Monitor Point

Draft Scope of Work in Preparation of a Draft Environmental Impact Statement

LEAD AGENCY

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Draft Scope of Work

Introduction

This Draft Scope of Work (DSOW) outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the Monitor Point project. 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.

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

[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.

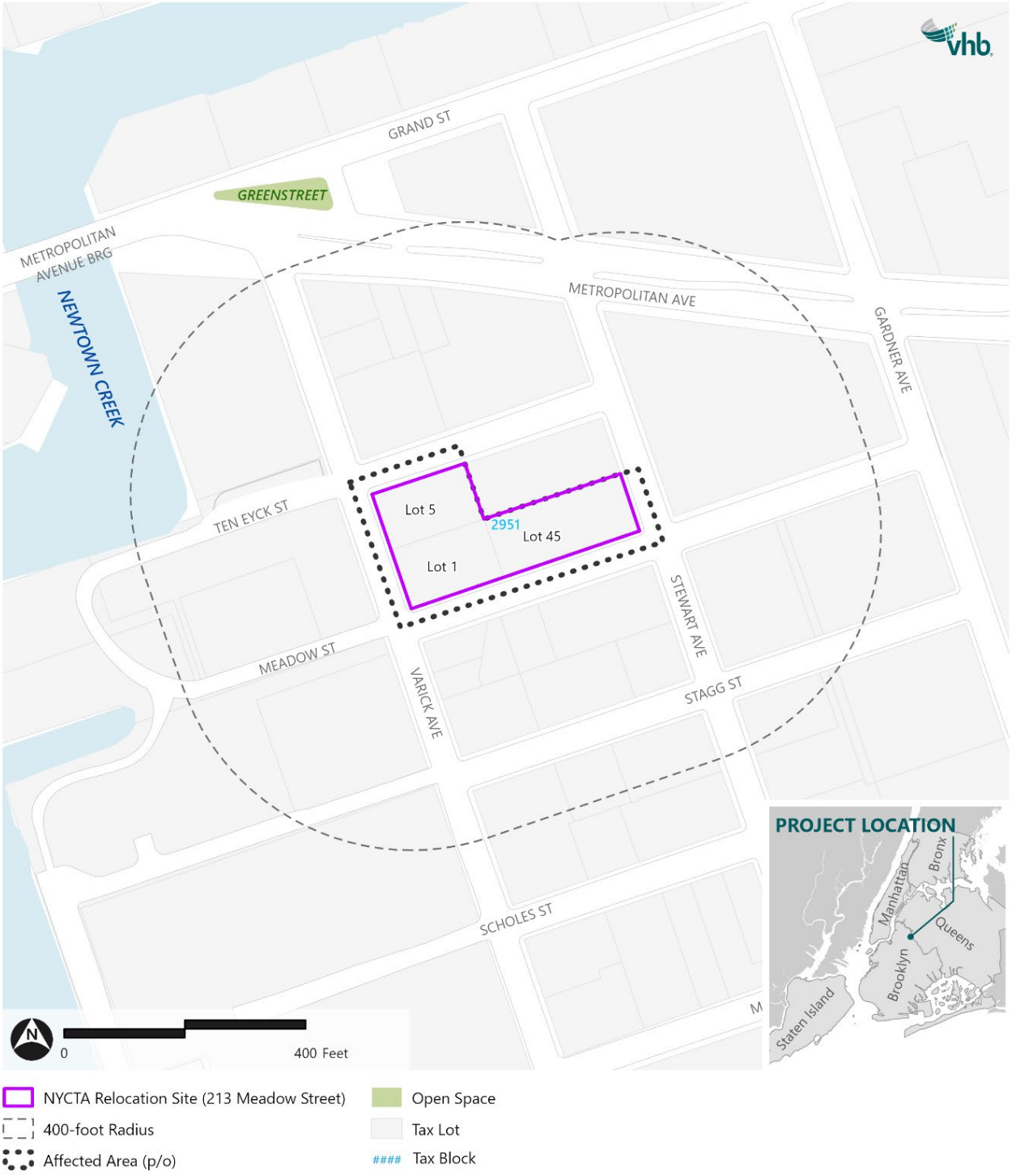
Figure 1 Location Map – All Sites

Source: NYS ITS Geospatial Services

Figure 2 Location Map – Development Site

Source: NYC DEP, MapPLUTO 24v2

Figure 3 Location Map – NYCTA Relocation Site



Source: NYC DEP, MapPLUTO 24v2

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.

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 **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.

CEQR and Scoping

The purpose of the scoping process is to focus the EIS on the potential for significant adverse environmental impacts. In addition, it allows the public, agencies, and other interested parties the opportunity to help shape the EIS by raising relevant issues regarding the focus and appropriate methods of study. The draft scoping document sets forth the analysis areas proposed to be covered in the EIS and the methodologies that are proposed to perform these analyses. During the scoping period, those interested in reviewing the published DSOW may do so and provide their comments to the lead agency.

The public, interested agencies, community boards, and elected officials are invited to comment on the DSOW, either in writing or orally, at a public scoping meeting to be held on April 22, 2025. In order to allow for broad participation, the scoping meeting will be held remotely. Written comments on the DSOW will be accepted by the lead agency through 5:00 PM on May 2, 2025. The Final Scope of Work (FSOW) will incorporate all relevant comments made on the DSOW, and the Draft EIS (DEIS) will be prepared in accordance with the FSOW.

Once the DEIS is determined to be complete by the lead agency, the document is published and made available for public review and comment. A public hearing will be held on the DEIS, in conjunction with the project's ULURP hearing, to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS and incorporate any necessary revisions. The FEIS will identify the required environmental findings, which are used as a basis for deciding whether to approve the requested discretionary actions, with or without modifications. According to the New York State Environmental Quality Review Act (SEQRA) Part 617.11(d), these findings must:

1. Consider the relevant environmental impacts, facts and conclusions disclosed in the FEIS;
2. Weigh and balance relevant environmental impacts with social, economic and other considerations;
3. Provide a rationale for the agency's decision;
4. Certify that the requirements of this Part have been met; and
5. Certify that—consistent with social, economic, and other essential considerations from among the reasonable alternatives available—the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

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.[2] 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.

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 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.[3] 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.[4] 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.[5] 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,[6] 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-

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

[3] 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.

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

[5] 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.

[6] 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.

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 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 onsite 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 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.[7] 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.

[7] 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.

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.

Surrounding 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. 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 public transit is easily accessible to residents, and no parking is required. The area is located in the NYC Coastal Zone, and portions of the surroundings are in the 100-year floodplain.

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[8]:

- 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:

- 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.

[8] 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.

› DEC for Brownfield Cleanup Program (BCP); not a SEQRA Action.

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

Description of Required Approvals

Zoning Map Amendment

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

Zoning Text Amendments

Appendix F - Mandatory Inclusionary Housing (MIH) Area

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

› Option 1 – requires 25 percent of residential floor area must be affordable housing for residents with incomes averaging 60 percent of area median income (AMI);

› Option 2 – requires 30 percent of residential floor area must be affordable housing for residents with incomes averaging 80 percent AMI;

› Option 3 (or the "Deep Affordability Option") – requires 20 percent of residential floor area must be affordable housing for residents with incomes averaging 40 percent of AMI; and

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

The proposed zoning text amendment would amend Appendix F of the Zoning Resolution to map a Mandatory Inclusionary Housing (MIH) area coterminous with the Rezoning Area. The Greenpoint and Williamsburg neighborhoods have been experiencing strong demand for housing, particularly affordable housing. According to the Brooklyn Community Board 1 Statement of Community District Needs for the fiscal year 2025, affordable housing is the most pressing issue facing the community. The report defines the need for permanently affordable housing, particularly lower income bands, as

critical and urgent. Based on 2018-2022 American Community Survey (ACS) five-year estimates for Brooklyn Community District Tabulation Area 1 (equivalent to Brooklyn Community District 1), the rental vacancy rate was just 2.3 percent, compared to 3.0 percent in Brooklyn and 3.6 percent in New York City as a whole, and representing a decrease from the 3.1 percent rental vacancy rate in the Community District identified in the 2006-2010 ACS five-year estimates. Low rental vacancy rates indicate that the production of housing in the neighborhood is not keeping up with demand. Mapping an MIH area on the Development Site would unlock the site's development potential and facilitate development inclusive of affordable housing, providing equitable housing opportunities in Greenpoint. In conjunction with the other Proposed Actions, the proposed zoning text amendment for MIH would also expand the potential for affordable development on the Development Site by replacing the existing IHDA (which only encompasses Lot 1) with MIH on both Lot 1 and Lot 25, thus increasing the availability of affordable and market-rate housing units.

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

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

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

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

ZR Section 74-745

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

Special Permit

ZR 74-74 Large Scale General Development (LSGD) Special Permit

The proposed LSGD (ZR 74-74) Special Permit would enable the Proposed Development to make the most efficient use of the Development Site, which is made up of lots with irregular dimensions, and includes a sewer easement and CSO sewer corridor. In conjunction with the proposed zoning text amendments and waterfront zoning certification, the LSGD special permit would modify ZR sections 62-343, 62-363, 36-62, and 62-332 relating to height and setback, maximum tower width, maximum tower size, loading, and waterfront yard depth in order to allow for a superior site plan. The proposed site plan under the LSGD Special Permit would provide for the required public walkway and view corridors while simultaneously maximizing housing production on the Development Site.

Zoning Certification

The CPC Chairperson certification is required pursuant to ZR 62-811, as the Proposed Development would provide a waterfront public access area pursuant to waterfront zoning. This certification would facilitate public access to the waterfront as part of the Proposed Development in accordance with the

Greenpoint/Williamsburg Waterfront Access Plan, comprising 43,000 sf of WPAA open space including a required shore public walkway, an upland connection, and a visual corridor along the prolongation of West Street.

