Executive Summary

Introduction

GO Quay, LLC (the Project Developer) and the Metropolitan Transportation Authority (MTA) (an affiliate of the New York City Transit Authority [NYCTA]) (collectively, the Applicants) are seeking several discretionary actions (the Proposed Actions) that would apply to a rezoning area consisting of Brooklyn Block 2590, Lot 25, the majority of Lot 1, and the northern half of the former Quay Street in the Greenpoint neighborhood of Brooklyn, Community District (CD) 1 (the Rezoning Area); the remaining portion of Lot 1 (which would not be rezoned); and a relocation site that would house two NYCTA facilities that are being relocated from their existing locations and consolidated into a new 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 (see **Figure ES-1**).

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

The Proposed Development would also include substantial open space improvements. The development would include the creation of over an acre of waterfront open space (approximately 50,000 sf or 1.15 acres). This new open space would include a 34,000-sf Waterfront Public Access Area (WPAA), which would provide a pedestrian connection between the future Bushwick Inlet Park and the

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

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.

Figure ES-1 shows the location of the Development Site and the NYCTA facilities, **Figure ES-2** shows the Rezoning Area and the Development Site (part of the Affected Area), and **Figure ES-3** shows the NYCTA Relocation Site (part of the Affected Area).

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

- 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 would remain in ownership by the Greenpoint Monitor Museum).
- The West Building on Lot 1, an approximately 979,000-gsf mixed-use residential and commercial (local retail) building with two high-rise towers—the west tower, rising to approximately 56 stories and 600 feet (640 feet including bulkhead), and the east tower, rising approximately 41 stories and 450 feet (490 feet including bulkhead). The Project Developer is proposing approximately 912,500 gsf of residential space comprising 950 DUs (approximately 248 of which would be affordable pursuant to MIH), approximately 29,500 gsf of retail space between the ground floor and second floor, and approximately 37,000 gsf of parking (140 spaces).
- The East Building on Lot 1, an approximately 201,000-gsf mixed-use residential and commercial building rising to approximately 21 stories 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 comprising 200 DUs (approximately 52 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space.[1]

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

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

[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.

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 #04DCP003K), establishing this site for future residential development. The current proposal is the fulfillment of the City's vision for this site as established by the 2005 rezoning.

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. **Figure ES-1** shows the Affected Area and the ERU Site.

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 (described below under **Proposed Actions**).

The Proposed Actions would provide numerous benefits to the community, such as new open space; improved neighborhood and waterfront connectivity; resiliency and flood protection; a new museum; much needed housing, including affordable housing—with income-restricted units at an average of 56 percent AMI to support low-income New Yorkers; and neighborhood retail constructed on the site of an existing incompatible and non-compliant industrial use. The public open space would feature native plantings and trees to support biodiversity, an interactive water feature for recreation, a stone-block amphitheater, an overlook with picnic tables, and other seating areas. Additional benefits from the Proposed Actions would include long-term operational support for NYC Parks; vital infrastructure investments 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 provisions of unionized building maintenance jobs, construction jobs targeting minority- and women-owned businesses (MWBE), local employment, and local retail jobs.

Figure ES-1 Location Map – All Sites

Affected Area

Development Site (40 and 56 Quay Street; Block 2590, Lots 1 and 25)

NYCTA Relocation Site (213 Meadow Street; Block 2951, Lots 1, 5, and 45)

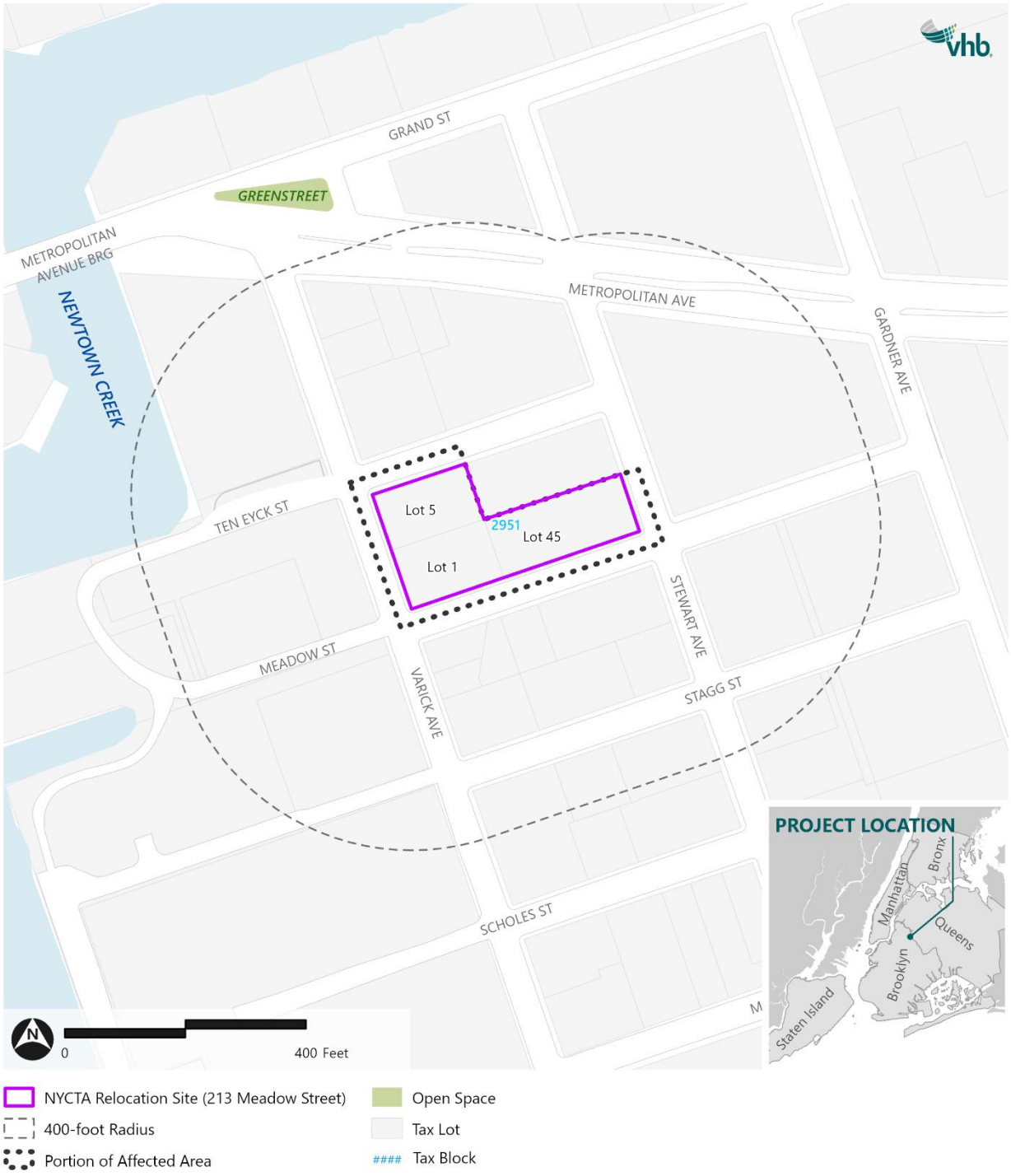
ERU Site (65 Commercial Street; Block 2472, Lot 415)

Source: NYS ITS Geospatial Services

Figure ES-2 Location Map – Development Site

Source: NYC DCP, MapPLUTO 24v2

Figure ES-3 Location Map – NYCTA Relocation Site



Source: NYC DCP, MapPLUTO 24v2

Development Site and Rezoning Area

Rezoning Area History

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

Existing Conditions

The Development Site, which comprises Block 2590, Lots 1 and 25, has a total area of approximately 3.02 acres (see **Figure ES-2**); 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.[2]

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.[3] 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

[2] 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.

[3] 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.

sf,[4] 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. As discussed below, 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.

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 (see **Figure ES-3**). 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.[5] The lot has

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

[5] At the issuance of the WAP, Lot 415 did not exist and was part of Lot 425. It has since been apportioned but remains part of Parcel 4.

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.

Neighborhood Context

Development Site and Rezoning 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 are under construction north of the Development Site, with completion slated for mid- to late-2025 (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 end of 2025.

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,[6] 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

[6] C 050111 (A) ZMK; C 040415 MMK; C 040416 MMK; C 040417 MMK and C 040418 MMK

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[7] in 2021, which would allow for a mixed-use residential and commercial building; Acme Smoked Fish/Gem Street[8] in 2021, which would allow for a mixed-use light manufacturing and commercial facility; and 12 Franklin Street[9] 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[10] 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.

NYCTA Relocation 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.

ERU 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,

[7] C 210166 ZMK; N 210167 ZRK

[8] C 210138 ZMK

[9] C 180387ZSK and N 230105CMK

[10] 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

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.

