available to the northwest along the waterfront or along West Street from the north toward the Bushwick Inlet Park Motiva Parcel and the inlet itself.

Wind

As no development would occur on the Development Site absent the Proposed Actions, it is expected that existing wind conditions would remain unchanged.

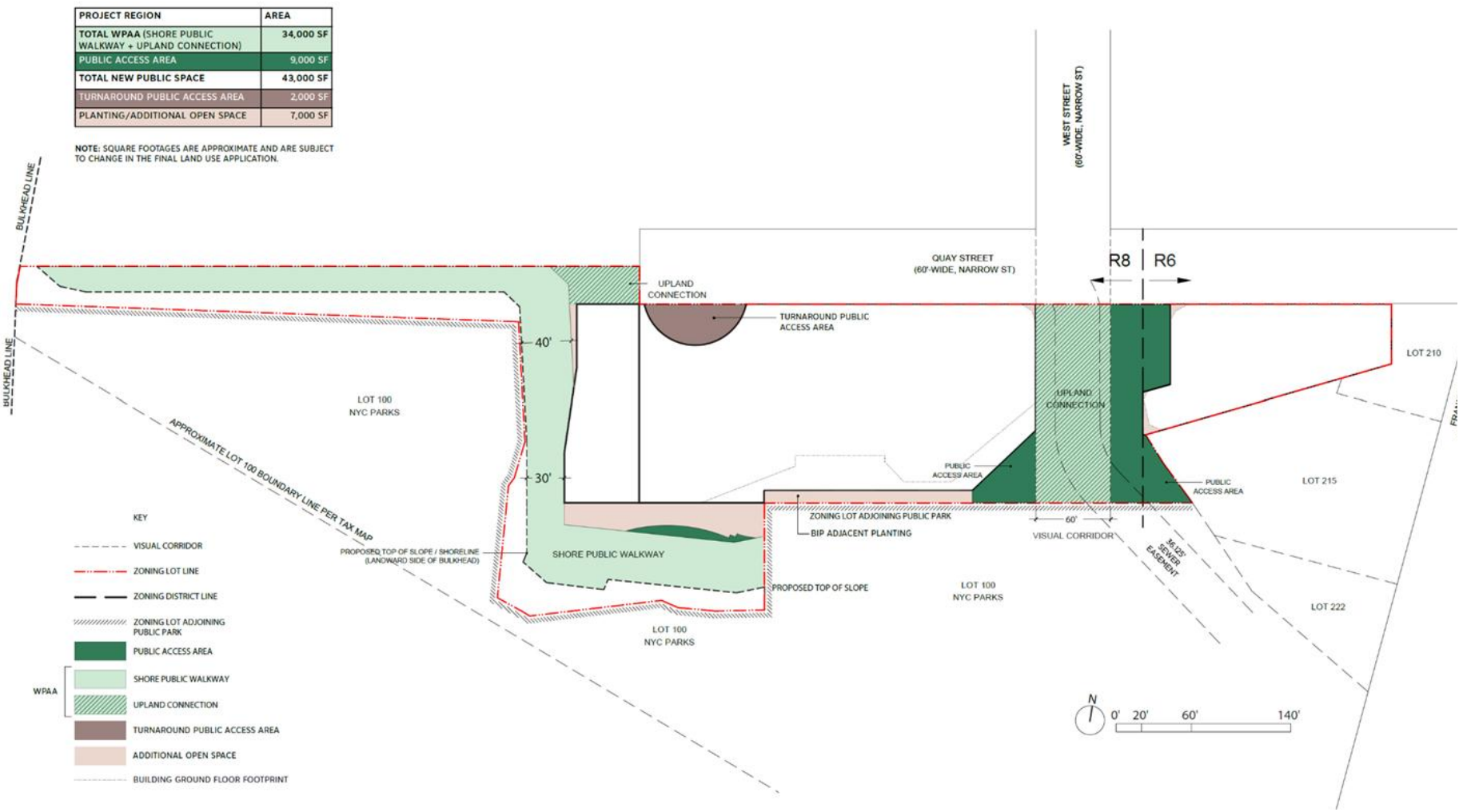
With-Action Condition

As outlined in **Chapter 1, Project Description**, the Proposed Development aims to transform the site by incorporating a diverse mix of community, residential, and commercial spaces into an approximately 1,215,000 gsf development. **Figure 8-3** shows the Proposed Development site plan.

The Proposed Development would create approximately 50,000 sf of open space, including an approximately 34,000-sf WPAA and approximately 9,000 sf of PAA (see **Figure 8-2**). The WPAA would provide a pedestrian link between the future Bushwick Inlet Park to the south of the site and the existing Shore Public Walkway to the north. Additionally, there would be an upland connection between the future Bushwick Inlet Park and West Street in an area that is currently inaccessible. The WPAA would feature native plantings and trees to support biodiversity, as well as an interactive water feature for recreation, a stone-block amphitheater, an overlook with picnic tables, and other seating areas. The 7,000-sf balance of the new open space would consist of open space for museum visitors, as well as landscaping and planting areas that ~~would~~have been designed to visually blend and physically connect with the WPAA and PAA spaces. Additionally, residents of the Proposed Development would have access to approximately 18,000 sf of outdoor rooftop terrace space as a private building amenity, which would further alleviate demand on nearby public open space resources.