City Map Amendment

Although the existing Lot 25 and former Quay Street are mapped as a "Park" on the City Map, this property is not owned by the City of New York; it is instead privately owned and vacant. NYC Parks has stated that it does not and will not intend to acquire the property. The Proposed Development includes the creation of approximately 43,000 sf of WPAA, providing a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street. The elimination of the park identification would allow for the construction of the publicly accessible landscaped open space and the long-planned Greenpoint Monitor Museum in place of vacant land. The proposed City Map amendment and related zoning map and text amendments would generate 367,228 zoning square feet (zsf) on Lot 25, allowing for the construction of roughly 120 additional affordable DUs in the Proposed Development.

Other Approvals

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

- Amendment of existing 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:

- 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 BCP; not a SEQRA Action.

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.

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 would facilitate the full realization of 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 4** shows an illustrative site plan for the Proposed Development and **Figure 5** and **Figure 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 3**).

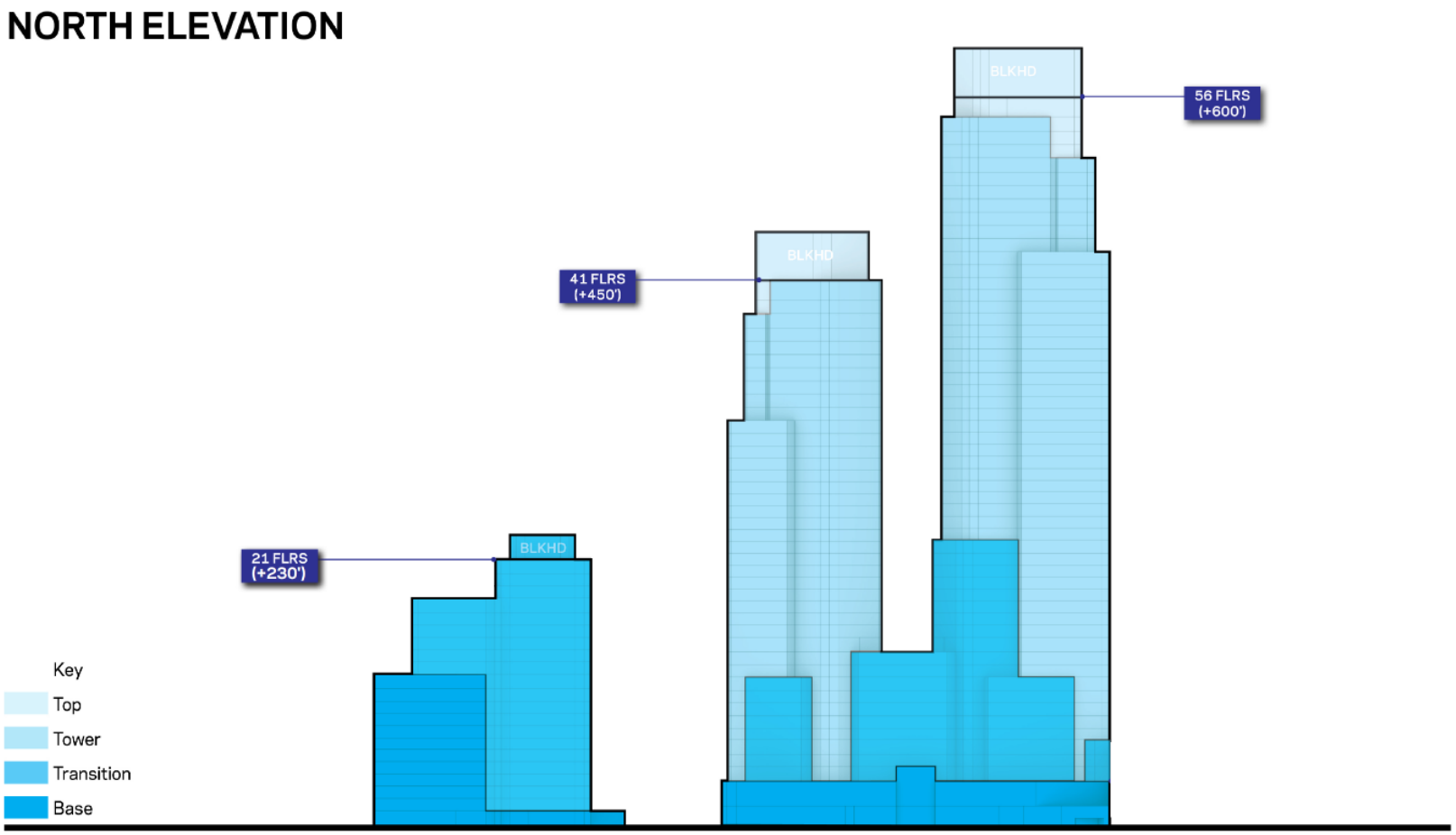
The site of the ERU Facility was identified as the proposed location for the future Box Street Park in 2005 as part of the WAP. Development of the Park has been delayed due to difficulties relocating the NYCTA ERU Facility.

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 4 Proposed Illustrative Site Plan

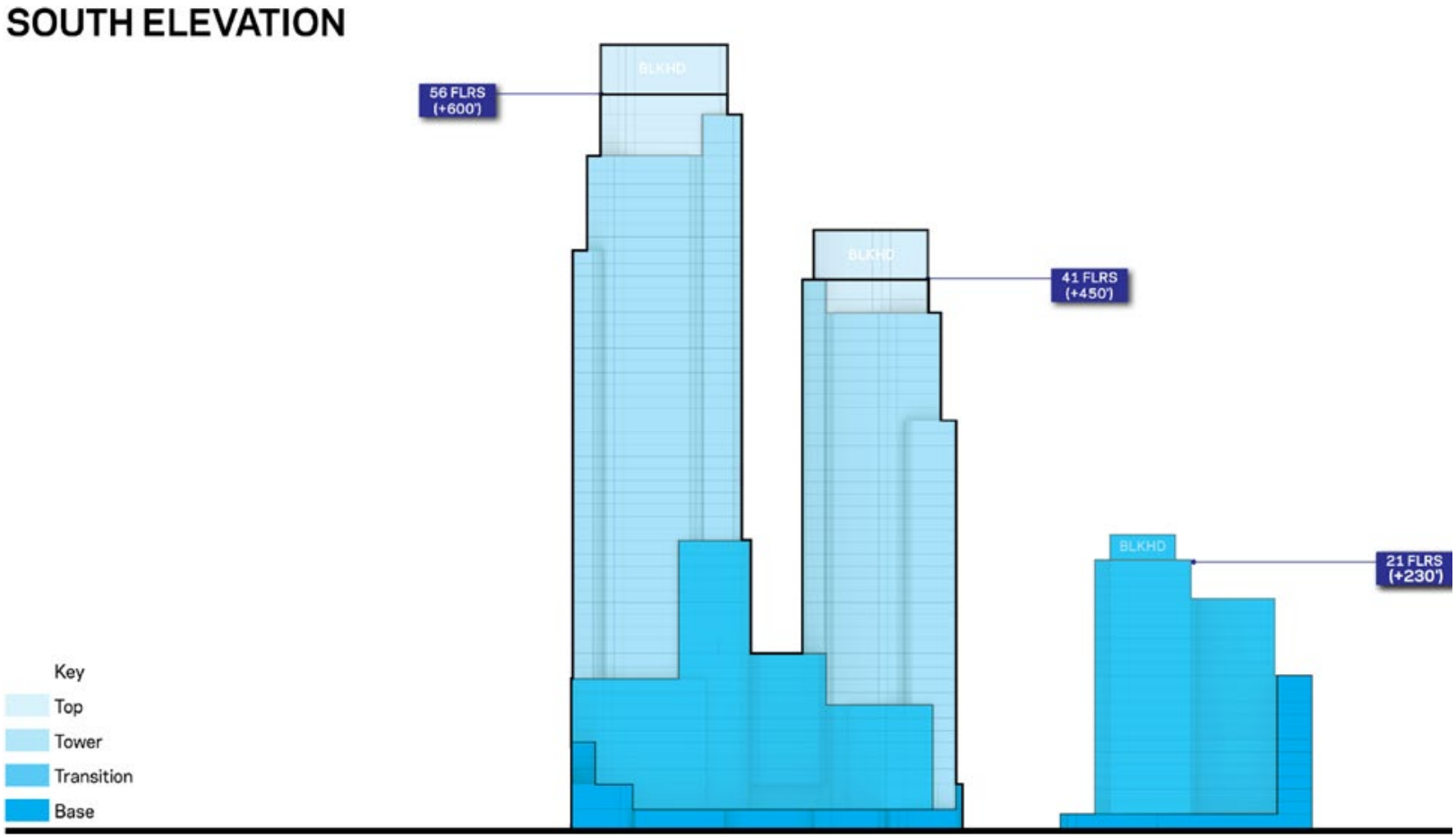
Source: FX Collaborative

Figure 5 Development Site Proposed Building Envelopes – North Elevation



Source: FX Collaborative

Figure 6 Development Site Proposed Building Envelopes – South Elevation



Source: FX Collaborative

Framework for Analysis

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 **Existing Conditions** section.

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

Table 1 and the corresponding **Figure 7** show development projects within a quarter-mile of the Development Site anticipated to be completed by the 2031 build year. There are no known developments planned within a 400-foot radius of the NYCTA Relocation Site.

Table 1 No-Action Projects Within Quarter-Mile Study Area from the Development Site

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

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

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

Indicates development is part of the planned Calyer Place project

Figure 7 No-Action Projects

Source: NYC DCP, DevDB 24v2

Future With-Action Condition/Increment for Analysis

The With-Action program shown in **Table 2** reflects the reasonable worst-case development scenario (RWCDS) that would be developed in accordance with the Proposed Actions described above.

Table 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
	Res. Spaces	0	0	150	+150
Development Site - Total GSF		**71,838**	**71,838**	**1,215,000**	**+1,143,162 GSF**
Open Space (SF)	**Total**	0	0	50,000	+50,000 SF
	WPAA	0	0	43,000	+43,000 SF
On-Site Workers		*200*	*200*	*178*	*-22*
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	25,0003	+25,000
NYCTA ERU Site - Total GSF		**4,700**	**4,700**	**0**	**-4,700**
On-Site Workers		*45*	*45*	*0*	*-45*

Notes:

[1] Existing worker count provided by NYCTA Facility. No-Action and With-Action workers estimated assuming the following: Residential: 1 worker per 25 DUs; Commercial/Industrial: 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

Proposed Scope of Work for the DEIS

The DEIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. As described previously, the environmental review provides a means for City and State Agencies with technical expertise to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts.

