2

Land Use, Zoning, and Public Policy

This section considers the potential for the Proposed Development to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the *2021 City Environmental Quality Review (CEQR) Technical Manual*, this analysis evaluates the uses in the area that may be affected by the Proposed Development and determines whether the Proposed Development is compatible with land use, zoning, and public policy conditions, or may otherwise affect them. The analysis also considers the Proposed Development's compatibility with zoning regulations and other public policies applicable to the area.

Introduction

GO Quay, LLC (the Project Developer) and the Metropolitan Transportation Authority (MTA) (an affiliate of the New York City Transit Authority [NYCTA]) (collectively, the Applicants) are seeking several discretionary actions (the Proposed Actions) that would apply to a rezoning area consisting of Brooklyn Block 2590, Lot 25, the majority of Lot 1, and the northern half of the former Quay Street in the Greenpoint neighborhood of Brooklyn, Community District (CD) 1 (the Rezoning Area); the remaining portion of Lot 1 (which would not be rezoned); and a relocation site that would house two NYCTA facilities that are being relocated from their existing locations and consolidated into a new facility located at 213 Meadow Street (Block 2951, Lots 1, 5, and 45) in the East Williamsburg neighborhood of Brooklyn CD 1 (the NYCTA Relocation Site) that would be constructed by the Project Developer. The Rezoning Area, the remaining portion of Lot 1 that will not be rezoned, and the NYCTA Relocation Site are, collectively, the Affected Area.

The Proposed Actions would facilitate on the Development Site (Brooklyn Block 2590, Lots 1 and 25)[1] a mixed-use development that would comprise three buildings totaling approximately 1,215,000 gross square feet (gsf) (the Proposed Development). The Proposed Development would include the construction of two buildings on Lot 1 totaling approximately 1,106,500 gsf of residential space for up to approximately 1,150 total dwelling units (DUs). Additionally, the Proposed Development would include the construction on Lot 25 of approximately 35,000 gsf of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum, which is owned by the Monitor Museum. It is the Project Developer's intent to pursue Mandatory Inclusionary Housing (MIH) Option 1, under which 25 percent (up to approximately 300) of the proposed units would be affordable at an average of 60 percent Area Median Income (AMI), pursuant to MIH requirements. However, the Project Developer intends to provide the affordable units at an average of 56 percent AMI. The development would also include approximately 36,500 gsf of local retail commercial space[2] and approximately 37,000 gsf of below-grade parking (approximately 140 spaces) on Lot 1.

The Proposed Development would also include substantial open space improvements. The development would include the creation of over an acre of waterfront open space (approximately 50,000 sf or 1.15 acres). This new open space would include a 34,000-sf Waterfront Public Access Area (WPAA), which would provide a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street, plus approximately 9,000 sf of Public Access Area (PAA). The remaining 7,000 sf of new open space would consist of open space for museum visitors as well as landscaping and planting areas that would visually blend and physically connect with the WPAA and PAA spaces. In addition to this new open space, as part of the Proposed Development, long-term funding, in the amount of $300,000 annually, would be provided to the City/New York City Department of Parks and Recreation (NYC Parks) for the operation of Bushwick Inlet Park. The Proposed Development would 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.

Furthermore, the Proposed Development would include resiliency and flood protection measures on the Development Site—including installation of a new bulkhead to defend against future flooding due to sea level rise; implementation of wet floodproofing for non-critical and dry floodproofing for critical features; and the inclusion of green roofs, green infrastructure, and soft surfaces where feasible and practicable.

The Proposed Development would consist of three buildings on the Development Site:

- A permanent museum for the Greenpoint Monitor Museum on Lot 25, consisting of an approximately 35,000-gsf, up to 75-foot-tall, approximately 3- to 4-story museum celebrating the maritime history of Greenpoint and the construction of the USS Monitor (Lot 25 would remain in ownership by the Greenpoint Monitor Museum).
- The West Building on Lot 1, an approximately 979,000-gsf mixed-use residential and commercial (local retail) building with two high-rise towers: the west tower rising to approximately 56 stories/approximately 600 feet tall (640 feet including bulkhead) and the east tower rising

[1] On December 17, 2024, the southern half of former Quay Street was incorporated into Lot 25. The northern half of former Quay Street is not controlled by the Applicants.

[2] The Project Developer may include up to approximately 3,000 sf of community facility space (i.e., meeting space) for non-profit 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.

approximately 41 stories/approximately 450 feet (490 feet including bulkhead). The Project Developer is proposing approximately 912,500 gsf of residential comprising 950 DUs (approximately 248 of which would be affordable pursuant to MIH) and approximately 29,500 gsf of retail space between the ground floor and second floor, and approximately 37,000 gsf of parking (140 spaces).

- The East Building on Lot 1, an approximately 201,000-gsf mixed-use residential and commercial building rising to approximately 21 stories/approximately 230 feet tall (260 feet including bulkhead) on the eastern portion of the site. The Project Developer is proposing approximately 194,000 gsf of residential comprising 200 DUs (approximately 52 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space.[3]

The West and East Buildings of the Proposed Development would be developed by the Project Developer under a long-term (99 years) land lease with the NYCTA, which would provide critical infrastructure funding for the NYCTA.

In order to allow for the redevelopment of the Development Site, the Proposed Actions also involve the relocation and consolidation of two existing critical NYCTA facilities to a new 143,000-gsf turnkey facility at the NYCTA Relocation Site. The proposed NYCTA Relocation Site would accommodate the NYCTA Mobile Wash Unit and Materials Storage currently located on a portion of the Development Site (Block 2590, Lot 1) (the NYCTA Facility), and the NYCTA Emergency Response Unit (ERU) facility currently located on 65 Commercial Street (Block 2472, Lot 415) (the ERU Site).

The Proposed Development would remove from the waterfront the existing industrial building on Lot 1, which currently houses NYCTA operations and is a non-compliant industrial use.

The removal of the NYCTA Facility from the Development Site eliminates an incompatible use from a neighborhood increasingly characterized by residential and retail uses, while also removing truck traffic, thereby improving public safety. The removal of the NYCTA Facility also eliminates a wall to the waterfront, replacing it with a new access point to the waterfront. The relocation of the ERU Facility (currently located at 65 Commercial Street) 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. No land use actions are associated with the departure of the ERU Facility from 65 Commercial Street, as the existing ERU Facility operates under a lease and NYCTA will be terminating the lease and vacating that property.

The NYCTA Relocation Site, located in the North Brooklyn Industrial Business Zone (IBZ) in East Williamsburg, would be redeveloped with a 3-story, 143,000-gsf building (the NYCTA Replacement Facility) that would include space for the Mobile Wash and Material Control uses to be relocated from the NYCTA Facility on Lot 1 and the ERU to be relocated from the ERU Site. To facilitate the Proposed Development, the Applicants are seeking the approval of several discretionary actions/approvals, as part of the Proposed Actions, which would apply to the Rezoning Area and NYCTA Relocation Site.

The Proposed Actions would provide numerous benefits to the community, such as new open space; improved neighborhood and waterfront connectivity; resiliency and flood protection; a new museum; much needed housing, including affordable housing units; and neighborhood retail constructed on

[3] The Project Developer may include up to approximately 3,000 sf of community facility space (i.e., meeting space) for non-profit 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.

the site of an existing incompatible industrial use. Additional benefits from the Proposed Actions would include long-term revenue support for NYC Parks; vital infrastructure investments in a new NYCTA Facility to support long-term maintenance and emergency services for NYCTA (while also providing the NYCTA with critically needed revenue); improvements to shoreline access and resiliency; environmental cleanup; and the provision of unionized building maintenance jobs, construction jobs targeting minority- and women-owned businesses (MWBE) and local employment, and neighborhood-focused commercial retail jobs.

Principal Conclusions

Land Use and Zoning

The Proposed Actions would introduce residential, commercial, and community facility development, along with new publicly accessible waterfront open space, to the Development Site while enabling the relocation of existing non-conforming NYCTA uses from the Development Site to a site within an IBZ that is more suited for such use. The residential, commercial, and community facility uses on the Development Site that would be introduced because of the Proposed Actions, would be compatible with existing land uses within the study area and consistent with the existing neighborhood's ongoing trend of new residential and mixed-use development occurring along the waterfront. The increased bulk and density facilitated by the Proposed Actions would be compatible with the existing bulk and building densities along the waterfront in the study area. Further, the proposed facility at the NYCTA Relocation Site would introduce a transportation and utility use in an IBZ, which is well-suited for and already contains such uses. The Proposed Actions would not conflict with the surrounding zoning or existing uses. Rather, the Proposed Actions would facilitate development that would integrate well with the current built environment and the existing zoning framework within the study areas. Therefore, the Proposed Actions would not adversely affect surrounding land uses or zoning.