The Proposed Development would also consist of three distinct buildings. The first building is the Greenpoint Monitor Museum, a 35,000-gsf museum on Lot 25 that would celebrate the area's maritime history on a prominent waterfront site where the USS *Monitor* was constructed. The second building is the West Building on Lot 1, a mixed-use structure encompassing approximately 979,000 gsf and featuring two high-rise towers. The towers are planned to rise to approximately 56 stories (600 feet, 640 feet including bulkhead) and 41 stories (450 feet, 490 feet including bulkhead). The third building is the East Building on Lot 1, a smaller mixed-use building of approximately 201,000 gsf that would rise to 21 stories (230 feet, 260 feet including bulkhead). **Figure 8-4** through **Figure 8-7** shows the proposed East and West Building elevations from different directions.

Figure 8-2 WPAA and PAA Plan



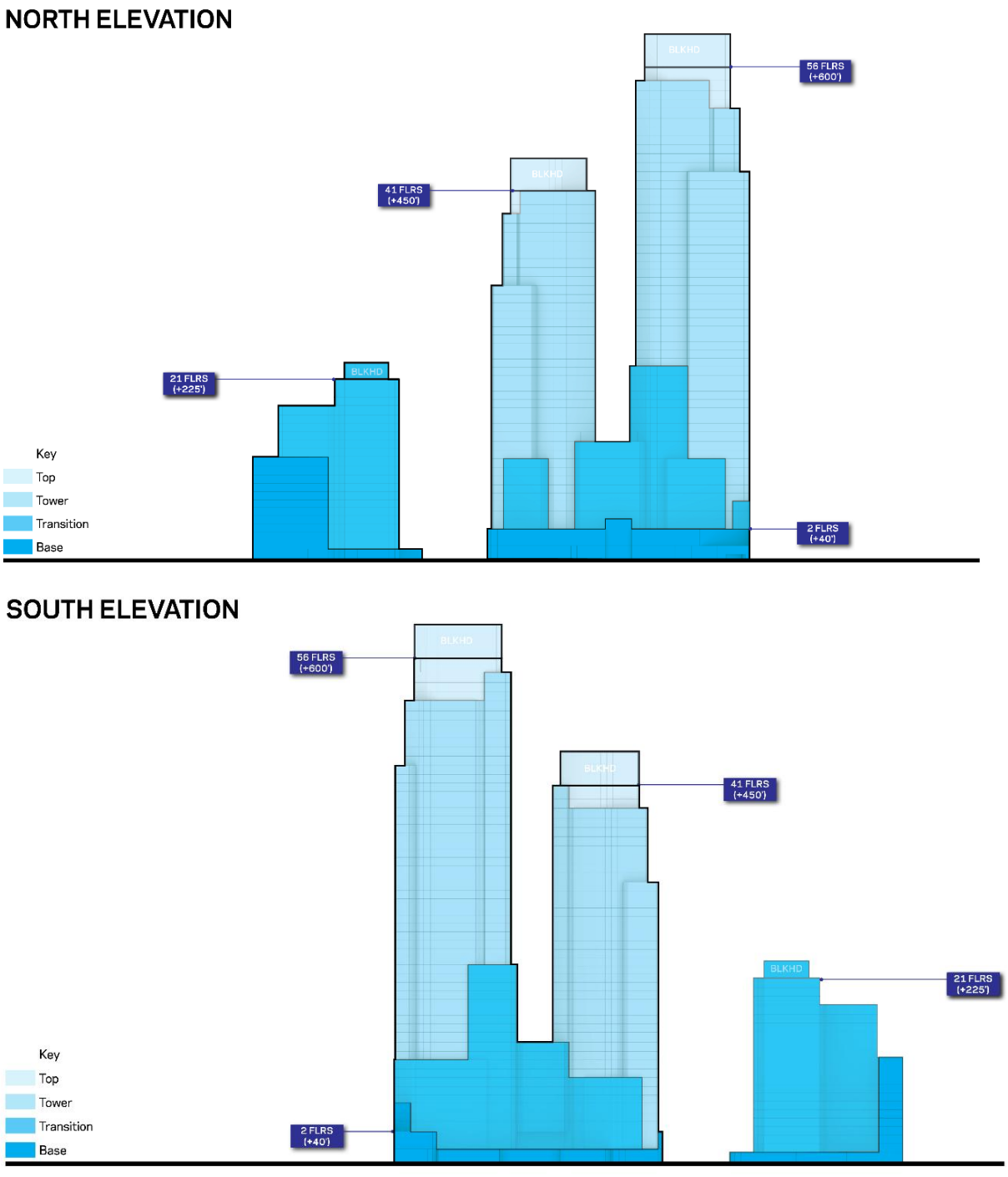
Source: FX Collaborative
Note:
Site plan is conceptual and provided for illustrative purposes only.