Proposed Actions

To facilitate the Proposed Development, the Applicants are seeking the approval of the following discretionary actions/approvals (collectively, the Proposed Actions), which would apply to the Rezoning Area[11]:

- 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 a Mandatory Inclusionary Housing (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.

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.

[11] Lot 25 and a portion of Lot 1 would be rezoned under the Proposed Actions. A portion of Lot 1 would remain R6. However, all of the Development Site would be mapped MIH.

- 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.

The Proposed Actions described above are subject to environmental review pursuant to the SEQRA and the City Environmental Quality Review (CEQR) procedures. The New York City Department of City Planning (DCP) on behalf of the CPC is acting as the lead agency for the environmental review. Completion of the Proposed Development is anticipated in 2031.

Description of Required Approvals

Zoning Map Amendment

The zoning map amendment to rezone Block 2590, Lot 25 from M3-1 to R8; a portion of Block 2590, Lot 1 from R6 to R8/C2-4 and R6/C2-4 to R8/C2-4; the northern half of former Quay Street from M3-1 to R6; and modify the park boundary to exclude Lot 25 and the northern half of former Quay Street would be consistent with surrounding zoning patterns. The increase in total residential FAR from 2.54 (3.05 FAR with Universal Affordability Preference) to 7.14 weighted average FAR would allow for the creation of up to approximately 1,150 residential units, including deep cross-subsidized affordability. The weighted average FAR is based on 3.9 FAR in the R6/MIH district, and 7.2 FAR in the R8/MIH district. The expansion of the C2-4 overlay would allow activation of the Development Site with local retail adjacent to Quay Street. The rezoning would facilitate the replacement of the existing NYCTA Facility—an incompatible industrial use that creates a dead-end between Bushwick Inlet Park and the waterfront to the north—with new open space creating connectivity along the waterfront and the opportunity to activate Lot 25 with a new museum use.

Zoning Text Amendments

Appendix F - Mandatory Inclusionary Housing (MIH) Area

The Applicants are proposing a zoning text amendment to map an MIH area coterminous with the Development Site by creating a new map for Brooklyn CD 1 in Appendix F of the ZR. The new MIH area would require new residential development on the Development Site to provide affordable units pursuant to one of the four MIH options described below:

- Option 1 – requires 25 percent of residential floor area must be affordable housing for residents with incomes averaging 60 percent AMI;
- Option 2 – requires 30 percent of residential floor area must be affordable housing for residents with incomes averaging 80 percent AMI;
- Option 3 (or the "Deep Affordability Option") – requires 20 percent of residential floor area must be affordable housing for residents with incomes averaging 40 percent of AMI; and

› Option 4 (or the "Workforce Option") – requires at least 30 percent of residential floor area must be affordable housing for residents with incomes averaging 115 percent of AMI, with no unit targeted to a household exceeding 135 percent of AMI.

The proposed zoning text amendment would amend Appendix F of the ZR to map a MIH area coterminous with the Development Site. The Greenpoint and Williamsburg neighborhoods have been experiencing strong demand for housing, particularly affordable housing. According to the Brooklyn Community Board 1 Statement of Community District Needs for the fiscal year 2025, affordable housing is the most pressing issue facing the community. The report defines the need for permanently affordable housing, particularly lower income bands, as critical and urgent. Based on 2018-2022 ACS five-year estimates for Brooklyn Community District Tabulation Area 1 (equivalent to Brooklyn Community District 1), the rental vacancy rate was just 2.3 percent, compared to 3.0 percent in Brooklyn and 3.6 percent in New York City as a whole, and representing a decrease from the 3.1 percent rental vacancy rate in the Community District identified in the 2006-2010 ACS five-year estimates. Low rental vacancy rates indicate that the production of housing in the neighborhood is not keeping up with demand. Mapping an MIH area on the Development Site would unlock the site's development potential and facilitate development inclusive of affordable housing, providing equitable housing opportunities in Greenpoint. In conjunction with the other Proposed Actions, the proposed zoning text amendment for MIH would also expand the potential for affordable development on the Development Site by replacing the existing IHDA (which only encompasses Lot 1) with MIH on both Lot 1 and Lot 25, thus increasing the availability of affordable and market-rate housing units.

ZR Section 62-361 (Special Floor Area Regulations) and Section 62-363 (Special Height and Setback Regulations)

A zoning text amendment to ZR Section 62-361 would allow underlying MIH FAR of 7.20 for R8 districts and 3.9 FAR of R6 districts, and a zoning text amendment to Section 62-363 would update special height and setback regulations for R8/MIH sites.

ZR Section 62-931 (Waterfront Access Plan BK-1: Greenpoint-Williamsburg)

A zoning text amendment to ZR Section 62-931 would remove the "Park" identification from Lot 25 in the Waterfront Access Plan BK-01 to allow the incorporation of the Monitor Museum property (Lot 25) into the Proposed Development.

ZR Section 74-745

A zoning text amendment to ZR Section 74-745 would allow for the waiver or reduction of required loading berths within WAP BK-1.

Special Permits

ZR 74-743(a)(2) and 74-745 Large Scale General Development (LSGD) Special Permits

The proposed LSGD (ZR 74-74) Special Permits would enable the Proposed Development to make the most efficient use of the Development Site, which is made up of lots with irregular dimensions, and includes a sewer easement and CSO sewer corridor. In conjunction with the proposed zoning text amendments and waterfront zoning certification, the LSGD special permit would modify ZR sections 62-343, 62-363, 36-62, and 62-332(a) relating to height and setback, maximum tower width,

maximum tower size, loading, and waterfront yard depth in order to allow for a superior site plan. The proposed site plan under the LSGD Special Permit would provide for the required public walkway and view corridors while simultaneously maximizing housing production on the Development Site.

Zoning Certification

The CPC Chairperson certification is required pursuant to ZR 62-811, as the Proposed Development would provide a waterfront public access area pursuant to waterfront zoning. This certification would facilitate public access to the waterfront as part of the Proposed Development in accordance with the Greenpoint/Williamsburg Waterfront Access Plan, comprising 34,000 sf of WPAA and approximately 9,000 sf of PAA including a required shore public walkway, an upland connection, and a visual corridor along the prolongation of West Street.

City Map Amendment

Although the existing Lot 25 and former Quay Street are mapped as a "Park" on the City Map, this property is not owned by the City of New York; it is instead privately owned and vacant. NYC Parks has stated that it does not and will not intend to acquire the property. The Proposed Development includes the creation of approximately 34,000 sf of WPAA and approximately 9,000 sf of PAA, providing a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street. The elimination of the park identification would allow for the construction of the publicly accessible landscaped open space and the long-planned Greenpoint Monitor Museum in place of vacant land. The proposed City Map amendment and related zoning map and text amendments would generate 367,228 zsf on Lot 25, allowing for the construction of roughly 120 additional affordable DUs in the Proposed Development.

Other Approvals

Monitor Museum, as the owner of Lot 25, is seeking amendments to currently held State and Federal permits, which are necessary to facilitate the development of the landscaped WPAA:

- Amendment of existing DEC Tidal Wetland and Protection of Waters permits in connection with shoreline restoration work on Lot 25;
- Application for a new DEC Tidal Wetland and Protection of Waters permits on Lot 1 (sought by the Project Developer); and
- Amendment of 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; and
- DEC for BCP, not a SEQRA Action.

Project Description

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 (see the NYCTA Relocation Site in **Figure ES-3**). 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

Overview

The Proposed Development would contain a total of 1,215,000 gsf (939,900 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 would 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. **Figure ES-6** shows an illustrative site plan for the Proposed Development, **Figure ES-7** through **Figure ES-10** show illustrative elevations, and **Figure ES-11** shows an axon diagram.

Greenpoint Monitor Museum

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.

Mixed-Use Buildings

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 critical infrastructure funding for the NYCTA.

