DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

Sideya Sherman, *Director*
Department of City Planning

April 30, 2026

NOTICE OF COMPLETION AND NOTICE OF AVAILABILITY OF A FINAL ENVIRONMENTAL IMPACT STATEMENT

Monitor Point

Project Identification
CEQR No. 25DCP068K
ULURP Nos. 260110LDK, C260108ZCK, C260105ZMK, N260106ZRK, C260107ZSK, C260109ZSK, C50326MMK
SEQRA Classification: Type I

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Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991 and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act (SEQRA) as found in 6 NYCRR Part 617, a Final Environmental Impact Statement (FEIS) has been prepared for the action described below. Copies of the DEIS are available for public inspection at the office of the undersigned as well as online via the Monitor Point project page on ZAP: https://zap.planning.nyc.gov/projects/2024K0358. To view the Monitor Point FEIS, navigate to the project page in ZAP and select Public Documents, then "FEIS_25DCP068K." The proposal involves actions by the City Planning Commission (CPC) and the New York City Council pursuant to Uniform Land Use Review Procedure (ULURP). A public hearing on the Draft Environmental Impact Statement (DEIS) was held on March 18, 2026, in conjunction with the CPC's public hearing pursuant to ULURP. Advance notice was given of the time and place of the hearing, Written comments on the DEIS were requested and received and considered by the Lead Agency through March 30, 2026 at 5:00 pm. The FEIS incorporates responses to the public comments received on the DEIS and additional analysis conducted subsequent to the completion of the DEIS.

A. INTRODUCTION

GO Quay, LLC (the Project Developer) and the New York State Metropolitan Transportation Authority (MTA) (an affiliate of the New York City Transit Authority [NYCTA]) (collectively, the Applicants) are seeking several discretionary actions including a zoning map amendment, zoning text amendment, zoning special permits, certification, and a City Map amendment (collectively, the Proposed Actions). The

Proposed Actions 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 turnkey 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) 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 involve 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], including 230-345 affordable DUs), 36,500 gsf of local retail commercial space and 37,000 gsf of below-grade parking (approximately 140 spaces). 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 DUs 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 Proposed Development would also include 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 have been designed to visually blend and physically connect with the WPAA and PAA spaces. Additionally, 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.

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.

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 in the existing residential zoning district. Lot 1 was rezoned to an R6 zoning district as part of the 2005 Greenpoint-Williamsburg Rezoning (CEQR No. 04DCP003K), establishing this site for future residential development.

The removal of the NYCTA Facility from the Development Site eliminates a non-compliant industrial use from a neighborhood increasingly characterized by residential and retail uses, while also improving public safety by removing truck traffic. The removal of the NYCTA Facility on Lot 1 also eliminates a wall to the waterfront, replacing it with a new access point in the form of the WPAA. 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 approximately 25,000 sf of publicly accessible open space at the ERU Site in the future. No land use actions are associated with the departure of the ERU Facility from 65 Commercial Street; 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 an approximate 3-story, approximately 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 Facility 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, that would apply to the Rezoning Area, the Development Site, and NYCTA Relocation Site.

B. BACKGROUND AND EXISTING CONDITIONS

Description of the Development Site and Rezoning Area

The Rezoning Area was part of an active industrial shoreline in the 19th century. The existing NYCTA Facility was constructed on Lot 1 in 1973. Lot 25 was donated to the Greenpoint Monitor Museum in 2003 for the express purpose of constructing a museum. Lot 25 is currently vacant.

The Rezoning Area was mapped with an M3-1 zoning district under the 1961 New York City Zoning Resolution. In 1973, the Bushwick Inlet shoreline was first shown on the Zoning Map.

Under the 2005 Greenpoint-Williamsburg Rezoning, Lot 1 was rezoned from an M3-1 district to an R6 district, and a C2-4 overlay was mapped over the eastern portion of Lot 1. As part of the same rezoning, Bushwick Inlet Park was established, encompassing several waterfront lots to the south of the Development Site, and was also mapped within the Greenpoint-Williamsburg Waterfront Access Plan area. Although mapped as a park on the City Map, Lot 25 and the former Quay Street are not owned by the City of New York but instead are privately owned and unimproved. NYC Parks has stated that it does not intend to acquire the property for use as a public park. As part of the Greenpoint-Williamsburg Rezoning 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, which comprises Block 2590, Lots 1 and 25, has a total area of approximately 3.02 acres; it does not include the northern half of former Quay Street. The Rezoning Area comprises the Development Site plus the northern half of the former Quay Street that would be rezoned under the Proposed Actions. (Rezoning the northern half of former Quay Street would generate additional floor area belonging to the Calyer Place property to the north, however, all buildings in this development are either filed, approved, permitted, under construction, or built. As such, it is assumed that this floor area would go unused.)

The Development Site fronts on Quay Street to the north, Bushwick Inlet Park Motiva Parcel and Bushwick Inlet to the south, the East River to the west, and two lots occupied by commercial buildings fronting Franklin Street to the east. Lot 1 is zoned R6 and R6/C2-4 and is mapped in a former Inclusionary Housing Designated Area (IHDA) in Appendix F Map 1 of the Zoning Resolution (ZR). The maximum residential Floor Area Ratio (FAR) that could be developed on Lot 1 is 2.54 (3.05 FAR with Universal Affordability Preference). Lot 25 and the former Quay Street are shown as a park on the City Map, with underlying M3-1 zoning, but are privately owned and vacant. The NYC Department of Parks has stated that it does not intend to acquire the property. The Development Site, Rezoning Area, and ERU Site are governed by the Greenpoint/Williamsburg Waterfront Access Plan (WAP). Lot 25 and the formerly mapped Quay Street are designated as Parcel 19 under the WAP; Lot 1 is designated as Parcel 15; and Block 2472, Lot 415 is part of Parcel 4. (At the issuance of the WAP, Lot 415 did not exist and was part of Lot 425. Lot 425 is identified as Parcel 4 in the WAP.) The Affected Area and ERU Site are located in the Inner Transit Zone and the New York City Coastal Zone.

Lot 1 has an area of approximately 80,730 sf, with approximately 600 feet of frontage along Quay Street. Lot 25 and the southern half of the former Quay Street have an area of approximately 51,004 sf, for a total of approximately 131,734 sf. A sewer corridor was delineated over the demapped portion of Quay Street. Lot 25 is a waterfront lot with frontage on Quay Street.

Lot 1 is owned by NYCTA and is currently occupied by the NYCTA Facility, a 71,838- gsf, single-story, pre-existing industrial transit building, which is critical to the operation of the NYC subway system. While critical, this facility is a non-conforming use in the existing R6 and R6/C2-4 districts and an incompatible industrial use within the surrounding, rapidly transforming residential area of the Greenpoint waterfront. Without a relocation plan or replacement facility to house the NYCTA operations, the site has remained underdeveloped.

In its existing condition, the NYCTA Facility creates a barrier between the waterfront and upland neighborhoods, serving as an impediment to the fulfillment of the WAP, and no residential development has been achieved on Lot 1 since it was rezoned to allow for residential use 20 years ago. The Proposed Actions would support the fulfillment of the plan to provide housing on this site, including affordable housing at an average of 56 percent AMI, pursuant to the City's MIH program.

There is a New York City Department of Environmental Protection (DEP) sewer easement on Lot 1; the 30-foot-wide easement runs through Lot 1 beginning roughly 45 feet west of the southeast corner of the lot, running northwest, and turning north where it exits the Development Site opposite the intersection of Quay Street and West Street. The easement is occupied by a 66-inch City Combined Sewer flowing from south to north. Separate from, but connected to, the Combined Sewer on Lot 1 is a 66-inch City Combined Sewer Overflow (CSO) which runs west under the extension of Quay Street and terminates at a CSO Outfall draining into the East River. The site plan for the Proposed Development is designed to accommodate the two easements.

Lot 25 is owned by the Greenpoint Monitor Museum and is currently vacant. Lot 25 has long been planned to permanently house the Greenpoint Monitor Museum, a facility to celebrate the shipbuilding history of the site and the USS Monitor, the first ironclad warship constructed for the United States Navy and completed in 1862. Funded by a Newtown Creek Environmental Benefits Fund Grant (for land restoration) and a Greenpoint Community Environmental Fund grant (for shoreline restoration design), the Greenpoint Monitor Museum has overseen land and shoreline restoration efforts on Lot 25, some portions of which have been completed and some portions of which are ongoing. Despite these restoration efforts, the site is currently experiencing deteriorating conditions as a result of flooding and erosion.

The Museum's land is vacant at this time but has been used for outdoor community events and part of the Museum's school program, in which students from local schools visit the site for its historic connection to the construction of the USS Monitor, to see firsthand the site's deteriorated shoreline, and learn about methods to correct erosion and flood protection for the community through the Museum's shoreline design project.

Description of the NYCTA Relocation Site and ERU Site

In addition to opportunities made available on-site through the relocation of the existing NYCTA Facility, the existing ERU Facility at Commercial Street would also be relocated to a new facility being constructed at the NYCTA Relocation Site. The ERU Site is a 25,000-sf lot zoned R6 with a C2-4 overlay on Block 2472, Lot 415, which is part of Parcel 4 of the WAP. The lot has frontage on Commercial Street, and is occupied by a 4,700-gsf, two-story building and open parking/storage space used for the NYCTA ERU.

As described above, 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. While the relocation of the ERU Facility would allow for the full realization of the City's proposed Box Street Park, resulting in approximately 25,000 sf of new open space, the Applicants have no control over what will be developed at this location in the future or the timing of any future improvements. However, based on information provided by NYC Parks, the intent is to incorporate this 25,000-sf site into the proposed Box Street Park. The relocation of the existing NYCTA

facilities on Quay Street and Commercial Street would result in reduced truck traffic in both locations, improving environmental conditions and pedestrian safety.

The NYCTA Relocation Site is a 56,200-sf, L-shaped site in an M3-1 zoning district with frontage on Meadow Street, Ten Eyck Street, Varick Avenue, and Stewart Avenue. The NYCTA Relocation Site contains a single-story 2,000-gsf building that is currently occupied by truck storage and repairs, food truck storage, and scaffolding storage areas. It is located within the North Brooklyn IBZ.

Description of Surrounding Area

The Development Site and Rezoning Area are located on the waterfront in the Greenpoint neighborhood of Brooklyn, Community District 1. Residential uses, comprised of modern high-rise buildings, are the most prominent land use lining the entire Greenpoint waterfront north of the Development Site, with a consistent commercial overlay on the block ends fronting West Street. Three new residential buildings recently completed construction north of the Development Site (79 Quay Street, Summer 2025; 7 Wharf Drive, Fall 2025; and 30 Wharf Drive, Winter 2025).

Directly south of the Development Site is the future Bushwick Inlet Park Motiva Parcel and Bushwick Inlet off the East River. While the area of Bushwick Inlet Park immediately south of the Development Site, the Motiva Parcel, has not yet been developed into parkland, construction is underway and NYC Parks anticipates that this portion of the open space will be completed by the first half of 2026.

While manufacturing and industrial uses have historically been the primary uses in the surrounding area, especially near the waterfront, in recent years residential and mixed residential and commercial developments have been constructed on land that was previously zoned for manufacturing and industrial uses—a trend initiated by the 2005 Greenpoint-Williamsburg Neighborhood Rezoning (C 050111 (A) ZMK; C 040415 MMK; C 040416 MMK; C 040417 MMK and C 040418 MMK), which included the Development Site and the area directly to the north and east. Under this rezoning, Lot 1 within the Development Site was rezoned from manufacturing to residential use and identified as a projected site for residential development, rendering the existing NYCTA Facility a non-conforming use. Shore public walkway and upland connection requirements were also overlaid on the Development Site as part of this rezoning, which created the potential for significant publicly accessible open space on the site that has not yet been fulfilled. To respond to the increasing housing demand and to create opportunities and incentivize affordable housing through contextual zoning, the 2009 Greenpoint-Williamsburg Contextual Rezoning amended a more than 175-block area to the east of the 2005 Greenpoint-Williamsburg Rezoning boundary, affecting areas northeast of the Development Site. Additionally, four separate zoning applications were adopted between 2020 and 2023 to facilitate development nearby—79 Quay Street (C 210166 ZMK; N 210167 ZRK) in 2021, which would allow for a mixed-use residential and commercial building; Acme Smoked Fish/Gem Street (C 210138 ZMK) in 2021, which would allow for a mixed-use light manufacturing and commercial facility; and 12 Franklin Street in 2020 and renewed in 2023, to facilitate the development of a new seven-story, approximately 134,222 sf mixed office, retail, and industrial building. Located roughly a half mile southwest of the Development Site along the East River waterfront, the River Ring project (C 220061 MLK; C 220062 ZMK; N 220063 ZRK; C 220064 ZSK; N 220065 ZAK; N 220066 ZCK; N 220067 LDK; N 220068 ZAK; N 220069 ZAK; C 220070 ZSK) was adopted to facilitate a mixed-use development with approximately 1,050 residential units, including 263 affordable units; commercial space; and community facility space across two new buildings, along with waterfront public access areas.