Figure 8-3 Proposed Illustrative Site Plan



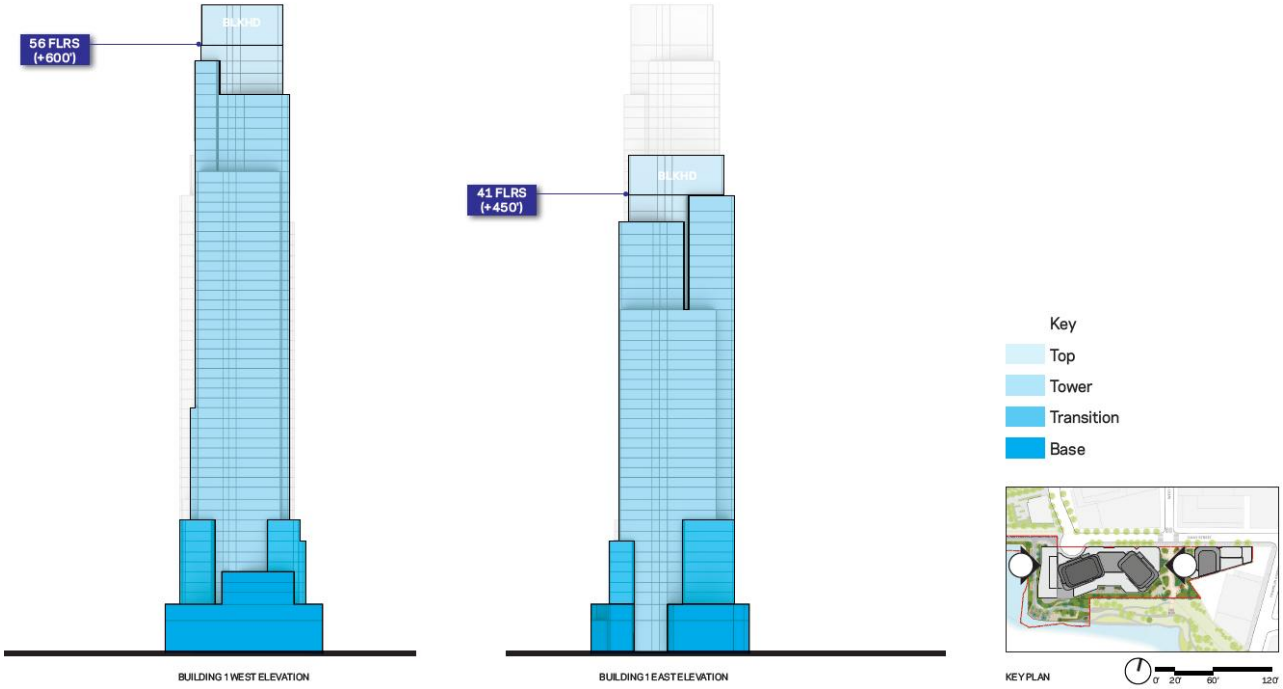
Source: FX Collaborative
Note:
Site plan is conceptual and provided for illustrative purposes only.

Figure 8-4 East and West Building Illustrative Elevation



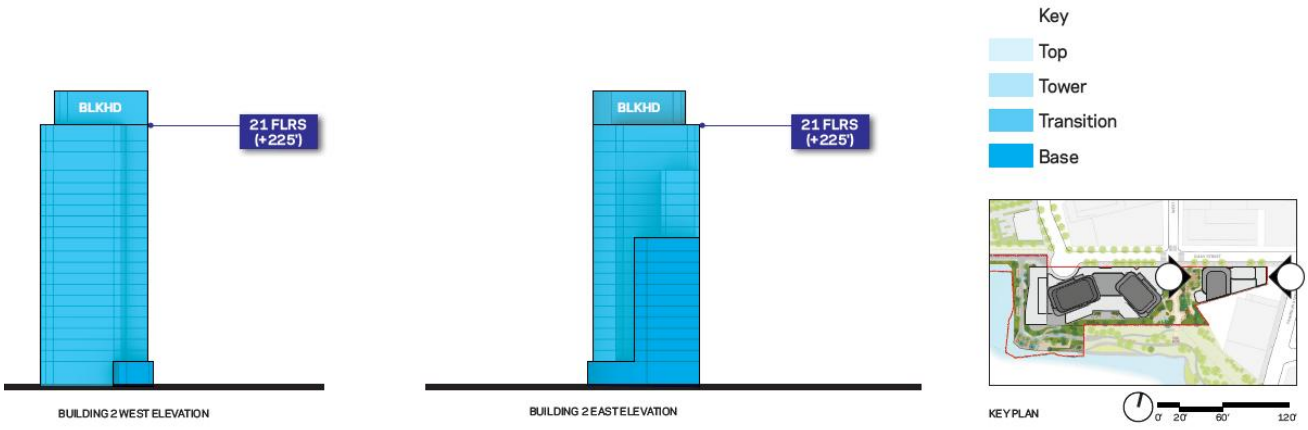
Source: FX Collaborative
Note:
For illustrative purposes only.