Public Policy

The Proposed Actions would be in line with the goals of several local public policies including the Greenpoint-Williamsburg Waterfront Access Plan, *Housing New York: a Blueprint for Housing and Homelessness*, and the New York City Waterfront Revitalization Plan (WRP). The Proposed Actions would also align with State policies including the Climate Leadership and Community Protection Act (CLCPA) and New York State Executive Order (EO) 30. The Proposed Development would incorporate approximately 50,000 sf of open space (including a 34,000-sf WPAA and 9,000 sf of PAA, comprising a landscaped shore public walkway and upland connection), thereby supporting the goals of the Greenpoint-Williamsburg Waterfront Access Plan (WAP). The Proposed Actions would facilitate the development of approximately 1,150 DUs, 25 percent (up to approximately 300 DUs) of which would be affordable pursuant to MIH, which would be consistent with EO 30, and further the goals of citywide housing policies such as *Housing Our Neighbors: A Blueprint for Housing and Homelessness, Housing New York,* and *OneNYC 2050*. The Proposed Actions would enable industrial development at the NYCTA Relocation Site consistent with the goals of the North Brooklyn IBZ. The Proposed Actions would also promote several policies associated with the New York City WRP, and would promote resilient and energy-efficient development, consistent with the CLCPA. Therefore, the Proposed Actions would be consistent with applicable public policies.

Methodology

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual* for a preliminary assessment (Section 320) of the Development Site and Rezoning Area. According to the *CEQR Technical Manual*, a preliminary land use and zoning assessment:

- Describes existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use;
- Characterizes the land use development trends in the area surrounding a project site that might be affected by the proposed action; and
- Determines whether the project is compatible with those trends or may alter them.

The following assessment method was used to determine the potential for the Proposed Actions to result in significant adverse impacts on land use, zoning, and public policy:

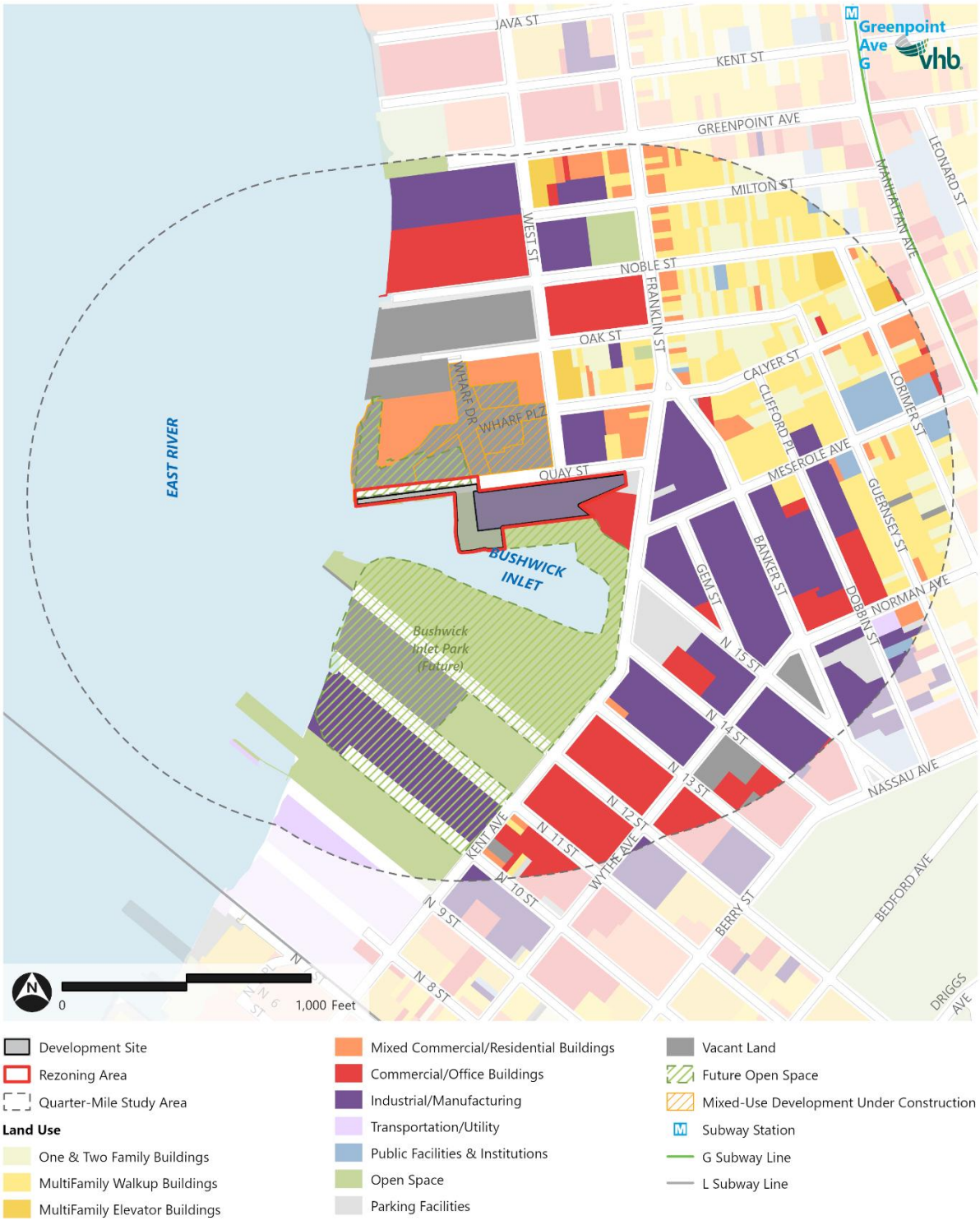
1. Establish a "study area," a geographic area surrounding the Development Site and NYCTA Relocation Site to determine how the Proposed Development may affect the immediate surrounding area. For this assessment, two study areas are used: a study area of a quarter mile surrounding the Development Site and a separate study area of 400 feet surrounding the NYCTA Relocation Site. Since the Proposed Actions would not directly affect land use or zoning on the ERU Site, it is not included in the assessment.
2. Identify data sources, including any public policies (formal plans, published reports) to be used to describe the existing and No-Action conditions related to land use, zoning, and/or public policy.
3. Assess the Proposed Actions' potential effects on land use, zoning, and public policy to determine whether the Proposed Development is consistent with or conflicts with area land uses, zoning, or the identified policies.
    - If the Proposed Actions could conflict with the identified policies, a detailed assessment would be conducted; or
    - If the Proposed Actions are found to not conflict with the identified policies, no further assessment is needed.

Study Area Definition

According to the *2021 CEQR Technical Manual*, the appropriate study area for land use, zoning, and public policy is related to the type and size of a proposed project, as well as the location and context of the area that could be affected by the project. Study area radii vary according to these factors, with suggested study areas ranging from 200 feet for a small project to 0.5 mile for a very large project.

In accordance with *CEQR Technical Manual* guidelines, for the Development Site, land use, zoning, and public policy are described and analyzed within the study area of a quarter mile. For the purposes of this assessment, the study area is generally bounded by Greenpoint Avenue to the north, the East River to the west, 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 (see **Figure 2-1**). For the NYCTA Relocation Site, land use, zoning, and public policy are described and analyzed within a 400-foot study area (see **Figure 2-2**).

Figure 2-1 Land Use Map – Development Site



Source: NYC DCP, MapPLUTO 24v2

Figure 2-2 Land Use Map – NYCTA Relocation Site



Source: NYC DCP, MapPLUTO 24v2

Assessment

Existing Conditions

Land Use

Rezoning Area and Development Site

As detailed in the **Project Description**, the Rezoning Area comprises Brooklyn Block 2590, Lots 1 and 25 and the northern half of former Quay Street, while the Development Site within the Rezoning Area comprises Brooklyn Block 2590, Lots 1 and 25. Lot 1 has an area of approximately 80,730 sf, with approximately 600 feet of frontage along Quay Street. Lot 25 has an area of approximately 51,004 sf[4] for a total of approximately 131,734 sf. Lot 25 is a waterfront lot with frontage on Quay Street.

Lot 1 is owned by the NYCTA, an affiliate of the MTA, and is currently occupied by a 71,838-gsf, single-story industrial transit building, which houses the NYCTA Mobile Wash Unit and Materials Storage (the NYCTA Facility), a facility critical to the operation of the NYC subway system.