The Development Site is located within the Inner Transit Zone, where public transit is easily accessible to residents. Within the Inner Transit Zone, no parking is required. B32 bus service, connecting Williamsburg Bridge Plaza and Long Island City, is directly across from the Development Site along Franklin Street. The B24, B62, B43 and B48 buses are also within a 15-minute walk of the Development Site. The closest subway stations are the Greenpoint Avenue and Nassau Avenue G train stations which are both within 10-minute walking distance of the Development Site.

The NYCTA Relocation Site is located in the East Williamsburg neighborhood of Brooklyn CD 1, approximately 1.8 miles southeast of the Development Site in an area that has better highway access than

the Quay Street facility. The neighborhood surrounding the NYCTA Relocation Site is mainly developed with industrial uses, with some lots containing transportation/utility or parking uses or vacant land. The site is located in and surrounded by an M3-1 district permitting heavy industrial uses; nearby industrial activities include warehousing and open storage, waste facilities, and manufacturing. The NYCTA Relocation Site and surrounding area are part of the North Brooklyn IBZ. The area is located in the NYC Coastal Zone, and portions of the surroundings are in the 100-year floodplain. Newtown Creek is located roughly 500 feet west of the site.

The existing ERU Site is located on leased land located in the Greenpoint neighborhood, near the mouth of Newtown Creek, approximately 0.8 miles north of the Development Site. The ERU Facility is a non-conforming use within the R6/C2-4 zoning district. The surrounding area is a mixed-use neighborhood undergoing rapid development, particularly along the waterfront. Nearby land uses are primarily residential and mixed-use buildings, with some scattered industrial uses and parking facilities. There are several high-rise residential buildings adjacent to and near the ERU Site along the Newtown Creek and East River waterfront, including properties that have been developed consistent with the Greenpoint-Williamsburg Rezoning that spurred the transformation of the area from manufacturing to new residential/mixed-use development. Surrounding zoning includes R6, R6B, R7X, and R8 residential districts; C2-4 commercial overlays; an M1-2 manufacturing district to the east; and several Special Mixed-Use Districts. The ERU Site is located within the Inner Transit Zone, where no parking is required. The area is located in the NYC Coastal Zone, and portions of the surroundings are in the 100-year floodplain.

C. DESCRIPTION OF THE PROPOSED DEVELOPMENT

NYCTA Facility Relocation

To allow for development on Lot 1, the NYCTA would relocate the existing on-site NYCTA Facility to a newly constructed turnkey facility, delivered by the Project Developer, off-site at the NYCTA Relocation Site in the North Brooklyn IBZ in East Williamsburg (Block 2591, Lot 1, 5, and 45). The existing ERU Facility at 65 Commercial Street would also be relocated to the NYCTA Relocation Site, which would create a fully vacant site at Commercial Street (Brooklyn Block 2472, Lot 415) and allow for the City to advance full realization of the proposed Box Street Park. The ERU Facility site was identified as the proposed location for the future Box Street Park in 2005 as part of the WAP. Development of the ERU Site portion of the Park has been delayed, in part, due to difficulties relocating the NYCTA ERU Facility.

Proposed Development

The Proposed Development would contain a total of 1,215,000 gsf (939,900 zoning square feet [zsf], 7.13 FAR), consisting of approximately 35,000 gsf (33,000 zsf, 0.25 FAR) of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum on Lot 25 and approximately 1,106,500 gsf (872,900 zsf, 6.63 FAR) of residential space (up to approximately 1,150 total units on Lot 1). Pursuant to the Applicant's preferred MIH Option 1, approximately 25 percent (up to approximately 300) of the proposed units would be affordable at an average of 60 percent AMI. However, the Project Developer intends to provide the affordable units at an average of 56 percent AMI. The Proposed Development would also include approximately 36,500 gsf (34,000 zsf, 0.26 FAR) of local retail commercial space and approximately 37,000 gsf (approximately 140 spaces) of below-grade parking in a single cellar level accessed via a new curb cut on Quay Street. 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. The Proposed Development would introduce approximately 50,000 sf of open space—43,000 sf of which would be publicly accessible, including 34,000 sf of required WPAA and an additional 9,000 sf of PAA. The remaining 7,000 sf of open space would be made up of space for museum visitors as well as landscaping and planting areas that have been designed to visually blend and physically connect with the WPAA and PAA spaces. 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 that would introduce residential, commercial, and museum uses to the site, consistent with the intention of the 2005 Greenpoint-Williamsburg Rezoning.

One of the three Proposed Development buildings would provide a permanent home 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 was donated to the Greenpoint Monitor Museum in 2003 for the express purpose of constructing a museum and would remain in ownership by the Greenpoint Monitor Museum.

The Proposed Development would also include two mixed-use buildings:

- The West Building on Lot 1, an approximately 979,000-gsf mixed-use residential and commercial building with two high-rise towers. The Project Developer is proposing approximately 912,500 gsf of residential space (950 DUs, approximately 248 of which would affordable pursuant to MIH Option 1) and approximately 29,500 gsf of ground floor and second story retail space, along with approximately 37,000 gsf of parking (approximately 140 spaces). The west tower would rise to approximately 56 stories and 600 feet (640 feet including bulkhead), and the east tower would rise to approximately 41 stories and 450 feet (490 feet including bulkhead). Separate residential and retail entrances would be located along Quay Street.
- The East Building on Lot 1, an approximately 201,000-gsf mixed-use residential and commercial building rising to approximately 21 stories and 230 feet (260 feet including bulkhead) on the eastern portion of the site. The Project Developer is proposing approximately 194,000 gsf of residential space (200 DUs, approximately 52 of which would be affordable pursuant to MIH and approximately 7,000 gsf of ground floor retail space.

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

D. DESCRIPTION OF THE PROPOSED ACTIONS

To facilitate the Proposed Development, the Applicants are seeking the approval of the Proposed Actions, which would apply to the Rezoning Area:

- A 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) the northern half of former Quay Street from M3-1 to R6; and (4) modify the park boundary to exclude Lot 25 and the northern half of former Quay Street.
- Zoning text amendments to the ZR, as amended will include:
  - To amend ZR Section 62-361 (Special Floor Area Regulations) to allow the underlying MIH FAR to apply to MIH sites within BK-1.
  - To amend ZR Section 62-931 (Waterfront Access Plan BK-1: Greenpoint-Williamsburg) to remove the park identification of Block 2590, Lot 25 and the former Quay Street and update WAP BK-1 maps.
  - To amend ZR Section 62-363 (Special Height and Setback Regulations) to update special height and setback regulations for R8/MIH sites within BK-1.
  - To amend ZR Appendix F to map an MIH area coterminous with the Development Site.
  - To amend ZR Section 74-745 to allow the waiver or reduction of required loading berths as part of a Large Scale special permit within WAP BK-1.
- Zoning special permits pursuant to ZR Sections 74-743(a)(2) and 74-745 for Large Scale General Development (LSGD) applicable to the Development Site to allow the following modifications in

order to achieve a superior site plan: ZR 62-343, 62-363, 36-62, and 62-332(a) (height and setback, maximum tower width, maximum tower size, loading, and waterfront yard depth).

- A zoning certification by the Chairperson of the City Planning Commission pursuant to ZR Section 62-811 (Waterfront public access and visual corridors).
- An amendment to the City Map to remove the existing park identification from Lot 25 and the former Quay Street to facilitate development of a publicly accessible open space and a permanent home for the Greenpoint Monitor Museum as part of the Proposed Development.

In addition to the Proposed Actions, Monitor Museum, as the owner of Lot 25, is seeking the following amendments to currently held State and Federal permits, which are necessary to facilitate the development of the landscaped Waterfront Public Access Area:

- Amendment of existing or new New York State Department of Environmental Conservation (DEC) Tidal Wetland and Protection of Waters permits in connection with shoreline restoration work on Lot 25.
- Application for new DEC Tidal Wetland and Protection of Waters permits on Lot 1 (sought by the Project Developer).
- Amendment of U.S. Army Corps of Engineers (USACE) Section 10 and Section 404 permits in connection with shoreline restoration work on Lot 25.

Additional State actions, not subject to CPC review include:

- MTA Board approval of the lease and redevelopment of Lot 1 and the lease and redevelopment (including approval of rear yard bulk waiver) of the NYCTA Relocation Site.
- DEC for Brownfield Cleanup Program (BCP); not a SEQRA Action.

In addition, the project approvals would include establishment of an (E)-designation (E-870) on the NYCTA Relocation Site to codify restrictions related to hazardous materials and air quality; and a Restrictive Declaration (RD) that would be recorded against the Development Site to codify restrictions and commitments made related to the environmental review.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Actions have been designed to facilitate the comprehensive redevelopment of a nonconforming industrial site, transforming it into a vibrant, mixed-use area with new open space and waterfront access for the public, affordable residential units, new local retail opportunities, and a new community facility element.

Without a relocation plan or replacement facility to house the NYCTA operations on Lot 1, the site has remained underdeveloped and inconsistent with both the underlying zoning, and with residential development trends in the surrounding area. As part of the Proposed Development, the Project Developer has identified a relocation site in the North Brooklyn IBZ in East Williamsburg and would construct a new turnkey facility for the relocation of the NYCTA operations, providing the opportunity for a new development to be constructed on the footprint of the existing NYCTA Facility that would be more aligned with surrounding uses. In its existing condition, the NYCTA Facility creates a barrier between the waterfront and upland neighborhoods, serving as an impediment to the fulfillment of the WAP. No residential development has been achieved on Lot 1 since it was rezoned to allow for residential use almost 20 years ago.

The Proposed Development would replace vacant land and the existing NYCTA Facility, an incompatible industrial use, with new publicly accessible open space, supporting the goals of the Greenpoint-Williamsburg Rezoning by improving waterfront access and connecting area open spaces.

The area surrounding the Development Site is experiencing strong demand for new mixed-income housing, particularly market-rate and affordable housing. The Brooklyn Community Board 1 Statement of Needs for the year 2025 prioritizes housing—and permanent affordable housing that includes lower income bands, in particular. The Proposed Actions would unlock the site's development potential to facilitate the

development of more deeply affordable and equitable housing opportunities in Greenpoint. Residential development under the existing R6 zoning would result in a lower density development than the Proposed Development, in which no affordable units and fewer market-rate housing units would be constructed. The proposed zoning changes would allow an increase in residential density, enabling the development of up to approximately 1,150 residential units—of which 25 percent would be affordable (up to 300 permanently affordable units), pursuant to MIH Option 1. The Applicant believes that responds to the strong demand for affordable housing in Greenpoint and Williamsburg highlighted in Brooklyn Community Board 1's Statement of Needs.

The Applicant believes that the mixed-use development would support local retail development, activate the Development Site providing commercial amenities for residents and visitors, and be more consistent with surrounding land use trends compared to what currently exists on the Development Site. The proposed Monitor Museum would enhance the neighborhood's historical and cultural amenities by providing a permanent space dedicated to the Development Site's historical significance and the USS Monitor. The Monitor Museum will celebrate the history of the Continental Iron Works, the USS Monitor, and its designer John Ericsson in the location where the USS Monitor was built.

By facilitating the relocation and consolidation of the existing NYCTA Facility on Lot 1 and the ERU Facility located at 65 Commercial Street into a new facility at the NYCTA Relocation Site, the Proposed Actions would also allow for the full realization of Box Street Park by the City. Proposed in 2005, Box Street Park has experienced delays due to difficulties with finding a viable relocation for the ERU Facility. Unlocking the ERU Site at 65 Commercial Street would allow the City to develop an additional approximate 25,000 sf of open space for the future Box Street Park and would introduce a beneficial public use to the waterfront and the Greenpoint neighborhood at large. Furthermore, the relocation of both the existing NYCTA Facility and the ERU Facility would remove non-conforming uses and truck traffic from an increasingly active residential and mixed-use waterfront, supporting a growing residential community.