Figure 8-5 West Building – East and West Illustrative Elevations



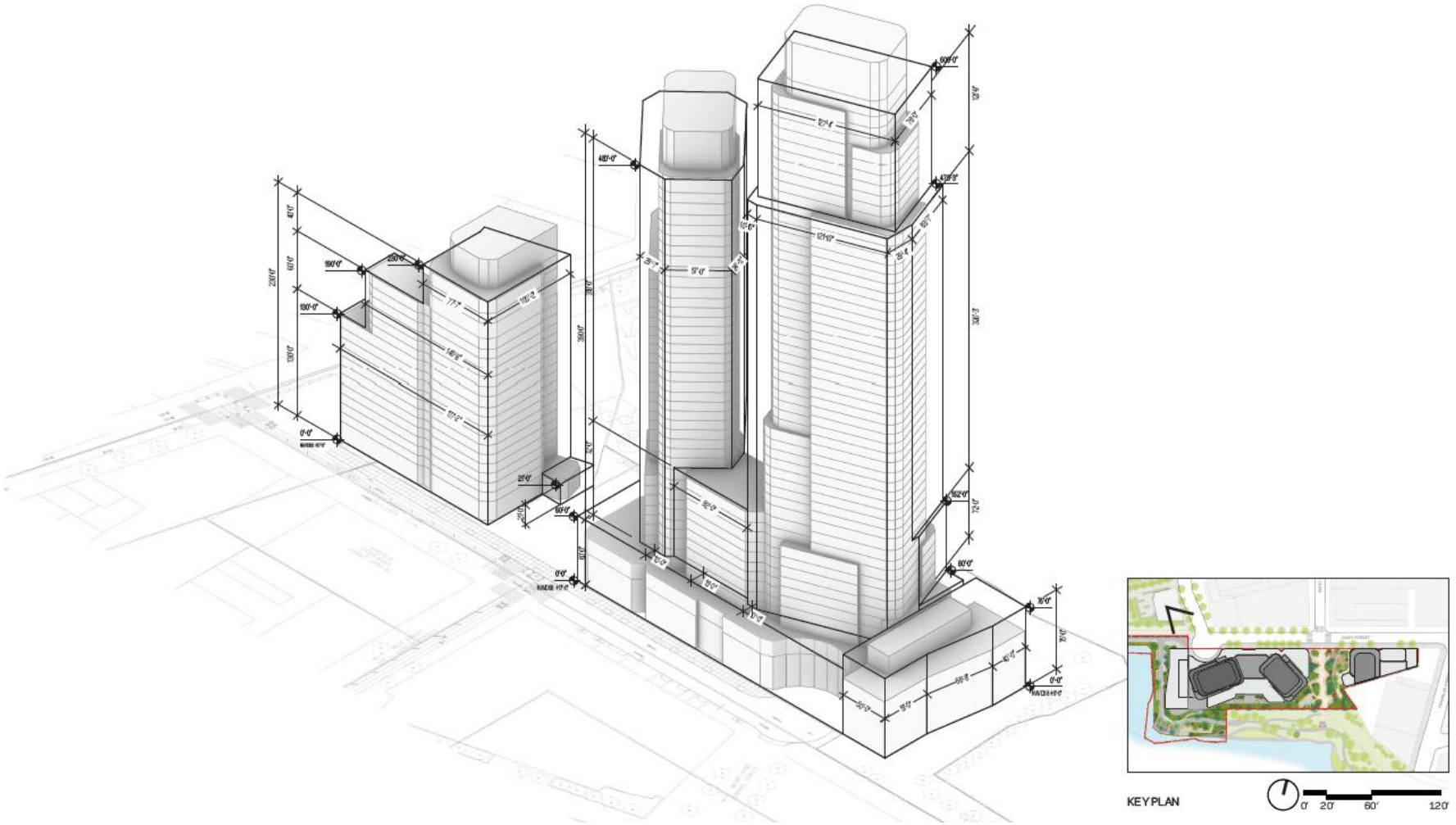
Source: FX Collaborative
Note:
For illustrative purposes only.

Figure 8-6 East Building – East and West Illustrative Elevations



Source: FX Collaborative
Note:
For illustrative purposes only.

Figure 8-7 Proposed Development Axon Diagram



Source: FX Collaborative
Note:
For illustrative purposes only.

Urban Design: Streets, Buildings, Open Space, and Natural Features

Development Site, Rezoning Area, and Study Area

Streets

The Proposed Actions would enhance the urban design of local streets and streetscapes, improving access to the East River waterfront and revealing views of the Manhattan skyline. The approximately 34,000-sf WPAA would feature an upland connection with additional PAAs on both sides that create a unified public space ranging in width from 80 feet at its most narrow, 108 feet at Quay Street, and up to 176 feet at Bushwick Inlet Park, significantly surpassing the minimum requirement of 60 feet. This corridor would provide a link between Bushwick Inlet Park and West Street in an area that would otherwise remain obstructed to pedestrian flow, as well as connectivity to the existing Shore Public Walkway. This connection would facilitate movement for pedestrians and cyclists, enhancing overall accessibility within the neighborhood. Additionally, the streetscape would be improved with the addition of street trees, providing shade during the summer months and a more pleasant pedestrian experience. The proposed open space and ground-floor retail and lobbies with street-facing amenities would create an inviting street presence for pedestrians compared to the No-Action condition. The introduction of a cul-de-sac at the western end of Quay Street enables efficient two-way traffic between West Street and Wharf Drive. It creates a plaza-like experience that enhances the spatial quality of the streetscape. The cul-de-sac expands the pedestrian zone, improves safety, and fosters a more cohesive and active public realm. It also allows better integration of the Monitor Museum frontage and retail, contributing to a more vibrant and engaging street edge. This improved design would not only make the area more visually appealing but also more functional and enjoyable for residents and visitors alike. Overall, the Proposed Development would enhance the street layout compared to the No-Action condition to provide greater pedestrian connectivity for users in the study area.

Buildings

As discussed in **Chapter 1, Project Description** and **Chapter 2, Land Use, Zoning, and Public Policy**, the Proposed Actions include zoning changes that would facilitate an increase in height on the Development Site relative to the No-Action condition. While the proposed buildings would contribute to a higher density development trend along the waterfront (see **Figure 8-8**), they would be consistent with other recent developments in the area (see **Figure 8-9** through **Figure 8-11**). As described below, the Proposed Actions would not affect the pedestrian experience of the streetscape or be inconsistent with the established building form within the study area.