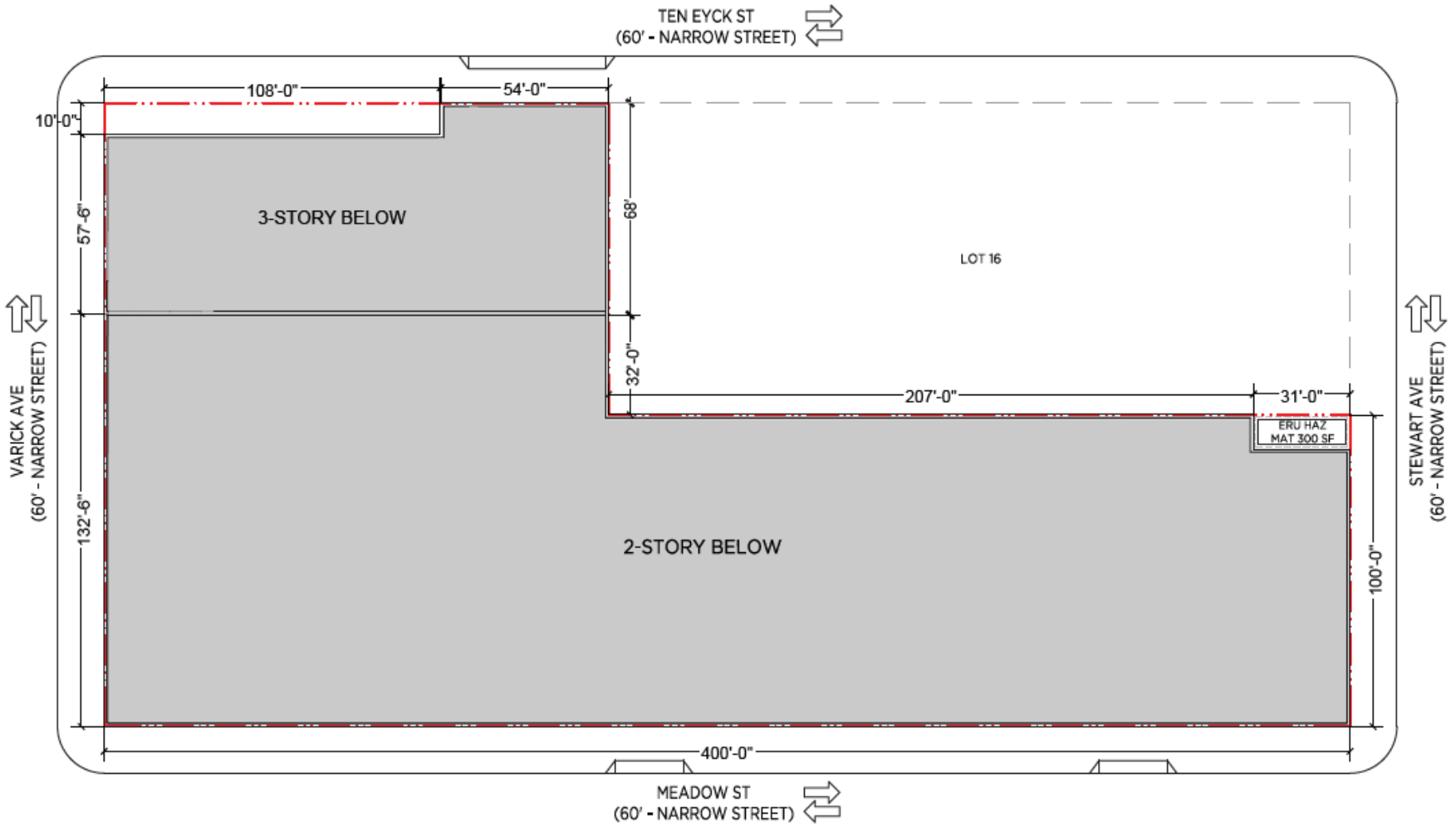
Open Space and Public Realm Improvements

The Proposed Development would include substantial open space improvements.

At the Development Site, the Proposed Development would include over an acre of new, waterfront open space (approximately 50,000 sf, or 1.15 acres), 43,000 sf of which would be publicly accessible including 34,000 sf of required WPAA and 9,000 sf of PAA, that 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 (see **Figure ES-12**). 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 would visually blend and physically connect with the WPAA and PAA spaces. The public realm improvements associated with the Proposed Development would enhance the pedestrian experience and provide the growing community population with a new open space resource. The proposed open space would be privately maintained by the Project Developer and the majority of the space would be publicly-accessible as described above. In addition to the new on-site open space, as part of the Proposed Development, long-term funding, in the amount of $300,000 annually, would be provided to the City/NYC Parks for the operation of Bushwick Inlet Park.

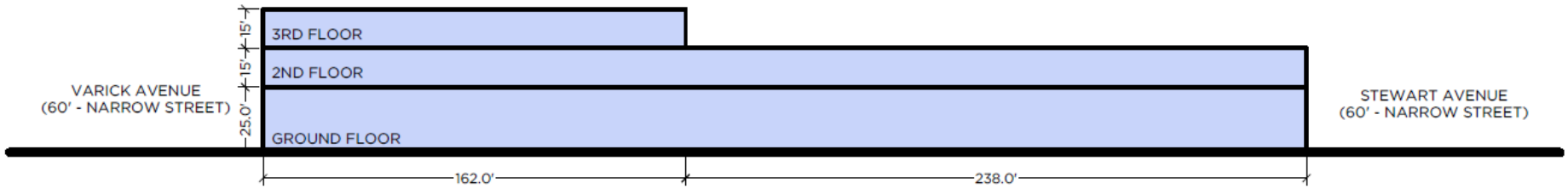
In addition to the on-site open space, the relocation of the NYCTA ERU Facility located at 65 Commercial Street to the NYCTA Relocation Site (shown in **Figure ES-6** and **Figure ES-5**) would facilitate the full realization of the City's planned Box Street Park, adding an additional approximate 25,000 sf of off-site open space to the park. The full delivery of Box Street Park would help to address existing Walk-to-a-Park gap areas in northern Greenpoint.

Figure ES-4 NYCTA Replacement Facility Site Plan



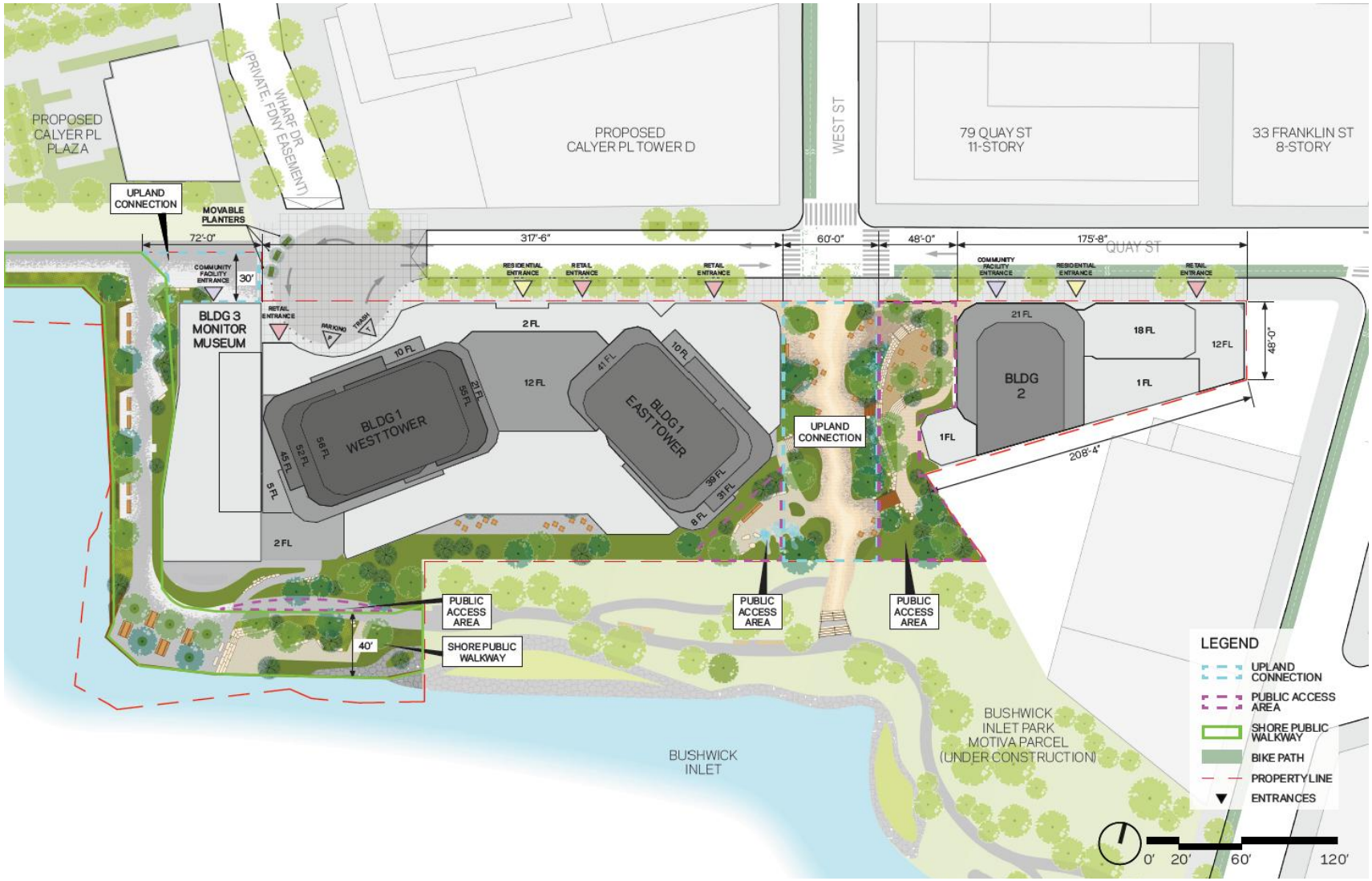
For illustrative purposes only. Source: FX Collaborative

