Appendix B: Waterfront Revitalization Program Consistency Assessment

FOR INTERNAL USE ONLY	WRP No. #24-097
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: GO Quay, LLC; New York City Transit Authority (NYCTA)

Name of Applicant Representative: Simeon Maleh

Address: 111 5th Avenue, Floor 9, New York, NY 10003

Telephone: 646-937-1655 Email: smaleh@gothamorg.com

Project site owner (if different than above): NYCTA (Lot 1) and The Greenpoint Monitor Museum (Lot 25)

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

Please see attachment.

2. Purpose of activity

Please see attachment.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 2590, Lot 1 and Lot 25; Block 2951, Lots 1, 5, and 45.

Street Address: 40 and 56 Quay Street; 213 Meadow Street

Name of water body (if located on the waterfront): East River and Bushwick Inlet

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☑ City Map Amendment
- ☑ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☑ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☑ Zoning Certification
- ☑ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☑ Policy or Plan, specify: WRP
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☑ State permit or license, specify Agency: NYSDEC Permit type and number: Tidal Wetlands/Protection of Waters
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☑ Other, explain: Approval from the MTA Board and NYCTA Board.

Federal Actions/Approvals/Funding

- ☑ Federal permit or license, specify Agency: USACE Permit type and number: Section 10; Section 404
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☑ Yes ☐ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☑ Yes ☐ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☑ Yes ☐ No
3. Is the project located on publicly owned land or receiving public assistance? ☑ Yes ☐ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☑ Yes ☐ No

   ☑ Significant Maritime and Industrial Area (SMIA) (*2.1*)
   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
   ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
   ☑ Recognized Ecological Complex (REC) (*4.4*)
   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☑	☐	☐
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☑	☐	☐
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☑	☐	☐
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☑	☐	☐
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☑	☐	☐
4.5	Protect and restore tidal and freshwater wetlands.	☑	☐	☐
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☑	☐	☐
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☑	☐	☐
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☑	☐	☐
5.1	Manage direct or indirect discharges to waterbodies.	☑	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☑	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☑	☐	☐
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☑	☐	☐
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☑	☐	☐
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☑	☐	☐
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☑	☐	☐
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☑	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☑	☐	☐
8.3	Provide visual access to the waterfront where physically practical.	☑	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☑	☐	☐

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☑	☐	☐
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☑	☐	☐
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☑	☐	☐
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☑	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☑	☐	☐
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☑	☐	☐
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☑	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☑	☐	☐

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: GO QUAY, LLC

Address: 111 5TH AVENUE

Telephone: 212-599-0520 Email: smaleh@gothamorg.com

Applicant/Agent's Signature:

Date: 10/16/2025

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☑ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☑ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

Table of Contents

Section	Page
New York City Waterfront Revitalization Program: Consistency Assessment Form	**1**
Section B – Proposed Activity	1
Brief Description of Activity	*1*
Purpose of Activity	*3*
Section F – WRP Policy Assessment	4
Introduction	*4*
Policy Assessment	*10*

List of Figures

Figure No.	Description	Page
Figure 1	NYC Coastal Zone Boundary – Development Site	6
Figure 2	NYC Coastal Zone Boundary – NYCTA Relocation Site	7
Figure 3	NYC Flood Hazard Mapper – Development Site	8
Figure 4	NYC Flood Hazard Mapper – NYCTA Relocation Site	9

New York City Waterfront Revitalization Program: Consistency Assessment Form

Section B – Proposed Activity

Brief Description of Activity

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

The Proposed Actions would facilitate a mixed-use development on the Development Site at 40 and 56 Quay Street (Brooklyn Block 2590, Lots 1 and 25)[1] which would be comprised of three buildings totaling approximately 1,215,000 gross square foot (gsf) (the Proposed Development), including two buildings on Lot 1 totaling approximately 1,106,500 gsf of residential space for up to approximately 1,150 total dwelling units (DUs). Additionally, the Proposed Development would include the construction on Lot 25 of approximately 35,000 gsf of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum, which is owned by the Monitor Museum. It is the Project Developer's intent to pursue Mandatory Inclusionary Housing (MIH) Option 1, under which 25 percent (up to approximately 300) of the proposed units would be affordable at an average of 60 percent Area Median Income (AMI) pursuant to MIH requirements. However, the Project Developer intends to provide the affordable units at an average of 56 percent AMI. The development would also include approximately 36,500 gsf of local retail commercial space,[2] approximately 37,000 gsf of below-grade parking (approximately 140 spaces) on Lot 1. The development would include the creation of over an acre of waterfront open space (approximately 50,000 sf or 1.15 acres). This new open space would include a 34,000-square-foot (sf) Waterfront Public Access Area (WPAA), which would provide a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway (SPW) to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street, plus 9,000 sf of Public Access Area (PAA). The 7,000-sf remainder of the new open space would consist of open space that would be accessible for 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.

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

visitors, as well as landscaping and planting areas that would visually blend and physically connect with the WPAA and PAA spaces. In addition to this new open space, as part of the Proposed Development, long-term funding, in the amount of $300,000 annually would be provided to the City/New York City Department of Parks and Recreation (NYC Parks) for the operation of Bushwick Inlet Park.

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

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

- A permanent museum for the Greenpoint Monitor Museum on Lot 25, consisting of an approximately 35,000-gsf, up to 75-foot-tall, approximately three- to four-story museum celebrating the maritime history of Greenpoint and the construction of the USS Monitor (Lot 25 would remain in ownership by the Greenpoint Monitor Museum).
- The West Building on Lot 1, an approximately 979,000-gsf mixed-use residential and commercial (local retail) building with two high-rise towers: the west tower rising to approximately 56 stories/approximately 600 feet tall (640 feet including bulkhead) and the east tower rising approximately 41 stories/approximately 450 feet (490 feet including bulkhead). Approximately 912,500 gsf of residential (950 DUs, 248 of which would affordable pursuant to MIH) and approximately 29,500 gsf of retail space between the ground floor and second story is proposed, along with approximately 37,000 gsf of parking (approximately 140 spaces).
- The East Building on Lot 1, an approximately 201,000-gsf mixed-use residential and commercial building rising to approximately 21 stories/approximately 230 feet tall (260 feet including bulkhead) on the eastern portion of the site. Approximately 194,000 gsf of residential (200 DUs, approximately 52 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space is proposed.

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 providing 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 approximately 143,000-gsf turnkey facility at the NYCTA Relocation Site located at 213 Meadow Street. The proposed NYCTA Relocation Site would accommodate the NYCTA Mobile Wash Unit and Materials Storage currently located on Quay Street (Block 2590, Lot 1) (the NYCTA Facility), and the NYCTA Emergency Response Unit (ERU) facility currently located at 65 Commercial Street (Block 2472, Lot 415) (the ERU Facility).

The Proposed Development would remove from the waterfront the existing industrial building on Lot 1, which currently houses NYCTA operations and is a non-compliant industrial use in the existing residential zoning district. Lot 1 was rezoned to an R6 zoning district as part of the 2005 Greenpoint-Williamsburg Rezoning (CEQR #04DCP003K), establishing this site for future residential development. The current proposal is the fulfillment of the City's vision for this site as established by the 2005 rezoning.

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

The removal of the NYCTA Facility from the Development Site eliminates a non-compliant industrial use from a neighborhood increasingly characterized by residential and retail uses, while also improving public safety by removing truck traffic. The removal of the NYCTA Facility on Lot 1 also eliminates a wall to the waterfront, replacing it with a new access point to the waterfront in the form of the WPAA. The relocation of the ERU Facility (currently located at 65 Commercial Street) to the NYCTA Relocation Site would create a fully vacant site at Commercial Street, which would facilitate the full realization of the City's planned Box Street Park by allowing for an additional approximate 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.

Lot 25 is owned by the Greenpoint Monitor Museum and is currently vacant. Lot 25 has long been planned to house the permanent museum for 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 completed in 1862. The Greenpoint Monitor Museum has overseen land and shoreline restoration efforts on Lot 25 funded by a Newtown Creek Environmental Benefits Fund Grant (for land restoration) and a Greenpoint Community Environmental Fund grant (for shoreline restoration design), some portions of which have been completed and some portions of which are ongoing. Despite these restoration efforts, the site is currently experiencing deteriorating conditions as a result of flooding and erosion.