Under the With-Action condition, the West Building, which includes both a west and east tower, would be constructed on the Development Site. As illustrated in **Figure 8-9** through **Figure 8-11**, the west tower would rise to approximately 56 stories and 600 feet tall (640 feet including bulkhead). The east tower would reach approximately 41 stories and 450 feet tall (490 feet including bulkhead). The East Building on Lot 1 would rise to approximately 21 stories (230 feet tall, or 260 feet including bulkhead).

The west and east towers of the West Building would step back in a tiered manner and would be connected by a single base that would rise to approximately 12 stories (approximately 147 feet). The With-Action buildings would have a higher base height compared to the No-Action condition;

however, the cohesive street wall effect would be maintained, ensuring visual harmony along the surrounding streetscapes, such as Franklin Street and Calyer Street.

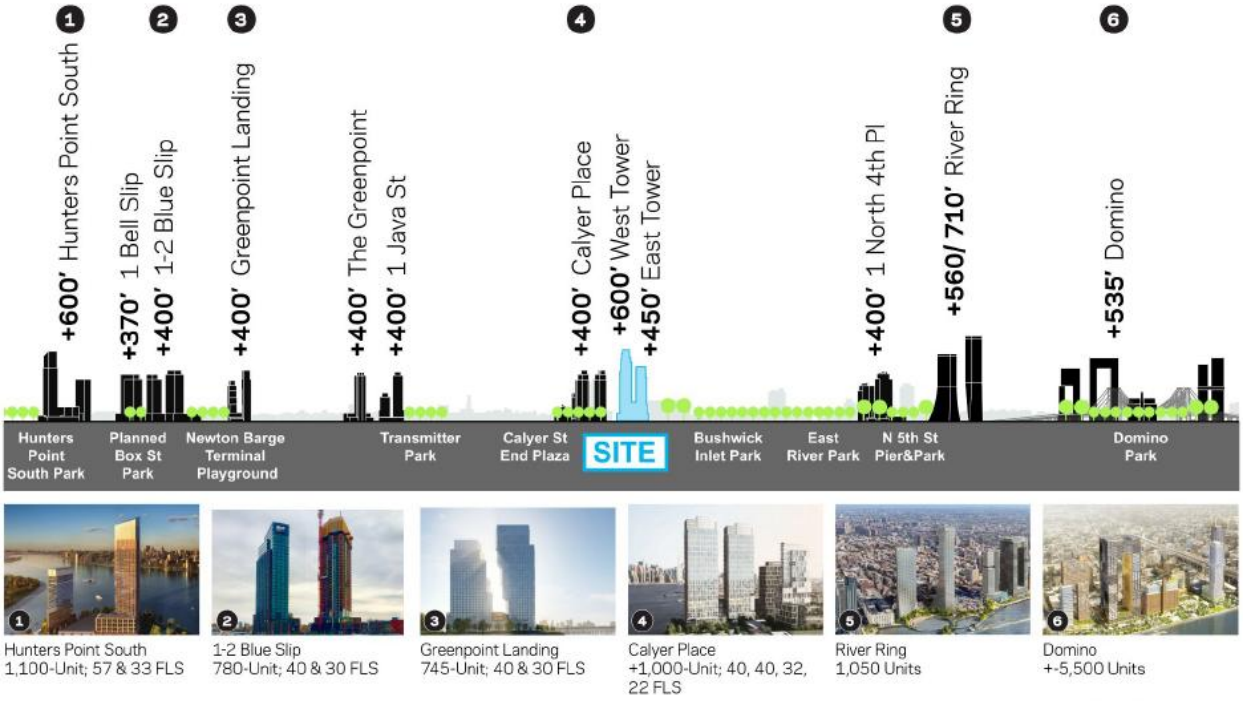
The massing of the Proposed Development has been designed to respond to the Development Site's geometry and surrounding context, while enhancing the public realm. Each building aligns with a different street grid—The West Building's West Tower with Calyer Street, the East Tower with North 15th Street, and the East Building with Quay Street. These alignments reflect the varied angles of the surrounding streets and were intentionally chosen to bring light and air into the public realm, while offering distinct visual experiences.

The buildings are sculpted with setbacks and varied volumes to create a dynamic skyline and a textured waterfront presence. While residential tower floorplates are efficiently sized—up to 11,000 sf—to support diverse unit layouts and daylight access, they taper on upper floors, allowing more sunlight to reach the street level and contributing to a brighter, more comfortable pedestrian environment. Taller elements are concentrated toward the west, stepping down toward the east to ease the transition to adjacent lower-density blocks. Generous spacing between buildings is intended to promote openness and comfort, while framed view corridors provide clear sightlines to the Manhattan skyline and Bushwick Inlet Park, reinforcing connections to the broader community.

While the taller of the two West Building towers would exceed the height of other buildings within the quarter-mile study area, it would be compatible with the scale and built form of several tall architectural structures within the study area, including the proposed Calyer Place development buildings (see **Figure 8-7**) and the William Vale Hotel. The East Building and museum would be below the height range of the Calyer Place development and the West Building would be within this height range, creating a cohesive shoreline view of residential waterfront towers. The added height of the proposed buildings would allow for more affordable housing to be provided at the Development Site. Therefore, from a pedestrian vantagepoint the proposed buildings would be set among several other recently developed predominantly residential towers of varying heights, including Cayler Place with towers of approximately 400 feet in height, and there would be no impact to urban design as a result of the Proposed Actions, as the proposed changes to the area would not negatively affect a pedestrian's experience of the area.