The combination of affordable housing, a new museum, and new public open space access facilitated by the Proposed Actions would support the "Thriving Neighborhoods" initiative of OneNYC 2050, which aims to foster communities that have safe and affordable housing and are well-served by parks, cultural resources, and shared spaces. The Proposed Development seeks to transform an underutilized and industrial segment of the Greenpoint-Williamsburg waterfront into a mixed-use, vibrant community hub, providing new open space and connectivity within the developing waterfront open space network surrounding the Development Site. Through strategic zoning modifications and community-centric planning, the Proposed Development aims to provide much-needed affordable housing, a new cultural asset, commercial amenities, and enhanced public spaces, all while ensuring sustainable and resilient development.

F. ANALYSIS FRAMEWORK

The 2025 *CEQR Technical Manual* serves as guidance on the methodologies and impact criteria to evaluate the potential environmental effects of the Proposed Actions.

Analysis Year

The analysis year assumes approval of the Proposed Actions in 2026 and that construction of the NYCTA Replacement Facility would commence shortly thereafter, with construction of the Proposed Development beginning subsequent to the NYCTA's relocation. It is estimated that construction of the NYCTA Replacement Facility would last approximately 18 months, plus an additional 2 months to relocate operations into the new facility, followed by subsequent demolition of the existing NYCTA Facility on Lot 1 (6 months), with construction of the Proposed Development (approximately 36 months) being completed in 2031. This timeline accounts for the construction of a new, approximately 143,000-gsf turnkey NYCTA facility in East Williamsburg; relocation of the existing NYCTA Facility to the NYCTA Relocation Site; demolition of the NYCTA Facility on the Development Site; and the construction of the Proposed Development, including all shoreline improvements and public open space. Accordingly, the EIS uses a 2031 build year.

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Actions, a Reasonable Worst-Case Scenario (RWCDS) was established for both the Future Without the Proposed Actions (No-Action) and the Future With the Proposed Actions (With-Action) Conditions. The incremental difference between the No-Action and With-Action Conditions serves as the basis of the impact category analyses.

The Future Without the Proposed Actions (No-Action Condition)

The Applicant has developed plans for the Development Site, which are as-of-right under the existing zoning. However, the proposed relocation of the NYCTA Facility on Lot 1 and long-term land lease with the MTA require MTA Board approval, which is a discretionary action subject to SEQRA. Because Lot 25 is zoned M3-1 and shown as a 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 site of the undeveloped shoreline of Lot 25, limiting the connectivity of the waterfront. As such, in the future without the Proposed Actions (No-Action Condition), it is conservatively assumed that existing conditions at the Development Site would remain.

Further, without the Proposed Actions no new development would occur on the NYCTA Relocation Site at 213 Meadow Street. 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 planned full development of Box Street Park.

The Future With the Proposed Actions (With-Action Condition)

The With-Action Condition is the same as the Proposed Development, which is the RWCDS scenario that would be developed in accordance with the Proposed Actions described above. The With-Action Condition is compared to the No-Action Condition in **Table 1**, below. While the Project Developer is pursuing MIH Option 1, the environmental review will assess affordability ranging from 20 percent of residential units (up to approximately 230 units) at an average of 40 percent AMI to 30 percent of units (approximately 345 units) at an average of 80 percent AMI.

Table 1: Comparison of Future No-Action and With-Action Conditions

		No-Action Condition	With-Action Condition	Increment
Residential	GSF	0	1,106,500	+1,106,500 GSF
	DUs	0	1,150	+1,150 DUs
	MIH DUs	0	230 to 345	+230 to 345 DUs
Commercial (Local Retail)	GSF	0	36,500[1]	+36,500 GSF
Community Facility (Museum)	GSF	0	35,000	+35,000 GSF
Industrial (NYCTA Facility)	GSF	71,838	0	-71,838
Parking	GSF	0	37,000	+37,000 GSF
	Res. Spaces	0	140	+140 Res. Spaces
Development Site - Total GSF		71,838	1,215,000	+1,143,162 GSF
Open Space (SF)	Total	0	50,000	+50,000 SF
	Publicly Accessible	0	43,000	+43,000 SF
On-Site Workers		*200*	*176*	*-24 on-site workers*
On-Site Visitors		*0*	*200*[2]	*+200 museum visitors*

		No-Action Condition	With-Action Condition	Increment
Industrial	GSF	2,000	143,000	+141,000 GSF
NYCTA Relocation Site - Total GSF		2,000	143,000	+141,000 GSF
On-Site Workers		25	245	220
Industrial	GSF	4,700	0	-4,700 GSF
Open Space	SF	0	*25,000*[3]	*+25,000 SF*
ERU - Total GSF		4,700	0	-4,700 GSF
On-Site Workers		45	0	*-45 on-site workers*

Notes:
Existing worker counts provided by NYCTA Facility and current business at Relocation Site. No-Action and With-Action workers estimated assuming the following: Residential: 1 worker per 25 DUs; Commercial: 1 worker per 333 gsf; Museum: approx. up to 20 total employees

[1] 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.
[2] Based on information provided by the Applicants
[3] Development of this open space would be made possible because of the Proposed Actions, but would be undertaken by NYC Parks

Public Review Process

As described above, the Proposed Actions are discretionary public actions that are subject to ULURP, CEQR, and SEQRA.

ULURP

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months. The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case, Brooklyn Community Board 1). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the ULURP application. In the event the Council seeks to modify the application, the modifications are referred to the CPC for consideration, and the time for City Council action is extended to 65 days.

CEQR and SEQRA

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with SEQRA. In addition, the City has published a guidance manual for environmental review, the *CEQR Technical Manual*. The SEQRA and CEQR rules guide environmental review through the following steps:

- **Establish a Lead Agency**. Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. DCP, acting on behalf of the CPC, is serving as the lead agency.
- **Environmental Review and Determination of Significance**. The lead agency determines whether the proposed actions may have a significant impact on the environment. To do so, an EAS must be prepared. This EAS is reviewed by the lead agency, which determines if the Proposed Actions and development have the potential to result in any significant adverse impacts on the environment. As the Proposed Actions are classified as a "Type I Action" and the EAS identified the potential for significant adverse impacts on the environment in certain impact categories, an EIS is required and must be prepared, and a determination of significance must be issued. A Positive Declaration has been issued by DCP, as lead agency.

- **Draft Scope of Work**. A Draft Scope of Work (DSOW) is required for the preparation of an EIS and has been prepared for this project. It contains a description of the Proposed Actions and the tasks that will be undertaken to analyze the potential environmental impact of the Proposed Development. The issuance of the DSOW marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the DSOW may do so and give their comments to the lead agency. The public, interested agencies, and elected officials are invited to comment on the DSOW, either in writing or orally, at a public scoping meeting. A scoping meeting was held on Tuesday April 22, 2025. Public comments were accepted through Friday May 2, 2025.
- **Final Scope of Work**. Comments received during the scoping meeting and written comments received up to 10 days after the meeting will be considered and incorporated, as appropriate, into the Final Scope of Work (FSOW). The FSOW will incorporate all relevant comments made on the DSOW and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process.
- **Draft EIS.** The Draft EIS (DEIS) has been prepared in accordance with the FSOW. Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments.
- **Final EIS**. Following the close of the public review period, the Final EIS (FEIS) was prepared. Comments made on the DEIS have been responded to and incorporated into the FEIS, as appropriate. Once the lead agency certifies that the FEIS is complete, it issues a Notice of Completion (NOC) describing the FEIS, the project, and how to obtain copies of the FEIS. Pursuant to SEQR regulations, the lead and any involved agencies must allow at least ten (10) calendar days after the publication of the NOC to consider the findings in the FEIS before a decision is made. To demonstrate that the responsible City decision-maker has taken a hard look at the impacts, alternatives, and mitigation measures, the lead and each involved agency must adopt a formal set of written findings, known as a "Statement of Findings," setting forth its decision regarding the action it will take and drawing its conclusions about any significant adverse environmental impacts and how to avoid or mitigate them. Each lead or involved agency is responsible for its own Statement of Findings; once each adopts its findings, the CEQR process is concluded, and the agencies may then take their actions.

G. PROBABLE IMPACTS OF THE PROPOSED PROJECT

Land Use and Zoning, and Public Policy

The Proposed Actions would not result in significant adverse impacts with respect to land use, zoning and public policy. 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 are intended to 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.

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 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 be consistent with WRP policies (WRP# 24-097), and would promote resilient and energy-efficient development, consistent with the CLCPA. Therefore, the Proposed Actions would be consistent with applicable public policies.

Socioeconomic Conditions

The preliminary analysis of indirect residential displacement determined the Proposed Actions would not result in a significant adverse impact to socioeconomic conditions. Based on 1,150 incremental DUs, the Proposed Actions would result in the development of more than 200 residential units, warranting a preliminary assessment of indirect residential displacement. A half-mile study area is used for the assessment of indirect residential displacement per *CEQR Technical Manual* guidance.

Step 1 of the analysis was to determine the anticipated population increase in the study area in the With-Action condition relative to the No-Action condition. Per the *CEQR Technical Manual*, a study area population increase over 5 percent should proceed to Step 2 of the analysis. The Proposed Actions would result in a population increase of 9.6 percent; therefore, the analysis proceeded to Step 2, per *CEQR Technical Manual* guidance.

The median household income for the study area is $141,735 (per the 2019-2023 American Community Survey [ACS] five-year estimates), which is higher than that of Brooklyn and New York City as a whole. Median household rent is $2,819, which is also substantially higher than the median household rent in Brooklyn and New York City. The analysis found that listed third-quartile rents in the study area are approximately $3,900 for studios, $5,500 for one-bedroom units, $6,000 for two-bedroom units, and $6,800 for three-bedroom units.

The Proposed Actions plan to include use of MIH Option 1 for the development of approximately 300 affordable DUs (or approximately 25 percent of total DUs) with incomes averaging 60 percent AMI, and the Project Developer intends to provide the affordable units at an average of 56 percent AMI; however, to be conservative, the analysis considers MIH Options 1, 2, and 3, ranging from 20 percent of DUs affordable to those earning an average of 40 percent AMI to 30 percent of DUs affordable to those earning an average of 80 percent AMI. Using a weighted average based on the MIH option that would result in the highest average income when weighted with the market-rate units in the Proposed Development, the average income of households occupying the proposed residential units would be approximately $181,596. Therefore, it is estimated that the Proposed Actions would introduce a population with similar or lower incomes to the study area which has a current average household income of $186,991. According to the *CEQR Technical Manual*, because the estimated average incomes of the new population would be lower than the average incomes of the study area populations, then the Proposed Actions would not be expected to significantly alter socioeconomic conditions in the study area and no further analysis is warranted.

Community Facilities and Services

The Proposed Actions would not result in significant adverse impacts on community facilities and services. In accordance with *CEQR Technical Manual* guidelines, detailed analyses of potential indirect effects on

public elementary and intermediate schools, public libraries, and publicly funded early childhood programs were conducted for the Proposed Actions. The Proposed Actions would not introduce a sizeable new neighborhood, nor would it displace or alter the existing healthcare facilities or police and fire protective services. Therefore, significant adverse impacts to healthcare facilities and police and fire protective services are not anticipated and further analysis of those facilities is not warranted. Additionally, as the number of project-generated elementary, intermediate, and high school students would fall below the CEQR thresholds for analysis, no significant adverse impacts on elementary, intermediate, or high schools are anticipated. Therefore, the Proposed Development does not have the potential to indirectly impact public schools, healthcare facilities, or police and fire protection services. Additionally, development associated with the NYCTA Relocation Site does not have the potential to directly or indirectly impact any community facilities or services.

Indirect Effects on Public Schools

The Proposed Actions would not result in significant adverse impacts to public schools. The Proposed Actions would generate over 50 elementary and intermediate school students, the threshold at which a detailed analysis was warranted under the *2021 CEQR Technical Manual*. Although the number of project-generated elementary and intermediate school students would not reach the *2025 CEQR Technical Manual* threshold of 100 students, a detailed analysis of public elementary and intermediate schools is included for informational purposes. Following *CEQR Technical Manual* methodologies, the study area for the analysis of elementary and intermediate schools is the school subdistrict in which the Development Site is located, specifically Subdistrict 3 of Community School District (CSD) 14.

Based on a detailed analysis, under the With-Action condition, the utilization rate of elementary and intermediate schools would not exceed 100 percent. Therefore, the Proposed Actions would not result in significant adverse impacts to elementary and intermediate schools.

