1900 Shore Parkway Rezoning

Environmental Assessment Statement

PREPARED FOR

1900 Acquisition LLC
1 State Street, 32nd Floor
New York, NY 10004
212.266.8294

CEQR No. Pending
ULURP No. Pending

PREPARED BY

One Penn Plaza
Suite 715
New York, NY 10119
212.857.7350

April 8, 2026

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

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

Part I: GENERAL INFORMATION

PROJECT NAME 1900 Shore Parkway Rezoning

1. *Reference Numbers*

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

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT 1900 Acquisition LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Shimshon Kitevits		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 1 State Street, 32nd Floor		
CITY New York	STATE NY	ZIP 10271	CITY New2 York	STATE NY	ZIP 10004
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 212-266-8294	EMAIL SKitevits@fbelimited.com	

3. *Action Classification and Type*

SEQRA Classification

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

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

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

4. *Project Description*

The Applicant, 1900 Acquisition LLC, is seeking a Zoning Map Amendment (the Proposed Action) to facilitate the development of an improved site plan and circulation for a planned last mile distribution facility at 1900 Shore Parkway in the Gravesend neighborhood of Brooklyn, Community District 11. The Development Site consists of Block 6943, Lots 130, 162, 163, 242 and 247. The Development Site has a total area of approximately 1,185,264 square feet (sf), of which 287,551 sf is located on land and 897,713 sf consists of land underwater. The Development Site is zoned M1-1, except for the 25-foot 11-inch-wide southern-most portion of the site that is zoned R4 and C3. The Proposed Action would rezone the 25-foot 11-inch-wide R4 and C3 portion of the Development Site (p/o Lots 163, 242 and 427; the Rezoning Area), which consists of approximately 27,821 sf, to M1-1.

The Proposed Development is a new 4-story (approximately 104-foot-tall) building programmed with an approximately 552,192-gross-square-foot (gsf) (499,993 zoning square feet [zsf], 0.67 floor area ratio [FAR]) last mile distribution facility (the Proposed Development). The Proposed Development would include warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 262,000 gsf and the remaining approximately 290,000 gsf would consist of trailer and van storage/parking space, ramps, and circulation space. Vehicular access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

Absent the Proposed Action, the Applicant would develop a distribution facility similar to the Proposed Development on the M1-1 portion of the Development Site on an as-of-right basis (the No-Action development). The No-Action development would rise to four stories (approximately 104 feet tall) and total approximately 499,898 gsf (454,453 zsf, 0.61 FAR) including warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 238,000 gsf. Vehicular access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity

under future conditions with or without the Proposed Action.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 11	STREET ADDRESS 1900 Shore Parkway
TAX BLOCK(S) AND LOT(S) Block 6943; Lots 162, 163, 130, 242 and 427		ZIP CODE 11214

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Development Site is bounded by Shore Parkway to the east, Bay 41st Street to the north, Bay 43rd Street to the south, and Gravesend Bay to the west

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1; R4; C3	ZONING SECTIONAL MAP NUMBER 28c

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

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

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

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

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

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

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

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 27,821-sf Rezoning Area (of approximately 1,185,265-sf Development Site)	Waterbody area (sq. ft.) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 27,821	Other, describe (sq. ft.): 0

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 552,192

NUMBER OF BUILDINGS: 1	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 552,192
HEIGHT OF EACH BUILDING (ft.): 104	NUMBER OF STORIES OF EACH BUILDING: 4

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

If "yes," specify: The total square feet owned or controlled by the applicant: 27,821
The total square feet not owned or controlled by the applicant: 0

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

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

AREA OF TEMPORARY DISTURBANCE: 162,811 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 976,866 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 162,811 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2028

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 22

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Construction would begin in 2026 and take aproximately 22 months. Limited demolition and fit-out would be involved.

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

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Transportation; Industrial; Vacant Land

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Describe type of residential structures	N/A	N/A	N/A	
No. of dwelling units	N/A	N/A	N/A	
No. of low- to moderate-income units	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Commercial	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☑ No	
If "yes," specify the following:				
Describe type (retail, office, other)	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Manufacturing/Industrial	☑ Yes ☐ No	☐ Yes ☐ No	☑ Yes ☑ No	
If "yes," specify the following:				
Type of Use	Tow Facility / Storage	Distribution Center	Distribution Center	
Gross floor area (sq. ft.)	16,900	499,898 Total (238,000 Warehouse)	552,192 Total (262,000 Warehouse)	52,294 Total (24,000 Warehouse)
Open storage area (sq. ft.)	N/A	N/A	N/A	
If any enclosed activities, specify:	Accessory Office	Warehouse	Warehouse	
Community Facility	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes", describe:	vehicle storage associated with marina	vehicle storage associated with marina	vehicle storage associated with marina	
Publicly Accessible Open Space	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify type (mapped City, State, or Federal Parkland, wetland-mapped or otherwise known, other):	N/A	N/A	N/A	
Other Land Uses	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," describe:				
Parking				
Garages	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	N/A	
Lots	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Operating hours	N/A	N/A	N/A	
Other (includes street parking)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," describe:	N/A	N/A	N/A	
Population				
Residents	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify number:	N/A	N/A	N/A	
Briefly explain how the number of residents was calculated:				
Businesses	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. and type	1 tow facility 1 industrial storage 1 marina	1 distrubution facility 1 marina	1 distribution facility 1 marina	
No. and type of workers by business	Tow facility: 15 Indutrial storage: 10 Marina: 15	Distribution Facility: 238 Marina: 15	Distribution Facility: 262 Marina: 15	Distribution Facility: 24 Marina: 0
No. and type of non-residents who are not workers	0	0	0	0
Briefly explain how the number of businesses was calculated:	Assumes 1 employee per 1,000 sf of warehouse space in the No-Action and With-Action. Existing employment numbers provided by Applicant.			
Other (students, visitors, concert-goers, *etc*.)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:				
Zoning				
Zoning classification	R4; M1-1	R4; M1-1	M1-1	
Maximum amount of floor area that can be developed	0.75; 1.0	0.75; 1.0	1.0	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land Use: Transportation/ Utility, Parking Facilities, Open Space, Public Facilities/ Institutions, Vacant Land, Single and Multi-family Residential, Commercial/ Office Zoning: M1-1, M3-1, C3, R4, R5, R6	Land Use: Transportation/ Utility, Parking Facilities, Open Space, Public Facilities/ Institutions, Vacant Land, Single and Multi-family Residential, Commercial/ Office Zoning: M1-1, M3-1, C3, R4, R5, R6	Land Use: Transportation/ Utility, Parking Facilities, Open Space, Public Facilities/ Institutions, Vacant Land, Single and Multi-family Residential, Commercial/ Office Zoning: M1-1, M3-1, C3, R4, R5, R6	N/A

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use and/or zoning different from the surrounding area?	☐	☒
(b) Is there the potential to affect an applicable public policy?	☒	☐
(c) If "yes," to (a) and/or, (b), complete a preliminary assessment and attach.		
(d) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a OneNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See EAS Part II		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 250 residential units?	☐	☒
▪ If "yes," answer *both* questions 2(b)(ii) below.		
○ Generate a net increase of more than 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer question 2(b)(iv) below.		
○ Directly displace 500 or more existing residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 existing employees or an unusually important business as defined in the chapter?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Create a retail concentration?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(vi) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would the population of the primary study area increase by more than 10 percent or is there the potential to increase or accelerate trends toward increasing rents?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services essential to the local economy that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
○ If "yes," is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☐
iv. Indirect Business Displacement		

	YES	NO
○ Would the project potentially introduce trends that make it difficult for businesses that provide products or services essential to the local economy to remain in the area?	☐	☐
○ Would the project displace a use that either directly supports businesses in the area or brings a customer base to the area for local businesses?	☐	☐
v. Indirect Business Displacement due to Retail Market Saturation		
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
vi. Adverse Effects on Specific Industries		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 100 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Healthcare Facilities and Fire/Police Protection**: Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate a net increase of more than 175 residential units in an existing R1-R4 district or 250 units in an existing R5 or above, C, or M district?	☐	☒
(c) Would the project generate more 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in with-action structures of 250 feet or more?	☐	☒
(b) Would the proposed project result in with-action structures between 50-250 feet and be located adjacent to, within, or across the street from a sunlight-sensitive resource?	☒	☐
(c) Would the proposed project result in greater than 50 feet of incremental height change or substantial changes in bulk?	☐	☒
(d) If "yes" to any of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. See EAS Part II		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See EAS Part II		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project result in a building over 250 feet tall, have a project area greater than 1.5 acres, or be classified as a general large-scale development?	☒	☐
(b) Does the project require a special permit to allow the modification of bulk and yard requirements or special uses?	☐	☒
(c) Does the proposed project introduce new, or change the location of, streets or public open spaces?	☐	☒
(d) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(e) If "yes" to either of the above, please provide the information requested in Chapter 10.		

	YES	NO
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources. See EAS Part II		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See EAS Part II	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See EAS Part II	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☒	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 12,480 240 lbs/week x 500 workers = 120,000 lbs (No-Action), 240 lbs/week x 552 workers = 132,480 (With-Action), 12,480 lbs net increase		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs):		

	YES	NO
28,936,122.9 No-Action: 554.3 MBtu x 499,989 gsf = 277,143,902.7 MBtu/sf With-Action: 554.3 MBtu x 552,192 gsf = 306,080,025.6 MBtu/sf Increment: 28,936,122.9 MBtu/sf		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☐	☒
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		

	YES	NO
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☒	☐
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See EAS Part II		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE

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

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

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

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

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

2. Does the project have the potential to disproportionately affect disadvantaged communities, or cause or increase a disproportionate pollution burden on a disadvantaged community. ☐ YES ☐ NO

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

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

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

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

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

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

5. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which that finds the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