Further, the Proposed Development would be compatible with the scale of the high-rise waterfront buildings to the north and south of the Development Site that lie outside the study area but contribute to the revitalization of the waterfront. **Figure 8-8** shows the West Building in the context of the Greenpoint-Williamsburg waterfront. As shown in **Figure 8-8**, although some of the newly developed towers are located outside of the quarter-mile study area, the Greenpoint-Williamsburg waterfront comprises buildings ranging in height from approximately 370 feet to approximately 710 feet. The waterfront is lined with high-rise developments, including Calyer Place at 400 feet tall immediately to the north, as well as The Domino at 535 feet tall, and River Ring and 710 feet tall further to the south.

Figure 8-8 Greenpoint-Williamsburg Waterfront Built Context



Purpose-built modern buildings and vibrant ground floor spaces would enhance the Quay Street corridor, benefiting all users of the Development Site and the surrounding community. Street-level interactions would be enhanced by active retail and commercial spaces at the building bases, particularly along Quay Street where multiple entrances and transparent storefronts foster a lively pedestrian experience. These uses frame the park portal, drawing people into the site and supporting a vibrant public realm.

The proposed LSGD special permit would enable development of a public waterfront open space, and overall development, that the Applicant believes is superior in terms of function and design to what could be achieved as-of-right under the proposed zoning. The LSGD would allow the proposed buildings to be positioned with modifications to underlying height and setback regulations, permitting the allocation of floor area towards the western side of the Development Site and stepping down with lower height and less bulk on the east side of the Development Site that approaches the lower density M1-1 and R6B zoning districts.

The building massing features significant vertical elements, including two high-rise portions. The towers' massing incorporates setbacks moderating visual bulk and enhancing the skyline. The building configuration adheres to the surrounding urban fabric by stepping down closer to the street and waterfront, ensuring a balanced urban form. The upper portion of a mid-rise building would achieve a harmonious relationship with the lower building, the public realm, and neighboring properties. This provides a scale that effectively relates to lower-rise buildings in the study area (as seen in **Photo 8-10** and **Photo 8-11**).

The public realm would feature prominent green spaces along the waterfront, offering new public access to the waterfront and recreational opportunities for residents and the broader community.

Features would include elevated, erosion-resistant pathways with shaded seating. Additionally, an upland link would be provided that connects Bushwick Inlet Park to West Street, featuring pathways flanked by a dry creek bed, interactive spaces like a grove of native trees, and a family-friendly fountain, further enriching the community space. Including the Monitor Museum adds educational and cultural dimensions, further enhancing public engagement. The Monitor Museum is prominently located at the waterfront corner of the site, with three-sided exposure that ensures strong visibility and a meaningful presence within the community. The increased setback from the shoreline allows for expanded open space and minimizes the potential effect of shadows—particularly important given the site's location north of Bushwick Inlet Park. Altogether, the massing strategy supports a welcoming, contextual, and community-oriented development that strengthens neighborhood connections and enhances the waterfront experience.

Figure 8-9 Comparative View Facing West at the Intersection of Quay Street and Franklin Street

