City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Monitor Point

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
25DCP068K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
Pending	

2a. *Lead Agency Information*	**2b. *Applicant Information***
NAME OF LEAD AGENCY New York City Department of City Planning	NAME OF APPLICANT GO Quay, LLC; New York City Metropolitan Transportation Authority (MTA) New York City Transit Authority (NYCTA)
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Simeon Maleh
ADDRESS 120 Broadway, 31st Floor	ADDRESS 111 5th Avenue, 9th Floor

CITY New York	STATE NY	ZIP 10271	CITY NY	STATE NY	ZIP 10003
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 646-937-1655	EMAIL smaleh@gothamorg.com	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(5)

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

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 that would apply to (1) a rezoning area consisting of Brooklyn Block 2590, Lot 25 and 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), (2) the remaining portion of Lot 1 (which would not be rezoned) and (3) a relocation site that would house two NYCTA facilities that are being relocated from their existing locations and consolidated into a new facility located at 213 Meadow Street (Block 2951, Lots 1, 5, and 45) in the East Williamsburg neighborhood of Brooklyn CD 1 (the NYCTA Relocation Site)(collectively, the Affected Area).

The Proposed Development would comprise three buildings containing a total of approximately 1,215,000 gross square feet (gsf), consisting of up to approximately 1,150 dwelling units in approximately 1,106,500 residential gsf, a pproximately of 25 percent (up to approximately 288 units) of which would be affordable at an average of 60 percent AMI pursuant to the requirements of Mandatory Inclusionary Housing (MIH Option 1). The Proposed Development would also include approximately 36,500 gsf of local retail, and approximately 35,000 community facility gsf for the Monitor Museum, approximately 150 accessory parking spaces and approximately 50,000 sf of open space, including a 43,000-sf Waterfront Public Access Area (WPAA). An approximately 56-story West Building and an approximately 21-story East Building on Lot 1 would contain the residential and commercial uses, and a 3- to 4-story museum building on Lot 25 would house the Monitor Museum. To allow for development on Lot 1, the City would relocate the existing onsite NYCTA Mobile Wash Unit and Materials Storage to a newly constructed turnkey facility off-site that is being constructed by the Project Developer for the NYCTA at 213 Meadow Street (the NYCTA Relocation Site: Block 2951, Lots 1, 5, and 45) in the North Brooklyn Industrial Business Zone (IBZ) in East Williamsburg. An existing off-site NYCTA Emergency Response Unit (ERU) facility (located at 65 Commercial Street in north Greenpoint: Block 2472, Lot 415) would also be relocated to the new facility, which would facilitate the full realization of Box Street Park by allowing the City to develop

an additional 25,000 sf of public open space on the site. The new NYCTA facility would be constructed prior to demolition associated with the Proposed Development, and MTA operations would not be interrupted. The ERU relocation would create a vacant site at 65 Commercial Street allowing for the full realization of the proposed Box Street Park by the City, which would provide an additional 25,000 sf of public open space.

Refer to Part 1, "Project Description" for more detailed information.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 40 and 56 Quay Street; 213 Meadow Street
TAX BLOCK(S) AND LOT(S) Block 2590, Lots 1 & 25; Block 2951, Lots 1, 5, and 45		ZIP CODE 11222, 11237

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Development Site: Generally bounded Quay Street to the north, Bushwick Inlet Park to the south, and Bushwick Inlet/East River to the south and west.
Relocation Site: Generally bounded by Ten Eyck Street to the north, Meadow Street to the south, Varick Avenue to the west, and Stewart Avenue to the east.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
R6, R6/C2-4, PARK (Development Site); M3-1 (Relocation Site)	12c

5. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☒ CITY MAP AMENDMENT	☒ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☒ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION ZR Sections: 62-361, 62-931, 62-363, 74-745, and Appendix F (MIH); Map 12c; 74-74 Special Permit to modify 62-343, 62-363, 36-62, 77-22, and 62-332; 62-811 Certification

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

Other City Approvals Not Subject to CEQR (check all that apply)

☒ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
	☐ OTHER, explain:

State or Federal Actions/Approvals/Funding: ☒ YES ☐ NO If "yes," specify: 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; amendments to DEC Tidal Wetland and Protection of Waters permits and Corps of Engineers Section 10 and Section 404 permits; New York State Department of Environmental Conservation (DEC) for Brownfield Cleanup Program (BCP) (not a SEQRA Action)

6. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

Graphics: *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP	☒ ZONING MAP	☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP	☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	

☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 131,734 Rezoning Area + 56,200 NYCTA Relocation Site = 187,934 Total

Waterbody area (sq. ft.) and type:

Roads, buildings, and other paved surfaces (sq. ft.): N/A

Other, describe (sq. ft.):

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 1,215,000 at Development Site; 143,000 at NYCTA Relocation Site

NUMBER OF BUILDINGS:

3 at Development Site (Monitor Museum, West Building, East Building), 1 at NYCTA Replacement Site

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):

Monitor Museum 35,000 gsf; West Building 979,000 gsf; East Building; 201,000 gsf; NYCTA Replacement Facility 143,000 gsf

HEIGHT OF EACH BUILDING (ft.): Monitor Museum: up to 75 feet including bulkhead
East Building: approx. 230 feet (260 with bulkhead)
West Building: approx. 450 gfeet (490 with bulkhead) (east tower) and approx. 600 feet (640 with bulkhead) (west tower)
NYCTA Replacement Facility: approx. 60 feet (80 with bulkhead)

NUMBER OF STORIES OF EACH BUILDING:

Museum Approximately 3-4 stories; West Building approximately 56 stories; East Building approximately 21 stories; NYCTA Replacement Facility 3 stories

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO

If "yes," specify: The total square feet owned or controlled by the applicant: 131,734

The total square feet not owned or controlled by the applicant: 0

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO

If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length)

VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: Approximately 187,900 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2031

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Development Site: 6 months demo, 36 months construction
NYCTA Replacement facility: 20 months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO | IF MULTIPLE PHASES, HOW MANY? TBD

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Construction would occur sequentially across the site in multiple phases.

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Parking Facilities, Vacant Land

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	N/A	N/A	Multi-Family	
No. of dwelling units	N/A	N/A	1,150	1,150
No. of low- to moderate-income units	N/A	N/A	230 to 345	230 to 345
Gross floor area (sq. ft.)	N/A	N/A	1,106,500	1,106,500
Commercial	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	N/A	N/A	Local Retail	
Gross floor area (sq. ft.)	N/A	N/A	36,500	36,500
Manufacturing/Industrial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type of use	NYCTA Material Control and Mobile Wash Unit, ERU Facility, Industrial Storage	NYCTA Material Control and Mobile Wash Unit, ERU Facility, Industrial Storage	Consolidated NYCTA Building (NYCTA Relocation Site)	Consolidated NYCTA Building (NYCTA Relocation Site)
Gross floor area (sq. ft.)	Wash Unit: 71,838 ERU Facility: 4,700 Industrial Storage: 2,000 Total: 78,538	Wash Unit: 71,838 ERU Facility: 4,700 Industrial Storage: 2,000 Total: 78,538	143,000	64,462
Open storage area (sq. ft.)	0	0	N/A	
If any unenclosed activities, specify:	N/A	N/A	N/A	
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	N/A	N/A	Museum	
Gross floor area (sq. ft.)	N/A	N/A	35,000	35,000
Vacant Land	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," describe:	Block 2590, Lot 25 51,004	Block 2590, Lot 25 51,004	0	(-51,004)
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	0	0	43,000 WPAA	43,000 WPAA
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	150	150
Operating hours	N/A	N/A	24/7	
Attended or non-attended	N/A	N/A	attended	
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," describe:	N/A	N/A	N/A	
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify number:	N/A	N/A	2,795	2,795
Briefly explain how the number of residents was calculated:	Based on a rate of 2.43 persons per household, the average household size for Brooklyn CD 1 per the 2020 US Census.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	NYCTA Material Control and Mobile Wash Unit; ERU Facility; industrial/storage	NYCTA Material Control and Mobile Wash Unit; ERU Facility; industrial/storage	Unknown number, Local Retail and Monitor Museum	Local Retail, Museum
No. and type of workers by business	NYCTA Mobile Wash Unit: 200 ERU: 45 Industrial/Storage: 25 Total: 270	NYCTA Mobile Wash Unit: 200 ERU: 45 Industrial/Storage: 25 Total: 270	110 - local retail Up to 20 - museum 46 - residential 245 - NYCTA Relo Facility 421 - Total	+110 - local retail +20 - museum +46 - residential -25 - Industrial/ Storage +151 - Total
No. and type of non-residents who are not workers	N/A	N/A	N/A	
Briefly explain how the number of businesses was calculated:	Number of workers calculated using rates of 1 worker per 800 gsf of MTA facility space, 3 workers per 1,000 gsf retail space, and 1 worker per 25 DUs. Assumes up to 20 museum employees based on information provided by the Applicant.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If any, specify type and number:	N/A	N/A	Up to approximately 200/day	+ Up to approximately 200/day
Briefly explain how the number was calculated:	Based on information provided by the Applicant. A museum concept is being developed by a professional architect including the space & services required to meet potential visitation and services provided to the community, schools and tourists.			
ZONING				
Zoning classification	R6, R6/C2-4 (Development Site), M3-1 (Relo Site)	R6, R6/C2-4 (Development Site), M3-1 (Relo Site)	R8, R8/C2-4, R6, R6/C2-4 (Development Site), M3-1 (Relo Site)	Mapping of R8 and mapping of C2-4 overlay (Development Site)
Maximum amount of floor area that can be developed	(Development Site) R: 0 gsf CF: 0 gsf C: 0 gsf M: N/A	(Development Site) R: 0 gsf CF: 0 gsf C: 0 gsf M: N/A	(Development Site) R: 1,124,155 gsf CF: 869,496 gsf C: 169,533 gsf M: N/A	(Development Site) R: 1,124,155 gsf CF: 869,496 gsf C: 169,533 gsf M: N/A
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land Use: Industrial, park, vacant, mixed-use Zoning: R6, R8, M1-1, M1-2, M1-4, M1-5, MX-8, M3-1	Land Use: Industrial, park, vacant, mixed-use Zoning: R6, R8, M1-1, M1-2, M1-4, M1-5, MX-8, M3-1	Land Use: Industrial, park, vacant, mixed-use, community facility Zoning: R6, R8, M1-1, M1-2, M1-4, M1-5, MX-8, M3-1	Larger mixed-use residential and commercial development; addition of new community facility use
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See EAS Part II		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See EAS Part II		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement See Part II: Supplemental Screenings		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☐

	YES	NO
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs See Part II: Supplemental Screenings		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☒	☐
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☒	☐
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒

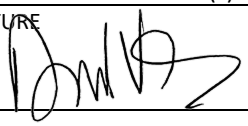
	YES	NO
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): Increment of approx. 51,537 pounds per week		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): Increment of approx. 185,372,387 BTU annually		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☒	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☒	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☒	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☒	☐
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒

	YES	NO
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☒	☐
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☒	☐
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
David Velez, AICP		March 21, 2025

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact: YES	NO
Land Use, Zoning, and Public Policy	☒	☐
Socioeconomic Conditions	☒	☐
Community Facilities and Services	☒	☐
Open Space	☒	☐
Shadows	☒	☐
Historic and Cultural Resources	☒	☐
Urban Design/Visual Resources	☒	☐
Natural Resources	☒	☐
Hazardous Materials	☒	☐
Water and Sewer Infrastructure	☒	☐
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☒	☐
Air Quality	☒	☐
Greenhouse Gas Emissions	☒	☐
Noise	☒	☐
Public Health	☒	☐
Neighborhood Character	☒	☐
Construction	☒	☐

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

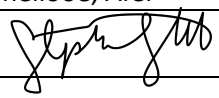
☒ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	City Planning Commission
NAME	**DATE**
Stephanie Shellooe, AICP	March 21, 2025