Indirect Effects on Early Childhood Programs

The Proposed Actions would not result in significant adverse impacts to early childhood programs. In the With-Action condition, the Proposed Actions would result in the incremental development of approximately 1,150 DUs to the study area, of which up to 345 units would be affordable pursuant to the MIH program, as compared to the No-Action condition. Based on the multipliers for estimating the number of children eligible for early childhood programs according to the New York City Department of Education (NYC DOE), the Proposed Actions are anticipated to generate the need for approximately 62 early childhood program slots.

Based on a detailed analysis, early childhood programs in the study area would be under capacity with a surplus of 141 slots in the With-Action condition. The utilization rate would be 66 percent in the future with the Proposed Actions and the change in utilization rate from the No-Action condition to the With-Action would be an increase of 3.4 percent. Since the collective utilization rate for early childhood programs would be below 100 percent in the future with the Proposed Actions, and as the change in utilization rate between the No-Action and With-Action conditions would be below the CEQR impact threshold of 5 percent, the Proposed Actions would not result in a significant adverse impact on publicly funded early childhood programs.

Indirect Effects on Libraries

The Proposed Actions would not result in significant adverse impacts to public libraries. There is one Brooklyn Public Library (BPL) branch within 0.75 miles of the Development Site: the Greenpoint Library. As stated in the *CEQR Technical Manual*, a significant adverse impact could occur if a project would increase the population of the library catchment area by 5 percent or more, as this increase could impair the delivery of library services in the study area. The catchment area population is expected to increase by 3.19 percent from the No-Action to With-Action condition and the holdings per resident would decrease from 0.49 in the No-Action condition to 0.48 in the With-Action condition. As the library catchment area population in the future with the Proposed Actions would increase by less than 5 percent, the Proposed Actions are not expected to result in a significant adverse impact on public libraries.

Open Space

The Proposed Actions would not result in significant adverse impacts on open space resources, The Proposed Actions would not result in a physical loss of public open space, affect the use of an open space so that it no longer serves the same user population, or limit public access to an open space. As such, no direct open space impacts would occur.

An analysis of the potential for the Proposed Development to indirectly impact open space due to a residential population increase was conducted and found that the Proposed Actions would not result in a significant adverse impact to open space. According to the *CEQR Technical Manual*, a project may have a significant adverse indirect impact on open space resources if it significantly reduces the open space ratio (OSR), thereby overburdening existing facilities or exacerbating a deficiency in open space. Given that the Proposed Development is anticipated to introduce an increment of approximately 2,795 residents over the No-Action condition, an open space analysis for a residential half-mile study area was conducted in accordance with *CEQR Technical Manual* guidelines.

In the With-Action condition, the active OSR would decrease by approximately 8.1 percent, from 1.07 acres per 1,000 residents in the No-Action condition to 0.98 acre per 1,000 residents in the With-Action condition. The passive OSR would decrease by approximately 7.5 percent, from 1.81 in the No-Action condition to 1.68 in the With-Action condition. The total OSR would decrease by approximately 7.7 percent, from 2.88 in the No-Action condition to 2.66 in the With-Action condition. The Development Site is located in a Walk-to-a-Park Service Area and would continue to be well-served by nearby open space resources. In the future With-Action condition, while the study area's passive and total OSRs would decrease by more than 5 percent, the passive and total OSRs would remain above the City's planning goals of 0.5 and 2.5 acres per 1,000 residents, respectively. Although the active OSR would remain below the City's planning goal, as in the existing and No-Action conditions, the decrease in the active OSR would be offset by the provision of new public open space as part of the Proposed Development, long-term funding from the Project Developer to the City/NYC Parks, and private open space terraces for use by residents of the Proposed Development, thereby alleviating demand on nearby public open space resources. Additionally, the new open space created by the Proposed Development would provide opportunities for active recreation such walking and jogging from points north and south along the waterfront. As such, no significant adverse impact to open space resources would occur.

Additionally, as a qualitative consideration, because the ERU Facility would move operations to the NYCTA Relocation Site in the With-Action condition, the 25,000-sf ERU Site would be vacant, which would allow for the full realization of the City's long-anticipated plan for Box Street Park. Though located outside of the half-mile study area, the larger Greenpoint neighborhood would benefit from this additional open space resource that would not have an immediate path forward without the Proposed Actions. The larger portion of Box Street Park will begin construction in early- to mid-2026, making timely availability of the ERU Site important.

Shadows

The Proposed Actions would not result in significant adverse shadow impacts. A preliminary assessment, including a Tier 1 screening, was conducted for the NYCTA Replacement Facility at the NYCTA Relocation Site and concluded that the Proposed Actions would not result in a significant adverse shadows impact.

A detailed shadows analysis was conducted for the Proposed Development at the Development Site based on the methodology set forth in the *CEQR Technical Manual*, which determined that the Proposed Actions would not result in a significant adverse impact related to shadows. Tier 1 through Tier 3 and detailed shadows analyses were undertaken for the Proposed Actions, since the Development Site is located adjacent to sunlight-sensitive resources and future development would result in With-Action structures with at least 50 feet of incremental height change (the *CEQR Technical Manual* criteria for a shadows analysis). Several sunlight-sensitive resources were identified within the potential Tier 3 shadow sweep that were advanced to a detailed analysis. These resources consist of six open space resources: Transmitter Park, American Playground, 61 Franklin Street Garden, Greenstreet at Franklin Street, Calyer Place Open

Space, and Bushwick Inlet Park; one historic resource, St. John's Lutheran Church; and two natural resources, the East River and Bushwick Inlet.

A detailed analysis was conducted for the resources that could receive incremental shadow on one or more of the analysis days. For the six open space resources studied in the detailed shadows assessment, incremental shadows would be of limited duration and would occur on spaces that receive uninterrupted sunlight during other periods of the analysis day. Thus, it was determined that incremental shadows would not adversely affect the public's enjoyment of the space or the viability of vegetation of these resources. Incremental shadows on St. John's Lutheran Church would be for a limited duration that would not affect the public's enjoyment of sunlight-sensitive features of the church building. Additionally, incremental shading would occur over limited portions of the East River and Bushwick Inlet (including the Bushwick Inlet Recognized Environmental Complex). Shadows on these resources would occur for brief periods of time during the morning hours because the Development Site is located north of these resources. The effects of incremental shadows on habitats and resident organisms within these natural resources would be temporary and of limited duration. Based on the foregoing, no significant adverse impacts to sunlight sensitive resources would occur due to shadows from future development under the Proposed Actions.

Historic and Cultural Resources

The Proposed Actions would not result in a significant adverse impact to historic and cultural resources. A letter requesting environmental review and historic clearance was submitted to the New York City Landmarks Preservation Commission (LPC) for the Development Site and Proposed Development. In a response dated October 24, 2024, LPC indicated that after a review of archaeological sensitivity models and historic maps, there are no properties with archaeological significance within the Development Site.

Another letter requesting environmental review and historic clearance was submitted to LPC for the NYCTA Relocation Site. In a response dated February 13, 2025, LPC indicated that there are no properties with archaeological significance within the NYCTA Relocation Site and no architectural resources within a 400-foot radius.

Four architectural resources were identified within the quarter-mile study area relative to the Development Site. The Proposed Development would not significantly alter or affect the setting, visual relationship, or publicly accessible views of the identified historic resources within the study area. As discussed above in "Shadows," one historic resource with sunlight-sensitive features (St. John's Lutheran Church located at 153-157 Milton Street) would receive incremental shadows as a result of the Proposed Actions. While shadows from the Proposed Development would be cast on the historic church for 12 minutes on the December 21st analysis day, this would not result in a significant adverse impact. Therefore, no significant adverse impacts would occur to architectural resources related to shadows.

Urban Design and Visual Resources

The Proposed Actions would not result in significant adverse impacts with respect to urban design and visual resources.

Urban Design

According to the urban design assessment, the Proposed Actions are not anticipated to have 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, and is intended to create visual interest and enhance 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 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. The Proposed Development would connect to a network of existing neighborhood open spaces, 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 would establish essential connections within this network of expanding neighborhood open spaces that support the goals of the Greenpoint-Williamsburg WAP. The introduction of publicly accessible open space would also enhance the block's utility and appeal. Pedestrians 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 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. This exceeds the minimum requirement of 60 feet, and is designed to enhance the pedestrian experience. Additionally, the addition of an approximately 25,000-sf Shore Public Walkway is designed to enhance the pedestrian experience of the area, and 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 existing 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 NYCTA Facility. 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 condition 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 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.

Natural Resources

The Proposed Actions would not result in significant adverse impacts on natural resources. The Development Site is currently characterized by disturbed and developed conditions, limited habitat value, low plant and wildlife species diversity, and high levels of invasive plant species. The adjacent waters of Bushwick Inlet and the East River have been negatively impacted by historical and ongoing impacts to habitats and species from over two centuries of local and regional commercial and industrial development. Water quality within Bushwick Inlet and the East River has been drastically impacted due to urban and industrial development, shipping, stormwater runoff, sewage effluents, and industrial point sources. Further impacts to water quality and habitats are occurring currently from erosion and sedimentation due to the degraded and failing shoreline revetment at the Development Site.

The Proposed Development includes approximately 50,000 sf of on-site open space, including a 34,000-sf WPAA and a 9,000-sf PAA. Implementation of the Proposed Development would result in the removal of non-native/invasive plant species, and the introduction of native tree, shrub, herbaceous plant species, and lowland and upland maritime shrub and grass habitats, which would result in increased native plant abundance and diversity, expanded coverage, heterogeneity, and connectivity of native coastal habitats. The Proposed Development would also provide crucial shoreline stabilization along the Bushwick Inlet waterfront.

Construction of the Proposed Development would result in minor, temporary displacement effects to resident terrestrial wildlife at the Development Site and aquatic fauna within Bushwick Inlet and the adjoining East River, including potential temporary effects to habitat for two listed fish species that are known to occur within the East River, but have not been confirmed locally. Similar to the effects of the current waterfront construction and installation of vegetated wetland and upland habitats within and adjacent to Bushwick Inlet at the Motiva Parcel of Bushwick Inlet Park adjacent to the Development Site, such effects would be avoided or minimized with the implementation of best management practices (BMPs) and adherence to regulatory agency permitting requirements during construction. Following implementation of the Proposed Development, improvements to habitat quantity and quality, as well as wildlife species diversity are expected, and many local species, including birds and other terrestrial wildlife, may experience increases in individual population densities due to expanded habitat opportunities.

Implementation of the Proposed Development would result in the removal of the existing shoreline revetment and construction of a new sheet pile bulkhead and rock revetment within the same general footprint as the existing revetment, thereby avoiding permanent loss of tidal wetlands and associated impacts to tidal habitats, vegetation, and organisms. The new bulkhead and revetment would address ongoing shoreline erosion and resulting sedimentation impacts to the intertidal zone that occur currently at the Development Site, thereby improving wetland habitat quality within Bushwick Inlet. Additionally, establishment of the two structures would enable the excavation necessary to perform the required remediation of contaminated soils and groundwater at the Development Site, thereby preventing future contamination of tidal habitats within Bushwick Inlet and the East River. Temporary impacts to Bushwick Inlet and the East River adjacent to Development Site due to site redevelopment, including bulkhead/revetment construction, noise, and vibration, would occur during demolition and construction activities along the shoreline. Similar to the NYC Parks *habitat restoration and coastal resiliency efforts at the portions of Bushwick Inlet Park that adjoin the Development Site,* both upland and in-water construction activities would employ BMPs and would comply with all conditions, restrictions, and avoidance/minimization measures of the anticipated USACE and DEC permits for the Proposed Development. Accordingly, the overall impacts to wetlands and surface water are expected to be minimal and temporary in nature, and would be largely avoided due to BMPs and adherence to regulatory agency permitting requirements.

Based on the foregoing, no significant adverse impacts to natural resources are anticipated.

Hazardous Materials

The Proposed Actions would not result in significant adverse impacts with respect to Hazardous Materials. Any potential for significant adverse impacts related to hazardous materials would be avoided through E Designations; the existing (E)-Designation (E-138) on the Development Site would continue to govern that property and a new (E)-Designation (E-870) would be placed on the NYCTA Relocation Site. Any potential remedial action that may be required would be administered as part of the (E)-Designation protocol under the regulatory oversight of the Mayor's Office of Environmental Remediation (OER). The Project Developer is also applying to enroll the Lot 1 portion of the Development Site (under two separate applications for the East and West Buildings, which will cover the entirety of Lot 1) and NYCTA Relocation Site into the DEC Brownfield Cleanup Program (BCP) which would provide a pathway to further characterize, investigate and remediate the Lot 1 and the NYCTA Relocation Site under regulatory oversight provided by DEC. The BCP is also considered an accepted pathway for site investigation and remediation that satisfies the requirements of OER's (E)-Designation program. Compliance with either the E-designation program under OER oversight or the BCP under DEC oversight would provide for the protection of human health and the environment within the Development Site and NYCTA Relocation Site once a Certificate of Completion is issued by DEC or a Notice of Satisfaction is issued by OER, and any required long term institutional and engineering controls (if required) are in place.