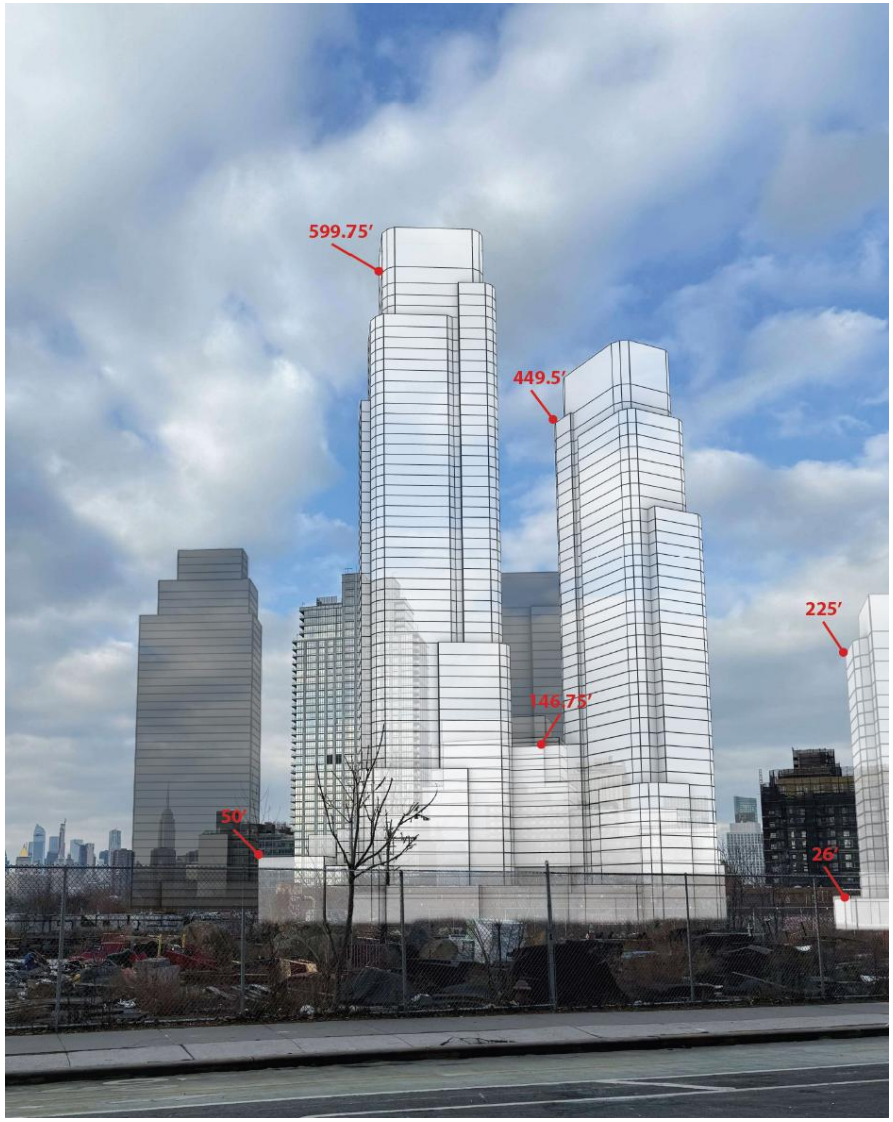




Viewpoint from Franklin Street, facing east on Quay Street.
Note:
For illustrative purposes only.

Figure 8-10 Comparative View Facing Northwest on Franklin Street





Viewpoint from Franklin Street, facing north/northwest.
Note:
For illustrative purposes only.

Figure 8-11 Comparative View Facing South on West Street



Viewpoint from Oak Street, facing south.
Note:
For illustrative purposes only.

Open Space and Natural Features

As described above, the Proposed Development would feature approximately 50,000 sf of open space including an approximately 34,000-sf WPAA, and approximately 9,000 sf of PAA, offering new public open space with enhanced public access to the East River and Bushwick Inlet, key natural resources in the study area. On Lot 25, a 30-foot-wide upland connection at the terminus of Quay Street links to a Shore Public Walkway running parallel to the newly elevated and reinforced shoreline, varying from 21 to 40 feet wide. Amenities would include a 12-foot-wide clear public path, backed benches, picnic tables, trash and recycling receptacles, and an outdoor classroom with amphitheater seating. On Lot 1, a 60-foot-wide upland connection flanked by PAAs creates a consolidated open space that expands from 108-feet-wide at Quay Street to 176-feet-wide at its connection with Bushwick Inlet Park. Lot 1's open space would feature an interactive water feature, benches, and moveable tables and chairs. Streetscape improvements along Quay Street would enhance the existing 15-foot-wide sidewalk with street trees and bike racks. All public spaces on Lots 1 and 25 would incorporate permeable pavers, companion seating, and native, salt-tolerant plants adaptable to urban stressors. This new open space would create a continuous waterfront corridor extending from Marsha P. Johnson State Park to the south, through Bushwick Inlet Park, to the Shore Public Walkway north of the Development Site.

The public open space would be open to all and offer numerous opportunities for community enjoyment. Its inclusion in the Proposed Development would enrich the pedestrian experience and serve the growing local population by introducing a valuable new open space resource. Key features of the WPAA would include a pedestrian link between the future Bushwick Inlet Park to the south and the existing Shore Public Walkway to the north. Additionally, there would be an upland connection linking the future Bushwick Inlet Park with West Street. These enhancements would provide better connectivity for pedestrians by creating a seamless transition through various recreational and scenic areas, fostering a more integrated and user-friendly waterfront experience. The waterfront promenade would provide elevated, erosion-resistant pathways with shaded seating for picturesque views and social gatherings. The proposed Park Portal would form a vital upland link between Bushwick Inlet Park and West Street, featuring a pathway flanked by a dry creek bed and interactive spaces like a grove of native trees and a family-friendly fountain, further enriching the community space. Throughout these zones, permeable pavers and native plantings would support stormwater management and biodiversity, enhancing the ecological health of the riverfront area (as detailed in **Chapter 9, Natural Resources**). With thoughtfully designed landscaping, seating areas, and pathways, the Proposed Development aims to create a vibrant and accessible community hub that would be a significant asset for residents, visitors, and the neighborhood.

Visual Resources

In the future with the Proposed Actions, the buildings on the Development Site would not further obstruct existing views of the East River and the Manhattan skyline from vantage points such as Franklin Street when looking west. These views would already include intervening buildings from the Calyer Place development, and the new buildings on the Development Site would be consistent with this partially obstructed condition. However, under the With-Action condition, the proposed waterfront open space would offer clear, unobstructed views of these features, providing perspectives of the East River and the Manhattan skyline to the west, which would not be achievable under the No-Action condition, thereby improving access to visual resources. Furthermore, the removal of the chain link fence at the end of Quay Street, marking the eastern boundary of Lot 25,

would open direct views of the East River and Manhattan skyline. This change would seamlessly connect to the Shore Public Walkway to the north, significantly enhancing visual accessibility compared to the No-Action condition.

Under the No-Action condition, Lot 25 would remain undeveloped and inaccessible to the public, despite its prime location along the East River waterfront. This contrasts sharply with the With-Action condition, which would facilitate the development of the Monitor Museum and a WPAA on this site. This redevelopment would transform the area into an attractive and engaging space featuring unhindered views, benches, and pathways that allow pedestrians to access and enjoy the scenic river and skyline.