Purpose of Activity

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 NYCTA Facility would be moved from the Development Site to the NYCTA Relocation Site, thereby 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 needs statement for the year 2025 prioritizes the need for housing and permanent affordable housing, including lower income bands. The Proposed Actions would unlock the site's development potential and facilitate the development of more deeply affordable housing providing equitable housing opportunities in Greenpoint. Residential development under the existing R6 zoning would result in a lower density than the Proposed Development, resulting in no affordable units and fewer market-rate housing units. The proposed zoning changes would allow an increase in residential density, enabling the development of up to approximately 1,150 residential units including 25 percent affordability (up to 300 permanently affordable units), pursuant to MIH. This responds to the strong demand for affordable housing in the Greenpoint and Williamsburg neighborhoods that has been highlighted in Brooklyn Community Board 1's Statement of Needs.

The mixed-use development would support local retail development, activate the Development Site providing commercial amenities for residents and visitors, and would be more consistent with surrounding land use trends compared to what is existing on the Development Site. The proposed Monitor Museum would provide a permanent space dedicated to celebrating the Development Site's historical significance and the USS Monitor, enhancing the neighborhood's historical and cultural amenities.

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

Section F – WRP Policy Assessment

Introduction

As shown in **Figure 1**, the Development Site falls within the New York City Coastal Zone, making it subject to the New York City Waterfront Revitalization Program (WRP). The Development Site is a waterfront site. As shown in **Figure 2**, the NYCTA Relocation Site also falls within the New York City

Coastal Zone, although it is not a waterfront site. The NYCTA Relocation Site is adjacent to a Significant Maritime and Industrial Area (SMIA).

The Development Site and NYCTA Relocation Site are located within the AE Flood Zone, which is the "Special Flood Hazard Area" (see **Figure 3** and **Figure 4**). Also known as the 100-year flood zone, the AE Zone has a 1.0-percent annual chance or greater of flooding. As such, the Proposed Development and NYCTA Replacement Facility would both be built to the standards of the NYC Building Code – including Appendix G, which governs construction in the floodplain – as described throughout the WRP Policy response sections.

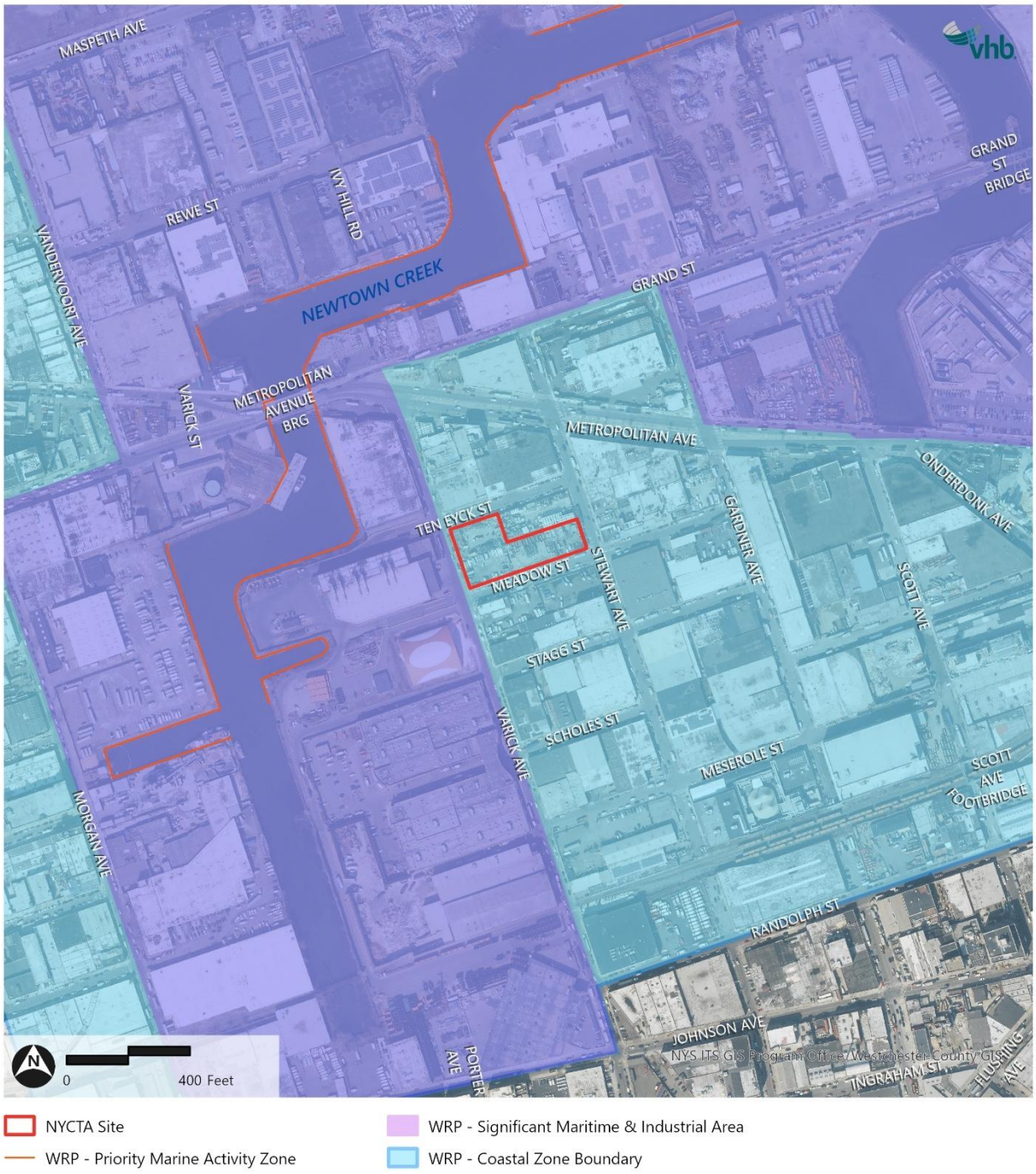
In addition, as detailed in **Chapter 11, Water and Sewer Infrastructure** of the Environmental Impact Statement (EIS) pursuant to New York City Environmental Quality Review (CEQR), stormwater best management practices (BMPs) would be required in accordance with the NYC Department of Environmental Protection (DEP) Unified Stormwater Rule (USWR) guidelines, which includes requirements for bringing the Development Site into compliance with the allowable stormwater release rate.