The EIS, following the guidance of the *CEQR Technical Manual*, will contain:

- A description of the proposed discretionary actions, the Proposed Actions, and its environmental setting;
- An analysis of the potential of the Proposed Actions to result in significant adverse impacts in a range of environmental categories, comparing conditions with the Proposed Actions in the proposed build year against conditions that would exist in the absence of the Proposed Actions;
- A statement of the potential significant adverse environmental impacts of the Proposed Actions;
- A description of feasible mitigation measures that would eliminate or minimize adverse environmental impacts;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented because mitigation is not practicable;
- A discussion of alternatives to the Proposed Actions; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the Proposed Development.

As noted above, the EIS will analyze the Proposed Actions for all technical areas of concern. The specific technical areas to be included in the EIS are identified in the EAS dated March 21, 2025. The EAS identified the following technical areas as having the potential to result in significant adverse impacts, and therefore warranting additional analysis in the EIS: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction. As concluded in the EAS, the Proposed Actions would not have the potential to result in significant adverse impacts to solid waste and sanitation services or energy, and therefore, these areas will not be analyzed in the EIS.

The first step in preparing the EIS is the preparation of a DSOW and public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS follows. The scope of work and the proposed impact assessment criteria below are based on the methodologies and guidance set forth in the *CEQR Technical Manual*.

Task 1: Project Description

As the first chapter of the EIS, the Project Description introduces the reader to the Proposed Project and sets the context in which to assess impacts. This chapter will contain a description of the

Proposed Project: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a description of the Proposed Actions including discretionary and ministerial actions; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter gives the public and City/State stakeholders a base from which to evaluate the Proposed Actions. In addition, the Project Description chapter will present the framework for the analysis of the environmental impacts of the Proposed Actions and identify the analysis year(s) and anticipated construction timeline.

Task 2: Land Use, Zoning, and Public Policy

This chapter analyzes the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the zoning controls and public policies that guide development, and determines whether a proposed project is compatible with an area's land use patterns and trends or may alter them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies, including the City's Waterfront Revitalization Plan (WRP).

The analysis of the Proposed Actions within the context of land use, zoning, and public policy chapter will provide information necessary for the analysis of the environmental impacts of the Proposed Actions under several technical areas within the EIS.

The land use study area will consist of the Development Site, where the potential effects of the Proposed Actions on land use would be directly experienced, as well as within neighboring areas within approximately a quarter-mile of the perimeter of the Development Site, accounting for natural boundaries, land use patterns, and trends (see **Figure 8**).

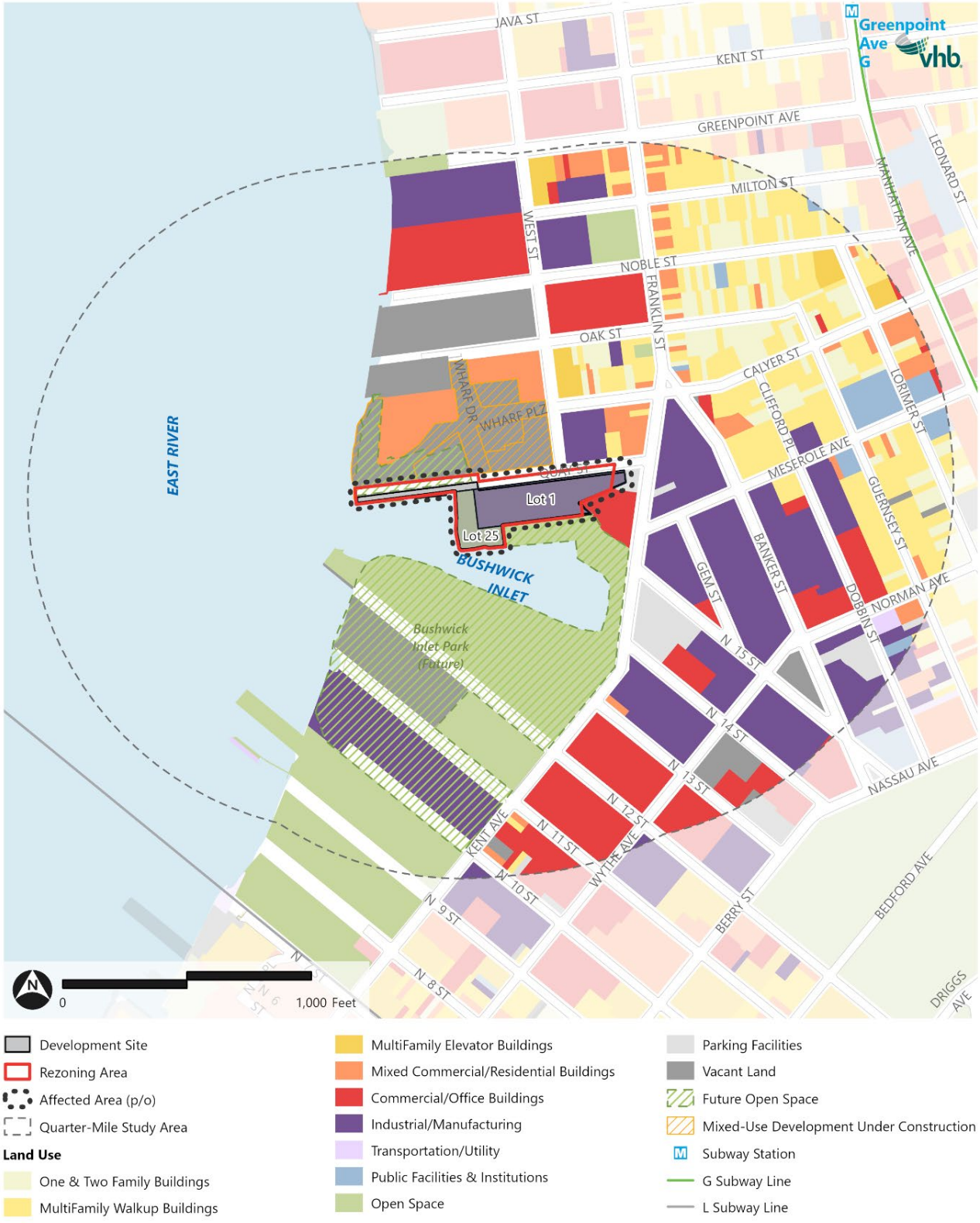
Where applicable, the analysis will also consider potential effects of the Proposed Actions related to the NYCTA Relocation Site. However, the Proposed Actions would not change land use or zoning on the NYCTA Relocation Site. As discussed above, the ERU Facility operations would relocate to the NYCTA Replacement Facility, but the ERU Site is not directly affected by the Proposed Actions and as such, an assessment of land use, zoning, and public policy related to this site will not be undertaken in the EIS.

The analysis will include the following subtasks:

- Provide a description of land use, zoning, and public policy in the study area under current conditions. Recent trends in the study area will be noted. Other public policies that apply to the study area will also be described.
- Based on field surveys and prior studies, identify, describe, and graphically portray current land use patterns in the study area. Describe the study area's development history and recent land use trends and identify major factors influencing the area's land use trends.
- Describe and map existing zoning (see **Figure 8**) and any recent zoning actions in the study area. Prepare a list of future development projects in the study area that are expected to be constructed by the build year. Also, identify pending or known proposed zoning actions or other public policies that could affect land use in the study area. Based on these planned projects and initiatives, assess future land use and zoning conditions in the No-Action condition. The proposed zoning is shown in **Figure 9**.

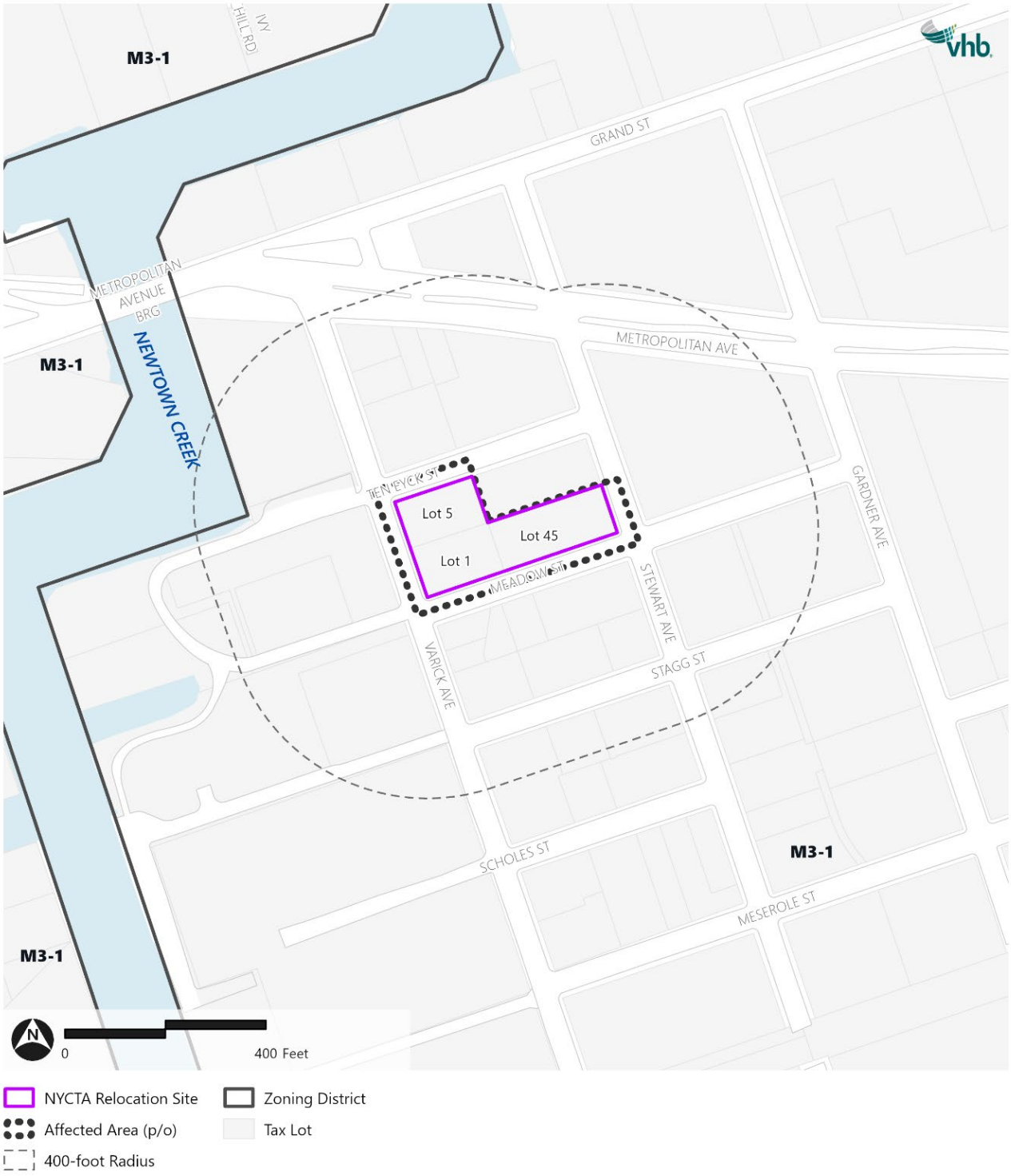
- Describe proposed land use changes that would occur with the Proposed Development based on the With-Action condition.
- Discuss the potential effects of the Proposed Actions related to issues of compatibility with surrounding land use, zoning, and other public policies, and the effect of the Proposed Development on ongoing development trends in the study area.
- Assess the Proposed Actions' conformity to City goals, including consistency with the City's sustainability goals as outlined in OneNYC 2050, Housing New York, and any other relevant public policies.
- Evaluate the Proposed Actions' compliance with the WRP, including Policy 6.2, which requires consideration of the latest sea level rise (SLR) projections into the planning and design of projects in the coastal zone. Published SLR projections will be evaluated for various project life spans using the New York City Panel on Climate Change projections of climate change and sea level rise, published in 2022, and mapping will be provided showing the estimated extents of future inundation during storm event scenarios. The WRP section will assess how the features of the Proposed Actions would be consistent with the WRP policies.
- If significant adverse impacts are identified, identify feasible mitigation measures, if any, to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts.