In addition to the requirements mandated under the (E)-Designation and/or enrollment in the BCP, regulatory requirements pertaining to the disturbance and handling of any lead-based paint, asbestos-containing materials and polychlorinated biphenyl-containing building materials would be followed. As such, implementation of the Proposed Actions would not result in significant adverse impacts related to hazardous materials.

Water and Sewer Infrastructure

Development Site

The Proposed Actions would not result in a significant adverse impact to water and sewer infrastructure. The Development Site is not located in an area that experiences low water pressure, and the Proposed Actions would generate a water demand of 0.26 mgd. Therefore, a detailed analysis is not warranted. It is anticipated that there would be adequate water service to meet the incremental water demand of the Proposed Development and there would be no significant adverse impact on the City's water supply.

Because the Development Site is located in a combined sewer area and the Proposed Actions would result in an incremental increase of more than 400 DUs, as compared to the existing condition, an analysis of the Proposed Actions' potential impacts on the City's wastewater and stormwater conveyance and treatment system is warranted. Based on the four rainfall events provided in the NYC DEP Flow Volume Calculation Matrix, the increment of sanitary and stormwater flows to the combined sewer system would be between 0.036 and 0.187 mgd which would exceed the five percent threshold established in the *CEQR Technical Manual*. However, these increments represent only a 0.011 to 0.064 percent increase of the Newtown Creek Water Resource Recovery Facility (WRRF) State Pollutant Discharge Elimination System (SPDES)-permitted capacity. As there would be an increase of five percent or more at the site over existing conditions, further review by and coordination with NYC DEP would be required to determine the site-specific stormwater management measures that would be implemented as part of the Proposed Development to ensure that sanitary and stormwater flows to the combined sewer system would not exceed operational capacity. Additionally, the implementation of BMP's are required under NYC's Unified Stormwater Rule, which updated and aligned water quantity requirements in the city's combined sewer drainage areas with water quality requirements in separately sewered drainage areas, providing a comprehensive, citywide stormwater management policy for public and private development. Therefore, stormwater retention would be required onsite for small and frequent rainfall events to prevent an increase in CSO events. The projected increase in sanitary and stormwater flows would not cause the Newtown Creek WRRF to exceed its operational capacity, or cause an increase in CSO events, as such, no significant adverse impact would occur.

NYCTA Relocation Site

The operations at the NYCTA Relocation Site would not result in a significant adverse impact to the water and sewer infrastructure. The NYCTA Relocation Site is not in a location that experiences low water pressure, and the Proposed Actions would generate a water demand of 0.056 mgd. Therefore, a detailed analysis is not warranted. It is anticipated that there would be adequate water service to meet the incremental water demand of the NYCTA Replacement Facility and there would be no significant adverse impact on the City's water supply.

Because the NYCTA Relocation Site is located in a separately sewered area and the Proposed Actions would result in an incremental increase of more than 100,000 sf of industrial use as compared to the No-Action condition, an analysis of the NYCTA Relocation Site's potential impacts on the City's wastewater and treatment system is warranted. The NYCTA Relocation Site would result in a total sewage generation of 0.033 mgd, an increase of 0.032 mgd over the existing condition. Although the increase in volume exceeds the five percent threshold established in the *CEQR Technical Manual*, this increment represents only a 0.01 percent increase of the Newtown Creek WRRF SPDES-permitted capacity. While future coordination with NYC DEP would be required to assess the existing sanitary infrastructure's capacity for sewage generation from the NYCTA Relocation Site, the projected increase in sanitary flows would not cause the Newtown Creek WRRF to exceed its operational capacity, or SPDES-permitted capacity.

The NYCTA Relocation Site is in a drainage area of concern, and the Proposed Actions would increase the amount of impervious roof surface over the existing condition which is predominantly paved; therefore, an analysis of the NYCTA Relocation Site's potential impacts on the City's stormwater conveyance is warranted. Based on the four rainfall events provided in the NYC DEP Flow Volume Calculation Matrix, the increment of stormwater flows to Newtown Creek would be between zero and 0.020 mgd (between zero and 16.6 percent) over the existing condition. Although the increase in volume exceeds the two percent threshold for a drainage area of concern, the implementation of BMPs, which are required by the Unified Stormwater Rule, would reduce stormwater runoff and regulate stormwater release rates into the existing stormwater infrastructure. Therefore, the Proposed Actions would not result in a significant adverse impact to stormwater infrastructure tributary to Newtown Creek.

Although the Proposed Actions would create new demand for water and treatment of sewage in comparison to the existing condition, based on the methodology set forth in the *CEQR Technical Manual*, the incremental increase would be well within the capacity of the City's systems, and the effects would not be considered significant or adverse.

Transportation

The Proposed Actions would result in significant adverse impacts with respect to Transportation (traffic, pedestrians). No significant adverse transit impacts or parking shortfall would occur with the Proposed Actions.

The Proposed Actions would facilitate development at two sites in Brooklyn—the Development Site in Greenpoint and the NYCTA Relocation Site in East Williamsburg. Detailed analyses of vehicular traffic, parking, pedestrian elements, subway, and vehicular and pedestrian safety were conducted to determine the Proposed Action's potential to result in significant adverse impacts. These analyses focus on the potential implications associated with the Proposed Development. A detailed bus analysis is not warranted for the Proposed Development, as the level of demand generated at the Development Site would be below the *CEQR Technical Manual* Level 2 screening threshold that warrants a detailed analysis. Detailed analyses associated with the relocation and consolidation of operations from the NYCTA Facility and ERU Facility to the NYCTA Relocation Site are not warranted as the level of travel demand to be generated at the site would be below the *CEQR Technical Manual* Level 1 screening threshold that necessitate further analyses.

Traffic

Traffic analyses were conducted for 13 intersections. The Proposed Development would result in significant adverse traffic impacts to four intersections (at six specific traffic movements) during the weekday AM peak hour, four intersections (at six specific traffic movements) during the weekday midday peak hour, five

intersections (at nine specific traffic movements) during the weekday PM peak hour, and five intersections (at seven specific traffic movements) during the Saturday peak hour. Mitigation measures that could be implemented to mitigate these significant adverse traffic impacts are discussed below in "Mitigation."

Pedestrians

Pedestrian analyses were conducted for a total of 22 pedestrian elements—ten sidewalk locations, four crosswalks, and eight corners—during the weekday AM, midday, PM, and Saturday peak hours. Significant pedestrian impacts were identified at the intersection of Franklin Street and Quay Street (one crosswalk in all peak hours analyzed and at one corner during the Saturday peak hour). Mitigation measures that could be implemented to mitigate these significant adverse pedestrian impacts are discussed below in "Mitigation."

Subways

Fare control areas and stairways were analyzed at the stations closest to the Development Site—the Greenpoint Avenue station and Nassau Avenue station (both accessed by the G subway line)—during the commuter peak hours. The analysis determined that the fare control areas and stairways analyzed at both stations would operate at acceptable levels of service during both peak hours, therefore the Proposed Actions would not result in significant impacts to these subway stations.

A line haul analysis was conducted for the G subway line and determined that subway line haul would be below capacity. Therefore, the Proposed Actions would not result in significant impacts to subway line-haul conditions.

Parking

The Proposed Development would provide approximately 140 on-site parking spaces. Project-generated demand would not be fully accommodated on-site. However, there would be sufficient capacity available (off-street plus on-street) within one-quarter mile of the Development Site to accommodate the demand not accommodated by the project during the weekday midday, weekday PM, overnight, and Saturday midday periods analyzed. Therefore, the Proposed Development would not result in a parking shortfall.

Vehicular and Pedestrian Safety

A study area consisting of the traffic and pedestrian analysis intersections was assessed for vehicular and pedestrian safety according to *CEQR Technical Manual* guidelines. Per CEQR criteria, none of the analysis locations have been identified as high crash locations.

Air Quality

The Proposed Actions would not result in significant adverse air quality impacts on the surrounding sensitive receptors, nor would nearby emission sources significantly impact the Proposed Development.

The mobile source analyses determined that project-generated traffic resulting in concentrations of carbon monoxide (CO) and fine particulate matter ($PM_{2.5}$) at the analyzed intersections would not result in any violations of National Ambient Air Quality Standards (NAAQS). Further, the 8-hour CO incremental concentrations, and the 24-hour and annual incremental $PM_{2.5}$ concentrations, were predicted to be below the City's *de minimis* criteria.

The proposed garage at the Development Site was selected as the worst-case condition for an air quality parking analysis. This analysis determined that the maximum predicted $PM_{2.5}$ increments at this facility would be well below the respective $PM_{2.5}$ *de minimis* criteria of 7.6 $\mu g/m^3$ for the 24-hour average concentration and 0.3 $\mu g/m^3$ for the annual concentration. As such, the parking garage analyzed would not result in any significant adverse air quality impacts.

Because the Applicant would commit to using electric heating, ventilation, and air conditioning (HVAC) and hot water systems for the Proposed Development, a stationary source analysis is not warranted, and no significant adverse impacts would occur. An RD would be recorded against the Development Site to ensure this commitment. Regarding the NYCTA Relocation Site, a screening analysis, using the nomograph provided in the *CEQR Technical Manual*, determined that there would be no potential significant adverse

air quality impacts from fossil fuel-fired heat and hot water systems at the NYCTA Relocation Site if the stack height is located at the highest tier and at least 55 feet above grade. An (E)-Designation (E-870) would be placed on the NYCTA Relocation Site to ensure that the assumptions used in the analysis to preclude the potential for significant adverse impacts are met. Regarding the NYCTA Relocation Site, there are no sensitive stationary source receptors in the area, as adjacent properties contain manufacturing or industrial uses. As the NYCTA Relocation Site would not introduce a sensitive use, an analysis of the potential for existing sources to impact this facility is not warranted.

The analysis of existing industrial/manufacturing uses in the surrounding study area determined that emissions of air toxic compounds would not result in any potential significant adverse air quality impacts. An analysis of the cumulative health risk impacts of existing industrial sources on the Proposed Development was also performed. Maximum concentration levels were found to be below the applicable health risk criteria.

Greenhouse Gas Emissions and Climate Change

The Proposed Actions would be consistent with the applicable City greenhouse gas (GHG) emissions reduction and climate change goals, and there would be no significant adverse GHG emission or climate change impacts as a result of the Proposed Actions.

Following the methodology provided in the *CEQR Technical Manual*, it is estimated that the Proposed Development would result in approximately 5,588 metric tons of carbon dioxide equivalent (CO_2e) emissions from its annual operations and 440 metric tons a year of CO_2e emissions from mobile sources. This estimate of vehicle emissions by the Proposed Actions' analysis year is conversative, as it does not account for the future increase in use of electric vehicles, which are expected to be powered by a cleaner grid and thus decrease in mobile source GHG emissions. The overall emissions represent less than 0.02 percent of the city's overall 2022 GHG emissions of 53.7 million metric tons. The NYCTA Relocation Site would result in approximately 381 metric tons of CO_2e emissions from its annual operations. The GHG emissions resulting from the Proposed Development would not hinder the project's consistency with City or State GHG goals due to its compliance with local laws, policies and building codes established for reducing GHG emissions.

The Proposed Actions would comply with the 2025 Energy Conservation Construction Code of New York State and 2025 New York City Energy Conservation Code, which govern performance requirements of HVAC systems, as well as the exterior building envelope of new buildings. The Proposed Actions would comply with the Local Law 97 requirements and implement energy efficient measures in addition to being situated in a transit-rich location. Thus, the Proposed Actions would contribute towards the NYC GHG reduction goals, would not interfere with the attainment of statewide GHG limits and would not result in a disproportionate burden on disadvantaged communities.

The Development Site and NYCTA Relocation Site are located within the AE Flood Zone, which is the "Special Flood Hazard Area" and also known as the 1.0 percent annual chance floodplain. Therefore, the potential effects of global climate change have been presented in the WRP Consistency Assessment, which considers the effects of climate change on rising sea levels, storm surge, and coastal flooding resulting from the Proposed Actions. It was determined that the Proposed Actions would be supportive of Policy 6.2 of the WRP. Therefore, adverse climate change impacts would occur as a result of the Proposed Actions.