Figure ES-5 NYCTA Replacement Facility Elevation



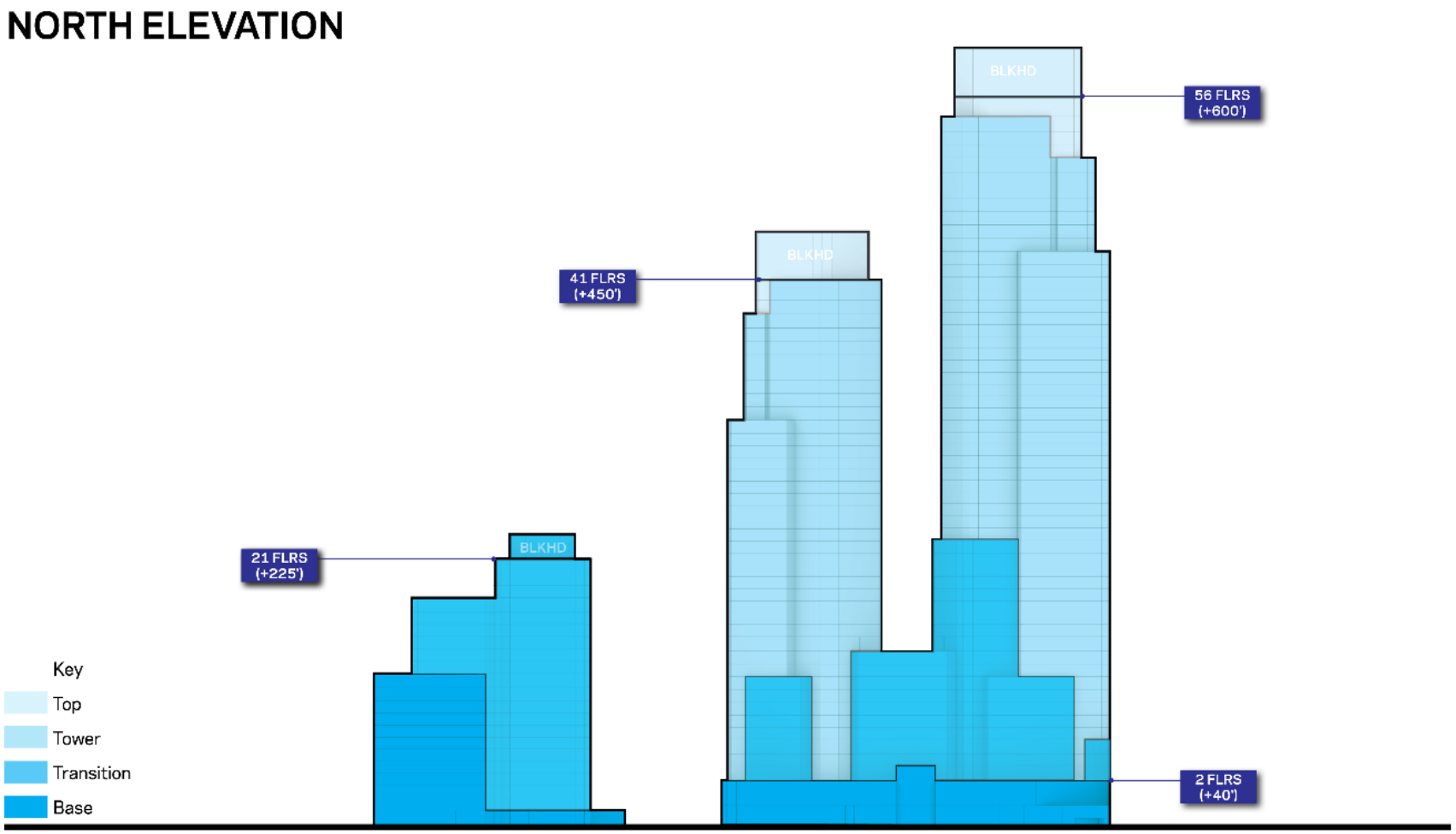
For illustrative purposes only. Source: FX Collaborative

Figure ES-6 Proposed Illustrative Site Plan



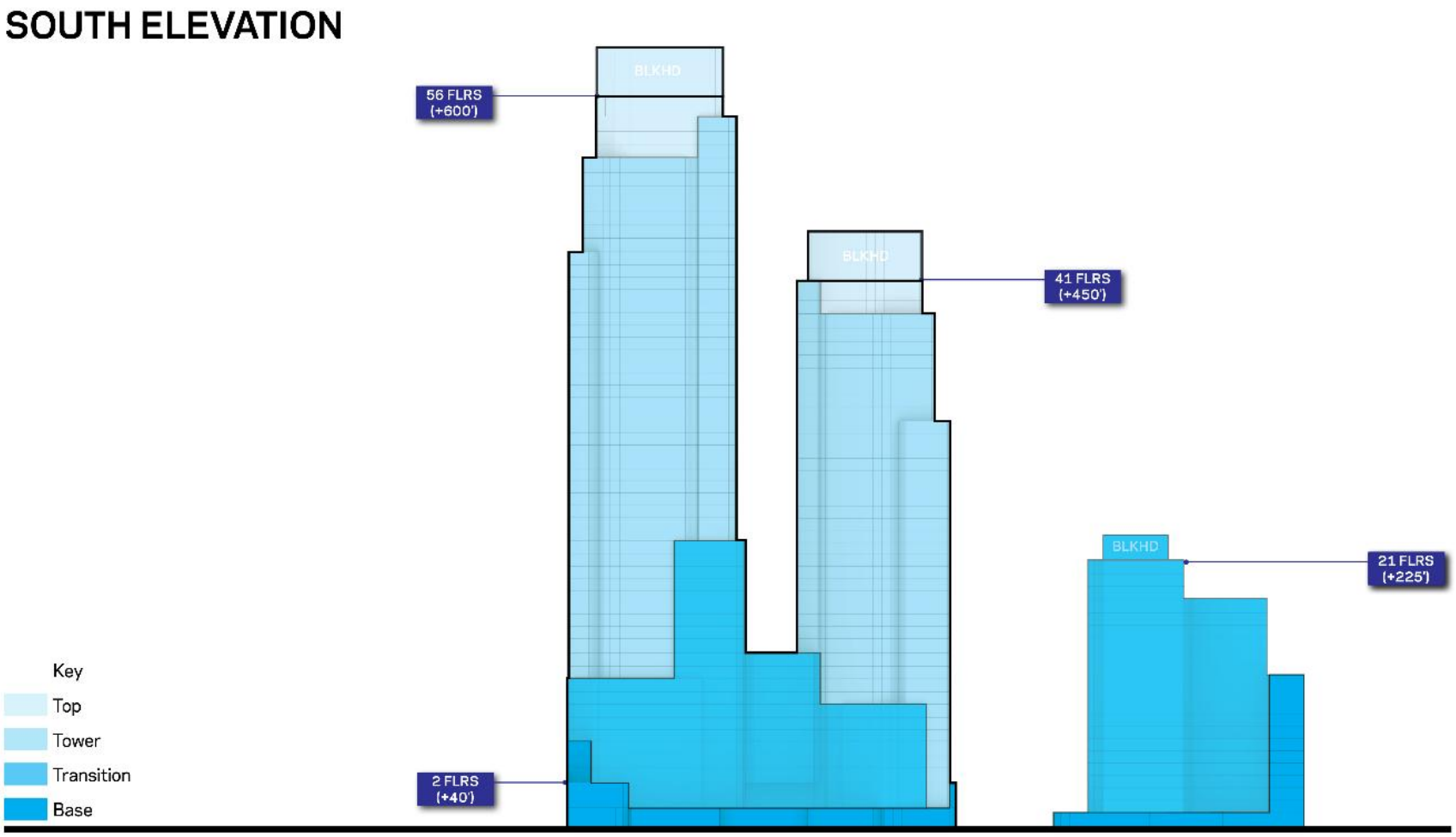
For illustrative purposes only. Source: FX Collaborative