Figure 8 Land Use, Zoning, and Public Policy Study Area



Source: NYC DCP, MapPLUTO 24v2

Figure 9 Existing Zoning Map - NYCTA Relocation Site



Source: NYC DCP, MapPLUTO 24v2

Task 3: 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 project would result in significant 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 a specific industry.

As discussed in the EAS, no direct business or institutional displacement would result from the project, as the NYCTA's existing operations on the Development Site would be relocated to a newly constructed facility in East Williamsburg as a requirement for the Proposed Development to occur. As the project would not introduce more than 200,000 gsf of retail, there is no potential for indirect business displacement due to retail market saturation. Because the project is not expected to adversely affect the economic and operational conditions of any specific industries in the City, an analysis of adverse effects on specific industries is not warranted. As there are no existing residential uses on the Development Site or NYCTA Relocation Site, there is no potential for direct residential displacement.

As described in the EAS, while the Proposed Development would include affordable housing units, indirect residential displacement will be evaluated in the EIS because the Proposed Development would exceed the threshold of 200 residential units for conducting a preliminary residential displacement assessment. The scope of work for this analysis is described below.

Indirect Residential Displacement

The concern with respect to indirect residential displacement is whether a proposed project—by introducing a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood—could lead to increases in property values, and thus rents, making it more difficult for some residents to afford their homes. The objective of the indirect residential displacement assessment is to determine whether a proposed project would either introduce a trend or accelerate a trend of change in socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

The indirect residential displacement analysis will use the most recent available U.S. Census data, as well as current real estate market data, to present demographic and residential market trends and conditions within the quarter-mile study area. This information will include population estimates, housing tenure and vacancy status, median housing value and rent, median household income, and a discussion of rent-protected housing. The preliminary assessment will consist of a step-by-step evaluation, as described in the *CEQR Technical Manual,* to determine whether the Proposed Development would add substantial new population with higher incomes as compared with the income of the study area population and evaluate whether the study area has already experienced a readily observable trend toward increasing rents.

The preliminary analysis would include the following steps, as described in Section 322.1 of the *CEQR Technical Manual:*

- Determine if the Proposed Development would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project.
- Determine if the Proposed Development's increase in population is large enough relative to the size of the population expected to reside in the study area without the project to affect real estate market conditions in the study area.
- Consider whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends.

If the preliminary assessment reveals the potential for the Proposed Actions to introduce a trend of change in socioeconomic conditions, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual,* if warranted.

Task 4: Community Facilities and Services

The Proposed Actions would not displace any existing community facilities and services, nor would they affect the physical operations of or access to and from any police or fire stations or health care facilities. Therefore, the Proposed Actions would not result in any direct effects on community facilities.

As the indirect community facilities impact analysis is a density-related analysis, the analysis will focus on development anticipated at the Development Site. As noted above, the Proposed Actions would result in an incremental increase of approximately 1,150 DUs, including up to approximately 288 affordable DUs. According to Table 6-1 of the *CEQR Technical Manual*, this level of development in Brooklyn would trigger a detailed analysis of public elementary and intermediate schools, early childhood programs, and libraries. Since fewer than 150 high school students would be introduced by the Proposed Development, a detailed analysis of public high schools is not warranted, as determined in the EAS.

Early Childhood Programs

Existing publicly funded early childhood programs within approximately 1.5 miles of the Development Site will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the NYC Department of Education (DOE) Division of Early Childhood Education.

For the No-Action condition, information will be obtained for any changes planned for early childhood programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action condition will be discussed as potential additional demand, and the potential effect of any population increases on demand for early childhood services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.

The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action condition.

A determination will be made of whether the Proposed Actions would result in significant adverse impacts to early childhood programs. A significant adverse impact may result, warranting consideration of mitigation in accordance with the *CEQR Technical Manual*, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of early childhood programs in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase between the No-Action and With-Action conditions of five percent or more in the collective utilization rate of early childhood programs in the study area.

Libraries

Local public library branches within the borough of Brooklyn that serve the area within approximately 0.75 miles of the Development Site, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.

The EAS will describe existing libraries within the study area and their respective information services and user populations. Information regarding services provided by branches within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Brooklyn Public Library officials. If information is available, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.

Projections of population change in the area, and information on any planned changes in library services or facilities, will be described for the No-Action condition, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.

The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. If information is available, holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.

In accordance with the *CEQR Technical Manual*. a significant adverse impact may occur, warranting consideration of mitigation, if the Proposed Actions would increase a branch library's 0.75-mile study area population by five percent or more over No-Action levels and it is determined, in consultation with the Brooklyn Public Library, that this increase would impair the delivery of library services in the study area.

Public Schools

As discussed above, the Proposed Actions would facilitate development that would exceed the thresholds for analyses of elementary/intermediate schools. Accordingly, detailed analyses of elementary/intermediate schools will be included in the EIS. The analysis will include the following:

› The primary study area for the analysis of elementary and intermediate schools is the community school district sub-district in which the project is located. The Rezoning Area is located within Community School District (CSD) 14, Sub-district 3, which will serve as the study are for the analysis of elementary schools and intermediate schools.

- Public elementary and intermediate schools serving CSD 14, Sub-district 3 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary/ intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity using information from the New York City DOE.
- Conditions that would exist in the No-Action condition for the sub-district will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the NYC School Construction Authority's (SCA) *Projected New Housing Starts*. Plans to alter school capacity either through administrative actions on the part of the DOE or as a result of the construction of new school space prior to the 2031 analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's *2021-2025 Five Year Capital Plan* may be included in the quantitative analysis per consultation with SCA and DCP or in a qualitative discussion.
- With-Action conditions will be analyzed, adding students likely to be generated by the Proposed Actions to the projections for the No-Action condition. Impacts will be assessed based on the difference between the With-Action projections and the No-Action projections at the sub-district level for elementary and intermediate school students, for enrollment, capacity, and utilization in 2031.
- A determination of whether the Proposed Actions would result in significant adverse impacts to public schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of elementary and intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated from proposed development past the 100 percent utilization rate. If impacts are identified, further analysis would be required to determine the number of dwelling units that may be constructed before a significant adverse impact would occur. If significant adverse impacts are identified, feasible mitigation measures (if any) will be identified to avoid or reduce these impacts.

Task 5: Open Space

According to the *CEQR Technical Manual*, a proposed project warrants an open space assessment if it would directly or indirectly affect open space on or surrounding a project site. A proposed project would directly affect open space conditions if it causes the loss of public open 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, odors, or shadows that would temporarily or permanently affect the usefulness of a public space. A project would have an indirect effect on open space through increasing worker or resident population size and therefore overtaxing existing open space access through an increase in population.

As discussed in the EAS, Lot 25 within the Development Site is vacant and owned by the Greenpoint Monitor Museum. While Lot 25 is zoned M3-1 and mapped with a "Park" designation, NYC Parks has stated that it does not intend to acquire the property for use as a public park. Therefore, this land is not considered to be an existing open space and would not be developed with open space in the future without the Proposed Actions. 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.

An assessment of indirect effects on open space is conducted if a project would generate more than 200 residents or 500 non-residents. The Proposed Actions are expected to introduce approximately 2,795 incremental residents at the Development Site and approximately 220 incremental workers, the majority of which would be introduced at the NYCTA Relocation Site. As such, an assessment of non-residential open space is not warranted, and the EIS will only include an assessment of residential open space. A detailed open space analysis is necessary if a project would introduce a large population in an area with a limited amount of open space available for public use. As such, a detailed analysis of residential open space adequacy will be provided in the EIS.