SIGNATURE 

EAS Figures

Figure 1 Location Map – All Sites



Figure 2 Location Map – Development Site



Figure 3 Location Map – NYCTA Relocation Site

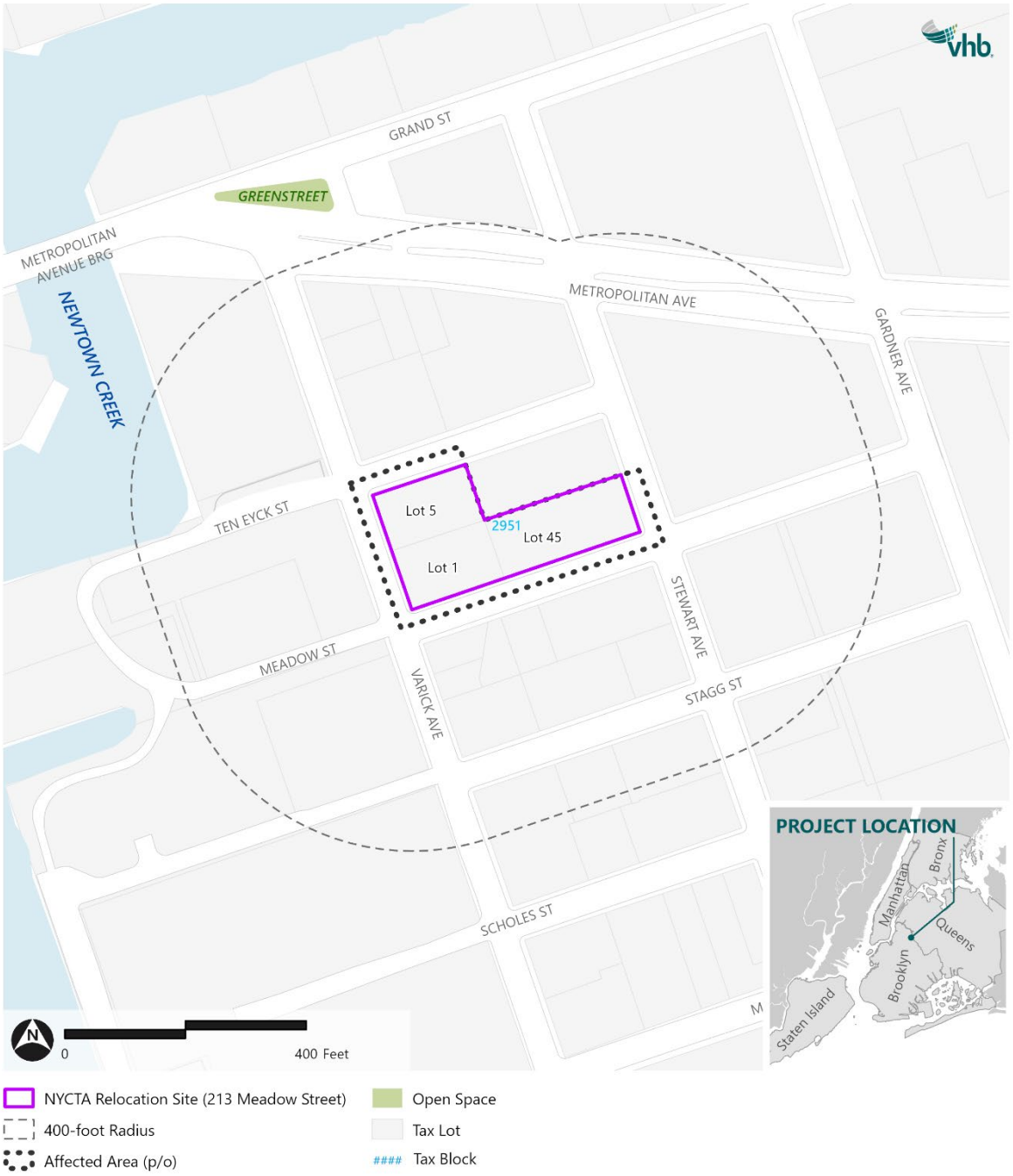


Figure 4 Tax Map – Development Site

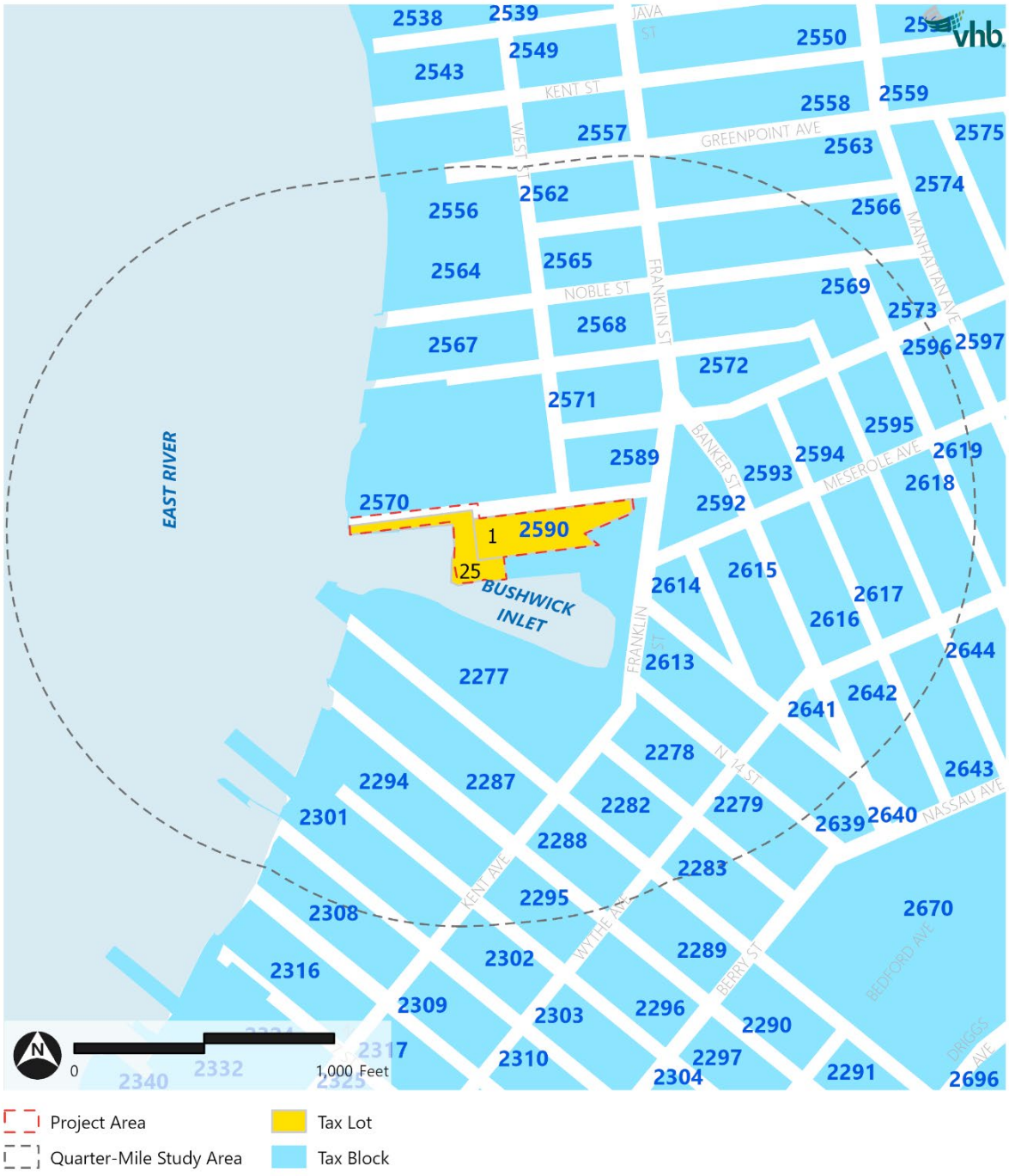


Figure 5 Tax Map – NYCTA Relocation Site

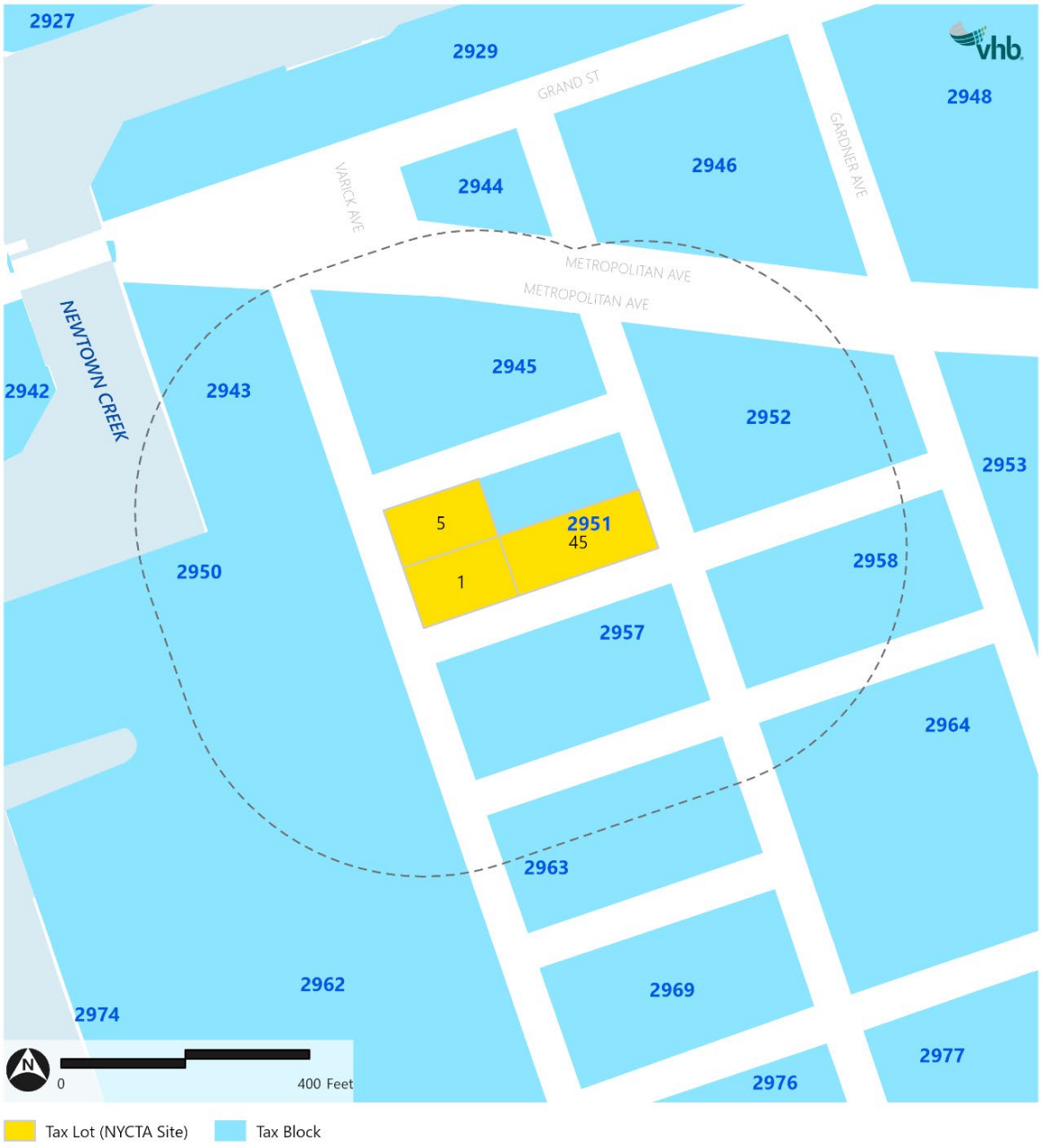