EAS Figures

Figure 1 Project Location Map

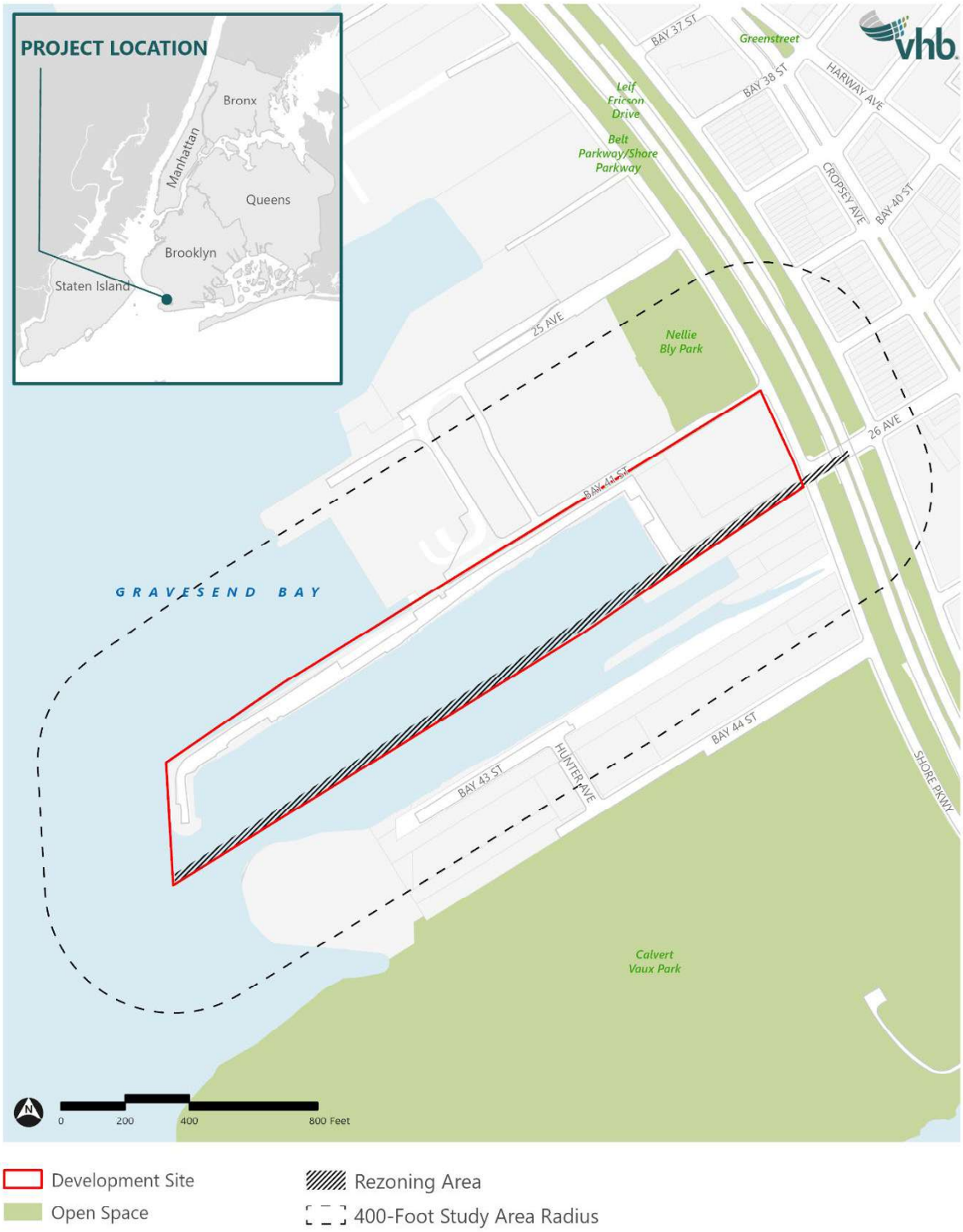

Figure 2 Tax Map

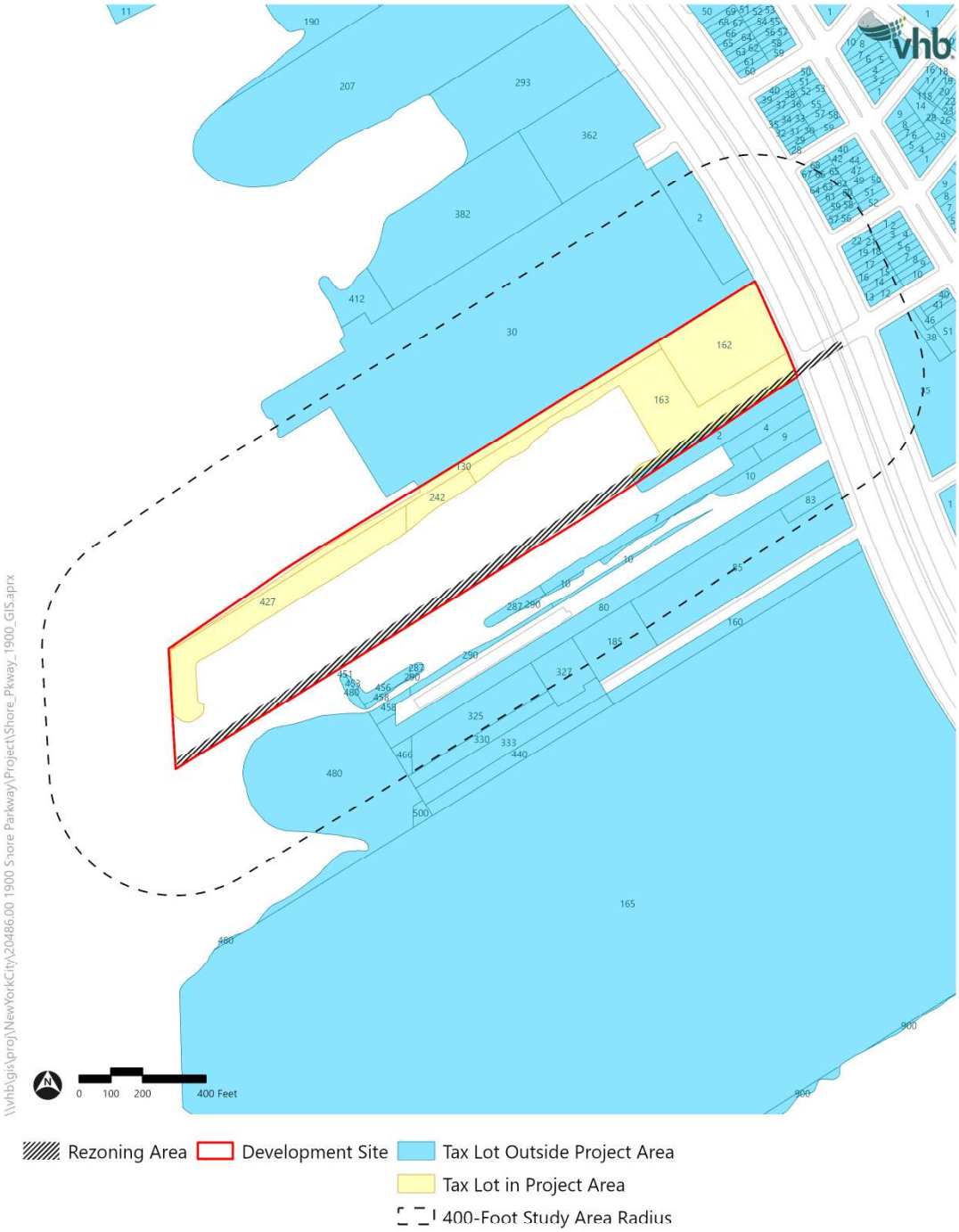

Figure 3 Existing Zoning Map

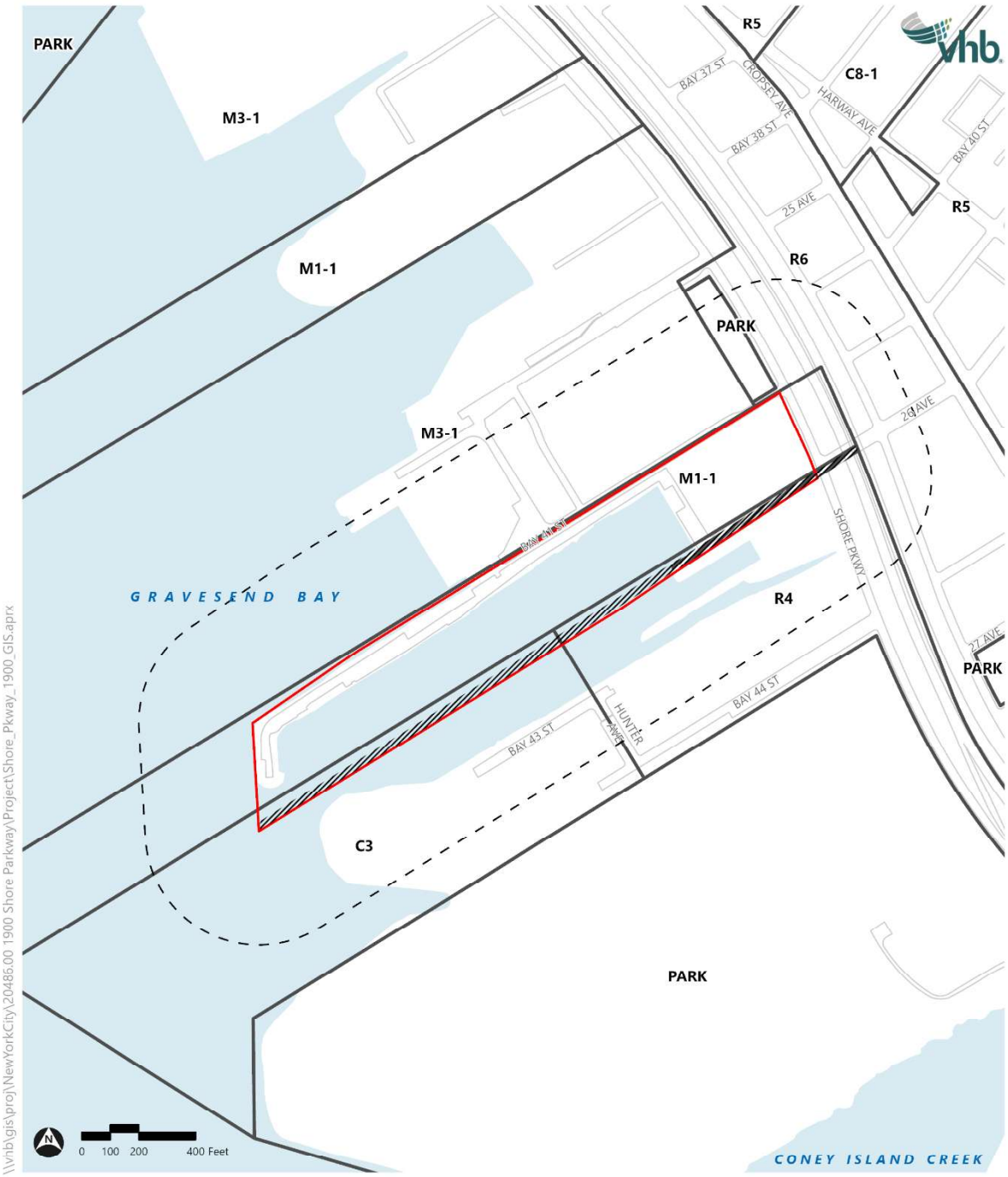

Figure 4 Land Use Map

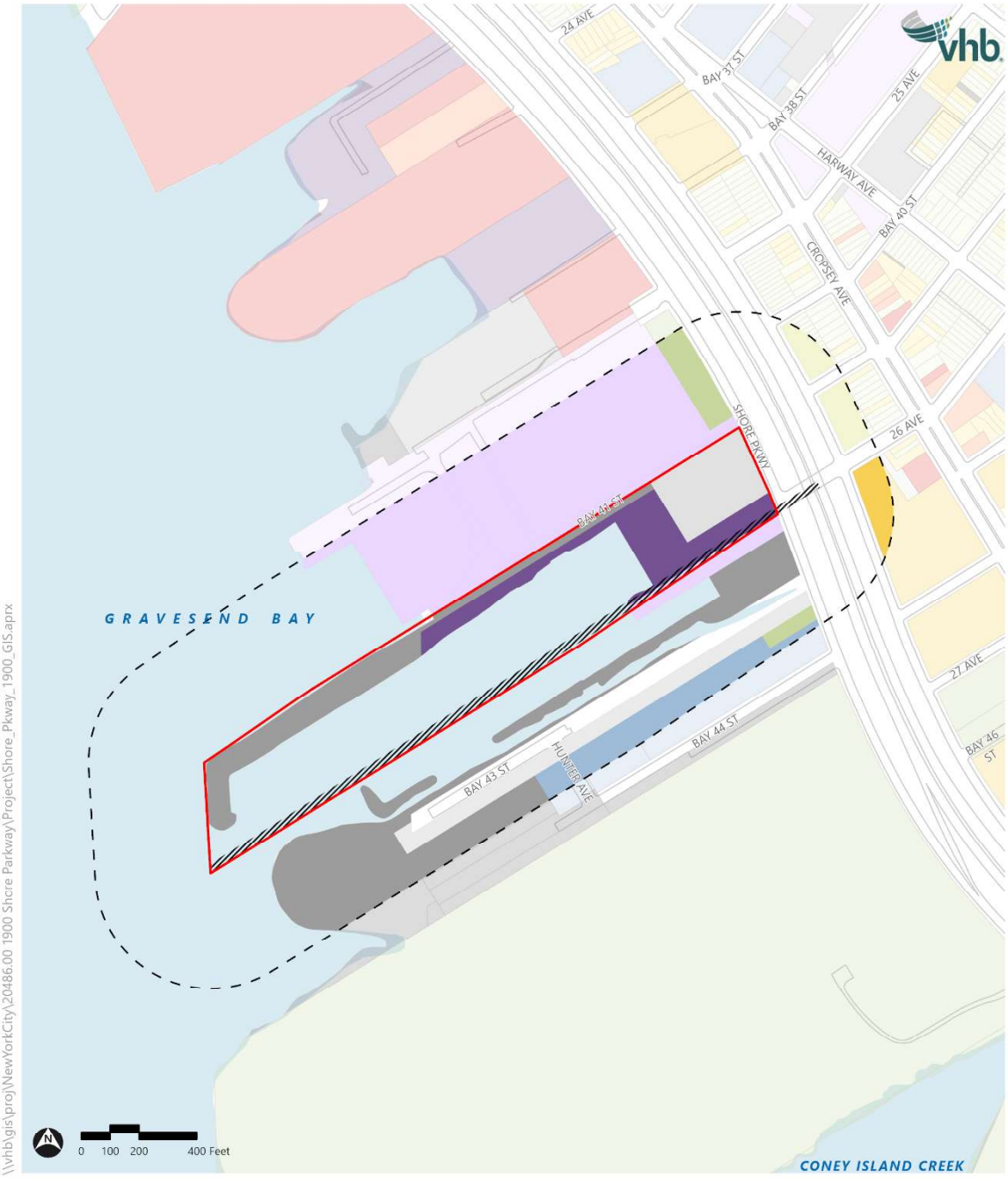

Figure 5 Photo Key Map



Photo 1 View from Shore Parkway facing west

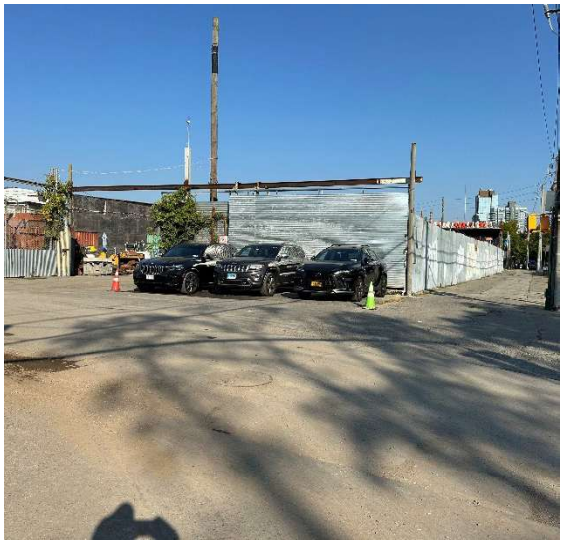

Photo Captured: 9/19/2025

Photo 2 View from Development Site facing north



Photo Captured: 9/19/2025

Photo 3 View from Development Site facing west

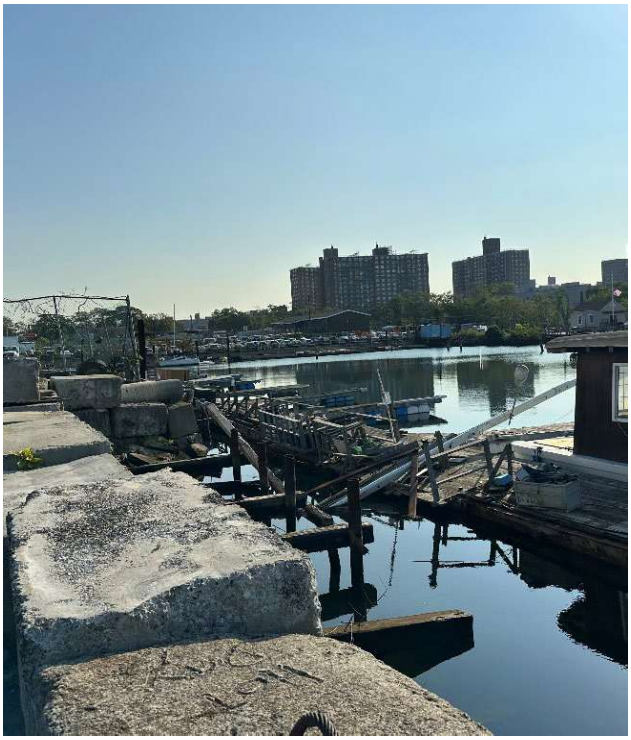

Photo Captured: 9/19/2025

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Part I: Project Description

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

Introduction

The Applicant, 1900 Acquisition LLC, is seeking a zoning map amendment (the Proposed Action) to facilitate the development of a last mile distribution facility at 1900 Shore Parkway (Brooklyn Block 6943, Lots 130, 162, 163, 242, and 427; the Development Site) in the Gravesend neighborhood of Brooklyn, Community District 11. The Development Site has a total area of approximately 1,185,264 square feet (sf), of which 287,551 square feet is located on land and 897,713 square feet consists of land underwater. The Proposed Action would rezone the 25-foot 11-inch wide R4 and C3 portion of the Development Site (p/o Lots 163, 242, and 427 totaling approximately 27,821 sf) to M1-1 (the Rezoning Area).

The proposed building would accommodate a warehouse and last mile distribution facility in an approximately 552,192-gross-square-foot (gsf) (499,993-zoning-square-foot [zsf]) building with a 0.67 floor area ratio (FAR) (the Proposed Development). The four story, approximately 104-foot-tall Proposed Development would include warehouse/distribution space, trailer storage/parking space, and van storage/parking. The warehouse and distribution space would total approximately 262,000 gsf and the remaining approximately 290,000 gsf would consist of trailer and van storage/parking space, ramps, and circulation space. Access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

Development Site and Rezoning Area

The entirety of the Development Site (Lots 130, 162, 163, 242, and 427) is one zoning lot and is Applicant-owned with a total lot area of approximately 1,185,264 sf and an upland lot area of 741,043 sf. It is bound by Shore Parkway to the east, Bay 41st Street to the north, Bay 43rd Street to the south, and Gravesend Bay to the west. **Figure I-1** shows the Development Site and the Rezoning Area. Currently, the majority of the Development Site is mapped within an M1-1 zoning district, which is a low-density zoning district that allows for light industrial uses. An approximately 25-foot, 11-inch-wide portion of Lots 163, 242, and 427 is mapped within existing R4 and C3 zoning districts. R4 is a non-contextual, low-density residential district that does not allow industrial or commercial uses. As described above, this 25-foot, 11-inch-wide portion of Lots 163, 242, and 427 comprises the Rezoning Area.

The Development Site is currently occupied by a car tow pound, a building materials supplier business, and a marina. There are two existing buildings on the Development Site that have a combined FAR of 0.12. Lot 163 is improved with an approximately 9,500-gsf building used by a building materials supplier business and Lot 162 is improved with an approximately 7,400-gsf building used by the car tow pound. The remainder of the Development Site is occupied by the Marine Basin Marina, which extends into Gravesend Bay on a thin strip of land. Access to the Development Site is available via two existing curb cuts; one 25-foot-wide curb cut on Bay 41st Street and one 80-foot-wide curb cut on Shore Parkway.

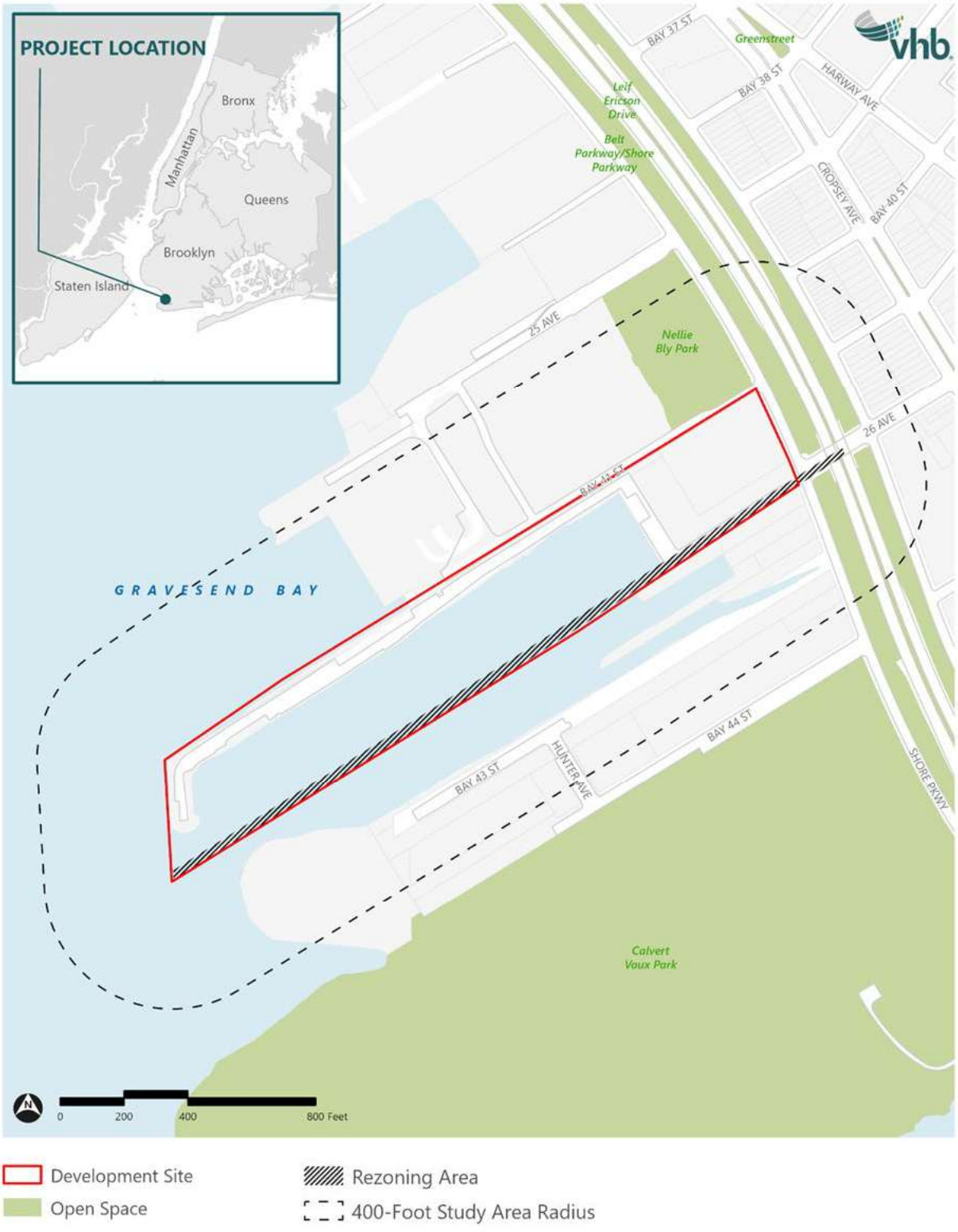
Proposed Action

The Proposed Action is a Zoning Map Amendment to rezone the Rezoning Area from R4 and C3 to M1-1.