The open space analysis will consider active and passive open space resources. Both active and passive open space ratios will be assessed in the residential study area (half-mile radius). The study area would generally comprise those census tracts that have 50 percent or more of their area located within the applicable radius of the Development Site, as recommended in the *CEQR Technical Manual*. The detailed analysis would consist of the following subtasks:

- Identify and describe study area open spaces through data collection and site visits to determine types of facilities, utilization levels, accessibility, and current conditions.
- Use the data gathered to assess the adequacy of the existing open space relative to the needs of study area users. This would include a quantitative and qualitative assessment that involves calculating active and passive open space ratios for residential populations; considering the effects of air quality, noise, shadows, wind, access, and safety issues on the usability of existing open spaces; and considering other data, including facility condition, utilization levels, and other factors that may encourage or deter park use.
- Assess the adequacy of open space for No-Action and With-Action conditions, taking into account expected future changes in residential populations within the half-mile residential study area and open space (including approximately 50,000 sf of open space (including approximately 43,000 sf of WPAA) to be provided as part of the Proposed Development).
- Describe the open space changes from the No-Action condition, both on-site and off-site, which would occur as a result of the Proposed Development. Describe the open space that would be created, eliminated, altered, and/or improved as a result of the project. For the With-Action condition, the analysis will also consider potentially significant project-related impacts such as shadow, air quality, and noise effects.

If the Proposed Development would result in a significant adverse impact (e.g., would significantly increase shadows, or would reduce the open space ratio below 2.0 acres of active space per 1,000 residents, or 0.5 acres of passive open space per 1,000 residents), potential on-or off-site mitigation would be identified and assessed.

Task 6: Shadows

A shadows analysis assesses whether new building mass resulting from a proposed action would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and evaluates the significance of their impact. Generally, the potential for shadow impacts exists if a project would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or historic features that are dependent on sunlight.

The Proposed Actions would result in structures greater than 50 feet in height, with the West Building proposed to be the tallest, made up of two towers on a base: the west tower rising to approximately 56 stories/600 feet tall (640 feet including bulkhead) and the east tower rising approximately 41 stories/450 feet (490 feet including bulkhead), the East Building rising to approximately 21 stories/230 feet tall (260 feet including bulkhead), and the museum rising to approximately 75 feet including bulkhead. The new replacement facility to be constructed on the NYCTA Relocation Site would be approximately 60 feet tall (80 feet including bulkhead) in height, which also warrants a shadows assessment.

The Development Site is located adjacent to (and north of) the future Bushwick Inlet Park and Bushwick Inlet/East River, and near Marsha P. Johnson State Park, American Playground, and WNYC Transmitter Park, all sunlight-sensitive resources as defined by the *CEQR Technical Manual*. To analyze the potential for significant adverse shadow impacts, the EIS will include a detailed shadow analysis based on the building envelopes (including bulkheads) proposed to identify the worst-case shadowing effects of the Proposed Development on sunlight-sensitive resources. The EIS will disclose the range of shadow impacts, if any, that are likely to result from the Proposed Development. The shadows analysis will include a Tier 1 through Tier 3 screening assessment to identify whether shadows cast by the Proposed Development could reach sunlight-sensitive resources at any time of year and, if so, whether the incremental shadow would be likely to cause a significant adverse impact on the resource. The Relocation Site does not appear to be in proximity to sunlight-sensitive resources. As such, it is likely to screen out of further analysis at the Tier 1 or Tier 2 Screening Assessment and a detailed analysis is not anticipated for this building.

- A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the Proposed Development, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map will be developed that illustrates the location of the Development Site in relation to the sunlight-sensitive resources and displays topographic information.
- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 Screening Assessment will determine the areas that cannot be shaded by the Proposed Development, which in New York City is the area that lies beyond 108 degrees either side of true north from the southern-most portion of the Development Site.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shadowed by the Proposed Development massing, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows from the Proposed Development can, in the absence of intervening buildings, reach a sunlight-sensitive resource on December 21 (the winter solstice), March 21/September 21 (the spring/fall equinox), May 6 (half-way between the equinoxes and the summer solstice), or June 21 (the summer solstice). The projected shadow will be modeled with a three-dimensional computer modeling software with the capacity to accurately calculate sun angles and shadows that could be cast by the Proposed Development to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions. A summary table would list the shadow entry and exit times for each sunlight sensitive resource on each representative analysis day that would occur on the representative analysis days in the absence of intervening buildings.

If the Tier 1 through Tier 3 analysis indicates the need for a detailed shadows analysis, the EIS will include an analysis that will take into account shadows from existing buildings. The detailed analysis would include the following subtasks:

- The baseline condition (No-Action condition) would be established using a three-dimensional modeling program that accounts for the No-Action shadows condition. The No-Action shadows condition would be compared to the future shadows condition that would result from the Proposed Development (With-Action condition). The analysis would illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow projected to be cast by the Proposed Development.
- The detailed analysis would be documented with graphics comparing No-Action and With-Action shadows on sunlight-sensitive resources that warrant detailed analysis. Graphics will illustrate the shadows that result in the No-Action condition and the shadows projected to result in the With-Action condition, with incremental shadow outlined in a contrasting color. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource would be provided.

The significance of any incremental shadow on sunlight-sensitive resources will be assessed. If any significant adverse shadow impacts are identified, mitigation strategies will be identified and assessed.

Task 7: Historic and Cultural Resources

Historic and cultural resources include both archaeological (below ground) and architectural (above ground) resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic or cultural resources are New York City Landmarks (NYCLs) and Historic Districts; calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or contained within a S/NR listed or eligible district; recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks (NHLs).

Archaeological Resources

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 for projected and potential development sites where new in-ground disturbance would occur compared to No-Action condition. While construction of the Proposed Development would require new excavation and/or removal of fill at depths greater than currently exist on the site, a letter provided by the LPC on October 28, 2024 (refer to **Appendix A**) confirmed that the Development Site does not have archaeological significance. While construction of the new facility at the NYCTA Relocation Site would also require new excavation and/or removal of fill, a letter provided by the LPC on February 13, 2025 (refer to **Appendix A**) confirmed that the NYCTA Relocation Site does not have archaeological significance As such, an assessment of archaeological resources is not warranted, and no significant adverse impacts related to archaeological resources would result from construction of the Proposed Development.

Architectural Resources

Potential impacts to architectural resources are considered on the affected site and in the area surrounding the Development Site and NYCTA Relocation Site. The architectural resources study area is therefore defined as the directly affected area (i.e., the Development Site and NYCTA Relocation Site), plus a study area that reflects the area in which any resources may be affected by the project, as per the guidance provided in the *CEQR Technical Manual*. A study area of one-quarter mile is being evaluated for the Proposed Development to capture the area that could receive incremental shadow from the proposed buildings on the Development Site, and a study area of 400 feet is being evaluated to capture potential effects of the NYCTA Relocation. The EIS will identify architectural resources within the study areas and assess the potential for the Proposed Actions to affect these resources. Additionally, there is the potential for new resources to be identified during the public review process. Architectural resources may be directly affected through demolition and construction activities and indirectly affected through visual and contextual changes.

Consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks:

- Provide an overview of the study area's history and land development.
- In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual,* designated architectural resources will be identified in the study area and include: NYCLs, Interior Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHDs); resources calendared for consideration as one of the above by LPC; S/NR-listed or S/NR-eligible resources, or contained within a district listed on or formally determined eligible for listing on the S/NR; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks.
- Conduct a field survey of the study area to identify any properties that may meet S/NR and/or NYCL eligibility criteria but have not been designated (potential architectural resources). The field survey will be supplemented with research at relevant repositories and online sources as warranted, and information will be provided to LPC for review and determinations of significance.
- Assess the potential impacts of the Proposed Development on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No-Action condition and future With-Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

Task 8: Urban Design and Visual Resources

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. The Proposed Actions would introduce three buildings ranging in height from 75 feet (Museum Building) to 640 feet (West Building, made up of two towers, 640 feet and 490 feet, on a base).This represents an increase in building heights compared with the No-Action condition. This change in building form and height would result in a physical change at the Development Site that

could alter the pedestrian experience. The Proposed Actions would also introduce approximately 50,000 sf of new open space, including approximately 43,000 sf of landscaped Waterfront Public Access Area providing a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site, and an upland connection between the future Bushwick Inlet Park and West Street. Therefore, an assessment of urban design and visual resources will be provided in the EIS.

As described in the EAS, while the Proposed Actions would facilitate new development at the NYCTA Relocation Site, this building would be developed on an as-of-right basis pursuant to the site's existing zoning. Therefore, this building would not result in a physical alteration beyond that allowed by existing zoning, and analysis is not warranted.

The preliminary assessment will determine whether the Proposed Development would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. Because of the amount and scale of development in the Proposed Development and the fact that it would make alterations to the streetscape by noticeably changing the scale of buildings and introducing a publicly accessible open space within the Development Site, it is anticipated that a detailed analysis will be warranted. This analysis will describe the Proposed Development in terms of how it would affect the area's defining elements of urban design in the With-Action condition compared to the No-Action condition. The analysis will include massing diagrams of the three buildings to be constructed in the With-Action condition, in addition to images of the new publicly accessible open space and waterfront access. The significance of any impacts will be determined by considering the degree to which the project would change the built environment's arrangement, appearance, or functionality and whether the change would negatively affect a pedestrian's experience of the area. Consideration of the Proposed Development's effects on nearby visual resources that contribute to the pedestrian experience in the study area will also be assessed. As the Development Site is located along a west-facing waterfront, and the Proposed Development comprises multiple tall buildings, in accordance with *CEQR Technical Manual* guidance, potential wind conditions related to the Proposed Development's site plan and building massing will be described. If necessary, mitigation measures will be identified to avoid or reduce potential significant adverse impacts.

Task 9: Natural Resources

As set forth in Chapter 11 of the *CEQR Technical Manual*, natural resources are defined as plant or animal species and any area capable of providing habitat for such species or that functions to support environmental systems and maintain the City's environmental balance. Accordingly, the City's natural resources encompass both its resident species and their supporting habitats, including wetlands and surface waters and a wide variety of natural and anthropogenic upland habitats. A natural resources assessment considers species in the context of their surrounding habitat and examines the potential for a project to affect the species and/or habitat. As defined in the *CEQR Technical Manual*, the determination of whether a natural resources assessment is appropriate should consider whether any natural resources occur on or near the site of a project and if the project would result in direct and/or indirect effects to the identified resource(s).