Lot 25 is owned by the Greenpoint Monitor Museum (the Museum) and is currently vacant. The Museum was deeded the land by Motiva for the purpose of developing a museum facility on the land to commemorate the site where the historic USS Monitor was launched during the US Civil War in 1862. The Museum has overseen land and shoreline restoration efforts on Lot 25 funded by a Newtown Creek Environmental Benefits Fund Grant (for land restoration) and a Greenpoint Community Environmental Fund grant (for shoreline restoration design), some portions of which have been completed and some portions of which are ongoing. Even with these restoration efforts, the Development Site is currently experiencing deteriorating conditions because of erosion. The Museum has used its property for educational programs and outdoor community events. Lot 25 is benefited by an easement covering the water adjacent to the property for the construction, maintenance, and use of a dock, the construction and maintenance of a viewing deck, and for ingress and egress from the East River.

Study Area

As indicated in **Figure 2-1** and **Table 2-1**, land use patterns in the quarter-mile study area surrounding the Development Site reflect an area that was historically characterized as an industrial area along the waterfront that is undergoing a transition into large-scale residential and mixed-use development, alongside the upland neighborhood that comprises small- and mid-scale residential development. Open space is concentrated along the waterfront, including built, under construction, and planned sections of Bushwick Inlet Park which is located immediately south of the Development Site. Commercial uses are located to the north and south of the Development Site, often occupying former industrial or manufacturing buildings. The presence of vacant lots throughout the study area, where buildings have been demolished to make way for new development, is indicative of the rapid transformation occurring throughout the Greenpoint neighborhood as discussed in further detail below in the **No-Action Condition** section. Several of these vacant sites are slated for new mixed-use development. As the study area is undergoing rapid redevelopment, the information presented in **Table 2-1** represents a snapshot of conditions in the Development Site's study area as of late-2024.

[4] 51,004 sf is the portion of the lot located within the bulkhead line; 51,028 sf is the total lot area. The area within the bulkhead line (51,004 sf) is used to calculate zsf.

Table 2-1 Development Site – Study Area Generalized Land Use

Land Use		Number of Lots	Percentage of Study Area's Total Lot Area	Lot Area (sf)	Percentage of Total Lot Area
Residential	One- and Two-Family	136	23.2%	261,623	4.5%
	Multi-Family Walk-Up	241	41.1%	580,702	10.0%
	Multi-Family Elevator Buildings	4	0.7%	57,448	1.0%
Mixed Residential and Commercial		61	10.4%	456,253	5.1%
Commercial and Office		37	6.3%	790,089	15.8%
Industrial and Manufacturing		60	10.2%	1,298,923	22.8%
Transportation and Utility		2	0.3%	278,625	4.8%
Public Facilities and Institutions		10	1.7%	86,984	1.5%
Open Space		13	2.2%	1,051,458	18.1%
Parking Facilities		6	1.0%	80,928	1.4%
Vacant Land		16	2.7%	875,166	15.0%
Total		**586**	**100.0%**	**6,463,390**	**100.0%**

Source: NYC DCP, MapPLUTO 24v2

As shown in **Table 2-1**, residential uses make up the majority of lots in the study area. One-family, two-family, and multi-family walk-up buildings are concentrated in the northeast of the study area (east of Franklin and Banker Streets and north of Norman Avenue) on relatively small lots. As such, residential uses make up a small proportion of the total lot area in the study area. While there are relatively few residential multi-family elevator buildings in the study area, recent development is trending toward higher density mixed-use multi-family residential and commercial buildings, usually including ground-floor retail. Residential multi-family elevator buildings in the area include 239 Banker Street (constructed in 1915 and converted in 2009) and 1125 Lorimer Street (constructed in 1950). The largest mixed-use development in the study area is West Wharf, which comprises a 14-story and a 40-story building along the waterfront north of the Development Site, constructed in 2019 and 2020, respectively (several mixed-use buildings are under construction in this area, discussed in detail in the **No-Action Condition** section). There are also smaller mixed-use elevator and walk-up buildings concentrated along Manhattan Avenue toward the northeast of the study area, mainly pre-war walk-up buildings up to 4 stories with commercial ground floors.

There is a wide range of commercial uses within the study area, including hotels, offices, studio and creative spaces, gyms, entertainment venues, restaurants, and local retail. Many of these uses are located in former industrial buildings on large lots, particularly in the south of the study area between Berry Street and Kent Avenue. There is a cluster of hotels in this area including the William Vale Hotel at 111 North 12th Street and the Arlo Williamsburg at 96 Wythe Avenue (both built in 2017). Office buildings include 25 Kent Avenue (built in 2017), 105 North 13th Street (built in 2023) and converted pre-war industrial buildings at 67 West Street, 60 West Street, and 42 West Street. Dispersed throughout the study area is a wide range of retail, local services, restaurants, bars, and

entertainment venues, generally occupying low-rise buildings that are often converted workshops or warehouses.

While the study area is undergoing a transition away from its industrial history, industrial and manufacturing uses still occupy the greatest percentage of lot area; these uses occupy low- and mid-rise, high-lot-coverage buildings on large lots generally in the south of the study area, and generally include warehouses, maker spaces, and light manufacturing uses. Some of these industrial uses are located within the Greenpoint-Williamsburg IBZ, which is located south and east of the Development Site, generally bounded by Franklin Street, North 9th Street, Berry Street, and Dobbin Street. Policies related to the IBZ are discussed in detail in the Public Policy section.

There are several public facility and institutional uses in the study area, including a cluster along Meserole Avenue, which consists of P.S. 031–Samuel Dupont Elementary School at 75 Meserole Avenue, the Greenpoint Young Men's Catholic Association (YMCA) at 99 Meserole Avenue, the US Post Office at 66 Meserole Avenue, and the New York City Police Department (NYPD) 94th Precinct at 100 Meserole Avenue. These facilities generally serve the local residential neighborhood.

The main open space in the study area is a portion of Bushwick Inlet Park, located along the East River waterfront south of the Development Site. The NYC Department of Parks and Recreation (NYC Parks) is developing the open space in stages. The Motiva Parcel, directly south of the Development Site, is scheduled to be completed in September 2025. Other open spaces in the study area include WNYC Transmitter Park, a recreational pier and waterfront open space, and American Playground, a small local playground with basketball courts.

Parking uses in the study area include several lots associated with industrial or warehouse uses or used for vehicle storage. As noted above, there are several vacant lots in the study area; some of these lots are anticipated to be redeveloped in the future No-Action condition.

NYCTA Relocation Site

As detailed in the **Project Description**, the NYCTA Relocation Site comprises Brooklyn Block 2951, Lots 1, 5, and 45. The L-shaped site has frontage on Meadow Street, Varick Avenue, Ten Eyck Street, and Steward Avenue. Lot 1 has an area of 16,200 sf, Lot 5 has an area of 16,200 sf, and Lot 45 has an area of 23,800 sf, for a total lot area of 56,200 sf. The site is currently in use as a storage facility for materials and vehicles. There is a single-story, 2,000-gsf building on Lot 45.

Study Area

As shown in **Figure 2-2** and **Table 2-2**, the area within 400 feet of the NYCTA Relocation Site is primarily occupied by industrial and manufacturing uses, followed by parking, transportation and utility uses, and vacant land. There is a single mixed-use residential and commercial condominium building along Metropolitan Avenue.

Table 2-2 NYCTA Relocation Site – Study Area Generalized Land Use

Land Use	Number of Lots	Percentage of Study Area's Total Lot Area	Lot Area (sf)	Percentage of Total Lot Area
Mixed Residential and Commercial	1	2.6%	5,500	0.4%
Industrial and Manufacturing	24	61.5%	723,617	52.9%
Transportation and Utility	4	10.3%	364,675	26.7%
Parking Facilities	9	23.1%	145,023	10.6%
Vacant Land	1	2.6%	128,060	9.4%
Total	**39**	**1,366,875**	**100%**	**100%**

Source: NYC DCP, MapPLUTO 24v2

Industrial land uses within the study area include warehouses, workshops, manufacturing buildings, and open storage. The M3-1 zoning and IBZ (both discussed further below) enable and encourage industrial uses throughout the study area. Transportation and utility uses include vehicle storage and maintenance areas, waste management transfer stations, and salt storage for salt trucks. There is one large vacant lot west of the site, and a single mixed-use residential and commercial building north of the site as mentioned above. Buildings are typically 1 to 3 stories tall. Lot sizes are generally large, and most buildings have full lot coverage and no setbacks. An exception to this pattern is open storage lots, which often include simple structures set back from the lot lines.

Zoning

Rezoning Area and Development Site

As noted above, the Rezoning Area comprises Brooklyn Block 2590, Lot 25, the majority of Lot 1, and the former Quay Street, while the Development Site comprises Lot 1 and Lot 25. Lot 25 and the former Quay Street are shown as a park on the City Map but are privately owned, and the land is vacant.