Proposed Project and With-Action Condition

The Proposed Action would facilitate the development of a new 4-story (approximately 104-foot-tall) building programmed with a last mile distribution facility and warehouse on Lots 162 and 163 of the Development Site. The proposed building would total approximately 552,192 gsf (499,993 zsf, 0.67 FAR), including 262,000 gsf of warehouse/distribution space on floors 1 and 2; the balance of the facility (approximately 290,192 gsf) would be comprised of trailer storage/parking space on floor 3 and van storage/parking on floor 4. Access to the site would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

Figure I-1 Site Location Map



Project Purpose and Need

The Proposed Action would serve as a "corrective" rezoning to fix a minor inconsistency in the zoning map and allow for a more efficient site plan and improved site access. The proposed zoning map amendment to extend the existing M1-1 zoning district south, approximately 25 feet 11 inches into the existing R4 and C3 districts, would allow the Applicant to fully utilize the Development Site for the intended use, and specifically, the entire width of the existing Shore Parkway curb cut for access to and from the Proposed Development. The use of the entire curb cut width would allow for more efficient van and truck access to the Development Site. The NYC Zoning Resolution contains provisions that would allow the extension of the M1-1 zoning district if the width of the strip of land was 25 feet or less, as these cases are seen as corrective actions. The proposed extension of the M1-1 zoning district from the Development Site exceeds the 25-foot limit by approximately 11 inches, and the Applicant is therefore required to apply for the rezoning as a discretionary action, subject to CEQR, in order to facilitate the Proposed Development. As shown in the proposed plans, a portion of the access ramp would be located within the area to be rezoned from the existing R4 zoning district to an M1-1 district. Without the Proposed Action, the Proposed Development could not utilize the R4 portion of the site, which would limit site design and alter the intended design for vehicle access and circulation. Without the Proposed Action, the existing R4 portion of the Development Site would limit the building footprint, prohibiting the Applicant from utilizing the full site, and resulting in a less efficient overall site design for the intended use.

Analysis Framework and Reasonable Worst-Case Development Scenario

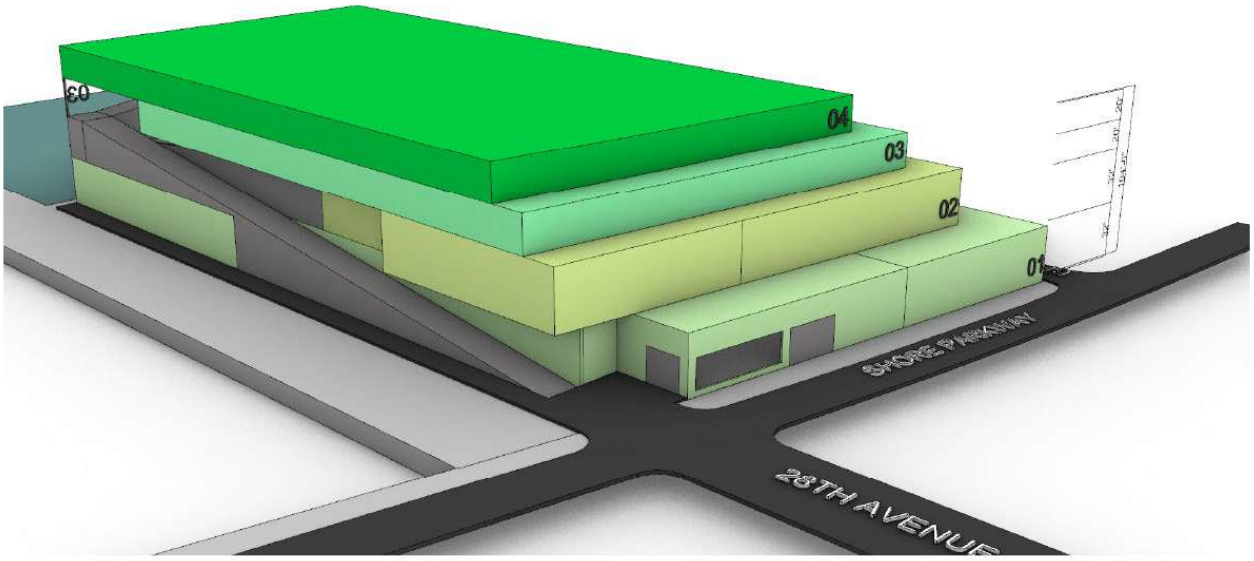
For the purpose of the environmental analyses, the No-Action condition represents the future absent the Proposed Action and serves as the baseline by which the Proposed Action (or With-Action condition) is compared to determine the potential for significant adverse environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

Future No-Action Condition

In the No-Action condition, the Applicant would develop a distribution facility similar to the Proposed Development on the M1-1 portion of Lots 162 and 163 of the Development Site on an as-of-right basis (the No-Action development, see **Figure I-2** and **Figure I-3**). The No-Action development would rise to four stories (approximately 104 feet tall) and total approximately 499,898 gsf (454,453 zsf, 0.61 FAR) including warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 238,000 gsf. Access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

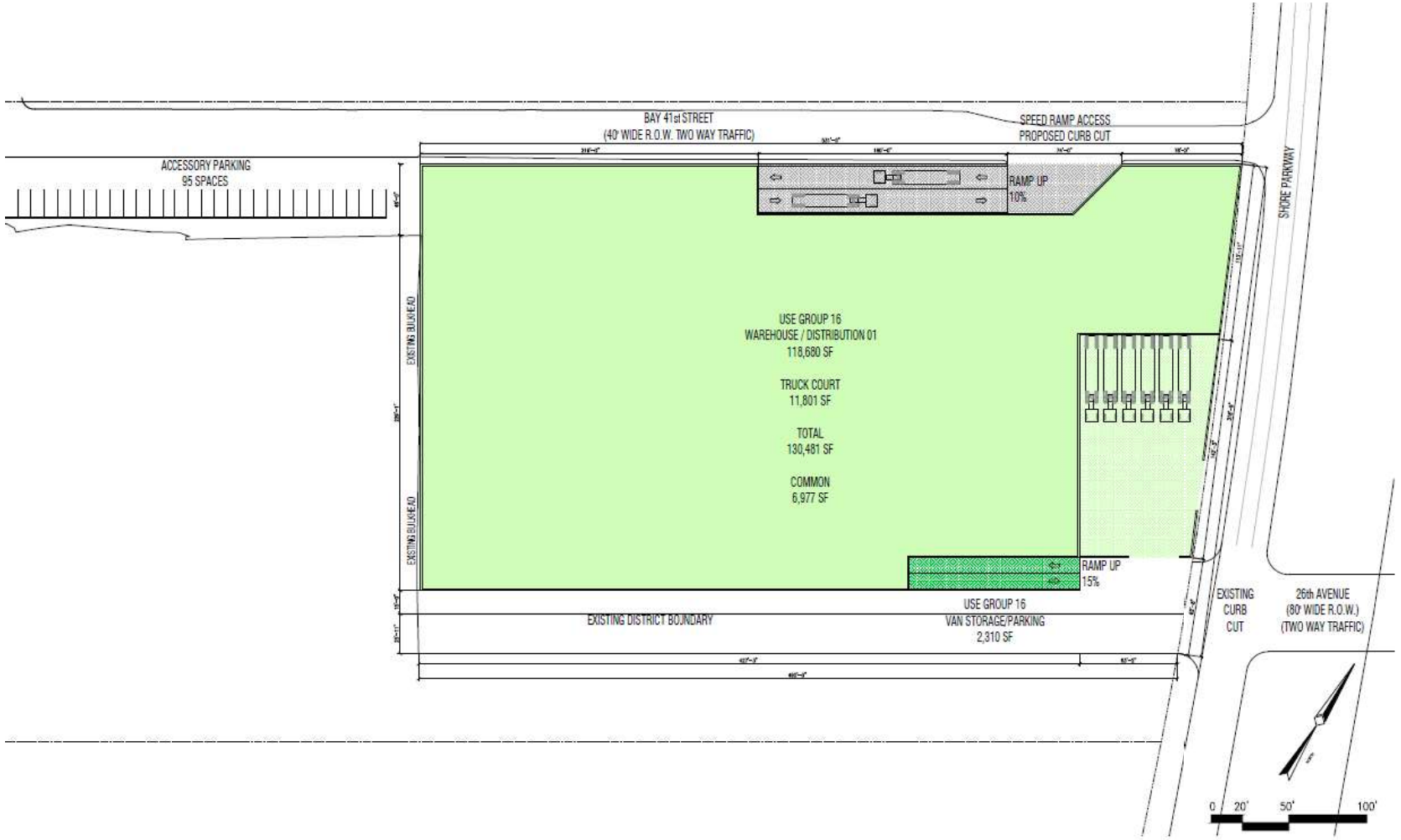
The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity.

Figure I-2 Illustrative No-Action Development Massing



Source: D.R. Architecture & Design. For illustrative purposes only.

Figure I-3 No-Action Condition Ground Floor Plan



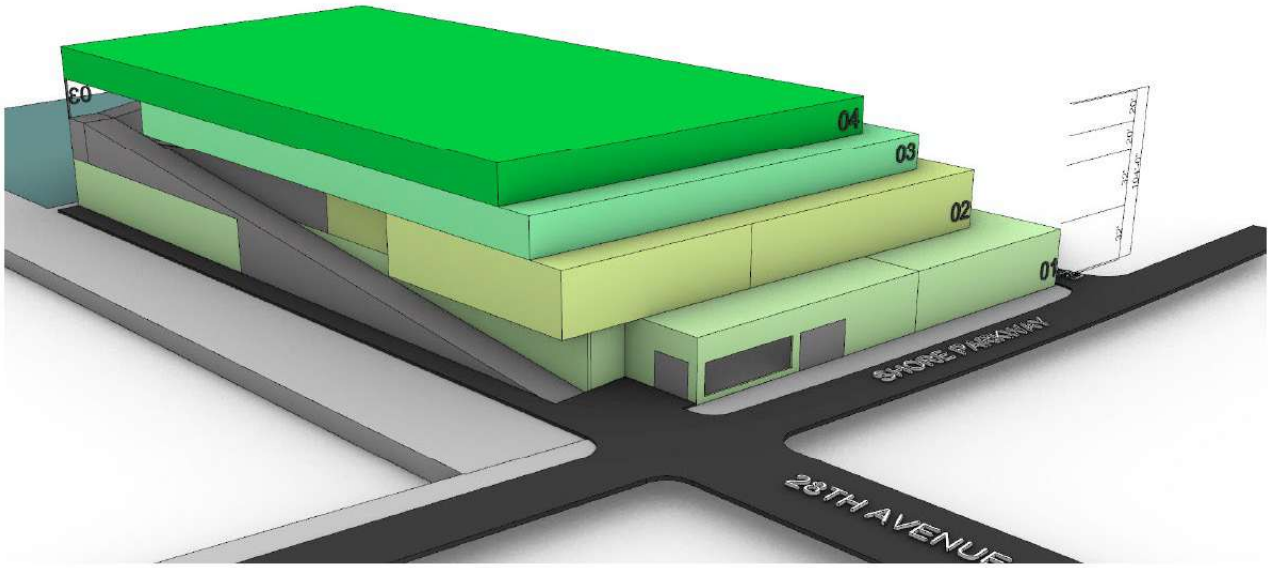
Source: D.R. Architecture & Design. For illustrative purposes only.

Future With-Action Condition

As described above, the Proposed Development is a distribution facility totaling approximately 552,192 gsf with a height of approximately 104 feet within four stories (see **Figure I-4** and **Figure I-5**). The warehouse and distribution space would total approximately 262,000 gsf. The With-Action condition would allow for a larger building footprint with improved site design, access, and circulation compared to the No-Action condition.

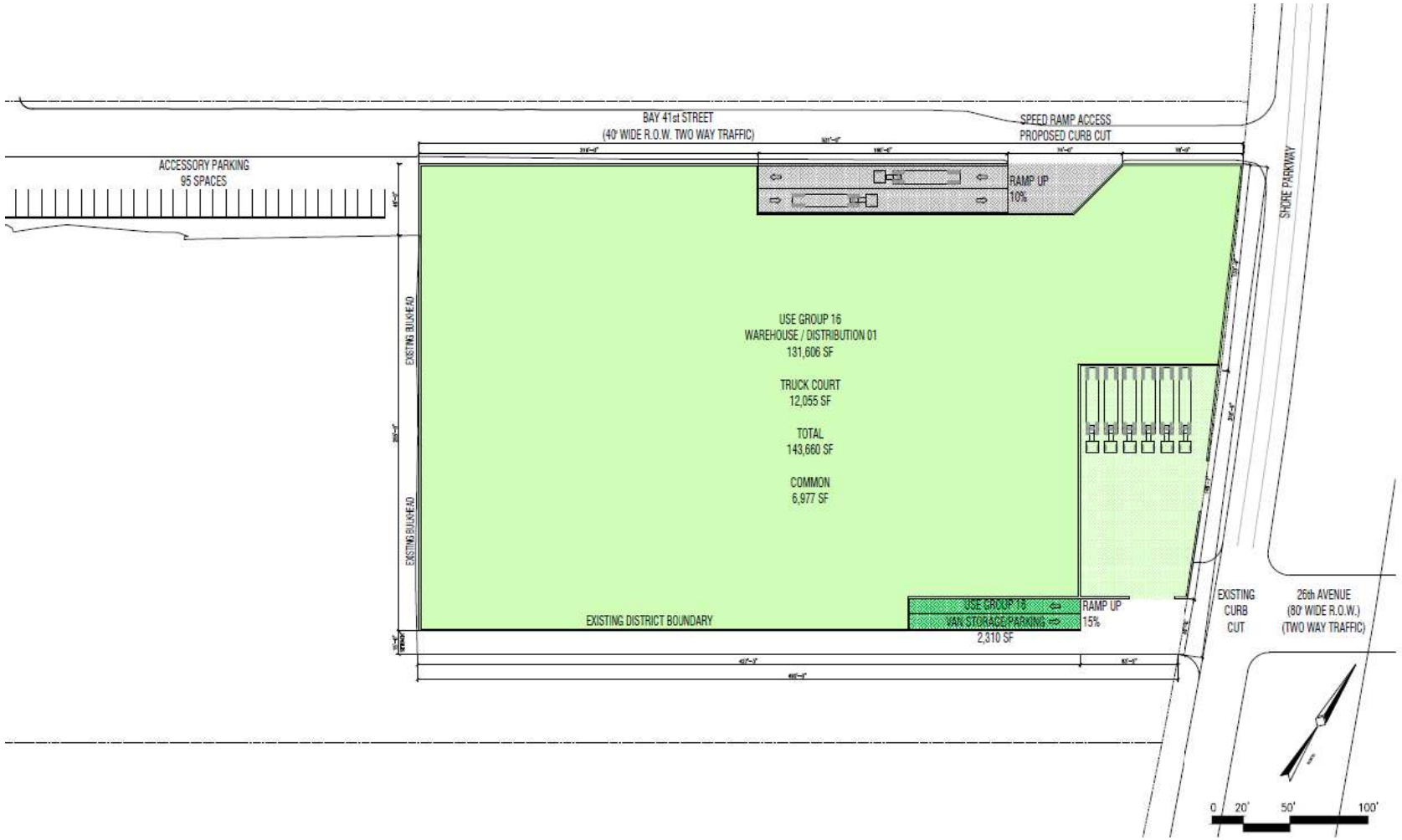
The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity.

Figure I-4 Illustrative With-Action Condition Massing



Source: D.R. Architecture & Design. For illustrative purposes only.

Figure I-5 With-Action Condition Ground Floor Plan



Source: D.R. Architecture & Design. For illustrative purposes only.

Increment for Analysis

Table I-2 shows a comparison of the existing, No-Action, and With-Action conditions on the Development Site. As a large portion of the total gross square footage of the No-Action development and the Proposed Development is made up of ramps and circulation space, the EAS analyses will focus on the increment between the No-Action and With-Action active distribution facility space. As shown in the table below, the Proposed Actions would result in an incremental increase of 24,000 gsf of active distribution facility space.