Figure ES-7 Proposed Illustrative Elevation - North



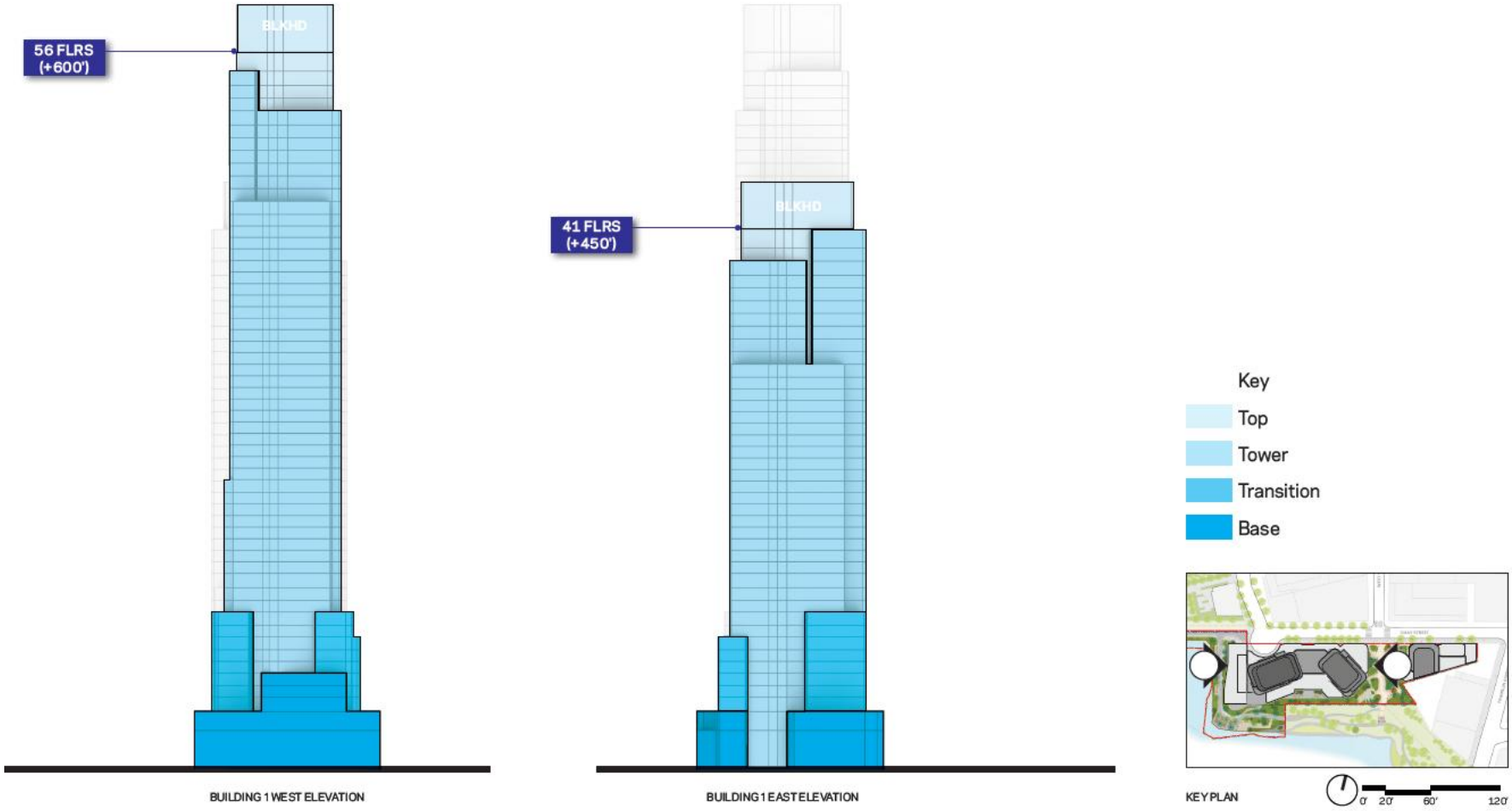
For illustrative purposes only. Source: FX Collaborative

Figure ES-8 Proposed Illustrative Elevation - South



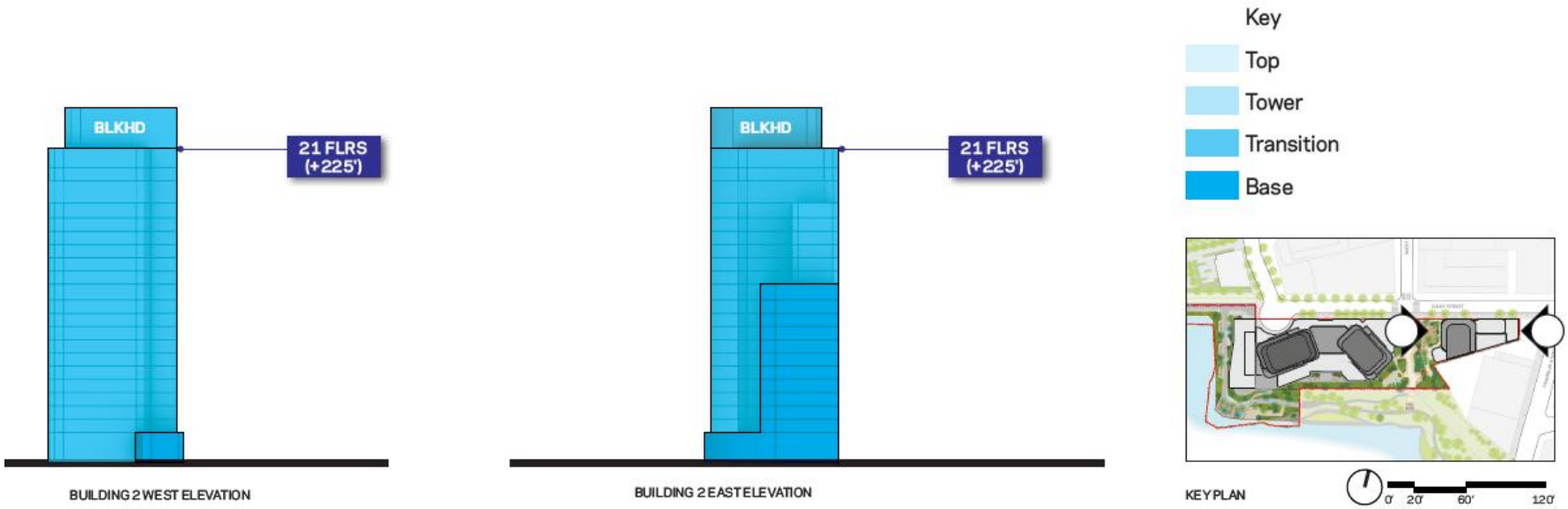
For illustrative purposes only. Source: FX Collaborative

Figure ES-9 West Building – East and West Illustrative Elevations



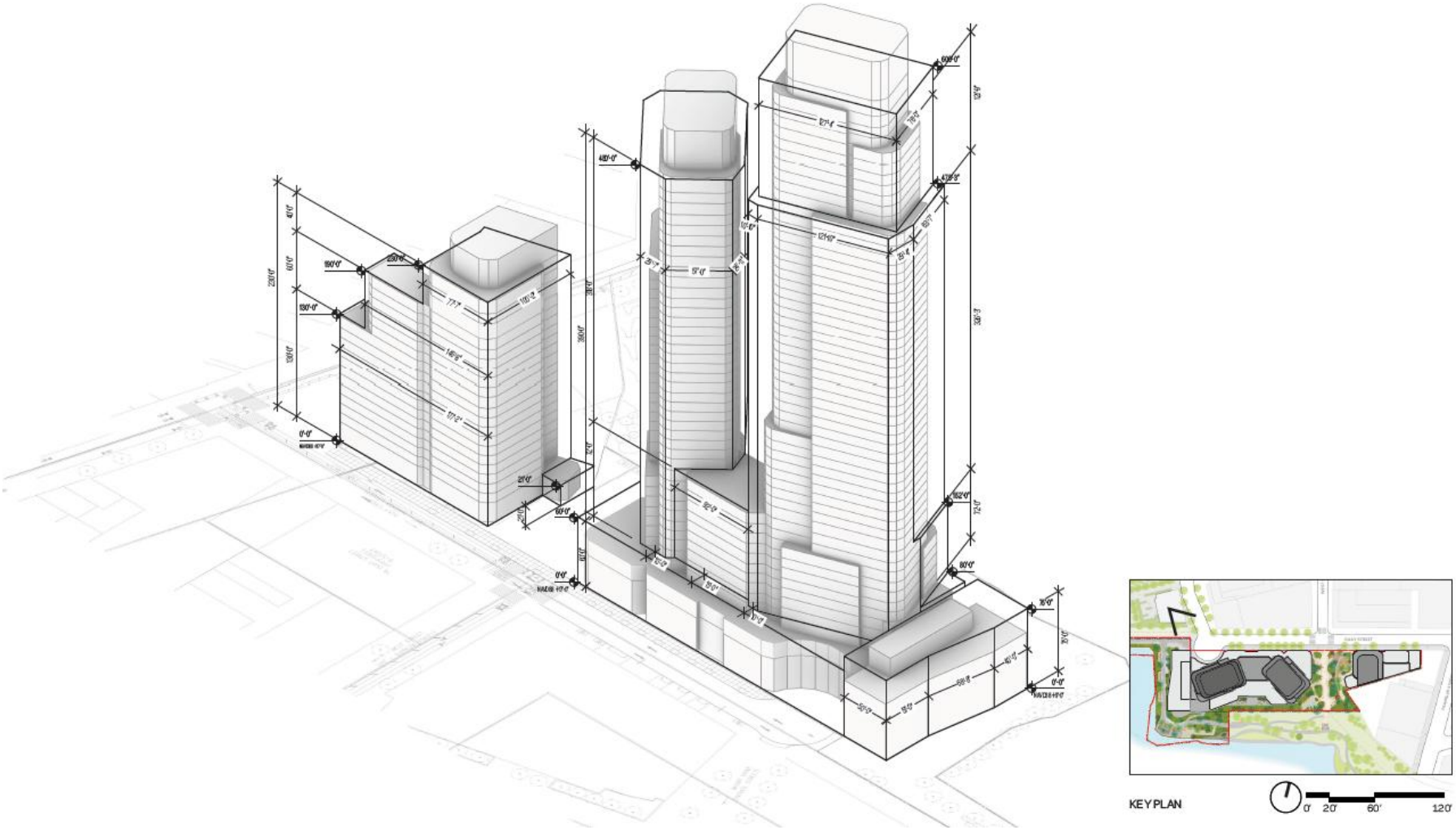
For illustrative purposes only. Source: FX Collaborative