Figure 6 Existing Zoning Map – Development Site



Figure 7 Existing Zoning Map – NYCTA Relocation Site

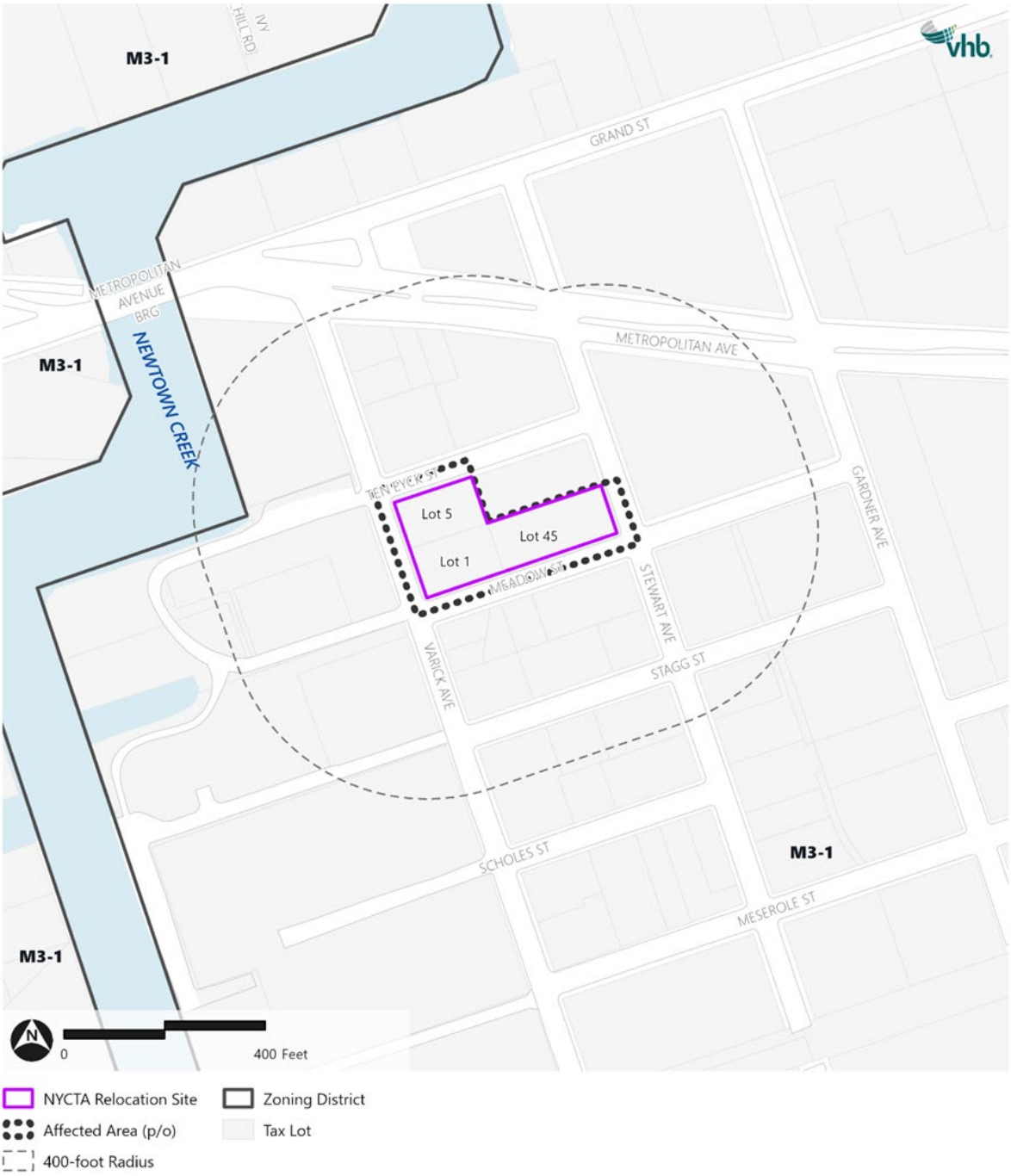
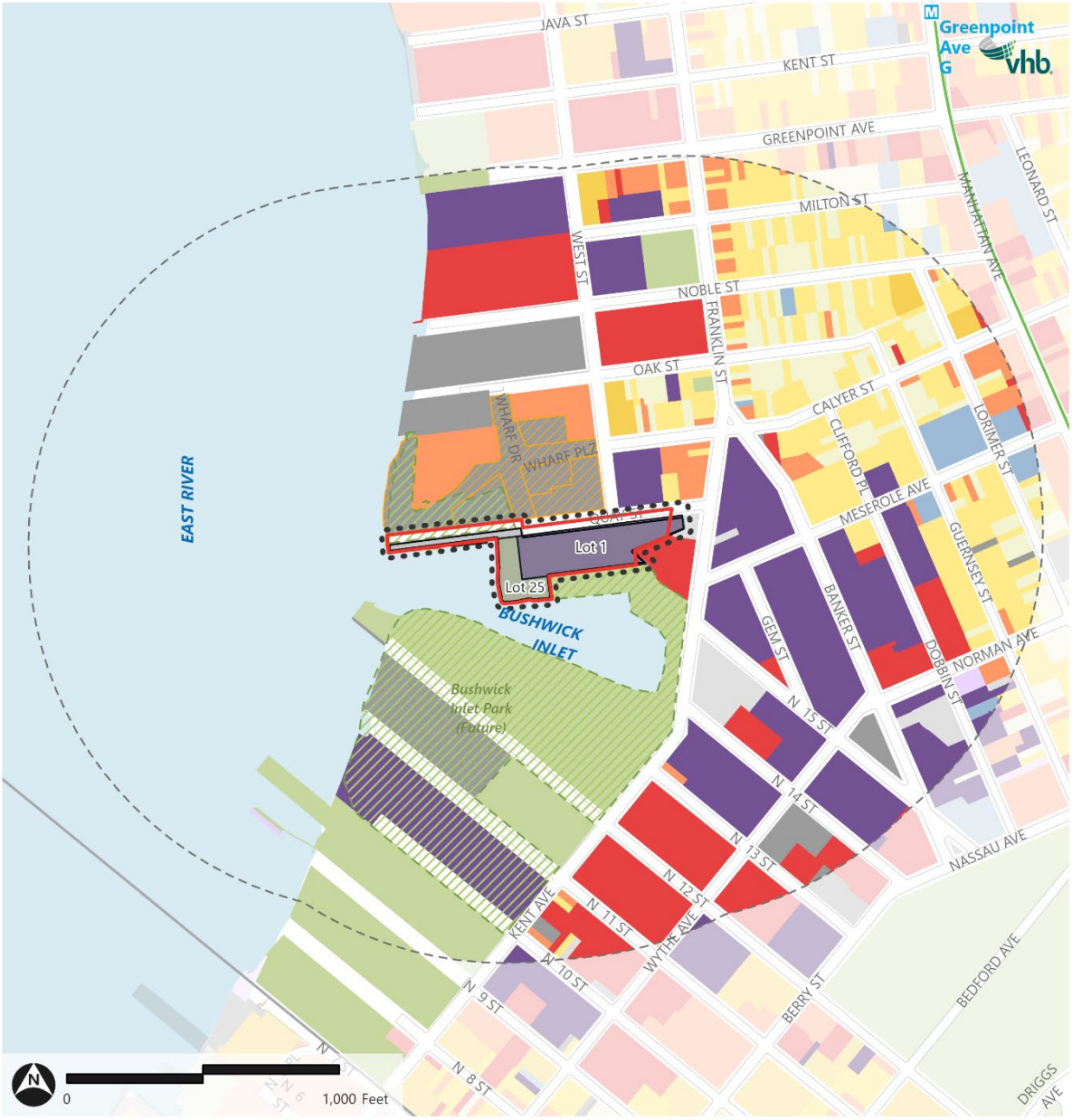


Figure 8 Land Use Map – Development Site



Source: NYC DCP, MapPLUTO 24v2

Figure 9 Land Use Map – NYCTA Relocation Site

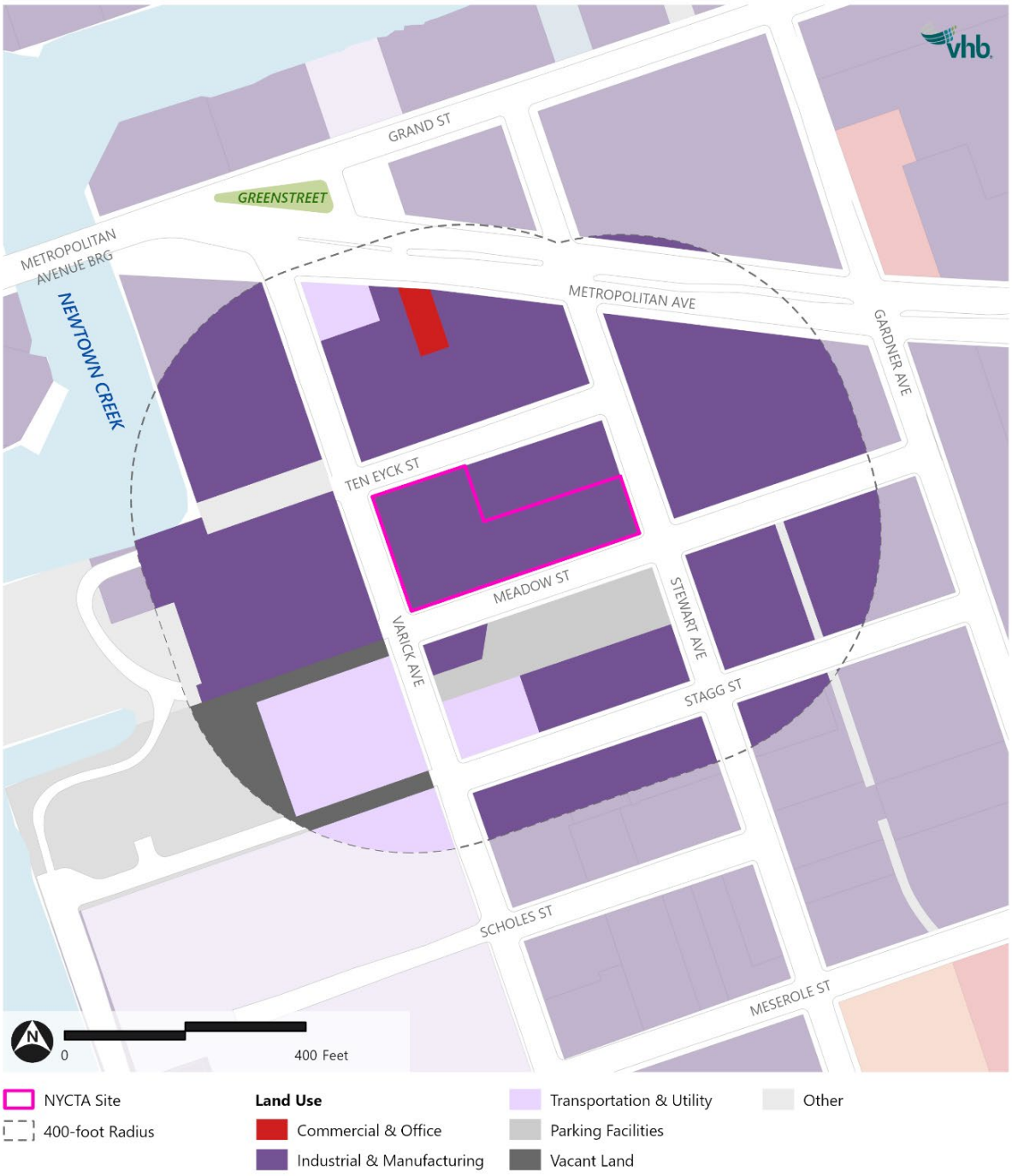


Figure 10 Aerial Map (Photo Key)