Figure 1 NYC Coastal Zone Boundary – Development Site



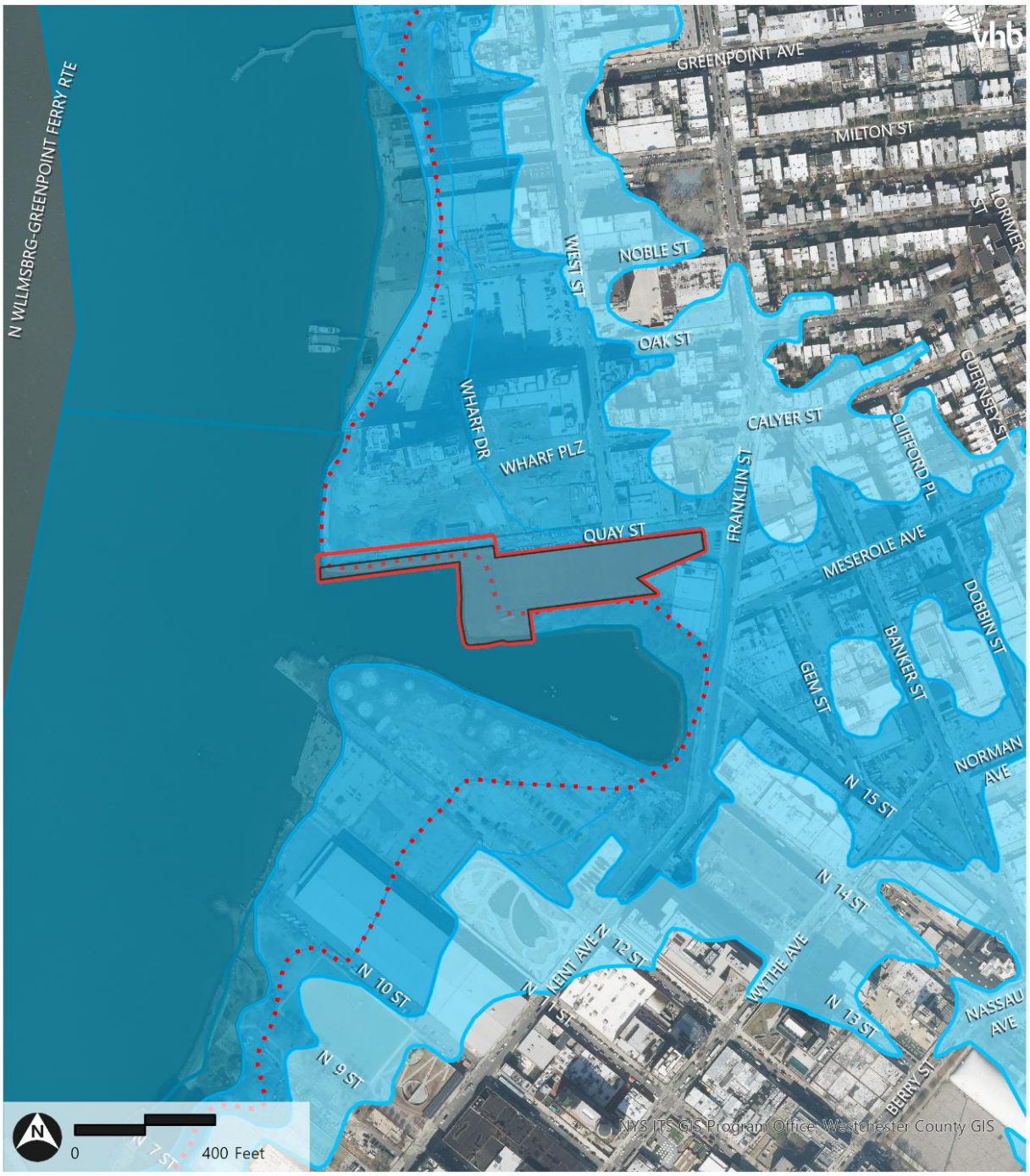
Source: NYC DCP, Coastal Zone Boundary; NYS Digital Orthoimagery Program

Figure 2 NYC Coastal Zone Boundary – NYCTA Relocation Site



Source: NYC DCP, MapPLUTO 24v2

Figure 3 NYC Flood Hazard Mapper – Development Site

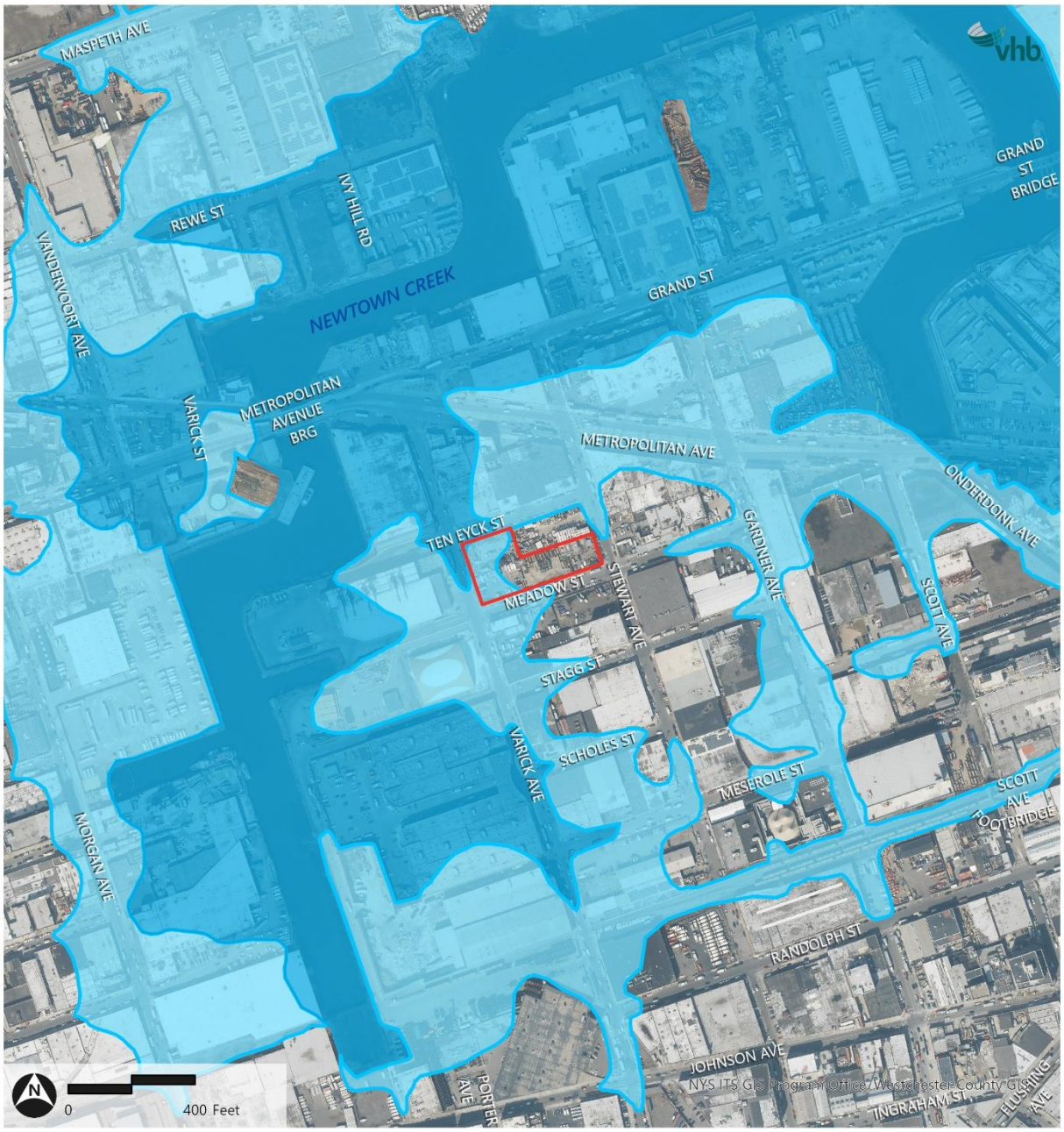


Project Area
Development Site
Limit of Moderate Wave Action (2015 PFIRMs)

Preliminary Flood Insurance Rate Maps 2015
100-Year Flood Zone
500-Year Flood Zone
Wave Action Zone

Source: NYC DCP, Coastal Zone Boundary; NYS Digital Orthoimagery Program

Figure 4 NYC Flood Hazard Mapper – NYCTA Relocation Site



NYCTA Relocation Site

500-Year Flood Zone

Preliminary Flood Insurance Rate Maps 2015

100-Year Flood Zone

Source: NYC DCP, MapPLUTO 24v2; FEMA

Policy Assessment

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

Development Site

The Proposed Actions would facilitate the development of three buildings containing a mix of residential units (including up to 300 affordable DUs), local retail commercial space, and community facility space for the Monitor Museum, as well as approximately 50,000 sf of open space, which includes 34,000 sf of WPAA and approximately 9,000 sf of PAA. The Development Site is appropriate for mixed-use development of this kind in the Coastal Zone because it is in close proximity to existing and planned mixed-use development and open space uses. The Proposed Development would introduce new land uses and population with the potential to strengthen the connection from the Greenpoint waterfront to upland residential and commercial uses. The Development Site is also well-served by transit, open space, and existing water and sewer infrastructure.

The Proposed Development would be facilitated by the relocation of the existing NYCTA Facility on the Development Site, which is a non-conforming industrial use that currently blocks public access to the waterfront. The Proposed Development would, therefore, open up public access to the waterfront and would represent a more appropriate use of the residential-zoned waterfront site.

NYCTA Relocation Site

The NYCTA Relocation Site is located in an IBZ and zoned for industrial uses, making it a more appropriate location for the NYCTA Facility compared to its existing location on the Development Site and removing a barrier to the waterfront and would be consistent with uses within that area.

Therefore, the Proposed Actions would promote this policy.

Policy 1.2: Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.