Figure ES-10 East Building – East and West Illustrative Elevations



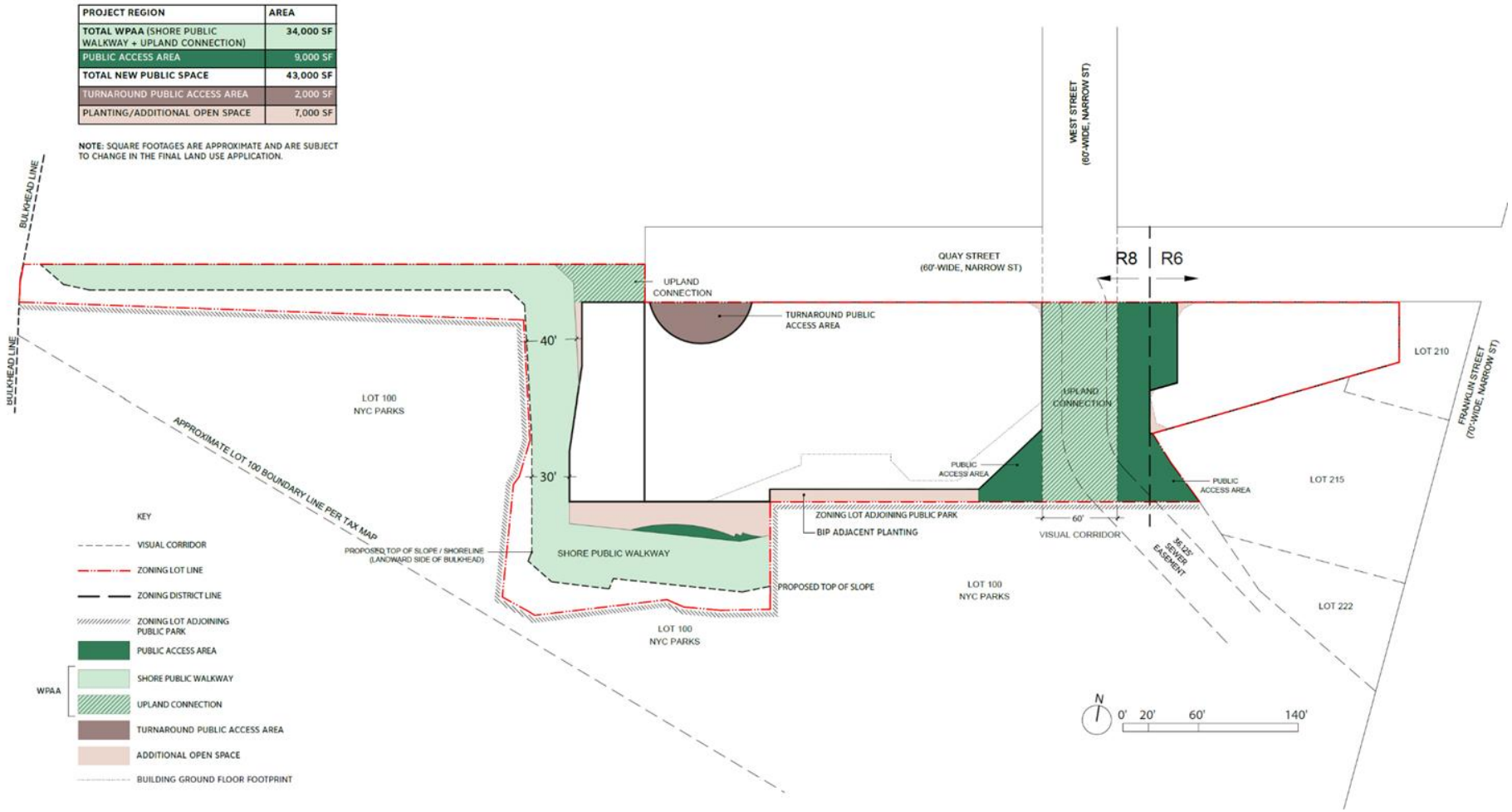
For illustrative purposes only. Source: FX Collaborative

Figure ES-11 Proposed Development Axon Diagram



For illustrative purposes only. Source: FX Collaborative

Figure ES-12 WPAA and PAA Plan



For illustrative purposes only. Source: FX Collaborative

Project Purpose and Need

The Proposed Actions would enable 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. This responds to the strong demand for affordable housing in Greenpoint and Williamsburg highlighted in Brooklyn Community Board 1's Statement of Needs.

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.

Analysis Framework and Reasonable Worst-Case Development Scenario

This document has been prepared in conformance to the guidelines presented in the *2021 CEQR Technical Manual*. For each technical area, the EIS analyses will include a description of existing conditions, an assessment of conditions in the future without the Proposed Actions (the No-Action condition), and an assessment of future conditions with the Proposed Actions (the With-Action condition). The incremental difference between the No-Action and With-Action conditions will serve as the basis for the impact analysis of the environmental review.

Analysis (Build) 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 (described below) 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 will use a 2031 build year.

Existing Condition

The existing condition exhibits those as discussed above under the **Development Site and Rezoning Area** and **NYCTA Relocation Site** and **ERU Site** sections.

Future No-Action Condition

While the Applicant has developed plans for the Development Site, which are as-of-right under the existing zoning, the 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, the 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.

Area Projects

There are several residential developments (including mixed-use residential commercial developments) within a quarter-mile study area of the Development Site that are expected to be complete by the 2031 build year (see **Table ES-1**).[12]

There are no known developments planned within a 400-foot radius of the NYCTA Relocation Site.

[12] A map showing the locations of anticipated No-Action developments is included in Chapter 2 of the EIS (**Figure 2-5**).

Table ES-1 No-Action Projects Within Quarter-Mile Study Area

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

Source: NYC DCP, DevDB 24v2 (provided to VHB in December 2024)

Note: Includes filed applications, approved applications, and projects permitted for construction. Excludes projects with no net change in uses.

1. Indicates development is part of the planned Calyer Place project

Future With-Action Condition

The With-Action condition is the same as the Proposed Development, which is the reasonable worst-case development 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 ES-2**, 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 ES-2 Future No-Action and With-Action Comparison

		Existing Condition	No-Action Condition	With-Action Condition	Increment
Development Site					
Residential	**GSF**	0	0	1,106,500	+1,106,500 GSF
	DUs	0	0	1,150	+1,150 DUs
	MIH DUs	0	0	230 to 345	+230 to 345 DUs
Commercial (Local Retail)	**GSF**	0	0	36,500[1]	+36,500 GSF
Community Facility (Museum)	**GSF**	0	0	35,000	+35,000 GSF
Industrial (NYCTA Facility)	**GSF**	71,838	71,838	0	-71,838
Parking	**GSF**	0	0	37,000	+37,000 GSF
	Res. Spaces	0	0	140	+140 Res. Spaces
Development Site - Total GSF		**71,838**	**71,838**	**1,215,000**	**+1,143,162 GSF**
Open Space (SF)	**Total**	0	0	50,000	+50,000 SF
	Publicly Accessible	0	0	43,000	+43,000 SF
On-Site Workers		*200*	*200*	*176*	*-24 on-site workers*
On-Site Visitors		*0*	*0*	*200*[2]	*+200 museum visitors*
NYCTA Relocation Site					
Industrial	**GSF**	2,000	2,000	143,000	+141,000 GSF
NYCTA Relocation Site - Total GSF		**2,000**	**2,000**	**143,000**	**+141,000 GSF**
On-Site Workers		25	25	245	220
ERU Site					
Industrial	**GSF**	4,700	4,700	0	-4,700 GSF
Open Space	**SF**	0	0	*25,000*[3]	*+25,000 SF*
ERU - Total GSF		**4,700**	**4,700**	**0**	**-4,700 GSF**
On-Site Workers		45	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

Principal Conclusions of Environmental Analysis

Land Use, Zoning, and Public Policy

Land Use and Zoning

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

Public Policy

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

Socioeconomic Conditions

The preliminary analysis of indirect residential displacement provided below 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.