Lot 1 is zoned R6 and R6/C2-4. R6 is a medium-density residential district widely mapped in built-up areas in Brooklyn, Queens, and the Bronx. The character of R6 districts can range from neighborhoods with a diverse mix of building types and heights to large-scale "tower in the park" developments such as Ravenswood in Queens and Homecrest in Brooklyn. The Rezoning Area is also governed by the Special Regulations Applying in the Waterfront Area (Article VI, Chapter 2 of the Zoning Resolution). The underlying floor area and height and setback regulations are modified by Section 62-36 (Special Bulk Regulations in Certain Areas within Community District 1, Brooklyn). The maximum residential floor area ratio (FAR) that could be developed on Lot 1 pursuant to the existing R6 zoning, as modified by Section 62-36, is 2.54 (3.05 FAR by providing affordable housing through Universal Affordability Preference "UAP"). C2-4 overlays allow a wide variety of commercial uses at a maximum FAR of 2.0 when mapped over an R6 district or higher. The existing NYCTA facility on the Development Site is a non-conforming industrial use pursuant to the existing R6 and R6/C2-4 zoning on Lot 1.

Both Lot 25 and former Quay Street are mapped in an underlying M3-1 zoning district. M3 districts are designated for areas with heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. These districts are typically mapped near the waterfront and buffered from

residential uses. M3-1 districts allow a maximum manufacturing FAR of 2.0. Lot 25 and former Quay Street are designated as "park" on the City Map but are privately owned and vacant, with underlying M3-1 zoning as shown in **Figure 2-3**.

The Development Site is governed by the Greenpoint-Williamsburg (BK-1) Waterfront Access Plan (WAP). Lot 25 is designated as Parcel 19 under the WAP and Lot 1 is designated as Parcel 15. WAPs allow for the modification of waterfront public access area requirements to address unique conditions in specific areas. The area governed by a WAP must be entirely within the waterfront area. A WAP adopts waterfront zoning regulations governing public access and height and setback requirements to the specific conditions and planning goals for a defined area. The provisions of the Greenpoint-Williamsburg WAP are specified in Section 62-931 of the New York City Zoning Resolution (ZR) of 1961, as amended. The Greenpoint-Williamsburg WAP is intended to maximize opportunities for public access and connections to the neighborhood while creating a seamless waterfront walkway and articulating a vision for the East River waterfront in North Brooklyn.

As part of the Greenpoint-Williamsburg Rezoning Environmental Impact Statement (EIS) (CEQR No. 04DCP003K), an E-Designation (E-138) for hazardous materials testing requirements was established on Lots 1 and 25, and requirements for noise attenuation and ventilation requirements were established on Lot 1.

The Development Site is in the Inner Transit Zone and the New York City Coastal Zone.

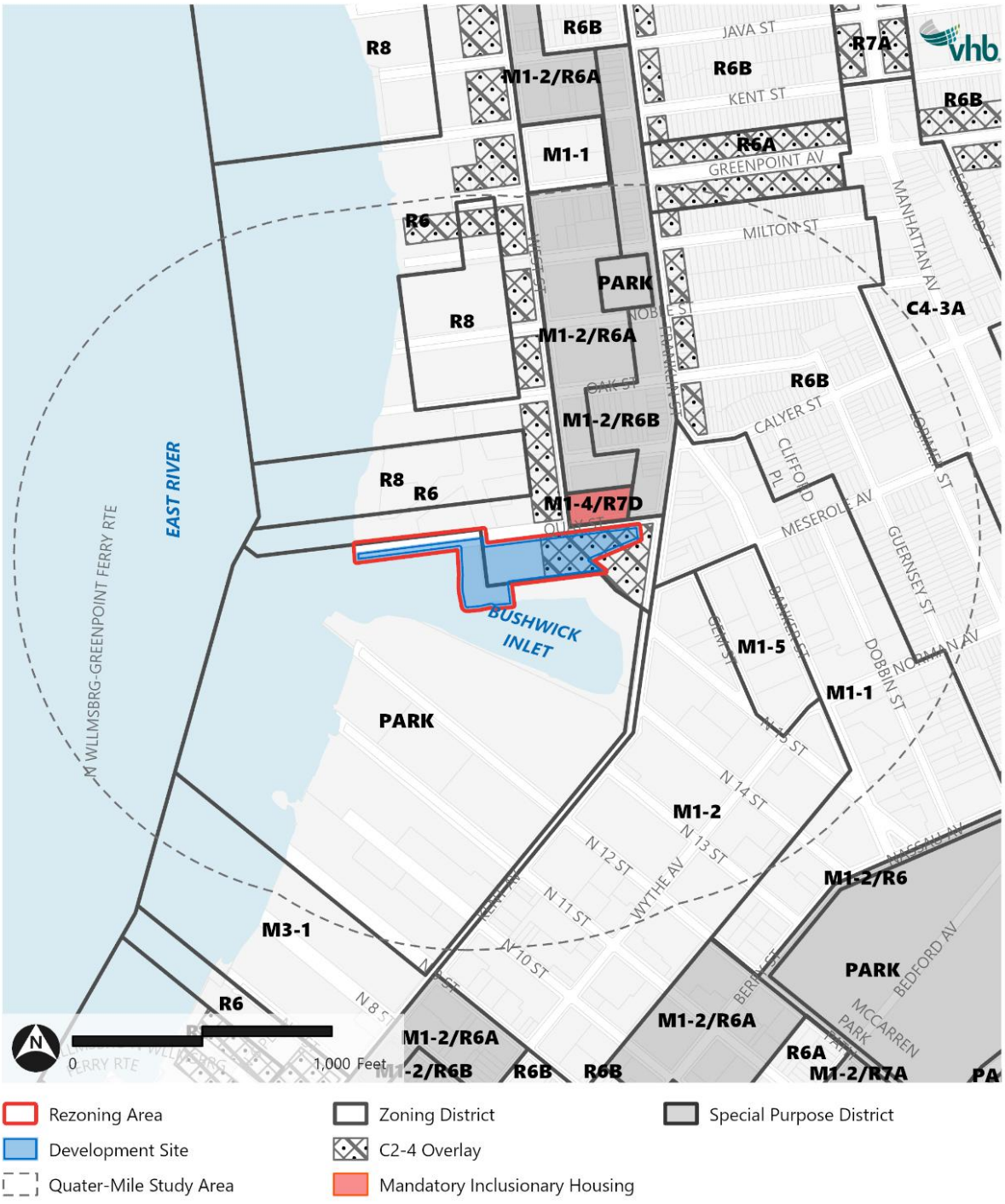
Study Area

As shown in **Figure 2-3**, zoning districts in the study area include R6, R6A, R6B, and R8 residence districts, C2-4 commercial overlays, a C4-3A commercial district, M1-1, M1-2, M1-5 and M3-1 manufacturing districts, land designated as "park" on the City Map, and a Special Mixed-Use District (MX-8) with three instances of manufacturing/residence districts (M1-2/R6A, M1-2/R6B, and M1-4/R7D). In general, manufacturing districts are concentrated in the south of the study area, while residential districts are more prominent in the north of the study area. Mixed-use districts are mapped between West Street and Franklin Street to the north of the Development Site. The Greenpoint-Williamsburg WAP applies to the waterfront west of West Street and Franklin Avenue.

Residential Districts

R6 and R8 districts are mapped along the East River waterfront to the north of the Development Site. The Development Site itself was rezoned from M3-1 to R6 as part of the 2005 Greenpoint-Williamsburg Rezoning, thereby designating the site for future residential development. As discussed above, R6 is a medium-density residence district that produces a diverse mix of building types and heights, allowing a maximum residential FAR of up to 2.2 on narrow streets and 3.0 on wide streets (up to 3.90 FAR with UAP). R8 is a high-density residential district. Apartment buildings in R8 districts can range from mid-rise 8- to 10-story buildings to much taller buildings set back from the street on large zoning lots. The maximum FAR for residential uses is 8.70 along Wide Streets (with UAP) and 7.20 along Narrow Streets (with UAP). Within BK-1, the underlying FAR and height and setback are modified by Section 62-36 for R6 and R8 districts: the maximum residential FAR for R6 is 2.54 (3.90 FAR with UAP) and the maximum FAR for R8 is 5.42 (6.5 with UAP).

Figure 2-3 Zoning Map – Development Site



Source: NYC DCP, MapPLUTO 24v2

R6A is mapped over a small portion of the northeast of the study area along Franklin Avenue. R6A is a contextual residence district that produces high lot coverage, 6- to 8-story apartment buildings set

at or near the street line. Designed to be compatible with older buildings found in medium-density neighborhoods, R6A districts are mapped in the Bronx, Brooklyn, and Queens. R6A allows up to 3.0 FAR for residential uses (up to 3.9 with UAP). R6B is mapped in the northeastern, upland portion of the study area, east of Franklin Street. R6B districts are often traditional row house districts, which preserve the scale and harmonious streetscape of neighborhoods of four-story attached buildings developed during the 19th century. Many of these houses are set back from the street with stoops and small front yards. R6B allows for up to 2.0 residential FAR (up to 2.4 with UAP).