Development Site

The Development Site is a waterfront site along the Bushwick Inlet and East River waterfront. The redevelopment of the site (which is currently occupied by a non-conforming industrial use) would enliven the waterfront and improve the visual character of the area. While the existing NYCTA Facility blocks public access and views of the waterfront in the existing conditions, the Proposed Development would integrate public access to the waterfront in its design. The proposed residential, commercial, and community facility uses, along with approximately 34,000 sf of WPAA, plus approximately 9,000 sf of PAA, would enliven the Development Site with new residents, museum visitors and workers, and attract pedestrians to the waterfront area. The residential units are expected to bring a 24-hour population to the Development Site, which is currently underutilized. The proposed open space would provide upland connections to the waterfront and create an

unbroken chain of public waterfront open spaces by connecting to future open spaces directly to the south and north. As such, the Proposed Actions would promote this policy.

NYCTA Relocation Site

The NYCTA Relocation Site is not a waterfront site, but is located in an IBZ and zoned for industrial uses, making it a more appropriate location for the NYCTA Facility compared to its existing location on the Development Site. Relocation of NYCTA operations from the Development Site to the NYCTA Relocation Site would remove a barrier to the waterfront and support public access to the waterfront at the Development Site. Therefore, the Proposed Actions would promote this policy.

Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

The Proposed Actions would not result in any significant adverse impacts on community facilities (refer to **Chapter 4, Community Facilities and Services**), water supply, or sewer infrastructure (refer to **Chapter 11, Water and Sewer Infrastructure**). The Proposed Actions would neither result in the physical loss of open space resources nor result in any significant adverse shadow, air quality, noise, or other environmental impacts that would affect the utilization of any publicly accessible open spaces. Rather the Proposed Actions would result in the development of approximately 50,000 sf of new open space including 34,000 sf of WPAA, plus approximately 9,000 sf of PAA.

The Proposed Development and NYCTA Relocation Site would each connect to existing water and sewer infrastructure within the surrounding streets. The Proposed Actions are projected to generate approximately 0.24 million gallons per day (mgd) of incremental water demand and 0.26 mgd of sanitary flows as shown in the EIS, **Chapter 11, Water and Sewer Infrastructure**. This would not represent a significant increase in demand on the New York City water supply system or an exceedance of the sewer treatment plants permitted capacity. An increase in overall volume of stormwater runoff is expected to occur as a result of the Proposed Actions. However, as described above and further detailed in **Chapter 11** of the EIS, the Proposed Development is expected to incorporate a selection of stormwater source control BMPs which would be required as part of the site connection approval process, subject to the review and approval by DEP, which would help reduce peak stormwater runoff. Therefore, the Proposed Actions would be consistent with this policy.

Development Site

The Proposed Actions would facilitate the redevelopment of a waterfront site that is well served by existing infrastructure, including transit infrastructure. The Development Site is well served with roadway, bike lanes, and public transit. Nearby public transit includes the B24 Bus Line (with service from Greenpoint to Williamsburg) and B32 Bus Line (with service from Long Island City to Williamsburg), the East River line of the NYC Ferry (at the Greenpoint ferry terminal located roughly 2,000 feet north of the Development Site), and several nearby Citi Bike Stations. The nearest subway station is Greenpoint Avenue, which is located roughly 2,000 feet northeast of the Development Site and is served by the G line. Nearby open space resources include large parks such as Bushwick Inlet Park in the area directly south of the Development Site, Marsha P. Johnson State Park further south along the waterfront, and McCarren Park roughly 2,000 feet southeast of the Development Site, as well as several other smaller parks and playgrounds (refer to the EIS, **Chapter 5, Open Space Resources**).

NYCTA Relocation Site

The NYCTA Relocation Site is located in the Coastal Zone and it is well served by a non-residential street network that would better accommodate truck trips associated with the relocated NYCTA uses, compared to the residential streets surrounding the Development Site. The NYCTA Relocation Site is in an industrial-zoned IBZ where the existing infrastructure is suitable for industrial development.

Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

As discussed under Policy 6.2, the Proposed Development and NYCTA Relocation Site are being designed with consideration of climate change and sea level rise. The Proposed Development and NYCTA Relocation Site would each comply with all applicable regulations related to flood hazard management, including Appendix G of the NYC Building Code. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures. As such, the Proposed Actions are consistent with this policy.

Policy 2: Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

Policy 2.1: Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.

The Proposed Actions would enable the relocation of NYCTA uses from their non-conforming facilities at the Development Site and ERU Site to the NYCTA Relocation Site, which is in an IBZ that contains more compatible uses and is a more appropriate location compared to the existing facilities housing these critical NYCTA uses. The Relocation Site is located in the Coastal Zone adjacent to the Significant Maritime and Industrial Area (SMIA). The SMIA is related to the nearby English Kills fork of Newtown Creek, which has historically been used as a working waterfront.

Policy 4: Protect and restore the quality and function of ecological systems within the New York City coastal area.

Policy 4.4: Identify, remediate and restore ecological functions within Recognized Ecological Complexes.

Development Site

The Development Site is located adjacent to and partially within the Bushwick Inlet Recognized Ecological Complex (REC). According to the New York City Department of City Planning (DCP) WRP guidance:

"…RECs are clusters of valuable natural features which are more fragmented than those in the SNWAs and are often interspersed with developed sites. Many of these areas are protected parkland or sites identified as priority acquisition or restoration sites by local, state, and regional plans. Many are substantially environmentally deteriorated and require an active approach to restoration."

The Bushwick Inlet REC contains subtidal and rocky (riprap) intertidal habitats and is known as a source of avian diversity, particularly for waterfowl species.[3] Prior to industrialization, Bushwick Inlet was a significant habitat for oysters and other bivalves, and is currently the subject of on-site research and evaluation by the Billion Oyster Project. [4]

Based on the above, a key element of the Proposed Development design is the protection and restoration of natural resources within and adjacent to Bushwick Inlet, including its habitats, flora, and fauna. Accordingly, the Applicant is undertaking extensive shoreline restoration as part of the proposed waterfront open space, including shoreline stabilization to address existing erosion and sedimentation impacts to Bushwick Inlet, as well as habitat restoration and establishment. In contrast to the current dominance and proliferation of non-native/invasive plant species at the Development Site under existing conditions, the planting plan for the Proposed Development includes the installation of native tree, shrub, and herbaceous plant species that occur in New York coastal habitats. The native plants would be installed within proposed habitat zones along the waterfront and in landward areas of the Development Site, including Lot 1, which is currently completely devoid of vegetation due to the presence of the existing MTA Facility. The proposed habitat zones include lowland and upland maritime shrub and grass habitats that would mimic the native plant associations and ecologies that occur in undisturbed shoreline habitats in local coastal areas, including those currently being installed by NYC Parks as part of habitat restoration efforts at Bushwick Inlet Park, located to the south of the Development Site. The proposed waterfront habitats would provide a vegetative buffer between the proposed buildings and hardscape and the adjacent shoreline and tidal wetland habitats of Bushwick Inlet. All waterfront improvements would be subject to New York State Department of Environmental Conservation (NYSDEC) and United States Army Corps of Engineers (USACE) review and requirements during the waterfront permitting process. In addition, the Proposed Development would incorporate permeable pavement design to reduce runoff potential and would be subject to a SWPPP to control and manage runoff during construction and operation, thereby protecting water quality within Bushwick Inlet. Therefore, the Proposed Actions are consistent with this policy.

NYCTA Relocation Site

The NYCTA Relocation Site is not located within a REC.

Policy 4.5: Protect and restore tidal and freshwater wetlands

Development Site

As described in the EIS, **Chapter 9, Natural Resources,** and the consistency assessment for Policy 4.4, the Proposed Development would enhance habitat along the north shore of Bushwick Inlet through establishment of native plant habitat buffers to stabilize the shoreline area, thereby protecting tidal wetlands. The Proposed Development would further facilitate the restoration of the Bushwick Inlet shoreline with a bulkhead wall to prevent erosion and siltation from adversely impacting habitat and water quality within Bushwick Inlet. Protection of wetlands would further be accomplished through NYSDEC and USACE review and requirements during the waterfront permitting review process under regulations designed to protect and restore wetland functions and benefits. Additionally, the project SWPPP would be designed to limit the potential for adverse effects

[3] Cornell eBird Hotspot. Cornell Lab of Ornithology. Available at: https://ebird.org/hotspots Accessed January 2025.