Table I-2 Future No-Action and With-Action Comparison

	Existing Condition	No-Action Condition	With-Action Condition	Increment
Manufacturing/Industrial (GSF)	16,900	-	-	-
Distribution Facility (GSF)	-	**238,000**	**262,000**	**24,000**
Vehicle Storage / Circulation Space (GSF)	-	261,898	290,192	28,294
Total GSF	16,900	499,898	552,192	52,294

Analysis (Build) Year

Considering the pre-certification process would be complete in late 2025, followed by approximately 6 months for public review and final approval, and the construction of the Proposed Development, which would take approximately 22 months, the build year is assumed to be 2028.

Public Review Process

The Proposed Action described above is subject to public review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, as well as City Environmental Quality Review (CEQR) procedures. The New York City Charter (the Charter) requires certain actions that are reviewed by the 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 DCP and the CPC, the local community board, the Brooklyn Borough President, the City Council, and the Mayor.

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Part II: Supplemental Analyses

Additional Technical Information for EAS Full Form

An analysis framework has been established for the Environmental Assessment Statement (EAS) to assess the potential for the Proposed Action to result in significant adverse environmental impacts.

As detailed in **Part I: Project Description**, the Proposed Action is a corrective rezoning of a 25-foot, 11-inch-wide portion of Lot 163 from R4 to M1-1 to facilitate the construction of a new, approximately 552,192-gross-square-foot (gsf), 104-foot-tall (with bulkhead) warehouse and last mile distribution facility (the Proposed Development).

Provided below are preliminary screening analyses, conducted based on guidelines presented in the *CEQR Technical Manual* in order to determine whether further analysis of a given technical area is necessary to determine the potential for significant adverse impacts to the environment in that area.

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual,* a land use analysis is warranted for projects that would affect land use or change zoning on a site. Because the Proposed Action is a zoning map amendment, an analysis of land use, zoning, and public policy is warranted. See **Section 2, Land Use, Zoning, and Public Policy**.

Open Space

Introduction

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

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

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

Direct Effects

The Proposed Action would not result in a physical loss of public open space, affect the use of an open space so that it no longer serves the same user population, limit public access to an open space, cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, or involve the alienation or conversion of public parkland. Therefore, an assessment of direct effects to open space resources is not warranted.

Indirect Effects

In the future With-Action condition, the Proposed Action would result in a net increase of 24 employees and would not result in the introduction of residents. Therefore, an assessment of indirect effects to open space resources is not warranted.

Shadows

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) with a net height increase of 50 feet or more, with-action structures of 250 feet or more, or with-action structures of 50 to 250 feet that are located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The Proposed Action would not result in a net height increase between the No-Action and With-Action condition, and would not result in a with-action structure of 250 feet or more. The Proposed Action would result in a with-action structure between 50 and 350 feet tall that is adjacent to a potentially sunlight-sensitive resource (Gravesend Bay), however, there would be no incremental height increase between the No-Action and With-Action conditions. Therefore, an analysis of shadow impacts is not warranted, and significant adverse shadow impacts would not occur.

Historic and Cultural Resources

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

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur.

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City

Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

In a letter dated September 30, 2025, LPC confirmed that there are no architectural resources within the 400-foot study area, and that there is no archaeological sensitivity on the Development Site (see **Appendix B**). Therefore, an assessment of historic resources is not warranted.

Urban Design and Visual Resources

According to the methodologies of the *CEQR Technical Manual,* if a project requires actions that would result in any of the following, a preliminary assessment of urban design and visual resources should be prepared: a building over 250 feet tall; have a project area greater than 1.5 acres; be classified as a large-scale development; require a special permit to allow the modification of bulk, yard, or use; introduce new, or change the location of, streets or public open spaces; or result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning. Although the Proposed Development would be constructed on a site larger than 1.5 acres, the area to be rezoned that is directly affected by the Proposed Action is a narrow strip of land on the southern portion of the Development Site that measures 27,821 sf, which is far less than 1.5 acres. Therefore, physical changes to the Development Site are not expected to be observed by a pedestrian from street level and an assessment of urban design and visual resources is not warranted.

Natural Resources

As stated in the *CEQR Technical Manual,* a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance (e.g., surface and groundwater, wetlands, landscaped areas, gardens, and built structures used by wildlife). An assessment of natural resources is appropriate if a natural resource exists on or near a project site, or if there is potential for impacts related to stormwater and shadows. Because the Development Site is a waterfront site located adjacent to Gravesend Bay, an assessment of natural resources is provided in **Section 3, Natural Resources**.

Hazardous Materials

According to the *CEQR Technical Manual,* a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposure, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. As the Proposed Action would result in new in-ground disturbance in an area that could potentially increase pathways to human exposure to hazardous materials, an assessment of hazardous materials is provided in **Section 4, Hazardous Materials**.

Water and Sewer Infrastructure

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

Water Supply

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over 1 million gallons per day [gpd]), or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). In comparison to the No-Action condition, the Proposed Development would result in a water supply demand of approximately 12,007 gpd, which is well below the 1 million gpd threshold that would warrant further analysis. Further, the Development Site is not located within an area that experiences low water pressure. Therefore, no significant adverse impacts on water supply would result, and further analysis is not warranted.

Wastewater and Stormwater

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Brooklyn would result in incremental development over the No-Action scenario of more than 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space, or if a project would result in increased impervious surface on a site 5 acres or larger, or 1 acre or larger for a site located within a specific drainage area (i.e., Coney Island Creek). While the Development Site is larger than 1 acre and is located within the Coney Island Creek drainage area, impervious surface would not increase between the No-Action and With-Action conditions. Since the Proposed Development would not exceed the applicable development thresholds, an assessment of wastewater and stormwater is not warranted.

Solid Waste and Sanitation Services

The *CEQR Technical Manual* states that an assessment of solid waste and sanitation services is warranted if an action would have the potential to result in a substantial increase in solid waste production that could overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. The No-Action waste generation on the Development Site would be approximately 120,000 pounds per week and the With-Action waste generation on the Development Site would be approximately 132,480 pounds per week. As compared to the No-Action condition, the Proposed Development would result in an increment of 12,480 pounds per week, which is below the 50-ton threshold.

Energy

According to the *CEQR Technical Manual,* a detailed assessment of energy impacts is only required for projects that would significantly affect the transmission or generation of energy or that would result in substantial consumption of energy. The Proposed Action would not affect the transmission or generation of energy. Based on factors provided in Table 15-1 of the *CEQR Technical Manual,* the No-Action annual energy use on the Development Site would be approximately 277,143,903 MBtu. The Proposed Development is expected to have an energy consumption of approximately 306,080,026 MBtu. This would result in an incremental increase of up to 28,936,123 MBtu of energy consumption. Because the Proposed Development would not affect the transmission or generation of energy, and because the incremental energy demand does not exceed the CEQR threshold for analysis, no further analysis is warranted.

Transportation

According to the *CEQR Technical Manual,* detailed transportation analyses may be warranted if a proposed project results in 50 or more vehicle trips and/or 200 or more transit/pedestrian trips during a given peak hour. Based on a travel demand forecast, it is expected that the Proposed Development would generate fewer than 50 vehicle trips and fewer than 200 bus, subway, Citywide Ferry Service and pedestrian trips during any given hour. A Level 1 (Trip Generation) screening is provided in **Section 5, Transportation**, to determine whether the volume of peak hour person and vehicle trips generated by the Proposed Development would remain below the minimum thresholds for further study.

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. As discussed in the *CEQR Technical Manual*, the following analyses were considered for potential air quality impacts, but not required for the Proposed Action:

- A mobile sources analysis is not required since the Proposed Action would not generate incremental peak hour vehicle volumes in exceedance of the CEQR thresholds for heavy-duty diesel vehicle (HDDV) traffic or the vehicle emissions equivalent based on the road types of the adjacent roadways impacts from mobile sources introduced by a project.
- A parking analysis is not required since the project would not result in an incremental increase in the size of the accessory parking facility on the Development Site.
- A localized HVAC and hot water systems' analysis from the Proposed Development would not be warranted since the proposed building would use all-electric for HVAC and hot water systems. To formalize this assumption, an (E)-Designation would be placed on the Development Site (E-###). The (E)-Designation text would be as follows:

Block 6943, Lots 130, 162, 163, 242, and 427

- Any new commercial or industrial development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only with no venting or stacks, or an equally protective alternative (e.g. steam), to avoid any potential significant adverse air quality impacts. A major or large sources analysis is not warranted since no large or major sources were identified within 1,000 feet of the Development Site.
- An analysis of industrial and manufacturing facilities is not required since no industrial and manufacturing facilities were identified within 400 feet of the Development Site.

Greenhouse Gas Emissions and Climate Change

According to the *CEQR Technical Manual,* GHG assessments are appropriate for projects in New York City requiring an EAS that would result in the development of 350,000 sf or greater. Because the Proposed Action would result in an incremental increase of 52,203 gsf it would not exceed this threshold.

Depending on the sensitivity, location, and useful life of development resulting from a proposed action, it may be appropriate to include discussion of the potential effects of climate change in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. As the Proposed Action would be consistent with the Waterfront Revitalization Program, no further analysis is warranted.

Noise

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

The Proposed Action would not introduce any sensitive receptors, nor would it introduce significant levels of new stationary or mobile source noise. As such, a noise analysis is not warranted.

Public Health

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. As the Proposed Development does not have the potential to result in adverse effects in these technical areas, no further analysis is warranted.

Neighborhood Character

As discussed in the *CEQR Technical Manual*, an analysis of neighborhood character is warranted when a project has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. In addition, an assessment may be warranted when there is a combination of moderate effects in these technical areas that, when considered together, may affect the defining elements of neighborhood character. As the Proposed Action does not have the potential to result in adverse effects to these technical areas, no further analysis is warranted.

Construction

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

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

Construction of the Proposed Development would occur over a 22-month period. As no demolition would be required, the foundation phase would take place from month 1 to month 8, followed by superstructure from month 9 to month 14. The envelope phase would begin in month 13 (overlapping 2 months with superstructure) and end in month 18, and lastly, the interior phase would begin in month 17 (overlapping 2 months with envelope) and complete in month 22. Because most of the proposed building would consist of parking and circulation space, construction would take less time than a fully programmed residential or commercial building due to its simpler interior layout, less complex mechanical systems, and minimal finishes and an abbreviated fit-out phase. As construction would not exceed 24 months, it is considered to be short-term in duration and does not warrant a detailed assessment.

Although the Proposed Development is adjacent to Gravesend Bay, a natural resource, construction of the Proposed Development would be conducted pursuant to the applicable city and state guidelines, would not result in in-water disturbance, and would last 22 months and is therefore short in duration. Additionally, while the Belt Parkway, an arterial highway, is nearby, the Development Site is located along Shore Parkway, which is a service road. As such, there would be no impacts to natural resources as a result of construction of the Proposed Development. As described in **Section**

3, Natural Resources, habitat conditions within the adjacent waters and shorelines of Gravesend Bay have historically been impacted by urban and industrial development, shipping, stormwater runoff, sewage effluents, and industrial point sources. Considering the existing habitat conditions of the shorelines of Gravesend Bay, it can be concluded that the short-term construction of the Proposed Development, which is landward of the waterfront bulkhead, would not result in a significant adverse impact to natural resources.

Effects on Disadvantaged Communities

Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that future environmental reviews include a statement of the effects of proposed actions on disadvantaged communities (DAC), including whether the action may cause or increase a disproportionate pollution burden. The Development Site is located within a DAC and therefore, an assessment is provided in **Section 6, Effects on Disadvantaged Communities**.

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Introduction..... 1

1

Introduction

As discussed in **Part II: Supplemental Analyses** of this Environmental Assessment Statement (EAS), several technical areas were identified for further analysis:

- Land Use, Zoning, and Public Policy
- Natural Resources
- Hazardous Materials
- Transportation
- Effects on Disadvantaged Communities

Analysis of these areas follow in **Section 2** through **Section 6**.

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2

Land Use, Zoning, and Public Policy

This section considers the potential for the Proposed Action to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the *City Environmental Quality Review (CEQR) Technical Manual*, this analysis evaluates the uses in the area that may be affected by the Proposed Action and determines whether the proposal is compatible with land use, zoning, and public policy conditions, or may otherwise affect them. The analysis also considers the Proposed Action's compatibility with zoning regulations and other public policies applicable to the area.

Introduction

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual*. It characterizes the existing conditions in the area surrounding the Development Site and addresses potential impacts to land use, zoning, and public policy that would be associated with the proposal.

As discussed in **Part I: Project Description**, the Applicant is seeking a Zoning Map Amendment (the Proposed Action) to facilitate the development of a planned last mile distribution facility at 1900 Shore Parkway (Brooklyn Block 6943, Lots 130, 162, 163, 242, 427; the Development Site) in the Gravesend neighborhood of Brooklyn, Community District 11. The Proposed Action would rezone the 25-foot 11-inch wide R4 and C3 portion of the Development Site (p/o Lots 163, 242, and 427 totaling approximately 27,821 square feet [sf]) to M1-1 (the Rezoning Area).

The Proposed Development is a new four-story (approximately 104-foot-tall) last mile distribution facility. The proposed building would total approximately 552,192 gross square feet (gsf) (499,993 zoning square feet [zsf], 0.67 floor area ratio [FAR]) (the Proposed Development). The Proposed Development would include warehouse/distribution space on floors 1 and 2, trailer storage/parking

space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 262,000 gsf and the remaining approximately 290,000 gsf would consist of trailer and van storage/parking space, ramps, and circulation space. Access to the Proposed Development would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

Methodology

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual* for a preliminary assessment (Section 320). According to the *CEQR Technical Manual*, a preliminary land use and zoning assessment:

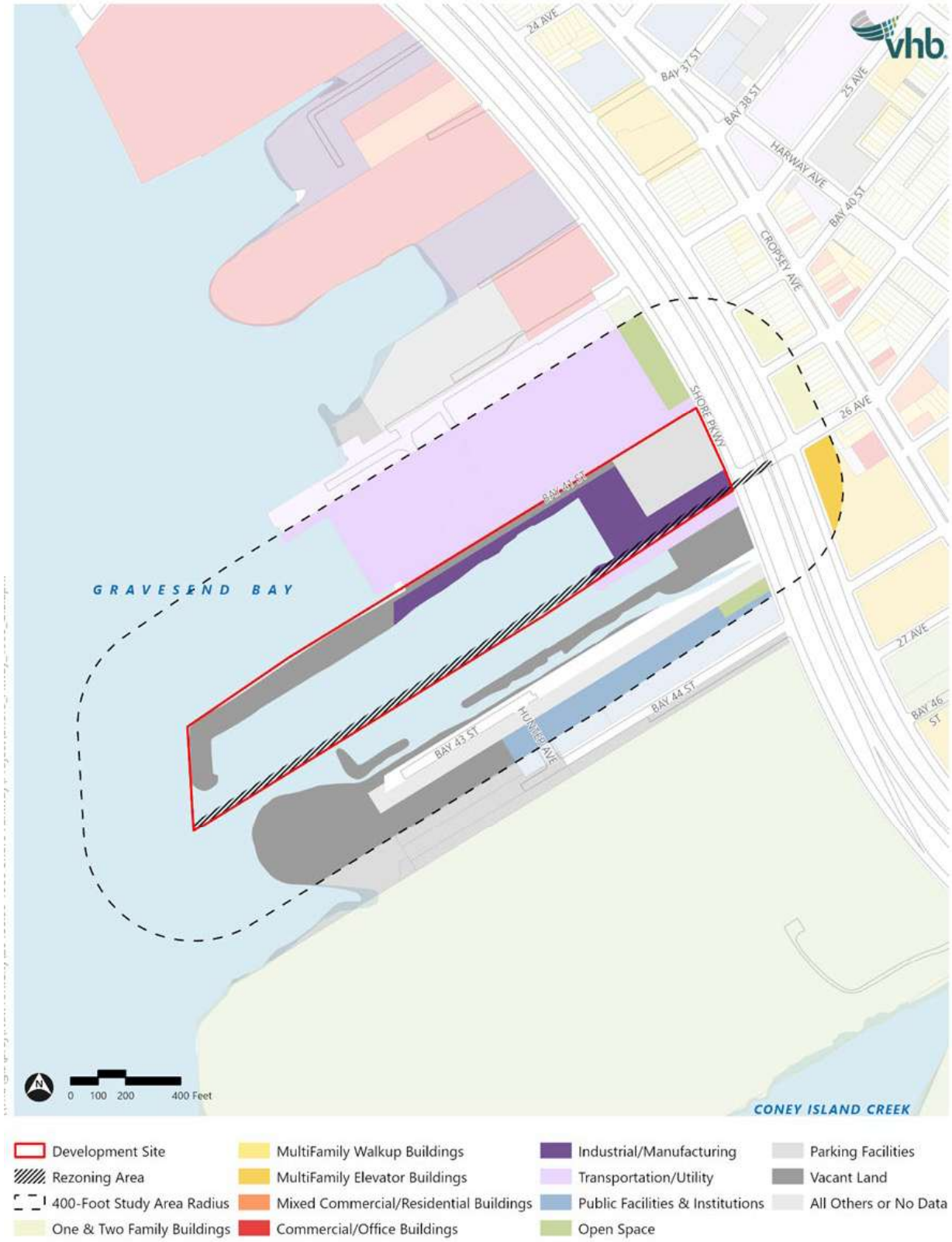
- Describes existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use;
- Characterizes the land use development trends in the area surrounding the project site that might be affected by a proposed action; and
- Determines whether the project is compatible with those trends or may alter them.