Commercial Districts

C2-4 commercial overlay districts are mapped along Franklin Avenue, West Street, Greenpoint Avenue, and Quay Street within the study area. These overlay districts are generally found in the northern half of the study area where existing residence districts are located. Mapped along streets that serve local retail needs, C2-4 overlays are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts. In comparison to C1 overlays, C2 overlays permit a wider range of commercial uses. When mapped over R6 districts or higher (which is the case in the study area), 2.0 commercial FAR is permitted. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below residential use. A C4-3 commercial district is mapped at the eastern edge of the study area, east of Lorimer Street. C4-3 is a contextual general commercial district. C4 districts are mapped in regional commercial centers outside of central business districts. The residential equivalent of the C4-3A district is R6A.

Manufacturing Districts

M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Within the study area, 1.0 FAR is allowed in M1-1 districts, 2.0 FAR is allowed in M1-2 districts, and 5.0 FAR is allowed in M1-5 districts. M3 districts are designated for areas with heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. M3 districts are usually located near the waterfront and buffered from residential areas. 2.0 FAR is allowed in M3-1 districts.

Special Purpose Districts

The Special Mixed-Use District (MX) was established in 1997 to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity and create expanded opportunities for new mixed-use communities. New residential and non-residential uses (commercial, community facility and light industrial) can be developed as-of-right and be located side by side or within the same building. Pairing an M1 district with an R3 through R10 district (e.g., M1-2/R6) ensures a balanced variety of uses.

Residential uses are generally subject to the bulk controls of the governing residence district; commercial, industrial and community facility uses are subject to the M1 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in each MX district as-of-right, others are subject to restrictions.

MX-8 (Greenpoint-Williamsburg) is mapped within the study area. The special district includes three instances of manufacturing/residence districts. M1-2/R6A is mapped to the north of the

Development Site along the east side of West Street, M1-2/R6B is mapped along the west side of Franklin Street, and M1-4/R7D is mapped on the corner of Quay Street and West Street.

Industrial Business Incentive Areas

Several Industrial Business Incentive Areas (IBIAs) are mapped within the study area. Subject to a City Planning Commission (CPC) Special Permit, developments within these areas can increase permitted floor area and modify other bulk regulations, provisions for publicly accessible open spaces, and parking and loading requirements, if they provide industrial uses.

NYCTA Relocation Site and Study Area

The NYCTA Relocation Site and all areas within 400 feet are zoned M3-1 (see **Figure 2-4**). As discussed above, M3 districts are designated for areas with heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. M3 districts are usually located near the waterfront and buffered from residential areas. 2.0 FAR is allowed in M3-1 districts.

Public Policy

Public policies relevant to the Proposed Actions within the study areas include the Greenpoint-Williamsburg WAP, the Greenpoint-Williamsburg IBZ, the New York City WRP, and *Housing Our Neighbors: A Blueprint for Housing and Homelessness*. These policies are described in detail below.

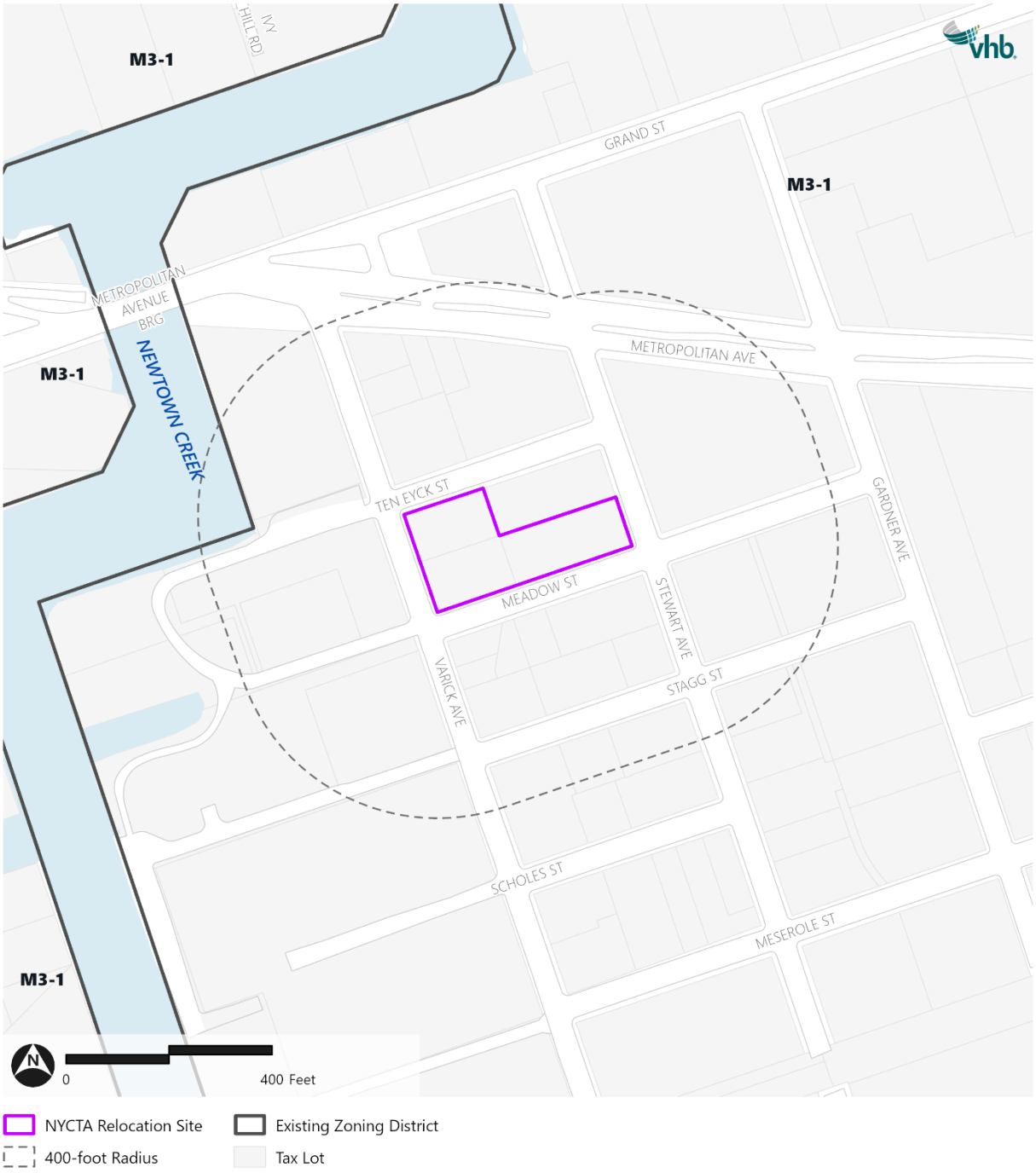
Greenpoint-Williamsburg Waterfront Access Plan

WAPs allow for the modification of waterfront public access area requirements to address unique conditions in specific areas. A WAP adopts waterfront zoning regulations governing public access and height and setback requirements to the specific conditions and planning goals for a defined area. It can be used, for instance, to ensure seamless continuity of shore public walkways to be developed over time by multiple property owners. As described above, the Greenpoint-Williamsburg WAP is carried out through zoning, and the applicable regulations are specified in ZR Section 62-931. As noted above, the Greenpoint-Williamsburg WAP is intended to facilitate continuous public access along the north Brooklyn waterfront.

Industrial Business Zones

IBZs were created in 2006 to support industrial and manufacturing firms by providing a relocation tax credit of $1,000 per employee, up to $100,000, to industrial and manufacturing firms choosing to move into IBZs. To create more certainty on land use policy, the IBZ designation also carries a commitment by the City of New York not to support a rezoning permitting new residences. The IBZs consist entirely of manufacturing-zoned land. However, not all the City's manufacturing-zoned land is included within IBZs.

Figure 2-4 Zoning Map – NYCTA Relocation Site



Source: NYC DCP, MapPLUTO 24v2

Greenpoint-Williamsburg IBZ

The Greenpoint-Williamsburg IBZ is mapped in the southeast of the study area, generally bounded by Franklin Street, North 9th Street, Berry Street, and Dobbin Street. Established in 2006, the Greenpoint-Williamsburg IBZ is intended to signal a commitment to land use and public policies that encourage the retention and growth of industrial land use.

North Brooklyn IBZ

The North Brooklyn IBZ contains the NYCTA Relocation Site and associated 400-foot study area, generally extending along the south bank of Newtown Creek from Greenpoint to East Williamsburg. The North Brooklyn IBZ was established in 2006 and is the third-largest in the city. In 2018, DCP released the *North Brooklyn Industry and Innovation Plan,* a detailed study identifying strategies to support industrial uses in the North Brooklyn IBZ. Relevant goals identified in this plan include retaining areas that can support and grow industrial/manufacturing jobs that provide essential services to the city and offer significant jobs and identifying potential improvements to transportation and infrastructure that would support growth in economic activity.