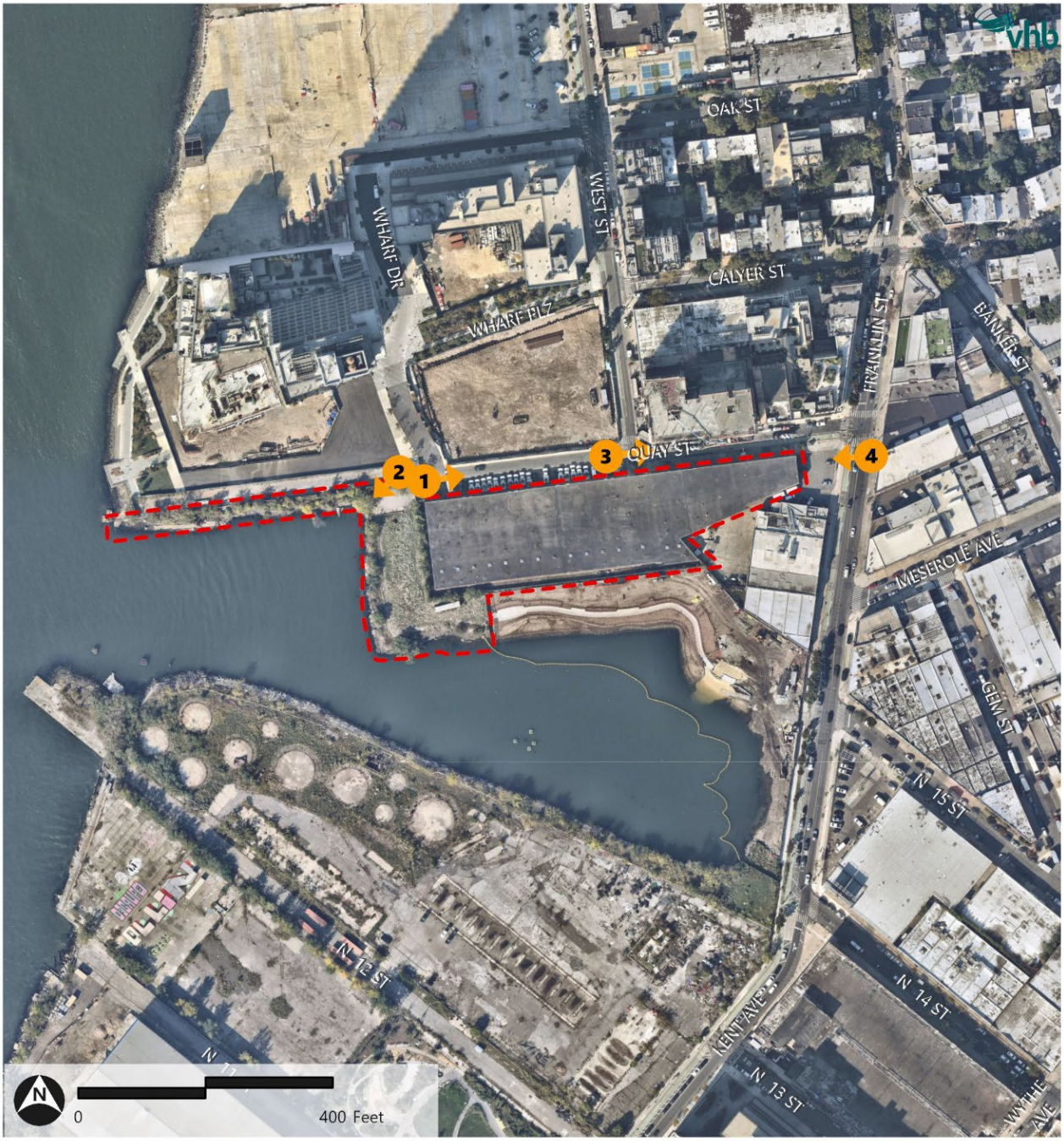
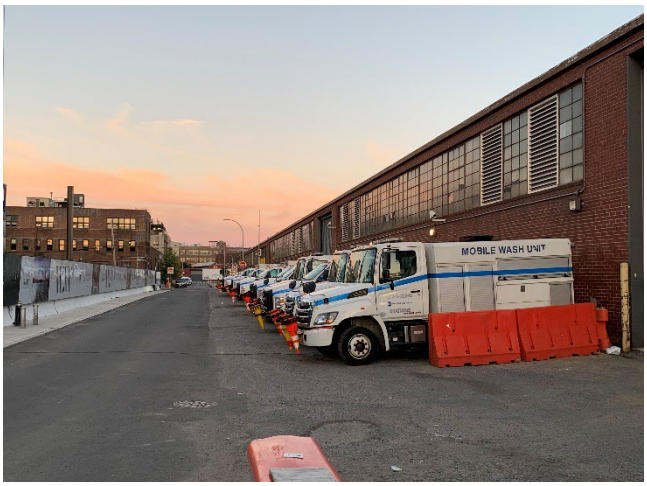


Photo 1 Northwest corner of Block 2590, Lot 1, Looking East towards Quay Street



MTA Facility at right. Photo taken September 16, 2023

Photo 2 View of Block 2590, Lot 25, Looking Southwest towards Bushwick Inlet



Vacant Lot 25. Photo taken September 16, 2023

Photo 3 Intersection of Quay Street and West Street, looking East



MTA Facility at right. Photo taken September 16, 2023

Photo 4 Franklin Street between Quay Street and Meserole Avenue, looking West



MTA Facility at right. Photo taken September 16, 2023

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Part I: Project Description

This section provides descriptive information about the requested discretionary land use action(s) and the development project that could be facilitated by the requested actions. The purpose of this section is to convey project information relevant to the environmental review.

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 (1) 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); (2) the remaining portion of Lot 1 (which would not be rezoned); and (3) a relocation site that would house two NYCTA facilities that are being relocated from their existing locations and consolidated into a new facility located at 213 Meadow Street (Block 2951, Lots 1, 5, and 45) in the East Williamsburg neighborhood of Brooklyn CD 1 (the NYCTA Relocation Site). The Rezoning Area, the remaining portion of Lot 1 that will not be rezoned, and the NYCTA Relocation Site are, collectively, the Affected Area.

The Proposed Actions would facilitate on the Development Site (Brooklyn Block 2590, Lots 1 and 25)[1] a mixed-use development that would comprise three buildings totaling approximately 1,215,000 gross square feet (gsf) (the Proposed Development). The Proposed Development would include approximately 35,000 gsf of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum on Lot 25 and two buildings on Lot 1 that would include approximately 1,106,500 gsf of residential space for up to approximately 1,150 total dwelling units (DUs). It is the Project Developer's intent to pursue Mandatory Inclusionary Housing (MIH) Option 1, under which 25 percent (up to approximately 288) of the proposed units would be affordable at an average of 60 percent Area Median Income (AMI), pursuant to MIH requirements. The development would also include approximately 36,500 gsf of local retail commercial space; approximately 37,000 gsf of below-grade parking (150 spaces) on Lot 1; and approximately 50,000 sf of open space, including a 43,000-sf Waterfront Public Access Area (WPAA). The WPAA 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.

The Proposed Development would also include resiliency and flood protection measures on the Development Site. As part of the Proposed Development, long-term funding would be provided to

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

the City/New York City Department of Parks and Recreation (NYC Parks) for the operation of Bushwick Inlet Park.

Figure I-1 shows the location of the Development Site and the NYCTA facilities, **Figure I-2** shows the Rezoning Area and the Development Site (part of the Affected Area), and **Figure I-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, 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 (190 to 285 of which would affordable pursuant to MIH), approximately 29,500 gsf of retail space between the ground floor and second story, and approximately 37,000 gsf of parking (150 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 (40 to 60 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space.

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

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

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

The removal of the NYCTA Facility from the Development Site eliminates an incompatible use from a neighborhood increasingly characterized by residential and retail uses, while also removing truck traffic, thereby improving public safety. The removal of the NYCTA Facility also eliminates a wall to the waterfront, replacing it with a new access point to the waterfront. The relocation of the ERU Facility (currently located at 65 Commercial Street) to the NYCTA Relocation Site would create a fully vacant site at Commercial Street, which would facilitate the full realization of the City's planned Box Street Park by allowing for an additional 25,000 square feet (sf) of publicly accessible open space at the ERU Site. No land use actions are associated with the departure of the ERU Facility from 65 Commercial Street, as the existing ERU Facility operates under a lease and NYCTA will be terminating the lease and vacating that property. **Figure I-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 a 3-story, 143,000-gsf building (the NYCTA Replacement Facility) that would include space for the Mobile Wash and Material Control uses to be relocated from the NYCTA Facility on Lot 1 and the ERU to be relocated from the ERU Site. To facilitate the Proposed Development, the Applicants are seeking the approval of several discretionary actions/approvals, as part of the Proposed Actions, that would apply to the Rezoning Area and NYCTA Relocation Site (described below under **Proposed Actions/Required Approvals**).

The Proposed Actions would provide numerous benefits to the community, such as new open space; improved neighborhood and waterfront connectivity; resiliency and flood protection; a new museum; much needed housing, including affordable housing units; and neighborhood retail constructed on the site of an existing incompatible industrial use. Additional benefits from the Proposed Actions would include long-term revenue support for NYC Parks; vital infrastructure investments in a new NYCTA Facility to support long-term maintenance and emergency services for NYCTA (while also providing the NYCTA with critically needed revenue); improvements to shoreline access and resiliency; environmental cleanup; and the provision of unionized building maintenance jobs, construction jobs targeting minority- and women-owned businesses (MWBE) and local employment, and neighborhood-focused commercial retail jobs.

Figure I-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)

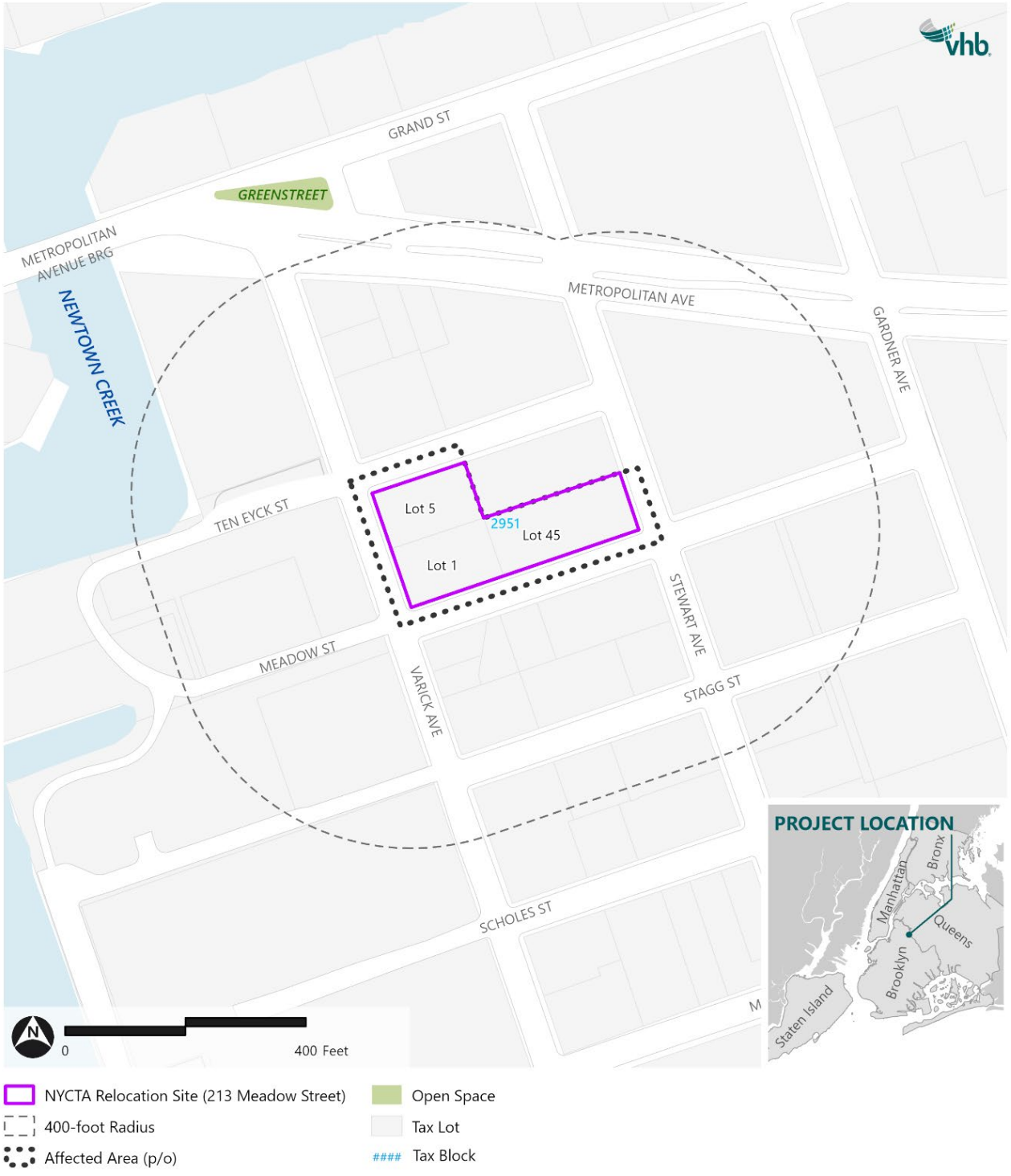
Source: NYS ITS Geospatial Services

Figure I-2 Location Map – Development Site



Source: NYC DEP, MapPLUTO 24v2

Figure I-3 Location Map – NYCTA Relocation Site



Source: NYC DEP, MapPLUTO 24v2

Existing Conditions

Development Site and Rezoning Area

The Development Site, which comprises Block 2590, Lots 1 and 25, has a total area of approximately 3.02 acres (see **Figure I-2**). The Development Site 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 (3.90 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.[3] 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.[4] 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 square feet (sf), with approximately 600 feet of frontage along Quay Street. Lot 25 and the southern half of the former Quay Street have an area of approximately 51,004 sf,[5] for a total of approximately 131,734 sf. 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-gross-square-foot (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.

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

[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] The NYC Department of Parks has stated that it does not intend to acquire the property.

[4] At the issuance of the WAP, Lot 415 did not exist and was part of Lot 425. Lot 425 is identified as Parcel 4 in the WAP.