As stated in the EAS, the NYCTA Relocation Site does not contain, nor is it adjacent to, any known natural resources. As such, an assessment of natural resources at this site is not warranted, and no significant adverse impact would occur.

Given its waterfront location on Bushwick Inlet and the East River, as well as the presence of undeveloped/vegetated upland areas, the Development Site supports natural resources, as defined above, and the Proposed Development may result in direct and/or indirect effects to same. Accordingly, pursuant to Chapter 11, a natural resources assessment is warranted. Following the methodologies set forth in Chapter 11, the assessment will include the following:

- A desktop review of government agency databases (e.g., records, maps, etc.) pertaining to wetlands and surface waters, rare/protected species, significant natural habitats, and other natural resources at and in the vicinity of the Development Site. The desktop review will include relevant United States Fish and Wildlife Service (USFWS), National Oceanographic and Atmospheric Administration (NOAA) Fisheries, USACE, New York State Department of Environmental Conservation (NYSDEC), New York Natural Heritage Program (NYNHP), New York State Department of State (NYSDOS) and the New York City Department of Parks and Recreation (NYCDPR) resources. Relevant non-government organization (NGO) data will also be reviewed, as applicable (e.g., Cornell eBird, NYC Audubon, New York Flora Atlas, etc.).
- A field survey of the Development Site will be conducted by a Certified Ecologist and Professional Wetland Scientist, to identify and assess existing habitats and species. One of the surveys will be conducted during the growing season, to document conditions when biological activity and plant/wildlife species abundance is at or near peak levels.
- Based on the results of the desktop review and field survey, a summary of existing natural resources at the Development Site and vicinity will be prepared. The summary will include a description of the existing ecological habitats (including their condition and ecological functions), inventories of observed and expected vegetation and wildlife species, and descriptions of any observed or expected rare/protected species or species habitats. The summary will also include a discussion of the applicable regulatory agency programs governing the identified natural resources. Supporting records and other information used in the preparation of the existing natural resources summary will be discussed and appended to the EIS.
- An impact assessment of the Proposed Development on the natural resources identified in the existing conditions assessment will be prepared. The impact assessment will include analyses of potential direct or indirect effects to natural resources (as defined in Chapter 11) at and in the vicinity of the Development Site including habitat replacement, installation of built resources, and increased human presence and activity. The impact assessment will also provide a discussion of the anticipated regulatory agency (i.e., NOAA Fisheries, USACE and NYSDEC) permitting requirements to avoid, minimize, or mitigate potential adverse effects to natural resources resulting from the proposed shoreline restoration work. The impact assessment will further analyze any potential effects to natural resources due to shadows (as identified in Task 6) and Water and Sewer Infrastructure (as identified in Task 11). If significant adverse impacts are identified in the impact assessment, potential avoidance, minimization and/or mitigation measures will be identified and discussed.

Task 10: Hazardous Materials

A hazardous materials assessment determines whether a proposed project may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of

hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources. The presence or likely presence of any hazardous substance or petroleum products on a site under conditions that indicate an existing release, past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property is known as a Recognized Environmental Condition (REC), which must be disclosed under CEQR.

The Development Site is subject to an (E)-Designation (E-138) on Lots 1 and 25, which specifies required protocols for hazardous materials testing. The (E)-Designation is expected to remain in place and will be referenced in the EIS as an institutional control placed on the Development Site as a pre-construction requirement.

The EIS hazardous materials chapter will include a summary of a Phase I Environmental Site Assessment (ESA) for the NYCTA Relocation Site, as well as a Phase II ESA for the NYCTA Relocation Site, to be reviewed by the Department of Environmental Protection (DEP). The results of the Phase I ESA for the NYCTA Relocation Site would determine if any conditions are present that may warrant further investigation. The chapter will include a discussion of the NYCTA Relocation Site's potential to result in significant adverse hazardous materials impacts and, if necessary, will include a description of any additional testing, remediation, or other institutional measures that would be necessary to avoid impacts.

If further testing is recommended, an Investigation Work Plan will be provided to the lead agency detailing the proposed scope of work for any soil, groundwater and/or soil gas evaluation on the Development Site. Once approved, a Phase II ESA may be conducted to investigate the potential presence of hazardous materials on the NYCTA Relocation Site. Results of the Phase II ESA will be provided in a separate Phase II ESA Report and summarized within the Hazardous Materials chapter. If applicable, the chapter will provide recommendations for next steps including remediation or institutional measures that would be necessary to avoid impacts.

Task 11: Water and Sewer Infrastructure

As outlined in the *CEQR Technical Manual*, this chapter of the EIS assesses whether the Proposed Development has the potential to adversely affect the City's water distribution or sewer system and, if so, whether those impacts are significant. Based on average water consumption levels, the Proposed Development is not expected to exceed the threshold of 1 million gallons per day that would warrant a preliminary infrastructure assessment of water supply. Therefore, an analysis of water supply will not be provided in the EIS. However, the EIS will disclose the water demand for the Proposed Development in terms of domestic water and air conditioning.

With regard to wastewater and stormwater conveyance, the Development Site is within the service area of the Newtown Creek Wastewater Resource Recovery Facility (WRRF), which is located approximately one mile east of the Development Site in Greenpoint, Brooklyn. The Development Site is served by sanitary sewers in a combined sewered area. The amount of residential development resulting from the Proposed Development triggers a preliminary infrastructure assessment for wastewater and stormwater conveyance and treatment.

The preliminary infrastructure assessment will:

- Identify the existing wastewater and stormwater conveyance systems and treatment facilities in the study area.
- Determine existing and future wastewater flows from the site, using Table 13-2 in the *CEQR Technical Manual*, and evaluate the incremental effect of wastewater flows from the Proposed Development on the capacity of conveyance facilities and the WRRF. Any potential new sewer upgrades or installations required as a result of the Proposed Actions will be identified.
- Evaluate stormwater drainage patterns, anticipated changes in volumes, and runoff rates using available data from DEP and considering future conditions. The Proposed Development will need to be in conformance with DEP requirements, including the unified stormwater rule. The analysis will identify best management practices (BMPs) to be incorporated into the Proposed Development to manage stormwater runoff.

If the preliminary infrastructure assessment indicates that discharges from the Proposed Development would impact sewer system capacity or increase pollutant loadings in stormwater, a detailed assessment may be required in accordance with Chapter 13 of the *CEQR Technical Manual*. If necessary, this assessment could include:

- Conducting a hydraulic analysis to determine whether the existing storm and sanitary sewer systems have capacity to serve the Proposed Development.
- Modeling discharge volumes and frequencies for each combined sewer outfall in the affected catchment area (if the lead agency with DEP's consultation determines that the project's increased combined sewer flows and volumes have the potential to exacerbate Combined Sewer Overflow (CSO) volumes or frequency).
- Estimating pollutant types and loadings due to increased volumes of separate storm sewer discharges or CSOs.

If significant adverse impacts are identified, potential mitigation strategies would be assessed to reduce or eliminate, to the greatest extent practicable, the effects caused by the Proposed Development. Any sewer and water infrastructure utility relocations and/or new utility distribution systems on the Development Site resulting from the Proposed Actions would occur in coordination with DEP and will be described in this section of the EIS.

Development at the NYCTA Relocation Site would not meet or exceed the *CEQR Technical Manual* thresholds indicating that analysis of water supply or sewer infrastructure would be warranted.

Task 12: Transportation

The objective of a transportation analysis is to determine whether a proposed action may have a potential for significant impacts (per the *CEQR Technical Manual* criteria) on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement and to evaluate the ability of transportation system improvements to mitigate those impacts. The Proposed Development would comprise a major development that includes residential, commercial, and community facility uses. The Proposed Development would generate additional vehicular travel; bus, subway, and City-Wide Ferry Service (CWFS) ferry riders; and pedestrian traffic. The relocation of the existing facilities at the Development Site and the ERU Site would introduce trips to the area around the NYCTA Relocation Site. These new project-generated trips would have the potential to

affect public transportation systems. Therefore, the transportation analyses of the EIS will include the subtasks outlined below.

Travel Demand Analysis

Trip generation projections will be developed by travel mode for each of the land uses associated with the Proposed Development and NYCTA Relocation Site using trip generation rates, temporal distributions, modal splits, average vehicle occupancies, and in/out splits that are published in the *CEQR Technical Manual*, previously approved EISs or EASs, U.S. Census data, NYC Department of Transportation (NYCDOT) travel demand surveys, and existing facility data. The trip generation projections will be performed for the weekday AM, midday, PM and Saturday peak periods.

Level 1 screening assessments will be prepared to determine whether the Proposed Development and/or NYCTA Relocation Site would generate vehicle, transit, ferry, and/or pedestrian trip levels that would exceed the thresholds outlined in the *CEQR Technical Manual*. The Level 1 screening assessment will disclose projected peak hour person trips, vehicle trips, transit and ferry trips, and pedestrian trips for the analysis periods.

A Level 2 screening assessment will be prepared for vehicular, transit, ferry, and pedestrian trips. This will include the distribution and assignment of trips through the study area's roadway and highway networks, bus, subway and ferry services, and pedestrian network. The specific intersections (for vehicular traffic and pedestrians); bus, subway and ferry lines; subway stations, and ferry landings that would require detailed quantitative analyses will be identified.

A Travel Demand Analysis (TDA) Technical Memorandum will be prepared that documents the planning assumptions providing the framework for the detailed analysis to be undertaken in the EIS and will be reviewed by the lead agency and coordinated with NYCDOT and New York City Transit.

Traffic

The TDA Technical Memorandum will identify traffic study area intersections along logical traffic routes to and from the Proposed Development and NYCTA Relocation Facility (where warranted) that will be analyzed during the peak hours. Data collection and analysis methodologies will be conducted in accordance with the guidance published in the *CEQR Technical Manual* and in consultation with the lead agency and with NYCDOT. The existing traffic conditions for lane groups and intersection approaches analyzed will be expressed as volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service. The analysis will be conducted using the Synchro 11 software.