The *North Brooklyn Industry and Innovation Plan* outlines a land use framework for North Brooklyn that identifies several subareas based on existing trends and assets. The NYCTA Relocation Site and its study area are located within the Core Industrial Area. Centered around Newtown Creek, this subarea plays an important economic role in the city and contains hubs for heavy, truck-intensive industrial businesses that provide essential services, such as wholesale, recycling, construction materials storage, open industrial uses, and utilities. Key strategic advantages of the Core Industrial Area include large lots with access to truck routes and transportation infrastructure. The goals of this subarea include limiting residential development and facilitating the development and preservation of multi-story industrial buildings.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

The Housing Blueprint is a broad strategy to provide access to affordable, high-quality housing for all New Yorkers, including households experiencing homelessness, New York City Housing Authority (NYCHA) residents, families, single New Yorkers, renters, and homeowners alike. Housing Blueprint aims to harness all the benefits that housing can provide to bolster access to opportunity, promote economic stability and mobility, improve health and safety, and increase racial equity.

The five key housing pillars outlined in the Blueprint are:

- Transform NYCHA
- Address Homelessness and Housing Instability
- Create and Preserve Affordable Housing
- Improve the Health and Safety of New Yorkers
- Reduce Administrative Burden

Where We Live NYC

The *Where We Live NYC 2020 Plan* identified goals, strategies, and actions that the City of New York has been undertaking to advance fair housing through 2025. This plan emerged from a 2-year public process, an initiative of the City of New York and the NYCHA, led by the NYC Department of Housing

Preservation and Development (HPD) in collaboration with many government and community partners. The City plans to release an updated *Where We Live NYC 2025* plan in the fall of 2025.

The goals of the plan are:

- Goal 1: Fight housing discrimination in its many different forms
- Goal 2: Build more housing in all neighborhoods, including the suburbs
- Goal 3: Protect existing affordable housing and prevent displacement
- Goal 4: Ensure access to different types of neighborhoods for tenants using housing vouchers
- Goal 5: Expand and improve housing options and accommodations for people with disabilities
- Goal 6: Invest in neighborhoods that have not gotten their fair share

OneNYC 2050

In April 2015, the Mayor's Office of Sustainability and the Mayor's Office of Climate Resiliency released OneNYC, a comprehensive plan for a sustainable and resilient city. OneNYC represents a reworking of the sustainability plan for the city, known as "PlaNYC: A Greener, Greater New York." Like PlaNYC, growth, sustainability, and resiliency remain at the core of OneNYC, but promoting economic equity is a guiding principle throughout the plan. OneNYC has since been updated to OneNYC 2050, which was released in 2019 and consists of eight goals and 30 initiatives.

The goals of the plan are:

- *A Vibrant Democracy* through empowering participation, welcoming immigrants, promoting justice and equal rights, and promoting democracy and civic innovation
- *An Inclusive Economy* through good paying jobs and job training, economic security through fair wages and benefits, and expanded decision-making power of workers and communities
- *Thriving Neighborhood*s through affordable housing, access to neighborhood open spaces and cultural resources, community safety, and place-based community planning
- *Healthy Lives* through high quality, accessible health care, addressing health and mental health needs of communities, making healthy lifestyles easier, and designing a healthy physical environment
- *Equity and Excellence in Education* through early childhood education, equity in K–12 opportunity, and increasing integration, diversity, and inclusion in NYC schools
- *A Livable Climate* through carbon neutrality and clean electricity, resilience, economic opportunities through climate action, and climate accountability and justice
- *Efficient Mobility* through modern mass transit, safe and accessible streets, reduced congestion and emissions, and regional and global connections
- *Modern Infrastructure* through investments in core physical infrastructure and hazard mitigation, digital infrastructure improvement, and best practices for asset maintenance and capital project delivery.

New York City Waterfront Revitalization Plan

The Rezoning Area is located within the Coastal Zone Boundary. The WRP is the City's principal Coastal Zone management tool and establishes a broad range of public policies for the City's coastal areas. The guiding principle of the WRP is to maximize the benefits derived from economic

development, environmental conservation, and public use of the waterfront, while minimizing the conflicts among these objectives. The WRP was originally adopted in 1982. Subsequent revisions include incorporation of climate change and sea level rise considerations to increase the resiliency of the waterfront area, promotion of waterfront industrial development as well as commercial and recreational waterborne activities, increased restoration of ecologically significant areas, and best practices for the design of waterfront open spaces.

New York State Climate Leadership and Community Protection Act

The Climate Leadership and Community Protection Act (CLCPA) was passed in 2019 as a climate reduction and environmental justice effort by the State of New York. The CLCPA commits to 100 percent zero-emission electricity by 2040, sets legally binding standards to reduce the emission of greenhouse gases by 85 percent (from a 1990 baseline) by 2050, and mandates that 40 percent of state climate and energy funding be invested in disproportionately disadvantaged communities.

New York State Executive Order (EO) 30

New York State EO No. 30, dated July 18, 2023, directs State agencies, authorities, and entities, such as the MTA, to prioritize the allocation of certain discretionary funds to localities that promote the construction of housing. Due to the high cost of housing in New York State, Governor Kathy Hochul signed this EO stating that State entities will prioritize pro-housing community programs, consider the goal of creating additional housing in any policy or programmatic design, and review or collaborate in the review of any parcels of developed and undeveloped land under their ownership to identify potential sites for housing development.

No-Action Condition

Land Use

Rezoning Area and Development Site

The relocation of the NYCTA Facility on Lot 1 and long-term land lease with the NYCTA require NYCTA Board approval, which is a discretionary action subject to the State Environmental Quality Review Act (SEQRA). Therefore, the No-Action condition is assumed as the existing condition. Because Lot 25 is zoned M3-1 and designated as "park" on the City Map, 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. The planned expansion of Bushwick Inlet Park would form a dead end at the non-conforming NYCTA Facility and the undeveloped shoreline of Lot 25, limiting the connectivity of the waterfront. As such, the in the future without the Proposed Actions (No-Action condition), it is conservatively assumed that existing conditions at the Development Site would remain.

Study Area

As noted above, the study area is undergoing a rapid transformation from a primarily industrial and manufacturing area toward a residential and mixed-use neighborhood, particularly along the waterfront. A significant amount of development is anticipated to occur in the quarter-mile study area by 2031, as shown in **Table 2-3** (below) and **Figure 2-3.**

As shown in **Table 2-3,** development within the quarter-mile study area is anticipated to introduce approximately 814 residential units, 728,654 zsf of commercial floor area, 3,300 zsf of community facility floor area, and 138,048 zsf of manufacturing zoning floor area. Much of the non-residential floor area anticipated to be introduced to the study area by these projects would be included as part of the Acme Smoked Fish project at 30 Gem Street, which would include a mix of industrial and commercial space. The remaining non-residential floor area would primarily be contained in mixed-use buildings along with new residential uses, reflecting the changing character of the neighborhood.

The most notable No-Action condition in the study area is associated with the Calyer Place project, which is a complex of four buildings planned for the waterfront north of the Development Site. Calyer Place includes the recently completed building at 23 West Street along with ongoing developments in varying stages of completion at 7 Wharf Drive, 30 Wharf Drive, and 3 West Street. These three developments are anticipated to be complete by the analysis year for the Proposed Actions, adding approximately 553 new DUs to the study area. Additionally, new waterfront open space is expected to be developed as part of the Calyer Place project.

Other significant projects include 79 Quay Street, a new 9-story mixed-use building with ground-floor commercial space to be located directly north of the Development Site across Quay Street, and 29 Wharf Plaza (a.k.a. 75 Wharf Drive), a residential waterfront development north of the Development Site. Overall, in the future without the Proposed Actions, land use in the study area will continue the ongoing trend toward increased residential development, particularly along the waterfront.

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 undergoing construction and is scheduled to be completed in late 2025, according to the NYC Parks Capital Projects Tracker.