[4] Billion Oyster Project. Hidden Rivers Walk. Available at: https://www.billionoysterproject.org/events/. Accessed October 2025.

to water quality during and after the construction period. Therefore, the Proposed Actions would promote this policy.

NYCTA Relocation Site

The NYCTA Relocation Site is not located within a wetland area.

Policy 4.6: In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.

Development Site

The landscaping plan for the waterfront and upland open spaces included in the Proposed Development would use plants native to local New York coastal ecologies. The landscaping would include a mix of planting typologies, including both upland and lowland maritime shrub and grass habitat zones, an understory shrub and grass zone, and a streetscape shrub zone. The vegetated habitat zones would be distributed throughout the Development Site in order to create a transition between uplands and the adjacent intertidal and subtidal wetlands, thereby creating a mosaic of vegetated and non-vegetated upland and wetland habitats at the Development Site. Therefore, the Proposed Actions would promote this policy.

Policy 4.7: Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.

Development Site

As described in the consistency analyses with Policies 4.4 and 4.5, the Proposed Development has been designed to protect and enhance the flora, fauna, and habitats of Bushwick Inlet, including intertidal and subtidal wetland communities, resident aquatic organisms, and waterfowl. Specific protection measures include shoreline stabilization, surface runoff reduction measures, removal of non-native/invasive plant species, and the establishment of native habitat buffer zones between upland development and the adjacent tidal communities of Bushwick Inlet. It is expected that these measures will protect and enhance habitat conditions for finfish within Bushwick Inlet, which has been designated as Essential Fish Habitat for various life stages of multiple finfish species by North Atlantic Oceanographic and Atmospheric Administration (NOAA) Marine Fisheries (see NOAA Essential Fish Habitat Report in **Appendix E**). It is further expected that the protection and enhancement measures described above will improve potential habitat within Bushwick Inlet for the federal and New York State Endangered Atlantic Sturgeon (*Acipenser oxyrinchus*), and Shortnose Sturgeon (*Acipenser brevirostrum*), which occur seasonally within the Lower Hudson River Estuary, including Upper New York Bay and adjoining waters (see New York Natural Heritage Program correspondence in **Appendix E**). Additionally, the expected improvements to overall habitat quality will benefit vulnerable waterfront plant communities at other properties along Bushwick Inlet, including Bushwick Inlet Park, where habitat restoration efforts to establish vegetated tidal high marsh and low marsh plant communities are currently being implemented by the New York City Department of Parks and Recreation.

To protect resident and migratory birds, the Proposed Development would be designed and operated in compliance with New York City Council Local Law 15 of 2020, which requires that materials that reduce bird strike fatalities be installed on newly constructed or altered buildings in New York City. Specifically, Local Law 15 amended Section 1403.8 of the New York City Building Code to include the following bird-friendly design measures:

- 1403.8.1 Exterior wall envelope. The exterior wall envelope, and any associated openings, shall be constructed with bird friendly materials up to 75 feet (22 860 mm) above grade. Materials other than bird friendly materials shall not exceed an aggregate of 10 square feet (0.93 m^2) within any 10 feet (3048 mm) by 10 feet (3048 mm) square area of exterior wall below 75 feet (22 860 mm) above grade.
- 1403.8.2 Bird hazard installations. Bird hazard installations shall be constructed of bird friendly materials regardless of their height above grade.
- 1403.8.3 Fly-through conditions. Fly-through conditions located 75 feet (22 860 mm) or less above grade shall be constructed with bird friendly materials.
- 1403.8.4 Adjacency to green roofs. The exterior wall envelope, and any associated openings, installed adjacent to a green roof system on the same building shall be constructed with bird friendly materials up to 12 feet (3658 mm) above the walking surface.

Therefore, the Proposed Actions are consistent with this policy.

Policy 5: Protect and improve water quality in the New York City coastal area.

Policy 5.1: Manage direct or indirect discharges to waterbodies.

Development Site

The Proposed Development would comply with all city and state regulations to manage direct or indirect discharges to waterbodies. Further, the new on-site open space at the Development Site would maximize stormwater storage potential, utilizing green infrastructure and passive stormwater treatment solutions (floodable spaces, permeable pavement). The proposed landscaped areas would reduce the footprint of hard infrastructure present at the Development Site, aiming to capture and treat runoff on-site. A Stormwater Pollution Prevention Plan (SWPPP), consisting of both temporary erosion and sediment controls and post-construction stormwater best management practices (BMPs) for the Development Site, would be developed and implemented during construction.

NYCTA Relocation Site

The NYCTA Relocation Site would comply with all city and state regulations to manage direct or indirect discharges to waterbodies. A Stormwater Pollution Prevention Plan (SWPPP), consisting of both temporary erosion and sediment controls and post-construction stormwater best management practices (BMPs) for the NYCTA Relocation Site, would be developed and implemented during construction.

Thus, the Proposed Actions would promote this policy.

Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

As discussed above, the Proposed Development and NYCTA Relocation Site would comply with all city and state regulations to manage direct or indirect discharges to waterbodies. Both sites would be subject to a SWPPP and would incorporate stormwater BMPs. Thus, the Proposed Actions would promote this policy.

Policy 5.3: Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.

Development Site

Construction of the Proposed Development would comply with the New York Guidelines for Urban Erosion and Sediment Control. The water quality of the East River and Bushwick Inlet would be protected from construction activities by protection measures that follow an approved Stormwater Pollution Protection Plan (SWPPP). The SWPPP would address erosion control measures during construction, as well as post-development water quality treatment in accordance with NYS DEC regulations. Anticipated erosion control measures could include stabilized construction entrances, a silt fence, inlet protection, and turbidity curtains. Compliance with NYS DEC regulations will ensure that the water quality would not be negatively impacted post construction of the Proposed Development, therefore promoting Policy 5.3.

Policy 5.4: Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.

Development facilitated by the Proposed Actions would be subject to all local, state, and federal permitting processes, which collectively would protect the wetland water sources.

Development Site

The Proposed Development intends to leverage best management practices to minimize the amount of runoff and enhance the quality of runoff before reaching the East River. The water management practices would include a combination of open space and green infrastructure (such as permeable pavement) throughout the Development Site. These treatment practices would be designed to remove or reduce suspended solids and nitrogen from the stormwater runoff before reaching the East River. The proposed open space would feature permeable surfaces, minimizing the hardscape as much as possible. Therefore, the Proposed Development would promote this policy.

Policy 5.5: Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.

Development Site

The Proposed Development would involve shoreline restoration along the Bushwick Inlet waterfront that would support the growth of aquatic life and vegetation. In addition, stormwater from the Development Site would be treated by DEP-approved treatment methods and discharged via public outfalls into the East River after being treated. Therefore, the Proposed Actions would promote Policy 5.5.

Policy 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

Development Site

The Proposed Development would be designed and constructed to minimize damage to the Development Site from flooding and erosion. Along with on-site flood management and resilience measures, shoreline erosion controls are being incorporated into the Proposed Development. The proposed open space and shoreline restoration includes construction of a new bulkhead system that would minimize erosion and protect the on-site open space from flooding. Flood protection and resilience measures for the Proposed Development would include compliance with Building Code Appendix G - Flood Resistant Construction, the implementation of wet floodproofing for non-critical and dry floodproofing for critical features, inclusion of green roofs, green infrastructure, and soft surfaces where possible on-site. As such, new development would be constructed and operated to minimize any potential for loss of life, structures, and natural resources caused by flooding and erosion.

NYCTA Relocation Site

Flood resiliency measures are being incorporated into the NYCTA Relocation Site. Flood protection and resilience measures for the NYCTA Relocation Site would include compliance with Building Code Appendix G - Flood Resistant Construction, the implementation of wet floodproofing for non-critical and dry floodproofing for critical features. As such, new development would be constructed and operated to minimize any potential for loss of life, structures, and natural resources caused by flooding and erosion.

As such, the Proposed Actions would promote Policy 6.1.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

In accordance with the New York City DCP Climate Change Adaptation Guidance, the three-step process below assesses the Proposed Actions' consistency with Policy 6.2 of the WRP. Step 1 identifies the vulnerabilities and consequences, Step 2 identifies adaptive strategies, and Step 3 assesses policy consistency.

All calculations are provided in the attached Flood Elevation Worksheets for the Development Site and NYCTA Relocation Site.