Future No-Action traffic volumes will be developed using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus vehicle traffic to be generated by significant development projects expected to be operational near and at the Development Site and NYCTA Relocation Site (where warranted) and by the Proposed Actions' analysis year. Any proposed changes to the street network identified to occur by the analysis year will be incorporated into the traffic analyses. Future No-Action traffic conditions for the intersections being analyzed will be determined.

Future With-Action traffic volumes will be developed by adding incremental project-generated vehicle traffic to the future No-Action traffic volumes. If any proposed changes to the street network are expected to occur in conjunction with the Proposed Actions, they will be incorporated within the traffic analysis. Future With-Action traffic conditions for the intersections being analyzed will be determined, and potential significant impacts will be identified.

Pedestrians

The TDA Technical Memorandum will identify pedestrian study area elements along key walking routes between the Development Site and NYCTA Relocation Site (where warranted) and bus stops, subway stations, and ferry landings and other potentially affected locations in the study areas. Data collection and analysis methodologies will be conducted in accordance with the guidance published in the *CEQR Technical Manual* and in consultation with the lead agency and with NYCDOT. The analysis will focus on sidewalks, corner areas and crosswalks where new pedestrian demand would be most concentrated during the peak analysis hours.

Future No-Action pedestrian volumes will be developed using the annual background pedestrian growth rate cited in the *CEQR Technical Manual* plus pedestrian trips to be generated by significant development projects expected to be operational near and at the Development Site and NYCTA Relocation Site (where warranted) and by the Proposed Actions' analysis year. Proposed changes to the street network identified to occur by the analysis year will be incorporated into the pedestrian analyses. Future No-Action pedestrian conditions for the elements analyzed will be determined.

Future With-Action pedestrian volumes will be developed by adding project-generated pedestrian increments to the future No-Action pedestrian volumes. Proposed changes to the street network as well as any sidewalk widening expected to occur in conjunction with the Proposed Actions, if any, will be incorporated into the pedestrian analysis. Future With-Action pedestrian conditions for the elements analyzed will be determined and potential significant impacts will be identified.

Buses

Key bus routes serving the Development Site and the NYCTA Relocation Site will be assessed to determine their potential for significant bus impacts. The bus routes will be identified and described in the EIS, including the location of nearby bus stops and hours of operation. If the *CEQR Technical Manual* thresholds for analysis are exceeded on any individual bus route (i.e., an increase of 50 or more bus passengers on a single bus line in one direction), further analysis of that route will be undertaken consistent with the *CEQR Technical Manua*l to determine the potential for significant adverse impacts.

Subways

The subway routes and station serving the Development Site and NYCTA Relocation Site will be identified and described in the EIS. As the Development Site is an approximately 10-minute walk to the nearest stations, it is anticipated that a portion of the project-generated subway trips would use bus service to travel between the Development Site and other stations served by additional subway lines in neighboring areas—e.g., Williamsburg and Long Island City. If warranted based on *CEQR Technical Manual* guidance, a detailed analysis of subways will be included in the EIS, conducted in accordance with *CEQR Technical Manual* guidelines in consultation with the lead agency and NYCT.

Ferry

The nearest CWFS ferry landings and corresponding routes serving the Development Site and the NYCTA Relocation Site will be identified and described in the EIS. If warranted based on *CEQR Technical Manual guidance*, a detailed analysis of ferry routes and landings will be included in the EIS, conducted in accordance with *CEQR Technical Manual* guidelines in consultation with the lead agency.

Parking

Based on the trip generation rates and modal split estimates in the TDA memorandum, project-generated parking demand will be projected for each land use on an hourly basis for a weekday and Saturday for the existing, future No-Action, and future With-Action conditions. As limited parking would be provided by the Proposed Development, the available off-street parking spaces within a quarter mile of the Development Site will be assessed to determine if there is sufficient parking to accommodate the project's demand.

Safety

This section of the EIS will include a review of vehicular and pedestrian crash data for the most recent three-year period for which such data are available and a summary of the number and severity of crashes by year for each of the traffic study area intersections. Per NYCDOT's guidance, pre-COVID crash data will be assessed. The analysis will determine whether any of the analysis intersections are considered high-crash locations based on *CEQR Technical Manual* criteria and will also assess whether traffic generated by the Proposed Actions would contribute materially to safety risks at such locations. The EIS will identify potential safety improvements, if warranted.

Task 13: Air Quality

The EIS will evaluate potential effects from the Proposed Development's and the NYCTA Relocation Site's mobile and stationary sources of air pollution on the surrounding sensitive land uses. Both mobile source and stationary source air quality analyses involve a multi-step process consisting of an initial screening and then, if necessary, a detailed analysis.

Mobile Source Analysis

Intersection Analysis

Based on information from the traffic analysis that will be provided as part of **Task 12: Transportation**, a mobile source screening will be conducted to evaluate whether project-generated vehicle trips have the potential to exceed applicable thresholds defined in the *CEQR Technical Manual*. Should the project-generated vehicle trips exceed CEQR analysis thresholds for a mobile source intersection analysis, a detailed mobile source analysis will be conducted for no more than three worst-case intersections for carbon monoxide (CO) and particulate matter (PM_{10} and $PM_{2.5}$) pollutants using the latest versions of the U.S. Environmental Protection Agency's (EPA's) MOVES4 and AERMOD emissions and dispersion models. The intersection(s) would be selected in consultation with DCP through their review of the air quality protocol.

Parking Analysis

An air quality analysis will be conducted for the impacts from the proposed parking garage at the Development Site. The peak period with the greatest number of vehicular in and out trips will be assessed for the potential of CO impacts to occur, and 24-hour average vehicular in and out trips will be assessed for the potential or PM_{10} and $PM_{2.5}$ impacts. Vehicular emissions considered would be from the movement of vehicles within the proposed parking facilities and any vehicles idling before exiting the parking facilities. Cumulative impact from the on-street traffic emission and parking

facility emission will also be calculated. Both ground level and elevated receptors will be considered for project-generated sensitive receptors located on-site, as well as existing sensitive receptors located in nearby sites as necessary. The parking analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts.

Stationary Source Analyses

HVAC and Hot-Water Systems Analysis

It is assumed that the Proposed Development's heating, ventilation, and air conditioning (HVAC) and hot water systems will be electrical. Any necessary mechanisms to ensure electric HVAC, such as a E-Designation (a legal mechanism), will be described in the EIS. Therefore, an analysis of HVAC and hot water systems is not warranted.

The NYCTA Relocation Site is located in a heavy manufacturing district and there are no sensitive uses nearby. Accordingly, there would be no potential for development on this site to cause air quality impacts.

Industrial Source Analysis

A field survey will be performed to identify the presence of processing and/or light industrial facilities within 400 feet of the Development Site. A copy of the air permits for each of any identified facilities within the 400-foot study area will be requested from DEP's Bureau of Environmental Compliance, and the emissions from such sites will be considered for analysis.

A cumulative air quality impact analysis will be performed for multiple industrial sources that emit the same air contaminants. Predicted concentrations of these compounds will be compared to NYSDEC DAR-1 guideline values for short-term guideline concentrations (SGC), annual guideline concentrations (AGC) averaging periods, and National Ambient Air Quality Standards (NAAQS). If violations of standards are predicted, measures to reduce pollutant levels to fall within the applicable guideline values will be examined.

Large and Major Source Analyses

A review of NYSDEC Title V permits and the EPA Envirofacts database was performed to identify any federal or state-permitted facilities. Existing major and large sources of emissions (i.e., sources having a Title V or New York State Facility Air Permit) within 1,000 feet of the Development Site were not identified. Therefore, an assessment of large or major sources is not warranted.

Task 14: Greenhouse Gas Emissions and Climate Change

The Proposed Actions would result in development that would exceed the 350,000-sf CEQR threshold, thus warranting an assessment of greenhouse gas emissions. Therefore, GHG emissions generated by project operations and project-related mobile sources due to the Proposed Actions will be quantified, and an assessment of the Proposed Development's energy consumption and consistency with the City's established GHG reduction goal, as well as with the State's Climate Leadership and Community Protection Act, will be performed as part of the EIS. GHG emissions from construction will be assessed qualitatively. The chapter will discuss construction mitigation measures that reduce GHG emissions. Climate change resilience will be addressed as part of **Task 2: Land Use, Zoning and Public Policy**,

through an analysis of the Proposed Actions' consistency with Policy 6.2 of the City's Waterfront Revitalization Program.

Task 15: Noise

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

The noise analysis will consist of several components, as described below.

Ambient Noise Monitoring (Existing Conditions)

Noise measurements will be taken at representative locations to characterize existing noise conditions in the vicinity of the Development Site and NYCT Relocation Site (where warranted). This will include locations representative of the new receptors that would be introduced by the proposed projects and locations representative of receptors where project-generated vehicle trips would have the greatest potential to significantly increase ambient sound levels. In accordance with the *CEQR Technical Manual*, ambient noise measurements will be conducted for 20 minutes for the area where the roadway noise is the predominant noise source. In conjunction with the traffic analysis provided in **Task 12: Transportation**, noise monitoring will be conducted during the weekday morning, midday and afternoon peak periods. Spot traffic counts will be conducted during the sound measurements to allow the prediction of sound levels associated with the existing, No-Action, and With-Action traffic conditions analyzed in the transportation analysis.

Mobile Source Screening

A mobile source noise screening assessment will be conducted to determine if there is the potential for vehicular traffic generated by the Proposed Actions to result in a significant adverse noise impact. Noise passenger car equivalent (PCE) values will be calculated for the existing, No-Action, and With-Action conditions at selected intersections based on the traffic analysis described above. The analysis will follow the requirements of Section 332.1 of the *CEQR Technical Manual*.

If the mobile source screening determines that existing noise PCE values would be increased by 100 percent or more due to the Proposed Actions (which is equivalent to an increase of 3 dB[A] or more), a detailed analysis will be undertaken using the Federal Highway Administration's Traffic Noise Model or Cadna-A noise prediction software. The model results would be used to evaluate the potential for noise impacts and to analyze noise mitigation measures as appropriate.