The following assessment method was used to determine the potential for the Proposed Action to result in significant adverse impacts to land use, zoning, and public policy:

1. Establish a "study area", a geographic area surrounding the project site to determine how the Proposed Action may affect the immediate surrounding area.
2. Identify data sources, including any public policies (formal plans, published reports) to be used to describe the existing and No-Action conditions related to land use, zoning, and public policy.
3. Assess the project's potential effects on land use, zoning, and public policy to determine whether the Proposed Action is consistent with or conflicts with area land uses, zoning, or the identified policies.
    - If a project could conflict with the identified policies, a detailed assessment would be conducted; or
    - If the project is found to not conflict with the identified policies, no further assessment is needed.

The study area for this analysis is the area within 400-feet of the Zoning Lot, which is generally bounded by 25th Avenue to the north, Shore Parkway to the east, Bay 43rd Street to the south, and Gravesend Bay to the west (see **Figure 2-1**). This is the area in which the Proposed Action would be most likely to have effects in terms of land use, zoning, and public policy.

Figure 2-1 Land Use Map



Assessment

Existing Conditions

Land Use

Development Site, Zoning Lot, and Rezoning Area

The Proposed Action would affect the Rezoning Area, which is a 25-foot 11-inch wide portion of the Development Site, and would facilitate development on the Development Site, which is bounded by Bay 41st Street to the north, Shore Parkway to the east, Bay 43rd Street to the south, and Gravesend Bay to the west. The entirety of the Development Site is Applicant-owned with a total lot area of approximately 1,185,265 sf.

The Development Site is currently used as a car tow pound, a building materials supplier business, and for vehicle storage associated with the Marine Basin Marina. There are two existing buildings on the Development Site: an approximately 9,500-gsf building affiliated with a building materials supplier business, and an approximately 7,400-gsf building and accessory parking lot affiliated with the car tow pound. The remainder of the Development Site is used for vehicle storage for the Marine Basin Marina. As such, land uses on the Development Site include a mix of parking facilities, industrial/manufacturing uses, storage, and vacant land.

Study Area

The study area contains a mix of transportation and utility, vacant, residential, open space, and institutional uses. As shown in **Table 2-1**, transportation/utility and vacant land uses each comprise approximately 37 percent of the total lot area.

Transportation/utility uses are located directly north and south of the Development Site and consist of facilities associated with New York Department of Sanitation to the north and Marine Basin Marina to the south. Vacant land uses within the study area consist of parcels used for vehicle storage and are located south of the Zoning Lot to the west of Shore Parkway. Open spaces and institutional uses are also located within the portion of the study area located to the west of Shore Parkway. These include the Adventures Amusement Park and The Block Institute of Brooklyn, respectively. To the east of Shore Parkway, the study area is comprised of residential uses, including a mix of one- and two-family buildings, multifamily walkup buildings, and multifamily elevator buildings.

Table 2-1 Study Area Generalized Land Uses

Land Use	Number of Tax Lots[2]	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)
One & Two Family Residential	25	49%	49,169	2%
Multifamily Walkup Residential	1	2%	2,432	0%
Multifamily Elevator Buildings	1	2%	102,330	3%
Industrial/Manufacturing	1	2%	248,400	8%
Transportation/Utility	2	4%	1,088,180	37%
Public Facilities and Institutions	2	4%	142,761	5%
Open Space	2	4%	56,965	2%
Parking Facilities	1	2%	80,751	3%
Vacant Land	14	27%	1,087,119	37%
Other or No Data	2	4%	75,600	3%
Total	**51**	**100%[1]**	**2,933,707**	**100%[1]**

Source: Map PLUTO 25v2.1

[1] Numbers may not add up to 100% due to rounding

[2] All lots intersecting the 400-foot radius study area were included in analysis

Zoning

Development Site and Rezoning Area

As shown in **Figure 2-2**, the majority of the Development Site is mapped with an M1-1 zoning district. M1 districts are light manufacturing districts where industrial uses are subject to strict performance requirements. Light industrial uses such as woodworking shops, repair shops, and wholesale service and storage facilities are typical of M1 districts; however, offices, hotels and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are allowed as-of-right. M1-1 zoning districts allow 1.0 FAR, with a maximum building height of 30 feet or two stories, and 10- or 15-foot setbacks depending on street width. M1-1 zoning district are widely mapped throughout historically industrial and manufacturing neighborhoods in Brooklyn, Queens, and the Bronx. M1-1 zoning districts require a minimum 20-foot rear yard for interior lots, while through lots require at least a 40-foot rear yard. There are no requirements for side yards. Residential uses are not permitted as-of-right in M1 districts.

An approximately 25-foot, 11-inch-wide portion of Lot 163 on the Development Site is zoned R4, and the same width portion of Lots 242 and 427 is zoned C3. R4 districts are non-contextual, low-density residential districts that do not allow industrial or commercial uses. R4 districts allow all types of housing at a FAR of 0.75. This zoning district usually produces buildings with three stories. One off-street parking space is required for each dwelling unit, however, parking requirements are lower for

income-restricted housing units (IRHU) and are further modified within the Transit Zone. The C3 portion of the Rezoning area is underwater and development is not proposed in this area.

Study Area

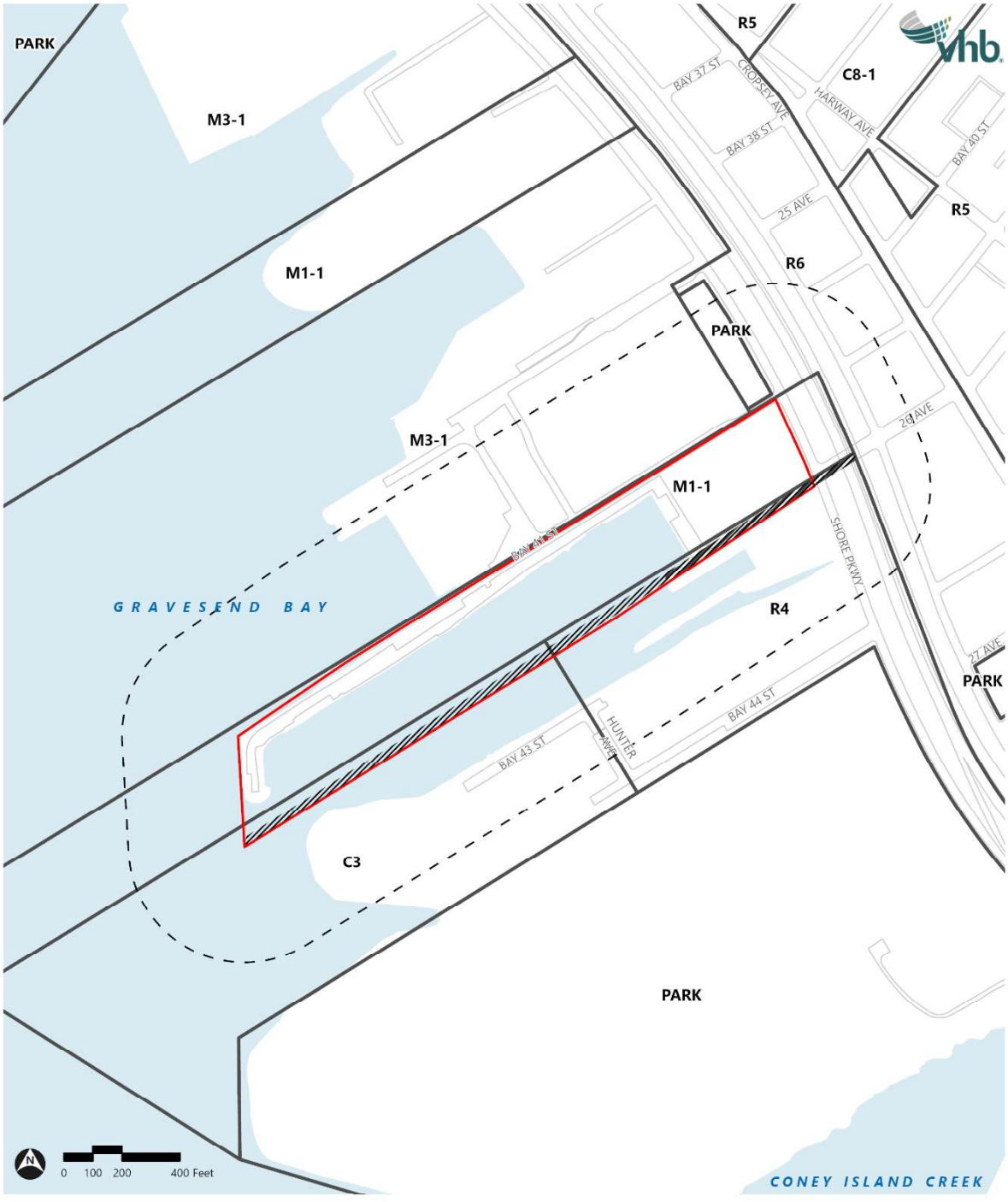
As shown in **Figure 2-2**, the study area is comprised of a mix of M1-1, M3-1, C3, R4, and R6 zoning districts. Within the study area, M1-1 zoning districts are generally confined to the Development Site. See above for a description of M1-1 zoning districts.

North of the Zoning Lot is an M3-1 zoning district. M3 districts are designated for areas with heavy industries that generate noise, traffic or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. M3 districts are usually located near the waterfront and buffered from residential areas. M3-1 zoning districts have a maximum FAR of 2.0 and a maximum base height before setback of 60 feet. Within the Greater Transit Zone, parking is not required in M3-1 districts.

To the south of the Development Site abutting the waterfront is a C3 commercial zoning district. C3 districts permit recreational activities in areas along the waterfront such as boating and fishing. C3 districts also permit residences and community facilities adjacent to residential districts. Commercial buildings cannot exceed two stories or 30 feet in height. The maximum commercial FAR is 0.5 and residential uses are governed by the residential district equivalent R3-2. Under standard height factor regulations, R3-2 residential districts permit a residential FAR ranging from 0.60 for standard zoning lots to 1.00 for qualifying residential sites, and lot requirements include a minimum of 3,800 sf of lot area, 40 feet of lot width, 15 feet of front yard and 30 feet of rear yard. Additional requirements for C3 districts include; one accessory parking per 150 sf of space and any signage on-site cannot be illuminated or exceed 50 sf in size.

The R4 zoning district mapped within the 25-foot 11-inch portion of the Development Site, described above, extends to a portion of the study area that is south of the Development Site. To the east of the Development Site is an R6 zoning district. R6 districts are medium-density, non-contextual residential zoning districts commonly found in built-up areas of Brooklyn, Queens, and the Bronx. These districts offer two sets of bulk regulations: standard height factor regulations and the voluntary Universal Affordability Preference (UAP) bonus, allowing developers flexibility in building design. Under standard height factor regulations, buildings are typically tall and set back from the street, surrounded by open space. R6 districts permit 3.0 (standard zoning lots) to 3.9 (qualifying affordable housing) FAR within 100 feet of a wide street, and 2.2 to 3.9 FAR for qualifying affordable housing for lots that don't meet that criteria. Within the study area, the FAR in these cases ranges from 0.78 for single-story buildings up to 2.43 for buildings around 13 stories tall, though higher FARs require a larger open space ratio. Alternatively, the UAP program increases the maximum permitted residential FAR for buildings offering qualifying affordable or senior housing. Developments in R6 districts are eligible for the UAP bonus, which allows up to 20 percent additional floor area if that additional space is dedicated to permanently affordable housing targeted at households earning approximately 60 percent AMI.

Figure 2-2 Zoning Map



Public Policy

Official public policies describe intended outcomes in various areas or sites in the City. Some of these policies have the force of law, while others describe general goals. They can help define the existing and future context of the land use and zoning of an area. The public policies relevant to the Proposed Action includes the New York City Waterfront Revitalization Program (WRP).

New York City Waterfront Revitalization Program

The Development Site is located within the City's Coastal Zone Boundary. The WRP is the City's principal Coastal Zone management tool and establishes a broad range of public policies for the City's coastal areas. The guiding principle of the WRP is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing the conflicts among these objectives. Since the WRP was originally adopted in 1982, this policy was revised to incorporate climate change and sea level rise considerations to increase the resiliency of the waterfront area, promote waterfront industrial development as well as commercial and recreational waterborne activities, increased restoration of ecologically significant areas, and best practices for the design of waterfront open spaces.

No-Action Condition

Land Use

Development Site, Zoning Lot, and Rezoning Area

In the No-Action condition, the Applicant would develop a distribution facility similar to the Proposed Development on the M1-1 portion of the Development Site on an as-of-right basis. The No-Action development would rise to four stories (approximately 104 feet tall) and total approximately 499,898 gsf including warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 238,000 gsf. Access to the No-Action development would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity.

Study Area

There are no known development projects anticipated in the study area under future No-Action conditions. It is anticipated that the existing conditions would remain in 2028 with respect to land use.

Zoning

There are no anticipated zoning changes within the study area under the No-Action condition. The Development Site and study area would continue to be governed by the various zoning regulations in the area, as described in the existing conditions section above.

Public Policy

In the future No-Action condition, there are no known public policy changes that are anticipated to affect the Development Site or study area.

With-Action Condition

The Proposed Action would facilitate the development of a new four-story (approximately 104-foot-tall) consisting of approximately 552,192 gsf. The Proposed Development would include warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 262,000 gsf. Access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street. The Proposed Development would be situated on the Development Site, extending into the Rezoning Area. The With-Action condition would allow for full utilization of the Development Site and a larger building footprint with improved site design, access, and circulation compared to the No-Action condition. The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity.

Land Use

The Proposed Action would introduce a four-story last mile distribution facility to the Development Site, which is currently occupied by a mix parking facility and industrial and manufacturing uses. The Development Site is surrounded by uses that are complementary to industrial and manufacturing uses (transportation/utility and vacant uses). While there are residential uses within 400 feet of the Development Site, the site is largely buffered from these uses by the 300-foot-wide Shore Parkway thoroughfare found directly east of the Development Site. Furthermore, compared to the No-Action condition, the Proposed Action would not introduce a new use on the Development Site. Based on the foregoing, the Proposed Action would facilitate development that would be compatible with the land use patterns of the study area.

Zoning

The Proposed Action includes a zoning map amendment to rezone the 25-foot 11-inch wide R4 and C3 portion of the Development Site to M1-1. The Proposed Action would serve as a "corrective" rezoning to fix a minor inconsistency in the zoning map and allow for a more efficient site plan and improved site access. The proposed zoning map amendment to extend the existing M1-1 zoning district south, approximately 25 feet 11 inches into the existing R4 and C3 districts, would allow the Applicant to fully utilize the Development Site for the intended use, and specifically, the entire width of the existing Shore Parkway curb cut for access to and from the Proposed Development. The use of the entire curb cut width would allow for more efficient circulation within and access to the Development Site. Without the Proposed Action, the existing R4 portion of the Development Site would result in a smaller building footprint, prohibiting the Applicant from utilizing the full site, and resulting in a less efficient overall site design for the intended use.

Public Policy

New York City Waterfront Revitalization Program

Because the Rezoning Area is located within the New York City Coastal Zone, the Proposed Action is subject to review for their consistency with the City's WRP. In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the Proposed Action's consistency with the WRP policies was undertaken. This preliminary evaluation requires completion of the WRP Consistency Assessment Form (CAF), which contains a series of questions designed to screen out those policies that would have no bearing on a consistency determination for a proposed action (see **Appendix A**). The CAF lists the WRP policies and indicates whether a proposed action would promote or hinder that policy, or if that policy would not be applicable. For any policies that may be affected, this section provides additional information and assessment. As detailed in **Appendix A**, the Proposed Action would be consistent with WRP policies (WRP ###-###).

Conclusion

Based on the analysis presented above, the Proposed Action would not result in significant adverse impacts related to land use, zoning, or public policy. The Proposed Action would consist of a corrective rezoning that would not introduce new or incompatible land uses to the study area. The Proposed Action would allow for a more efficient site plan and improved site access to the Development Site, allowing the Applicant to fully utilize the Development Site for the intended use as a last mile distribution facility. Finally, the Proposed Action would be consistent with all applicable public policies. Therefore, the Proposed Action would not result in significant adverse impacts related to land use, zoning, or public policy.

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3

Natural Resources

This section assesses the potential for a proposed action to result in significant adverse impacts on natural resources, which are defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability.