Step 1: Identify vulnerabilities and consequences

See attached Flood Evaluation Worksheets.

For this assessment, building features are defined in one of four categories:

1. vulnerable: project features that have the potential to incur significant damage if flooded;
2. critical: project features that if damaged would have severe impacts on the project and its ability to function as designed;
3. potentially hazardous: project features that if damaged or made unsecure by flooding could potentially adversely affect the health and safety of the public and the environment; and
4. other: project features that are entirely open and unenclosed spaces, except the open storage of potentially hazardous materials, which may be damaged by flooding, but are not likely to present significant consequences and are more easily repaired.

Flood Elevation Worksheets were prepared for the Proposed Development and NYCTA Relocation Facility, attached. This tool identifies current and future flood elevations in relation to the elevations of the site and project features, presents a range of future flood elevations in relation to the elevations of the site and project features, and presents a range of future flood elevations as affected by sea level rise, from high (90th percentile) to low (10th percentile), where the "high estimate" represents a high-end projected increase in flood elevation.

According to the NYC Panel on Climate Change (NPCC), sea level rise projections in the middle range (25th to 75th percentile) in NYC are likely to have an increase of 4 to 8 inches by the 2020s, 11 to 21 inches by the 2050s, 18 to 39 inches by the 2080s, and 22 to 50 inches by 2100. Under the "high estimate" scenario (90th percentile), sea level rise projections reach 10 inches by the 2020s, 30 inches by the 2050s, 58 inches by the 2080s, and 75 inches by 2100. Sea level rise projections are relative to a 2000-2004 base period (the most recent projections from the NPCC were issued in 2015). According to 2015 Preliminary Flood Insurance Rate Maps (FIRMs), the Development Site and NYCTA Relocation Site are located within the National Flood Insurance Program's (NFIP) 100-year floodplain, as mapped in the Preliminary Flood Insurance Rate Map (PFIRM) for Kings County, NY. The height of the 100-year floodplain is +12 feet (NAVD88) for the Development Site and +10 feet (NAVD88) for the NYCTA Relocation Site. The height of the 500-year floodplain is not given and is assumed to be the same as the 100-year floodplain.

Development Site

Based on the NPCC "high estimate" scenario, the 1% annual chance flood BFE for the Development Site, which is 12.00 feet based on the 2015 FEMA PFIRM, could increase up to 12.83 feet in the 2020s, 14.50 feet in the 2050s, and 16.83 feet in the 2080s (NAVD88) as compounded by sea level rise projections.

The proposed waterfront open space would create a landscaped gradient rising from the waterfront up to the proposed buildings and upland connection. Within the Development Site, a new bulkhead wall would be installed along the shoreline ranging from approximately +6 feet[5] to +9.5 feet (NAVD88), as shown in the attached Flood Elevation Worksheet. The proposed waterfront open space would be landscaped to tie-in to Quay Street at an elevation of +9 feet (NAVD88). Additional grading would create transitions between the open space and proposed building frontages. The proposed open space would not contain any vulnerable or critical features.

The proposed museum building and commercial uses in the East and West Building would be built to a design flood elevation (DFE) of +14 feet (NAVD88). The proposed parking garage would be accessed via an entrance from Quay Street at an elevation of +9 feet (NAVD88) and descending to a

[5] This is required to tie-in to the elevation of the adjacent park.

cellar level at an elevation of +0 feet (NAVD88). The cellar level would be considered a vulnerable feature and would not contain any critical equipment.

The DFE for residential uses would be +17 feet (NAVD88). The residential ground floor and lobby for both buildings would be located at this elevation with non-critical residential back-of-house uses including storage and mail room. In the West Building, all critical MEP equipment would be located either on the ground floor or at the mezzanine level at an elevation of +27 feet (NAVD88). MEP equipment is considered a critical feature pursuant to Policy 6.2, and it would be protected via floodproofing measures described in further detail below. These measures would include elevating equipment, wet and dry floodproofing of spaces, and utilizing flood-damage resistant materials, in alignment with Appendix G (Flood-Resistant Construction) of the NYC Building Code. The main residential lobbies of both the Western and Eastern buildings (Building 1 and Building 2) are located at elevation +17 feet (NAVD88), which is above the DFE. These lobbies are accessed via lower lobbies at the Quay Street level (approximately +9 NAVD88). The lower lobbies shall be wet floodproofed per Appendix G 304.1.1. To comply with code requirements, building egress will be provided to a level that is above the DFE and/or complies with Appendix G floodproofing standards.

Vulnerable features (such as the community facility and retail uses, parking garage, and residential back-of-house space) would be located below the 1% flood elevation throughout the lifespan of the Proposed Development. These features could experience flooding in the event of a 100-year storm. Under the high projection scenario for sea level rise, the DFE for the proposed residential uses would be below the 1% flood elevation in the 2100s, when the Proposed Development would be nearing the end of its lifespan. At this point, in the high sea level rise scenario, critical MEP for the East Building would below the 1% flood elevation.

As shown in the attached Flood Elevation Worksheet, only the lowest accessible walkways of the proposed waterfront open space would be subject to inundation due to sea level rise, which could occur in the 2080s under the high-mid projection scenario. The proposed open space is designed to be resilient to flooding and would not contain any vulnerable or critical features. No vulnerable or critical features would be below the elevation of Mean Higher High Water under any projection scenario through the 2100s. As such, the potential risk to the Proposed Development from inundation due to sea level rise would be minimal. Additionally, the sea level rise projections do not account for any potential shoreline improvements or reinforcements that could be constructed in the future, further lessening the risk of inundation from tidal flooding and storm surge.

Since the Development Site is located within Zone AE, portions of the site currently are and would continue to be at risk for inundation from 1% annual chance flood events. The Development Site also abuts the Limit of Moderate Wave Action (LiMWA) line based on the 2015 PFIRMs.

NYCTA Relocation Site

Based on the NPCC "high estimate" scenario, the 1% annual chance flood BFE for the NYCTA Relocation Site, which is 10.00 feet based on the 2015 FEMA PFIRM, could increase up to 10.83 feet in the 2020s, 12.50 feet in the 2050s, and 14.83 feet in the 2080s (NAVD88) as compounded by sea level rise projections.

The NYCTA Relocation Site would be a 3-story structure assumed to have a single below-grade cellar level. The building would be constructed to a DFE of +12 feet (NAVD88), accounting for the BFE of 10 feet and two feet of structural occupancy DFE.

As shown in the attached Flood Elevation Worksheet, all critical MEP equipment would be located above the DFE. This equipment could become vulnerable to a 1% chance flood in the NPCC "high estimate" scenario in the 2100s, which would likely be nearing the end of the NYCTA Relocation Site's lifespan. No critical building features would be vulnerable to tidal flooding under any sea level rise scenario.

Step 2: Identify adaptive strategies

Development Site

The Proposed Development would incorporate floodproofing measures to protect from current and future flood risk that would comply with Appendix G of the NYC Building Code.

The Applicant would undertake a combination of wet floodproofing measures to protect vulnerable features and dry floodproofing for critical features and egress points. Vulnerable features such as the ground-floor retail use would be wet floodproofed, i.e., floodwaters would be allowed to enter and exit these spaces, which would be protected through the use of flood-resistant building materials and techniques. In accordance with Appendix G of the NYC Building Code, all residential entrances below the DFE would be dry floodproofed. All critical features, including points of egress and all critical infrastructure, would be dry floodproofed, i.e. floodwaters would be prevented from entering these features entirely through measures such as sealing all openings in the building envelope (windows, doors, etc.), installing temporary barriers at entrances to block floodwaters, and constructing walls to keep floodwaters out.

Measures to adapt and protect the Development Site would rely on the implementation of best practices and technology available at that time. These may include but not limited to structural changes such as dry flood-proofing the ground floor areas, considering the implementation of a passive barrier strategy to protect vulnerable features, into the lower-level facades. Floodproofing techniques will most likely need to be updated throughout the lifespan of the building depending on the actual sea level rise scenario. As building designs do no limit or bind floodproofing techniques, there are several potential strategies for floodproofing upgrades that could feasibly be carried out throughout the lifespan of the building. For example, dry flood shield sizes could be increased, and additional wet flood vents could be added. Operational changes may include moving vulnerable uses to a higher elevation.