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 Mandatory Inclusionary Housing (MIH) Option 1 for the development of approximately 300 affordable DUs (or approximately 25 percent of total DUs) with incomes averaging 60 percent Area Median Income (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 anticipated range of affordable and market-rate units in the Proposed Development, the average income of households occupying the proposed residential units would range from $179,036 to $180,557, depending on the MIH Option selected during public review. Therefore, it is estimated that the Proposed Actions would introduce a population with similar or slightly 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 similar to 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

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 high school students would fall below the CEQR thresholds for analysis, no significant adverse impacts on high schools are anticipated, and no further analysis of public high schools is warranted. Therefore, as described below and based on CEQR guidance, the Proposed Development does not have the potential to indirectly impact public high 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, which warrants further analysis according to the *CEQR Technical Manual*. 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, based on *CEQR Technical Manual* guidelines, 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 61 early childhood program slots.

Based on a detailed analysis, early childhood programs in the study area would be under capacity with a surplus of 760 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 2.7 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. As detailed below, there is one Brookly 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. As described in the analysis below, 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 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 acres 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

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* and 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 future development on the Development Sites is expected to exceed 50 feet in height, which is the *CEQR Technical Manual* threshold 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 seven open space resources: Transmitter Park (O3), American Playground (O4), 61 Franklin Street Garden (O5), Greenstreet at Franklin Street (O6), Calyer Place Open Space (O10), and Bushwick Inlet Park (O11); one historic resource, St. John's Lutheran Church (H3); and two natural resources, the East River (N1) and Bushwick Inlet (N2).

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 (inclusive of 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 (see **Appendix C**).

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 (see **Appendix C**).

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 in **Chapter 6, Shadows**, only 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

Urban Design

The Proposed Actions are anticipated to have no significant adverse impacts on urban design within the study area. The Proposed Actions would facilitate the development of built forms and building types that are compatible with the height and density of the existing high-density mixed-use buildings in the vicinity, specifically along the Greenpoint and Williamsburg waterfront, beginning on the block immediately north of the Development Site where the 40-story mixed-use Calyer Place

development is located. The design of the Proposed Development incorporates varied building heights and setbacks, creating visual interest and enhancing the pedestrian experience. Although the taller of the two West Building towers would exceed the height of other buildings within a quarter-mile of the Development Site by approximately 200 feet, there would be no impact to urban design as a result of the Proposed Actions as the Proposed Development would not negatively affect a pedestrian's experience of the area. As described below, while taller, the proposed buildings on the Development Site would be compatible with the scale and use of surrounding buildings. The proposed buildings would be in context with trending high-rise waterfront development that has resulted from the 2005 Greenpoint-Williamsburg Rezoning. Further, the additional height contemplated under the Proposed Actions would allow for an increased number of affordable housing units and would help to maximize the publicly accessible open space on-site.

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

Although the Development Site would be redeveloped with buildings of greater bulk and density than those currently on site, the Proposed Development would harmonize with the surrounding neighborhood's scale and the existing street grid pattern. The Proposed Development would create new public access along the waterfront through creation of the WPAA, including an approximately 18,000-sf upland connection with a 100-foot-wide visual corridor. It is important to note that this exceeds the minimum requirement of 60 feet, offering an enhanced pedestrian experience and greater accessibility. Additionally, the addition of an approximately 25,000-sf Shore Public Walkway is designed to enhance the pedestrian experience of the area and as noted above, would present new connectivity along the waterfront between Bushwick Inlet Park and the existing Shore Public Walkway to the north where none currently exists. The proposal is intended to address the site's current limitations by improving its connectivity and aesthetic appeal, specifically targeting the dead end at the eroding waterfront and the rear of the mobile wash unit. Additionally, the Proposed Development would create an upland connection with direct access between the future Bushwick Inlet Park and West Street in an area that is currently blocked by the existing 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

conditions would be designed to enhance the pedestrian experience through the addition of the new WPAA, which would provide greater connectivity to the open space waterfront network, and the introduction of new commercial uses significantly improving the built environment in the vicinity of the Development Site and the broader study area.

Visual Resources

The visual resources located within the study area include the East River, the Manhattan skyline, and Bushwick Inlet Park. The East River and the Manhattan skyline are located to the west of the Development Site, while Bushwick Inlet Park borders it to the south. The Proposed Development would 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 project 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 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 impacts 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, would 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 United States Army Corps of Engineers and New York State Department of Environmental Conservation (NYSDEC) 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

To avoid the potential for significant adverse impacts related to hazardous materials, the Project Developer would comply 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. 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 NYSDEC 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 NYSDEC. 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 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.

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 (LBP), asbestos-containing materials (ACM) and polychlorinated biphenyl (PCB)-containing building materials would be followed. As such, implementation of the Proposed Actions would not result in significant adverse impacts related to hazardous materials.

Development Site

A Phase I Environmental Site Assessment (ESA) was performed for Lot 1, on September 20, 2023 and subsurface investigations were conducted in December 2017 (for Lot 25) and September 2023 (for Lot 1) to evaluate for the presence of contamination. The results of the subsurface investigations indicate the presence of contaminants in historic/urban fill materials that exceed applicable NYSDEC Part 375 cleanup criteria. Furthermore, chlorinated volatile organic compounds (VOCs) were detected in one soil vapor sample above New York State Department of Health (NYSDOH) regulatory criteria.

To address these conditions at the Development Site during site redevelopment, the Proposed Actions would adhere to requirements of the existing (E)-Designation for hazardous materials (E-138), which was applied to Brooklyn Block 2590, Lots 1 and 25 as part of the 2005 Greenpoint-Williamsburg Rezoning. An environmental (E)-Designation is an institutional control that is placed on a site to establish a hazardous materials review and approval framework. It provides a mechanism to ensure that testing for and remediation of hazardous materials, if necessary, are completed prior to future development of an affected site, thereby removing the potential for a hazardous materials impact. (E)-Designated parcels are administered under the authority of OER. The Project Developer has also submitted an application to enroll the Lot 1 portion of the Development Site into the NYSDEC BCP. The implementation of remedial measures required under the (E)-Designation or the NYSDEC BCP would reduce the potential for significant adverse hazardous materials impacts due to the Proposed Actions.

NYCTA Relocation Site

A Phase I ESA was performed at the NYCTA Relocation Site in March 2022, and updated in September 2023, and a subsurface investigation was conducted in March 2022. The results of the subsurface investigation indicate the presence of contaminants in historic/urban fill materials that exceed applicable NYSDEC Part 375 cleanup criteria.

To reduce the potential for adverse impacts associated with new construction at the NYCTA Relocation Site resulting from the Proposed Actions, further environmental investigations and remediation will be required. To ensure that these investigations are undertaken, hazardous materials (E)-Designation (E-870) would be placed on the on the NYCTA Relocation Site (Brooklyn Block 2951, Lots 1, 5, and 45). The Project Developer has also submitted an application to NYSDEC to enroll the NYCTA Relocation Site into the BCP. The implementation of remedial measures required under the (E)-Designation or NYSDEC BCP would avoid the potential for significant adverse hazardous materials impacts due to the Proposed Actions.

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 New York City Department of Environmental Protection (NYC DEP) Flow Volume Calculation Matrix, the increment of sanitary and stormwater flows to the combined sewer system (CSS) 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 best management practices (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 combined sewer overflow (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 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. 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 *2021 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 in **Chapter 19, Mitigation**.

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.

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 in **Chapter 19, 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 under the No-Action condition the subway line would operate at over-capacity conditions in the northbound direction during the weekday AM peak hour and in the southbound direction during the weekday PM peak hour. In the With-Action condition, the increase in subway passengers per car would be below the *CEQR Technical Manual* thresholds of five subway passengers per car, therefore the Proposed Actions would not result in significant impacts to subway line-haul conditions.

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 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 µg/m^3 for the 24-hour average concentration and 0.3 µg/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 HVAC and hot water systems for the Proposed Development, a stationary source analysis is not warranted, and no significant adverse impacts would occur. A Restrictive Declaration (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 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 2020 Energy Conservation Construction Code of New York State and 2020 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.

Since the Development Site and NYCTA Relocation Site are located within the AE Flood Zone, which is the "Special Flood Hazard Area," also known as the 1.0 percent annual chance floodplain, the potential effects of global climate change have been considered and are presented in **Appendix B: Waterfront Revitalization Program Consistency Assessment**. The assessment considers the effects of climate change on rising sea levels, storm surge, and coastal flooding resulting from the Proposed Actions. As detailed in **Appendix B**, it was determined that the Proposed Actions would be supportive of Policy 6.2 of the WRP. Therefore, adverse climate change impacts are not anticipated as a result of the Proposed Actions.

Noise

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 transportation 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.