Introduction

This Natural Resources assessment is prepared following the guidelines set forth in Chapter 11 of the *2025 City Environmental Quality Review (CEQR) Technical Manual*. Pursuant to *CEQR Technical Manual* guidance, a natural resources assessment considers species in the context of the surrounding environment, habitat, or ecosystem, and examines the potential for a project to affect the species and/or any supporting resources, which include the City's water, wetland, upland, and built resources. The determination of whether a natural resources assessment is appropriate should consider whether a natural resource occurs on or near the site of a project and if the project would result in disturbance of the identified resource(s). As described in Chapter 11 of the *CEQR Technical Manual*, disturbance to natural resources can include both direct and indirect effects. Direct effects on natural resources are defined as: "*activities that directly alter the condition of a resource*." Indirect effects occur when: "*…the changes on a site alter conditions to adjacent or nearby resources or on the site itself after construction has ended*."

As detailed in this assessment, the Development Site is an active commercial/industrial property that does not support vegetated habitats or other significant natural resources, as defined in Chapter 11 of the *CEQR Technical Manual*. Though substantially impaired by historical and ongoing cultural influences, the tidal habitats of Gravesend Bay located adjacent to the Development Site are an

aquatic natural resource, as defined in Chapter 11. Accordingly, the natural resources assessment that follows describes existing ecological conditions at the Development Site and the adjoining waters of Gravesend Bay and analyzes the potential for the Proposed Development to result in direct or indirect impacts to same.

Methodology

Pursuant to the methodology described in Chapter 11 of the *CEQR Technical Manual*, the existing natural resources at the Development Site were assessed through desktop reviews of relevant government agency maps, records, and databases (as noted throughout the text), as well as an ecological field survey conducted by a Certified Ecologist (*Ecological Society of America*) and Professional Wetland Scientist (*Society of Wetland Scientists*) on September 19, 2025.

Existing Conditions

Habitats/Fish and Wildlife

Development Site

Cultural habitats are defined in Chapter 11 of the *CEQR Technical Manual* as "*substantially different from the character of the substrate or resident community as it existed prior to human influence.*" The existing habitats that compose the Development Site are cultural habitats that have been created or significantly altered by historical development and ongoing land uses. As observed during the ecological field survey, current site uses include a car tow pound, vehicle storage, vehicle repair, marina and a building materials supply business. The Development Site includes two commercial/industrial buildings, paved surfaces, and a bulkheaded shoreline located along the tidal waters of Gravesend Bay that adjoin the Development Site. The Development Site is essentially devoid of vegetation, with flora limited to scattered patches of herbaceous plants and tree saplings within pavement gaps located adjacent to the site perimeter fences. To further refine the above field observations, the New York State Department of Environmental Conservation (NYSDEC) New York Natural Heritage Program (NYNHP) publication, *Ecological Communities of New York State* (*ECNYS*) was consulted. *ECNYS* provides detailed descriptions and includes global and New York State rarity rankings for various cultural and non-cultural habitat types found within New York State (referred to as "ecological communities"). Using ECNYS, three distinct cultural ecological communities were identified at the Development Site during the field survey, as summarized in **Table 3-1**.

Table 3-1 Ecological Communities

ECNYS Community	*ECNYS* Global and NYS Rarity Rankings	*ECNYS* Community Distribution	Field Observations
Urban Structure Exterior	Unranked cultural community	Throughout NYS	Two commercial/industrial buildings (impervious/unvegetated).
Paved Road/Path	Unranked cultural community	Throughout NYS	Unvegetated, impervious ground surfaces.
Estuarine Riprap/Artificial Shore	Unranked cultural community	Coastal NYS	Concrete and timber bulkhead

Note: Community types, rarity rankings, and community distributions from *Ecological Communities of New York State* (Edinger, et. al., 2014).

As shown in **Table 3-1**, the three *ECNYS* communities that occur at the Development Site have not been assigned rarity rankings by the NYNHP. Instead, they have been designated as "unranked cultural communities" due to their artificial origin, disturbed/developed conditions, and wide distribution throughout New York State.

The *ECNYS* Urban Structure Exterior and Paved Road/Path communities shown in **Table 3-1** describe the exterior surfaces of the two site buildings and adjoining paved areas. The unvegetated, impervious surfaces that characterize the two developed communities render them insignificant from an ecological perspective. The Development Site waterfront along Gravesend Bay is developed with a concrete and timber bulkhead that precludes the existence of natural shoreline habitats or vegetation. The hardened shoreline structures are representative of the *ECNYS* Estuarine Riprap/Artificial Shore community.

As described above, the Development Site is composed of impervious surfaces and is virtually devoid of vegetation. The limited vegetation observed during the field survey occurs as scattered patches of "weedy" herbaceous plants and tree saplings growing from pavement gaps along the site perimeter fences. The observed species assemblage is composed of a limited, low diversity flora that includes several non-native/invasive plant species, including Common Mugwort (*Artemesia vulgaris*), Japanese Knotweed (*Polygonum cuspidatum*), Asiatic Bittersweet (*Celastrus orbiculatus*), Japanese Honeysuckle (*Lonicera japonica*), and Tree-of-Heaven (*Ailanthus altissima*).

Based on the field observations and analyses summarized above, the developed impervious surfaces that characterize the Development Site are not a source of vegetated habitat, native plant diversity, or natural ecological communities.

The Development Site is an active commercial/industrial property situated within a densely developed and populated urban area subject to high levels of human activity with associated wildlife stressors (e.g., noise, traffic, etc.). Furthermore, as described above, the Development Site is entirely developed with buildings and pavement and therefore does not support vegetated habitats. Due to these conditions, as well as the high levels of human activity and noise associated with current commercial/industrial site uses, the Development Site does not represent a significant habitat for wildlife. The observed and expected wildlife species assemblage at the Development Site is composed of a limited number of birds and mammals, including Common Pigeon (*Columba livia*),

House Sparrow (*Passer domesticus*), European Starling (*Sternus vulgaris*), Norway Rat (*Rattus norvegicus*), feral cats, and similar species adapted to developed conditions in urban environments.

Based on the existing conditions summarized above, the Development Site is largely insignificant from an ecological perspective.

Gravesend Bay

The subtidal waters of Gravesend Bay adjoin the Development Site. As observed during the field survey, the waterfront along the Development Site and adjacent properties has been armored with a concrete and timber bulkhead and does not support natural shoreline communities. Historical and existing commercial and industrial development along the Gravesend Bay waterfront, including the installation of hardened shoreline structures, piers, and extensive marina docks, has altered tidal processes and resulted in the elimination of vegetated wetlands, mudflats, and other natural intertidal communities that likely existed prior to development.[1] Water quality within Gravesend Bay and the adjoining waters of Lower New York Bay have been impacted due to urban and industrial development, shipping, stormwater runoff, sewage effluents, and industrial point sources.[2] As a consequence, Gravesend Bay does not support seagrass or other submerged aquatic vegetation communities,[3] which are important indicators of water quality, species habitat diversity, and overall ecosystem stability.

Due to the historical and ongoing conditions described above, the overall ecosystem health of Gravesend Bay has been significantly degraded, with corresponding declines in fish and wildlife habitat value. Despite these conditions, according to National Oceanographic and Atmospheric Administration (NOAA) Marine Fisheries, Gravesend Bay and the adjoining waters of Lower New York Bay provide Essential Fish Habitat for adult, juvenile, larvae, and/or egg life stages of 16 fish species, including Atlantic Butterfish (*Peprilus triacanthus*), Scup (*Stenotomus chrysops*), Black Sea Bass (*Centropristis striata*) and others (**Appendix C**). Other expected fauna includes locally common estuarine species, including crustaceans, mollusks, and other macroinvertebrates.

Rare/Protected Species

No federal- or New York State-listed plant or wildlife species were observed at the Development Site during the field survey, and, as described below, the developed conditions at the Development Site do not represent viable habitat to support listed species known to occur regionally.

The federal Endangered Species Act provides for the protection of federally designated Endangered and Threatened species and the habitats on which these species depend for survival. For terrestrial species, project reviews under the federal Endangered Species Act are administered by the United States Fish and Wildlife Service (USFWS). For marine species, project reviews are administered by NOAA Marine Fisheries. For projects that are conducted by federal agencies or that include federal funding, permits, or approvals, project reviews are conducted by the federal lead agency under

[1] U.S. Army Corps of Engineers New York District. *Hudson-Raritan Estuary Ecosystem Feasibility Study Draft Integrated Feasibility Report and Environmental Assessment Appendix F – Essential Fish Habitat*.

[2] New York State Department of Environmental Conservation. *Waterbody Inventory/Priority Waterbodies List for Lower New York Bay/Gravesend Bay*. Available from: https://extapps.dec.ny.gov/data/WQP/PWL/1701-0179.pdf Accessed September 2025.

[3] New York State Department of Environmental Conservation. Statewide Seagrass Map. Available from: https://nysdec.maps.arcgis.com/apps/mapviewer/index.html?webmap=9dcdd6a5840b444fa9743c87fa261a5d Accessed September 2025.

Section 7 of the federal Endangered Species Act.

Desktop reviews of federally listed species records performed for this assessment include the USFWS Information for Planning and Consultation (IPaC) database for terrestrial species, and the NOAA Section 7 Mapper database for marine species.

The IPaC database includes federally listed species that are known to occur regionally and that therefore have the potential to occur at specific locations within a particular region, provided that suitable species habitat exists. As such, the inclusion of species on the IPaC list for a specific location does not guarantee the actual presence of the species at the location. According to the USFWS:

"*The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered…Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area.*"[4]

The IPaC Resources List generated for the Development Site includes three listed bird species that are known to occur in the general region of the Development Site (**Appendix C**). Details regarding the three IPaC species are provided in **Table 3-2**.

Table 3-2 USFWS IPaC

Scientific Name	Common Name	Listing[1]	Habitat[2,3]	Field Survey/Desktop Review Results
Charadrius melodus	Piping Plover	Federal (E) NYS (E)	Annual migrant that breeds and forages during spring and summer on sandy coastal beaches.	Species habitat does not occur at or in the vicinity of the Development Site. No NYNHP species records exist for the Development Site or vicinity.
Sterna dougalii dougalii	Roseate Tern	Federal (E) NYS (E)	Rocky, barrier beach, and saltmarsh islands with low predation pressure. 95 percent of the NYS population breeds at Great Gull Island, in Block Island Sound.	Species habitat does not occur at or in the vicinity of the Development Site. No NYNHP species records exist for the Development Site or vicinity.
Calidris canutus rufa	Red Knot	Federal (T) NYS (T)	Uncommon, transient visitor to sandy coastal beaches during migratory stopovers.	Species habitat does not occur at the or in the vicinity of the Development Site. No NYNHP species records exist for the Development Site or vicinity.

1 E = Endangered T = Threatened

2 New York Natural Heritage Program. *Online Conservation Guides*. Available at: https://guides.nynhp.org/. Accessed September 2025.

3 U.S. Army Corps of Engineers New York District. *Hudson-Raritan Estuary Ecosystem Feasibility Study Draft Integrated Feasibility Report and Environmental Assessment Appendix F – Essential Fish Habitat.*

4 United States Fish and Wildlife Service. U.S. Fish & Wildlife Service. IPaC Information for Planning and Consultation. Available at: https://ipac.ecosphere.fws.gov/. Accessed January 2025.

As detailed in **Table 3-2**, based on field survey observations, suitable shoreline nesting and foraging habitats for Piping Plover (*Charadrius melodus*), Roseate Tern (*Sterna dougalii dougalii*), and Red Knot (*Calidris canutus rufa*) do not occur at or adjacent to the Development Site, and no NYNHP records for these species exist for the Development Site and its vicinity.

The NOAA Section 7 Mapper database includes federally listed marine species known to occur within a range extending along the Atlantic Coast of the United States from Massachusetts to Virginia. As such, Gravesend Bay and the adjoining waters of Lower New York Bay occur within this range. The Section 7 Mapper database report for Atlantic Coast range includes records for two whales (Atlantic Right Whale [*Eubalaena glacialis*], Fin Whale [*Balaenoptera physalus*]), four sea turtles (Green Sea Turtle [*Chelonia mydas*], Kemp's Ridly Sea Turtle [*Lepidochelys kempii*], Leatherback Sea Turtle [*Dermochelys coriacea*], Loggerhead Sea Turtle [*Caretta caretta*]), and the finfish Atlantic Sturgeon (*Acipenser oxyrinchus*) (**Appendix xx**). Though located within the known range of these species, there are no NYNHP records for these species within the impaired waters/habitat of Gravesend Bay located adjacent to the Development Site (**Appendix xx**).

New York State Endangered and Threatened wildlife species are listed in 6 NYCRR Part 182, which prohibits the taking, import, transport, possession, or selling of Endangered or Threatened species. Taking is further defined in the regulations to include actions that are expected to result in harm to species individuals, as well as any adverse impacts to habitats occupied by Endangered or Threatened species. Pursuant to 6 NYCRR Part 182.8, consultations with the NYSDEC are required for any action that might result in incidental take of Endangered or Threatened wildlife species.

New York State listed species records were assessed through review of the NYSDEC Environmental Resource Mapper and EAF Mapper databases, as well as site-specific correspondence for the Development Site from the NYNHP (**Appendix xx**). According to these resources, there are no records for New York State listed species for the Development Site or the adjacent waters of Gravesend Bay.

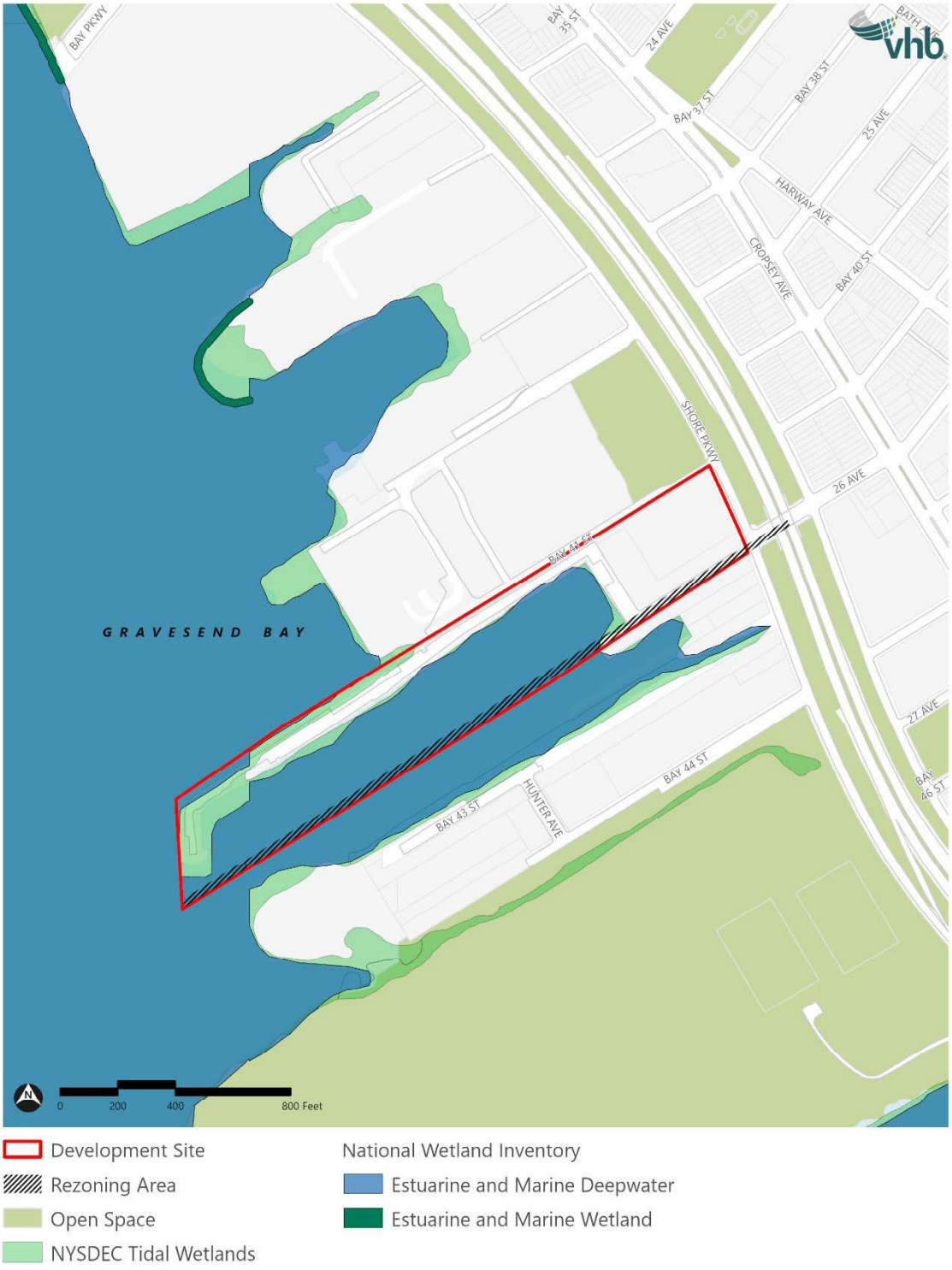
Wetlands and Surface Waters

Gravesend Bay is classified as an Estuarine Subtidal, Unconsolidated Bottom, Subtidal (E1UBL) water in the USFWS National Wetland Inventory (NWI) (**Figure 3-1**). The NWI are non-regulatory maps created by the USFWS to provide information to the public as to the extent and status of the Nation's wetlands, and to aid agency biologists and others in wetland conservation efforts.[5] The E1UBL designation describes the subtidal zone that is located seaward of mean low water and is therefore permanently inundated by water.