The floodproofing measures described in this section would offer protection throughout the majority of the lifespan of the Proposed Development, both from flood risk from a 1% annual chance storm and potential impacts due to waves, high winds, or debris due to the site abutting the LiMWA line, in all but the "high" SLR projection in the 2100s.

NYCTA Relocation Site

Like the Proposed Development, the NYCTA Relocation Site would also incorporate floodproofing measures to protect from current and future flood risk that would comply with Appendix G of the NYC Building Code. The Applicant would undertake a combination of floodproofing measures including dry floodproofing for critical features and egress points. Vulnerable features would be wet floodproofed, i.e., floodwaters would be allowed to enter and exit these spaces, which would be protected through the use of flood-resistant building materials and techniques. All critical features, including points of egress and all critical infrastructure, would be dry floodproofed, i.e., floodwaters would be prevented from entering these features entirely through measures such as sealing all

openings in the building envelope (windows, doors, etc.), installing temporary barriers at entrances to block floodwaters, and constructing walls to keep floodwaters out. Similar to the Development Site, depending on the actual sea level rise conditions taking place over the building lifespan, adaptations could include the expansion and strengthening of wet and/or dry floodproofing measures and the relocation of vulnerable uses and building features.

Step 3: Assess policy consistency

Based on this information, the Proposed Actions would promote Policy 6.2. As described above, critical features would face minimal flood risk beginning in 2100, at which point adaptive strategies could be undertaken in order to extend their lifespan. Vulnerable project features below the projected elevation of the future high estimate of MHHW or 1% chance annual flood and sea level rise would be made resilient through the implementation of site-specific adaptive strategies such as those described above.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety

Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

Development Site

As discussed in **Chapter 10, Hazardous Materials,** the Project Developer would comply with the hazardous materials requirements of the existing (E)-Designation E-138 on the Development Site. Any potential remedial action that may be required would be administered as part of the (E)-Designation protocol under the regulatory oversight of the Mayor's Office of Environmental Remediation (OER). The Project Developer is also applying to enroll the Lot 1 portion of the Development Site (under two separate applications for the East and West Buildings, which will cover the entirety of Lot 1) into the New York State Department of Environmental Conservation (NYSDEC) Brownfield Cleanup Program (BCP) which would provide a pathway to further characterize, investigate and remediate Lot 1 under regulatory oversight provided by NYSDEC. The BCP is also considered an accepted pathway for site investigation and remediation that satisfies the requirements of OER's (E)-Designation program. Compliance with either the E-designation program under OER oversight or the BCP under NYSDEC oversight would provide for the protection of human health and the environment within the Development Site once a Certificate of Completion (COC) is issued by NYSDEC or a Notice of Satisfaction (NOS) is issued by OER, and any required long term institutional and engineering controls (if required) are in place.

In addition to the requirements mandated under the (E)-Designation and/or enrollment in the BCP, regulatory requirements pertaining to the disturbance and handling of any lead-based paint (LBP), asbestos-containing materials (ACM) and polychlorinated biphenyl (PCB)-containing building materials would be followed.

The Project Developer will comply with a Restrictive Declaration to be recorded against the Development Site, which would preclude the potential for the Proposed Actions to result in significant adverse impacts related to air quality or noise.

As the Development Site is a waterfront site, compliance with such requirements would serve to protect the East River ecosystem in addition to protecting public health and controlling sources of pollution.

NYCTA Relocation Site

As discussed in **Chapter 10, Hazardous Materials,** the Project Developer would comply with the requirements of the new (E)-Designation (E-870) on the NYCTA Relocation Site. Any potential remedial action that may be required would be administered as part of the (E)-Designation protocol under the regulatory oversight of OER. The Project Developer is also applying to enroll the NYCTA Relocation Site into the BCP, which would provide a pathway to further characterize, investigate and remediate the NYCTA Relocation Site under regulatory oversight provided by NYSDEC. The BCP is also considered an accepted pathway for site investigation and remediation that satisfies the requirements of OER's (E)-Designation program. Compliance with either the (E)-Designation program under OER oversight or the BCP under NYSDEC oversight would provide for the protection of human health and the environment within the NYCTA Relocation Site once a COC is issued by NYSDEC or a NOS is issued by OER, and any required long term institutional and engineering controls (if required) are in place.

In addition to the requirements mandated under the (E)-Designation and/or enrollment in the BCP, regulatory requirements pertaining to the disturbance and handling of any LBP, ACM and PCB-containing building materials would be followed.

The (E)-Designation assigned to the NYCTA Relocation Site would also include requirements to preclude the potential for the Proposed Actions to result in significant adverse impacts related to air quality.

As such, implementation of the Proposed Actions would promote this policy.

Policy 7.2: Prevent and remediate discharge of petroleum products.

Development Site

As discussed in **Chapter 10, Hazardous Materials,** the Project Developer would comply with the requirements of the existing hazardous materials (E)-Designation E-138 on the Development Site, which would require the Project Developer to characterize and remediate sources of suspected contamination on the Development Site, including petroleum-based contamination. The Proposed Development would comply with all applicable regulations governing the discharge of petroleum during operation.

NYCTA Relocation Site

As discussed in **Chapter 10, Hazardous Materials,** the Project Developer would comply with the requirements of the new (E)-Designation (E-870) on the NYCTA Relocation Site, which would require the Project Developer to characterize and remediate sources of suspected contamination on the NYCTA Relocation Site, including petroleum-based contamination. The NYCTA Relocation Site would additionally comply with all applicable regulations governing the discharge of petroleum during operation.

Therefore, the Proposed Actions would promote this policy.

Policy 7.3: Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

The Proposed Actions would not involve the siting or development of any facilities that would process or transport solid waste or hazardous materials. As discussed above in the responses to Policy 7.1 and Policy 7.2, and in **Chapter 10, Hazardous Materials**, the Project Developer would comply with all applicable hazardous materials requirements of (E)-Designations on both the Development Site and the NYCTA Relocation Site, as well as any BCP requirements, which would minimize any potential for the degradation of coastal resources. Therefore, the Proposed Actions would promote this policy.

Policy 8: Provide public access to, from, and along New York City's coastal waters.

Policy 8.1: Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.

Development Site

The Development Site is currently improved with a non-conforming industrial use housed in a single-story building on Lot 1, which blocks views of the waterfront, while Lot 25 is vacant and inaccessible. The Proposed Actions would allow for the relocation of the existing NYCTA Facility and would facilitate the development of approximately 50,000 sf of open space, including 34,000 sf of WPAA plus approximately 9,000 sf of PAA, which would be designed to create connections between upland streets and the waterfront, as well as connections to planned open space directly south, and planned open space along the waterfront directly north of the Development Site. The Proposed Development would bring local retail, a community facility use, and a 24-hour population to this area, activating the currently underutilized Development Site and enhancing physical and visual access to the East River and Bushwick Inlet waterfront, promoting this policy.

Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

Development Site

The Proposed Development would incorporate approximately 50,000 sf of new open space, which includes 34,000 sf of WPAA plus approximately 9,000 sf of PAA, along the waterfront along with an upland connection, as described above. This open space would be compatible with the mixed-use development proposed at the Development Site, and would allow an opportunity to create a continuous publicly accessible waterfront throughout Greenpoint.

Policy 8.3: Provide visual access to the waterfront where physically practical.

Development Site

As noted above, visual access to the waterfront is currently blocked by the existing industrial building housing the NYCTA Facility. This building does not provide an upland connection between the street and the waterfront. While the waterfront is visible from the end of Quay Street, it is fenced off behind an overgrown area and relatively inaccessible. The Proposed Development would introduce new publicly accessible open space, which includes 34,000 sf of WPAA plus approximately 9,000 sf of

PAA along the waterfront along with an upland connection, both of which would provide visual access to the waterfront. Therefore, the Proposed Actions would promote this policy.

Policy 8.4: Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.

Development Site

Within the Development Site, Lot 1 is currently owned by the NYCTA, and would be leased to the Project Developer under a 99-year land lease. Lot 1 would be the site of the proposed upland connection open space. The location of the upland connection would physically and visually connect the waterfront to the surrounding street network, allowing the public to access the waterfront and connections to surrounding open spaces. This waterfront site is located in an area experiencing rapid mixed-use development and is adjacent to planned waterfront open spaces. Therefore, the Proposed Actions would promote this policy.