[5] 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.

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.

The Development Site is governed by the WAP. Lot 25 is designated as Parcel 19 under the WAP and Lot 1 is designated as Parcel 15. Both Lot 25 and Quay Street are in an underlying M3-1 zoning district with a maximum industrial FAR of 2.0. The Development Site is also located in the Inner Transit Zone and the New York City Coastal Zone.

NYCTA Relocation Site and ERU Site

In addition to opportunities made available on-site through the relocation of the existing NYCTA Facility, the existing NYCTA ERU Facility at Commercial Street would also be relocated to a new facility being constructed at the NYCTA Relocation Site (see **Figure I-3**). The ERU Site is a 25,000-sf lot zoned R6 with a C2-4 overlay. Lot 415 is part of Parcel 4 of the WAP.[6] The lot has frontage on Commercial Street, and is occupied by a 4,700-gsf, two-story building and open parking/storage space used for the NYCTA ERU.

As described above, no land use actions are associated with the departure of the ERU Facility from 65 Commercial Street, as the existing ERU facility operates under a lease and NYCTA will be terminating the lease and vacating that property. 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 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 located on Lot 45 that is currently occupied by truck storage and repairs, food truck storage, and scaffolding storage areas.

[6] 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.

Neighborhood Context

Development Site and Rezoning Area

The Development Site and Rezoning Area are located in the Greenpoint neighborhood of Brooklyn, Community District 1. The area within a quarter-mile radius includes one- and two-story industrial buildings used for light manufacturing, and mixed residential and light manufacturing land uses, in addition to open space. Residential uses 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, Spring 2025; 7 Wharf Drive, Fall 2025; and 30 Wharf Drive, Summer 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 has not yet been developed into parkland, construction is underway, and the NYC Department of Parks and Recreation 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 increasing replaced manufacturing and industrial uses—a trend initiated by the 2005 Greenpoint-Williamsburg Neighborhood Rezoning (C 050111 (A) ZMK; C 040415 MMK; C 040416 MMK; C 040417 MMK and C 040418 MMK), which included the Development Site and the area directly to the north and east. Under this rezoning, Lot 1 within the Development Site was rezoned from manufacturing to residential use, 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 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 inclusionary zoning, the 2009 Greenpoint-Williamsburg Contextual Rezoning amended a more than 175-block area to the east of the 2005 Greenpoint-Williamsburg Rezoning boundary, affecting areas northeast of the Development Site. Additionally, four separate zoning applications were adopted between 2020 and 2023 to facilitate development nearby—79 Quay Street (C 210166 ZMK; N 210167 ZRK) in 2021, which would allow for a mixed-use residential and commercial building; Acme Smoked Fish/Gem Street (C 210138 ZMK) in 2021, which would allow for a mixed-use light manufacturing and commercial facility; and 12 Franklin Street (C 180387ZSK and N 230105CMK) in 2020 and renewed in 2023, to facilitate the development of a new seven-story, approximately 134,222 sf mixed office, retail, and industrial building. Located roughly a half-mile southwest of the Development Site along the East River waterfront, the River Ring project (C 220061 MLK; C 220062 ZMK; N 220063 ZRK; C 220064 ZSK; N 220065 ZAK; N 220066 ZCK; N 220067 LDK; N 220068 ZAK; N 220069 ZAK; C 220070 ZSK) was adopted to facilitate a mixed-use development with approximately 1,050 residential units, including 263 affordable units; commercial; and community facility space across two new buildings, along with waterfront public access areas.

The Development Site is located within the 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 of walk of the

Development Site. The closest subway stations are the Greenpoint Avenue and Nassau Avenue G train stations which is both within a 10-minute walking distance from 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. 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, and nearby industrial activities include warehousing and open storage, waste facilities, and manufacturing. It is also located within the Inner Transit Zone, where public transit is easily accessible to residents, and no parking is required. 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. Surrounding zoning includes R6, R6B, R7X, and R8 residential districts, C2-4 commercial overlays, an M1-2 manufacturing district to the east, and several Special Mixed-Use Districts. The ERU Site is located within the Inner Transit Zone, where no parking is required. The area is located in the NYC Coastal Zone, and portions of the surroundings are in the 100-year floodplain.

Project Description

Open Space and Public Realm Improvements

The Proposed Development would include approximately 50,000 sf of open space, including approximately 43,000 sf of WPAA 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. 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. In addition to the on-site open space, the relocation of both the on-site NYCTA Facility on Lot 1 and the off-site NYCTA ERU Facility located at 65 Commercial Street to the NYCTA Relocation Site (shown in **Figure I-3** and discussed below) 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.

Built Improvements

Proposed Development

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 288) of the proposed units would be affordable at an average of 60 percent Area Median Income (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 150 spaces) of below-grade parking in a single cellar level accessed via a new curb cut on Quay Street. The Proposed Development would include resiliency and flood protection measures on the Development Site. The Proposed Development would also provide long term funding to the City/NYC Parks for the operation of the adjacent Bushwick Inlet Park. The Proposed Development would consist of three buildings:

- A permanent home for the Greenpoint Monitor Museum on Lot 25, consisting of an approximately 35,000-gsf, 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 building with two high-rise towers. The Project Developer is proposing approximately 912,500 gsf of residential space (950 DUs, 190 to 285 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 150 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).
- 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, 40 to 60 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space.

It is the Project Developer's intention that approximately 25 percent (up to approximately 288) of the proposed units would be affordable at an average of 60 percent AMI, pursuant to the requirements of MIH Option 1. 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. **Figure I-4** shows an illustrative site plan for the Proposed Development and **Figure I-5** and **Figure I-6** show illustrative elevations.

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 **Figure I-3**).

The site of the ERU Facility was identified as the proposed location for the future Box Street Park in 2005 as part of the WAP. Development of the Park has been delayed due to difficulties relocating the NYCTA ERU Facility.

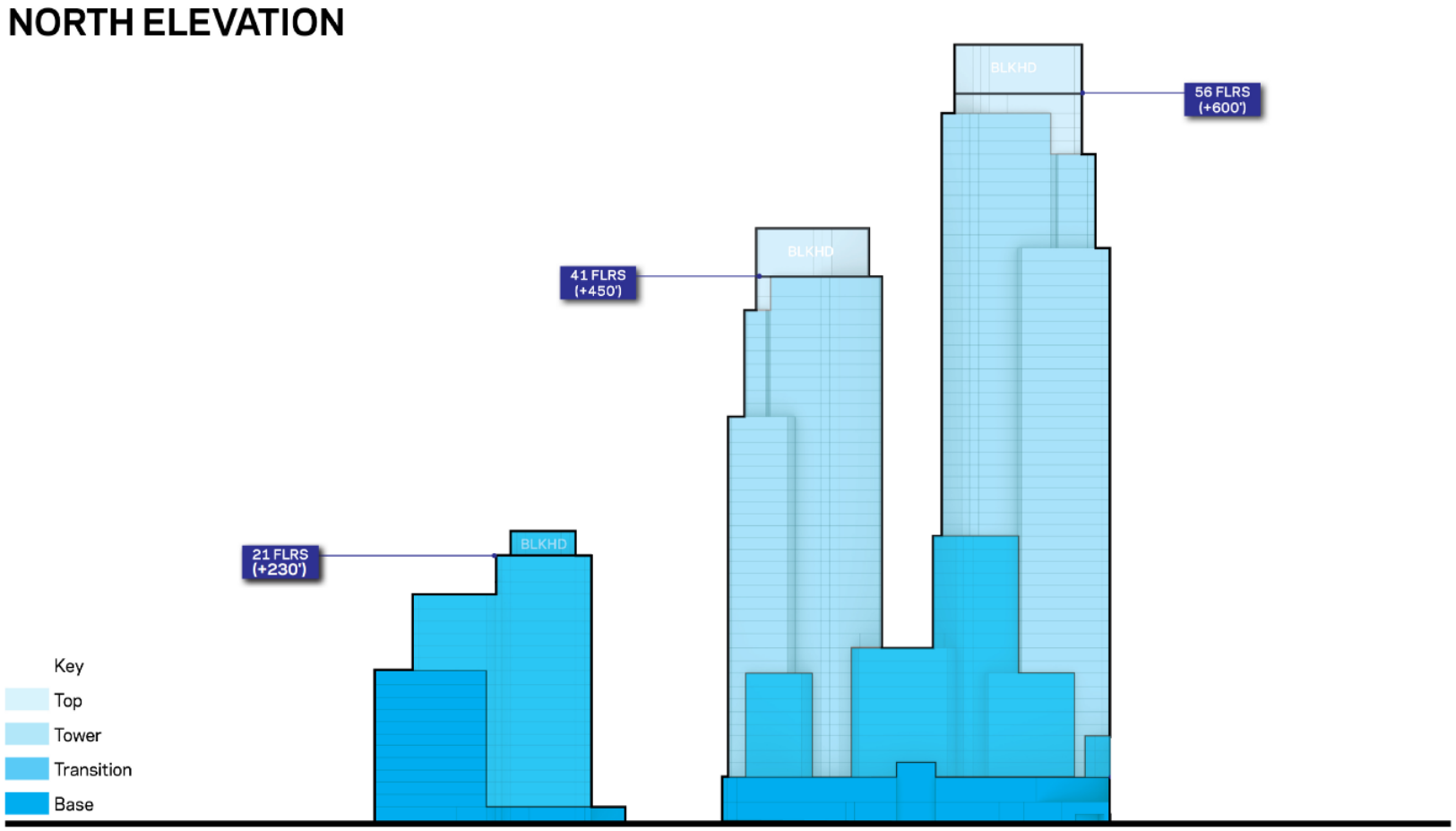
The removal of the NYCTA Facility from the Development Site eliminates an incompatible use from a neighborhood increasingly characterized by residential and retail uses while also removing truck traffic, thereby improving public safety. The removal of the NYCTA Facility also eliminates a wall to the waterfront and provides a new access point to the waterfront. The new replacement facility would be constructed prior to demolition associated with the Proposed Development, and NYCTA operations would not be affected.

Figure I-4 Proposed Illustrative Site Plan



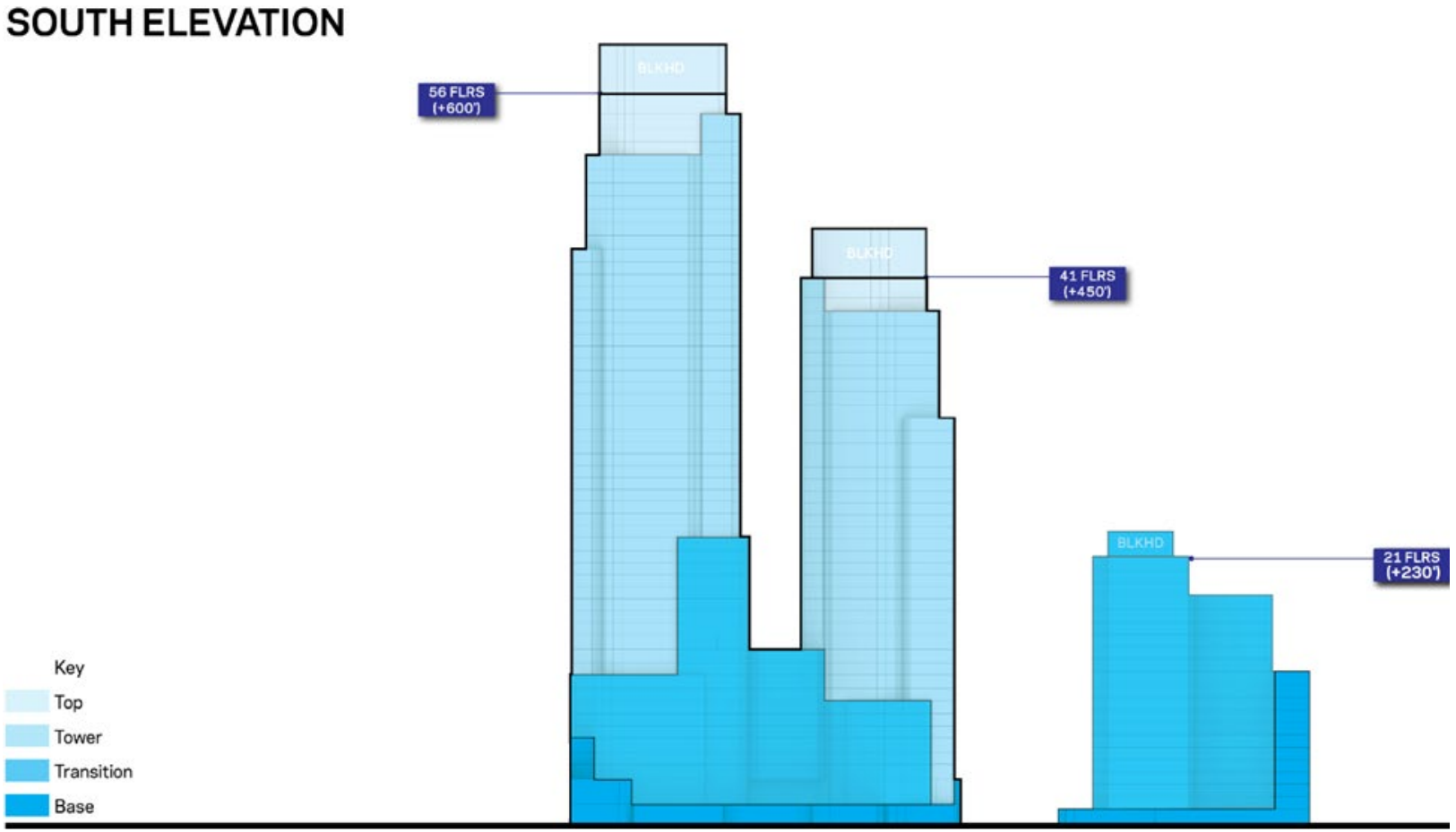
Source: FX Collaborative

Figure I-5 Development Site Proposed Building Envelopes – North Elevation



Source: FX Collaborative

Figure I-6 Development Site Proposed Building Envelopes – South Elevation



Source: FX Collaborative

Proposed Actions/Required Approvals

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[7]:

- A zoning map amendment to rezone the Rezoning Area from (1) R6 to R8/C2-4, (2) a portion of R6/C2-4 to R8/C2-4, and (3) M3-1 to R8 and R6 (and relocation of 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 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.
  - 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 Rezoning Area.
  - To amend ZR Section 74-745 to allow the waiver or reduction of required loading berths within WAP BK-1.
- Zoning special permits pursuant to ZR Section 74-74 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, 77-22, and 62-332 (height and setback, maximum tower width, maximum tower size, loading, floor area distribution, 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 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 New York State Department of Environmental Conservation (DEC) Tidal Wetland and Protection of Waters permits in connection with shoreline restoration work on Lot 25.
- 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:

[7] 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.

- 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.

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 the 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 288 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, activating the Development Site and providing commercial amenities for residents and visitors, and be more consistent with surrounding land use trends compared to what is existing 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.

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 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 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 practices.

Analysis Framework

This document has been prepared in conformance to the guidelines presented in the *2021 CEQR Technical Manual*. For each technical area, the EIS analysis 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 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 NYCTA 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) proposed in the quarter-mile study area surrounding the Development Site that are expected to be complete by the 2031 build year (see **Table I-1**). There are no known developments planned within a 400-foot radius of the NYCTA Relocation Site.

Table I-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)

Notes:

[1] Indicates development is part of the planned Calyer Place project

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

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 I-2**, below. While the Project Developer is pursuing MIH Option 1, the specific MIH Options to be mapped as part of the Proposed Actions would be determined during public review. Affordability would range 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 I-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
	DUs	0	0	1,150	+1,150
	MIH DUs	0	0	230 to 345	+230 to 345
Commercial (Local Retail)	**GSF**	0	0	36,500	+36,500
Community Facility (Museum)	**GSF**	0	0	35,000	+35,000
Industrial (NYCTA Facility)	**GSF**	71,838	71,838	0	-71,838
Parking	**GSF**	0	0	37,000	+37,000
	NYCTA Spaces	0	0	0	-
	Res. Spaces	0	0	150	+150
Development Site - Total GSF		**71,838**	**71,838**	**1,215,000**	**+1,143,162**
Open Space (SF)	**Total**	0	0	50,000	+50,000
	WPAA	0	0	43,000	+43,000
On-Site Workers		*200*	*200*	*176*	*-24*
On-Site Visitors		*0*	*0*	*200*[2]	*+200*
NYCTA Relocation Site					
Industrial	**GSF**	2,000	2,000	143,000	+141,000
NYCTA Relocation Site - Total GSF		**2,000**	**2,000**	**143,000**	**+141,000**
On-Site Workers		25	25	245	220
ERU Site					
Industrial	**GSF**	4,700	4,700	0	-4,700
Open Space	**SF**	0	0	*25,000*[3]	*+25,000*
NYCTA Relocation Site - Total GSF		**4,700**	**4,700**	**0**	**-4,700 GSF**
On-Site Workers		45	45	0	*-45*

Notes:

[1] Existing worker counts provided by NYCTA Facility and current business at the NYCTA 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

[2] Based on information provided by the Applicants

[3] Development of this open space would be made possible because of the Proposed Actions, but would be undertaken by NYC Parks

Public Review Process

The Applicants require a zoning map amendment, zoning text amendment, special permit, site selection, City and State approval of the disposition of a City-owned site, acquisition of real property interest, State and City funding, a City Map change, and NYCTA Board approval to implement the Proposed Development.

As described above, the Proposed Actions are discretionary public actions that are subject to Uniform Land Use Review Procedure (ULURP), CEQR, and SEQRA.

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months. The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case, Brooklyn Community Board 1). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the ULURP application. In the event the Council seeks to modify the application, the modifications are referred to the CPC for consideration, and the time for City Council action is extended to 65 days. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with SEQRA. In addition, the City has published a guidance manual for environmental review, the *CEQR Technical Manual*. The SEQRA and CEQR rules guide environmental review through the following steps:

- **Establish a Lead Agency**. Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. DCP, acting on behalf of the CPC, is serving as the lead agency.
- **Environmental Review and Determination of Significance**. The lead agency determines whether the proposed actions may have a significant impact on the environment. To do so, an EAS must be prepared. This EAS is reviewed by the lead agency, which determines if the Proposed Actions and development have the potential to result in any significant adverse impacts on the environment. As the Proposed Actions are classified as a "Type I Action" and the EAS identified the potential for significant adverse impacts on the environment in certain impact categories, an EIS is required and must be prepared, and a determination of significance must be issued. A Positive Declaration will be issued by DCP, as lead agency.
- **Draft Scope of Work**. A Draft Scope of Work (DSOW) is required for the preparation of an EIS and will contain a description of the Proposed Actions and the tasks that will be undertaken to analyze the potential environmental impact of the Proposed Project. The issuance of the DSOW marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the DSOW may do so and give their comments to the lead agency. The public, interested agencies, and elected officials are invited to comment on the DSOW, either in writing or orally, at a public scoping meeting.

- **Final Scope of Work**. Comments received during the scoping meeting and written comments received up to 10 days after the meeting will be considered and incorporated, as appropriate, into the Final Scope of Work (FSOW). The FSOW will incorporate all relevant comments made on the DSOW and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process.
- **Draft EIS**. The Draft EIS (DEIS) will be prepared in accordance with the FSOW. Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments.
- **Final EIS**. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. Once the lead agency certifies that the FEIS is complete, it issues a Notice of Completion (NOC) describing the FEIS, the project, and how to obtain copies of the FEIS. Pursuant to SEQR regulations, the lead and any involved agencies must allow at least ten (10) calendar days after the publication of the NOC to consider the findings in the FEIS before a decision is made. To demonstrate that the responsible City decision-maker has taken a hard look at the impacts, alternatives, and mitigation measures, the lead and each involved agency must adopt a formal set of written findings, known as a "Statement of Findings," setting forth its decision regarding the action it will take and drawing its conclusions about any significant adverse environmental impacts and how to avoid or mitigate them. Each lead or involved agency is responsible for its own Statement of Findings; once each adopts its findings, the CEQR process is concluded, and the agencies may then take their actions.

Uniform Land Use Review Procedure

The Proposed City Actions are subject to public review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, as well as CEQR and SEQRA procedures.[8] The New York City Charter (the Charter) requires certain actions that are reviewed by the NYC City Planning Commission (CPC) to undergo a ULURP. ULURP is a standardized procedure whereby applications affecting the land use of the city would be publicly reviewed. The Charter also established mandated time frames within which application review must take place. Key participants in the ULURP process are the NYC Department of City Planning (DCP) and the CPC, the local community board, the Brooklyn Borough President, the City Council and the Mayor.

[8] As noted above, environmental review pursuant to SEQRA would be required for any State approvals or funding, as listed above.

Part II: Supplemental Screenings

Additional Technical Information for EAS Full Form

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 (1) 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); (2) the remaining portion of Lot 1 (which would not be rezoned); and (3) a relocation site that would house two NYCTA facilities that are being relocated from their existing locations and consolidated into a new facility located at 213 Meadow Street (Block 2951, Lots 1, 5, and 45) in the East Williamsburg neighborhood of Brooklyn CD 1 (the NYCTA Relocation Site). The Rezoning Area, the remaining portion of Lot 1 that will not be rezoned, and the NYCTA Relocation Site are, collectively, the Affected Area.

The Proposed Actions would facilitate on the Development Site (Brooklyn Block 2590, Lots 1 and 25)[1] a mixed-use development that would comprise three buildings totaling approximately 1,215,000 gross square feet (gsf) (the Proposed Development). The Proposed Development would include approximately 35,000 gsf of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum on Lot 25 and two buildings on Lot 1 that would include approximately 1,106,500 gsf of residential space for up to approximately 1,150 total dwelling units (DUs). It is the Project Developer's intent to pursue Mandatory Inclusionary Housing (MIH) Option 1, under which 25 percent (up to approximately 288) of the proposed units would be affordable at an average of 60 percent Area Median Income (AMI), pursuant to MIH requirements. The development would also include approximately 36,500 gsf of local retail commercial space; approximately 37,000 gsf of below-grade parking (150 spaces) on Lot 1; and approximately 50,000 sf of open space, including a 43,000-sf Waterfront Public Access Area (WPAA). The WPAA 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.

The Proposed Development would also include resiliency and flood protection measures on the Development Site. As part of the Proposed Development, long-term funding would be provided to the City/New York City Department of Parks and Recreation (NYC Parks) for the operation of Bushwick Inlet Park.

The Proposed Development would 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, 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).

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

- 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 (190 to 285 of which would affordable pursuant to MIH), approximately 29,500 gsf of retail space between the ground floor and second story, and approximately 37,000 gsf of parking (150 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 (40 to 60 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space.

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

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

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

The removal of the NYCTA Facility from the Development Site eliminates an incompatible use from a neighborhood increasingly characterized by residential and retail uses, while also removing truck traffic, thereby improving public safety. The removal of the NYCTA Facility also eliminates a wall to the waterfront, replacing it with a new access point to the waterfront. The relocation of the ERU Facility (currently located at 65 Commercial Street) to the NYCTA Relocation Site would create a fully vacant site at Commercial Street, which would facilitate the full realization of the City's planned Box Street Park by allowing for an additional 25,000 sf of publicly accessible open space at the ERU Site. No land use actions are associated with the departure of the ERU Facility from 65 Commercial Street, as the existing ERU Facility operates under a lease and NYCTA will be terminating the lease and vacating that property.

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

The Proposed Actions would provide numerous benefits to the community, such as new open space; improved neighborhood and waterfront connectivity; resiliency and flood protection; a new museum; much needed housing, including affordable housing units; and neighborhood retail constructed on the site of an existing incompatible industrial use. Additional benefits from the Proposed Actions

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

Provided below are preliminary screening analyses, conducted based on guidelines presented in the *2021 CEQR Technical Manual* in order to determine whether further analysis of a given technical area is necessary to determine the potential for significant adverse impacts to the environment in that area. The Draft Scope of Work (DSOW) provides information about how the Environmental Impact Statement (EIS) will evaluate areas for which further analysis is warranted.

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual,* a land use analysis is warranted for projects that would affect land use or change zoning on a site. Because the Proposed Actions would include several discretionary actions such as a zoning map amendment, zoning text amendments, special permits, and a City Map change, a land use, zoning, and public policy analysis is required. Additionally, since the Development Site and NYCTA Relocation Site are within the New York City Coastal Zone, an analysis of the Proposed Actions' consistency with the City's Coastal Zone policies is warranted. Therefore, consistent with *CEQR Technical Manual* guidance, an assessment of land use, zoning, and public policy is warranted, and will be provided in the EIS, as described in Task 2 of the DSOW.

Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. A socioeconomic assessment should be conducted if a project may be reasonably expected to create substantial socioeconomic changes within the area affected by the project that would not be expected to occur without the project. The following screening assessment considers threshold circumstances identified in the *CEQR Technical Manual* and enumerated below that can lead to socioeconomic changes warranting further assessment.

Direct Residential Displacement

Would the project directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.

The Development Site does not contain any residential uses or permanent residential population. It is currently occupied by the NYCTA facility on Lot 1, and Lot 25 is vacant. Neither the NYCTA Relocation Site nor the ERU Site contain any residential uses. Therefore, no analysis of direct residential displacement is warranted.

Direct Business and Institutional Displacement

Would the project directly displace more than 100 employees, or would the project directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation or serve a population uniquely dependent on its services in its present location? If so, assessments of direct business displacement and indirect business displacement are appropriate.

As described above, the Development Site is currently occupied by the NYCTA Facility on Lot 1, and Lot 25 is vacant. With approval of the Proposed Actions, the existing NYCTA Facility at the Development Site would be relocated to a newly constructed turnkey facility off-site at the NYCTA Relocation Site. The NYCTA Relocation Site is currently occupied by a business with truck storage and repairs, food truck storage, and scaffolding storage areas, which employs approximately 25 workers. While this business would be displaced as a result of the Proposed Actions, there are less than 100 employees, which is below the CEQR threshold for direct business displacement. Therefore, an assessment is not warranted.

While the existing NYCTA Facility would be removed from the Development Site in the future with the Proposed Actions, and the ERU would be relocated from its current location, the uses and workers associated with these critical facilities (200 workers at the NYCTA Facility, 45 workers at the ERU) would be retained in a newly constructed nearby facility as part of the Proposed Development. Therefore, these jobs would not be directly displaced as a result of the Proposed Actions. As such, no further assessment is warranted.

Indirect Residential or Business and Institutional Displacement

Would the project result in substantial new development that is markedly different from existing uses, development and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts. For projects exceeding these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.

The Proposed Actions would not exceed the 200,000-sf threshold for "substantial" new commercial development, and therefore, an assessment of indirect business and institutional displacement is not warranted and will not be included in the EIS. The Proposed Actions would result in the introduction of up to 1,150 residential units, which exceeds the analysis threshold of 200 units. Therefore, an assessment of potential indirect residential displacement is warranted, as discussed in Task 3 of the DSOW.

Would the project result in a total of 200,000 sf or more of retail on a single development site or 200,000 sf or more of region-serving retail across multiple sites?

The Proposed Actions would not result in retail space that exceeds the 200,000-sf threshold for a retail market saturation analysis. Therefore, an assessment of indirect businesses displacement due to retail market saturation is not warranted.

Adverse Effects on Specific Industries

Is the project expected to affect conditions within a specific industry?

The Proposed Actions would not affect conditions within a specific industry, affect a substantial number of workers or residents who depend on the goods or services provided by affected businesses, or result in the loss or substantial diminishment of a particularly important product or service within the City due to the Proposed Development's plans to enhance existing uses on site; therefore, an assessment of adverse effects on specific industries is not warranted.

Community Facilities and Services

The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility (e.g., schools, early childhood programs, libraries, health care facilities, police and fire protection services) or if it would have an indirect effect by introducing new populations that would overburden existing facilities. The manual further states that for public schools, libraries, and early childhood programs, potential impacts depend on the size, income characteristics, and age distribution of the new population.

The Proposed Actions would not directly affect a community facility. Therefore, there would be no direct impacts, and no analysis of direct effects is warranted. Additionally, the Proposed Actions would not result in the introduction of a sizeable new neighborhood. Therefore, it would not be expected to directly or indirectly affect study area police and fire services or health care facilities; as such, no further analysis of police/fire and health care facilities is warranted.

The Proposed Actions would result in an incremental increase of approximately 1,150 dwelling units, including up to 288 affordable units. The introduction of 1,150 DUs in Brooklyn School District 14, Subdistrict 3, where the Development Site is located, would introduce 61 combined elementary and intermediate school students, exceeding the CEQR threshold of 50 for which analysis of schools would be required. Therefore, a detailed analysis of effects on elementary and intermediate schools will be provided in the EIS, as discussed in Task 4 of the DSOW.

The Proposed Development is expected to introduce 58 high school students, which falls below the CEQR analysis threshold of 150 high school students. Therefore, no significant adverse impacts would occur and analysis of high schools is not warranted.

In Brooklyn, the introduction of 110 or more affordable units warrants a detailed analysis of early childhood programs. The Proposed Development would introduce up to 288 affordable units, which exceeds the CEQR threshold for analysis. Therefore, a detailed analysis of early childhood programs will be included in the EIS, as described in the DSOW.

Regarding libraries, the CEQR threshold for assessment in Brooklyn is 834 residential units. As the Proposed Development would introduce 1,150 incremental DUs, a detailed analysis of libraries is warranted and will be included in the EIS, as described in the DSOW.

Open Space

Introduction

The *CEQR Technical Manual* recommends performing an open space assessment if a project would result in either a direct or indirect effect on open space.

A proposed action would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment onto the space or displacement of the space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would affect the usefulness of a public open space, whether on a permanent or temporary basis. A proposed project can also directly affect an open space by enhancing its design or increasing its accessibility to the public.

Indirect effects may occur when the population generated by a proposed project overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished. The *CEQR Technical* threshold for an analysis of potential indirect effects is whether the project would introduce more than 200 residents or 500 employees.

Direct Effects

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. It is not anticipated that the Proposed Actions would lead to increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness or involve the alienation or conversion of public parkland. Therefore, no analysis of direct effects to open space is warranted. As described in the DSOW, the potential for Project-generated noise, air pollutant emissions, and shadows to affect public open space resources will be analyzed in the EIS as part of those technical studies.

Indirect Effects

The Proposed Actions would not introduce a non-residential population to the Development Site, NYCTA Relocation Site, or ERU Site that would exceed 500 workers, as it is anticipated that the Proposed Development would introduce approximately 174 incremental workers across the Development Site, NYCTA Relocation Site, and ERU Site. The largest increment would be the introduction of 220 workers at the NYCTA Relocation Site. The Proposed Actions would introduce museum visitors (up to approximately 200 per day) at the Development Site; however, this would be a transient visitor population that is unlikely to require open space resources. Therefore, an open space assessment of indirect effects on non-residential open space ratios is not warranted. However, the Proposed Actions would result in an incremental increase of residents above the 200-resident threshold. As such, an open space analysis of potential indirect effects on residential open space ratios generated by the Proposed Actions is warranted and will be provided in the EIS, as described in the DSOW.

Shadows

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The Proposed Actions would result in the construction of three new buildings at the Development Site that range from approximately 75 feet (the museum) to approximately 640 feet in height and are adjacent to sunlight sensitive resources. Therefore, an analysis of the Proposed Actions' potential to result in shadow impacts on sunlight sensitive resources is warranted and will be included in the EIS, as described in the DSOW.

The new building at the NYCTA Relocation Site would be approximately three stories and 60 feet tall (plus a 20-foot bulkhead), which exceeds the CEQR threshold of 50 feet. As such, assessment of shadows is warranted for this building and will be included in the EIS, as described in the DSOW.

Historic and Cultural Resources

According to the *CEQR Technical Manual,* a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources. The manual further recommends that a historic resources assessment be prepared if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby.

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur. Construction of the Proposed Development would require new excavation and/or removal of fill at depths greater than currently exist on the site. However, based on a letter provided by the New York City Landmarks Preservation Commission (LPC) on October 28, 2024 (see **Appendix A**), the Development Site does not have archaeological significance. Additionally, construction of the facility on the NYCTA Relocation Site would also require new excavation and/or removal of fill at depths greater than currently exist on the site. However, based on a letter provided by the New York City Landmarks Preservation Commission (LPC) on February 13, 2025 (see **Appendix A**), the NYCTA Relocation Site does not have archaeological significance. As such, an assessment of archaeological resources is not warranted, and no significant adverse impacts would result from the Proposed Actions.

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by LPC or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e.,

properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements). Based on a review of public information and a letter provided by LPC on October 28, 2024 (see **Appendix A**), several architectural resources are located within a quarter-mile of the Development Site. Based on a review of public information and a letter provided by LPC on February 13, 2025 (see **Appendix A**), several architectural resources are located within 400 feet of the NYCTA Relocation Site Therefore, a preliminary assessment will be prepared to determine whether the Proposed Actions could affect any of the historic resources identified within the study areas. If the assessment identifies the potential for the project to result in significant adverse impacts to historic and cultural resources, a detailed analysis may be included in the EIS, in accordance with the *CEQR Technical Manual*.

Urban Design and Visual Resources

According to the methodologies of the *CEQR Technical Manual,* an assessment of urban design is warranted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects that permit the modification of yard, height, and setback requirements; and (2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the Proposed Actions. A detailed analysis is stipulated for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Proposed Actions would result in physical changes to the Development Site beyond those allowable by existing zoning, alterations to the streetscape, and introduction of publicly accessible open space within the Development Site. These changes could be observed by a pedestrian from street level and could thus affect a pedestrian's experience of public space. Therefore, an analysis of urban design and visual resources is warranted and will be provided in the EIS, as described in the DSOW.

The Proposed Actions would also result in physical changes to the NYCTA Relocation Site, related to rear yard waivers, beyond those allowable by existing zoning. These changes are limited to rear yard bulk waivers and would not be visible to the pedestrian or alter the streetscape in any way. As such, the Proposed Actions would not result in significant adverse impacts to urban design and visual resources related to the NYCTA Relocation Site, and further analysis is not warranted.

The *CEQR Technical Manual* indicates that construction of multiple tall buildings at locations that experience high wind conditions may result in an exacerbation of wind conditions due to "channelization" of "downwash" effects that may affect pedestrian safety. The need for a wind analysis is based on a number of factors, including whether the location is exposed to high wind conditions, such as along west and northwest-facing waterfronts, as well as the size and orientation of the buildings that are proposed to be constructed. As the Development Site is located along a western-facing waterfront and multiple tall buildings are proposed, a pedestrian wind conditions analysis is warranted, and will be provided in the EIS, as described in the DSOW.

Natural Resources

As stated in the *CEQR Technical Manual,* a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance (e.g., surface and groundwater, wetlands, landscaped areas, gardens, and built structures used by wildlife). An assessment of natural resources is appropriate if a natural resource exists on or near a project site, or if there is a potential for impacts related to stormwater and shadows. Because the Development Site is a waterfront site located adjacent to Bushwick Inlet and the East River, an assessment of natural resources is warranted and will be provided in the EIS, as described in the DSOW. As the NYCTA Relocation Site does not contain, and is not adjacent to, any known natural resources, the Proposed Actions would not result in a significant adverse impact to natural resources at this site, and further analysis is not warranted.

Hazardous Materials

According to the *CEQR Technical Manual,* a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site; when a proposed action would increase pathways to their exposure, either human or environmental; or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. The Proposed Actions would facilitate the construction of three new buildings on the Development Site and one new building at the NYCTA Relocation Site, which would result in new in-ground excavation and subsurface disturbance. As such, the Proposed Actions would introduce a population to potential human or environmental exposure from off-site sources. Therefore, an assessment of hazardous materials is warranted and will be provided in the EIS, as described in the DSOW. 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 the Development Site. The EIS will discuss how development in the future with the Proposed Actions will comply with the (E)-Designation, as described in the DSOW.

Water and Sewer Infrastructure

According to the *CEQR Technical Manual,* a water and sewer infrastructure assessment analyzes whether a proposed action may adversely affect New York City's water distribution or sewer system and, if so, assesses the effects of the action(s) to determine whether the impact is significant.

Water Supply

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over 1 million gallons per day [gpd]), or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). The Development Site is not located within an area that experiences low water pressure, nor would the Proposed Actions result in water demand that would exceed the 1 million gpd CEQR threshold that

would warrant a preliminary assessment of water supply. Therefore, an analysis of water supply is not warranted and no significant adverse impacts related to water supply are anticipated as a result of the Proposed Actions. However, the EIS will disclose the water demand for the Proposed Development and the NYCTA Relocation Site in terms of domestic water and air conditioning.

Wastewater and Stormwater

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Brooklyn would result in incremental development over the No-Action scenario of more than 400 residential units or 150,000 sf of commercial, public facility, and institution and/or community facility space. As the Proposed Actions would result in incremental residential units in exceedance of the 400-unit CEQR analysis threshold, a preliminary assessment of wastewater and stormwater conveyance and treatment is warranted and will be provided in the EIS, as described in the DSOW.