Bushwick Inlet Park, located just south of the Development Site, would benefit from improved visibility and accessibility due to the planned pedestrian link to West Street. Under the No-Action condition, views of these resources would remain obstructed by the existing fencing along the western end of Quay Street, rendering them inaccessible to the public. In contrast, the Proposed Development would revitalize the dead end at the start of Lot 25 by transforming this vacant, underutilized space into an inviting WPAA, thereby opening views to key visual resources. Additionally, the Proposed Development would create a new view corridor from West Street to Bushwick Inlet Park. In the Existing and No-Action condition, this corridor is blocked by the NYCTA Facility serving as a wall to waterfront. Overall, the Proposed Development would enhance connectivity between these scenic resources, thereby facilitating better public access to the views of the East River and the Manhattan skyline. The Proposed Development would facilitate improved access to visual resources in the study area, including the East River, the Manhattan skyline, and Bushwick Inlet Park. Therefore, there would be no significant adverse impact to visual resources due to the Proposed Actions.

Wind

Gradient Wind conducted a detailed pedestrian wind study for the Proposed Development utilizing advanced wind tunnel testing methods consistent with industry standards. The analysis included the construction of a 1:400 scale model of the development with surrounding environments to evaluate wind conditions and pedestrian safety accurately.

The wind tunnel model accounted for all existing structures and approved future developments within an approximately 2,800-foot radius, simulating realistic wind scenarios. Measurements were taken at 99 sensor locations across 36 wind directions, recorded at 10-degree intervals, and taken at a pedestrian height of 5 feet above ground level or elevated surfaces. Real-time pressure data was captured at a high resolution, with 500 samples per second recorded over a virtual representation of one hour at full scale. A statistical model based on Brooklyn's wind climate, derived from approximately 40 years of data from LaGuardia International Airport, was employed to identify key seasonal wind directions and speeds.

This comprehensive approach ensured that potential wind effects from the Proposed Development were thoroughly assessed, considering the interactions of building forms and local topography. No landscaping was considered in the wind tunnel analysis. The study's findings highlight areas of potential wind acceleration, particularly around building corners and between structures, echoing phenomena such as downwash and channeling effects seen in tall buildings along waterfronts.

The analysis revealed dominant wind directions for the area: northwest and west during winter, and south in summer, with the strongest winds typically originating from the northwest. The pedestrian

safety wind speed guideline is based on the approximate threshold that would cause a vulnerable member of the population to fall.

Findings show that existing wind conditions align with those in similar urban areas along Brooklyn's and Manhattan's East River. Regional wind patterns confirm that in the With Action condition, the Proposed Development would not intensify ground-level wind conditions beyond limits that are considered to be safe for pedestrians. Except for extraordinary weather events, pedestrian areas such as sidewalks, parking lots, walkways, landscaped spaces, and building access points are expected to maintain safe wind conditions. It is important to note that the wind model used for the study does not account for trees, vegetation, or other existing and planned landscape elements that would further reduce wind conditions. Consequently, the study presents conservative wind speed estimates. The proposed landscaping, which includes native plantings, trees, and seating structures, is expected to further enhance wind control. Typical weather patterns would not lead to future wind conditions surpassing safety criteria for pedestrian spaces within and around the Development Site (see **Appendix D** for the full report).

Summary

Overall, the Proposed Actions would introduce buildings of greater bulk and density than currently exist on the Development Site, but this would align with the development trends in the surrounding neighborhood, particularly along the waterfront. The increased bulk and density on the Development Site facilitated by the Proposed Actions would be compatible with existing development and planned developments in the study area. The taller of the two West Building towers would exceed the height of other buildings within a quarter mile of the Development Site. However, as shown in **Figure 8-9** through **Figure 8-11**, there would be no impact to urban design as a result of the Proposed Actions as the proposed changes to the area would not negatively affect a pedestrian's experience of the area. The Proposed Development would be taller but would be consistent with the scale and use of surrounding buildings. From a pedestrian vantagepoint the proposed buildings would be set among several other recently developed predominantly residential towers of varying heights, including towers of approximately 400 feet in height. Therefore, these buildings would be compatible with the built form of several tall architectural structures in the study area, such as the proposed Calyer Place development buildings.

Further, the additional height contemplated under the Proposed Actions would allow for an increased number of affordable housing units and would help to maximize the publicly accessible open space on-site.

The WPAA would offer seating, an amphitheater, and a water feature for recreational and gathering space. Permeable pavers, native coastal-adapted plantings, and an elevated shoreline would contribute to the site's resiliency. The new open space, pedestrian connection, and view corridors facilitated by the Proposed Actions would result in enhanced connectivity and resiliency of the surrounding area. These elements would create new openings in the street wall on the Development Site where the NYCTA Facility currently blocks pedestrian access and views to the waterfront and future Bushwick Inlet Park. The proposed WPAA to connect the Shore Public Walkway to the north and Bushwick Inlet Park to the south is a valuable contribution to the public realm and will serve as a major community benefit resulting from the Proposed Actions. The Proposed Actions would facilitate development that is well-integrated with current built conditions and that would improve the pedestrian experience within the study area.

Therefore, no significant adverse impact is expected due to the Proposed Actions' effects on urban design and visual resources at the Development Site or within the study area.

The results of the wind study found no areas of the Development Site that would exceed ground-level wind safety criteria within the vicinity of the Proposed Development and determined that the Proposed Development would be in compliance with respective comfort criteria. As such, outdoor trafficable areas within and around the Proposed Development would be safe for pedestrians and suitable for their intended uses, and no significant adverse impacts related to wind conditions would occur because of the Proposed Actions.