Noise

The Proposed Actions would not result in significant adverse noise impacts. A noise assessment was conducted to determine whether the Proposed Development would significantly increase sound levels from mobile and stationary sources at noise receptors, and if the new noise receptors that would be introduced would be in an acceptable ambient sound level environment.

Receptors Not Introduced by the Proposed Actions

The study area includes residential and community facility receptors. Based on the results of the screening analysis, the Proposed Development would not generate sufficient vehicular traffic in the vicinity of noise receptors to exceed the threshold for a detailed vehicular source noise analysis at these receptors. In the

vicinity of the receptors, the maximum increase in the With-Action noise level compared to the No-Action noise level is projected to be approximately 1.2 A-weighted decibels (dBA), which is below the 3-dBA threshold for significance per the *CEQR Technical Manual*. Therefore, the Proposed Development would not cause a significant adverse vehicular noise impact.

Receptors Introduced by the Proposed Actions

The noise analysis for new receptors evaluates whether receptors would be introduced into an environment with acceptable ambient noise conditions. With-Action noise levels have been evaluated at new receptors based on ambient noise measurements, mobile source proportional noise modeling, and detailed modeling of noise from the Proposed Development.

The Proposed Actions would not include any substantial stationary source noise generators. The design and specifications for the building's mechanical equipment would incorporate sufficient noise reduction devices that would comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code.

Based on the highest predicted L_{10} sound levels, a minimum outdoor-to-indoor window/wall sound attenuation of 28 dBA is required for all façades of all three proposed buildings to maintain acceptable interior noise conditions per the *CEQR Technical Manual* noise exposure guidelines for residential and community facility uses. To implement this attenuation requirement, an RD would be recorded against the Development Site specifying the appropriate amount of window/wall attenuation and the need for alternate means of ventilation.

The Proposed Actions would also introduce approximately 50,000 sf of new open space at the Development Site, 43,000 sf of which would be publicly accessible including 34,000 sf of required WPAA, and 9,000 sf of PAA. It is concluded that the noise levels in the proposed public open space would exceed the 55 dBA (L_{10}) CEQR guideline, but would be comparable to noise levels at other parks throughout New York City. Therefore, the future projected noise levels would not constitute a significant adverse noise impact to the proposed public open space areas.

Public Health

The Proposed Actions would not result in any significant adverse public health impacts. The Proposed Actions would not result in unmitigated significant adverse impacts in the areas of hazardous materials, water quality, air quality, or noise. While significant adverse noise impacts could occur during construction, these would be temporary impacts resulting from conditions that are common during the construction of high-rise buildings in New York City. Excessive noise can affect health through the disruption of sleep or hearing. While noise during the construction period would reach applicable impact thresholds at one receptor, these thresholds are based on quality-of-life considerations as opposed to public health considerations. Noise levels during the construction period would not be high enough to constitute a public health concern. Construction of the Proposed Development would not result in chronic exposure to high levels of noise, prolonged exposure to noise levels above 85 dBA, or episodic and unpredictable exposure to short-term impacts of noise at high decibel levels, as per the *CEQR Technical Manual*. Consequently, construction of the Proposed Development would not result in a significant adverse public health impact.

Neighborhood Character

Based on the results of the neighborhood character assessment, the Proposed Actions would not result in a significant adverse impact to neighborhood character. The Proposed Actions would enhance the neighborhood character of the study area surrounding the Development Site. Specifically, the Proposed Actions would replace the existing non-conforming NYCTA Facility with a mixed-use development including affordable and market-rate housing, new publicly accessible open space, shoreline resiliency improvements, and community facility space, which would represent an improvement over existing conditions. At the NYCTA Relocation Site, the Proposed Actions would facilitate construction of a new facility that would be in character with the surrounding industrial uses.

The Proposed Actions would not result in significant adverse impacts in the technical areas of land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources;

historic and cultural resources; shadows; or operational noise. While the Proposed Development would result in significant adverse impacts related to increased noise during the construction period, and increased traffic and pedestrians in the operational and construction periods, these impacts would not result in a significant adverse impact to the defining elements of neighborhood character, nor any of the defining features. The resulting traffic and pedestrian conditions would be similar to those already seen in the neighborhood defining the study area, and would not be out of character with the surrounding neighborhood, and construction impacts would be temporary in duration. As such, the significant adverse impacts related to transportation and construction would not result in a neighborhood character impact.

Construction

Construction activities associated with the Proposed Actions would result in significant adverse transportation (traffic and pedestrians) and noise impacts but would not result in significant adverse construction air quality impacts. Governmental oversight of construction in New York City is extensive and involves a number of City, State, and Federal agencies, each with specific areas of responsibility. Construction at the Development Site would be subject to government regulations and oversight and would employ the general construction practices described below. Construction would also comply with the requirements of the New York City Noise Control Code.

Transportation

Potential transportation impacts during peak construction conditions were assessed. The peak quarter for construction at the Development Site was identified as the fourth quarter of 2029 (Q4 2029) when a daily average of 636 construction workers and 45 trucks would be generated by construction activity for the Proposed Development.

Traffic. During Q4 2029, construction activities would generate approximately 277 construction worker auto trips, ten construction worker taxi trips, and 22 construction truck trips during the weekday AM construction peak hour, and 277 construction worker auto trips, ten construction worker taxi trips, and six construction truck trips during the weekday PM construction peak hour.

A detailed traffic analysis was conducted for 13 intersections for the weekday AM and PM construction peak hours. These analyses determined that three of the 13 intersections analyzed would be significantly impacted during the weekday AM construction peak hour of 6:00 AM to 7:00 AM, and four of the 13 intersections analyzed would be significantly impacted during the weekday PM construction peak hour of 3:00 PM to 4:00 PM. Standard traffic capacity improvements typically implemented by the New York City Department of Transportation (NYC DOT), such as signal timing modifications, could fully mitigate impacted traffic movements at the three intersections impacted during the weekday AM construction peak hour and at three of the four intersections impacted during the weekday PM construction peak hour. A significant traffic impact during the weekday PM construction peak hour would remain unmitigated at the intersection of McGuinness Boulevard and Greenpoint Avenue.

Parking. A parking utilization analysis was conducted and determined that there would be approximately 100 off-street parking spaces and 144 on-street parking spaces available during the critical weekday midday period. The projected parking demand could be partially accommodated by a combination of available off-street parking capacity and on-street parking availability. Overall, there would be a deficit of 64 parking spaces under With-Action with construction conditions. However, this shortfall is not considered significant.

Transit and Pedestrians. Construction activity during the fourth quarter of 2029 would generate approximately 181 construction worker trips by public transportation during the weekday AM and PM construction peak hours. As the construction worker transit trips would be below the *CEQR Technical Manual* screening thresholds for detailed analysis, construction activity would not result in transit impacts. The number of pedestrian trips generated by construction workers (walk-only plus transit trips and walking trips to and from on-street parking spaces) would total 567 pedestrians during both the weekday AM and PM construction peak hours. The Proposed Development would generate between 1,262 and 2,278 pedestrian trips during the peak hours analyzed. During the weekday AM and PM peak hours analyzed for operational conditions, which correspond with the commuting peak hours, the project-generated demand

would result in significant adverse impact to the south crosswalk at the intersection of Franklin Street and Quay Street. Mitigation measures were not identified for this crosswalk and therefore the significant adverse pedestrian impacts would remain unmitigated under operational conditions. The number of pedestrian trips during construction that would traverse this crosswalk would be lower than the volumes under operational conditions. Therefore, during construction the potential for significant adverse pedestrian impacts would be no worse than what has been identified for operational conditions.

Air Quality

To assess the potential for the Proposed Actions to result in impacts related to air emissions, a detailed analysis was performed for the Proposed Development. Activities occurring between April 2029 to March 2030 were determined to be the peak period of on-site construction for air quality emissions. An analysis of on-site emissions (consisting of construction equipment, trucks, and fugitive dust) for the peak period was conducted. A detailed mobile source analysis was also conducted to evaluate the impacts from off-site construction traffic. The results of the on-site construction air quality assessment indicate that the Proposed Development would not exceed the applicable air quality standards and *de minimis* criteria. The off-site dispersion modeling analysis determined that $PM_{2.5}$, and CO concentrations would be below their corresponding *de minimis* thresholds or NAAQS, respectively. If contractors choose to use older diesel equipment, the use of diesel particulate filters (DPF) in Tier 3 emission standard for diesel engines (model years 2006-2011 for engine sizes between 50 and 600 hp) would be implemented. Tier 3 with DPF achieves the same $PM_{2.5}$ emission reductions as a newer Tier 4 emission standard for diesel engines. The Tier 3 engines with DPF would achieve diesel particulate matter (DPM) reductions of approximately 90 percent when compared to older uncontrolled engines. This construction air quality control measure would be implemented as a PCRE to reduce air pollutant emissions and avoid the potential for significant adverse air quality impacts during construction. Therefore, construction of the Proposed Development would not result in significant adverse air quality impacts due to construction activities.

Noise

Construction of the Proposed Development would involve standard construction activities and practices for buildings in New York City. Foundation installation and superstructure phases of construction are typically when the noisiest activities occur. The exterior and interior fit-out phases of construction typically involve minimal exterior equipment and substantially quieter noise conditions. The Development Site is located near existing residential and commercial land uses, and the introduction of new residences, community facility uses, commercial space, and open space would occur throughout construction of the Proposed Development. The construction noise analysis assesses the potential for construction to cause significant adverse noise impacts on nearby sensitive noise receptors. The Project Developer has committed to using grid power instead of the generators during Foundation, Superstructure, and Finishing phase, where grid power is sufficient and available, which would be implemented as a PCRE.

Construction noise from mobile sources has been evaluated from 6:00 AM to 7:00 AM, when construction traffic would be greatest since this is the period that most worker vehicles and trucks arrive at the Development Site. This is a period prior to the beginning of construction activities and would take place before noise from stationary construction equipment would occur. Construction noise from mobile sources would not increase by 3 dBA or more, and there would be no significant adverse noise impacts at the existing and future receptors due to construction mobile sources.

Since construction noise levels would exceed the thresholds for exterior increase in noise as well as the thresholds for acceptable interior noise levels for residential uses, there would be potential for construction of the Proposed Development to result in significant adverse construction noise impacts at 3 West Street, which is located across the street from the Development Site. No construction noise impact would occur at other receptors analyzed.

Vibration. Construction activities have the potential to generate ground-borne vibration that can potentially cause structural or architectural damage or annoy people in nearby vibration-sensitive spaces, such as residences. The most substantial sources of construction vibration are equipment associated with the excavation and foundation phase, such as pile drivers, drill rigs, bulldozers, and jackhammers.

There are no buildings within 90 feet of the Development Site listed by the LPC or the State and/or National Register of Historic Places (S/NR) that would require special protection from potential damage due to vibration. There is the potential for construction vibration from some construction equipment, such as pile drivers, to cause annoyance in nearby residences. However, these construction activities would only occur for limited periods of time at any particular location and vibration monitoring of adjacent properties would be implemented, as required by code. Therefore, there would be no significant adverse vibration impacts as a result of construction activities.

Other Technical Areas

The results of additional analyses indicate that the Proposed Actions are not expected result in significant adverse construction-related effects to land use, neighborhood character, socioeconomic conditions, community facilities and services, open space, historic and cultural resources, natural resources, or hazardous materials.

Land Use and Neighborhood Character. While construction of the new buildings under the Proposed Actions would cause temporary disruption, it is expected that such effects in any given area would be relatively short in duration, even under the worst-case construction sequencing and, therefore, would not create a neighborhood character impact. Therefore, no significant adverse construction impacts to land use and neighborhood character are expected.

Socioeconomic Conditions. Construction could, in some instances, temporarily affect pedestrian and vehicular access on street frontages immediately adjacent to the Development Site; however, long-term lane and/or sidewalk closures are not expected during construction. Utility service would also be maintained for all businesses, although there may be very short-term interruptions. Overall, construction of the Proposed Development is not expected to result in any significant adverse impacts on surrounding businesses.

Community Facilities and Services. There are no community facilities adjacent to, or in the vicinity of, the Development Site, and there is no potential for construction activities to affect the access or operations of any community facilities. Construction of the proposed buildings would not affect emergency response times of the New York City Police Department and New York City Fire Department given the geographic distribution of the police and fire facilities and their respective coverage areas. Therefore, no construction impacts would be expected to community facilities as a result of the Proposed Development.