Policy 8.5: Preserve the public interest in and use of lands and waters held in public trust by the State and City.

Development Site

The Proposed Development would improve the condition of Bushwick Inlet, and provide a new public connection and long-term funding to the City/New York City Department of Parks and Recreation (NYC Parks) for the operation of Bushwick Inlet Park, located to the south of the Development Site, while facilitating the relocation of a critical NYCTA facility to a new off-site turnkey facility, and providing funding to the NYCTA through a long-term ground lease. The Proposed Actions would facilitate new development of a locally desirable mix of land uses—new housing, open space, local retail, and community facility space—which are prominent uses in the surrounding neighborhood. The proposed community facility space would include museum space on Lot 25 for the Monitor Museum. The new housing would include affordable housing serving a variety of income levels. Overall, the Proposed Development would introduce beneficial uses to the waterfront that would synergize with the ongoing capital investment in Bushwick Inlet Park. As such, the Proposed Actions would promote Policy 8.5.

Policy 8.6: Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.

Development Site

The design of the proposed waterfront open space would encourage public stewardship of the waterfront and display the waterfront's identity. Elements of the new waterfront public space would include seating areas and landscaped plantings with native plants. The public open space would contain interpretive signage that would provide details on the history of the industrial waterfront, the USS Monitor, and the Monitor Museum, as described in further detail below. The Proposed Development would transform an inaccessible and deteriorating waterfront into a vibrant public space. As such, the Proposed Actions would promote this policy.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area

Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

Development Site

Development facilitated by the Proposed Actions would not negatively impact any scenic resources that contribute to the visual quality of the coastal area. The Proposed Development, which would be developed on an industrial, partially vacant site, would improve the visual quality of the urban context and the historic and working waterfront. The Proposed Development would introduce improved public and visual access to the East River waterfront by creating new public waterfront space and a visual corridor connecting the waterfront to Quay Street. As such, the Proposed Actions would promote this policy.

Policy 9.2: Protect and enhance scenic values associated with natural resources.

Development Site

The Proposed Actions would remove a non-conforming industrial use, which currently creates a wall to the waterfront, blocking public views and access to Bushwick Inlet and the East River. The Proposed Development would add approximately 50,000 sf of open space which includes 34,000 sf of WPAA plus approximately 9,000 sf of PAA. This would enhance the scenic value of the waterfront by replacing vacant, inaccessible land and non-conforming uses with waterfront open space.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area

Policy 10.1: Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City

Development Site

The Proposed Development would enable the construction of the 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, which was completed in 1862. The USS Monitor is an important piece of the history of Brooklyn's industrial waterfront, which would be preserved in a museum as a result of the Proposed Actions. The existing buildings on the Development Site are not historic resources.

NYCTA Relocation Site

The existing building on the NYCTA Relocation Site is not a historic resource. As such, the Proposed Actions would promote this policy.

Policy 10.2: Protect and preserve archaeological resources and artifacts

Development Site

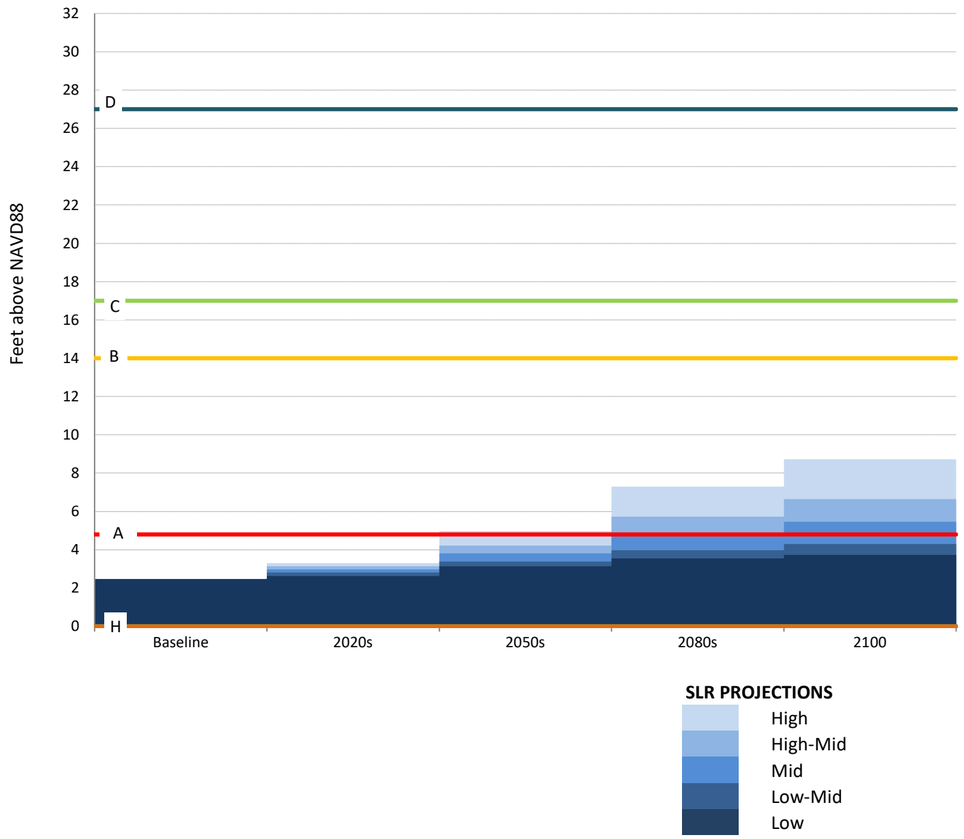
The Proposed Development would facilitate the preservation and protection of the USS Monitor and related historical artifacts in the Monitor Museum's collection. The Development Site does not contain archaeological resources or artifacts.

NYCTA Relocation Site

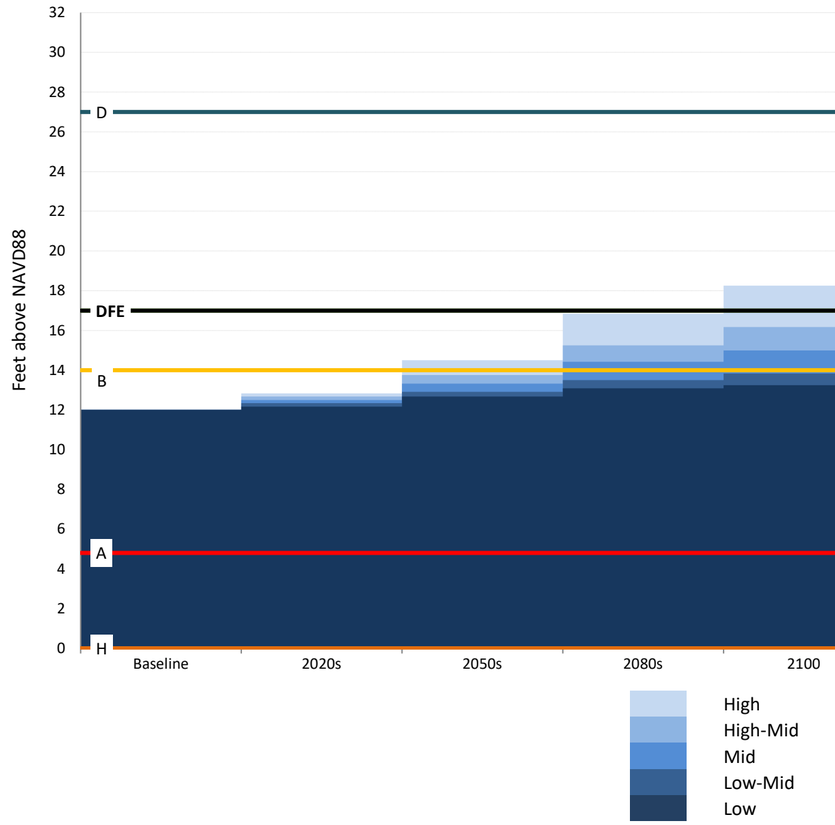
The NYCTA Relocation Site does not contain archaeological resources or artifacts. Therefore, the Proposed Actions would promote this policy.

Assess project vulnerability over a range of sea level rise projections.

Mean Higher High Water + Sea Level Rise



1% Flood Elevation + Sea Level Rise



Assess project vulnerability over a range of sea level rise projections.