The Proposed Development is not anticipated to 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. Therefore, the Proposed Development would not result in a significant adverse noise impact due to mobile and new stationary sources.

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 are not anticipated to 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, a Restrictive Declaration 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 as defined by CEQR. 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

As described below, 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

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 described in **Construction Regulations and General Practices** (see **Chapter 18, Construction**) and would employ the general construction practices described below. Construction would also comply with the requirements of the New York City Noise Control Code. As detailed below, construction at the Development Site would result in significant adverse transportation (traffic and pedestrian) and noise impacts and would not result in significant adverse construction air quality impacts.

Transportation

The peak quarter for construction 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.

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

Construction workers would generate an estimated peak daily parking demand of 308 spaces during the fourth quarter of 2029. As described below, 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 anticipated 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. As shown in **Chapter 12, Transportation**, 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. As shown in **Chapter 19, Mitigation**, 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 the operational condition.

Air Quality

To assess the potential for the Proposed Actions to result in impacts related to air emissions, a detailed analysis was performed. 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 particulate matter ($PM_{2.5}$), and carbon monoxide (CO) concentrations would be below their corresponding *de minimis* thresholds or National Air Quality Ambient Standards (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 Project Component Related to the Environment (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 sources.

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 A-weighted decibels (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 New York City Landmarks Preservation Commission (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 impact as a result of construction vibration.

Other Technical Areas

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 (NYPD) and New York City Fire Department (FDNY) 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

As described in **Chapter 5, 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 by late 2025. 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

As described in **Chapter 6, Historic and Cultural Resources**, 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

As described in **Chapter 9, 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, would experience increases in individual population densities due to expanded habitat opportunities.

Hazardous Materials

As discussed in greater detail in **Chapter 10, Hazardous Materials**, the potential for significant adverse impacts related to hazardous materials resulting from the Proposed Development would be precluded through complicity 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.

Mitigation

Transportation

Traffic

Of the 13 intersections analyzed, 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 New York City Department of Transportation (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 intersections listed below 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)
- Franklin Street and Milton Street (Saturday peak hour)

Pedestrians

Of the 22 pedestrian elements analyzed, 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

As discussed in **Chapter 18, Construction**, 13 intersections were analyzed for potential significant traffic impacts during the construction traffic peak hours. Significant 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 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).

Pedestrians

As described in **Chapter 18, Construction,** 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 commuter peak hour and 2,278 pedestrian trips during the PM commuter peak hour would be generated by the Proposed Development), significant impacts that could not be mitigated were identified at the south crosswalk at the intersection of Franklin Street and Quay Street 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

As described in **Chapter 18, Construction**, 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.

Alternatives

No-Action Alternative

The No-Action Alternative examines the future without the Proposed Actions (the No-Action condition). 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 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 would 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

As discussed in **Chapters 19, Mitigation**, and **21, Unavoidable Significant Adverse Impacts**, the Proposed Actions would have the potential to result in unmitigated significant adverse construction noise impacts 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 potential for any 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 under operational and construction conditions.

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, as detailed in **Chapter 19, Mitigation**. 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.

Unavoidable Significant Adverse Impacts

This chapter summarizes unavoidable significant adverse impacts resulting from the With-Action condition. As described in **Chapter 19, Mitigation**, the Proposed Actions have the potential to result in significant adverse impacts with respect to transportation (traffic and pedestrians) and construction (traffic, pedestrians, and noise). To the extent practicable, mitigation has been proposed for the identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate the significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts.

Transportation

Traffic

As described in **Chapter 12, Transportation**, of the 13 intersections analyzed, the Proposed Actions would result in significant adverse traffic impacts as follows:

- at four intersections (at six specific traffic movements) during the weekday AM peak hour,
- at four intersections (at six specific traffic movements) during the weekday midday peak hour,
- at five intersections (at nine specific traffic movements) during the weekday PM peak hour, and
- at five intersections (at seven specific traffic movements) during the Saturday peak hour.

Standard traffic capacity improvements typically implemented by New York City Department of Transportation (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. Such measures are identified and are discussed in **Chapter 19, Mitigation**. However, significant traffic impacts to the intersections listed below 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)
- 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

As described in **Chapter 12, Transportation**, two of the 22 pedestrian elements analyzed would be significantly adverse impacted by the Proposed Actions:

- Southwest corner at the intersection of Franklin Street and Quay Street (Saturday peak hour)
- South crosswalk at the intersection of Franklin Street and Quay Street (weekday AM, midday, PM and Saturday peak hours)

As discussed in **Chapter 19, Mitigation**, no feasible mitigation measures were identified, therefore the significant adverse impacts to these pedestrian elements would remain unmitigated.

Construction

Traffic

As discussed in **Chapter 18, Construction**, 13 intersections were analyzed for potential significant traffic impacts during the construction traffic peak hours. Significant 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 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. Such measures are identified and are discussed in **Chapter 19, Mitigation**. However, significant traffic impact at the intersection listed below would remain unmitigated during construction:

› McGuinness Boulevard and Greenpoint Avenue (weekday PM construction 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

As described in **Chapter 18, Construction,** 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 commuter peak hour and 2,278 pedestrian trips during the PM commuter peak hour would be generated by the Proposed Development), 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

As described in **Chapter 18, Construction**, 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.

Growth-Inducing Aspects of the Proposed Project

The effect 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.

As described in **Chapter 2, Land Use, Zoning, and Public Policy** 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 zoning square feet (zsf) of commercial space by the 2031 build year, absent the Proposed Actions.

As described in **Chapter 3, Socioeconomic Conditions**, 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 Mandatory Inclusionary Housing (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.

As discussed in **Chapter 9, Water and Sewer Infrastructure**, 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. As discussed in **Chapter 2, Land Use, Zoning, and Public Policy**, 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.

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 benefits of the Proposed Actions. As described in **Chapter 1, Project Description**, the Proposed Actions would facilitate the development of approximately 1,106,500 gross square feet (gsf) of residential space with up to approximately 1,150 dwelling units (DUs), including approximately 300 affordable DUs, community facility space including an approximately 35,000-gsf museum, approximately 36,500 gsf of local retail commercial space,[13] approximately 140 below-grade parking spaces, and approximately 50,000 sf of new open space, including a 34,000-sf Waterfront Public Access Area (WPAA) and 9,000 sf of Public Access Area (PAA). The Development Site consists of the NYCTA Mobile Wash Unit and Materials Storage facility (the NYCTA Facility) and vacant land owned by the Greenpoint Monitor Museum. Despite restoration efforts overseen by the Greenpoint Monitor Museum, the existing vacant land is currently experiencing deteriorating conditions because of flooding and erosion. The Proposed Development would deliver a variety of environmental improvements and new land uses, including affordable housing, a permanent museum, resiliency improvements, and new public open space that would provide a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site, and between Bushwick Inlet Park and West Street.

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 approximately 143,000-gsf turnkey facility at the NYCTA Relocation Site. The proposed NYCTA Relocation Site would accommodate the NYCTA Facility currently located on a portion of the Development Site (Block 2590, Lot 1), and the NYCTA Emergency Response Unit (ERU) facility currently located on 65 Commercial Street (Block 2472, Lot 415) (the ERU Site).

The Proposed Actions would provide numerous benefits to the community, such as new open space; improved neighborhood and waterfront connectivity; resiliency and flood protection; a new museum; much needed housing, including affordable housing units, with income-restricted units at an average of 56 percent area median income (AMI) to support low-income New Yorkers; and neighborhood retail constructed on the site of an existing incompatible and non-compliant industrial use. Additional benefits from the Proposed Actions 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

[13] 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.

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.

As detailed in **Chapter 14, Greenhouse Gas Emissions and Climate Change**, the Proposed Actions would comply with the 2020 Energy Conservation Construction Code of New York State and 2020 New York City Energy Conservation Code, which govern performance requirements of heating, ventilation, and air conditioning (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.

Since the Development Site and NYCTA Relocation Site are located within the AE Flood Zone, which is the "Special Flood Hazard Area," also known as the 1.0 percent annual chance floodplain, the potential effects of global climate change have been considered and are presented in **Appendix B, Waterfront Revitalization Program Consistency Assessment**. The assessment considers the effects of climate change on rising sea levels, storm surge, and coastal flooding resulting from the Proposed Actions. As detailed in **Appendix B**, it was determined that the Proposed Actions would be supportive of Policy 6.2 of the New York City Waterfront Revitalization Program (WRP).

As described in **Chapter 9, Natural Resources**, 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, are expected to 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 best management practices (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 (discussed in detail in **Chapter 2, Land Use, Zoning, and Public Policy**), including Greenpoint-Williamsburg Waterfront Access Plan; Housing Our Neighbors, and the New York City Waterfront Revitalization Program.

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.

Effects on Disadvantaged Communities

The Proposed Actions would not have significant adverse impacts related to their effects on disadvantaged communities. 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.