Open Space. The Development Site is adjacent to the Motiva Parcel, the northernmost portion of future Bushwick Inlet Park, which is currently under construction and slated for completion in the first half of 2026. Construction of the Proposed Development would not affect public access or utilization of this open space resource. Measures would be implemented to control air emissions, dust, noise, and vibration on the construction site to avoid effects on users of the nearby portions of Bushwick Inlet Park. Additionally, overhead protection would be provided for the adjacent park. Therefore, no significant adverse construction impacts to open space are expected.

Historic and Cultural Resources. The LPC confirmed that the Development Site does not have the potential to contain archaeological resources. Additionally, there are no architectural resources within 90 feet of the Development Site. As such, construction of the Proposed Development would not affect historic and cultural resources.

Natural Resources. Construction of the Proposed Development would result in minor, temporary displacement effects to resident terrestrial wildlife at the Development Site and aquatic fauna within Bushwick Inlet and the East River, including potential temporary effects to habitat for Atlantic Sturgeon and Shortnose Sturgeon that are known to occur within the East River, but have not been confirmed locally. Similar to the effects of the current waterfront construction and installation of vegetated wetland and upland habitats within and adjacent to Bushwick Inlet at the Motiva Parcel of Bushwick Inlet Park adjacent to the Development Site, such effects would be avoided or minimized with the implementation of best management practices (BMPs) and adherence to regulatory agency permitting requirements during construction. Following implementation of the Proposed Development, improvements to habitat quantity and quality, as well as wildlife species diversity are expected, and many local species, including birds and

other terrestrial wildlife, may experience increases in individual population densities due to expanded habitat opportunities.

Hazardous Materials. The potential for significant adverse impacts related to hazardous materials resulting from the Proposed Development would be precluded through compliance with the requirements of the existing (E)-Designation E-138 on the Development Site and the new (E)-Designation (E-870) on the NYCTA Relocation Site. The Project Developer is also applying to enroll the Lot 1 portion of the Development Site (under two separate applications for the East and West Buildings, which will cover the entirety of Lot 1) and NYCTA Relocation Site into the New York State Department of Environmental Conservation (NYSDEC) Brownfield Cleanup Program (BCP). The BCP is also considered an accepted pathway for site investigation and remediation that satisfies the requirements of the Office of Environmental Remediation's (OER) (E)-Designation program. Compliance with either the (E)-Designation program under OER oversight or the BCP under NYSDEC oversight would provide for the protection of human health and the environment within the Development Site and NYCTA Relocation Site once a Certificate of Completion (COC) is issued by NYSDEC or a Notice of Satisfaction (NOS) is issued by OER, and any required long term institutional and engineering controls (if required) are in place.

H. MITIGATION

Based on the technical analyses presented in the EIS, the Proposed Actions have the potential to result in significant adverse impacts related to transportation (traffic and pedestrians), and construction (traffic, pedestrians, and noise). Measures to reduce or fully mitigate these significant adverse impacts are described below. Identified mitigation measures will be codified in an RD that would be executed upon approval of the Proposed Actions. In the absence of the implementation of these mitigation measures, the impact would remain unmitigated.

Transportation

Traffic

The Proposed Actions would result in significant adverse traffic impacts at four intersections (at six specific traffic movements) during the weekday AM peak hour, four intersections (at six specific traffic movements) during the weekday midday peak hour, five intersections (at nine specific traffic movements) during the weekday PM peak hour, and five intersections (at seven specific traffic movements) during the Saturday peak hour. Standard traffic capacity improvements typically implemented by the NYC DOT, such as signal timing modifications, could mitigate traffic impacts at two intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, four intersections during the weekday PM peak hour, and two intersections during the Saturday peak hour. However, significant traffic impacts to the following five intersections would remain unmitigated: Franklin Street and Quay Street (weekday midday, weekday PM, and Saturday peak hours); Franklin Street and Greenpoint Avenue (weekday AM peak hour); McGuinness Boulevard and Greenpoint Avenue (Saturday peak hour); West Street and Oak Street (weekday AM peak hour); and Franklin Street and Milton Street (Saturday peak hour).

The proposed mitigation measures are subject to review and approval by NYC DOT. If, prior to implementation, NYC DOT determines that any of the identified mitigation measures are infeasible, and no other alternative and equivalent mitigation measures could be advanced, then the impacts would remain unmitigated.

Pedestrians

The Proposed Actions would result in significant adverse pedestrian impacts at the intersection of Franklin Street and Quay Street (one crosswalk during the weekday AM, midday, PM, and Saturday peak hours; and at one corner during the Saturday peak hour). No feasible mitigation measures were identified, therefore the significant adverse impacts to these pedestrian elements would remain unmitigated.

Construction

Traffic

The potential for significant adverse traffic impacts were identified at three intersections (at four specific traffic movements) during the weekday AM construction peak hour, and four intersections (at six specific traffic movements) during the weekday PM construction peak hour. Where these impacts during construction can be expected to occur, traffic capacity improvements in the form of signal timing modifications are proposed to provide full mitigation where feasible. Significant adverse traffic impacts could be fully mitigated at the three significantly impacted intersections during the weekday AM construction peak hour and three of the four significantly impacted intersections could be fully mitigated during the PM construction peak hour (one intersection would remain unmitigated).

The proposed mitigation measures are subject to review and approval by NYC DOT. If, prior to implementation, NYC DOT determines that any of the identified mitigation measures are infeasible, and no other alternative and equivalent mitigation measures could be advanced, then the impacts would remain unmitigated.

Pedestrians

Construction-related activities would generate 567 pedestrian trips during the weekday AM and PM construction peak hours. While the number of construction-related pedestrian trips would be substantially lower than pedestrian trips generated by the Proposed Development (1,262 pedestrian trips during the weekday AM peak hour and 2,278 pedestrian trips during the peak hour), significant adverse impacts that could not be mitigated were identified at the south crosswalk at the intersection of Franklin and Quay Streets under operational conditions. Therefore, it is possible that construction activities could result in significant adverse pedestrian impacts, although the potential for significant pedestrian impacts during construction would be no worse than what has been identified for the operational condition.

Noise

Construction of the Proposed Development would have the potential to result in a significant adverse construction noise impact on the future building to be located at 3 West Street due to exceedances of the thresholds for exterior increase in noise and thresholds for acceptable interior noise levels for residential uses. No other receptors analyzed would experience significant adverse construction noise impacts.

Construction at the Development Site would be required to adhere to New York City's construction noise regulations, including the requirement to prepare and implement a Construction Noise Mitigation Plan and to construct an 8-foot-tall construction noise barrier, which is assumed in the noise modeling analysis. Even with these measures, construction noise would exceed the threshold for a significant adverse construction noise impact at one receptor location, 3 West Street, during certain phases of the construction work. Therefore, this significant adverse impact would be unmitigated.

I. ALTERNATIVES

No-Action Alternative

The No-Action Alternative is the "Future Without the Proposed Project," or "No-Action condition," described above in "Analysis Framework" and analyzed in the EIS. Under the No-Action Alternative, the relocation of the existing NYCTA Facility and ERU Site would not occur, and existing conditions would remain on the Development Site. Under the No-Action Alternative, the goals and objectives of the Proposed Actions would not be met. The No-Action Alternative would not provide for any new housing, including much-needed affordable housing, nor would it provide any of the intended public realm benefits, including the addition of approximately 50,000 sf of new open space (including a 34,000-sf WPAA and 9,000 sf of PAA), long-term funding to the City/NYC Parks for the operation of Bushwick Inlet Park, development of the Greenpoint Monitor Museum to celebrate maritime history, the generation of long-term revenue for NYCTA infrastructure improvements, shoreline stabilization measures to prevent further erosion of the shoreline revetment and adjacent upland areas and resiliency improvements, or the relocation of the existing

NYCTA Facility and ERU Facility to a new turnkey NYCTA Replacement Facility. Rather, in the No-Action Alternative, the existing NYCTA Facility would remain at its current location, preventing the planned connection of Bushwick Inlet Park, and forming a dead end at the site of the undeveloped shoreline of Lot 25 and the back of the existing NYCTA Facility thereby limiting the connectivity of the waterfront to points north. The ERU Facility would also remain at its current location preventing the City from realizing an additional 25,000 sf of open space at its planned Box Street Park.

Existing Zoning Alternative

In the Existing Zoning Alternative, the Applicants would seek MTA Board Approval (a discretionary action subject to SEQRA) to relocate the existing NYCTA Facility on Lot 1, facilitating a new development on the Development Site pursuant to the existing R6 and R6/C2-4 zoning district. This alternative would facilitate the development of two buildings: an up to 15-story West Building and a 3-story East Building. The development would include approximately 280 market rate DUs and approximately 10,000 gsf of retail space. The Existing Zoning Alternative could result in significant adverse impacts similar to those of the Proposed Actions; however, it would provide for significantly less housing and no affordable housing. Further, many of the intended public benefits of the Proposed Actions would not be realized with the Existing Zoning Alternative. This alternative would provide only some of the public realm benefits that are anticipated to occur as part of the Proposed Development, including the addition of an upland connection that would be 60 feet wide and run the depth of the site and construction of a new turnkey facility for the NYCTA. However, this alternative would not provide a new museum or long-term funding to the City/NYC Parks for the operation of Bushwick Inlet Park. Unlike the Proposed Development, the implementation of shoreline stabilization measures along Lot 25 to prevent further erosion of the shoreline would not occur, and resiliency improvements would not be undertaken. Further, unlike the Proposed Development, the Existing Zoning Alternative would not facilitate a connection between Bushwick Inlet Park and the Shore Public Walkway to the north of the Development Site. Instead, Bushwick Inlet Park would reach a dead end at Lot 25 with an upland connection to West Street.

No Unmitigated Significant Adverse Impacts Alternative

The Proposed Actions would have the potential to result in unmitigated significant adverse construction noise and transportation impacts—specifically impacts to traffic and pedestrians during both future operational conditions and peak construction. The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the projected density increase and other components of the Proposed Actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions.

A sensitivity analysis was conducted at key intersections within the study area to determine the minimum level of travel demand that would result in any unmitigable transportation-related significant adverse impact. This analysis determined that under operational conditions, the addition of just three inbound project-generated vehicles (two to the northbound left-turn movement plus one to the southbound right-turn movement) at the intersection of Franklin Street and Quay Street during the weekday PM peak hour would result in a traffic impact that could not be mitigated.

Significant reductions in the program of the Proposed Development would be required to avoid the unmitigable significant adverse impact identified above. The Proposed Development would need to be reduced to just 45 residential DUs, representing approximately 4 percent of the 1,150 total DUs proposed, or to 1,400 gsf of local retail space, representing approximately 4 percent of the 36,500 gsf of local retail space being proposed. Therefore, to avoid any unmitigable transportation-related impact, the Proposed Development's program would have to be substantially reduced below the thresholds described above or the Development Site would have to remain in its existing condition. Without the density introduced by the Proposed Actions, it would not be feasible to deliver the intended community benefits, including the development of affordable housing and 50,000 sf of proposed new open space, the development of the Monitor Museum, and associated shoreline restoration and resiliency measures, or any long-term investment in Bushwick Inlet Park or NYCTA infrastructure.

For construction transportation, a sensitivity analysis was conducted for the intersection of McGuinness Boulevard and Greenpoint Avenue, where an unmitigable impact would occur during the weekday PM construction peak hour. This analysis determined that the volume of construction worker vehicles traveling in the eastbound through direction would have to be reduced by 27 vehicles in order to avoid unmitigable construction traffic impacts. This corresponds with an approximately 25 percent reduction in construction workers. This level of reduction in the number of peak construction workers would likely require a commensurate reduction in development program or result in a longer construction schedule, which would extend completion beyond the planned 2031 build year. Therefore, such reduction in workers would not allow the Proposed Development to meet its goal of developing the Proposed Development program and of completing construction in 2031.

Significant adverse construction noise impacts are predicted to occur at one sensitive receptor as a result of construction of the Proposed Development. Construction work would be required to adhere to New York City's construction noise regulations, including the requirement to prepare and implement a Construction Noise Mitigation Plan, and to construct an 8-foot-tall construction noise barrier. The construction barrier is assumed in the noise modeling analysis. Even with adherence to these measures, construction noise would exceed the threshold for a significant construction noise impact at one receptor location during certain phases of construction. In addition, the New York City Noise Control Code limits construction activities to weekdays between the hours of 7:00 AM and 6:00 PM. Project-specific noise control measures are described in the Construction Noise Mitigation Plan and can include a variety of source and path controls. Even accounting for the types of measures incorporated into the Proposed Development to reduce construction noise, any development comparable in scale to the Proposed Development would have the potential to result in an unmitigated temporary significant adverse construction noise impact at the identified sensitive receptor. Therefore, no practicable alternative could be developed to avoid this temporary construction noise impact without substantially compromising the Proposed Development's purpose and need.