The tidal waters of Gravesend Bay are subject to United States Army Corps of Engineers (USACE) regulation under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. Permitting for regulated activities is administered by the USACE for various activities that occur seaward/below the spring high water elevation of regulated tidal waters. USACE permits are required for dredging, placement of fill, construction of docks, bulkheads, and other in-water structures, and other regulated uses. Pursuant to Section 401 of the Clean Water Act, applicants for USACE permitted discharges of fill to navigable waters in New York State must also obtain a Clean Water Act Section 401 Water Quality Certification from the NYSDEC.

[5] United States Fish and Wildlife Service. National Wetland Inventory Overview. Available at: http://www.fws.gov/wetlands/NWI/index.html. Accessed September 2025.

Figure 3-1 Wetlands Map



Gravesend Bay is mapped by the NYSDEC as Littoral Zone (LZ) tidal wetlands (**Figure 3-1**) which describe:

"*all lands under tidal waters which are not included in any other* [tidal wetland] *category, extending seaward from shore to a depth of six feet at mean low water.*"[6]

Mapped tidal wetlands are regulated by the NYSDEC pursuant to Environmental Conservation Law (ECL) Article 25 (Tidal Wetlands Act) and its implementing regulations (6 NYCRR Part 661). As set forth in Part 661, a tidal wetlands permit is required for most land uses and activities within mapped tidal wetlands and the tidal wetland adjacent area, which in the five boroughs of New York City extends up to 150 feet inland from the tidal wetland boundary. Part 661 includes certain exceptions that can limit the tidal wetland adjacent area to less than 150 feet, including the presence of certain shoreline structures, including bulkheads, that meet specific qualifications regarding their construction date, functionality, and size. In Jurisdictional Determination No. 2-6106-00337/00003, issued on April 4, 2022 for a prior development proposal at the Development Site where proposed improvements were limited to upland areas located landward of the bulkhead along Gravesend Bay, NYSDEC Region 2 staff determined that the bulkhead represents the limits of Article 25 jurisdiction. Therefore, upland areas at the Development Site located landward of the waterfront bulkhead are not subject to Article 25 jurisdiction or permitting (**Appendix xx**).

Mapped Coastal Erosion Hazard Areas (CEHAs) are regulated pursuant to ECL Article 34 and its implementing regulations (6 NYCRR Part 505). Regulated activities within CEHAs include construction of structures, grading, excavation, and other activities related to development. Based on review of the NYSDEC CEHA Map that includes Gravesned Bay (CEHA Brooklyn Map 3 of 8), the limits of the CEHA are seaward of the waterfront bulkhead at the Development Site (**Figure 3-2**). Accordingly, the Development Site is not located within a CEHA and therefore is not subject to Article 34 CEHA regulation.

[6] New York State Department of Environmental Conservation. Tidal Wetland Categories. Available at: https://www.dec.ny.gov/lands/5120.html Accessed September 2025.

Figure 3-2 Mapped Coastal Erosion Hazard Areas



Future No-Action Condition

In the future without the Proposed Action (No-Action condition), the Applicant would construct a distribution facility at the Development Site, on an as-of-right basis, that would be similar to the Proposed Development. The No-Action Development would total approximately 499,898 gsf and would be four stories in height (approximately 104 feet tall). In the No-Action condition, the Development Site would continue to function as a commercial/industrial property characterized by developed and unvegetated impervious surfaces and high levels of human presence and activity. Accordingly, the Development Site would remain largely insignificant from an ecological perspective.

Future With-Action Condition

Development Site

In the future with the Proposed Action, the Proposed Development would be constructed on the Development Site, resulting in a distribution facility totaling approximately 552,192 gsf and reaching four stories in height (approximately 104 feet). As detailed in **Existing Conditions**, the Development Site is currently composed of fully developed conditions consisting of unvegetated/impervious surfaces. As such, similar to existing conditions and the No-Action condition, the Development Site would continue to be characterized by fully developed, unvegetated/impervious surfaces in the future with the Proposed Action. As vegetated habitats, significant native plant occurrences, natural ecological communities, or significant wildlife habitat opportunities do not occur at the Development Site under existing conditions or the No-Action condition, the future with the Proposed Action does not represent a substantial incremental change from a natural resources perspective. Similar to the No-Action condition, the Development Site would continue to support unvegetated/impervious surfaces representative of the *ECNYS* Urban Structure Exterior, Paved Road/Path, Estuarine Riprap/Artificial Shore communities, which are designated as "*unranked cultural communities*" due to their artificial origin, disturbed/developed conditions, and wide distribution throughout New York State.

With respect to wildlife and rare/protected species, in the future with the Proposed Action, the Development Site would continue to support developed conditions and commercial/industrial site uses within a surrounding urban environment characterized by high levels of human activity and noise. Therefore, the Development Site would not provide significant habitat for wildlife beyond the limited assemblage of urban-adapted species that occur currently and are expected under the No-Action condition. Similarly, in both the future with the Proposed Action and the No-Action condition, the Development Site would not provide the habitat conditions necessary to support the three federally listed shorebird species known to occur regionally.

Based on the foregoing, as compared to the No-Action condition, no significant adverse effects to natural resources at the Development Site are anticipated in the future with the Proposed Action.

Gravesend Bay

In the future with the Proposed Action, the Proposed Development would be limited entirely to the Development Site, with no construction or other direct disturbance proposed within Gravesend Bay

or to the adjoining bulkhead along the Development Site waterfront. Therefore, no direct effects to the subtidal habitats of Gravesend Bay or its resident fauna would occur.

The primary concerns for potential indirect effects to natural resources resulting from the future with the Proposed Action are potential shadows impacts to the subtidal habitats of Gravesend Bay, and potential water quality impacts to the bay during construction. Regarding shadows, the *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) with a net height increase of 50 feet or more, or any height increase for a structure located adjacent or proximate to a sunlight-sensitive natural resource, including tidal waters. In the With-Action condition, the Proposed Development would not result in a net height increase between the No-Action and With-Action condition, as both developments would yield a new structure approximately 104 feet tall with similar massing on all but the southern-most 25 feet, 11-inches of the site. Therefore, pursuant to the *CEQR Technical Manual,* an analysis of shadow impacts is not warranted, as the Proposed Development would not result in an incremental increase in shadows to Gravesend Bay. Accordingly, indirect effects due to incremental shading of the subtidal habitats and resident fauna of Gravesend Bay would not occur.

Construction work during the expected 18-month construction period would be conducted under all required permits and approvals, including an approved Stormwater Pollution Prevention Plan (SWPPP) and a New York City Department of Environmental Protection (NYCDEP) Stormwater Construction Permit. Pursuant to the SWPPP and anticipated NYSDECP permit, stormwater discharge would be prevented from entering Gravesend Bay, and the SWPPP would include erosion and sedimentation prevention measures consistent with the New York Standards and Specifications for Erosion and Sediment Control (Blue Book). Accordingly, indirect effects to water quality in Gravesend Bay during construction would not occur.

From a federal regulatory perspective, as the project limits for the Proposed Development would occur landward of the existing waterfront bulkhead along Gravesend Bay, grading, placement of fill, construction of structures, or other regulated activities would not occur seaward/below the spring high water elevation of Gravesend Bay. Accordingly, the Proposed Development would be located beyond federal Section 404 Clean Water Act and Section 10 Rivers and Harbors Act jurisdiction, and USACE permitting under these regulatory programs would not be required.

Regarding New York State wetland jurisdiction, based on NYSDEC Jurisdictional Determination No. 2-6106-00337/00003, issued on April 4, 2022, upland areas located landward of the waterfront bulkhead at the Development Site are beyond Article 25 Tidal Wetlands Act jurisdiction. Accordingly, as improvements or other disturbances are not proposed for areas seaward of the bulkhead, an NYSDEC Tidal Wetlands Permit would not be required for the Proposed Development. Similarly, as the limits of the CEHA associated with Gravesend Bay are located seaward of the waterfront bulkhead, the Development Site is not located within the CEHA. Therefore, the Proposed Development is not subject to Article 34 CEHA regulation or permitting by the NYSDEC.

Conclusions

Based on the existing conditions and impact analyses presented in this assessment, the Development Site is an active commercial/industrial property consisting of unvegetated impervious surfaces that are not significant sources of vegetation, wildlife habitat, or habitat for rare/protected species. As such, the Development Site is largely insignificant from an ecological perspective. Habitat conditions

within the adjacent waters and shorelines of Gravesend Bay have been impacted by urban and industrial development, shipping, stormwater runoff, sewage effluents, and industrial point sources.

Both the No-Action condition and the future with the Proposed Action would result in the construction of similar, four-story distribution facilities at the Development Site that would be limited to areas landward of the waterfront bulkhead. Therefore, in both the No-Action and With-Action conditions, the Development Site would continue to function as an active commercial/industrial property characterized by developed and unvegetated impervious surfaces and high levels of human presence and activity, with no direct effects to existing habitats and fauna within Gravesend Bay. Given the similar development programs for the No-Action and With-Action conditions, potential incremental impacts to Gravesend Bay due to shadows would not occur, and construction-related water quality impacts would be avoided through adherence to an approved SWPPP and NYCDEP Stormwater Construction Permit.

Based on the foregoing, the Proposed Action would not result in direct or indirect significant adverse natural resource impacts.

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4

Hazardous Materials

This section assesses whether a 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.

Introduction

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls (PCBs), and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive or toxic).

According to the *CEQR Technical Manual*, the potential for significant adverse impacts from hazardous materials can occur when:

- Hazardous materials exist on a site, and an action would increase pathways to their exposure; or
- An action would introduce new activities or processes using hazardous materials.

As indicated in the *CEQR Technical Manual*, the hazardous materials (E)-Designation is an institutional control that may be placed on a site to establish a hazardous materials review and approval framework. It provides a mechanism to ensure that testing for and remediation of hazardous materials, if necessary, would be completed prior to future development of an affected site, thereby eliminating the potential for a hazardous materials impact. (E)-Designated parcels are administered under the authority of the New York City Mayor's Office of Environmental Remediation (OER).

This section presents the findings of the hazardous materials assessment and identifies potential issues of concern with respect to workers, the community, and/or the environment during construction and after implementation of the Proposed Development.

Methodology

The potential for hazardous materials was evaluated based on the following documents:

- Phase I Environmental Site Assessment (ESA), dated July 16, 2021, prepared by Roux Environmental Engineering and Geology, D.P.C. (Roux).
- Phase II ESA, dated February 11, 2022, prepared by Roux.

The Phase I ESA was prepared on July 16, 2021, in accordance with ASTM E1527-13, including the "All Appropriate Inquiry" requirement, as amended in the Federal Register on December 30, 2013. The United States Environmental Protection Agency (EPA) "All Appropriate Inquiry" requirement establishes standards for investigating previous ownership, uses, and environmental conditions of a property for the purpose of qualifying for landowner liability protections under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The Phase II ESA was prepared on February 11, 2022, in general accordance with standard environmental practice for subsurface investigations and relevant ASTM guidance.

As described in **Part I: Project Description**, the Proposed Actions would rezone the 25-foot 11-inch wide R4 and C3 portions of the Development Site (approximately 27,821 square feet [sf]) to M1-1 (the Rezoning Area).

Preliminary Assessment

Existing Conditions

The Development Site (Block 6943, Lots 130, 162, 163, 242, and 427) is currently occupied by a car tow pound, a building materials supplier business, and a marina. There are two existing buildings on the Development Site. Lot 163 is improved with an approximately 9,500-gross square foot (gsf) building used by a building materials supplier business and Lot 162 is improved with an approximately 7,400-gsf building that is related to a car tow pound that operates on the site. The remainder of the Development Site is occupied by the Marine Basin Marina, which extends into Gravesend Bay on a thin strip of land.

Phase I Environmental Site Assessment

The Phase I ESA was completed for the Development Site and includes analyses as specified in ASTM E1527-13. The goal of the Phase I ESA process is to identify Recognized Environmental Conditions (RECs). RECs indicate the presence or likely presence of hazardous substances or petroleum products under conditions suggesting an existing, past, or potential release to soil, groundwater, or structures.

Per the ASTM standard, the Phase I ESA reviewed current and historic Sanborn Fire Insurance Maps and aerial photographs; state and federal environmental regulatory databases; and local environmental records. It also included reconnaissance of the Development Site and surrounding neighborhood and observation of surrounding properties. The following RECs were identified in the Phase I ESA:

- The site reconnaissance indicated a portion of the Development Site was occupied by a tow yard, with an active tow-truck maintenance and repair building. According to previous environmental investigations, a 550-gallon underground storage tank (UST) containing waste oil was removed

from the area outside of the auto repair shop. Heavy petroleum staining was identified on the asphalt pavement at the base of two unlabeled 55-gallon drums associated with the auto repair shop, and several other unmaintained chemical storage areas were observed throughout the Development Site. The concrete floor within the area of lifts inside the auto repair shop was also observed to be stained. Operations related to the auto repair involve the handling, transfer, and storage of various compounds, the release of which may impact the environmental quality of the Development Site.

- Former industrial maritime operations at the Development Site included battery repair, equipment repair and storage, electrical work, plating, boat equipment storage and repair, carpentry, welding, painting and priming, and vehicle maintenance and repair. The marina provided fuel to boats and operated as Marine Basin Marina Fuel Dock. The Development Site is listed in the UST database with fifteen closed-in place/removed USTs. In addition, one unregistered UST was removed during closure activities associated with a closed release (New York State Department of Environmental Conservation [NYSDEC] Spill #9309751). The Development Site is also listed as a former Resource Conservation & Recovery Act Very Small Quantity Generator for corrosive wastes, lead, and benzene and tetrachloroethylene. These former operations may have resulted in undocumented releases from the handling, transfer and storage of petroleum products, chemicals, and wastes, and also documented petroleum spills from USTs.
- The northern adjoining parcel used by the New York City Department of Sanitation has historically been used as an incineration plant, marine waste transfer station and most recently as a garage for fleet maintenance and repair. Garage, incinerator, and transfer station uses on the northern adjoining property may have resulted in spills or releases of petroleum products, chemicals, solvents, or other hazardous substances which may have adversely impacted on the environmental quality of the Development Site.
- Based upon the historical uses identified for the Development Site and surrounding sites located north and upgradient, releases from these historical uses may have impacted the environmental quality of the Development Site. There is potential for migration of volatile chemicals through soil vapor onto the Development Site, which is considered a REC.

A Historical Recognized Environmental Condition (HREC) was also identified for the Development Site:

- The Development Site has historically been associated with NYSDEC Spill Numbers 9102439, 9107757, 9309751, 9314831, 9614327, 9711057, and 1402657. As of the date of this report, all NY Spill listings have been cleaned up to the satisfaction of the NYSDEC and are closed with no further remedial action required, however no confirmatory data was available for review by Roux during preparation of the Phase I.

No Controlled RECs were identified for the Development Site.

The following Business Environmental Risks (BERs) were noted:

- Presence of historic fill material to a depth of approximately 8 feet. Previous environmental investigations completed at the Site showed elevated concentration of contaminants such as polycyclic aromatic hydrocarbons (PAHs) and metals in soil.
- Presence of Stormwater Drywells. Heavy petroleum staining was visible in the parking lot of the tow yard from active operations and vehicle storage.
- Suspect presence of hazardous building materials due to the age of the building. Visible mold was observed in the former Verizon office buildings.

› Active sanitary waste system connected to the office building at the marina that may be impacted from historical releases of hazardous substances and/or petroleum products from historical operations.

Phase II Environmental Site Assessment

A Phase II ESA was completed by Roux to further characterize subsurface conditions at the Development Site and to evaluate the RECs identified in the Phase I ESA. The Phase II ESA field program was conducted in two mobilizations between August 26, 2021, and October 22, 2021. The investigation included a geophysical survey, subsurface soil sampling, groundwater sampling from newly installed monitoring wells in the upland portion of the property (Block 6943, Lots 162, 163, and a portion of 130), and soil vapor sampling at select upland locations.

Prior to intrusive work, a geophysical survey using ground penetrating radar and electromagnetic pipe locating was performed across accessible areas of the Site to identify subsurface utilities and potential underground storage tanks or other buried structures. The survey identified utilities but did not identify anomalies consistent with unknown tanks or structures.