Solid Waste and Sanitation Services

The *CEQR Technical Manual* states that an assessment of solid waste and sanitation services is warranted if an action would have the potential to result in a substantial increase in solid waste production that could overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, actions resulting in substantial waste generation, defined as 50 tons (100,000 pounds) per week or more, warrant additional analysis for effects on solid waste and sanitation services. **Table II-1** provides an estimate of onsite solid waste generation based on *CEQR Technical Manual* guidance.

Table II-1 Expected Solid Waste Generation on the Development Site

	Use	Area (gsf)	Population	Solid Waste Generation Rate (lbs/wk)[1]		Solid Waste Generation lbs/wk	Solid Waste Generation tons/wk
No-Action	Industrial (NYCTA Facility)	71,838	200 employees	182.5	employee	36,500	18.25
	Industrial (ERU)	4,700	45 employees	182.5	employee	8,213	4.11
	Industrial (Generic)	2,000	25 employees	182.5	employee	4,563	2.28
					No-Action Total	**49,276**	**24.64**
With-Action	General Community Facility	35,000	20 employees	13	employee	260	0.13
	General Commercial	36,500	110 employees	79	employee	8,690	3.94
	Residential	1,106,500	1,150 households	41	household	47,150	23.58
	NYCTA Relocation Site	143,000	245 employees	182.5	employee	44,713	20.28
					With-Action Total	**100,813**	**50.41**
					Increment	**51,537**	**25.77**

Notes:

[1] Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of *the CEQR Technical Manual*, and estimates of workers by use, as follows:

Industrial use (NYCTA Facility, ERU, and existing industrial use): 182.5 lbs/wk per employee (the average of apparel/textile and printing/publishing rates presented in the CEQR Technical Manual. This method was used to calculate industrial solid waste generation in the Acme Smoked Fish Rezoning EAS (CEQR # 20DCP009K)

Residential use: 41 lbs/wk per dwelling unit.

General retail: 79 lbs/wk per employee; assume 3 employees per 1,000 sf.

Community facility uses: 13 lbs/wk. per employee.

Based on the solid waste generation calculations in the table above, the Proposed Actions would not exceed the 50 tons per week threshold for further analysis. It can therefore be concluded that the Proposed Actions would not result in a significant adverse impact to solid waste and sanitation services and further analysis is not warranted.

Energy

According to the *CEQR Technical Manual,* a detailed assessment of energy impacts is only required for projects that would significantly affect the transmission or generation of energy or that would result in substantial consumption of energy. The Proposed Actions would not affect the transmission or generation of energy. Based on factors provided in Table 15-1 of the *CEQR Technical Manual,* the

Proposed Actions are expected to consume approximately 185,372,387 incremental British Thermal Units (BTUs) per year (see **Table II-2**).

Table II-2 Expected Energy Consumption

	Building Type	Area (sf)	Source Energy (Thousand Btu/sq ft/yr	Annual Energy Use
No-Action	Industrial (NYCTA Facility)	71,838	554.3	39,819,803
	Industrial (ERU)	4,700	554.3	2,605,210
	Industrial (Generic)	2,000	554.3	1,108,600
	No-Action Total	**78,538**		**43,533,613**
With-Action	General Community Facility	35,000	250.7	8,774,500
	General Commercial	36,500	216.3	7,894,950
	Large Residential	1,106,500	126.7	132,971,650
	NYCTA Relocation Site	143,000	554.3	79,264,900
	With-Action Total	**1,321,000**[1]		**228,906,000**
	Increment			**185,372,387**

[1]Total used in calculation excludes parking

The effect of the Proposed Actions on the transmission or generation of energy do not require further analysis, as the Proposed Actions would not have the potential to result in significant adverse impacts. However, a preliminary assessment of the Proposed Development's energy needs will be provided in the EIS as part of the Greenhouse Gas Emissions assessment, as detailed in the DSOW.

Transportation

According to the *CEQR Technical Manual,* detailed transportation analyses may be warranted if a proposed project results in 50 or more vehicle trips, 50 or more City Wide Ferry trips, and/or 200 or more transit/pedestrian trips during a given peak hour (Level 1). Based on a preliminary assessment of expected project-generated trips, the Proposed Development would generate a magnitude of peak hour trips that is expected to exceed Level 1 screening thresholds for vehicle, bus, subway and pedestrian trips. Therefore, further assessment (Level 2 screening) would be needed to assess the potential impacts to these travel modes due to the Proposed Development. While the need for detailed subway and ferry analyses for the Proposed Development and analyses of any mode for the Relocation Site are not anticipated, they will be included in the EIS if warranted, based on *CEQR Technical Manual* guidance, and would be conducted in accordance with *CEQR Technical Manual* guidelines in consultation with the lead agency and NYCTA.

Once distributed through their respective transportation systems, the concentration of vehicle, bus and pedestrian trips generated by the Proposed Development would be expected to exceed the CEQR Level 2 screening thresholds for further analyses during one or more peak hour—for vehicle trips, 50 or more vehicle trips at an intersection; for bus trips, 50 or more riders on a bus route in one

direction; and for pedestrians, 200 or more trips at a pedestrian element (i.e., crosswalks, sidewalks and corner reservoir areas). Therefore, detailed analyses of traffic, bus, and pedestrian elements is warranted as a result of the Proposed Development. As detailed traffic and pedestrian analyses are likely needed, it is also expected that an assessment of the Proposed Development's effects on parking and to vehicle and pedestrian safety are warranted. As such, transportation analyses in the EIS will include detailed traffic, pedestrians, bus line haul, parking, and vehicular and pedestrian safety analyses for the Proposed Development, as described in the DSOW.

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. As discussed in the *CEQR Technical Manual*, a proposed project may potentially result in the following types of air quality impacts:

- Potential impacts from mobile sources introduced by a project, such as:
  - Emissions from a project's enclosed parking garage
  - Emissions from the project-generated vehicle trips
- Potential impacts from potential air pollutant sources introduced by a project, such as:
  - Emissions from a project's heating, ventilation, and air conditioning (HVAC) and hot water system
  - Potential impacts on the proposed project from either manufacturing/processing facilities or large/major sources that are located near the project site

The buildings constructed as a result of the Proposed Actions would use electric for HVAC and hot water systems. Mechanisms to ensure electric HVAC will be described in the EIS. Therefore, an analysis of HVAC and hot water systems is not warranted. As such, air quality analyses in the EIS will include a detailed mobile source analysis, a parking analysis, and potential impacts from both manufacturing/processing facilities or large/major sources, as described in the DSOW.

Greenhouse Gas Emissions and Climate Change

According to the *CEQR Technical Manual,* GHG assessments are appropriate for projects in New York City requiring an EIS that would result in the development of 350,000 sf or greater. Because the Proposed Actions would introduce incremental development that would exceed this threshold (see **Table II-2**), further analysis is warranted, as described in the DSOW.

Depending on the sensitivity, location, and useful life of development resulting from a proposed action, it may be appropriate to include discussion of the potential effects of climate change in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. Since the Development Site

and Relocation Site are located within the New York City Coastal Zone, a climate change analysis is warranted and will be provided in the EIS, as described in the DSOW.

Noise

As discussed in the *CEQR Technical Manual*, a noise analysis is appropriate if a proposed action would generate mobile or stationary sources of noise or would introduce noise-sensitive receptors in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include rooftop equipment such as emergency generators, cooling towers, and other mechanical equipment.

The Proposed Actions would generate vehicular traffic, introduce new sensitive receptors, and may introduce stationary noise source generators. As such, the EIS will include noise analyses to assess these conditions, as described in the DSOW.

Public Health

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. As the relevant analyses have not yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, an assessment of public health will be provided in the EIS, as discussed in the DSOW.

Neighborhood Character

As discussed in the *CEQR Technical Manual*, an analysis of neighborhood character is warranted when a project has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. In addition, an assessment may be warranted when there is a combination of moderate effects in these technical areas that, when considered together, may affect the defining elements of neighborhood character. Because assessments of land use, zoning, and public policy; urban design and visual resources; shadows; transportation; and noise will be undertaken, a neighborhood assessment is warranted and will be provided in the EIS, as described in the DSOW.

Construction

Construction impacts, although temporary, can include disruptive and noticeable effects resulting from an action. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and area air quality conditions. In addition, because soils may be disturbed during construction, any action proposed for a site that has been found to have the potential to

contain hazardous materials should also consider the potential construction impacts that could result from contamination.

A construction assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or adjacent to a natural resources; and/or (i) occurring on multiple sites in the same geographic area.

The construction activities of the Proposed Development are expected to last more than 24 months, would include the construction of multiple buildings where there is potential for on-site receptors to be completed before the final build out, and would involve the operation of several pieces of diesel equipment in one location. Construction of the 143,000-gsf NYCTA Replacement Facility at the NYCTA Relocation Site is not expected to last more than 24 months. Therefore, construction of the Proposed Development has the potential to result in significant adverse construction impacts, and a construction analysis for the Proposed Development will be included in the EIS as discussed in the DSOW.

Appendix A: LPC Correspondence

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: MTA / LA-CEQR-K
Project: MONITOR POINT
Date Received: 10/24/2024

Properties with no Architectural or Archaeological significance:
1) STREETBED
2) 40 QUAY STREET, BBL: 3025900001
3) 56 QUAY STREET, BBL: 3025900025

Comments:

LPC DESIGNATED AND S/NR LISTED GREENPOINT HISTORIC DISTRICT; S/NR ELIGIBLE GREENPOINT BRANCH YMCA, 99 MESEROLE AVENUE; 94TH PRECINCT, 90 MESEROLE AVENUE; AND P..S. 31 SAMUEL F. DUPONT ELEMENTARY SCHOOL, 75 MESEROLE AVENUE; AND S/NR UNDETERMINED PIER, NORTH 12 STREET; WAREHOUSE PIERS, MILTON STREET, NOBLE STREET, OAK STREET, AND NORTH 10 STREET; RAILROAD PIER, NORTH 10 STREET; RAILROAD PIER TRANSFER BRIDGE, NORTH 9 STREET; 26 NORTH 12 STREET; AND MARSHA P. JOHNSON STATE PARK WITHIN RADIUS.

LPC DESIGNATED AND S/NR ELIGIBLE EBERHARD FABER PENCIL FACTORY HISTORIC DISTRICT ADJACENT TO RADIUS.

Gina Santucci

10/28/2024

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37486_FSO_DNP_10282024.docx

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 78DCP126K
Project: MONITOR POINT
Date Received: 2/6/2025

Properties with no Architectural or Archaeological significance:

1) STREETBED
2) 40 QUAY STREET, BBL: 3025900001
3) 56 QUAY STREET, BBL: 3025900025
4) 190 VARICK AVENUE, BBL: 3029510001
5) 208 VARICK AVENUE, BBL: 3029510005
6) 213 MEADOW STREET, BBL: 3029510045



2/13/2025

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37486_FSO_DNP_02132025.docx

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
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ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 78DCP126K
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4) 190 VARICK AVENUE, BBL: 3029510001
5) 208 VARICK AVENUE, BBL: 3029510005
6) 213 MEADOW STREET, BBL: 3029510045

The LPC is in receipt of the DSOW and EAS of 2/14 and 2/13, 2025. The documents appear acceptable for historic resources.

The following properties are within the project radius:

LPC DESIGNATED AND S/NR LISTED GREENPOINT HISTORIC DISTRICT; S/NR ELIGIBLE GREENPOINT BRANCH YMCA, 99 MESEROLE AVENUE; 94TH PRECINCT, 90 MESEROLE AVENUE; AND P..S. 31 SAMUEL F. DUPONT ELEMENTARY SCHOOL, 75 MESEROLE AVENUE; AND S/NR UNDETERMINED PIER, NORTH 12 STREET; WAREHOUSE PIERS, MILTON STREET, NOBLE STREET, OAK STREET, AND NORTH 10 STREET; RAILROAD PIER, NORTH 10 STREET; RAILROAD PIER TRANSFER BRIDGE, NORTH 9 STREET; 26 NORTH 12 STREET; AND MARSHA P. JOHNSON STATE PARK WITHIN RADIUS.

LPC DESIGNATED AND S/NR ELIGIBLE EBERHARD FABER PENCIL FACTORY HISTORIC DISTRICT ADJACENT TO RADIUS.

Gina Santucci

2/20/2025

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

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