J. UNAVOIDABLE ADVERSE IMPACTS

Unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is impracticable. As previously noted, the Proposed Actions have the potential to result in significant adverse impacts related to transportation (traffic and pedestrians), and construction (traffic, pedestrians, and noise). Mitigation measures have been proposed to the extent practicable for these significant adverse impacts. However, in some instances, no practicable mitigation has been identified to fully mitigate the significant adverse impact, and there are no reasonable alternatives that would meet the purpose and need of the Proposed Actions, eliminate potential impacts, and not cause other or similar significant adverse impacts.

Identified mitigation measures will be codified in an RD that would be executed by the Applicant upon approval of the Proposed Actions. In the absence of the implementation of these mitigation measures, the impacts would be unmitigated and would constitute an unavoidable significant adverse impact.

Transportation

Traffic

The Proposed Actions could result in significant adverse traffic impacts at: four intersections (at six specific traffic movements) during the weekday AM peak hour; four intersections (at six specific traffic movements) during the weekday midday peak hour; five intersections (at nine specific traffic movements) during the weekday PM peak hour, and five intersections (at seven specific traffic movements) during the Saturday peak hour.

Standard traffic capacity improvements typically implemented by NYC DOT, such as signal timing modifications, could mitigate the traffic impacts at two intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, four intersections during the weekday PM peak hour, and two intersections during the Saturday peak hour. However, significant traffic impacts to the following five intersections would remain unmitigated: Franklin Street and Quay Street (weekday midday,

PM, and Saturday peak hours); Franklin Street and Greenpoint Avenue (weekday AM peak hour); McGuinness Boulevard and Greenpoint Avenue (Saturday peak hour); West Street and Oak Street (weekday AM peak hour); and Franklin Street and Milton Street (Saturday peak hour)

The proposed mitigation measures are subject to review and approval by NYC DOT. If, prior to implementation, NYC DOT determines that any of the identified mitigation measures are infeasible, and no other alternative and equivalent mitigation measures could be advanced, then the impacts would remain unmitigated.

Pedestrians

Two pedestrian movements could be significantly adversely affected by the Proposed Actions: at the southwest corner at the intersection of Franklin Street and Quay Street (Saturday peak hour); and at the south crosswalk at the intersection of Franklin Street and Quay Street (weekday AM, midday, PM and Saturday peak hours).

No feasible mitigation measures were identified, therefore the significant adverse impacts to these pedestrian elements would remain unmitigated.

Construction

Traffic

Potential significant traffic impacts during the construction traffic peak hours were identified at three intersections (at four specific traffic movements) during the weekday AM construction peak hour, and four intersections (at six specific traffic movements) during the weekday PM construction peak hour. Where these impacts during construction can be expected to occur, traffic capacity improvements in the form of signal timing modifications are proposed to provide full mitigation where feasible. Significant traffic impacts could be fully mitigated at the three significantly impacted intersections during the weekday AM construction peak hour and three of the four significantly impacted intersections could be fully mitigated during the PM construction peak hour. However, significant traffic impact at the following intersection would remain unmitigated during the weekday PM construction peak hour: McGuinness Boulevard and Greenpoint Avenue.

The proposed mitigation measures are subject to review and approval by NYC DOT. If, prior to implementation, NYC DOT determines that any of the identified mitigation measures are infeasible, and no other alternative and equivalent mitigation measures could be advanced, then the impacts would remain unmitigated.

Pedestrians

Construction-related activities would generate 567 pedestrian trips during the weekday AM and PM construction peak hours. While the number of construction-related pedestrian trips would be substantially lower than pedestrian trips generated by the Proposed Development (1,262 pedestrian trips during the weekday AM peak hour and 2,278 pedestrian trips during the peak hour), significant impacts that could not be mitigated were identified at the south crosswalk at the intersection of Franklin Street and Quay Street under weekday operational conditions). Therefore, it is possible that construction activities could result in significant adverse pedestrian impacts, although the potential for significant pedestrian impacts during construction would be no worse than what has been identified for the operational condition.

Noise

Construction of the Proposed Development would have the potential to result in a significant adverse construction noise impact on the future building to be located at 3 West Street due to exceedances of the thresholds for exterior increase in noise and thresholds for acceptable interior noise levels for residential uses. No other receptors analyzed would experience significant adverse construction noise impacts. Construction at the Development Site would be required to adhere to New York City's construction noise regulations, including the requirement to prepare and implement a Construction Noise Mitigation Plan and to construct an 8-foot-tall construction noise barrier, as well as additional measures (i.e., limiting the usage of generators) beyond what is required by the code, which is assumed in the noise modeling analysis. Even

with these measures, construction noise would exceed the threshold for a significant adverse construction noise impact at one receptor location, 3 West Street, during certain phases of construction. As such, this significant adverse impact would be unmitigated and therefore unavoidable.

K. GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

The term "growth-inducing aspects" generally refers to the potential for a proposed action to trigger additional development in areas outside the project site that would otherwise not have such development without the proposed project. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when the project:

- Adds substantial new land use, new residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or
- Introduces or greatly expands infrastructure capacity.

The effects of the Proposed Actions would be limited to the Development Site and the NYCTA Relocation Site. At the Development Site, the Proposed Actions would activate the currently underutilized Development Site with a mixture of residential, community facility, and commercial uses, as well as a new publicly accessible waterfront open space.

The area surrounding the Development Site is experiencing a rapid transformation from a primarily industrial and manufacturing area towards a residential and mixed-use neighborhood—a result of the 2005 Greenpoint-Williamsburg Rezoning. Several developments are under construction within a quarter mile of the Development Site that would bring new residential and commercial uses to the area, independent of the Proposed Development. These developments would collectively result in 814 new residential units and 728,654 zsf of commercial space by the 2031 build year, absent the Proposed Actions.

The Proposed Development would not introduce any new trends that could significantly alter the socioeconomic character of the surrounding area. The Proposed Development's 36,500 gsf of proposed retail does not meet the 200,000 gsf threshold set by the *CEQR Technical Manual* to constitute substantial new commercial development. Thus, the existing businesses in the study area are not expected to suffer any significant adverse indirect business displacement impact from the Proposed Development and may instead see benefits. The Proposed Development would introduce new housing, including units that would be permanently affordable pursuant to MIH. The analysis concludes that the estimated average incomes of the new population introduced by the Proposed Development would be similar to the average incomes of the study area populations, and therefore, the Proposed Actions would not be expected to significantly alter socioeconomic conditions in the study area. As such, the Proposed Development is not expected to create or accelerate a trend of increasing rents in the study area that would indirectly displace vulnerable lower-income renters.

The infrastructure in the study area is already well developed such that improvements associated with the Proposed Actions would not induce additional growth or overburden the existing system.

The proposed NYCTA Replacement Facility, an industrial use, would be constructed in an industrial area within an M3-1 zoning district and within the North Brooklyn IBZ. The proposed use would be compatible with the other surrounding industrial uses and the proposed NYCTA Replacement Facility would not be expected to introduce any new development trends in the area.

Although the Proposed Actions would result in new development, the Proposed Actions would not generate significant secondary impacts resulting in substantial new development in nearby areas. Additionally, the Proposed Actions are limited to the boundaries of the Development Site and the NYCTA Relocation Site and would not extend beyond these boundaries. Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

L. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The Proposed Development would constitute a long-term commitment of land resources, thereby rendering land use for other purposes highly unlikely in the foreseeable future. However, the proposed land uses that would be enabled by the Proposed Actions would be compatible with existing conditions and development trends in the surrounding neighborhood. The Development Site does not possess any natural resource of significant value, and the site has been previously developed and is subject to eroding environmental conditions. Furthermore, funds committed by the Applicants to the design, construction, and operation of the Proposed Development under the Proposed Actions are not available for other projects.

These commitments of resources and materials are weighed against the intended benefits of the Proposed Actions. The Proposed Actions are intended to provide 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 the site of an existing incompatible and non-compliant industrial use. The Proposed Actions also would include long-term funding for the City/NYC Parks for the operation of Bushwick Inlet Park; vital infrastructure investment in a new NYCTA Facility to support long-term maintenance and emergency services for NYCTA; ground lease payments to the NYCTA to support public infrastructure investment; 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 local retail jobs.

The Proposed Actions would comply with the 2025 Energy Conservation Construction Code of New York State and 2025 New York City Energy Conservation Code, which govern performance requirements of HVAC systems, as well as the exterior building envelope of new buildings. The Proposed Actions would comply with the Local Law 97 requirements and would contribute towards the NYC GHG reduction goals. Additionally, as discussed above, it was determined that the Proposed Actions would be supportive of Policy 6.2 of the New WRP.

The Development Site is currently characterized by disturbed and developed conditions, limited habitat value, low plant and wildlife species diversity, and elevated levels of invasive plant species. The adjacent waters of Bushwick Inlet and the East River have been negatively impacted by historical and ongoing impacts to habitats and species from over two centuries of local and regional commercial and industrial development. Water quality within Bushwick Inlet and the East River has been drastically impacted due to urban and industrial development, shipping, stormwater runoff, sewage effluents, and industrial point sources. Further impacts to water quality and habitats are occurring currently from erosion and sedimentation due to the degraded and failing shoreline revetment at the Development Site.

Implementation of the Proposed Development would result in the removal of non-native/invasive plant species, and the introduction of native tree, shrub, herbaceous plant species, and lowland and upland maritime shrub and grass habitats, which would result in increased native plant abundance and diversity, expanded coverage, heterogeneity, and connectivity of native coastal habitats. The Proposed Development would also provide crucial shoreline stabilization along the Bushwick Inlet waterfront. Following implementation of the Proposed Development, improvements to habitat quantity and quality, as well as wildlife species diversity are expected, and many local species, including birds and other terrestrial wildlife, may experience increases in individual population densities due to expanded habitat opportunities. The Proposed Development would also result in the removal of the existing shoreline revetment and construction of a new sheet pile bulkhead and rock revetment within the same general footprint as the existing revetment, thereby avoiding permanent loss of tidal wetlands and associated impacts to tidal habitats, vegetation, and organisms.

Temporary impacts to Bushwick Inlet and the East River adjacent to Development Site due to site redevelopment, including bulkhead/revetment construction, noise, and vibration, would occur during demolition and construction activities along the shoreline. Similar to the NYC Parks habitat restoration and coastal resiliency efforts at the portions of Bushwick Inlet Park that adjoin the Development Site, both

upland and in-water construction activities would employ BMPs and would comply with all conditions, restrictions, and avoidance/minimization measures of the anticipated U.S. Army Corps of Engineers and New York State Department of Environmental Conservation permits for the Proposed Development. Accordingly, the overall impacts to wetlands and surface water are expected to be minimal and temporary in nature and would be largely avoided due to BMPs and adherence to regulatory agency permitting requirements.

Additionally, the Proposed Development would be supportive of multiple public policies and initiatives including Greenpoint-Williamsburg Waterfront Access Plan; Housing Our Neighbors, and the New York City WRP.

In conclusion, the long-term commitment of land resources needed for the Proposed Development would be balanced by the Proposed Development's beneficial aspects, such as providing affordable housing and waterfront access in alignment with City policy goals, improved wetland habitat quality, the removal of an incompatible industrial use from the Greenpoint waterfront, and the addition of new public open space. Therefore, considered together, the irreversible and irretrievable commitment of resources would not represent a significant adverse impact.

M. EFFECTS ON DISADVANTAGED COMMUNITIES

The Proposed Actions would not have significant adverse impacts related to their effects on a disadvantaged community (DAC). Based on the technical analyses presented in the EIS pursuant to *CEQR Technical Manual* guidance, the Proposed Actions would not have the potential to result in significant adverse impacts in any technical areas other than transportation (traffic and pedestrians) and construction (traffic, pedestrians, and noise). Construction impacts would be temporary and are typical for a project of this size, and operational traffic impacts would affect a limited number of intersections that would experience poor levels of service in the No-Action condition as well. Although not all transportation and construction impacts could be mitigated, none of these significant adverse impacts would cause or increase a disproportionate pollution burden on a DAC, either alone or in conjunction with other technical areas.

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