Table 2-3 No-Action Projects Within Quarter-Mile Study Area

Map No.	Address	Net Change in DUs	Commercial Zoning Floor Area (ZSF)	Community Facility Zoning Floor Area (ZSF)	Manufacturing Zoning Floor Area (ZSF)
1	29 Wythe Avenue	0	56,171	0	0
2	194 North 14 Street	0	4,000	0	0
3	128 Franklin Street	0	735	0	0
4	138 Franklin Street	-1	855	0	0
5	101 Noble Street	-2	0	0	0
6	212 Guernsey Street	-1	0	0	0
7	3 West Street[1]	150	0	0	0
8	7 Wharf Drive[1]	303	0	3,300	0
9	30 Wharf Drive[1]	104	0	0	0
10	29 Wharf Plaza	92	0	0	0
11	75 Calyer Street	7	0	0	0
12	147 Calyer Street	-1	0	0	0
13	79 Quay Street	132	0	0	0
14	239 Banker Street	-1	0	0	0
15	12 Franklin Street	0	31,291	0	0
16	233 Banker Street	0	0	0	11,283
17	95 Dobbin Street	29	0	0	10,820
18	221 Banker Street	0	0	0	6,645
19	1005 Lorimer Street	3	0	0	0
20	15 Wythe Avenue	0	5,342	0	0
21	1 Wythe Avenue	0	78,260	0	0
22	38 Norman Avenue	0	7,000	0	0
23	30 Gem Street	0	545,000	0	109,300
TOTAL		**814**	**728,654**	**3,300**	**138,048**

Source: NYC DCP, DevDB 24v2 (provided to VHB in December 2024)
Note:
[1] Indicates development is part of the planned Calyer Place project
Includes filed applications, approved applications, and projects permitted for construction. Excludes projects with no net change in uses.

Figure 2-5 No-Action Projects



Source: NYC DCP, DevDB 24v2

NYCTA Relocation Site and Study Area

In the future without the Proposed Actions, it is assumed that no changes would occur on the NYCTA Relocation Site. Additionally, without the relocation of the existing NYCTA Facility to the Relocation Site, the relocation of the NYCTA ERU Facility would not occur.

No changes to land use are anticipated to occur in the 400-foot study area.

Zoning

In the future No-Action condition, there are no known zoning changes that are anticipated to affect the Development Site, the NYCTA Relocation Site, or their respective study areas.

Public Policy

In the future No-Action condition, there are no known public policy changes that are anticipated to affect the Development Site, the NYCTA Relocation Site, or their respective study areas.

With-Action Condition

Land Use

Rezoning Area and Development Site

As detailed in **Chapter 1, Project Description**, in the future with the Proposed Actions, the Applicants would construct the Proposed Development, which would consist of approximately 50,000 sf of open space (including an approximately 34,000 sf WPAA, and approximately 9,000 sf of PAA, including a Shore Public Walkway providing a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site, and an upland connection between the future Bushwick Inlet Park and West Street), approximately 35,000 gsf of community facility space for a permanent museum for the Greenpoint Monitor Museum on Lot 25 (to continue to be owned by the Greenpoint Monitor Museum) and approximately 1,106,500 gsf of affordable and market rate residential space (up to approximately 1,150 total units, a minimum of 25 percent of which [up to approximately 300 DUs] would be affordable pursuant to MIH), approximately 36,500 gsf of commercial space (including local retail), and approximately 37,000 gsf of below grade accessory parking (140 spaces) on Lot 1 for a total of approximately 1,205,000 gsf. The Proposed Development would include a newly created turnaround on Quay Street, at its terminus, adjacent to Wharf Drive. The turnaround area would be considered PAA with a turnaround of approximately 2,000 sf. The Proposed Development would also include shoreline restoration and flood protection and resiliency measures.

The Proposed Development would consist of three buildings: the Greenpoint Monitor Museum, an approximately 35,000-gsf museum celebrating the maritime history of Greenpoint and the construction of the USS Monitor; the West Building, an approximately 979,000-gsf mixed-use residential and commercial building with two high-rise towers; and, the East Building, an approximately 201,000-gsf mixed-use residential and commercial building rising to approximately 21 stories on the eastern portion of the site. The West and East Buildings would be developed by the Applicant under a long-term land lease (99 years) with the NYCTA providing critical infrastructure

funding for the NYCTA. The Proposed Development would also provide long-term funding to the operation of the adjacent Bushwick Inlet Park.

Overall, the Proposed Actions would facilitate mixed-use development that would be compatible with existing and future land uses within the study area for the Development Site. The Proposed Actions would also facilitate the development of affordable housing, new waterfront open space, and a community facility use that would not be constructed in the No-Action condition. These uses would be compatible with the existing neighborhood and in line with the ongoing trend of new residential and mixed-use development occurring in the study area. The mapping of an R8 residence district would allow for the development of new housing (including affordable housing, as discussed below) in an area of Greenpoint with a mixed-use character at a location near existing and future public open space. The Development Site is also located in the Inner Transit Zone, indicating that there is easy access to nearby public transit, and the Proposed Development would provide a significant amount of affordable and market-rate housing in a transit-rich area.

The Proposed Actions would facilitate much-needed affordable housing which would not be feasible to construct in the future No-Action condition due to the existing non-conforming NYCTA Facility. The increased density would also activate the Development Site with new residents, workers, and visitors where public access is not currently permitted. The Proposed Actions would enable the removal of a non-conforming industrial use which creates a barrier to the waterfront in an increasingly residential neighborhood. Therefore, the proposed uses and increased density within the Rezoning Area would not result in any significant adverse land use impacts.

The surrounding study area is undergoing rapid residential and mixed-use development, as discussed above. The area is in transition from a former industrial waterfront to a mixed-use neighborhood, particularly in the two decades following the 2005 Greenpoint-Williamsburg Rezoning.

Considering the anticipated land use changes in the study area, the surrounding neighborhood to the north will retain a mix of residential and commercial uses, while industrial and commercial uses will remain in the south of the study area, particularly within the Greenpoint-Williamsburg IBZ. The Proposed Actions would continue the trend of residential and commercial development seen in the Greenpoint neighborhood and particularly along the waterfront. The Proposed Development would include open space that would connect to existing and planned waterfront open spaces to the north and south of the Development Site, facilitating an accessible waterfront. The removal of the NYCTA Mobile Wash Unit and Materials Storage from the Development Site would eliminate an incompatible use from an increasingly residential and retail-focused neighborhood, including removing truck traffic.

NYCTA Relocation Site

To accommodate the Proposed Development, the Applicant would relocate the existing on-site NYCTA Facility to a newly constructed turnkey facility at the NYCTA Relocation Site. The new facility would be a 3-story (approximately 60-foot-tall, plus 20-foot bulkhead) building containing approximately 143,000 gsf of space for the NYCTA Mobile Wash Unit and Material Storage (the uses currently in the NYCTA Facility on Lot 1) and the ERU Facility currently located at the ERU Site. The existing industrial storage uses at the NYCTA Relocation Site would be removed to facilitate the development of the new facility. While the Proposed Actions would enable the relocation of NYCTA transportation and utility uses to this facility, there are already existing transportation, utility, and similar industrial uses in the study area and surrounding IBZ, so there would be no change in land

use class compared to the existing conditions. Therefore, there would be no significant adverse land use impacts because of development on the NYCTA Relocation Site.

The Proposed Actions would enable the relocation of NYCTA uses away from the ERU Site (where they are non-conforming uses), which would create a fully vacant site at 65 Commercial Street, allowing for advancement of the full realization of the proposed Box Street Park. While this would be an indirect effect of the Proposed Actions, the removal of the non-conforming uses from the ERU Site would have a beneficial effect on land use. As such, the Proposed Actions would not have a significant adverse impact on land use.

Zoning

The proposed zoning map amendment to rezone (1) Block 2590, Lot 25 from M3-1 to R8; (2) a portion of Block 2590, Lot 1 from (a) R6 to R8/C2-4 and (b) R6/C2-4 to R8/C2-4; (3) northern half of former Quay Street from M3-1 to R6; and (4) modification of park boundary to exclude Lot 25 and the northern half of former Quay Street would result in conditions that are consistent and compatible with surrounding zoning patterns (see **Figure 2-6**). The proposed zoning text amendments would allow the underlying FAR regulations in the R6 and R8 districts to apply in BK-1, when mapped in conjunction with MIH. As a result, the Proposed Development would have a weighted average FAR of 7.13, based on the maximum permitted 7.2 FAR in the R8 district and 4.8 FAR in the R6 district (with community facility use). The proposed rezoning would allow for the creation of up to approximately 1,150 residential units including cross-subsidized affordability. The proposed zoning text amendments would also allow for additional building height to accommodate the higher FAR available in the R8/MIH district in BK-1. As proposed, for zoning lots with multiple buildings, not more than half of the buildings may exceed a height of 500 feet to a maximum height of 600 feet. Allowing taller buildings along the Greenpoint waterfront, of varying heights, is consistent with the existing zoning within BK-1.

The proposed zoning at the Development Site would make it feasible to develop residential uses including affordable housing, which would not occur in the No-Action condition under existing zoning. The expansion of the C2-4 overlay would allow the activation of the Development Site with local retail adjacent to Quay Street. The rezoning would facilitate the replacement of the existing NYCTA Facility—an incompatible industrial use that creates a dead-end between Bushwick Inlet Park and the waterfront to the north—with new open space creating connectivity along the waterfront, as well as the opportunity to activate Lot 25 with a new museum use and public open space.