Stationary Source Screening

Development associated with the Proposed Actions may introduce stationary source noise generators, such as a central plant for infrastructure or ventilation equipment, truck loading docks, or other similar types of sources. A qualitative assessment will be conducted to identify the types of stationary sources that would be introduced by the Proposed Actions, their general proximity to sensitive receptors, and the potential for noise impact. If specific stationary sources such as mechanical equipment are found to have the potential to cause noise impacts, a quantitative stationary source analysis will be conducted.

If the developments would introduce a stationary source (e.g., outdoor playground, basketball court), a detailed noise analysis would be performed using proper methodologies as indicated in the *CEQR Technical Manual*.

Building Attenuation Analysis

Building sound attenuation requirements will be evaluated to maintain acceptable interior noise conditions based on the ambient noise monitoring and impact assessment results. If applicable, a summary table of window-wall attenuation requirements will be developed for each building location within the Development Site and NYCTA Relocation Site (where warranted) in accordance with CEQR acceptable interior noise level requirements. As warranted, requirements will be established as part of the Proposed Development and new NYCTA Replacement Facility to ensure that appropriate measures are implemented to achieve the identified attenuation requirements.

Task 16: Public Health

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects. 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. For the Proposed Development, a preliminary public health assessment will be conducted that will consist of a summary of the project's potential to result in unmitigated significant adverse impacts in the areas of air quality, water quality, hazardous materials, and noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, a detailed analysis will be provided for the specific technical area or areas.

Task 17: Neighborhood Character

The character of a neighborhood is the result of a combination of various contributing elements, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns and noise. This chapter of the EIS will use information from other EIS chapters to assess whether any identified significant adverse impacts in the areas of 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 would have the potential to affect neighborhood character.

Based on an evaluation of the Proposed Development's impacts, in accordance with the above-mentioned impact areas, an assessment of neighborhood character will be prepared following *CEQR Technical Manual* methodologies. This analysis will consist of describing the predominant factors that contribute to defining the character of the neighborhood within the study area for **Task 2: Land Use, Zoning and Public Policy**, summarizing changes in the character of the neighborhood that can be expected in the future No-Action condition, and evaluating the Proposed Development's potential to

affect the defining features of the neighborhood. If it is determined that the potential exists for the project to affect such features, a detailed assessment would be conducted. This assessment would involve gathering information through field visits, photographs, and other methods and predicting how the project would affect the key elements that define the study area's character.

Task 18: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The EIS will present the overall construction duration for the Proposed Development and NYCT Relocation Site to determine the peak period for each phase of construction and provide information on the entities with governmental oversight for various aspects of construction. Information on how New York City regulates construction hours will be included in this chapter. Due to the size of the Proposed Development, the construction of new buildings, and the length of the construction period (i.e., over two years), a detailed construction analysis will be required for the Proposed Development. Quantitative assessments will be prepared for transportation, air quality, and noise, as described below. Consistent with the *CEQR Technical Manual*, the analysis will also assess the potential for construction-related activities to affect land use, neighborhood character, open space, historic and cultural resources, and hazardous materials.

Transportation

The construction transportation analysis will assess the potential for construction activities at the Development Site to result in significant adverse effects to traffic, transit (e.g., subway and bus) and pedestrian elements (i.e., sidewalks, corners, and crosswalks), and parking conditions. The first step of the transportation assessment will be to develop estimates of construction trips by mode and vehicle during peak hours that would be generated during the peak quarter (i.e., three-month period) of construction activity. This would include both construction worker trips made by auto, transit and walking; and the volume of delivery trucks to and from the construction sites.

Construction worker and truck trips will be assigned to the street and transit network by mode accordingly and an assessment of their effects on these networks will be prepared. The need for further detailed analyses, will be determined in consultation with the lead agency based on the *CEQR Technical Manual* guidance. If warranted, quantitative analyses for construction vehicle, bus, subway, ferry and walk trips will be conducted. The construction transportation section will also describe whether curb parking lane closures or sidewalk closures are expected, the number of parking spaces needed, and the availability of on-site parking to accommodate the construction parking demand.

Air Quality

The construction air quality section will evaluate impacts at the Development Site from on-site construction emissions and off-site mobile source emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles.

Construction Air Quality Protocol

Construction air quality analysis procedures will be summarized in a construction air quality protocol, which will be reviewed by the lead agency. This protocol will include the emission intensity analysis as described below. The construction air quality analysis will be conducted using the approach approved by the lead agency.

Detailed Dispersion Analysis

Air quality pollutant (CO, PM_{10}, $PM_{2.5}$, and nitrogen dioxide [NO_2]) concentrations from construction activities at the Development Site will be analyzed for the sensitive receptors nearby for the representative worst-case construction phase. Air pollutant sources include combustion exhaust associated with non-road construction equipment engines, trucks operating on-site, construction-generated traffic on local roadways, and onsite activities that generate fugitive dust (e.g., excavation, demolition). The potential for significant impacts will be determined by comparing predicted total concentrations to the NAAQS or applicable CEQR *de minimis* thresholds. Based on the results, possible mitigation strategies, including best management practices (BMPs) and best available technologies (BATs) for emission control will be evaluated and described to reduce air pollutant emissions associated with the project's construction activities.

Off-Site Mobile Source Analysis

A CEQR mobile source screening analysis will be conducted to determine the need for an off-site microscale intersection analysis under construction. If such an analysis is needed, a detailed microscale analysis using the EPA MOVES and AERMOD emissions and dispersion models will be completed.

Noise

Qualitative Assessment

Based on the Proposed Development's construction scenario and phasing, the type of equipment and construction methods to be used, the number of construction vehicle trips and the proximity of noise and vibration-sensitive receptors, a qualitative assessment of the potential for elevated noise levels during each phase of construction will be developed, incorporating noise and vibration avoidance measures that are typically implemented to reduce the potential for adverse effects. If warranted by the qualitative analysis, a quantitative assessment will be performed. As described in Section 310 of the *CEQR Technical Manual,* the determination whether it is sufficient to conduct a qualitative analysis or whether a quantitative analysis is required cannot be made based solely on the duration of the construction period, and should take into account such factors as the location of the Development Site in relation to existing residential uses or other sensitive receptors, the intensity of the construction activity, and the extent to which the Proposed Development incorporates commitments to appropriate noise control measures.

Quantitative Assessment

Estimates will be made of construction noise from on-site stationary construction equipment and construction-related vehicles, including worker trips and material handling trips on adjacent roadways. Ambient sound monitoring would be conducted during the early morning period (6-7 AM) when there is the greatest potential for increases in noise due to mobile construction sources. If necessary, the Cadna-A model will be used to calculate the existing noise level at receptors**.**

Stationary and mobile construction noise levels would be predicted at nearby sensitive receptors and at the Development Site itself, including existing buildings that will continue to operate during construction, and new noise-sensitive uses that would be introduced before/during construction. Cadna-A sound prediction software, which accounts for the type of equipment used, the usage

factors, and distances from source to receptor and acoustic shielding from intervening buildings, would be used for the analysis. Construction noise from stationary sources would be evaluated according to requirements outlined in the New York City Noise Control Code. Construction noise mitigation recommendations would be developed, as needed, in accordance with CEQR and New York City Noise Control Code requirements.

Construction vibration has the potential to result in damage to adjacent structures, cause annoyance to people in nearby buildings, and/or affect vibration-sensitive equipment and operations in hospital buildings. If required, a construction vibration assessment would be conducted based on typical construction equipment that can generate vibration (i.e., pile driving, demolition, jack hammers, etc.) and prediction methods outlined in the Federal Transit Administration guidance manual. A construction vibration analysis is usually warranted if construction activities are expected to generate significant vibration within 90 feet of buildings.

Task 19: Mitigation

If significant adverse project impacts are identified, measures to mitigate those impacts will be described where feasible. These measures will be developed and coordinated with the responsible City/State agencies as necessary. If one or more significant adverse impacts cannot be mitigated, the reason that mitigation is not practicable will be discussed and these impacts will be described as unavoidable adverse impacts.

Task 20: Alternatives

SEQRA requires that alternatives to the Proposed Development be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects while achieving the goals and objectives of the Proposed Development. The selection of alternatives is determined by taking into account the nature of the specific project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. Consistent with SEQRA/CEQR, a No-Action Alternative will be considered. In addition, if any significant, unmitigated, adverse impacts are identified, a No Unmitigated Significant Adverse Impact Alternative will be considered, which includes an assessment of a project that would result in no unmitigated impacts. Additional alternatives to the Proposed Development may also be considered once impacts have been identified. The alternatives analysis will be qualitative, except where significant adverse impacts have been identified for the Proposed Development.

Task 21: EIS Summary Chapters

In accordance with CEQR guidelines, the EIS will include the following summary chapters, where appropriate to the Proposed Actions:

- **Executive Summary**: The executive summary will use relevant material from the body of the EIS to describe the proposed action, its environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. As described in the *CEQR Technical Manual,* it will contain:
  - A brief project description;
  - A summary and list of each action;
  - The analysis areas examined in the EIS; and

- The analysis areas eliminated in the EIS for further study, and the reasons why.
- A summary of the significant adverse impacts, if any;
- A summary of the mitigation measures, if any, to reduce or eliminate any significant adverse impacts;
- Any important trade-offs identified in the other summary chapters;
- A summary of the unavoidable adverse impacts, if any;
- A short discussion of alternatives;

› **Unavoidable Adverse Impacts**: This chapter will summarize any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).

› **Growth-Inducing Aspects of the Proposed Action**: This chapter will summarize the "secondary" impacts of a proposed action that trigger further development.

› **Irreversible and Irretrievable Commitments of Resources:** This chapter will summarize the Proposed Actions, Proposed Development, and potential impacts in terms of the loss of environmental resources (use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

› **Effects on Disadvantaged Communities:** This chapter will assess the potential of the Proposed Actions to cause or increase a disproportionate pollution burden on disadvantaged communities (as required by Section 8-0109(2)(k) of the New York State Environmental Conservation Law).

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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3) 56 QUAY STREET, BBL: 3025900025
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

File Name: 37486_FSO_DNP_02132025.docx