Figure 2-6 Proposed Zoning



Source: NYC DCP; MapPLUTO 24v2

In conjunction with the other Proposed Actions, the proposed zoning text amendment for MIH would expand the potential for affordable housing on the Development Site. Affordable housing is voluntary through UAP in the existing R6 district, which is only mapped on Lot 1. By mapping MIH on both Lot 1 and Lot 25, additional and permanent affordability will be ensured on the Development Site, resulting in approximately up to approximately 300 new affordable units. The Greenpoint and Williamsburg neighborhoods have been experiencing strong demand for housing, particularly affordable housing. According to the Brooklyn Community Board 1 Statement of Community District Needs for the fiscal year 2025, affordable housing is the most pressing issue facing the community. The report defines the need for permanently affordable housing, particularly lower income bands, as critical and urgent. Based on 2018-2022 American Community Survey (ACS) 5-year estimates for Brooklyn Community District Tabulation Area 1 (equivalent to Brooklyn Community District 1), the rental vacancy rate was just 2.3 percent, compared to 3.0 percent in Brooklyn and 3.6 percent in New York City as a whole, and representing a decrease from the 3.1 percent rental vacancy rate in the Community District identified in the 2006-2010 ACS 5-year estimates. Low rental vacancy rates indicate that the production of housing in the neighborhood is not keeping up with demand. Mapping an MIH area on the Development Site would unlock the site's development potential and facilitate development inclusive of affordable housing, providing equitable housing opportunities in Greenpoint. In conjunction with the other Proposed Actions, the proposed zoning text amendment for MIH would also expand the potential for affordable development on the Development Site.

The proposed special permits for a large-scale general development pursuant to Section 74-743 would allow for waivers to height and setback, waterfront yard, and loading to allow for a site plan and building massing that responds to the surrounding built conditions and the Development Site's irregular shape. The proposed waivers would also facilitate a site plan and massing for taller building forms with less lot coverage to allow for more visual and physical connections to the waterfront and public open spaces.

The proposed zoning map amendment, zoning text changes, and special permit are necessary to facilitate the Proposed Development and are consistent with the objectives of waterfront zoning and the MIH program. The Proposed Actions would ensure the proposed site plan would maximize the residential development potential of the site, allow for development of the Monitor Museum, and create significant public open space along the waterfront. Therefore, the Proposed Actions would not result in a significant adverse impact to zoning.

Public Policy

Greenpoint-Williamsburg Waterfront Access Plan

The Proposed Actions would facilitate development that would be in line with the goals of the Greenpoint-Williamsburg WAP. Specifically, the Proposed Development would include approximately 50,000 sf of open space including an approximately 34,000 sf WPAA, and approximately 9,000 sf of PAA, that would include a landscaped Shore Public Walkway providing a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site, and an upland connection and open space between the future Bushwick Inlet Park and West Street. The Proposed Development represents an opportunity to connect Bushwick Inlet Park along the newly created shore public walkway along the waterfront and through the upland connection to West Street to the WPAA to the north of the Development Site, creating a fully continuous public waterfront and fulfilling the WAP. Therefore, the Proposed Actions would be consistent with this policy, and there would be no significant adverse impacts.

Industrial Business Zones

The Greenpoint-Williamsburg IBZ is in the southeast portion of the study area. The Proposed Actions would not affect any properties located within the IBZ.

The NYCTA Facility would be relocated away from Lot 1 within the Development Site, where it is a non-conforming use under the existing and proposed zoning. The Mobile Wash Unit and Materials Storage would be consolidated alongside the ERU Facility in a newly constructed turnkey facility at the NYCTA Relocation Site in the North Brooklyn IBZ.

The new facility would be consistent with the goals and objectives of the *North Brooklyn Industry and Innovation Plan* and, specifically, the Core Industrial Area where the NYCTA Relocation Site is located. The Core Industrial Area is an appropriate location for this facility because of the presence of large lots and proximity to truck routes and infrastructure. The new facility would be consistent with the industrial character of the area.

Therefore, the Proposed Actions would be consistent with this policy and would not cause a significant adverse impact.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

The Proposed Actions include the mapping of an MIH area coterminous with the Development Site. The proposed MIH area would ensure the provision of permanently affordable units for any residential development at the Development Site. In the future With-Action condition, the Proposed Development would include up to approximately 1,150 total units, a minimum of 25 percent of which [up to approximately 300 DUs] would be affordable pursuant to MIH). The Proposed Actions would support housing development, including permanently affordable housing pursuant to MIH, at a location near public open space, public transportation, and commercial activities. As such, the Proposed Actions would be consistent with the goals outlined in *Housing Our Neighbors*, such as bolstering access to opportunity, promoting economic stability and mobility through housing developments. Specifically, the Proposed Actions would support the third goal of the *Blueprint,* "Create and Preserve Affordable Housing" by creating mixed-income housing in a transit- and amenity-rich area while also adding community facility space and public open space to the neighborhood. The Proposed Actions would also support the fourth goal of the *Blueprint,* "Improve the Health and Safety of New Yorkers" by facilitating the removal of a non-conforming industrial use from a residential neighborhood. The Proposed Actions are consistent with this policy, and there would be no significant adverse impacts.

Where We Live NYC

As noted above, the Proposed Actions would facilitate the development of a substantial amount of permanently affordable housing and market-rate housing at the Development Site. The Proposed Actions are aligned with the goals of *Where We Live NYC.* Specifically, the Proposed Actions would support Goal 2, "Build more housing in all neighborhoods, including the suburbs," by facilitating the development of approximately 1,150 DUs, of which 20 to 30 percent (230 to 345 DUs) would be permanently affordable. The Development Site is in an amenity-rich neighborhood, and the Proposed Actions would enable the creation of more amenities in the form of public open space and a new museum. Furthermore, the Proposed Actions would not displace any existing residents. The Proposed Actions are consistent with this policy, and there would be no significant adverse impacts.

OneNYC 2050

The Proposed Actions would support Goal 3 of *OneNYC 2050*: Thriving Neighborhoods through affordable housing, access to neighborhood open spaces and cultural resources, community safety and place-based community planning. The Proposed Actions would support the mixed-use character of the Greenpoint waterfront and ensure that industrial development takes place in appropriate locations. The Proposed Development would also activate the Rezoning Area with new residents, workers, and visitors and create a more resilient local economy by bringing a 24-hour population to the Development Site which would otherwise remain underutilized under No-Action conditions. The Proposed Actions would enable the development of a substantial amount of open space along the waterfront. In general, the Proposed Actions would enable the Development Site to be used in a way that supports community safety and placemaking. Therefore, the Proposed Actions are consistent with this policy, and there would be no significant adverse impacts.

New York City Waterfront Revitalization Plan

Because the Rezoning Area and the NYCTA Relocation Site are both located within the New York City Coastal Zone, the Proposed Actions are subject to review for their consistency with the City's WRP. In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the Proposed Actions' consistency with the WRP policies was undertaken. This preliminary evaluation requires completion of the WRP Consistency Assessment Form (CAF), which contains a series of questions designed to screen out those policies that would have no bearing on a consistency determination for a proposed action (see **Appendix B**). The CAF lists the WRP policies and indicates whether a proposed project would promote or hinder that policy, or if that policy would not be applicable. For any policies which may be affected, this section provides additional information and assessment. As detailed in **Appendix B**, the Proposed Actions would be consistent with WRP policies (WRP# 24-097).

New York State Climate Leadership and Community Protection Act

The Proposed Development would align with the goals of the CLCPA due to the Project Developer's and NYCTA's shared interest in creating an environmentally sustainable development. The WPAA design would include flood protection measures, as well as shoreline restoration to support resiliency. Additionally, the Proposed Development would involve the construction of new energy efficient buildings that would entirely rely on electric heating, ventilation, and air-conditioning systems, all of which would aid in the Proposed Development's CLCPA-related goals. Specifically, consistent with Sections 7[2] and 7[3] of the CLCPA, the Proposed Actions would prioritize reductions of greenhouse gas emissions and support the attainment of the statewide greenhouse gas emissions limits established in article 75 of the environmental conservation law (see **Chapter 14, Greenhouse Gas Emissions and Climate Change** for more detail).

New York State EO 30

EO No. 30 directs State agencies, authorities, and entities, such as the MTA, to prioritize the allocation of certain discretionary funds to localities that promote the construction of housing. The Proposed Development is intended to provide new housing opportunities, including permanently affordable units, on an underutilized site that currently contains the NYCTA Facility, which is a nonconforming use. As such, the Proposed Development is consistent with EO 30.