Subsurface soil conditions were characterized by the advancement of 35 soil borings to depths generally extending to approximately 15 feet below land surface (ft bls) or to the water table. Fill material consisting of sand, silt, gravel, brick, wood, asphalt, and concrete was observed to a maximum depth of approximately 15 feet across the Site, underlain by fine- to coarse-grained sand with some silt and intermittent clay lenses. A total of 56 soil samples were collected for laboratory analysis, including shallow soil (0–2 ft bls) and deeper intervals selected based on visual and olfactory evidence of impact (staining, odors) and/or elevated photoionization detector (PID) readings. Soil samples were analyzed for volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), PCBs, pesticides, per- and polyfluoroalkyl substances (PFAS), and Target Analyte List (TAL) metals. Analytical results were compared to NYSDEC 6 NYCRR Part 375 Commercial and Industrial Soil Cleanup Objectives (CSCOs and ISCOs).

No VOCs were detected in soil at concentrations exceeding CSCOs or ISCOs. Exceedances of CSCOs and/or ISCOs were identified for several SVOCs (including benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenz(a,h)anthracene, and indeno(1,2,3-c,d)pyrene), primarily in fill and shallow subsurface soils. Elevated concentrations of metals, including arsenic, barium, copper, lead, and mercury, were also detected above CSCOs and, in some cases, ISCOs. These impacts are consistent with historic fill and former industrial/marine and vehicle-related operations and represent a potential exposure concern during intrusive work and redevelopment. PCBs, pesticides, and PFAS in soil were detected at concentrations below applicable CSCOs and ISCOs.

To evaluate groundwater quality, seven permanent monitoring wells were installed in upland boring locations. Depth to groundwater ranged from approximately 4 to 12 ft bls, with shallower groundwater observed in the western portion of the Site adjacent to the marina. Groundwater samples were analyzed for VOCs, SVOCs, total and dissolved TAL metals, PCBs, pesticides, and PFAS, and results were compared to NYSDEC Ambient Water Quality Standards and Guidance Values (AWQSGVs). VOCs and SVOCs were detected but not at concentrations exceeding AWQSGVs. Exceedances of AWQSGVs were identified for several total and dissolved metals (including iron, magnesium, manganese, and sodium) and for PFOS and PFOA in multiple wells. These groundwater impacts are typical of historically industrial shoreline settings and represent a potential concern for management of groundwater encountered during construction activities, but do not pose a potable

water concern because the Development Site is served by municipal water and groundwater is not used as a drinking water source. No free-phase product was observed in any well.

Soil vapor conditions were evaluated at seven locations within the upland portion of the Site. Soil vapor points were installed approximately one foot above the water table, and samples were collected and analyzed for VOCs and methane. Petroleum-related VOCs (including benzene, toluene, ethylbenzene, and xylenes) and chlorinated VOCs (CVOCs) were detected at all sampled locations. The highest concentrations of select CVOCs on the New York State Department of Health (NYSDOH) soil vapor intrusion matrices (e.g., tetrachloroethene [PCE], trichloroethene [TCE], carbon tetrachloride, cis-1,2-dichloroethene, 1,1,1-trichloroethane, and methylene chloride) were observed at three upland locations. Methane was detected in one location at 2.1 percent.

Overall, the Phase II ESA confirms that historic fill and former industrial, marine, and vehicle maintenance operations have impacted soil, groundwater, and soil vapor quality at the Development Site.

Future No-Action Condition

In the No-Action condition, the Applicant would develop a distribution facility similar to the Proposed Development on the M1-1 portion Lots 162 and 163 of the Development Site on an as-of-right basis. The No-Action Development would rise to four stories (approximately 104 feet tall) and total approximately 499,898 gsf including warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 238,000 gsf. The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity.

Under the No-Action condition, the subsurface conditions identified in the Phase II ESA would remain. Any as-of-right development on the M1-1 portion of the Development Site would be required to manage contaminated soil, groundwater, and vapor in accordance with applicable federal, state, and local regulatory requirements (including worker protection standards, waste handling and disposal regulations, and any reporting and cleanup obligations under state spill and petroleum/hazardous substance programs). These requirements and controls would be expected to protect construction workers, future occupants, and the surrounding community from significant adverse effects related to hazardous materials under the No-Action condition.

Future With-Action Condition

In the future With-Action condition, the Proposed Development would be constructed on Lots 162 and 163 within the Development Site. The Proposed Development is a distribution facility totaling approximately 552,192 gsf with a height of approximately 104 feet (four stories). The warehouse and distribution space would total approximately 262,000 gsf. The With-Action condition would allow for a larger building footprint with improved site design, access, and circulation compared to the No-Action condition. The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity.

To address concerns relating to hazardous materials at the Development Site, a Phase II ESA has already been completed, which characterized soil, groundwater, and soil vapor conditions and confirmed the presence of historic fill with elevated SVOCs and metals in soil, elevated metals and PFAS in groundwater, and VOCs in soil vapor. These conditions are typical of historically industrial

shoreline properties and represent potential exposure concerns primarily during intrusive activities and in connection with future building occupancy if not properly managed.

Any additional subsurface investigation required in connection with final design of the Proposed Development would be conducted under the oversight of OER and, as applicable, NYSDEC. Subsurface contaminants documented in the Phase II ESA, as well as any additional impacts identified through supplemental investigation, would be addressed through the development and implementation of an OER-approved Remedial Action Work Plan (RAWP) and Construction Health and Safety Plan (CHASP). These measures would mitigate potential risk and exposure relating to the presence of hazardous materials in the subsurface by implementing appropriate institutional and/or engineering controls (e.g., soil management and cover systems, vapor barriers and/or sub-slab depressurization systems, and groundwater management practices) as necessary.

(E)-Designation

The Development Site is currently occupied by several active businesses, including a car tow pound, a building materials supplier, and a marina. A Phase II ESA has already been completed to characterize current environmental conditions at the Development Site, including soil, groundwater, and soil vapor. The Phase II ESA confirmed the presence of historic fill with elevated SVOCs and metals in soil, elevated metals and PFAS in groundwater, and VOCs in soil vapor. To ensure that these conditions are properly addressed in connection with future development and any necessary supplemental investigation and remediation, the Proposed Action would include an (E)-Designation for hazardous materials (E-XXX), which would be applied to the Development Site (Brooklyn Block 6943, Lots 130, 162, 163, 242, and 427). Applying an (E)-Designation for hazardous materials provides a mechanism for regulatory oversight for future remedial action as a post-demolition and/or pre-construction/renovation requirement that would reduce or eliminate the potential for future risk or exposure as it relates to hazardous materials and the conditions identified in the Phase I and Phase II ESAs. Compliance in association with the hazardous materials (E)-Designation on the Development Site would be conducted under the administration of OER. Although a Phase II ESA has already been completed, OER may require additional sampling to satisfy E-Designation compliance requirements.

The applicable text for the (E)-Designation to be applied to Brooklyn Block 6943, Lots 130, 162, 163, 242, and 427 would be as follows:

Task 1: Sampling Protocol

Prior to construction, the Applicant submits to OER, for review and approval, a supplemental subsurface investigation protocol (building upon the completed Phase II ESA), including a description of methods and a site map with all proposed sampling locations clearly and precisely represented.

No sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum-based contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2: Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from the test results, a proposed Remedial Action Work Plan (RAWP) must be submitted to OER for review and approval. The Applicant must complete such remediation as determined necessary by OER in accordance with the approved RAWP. The Applicant should then provide proper documentation that remedial action has been satisfactorily completed.

An OER-approved construction-related Health and Safety Plan (CHASP) would be implemented during excavation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.

Conclusion

The Phase I ESA identified RECs associated with historic and current uses of the Development Site, including former industrial maritime operations, historic underground storage tanks and associated petroleum spills, current auto repair/tow yard operations, and potential off-site sources at the adjoining New York City Department of Sanitation facility.

The subsequent Phase II ESA identified impacted soil, groundwater, and soil vapor at the Development Site. Specifically, the Phase II ESA documented exceedances of NYSDEC CSCOs and ISCOs for SVOCs and metals in soil; exceedances of AWQSGVs for several metals and PFAS in groundwater; and the presence of petroleum-related and CVOCs, as well as methane, in soil vapor. These conditions are typical of historically industrial shoreline properties and represent potential exposure concerns primarily during intrusive activities and in connection with future building occupancy if not properly managed.

Potential impacts relating to these conditions would be addressed through the placement of a hazardous materials (E)-Designation (E-XXX) on the Development Site (Brooklyn Block 6943, Lots 130, 162, 163, 242, and 427). Compliance with the (E)-Designation would require OER review and approval of any supplemental subsurface investigation, a RAWP, and a CHASP prior to construction, and implementation of any necessary institutional and/or engineering controls (such as soil management and cover systems, groundwater management, and vapor mitigation measures). These measures would protect construction workers, future occupants, and the surrounding community from significant adverse effects of hazardous materials during construction and operation of the Proposed Development.

In addition to the above, regulatory requirements pertaining to building materials containing asbestos-containing material (ACM), lead-based paint (LBP), and/or PCBs would be addressed under standard demolition/renovation procedures, in accordance with all applicable federal, state, and local regulations. With these measures, no significant adverse impacts related to hazardous materials are anticipated.

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Transportation

This chapter assesses the potential for the Proposed Action to result in significant adverse impacts on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users, and motorists), and on- and off-street parking.

Introduction

As discussed in **Part I: Project Description**, the Development Site is located at 1900 Shore Parkway in the Gravesend neighborhood of Brooklyn (see **Figure 5-1**). The Proposed Action would facilitate the development of a last mile distribution facility totaling approximately 552,192 gross square feet (gsf). The Proposed Development would include active use of the distribution facility on the first and second floors, trailer storage/parking space on the third floor, and van storage/parking on the fourth floor. The active distribution facility space would total approximately 262,000 gsf. Access would be via existing curb cuts on Shore Parkway at 26th Avenue, and Bay 41st Street. The Proposed Development would also include 11 loading dock berths. Absent the Proposed Development (the No-Action condition), a similar last mile distribution facility would be developed totaling 449,898 gsf, of which 238,000 gsf would be active distribution facility space. Similar to the Proposed Development, the No-Action development would also include 11 loading dock berths.

Table 5-1 summarizes the increment for analysis under both No-Action and With-Action conditions. As a large portion of the total gross square footage of the No-Action development and the Proposed Development is made up of ramps and circulation space, the technical analyses evaluate the increment between the No-Action and With-Action active distribution facility space. As shown in the table, the Proposed Action would result in an increase of 24,000 gsf of active distribution facility space.

Figure 5-1 Project Location



Table 5-1 Development Increment for Analysis

Use	No-Action Condition	With-Action Condition	Increment for Analysis
Last-Mile Facility	238,000 gsf	262,000 gsf	+ 24,000 gsf
Loading Berths	11 docks	11 docks	11[1]

[1]In order to project the number of delivery vehicles at the Development Site, 11 loading dock berths were assumed in the increment for analysis.

Methodology

According to *CEQR Technical Manual* procedures for a transportation analysis, a two-tiered screening process is to be undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the volume of peak hour person and vehicle trips generated by the Proposed Development would remain below the minimum thresholds for further study.

These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

If the Proposed Action results in increments that would exceed any of these thresholds, a Level 2 (Trip Assignment) screening assessment is typically performed. Under this assessment, project-generated trips that exceed Level 1 thresholds are assigned to and from the Development Site through their respective networks (streets, bus and subway lines, sidewalks, etc.) based on expected origin-destination patterns and travel routes.

Level 1 (Trip Generation) Screening Assessment

The travel demand factors used to calculate the projected number of trips were obtained primarily from the American Community Survey (ACS) 2012 - 2016 reverse journey to work for Brooklyn Census Tracts 304, 306, 308, and 314 and data provided by the New York City Department of Transportation (NYCDOT) for last-mile facility and fulfillment centers. **Table 5-2** provides the travel demand assumptions used for the weekday AM, midday, and PM and Saturday peak hours.

Last-Mile Facility

For the last-mile facility use, trip generation rates of 5.52 daily person trips per 1,000 sf for weekday and 4.13 daily person trips per 1,000 sf for Saturday, were obtained from data provided by NYCDOT for a last-mile facility. Temporal distributions of 11.0 percent, 5.0 percent, 10.0 percent, and 12.0 percent for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, were obtained from data provided by NYCDOT for a fulfillment center use. The weekday AM, midday, PM, and Saturday peak hour modal splits of 57.9 percent by auto, 1.6 percent by taxi, 9.9 percent by bus, 21.3 percent by subway, 1.0 percent by rail, 7.9 percent by walk and 0.4 percent by bike, and a vehicle and taxi occupancy rate of 1.07 persons per auto and taxi were obtained from ACS 2012 - 2016 reverse journey to work for Brooklyn Census Tracts 304, 306, 308, and 314. Directional distributions

(45 percent "in" for the weekday AM peak hour, 54 percent "in" for the weekday midday peak hour, 61 percent "in" for the weekday PM peak hour, and 43 percent "in" for the Saturday peak hour) were obtained from data provided by NYCDOT for the fulfillment center use.

For last-mile facility truck delivery trips, trip generation rates of 0.54 and 0.42 daily delivery trips per 1,000 sf for the weekday and Saturday, respectively, were obtained from data provided by NYCDOT for the last-mile facility use. Temporal distributions of 10.0 percent, 3.0 percent, 10.0 percent, and 9.0 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, and directional distributions of 2.0 percent "in", 10.0 percent "in", 87.0 percent "in", and 57.0 percent "in", for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from data provided by NYCDOT for the fulfillment center.

For last-mile facility light goods delivery trips, trip generation rates of 2.28 and 1.85 daily delivery trips per 1,000 sf for the weekday and Saturday, respectively, were obtained from data provided by NYCDOT for the last-mile facility use. Temporal and directional distributions for light goods delivery trips are consistent with those for truck delivery trips, and were obtained from data provided by NYCDOT for the fulfillment center.

Table 5-2 Travel Demand Characteristics

Rates	Last-Mile Facility
Person Trip Gen Rate (Weekday/ Saturday)	5.52/4.13[1] *per 1,000 sf*
Linked Trip Credit	0%
Temporal Distribution	
Weekday AM Peak Hour	11.0%[2]
Weekday Midday Peak Hour	5.0%[2]
Weekday PM Peak Hour	10.0%[2]
Saturday Peak Hour	12.0%[2]
Modal Split (All Periods)	
Auto	57.9%[3]
Taxi	1.6%[3]
Bus	9.9%[3]
Subway	21.3%[3]
Rail	1.0%[3]
Walk	7.9%[3]
Bike	0.4%[3]
Vehicle Occupancy (All Periods)	
Auto	1.07[3]
Taxi	1.07[3]
Directional Split (In/Out)	
Weekday AM Peak Hour	45%/55%[2]
Weekday Midday Peak Hour	54%/46%[2]
Weekday PM Peak Hour	61%/39%[2]
Saturday Peak Hour	43%/57%[2]
Truck Trip Gen (Weekday/ Saturday)	0.54/0.42[1] *per 1,000 sf*
Light Goods Trip Gen (Weekday/ Saturday)	*2.28/1.85*[1] *per 1,000 sf*
Truck/Light Goods Temporal Distribution	
Weekday AM Peak Hour	10.0%[2]
Weekday Midday Peak Hour	3.0%[2]
Weekday PM Peak Hour	10.0%[2]
Saturday Peak Hour	9.0%[2]
Truck/Light Goods Directional Split (In/Out)	
Weekday AM Peak Hour	2%/98%[2]
Weekday Midday Peak Hour	10%/90%[2]
Weekday PM Peak Hour	87%/13%[2]
Saturday Peak Hour	57%/43%[2]

Source:

[1] Data provided by NYCDOT for last-mile facility

[2] Data provided by NYCDOT for fulfillment center

[2] ACS 2012 - 2016 reverse journey to work for Brooklyn Census Tracts 304, 306, 308, and 314

Level 1 Screening Results

Transit and Pedestrians

The total number of person trips generated by the Proposed Development compared to the No-Action development are provided in **Table 5-3**. Subway, bus, and rail trips would not exceed the Level 1 screening thresholds and further analyses would not be needed for these modes. Total pedestrian trips (including transit and walk trips), would also not exceed the Level 1 screening (trip generation) thresholds and would not require further analysis.

Table 5-3 Trip Generation Summary – Person Trips

	Weekday AM			Weekday Midday			Weekday PM			Saturday		
Mode	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Auto	4	5	9	2	2	4	5	3	8	3	4	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0
Bus	1	1	2	0	0	0	1	1	2	1	1	2
Subway	1	2	3	1	1	2	2	1	3	1	1	2
Rail	1	1	2	0	0	0	1	0	1	0	1	1
Walk	0	0	0	0	0	0	0	0	0	0	0	0
Bike	0	0	0	0	0	0	0	0	0	0	0	0
Total	**7**	**9**	**16**	**3**	**3**	**6**	**9**	**5**	**14**	**5**	**7**	**12**

Traffic and Parking

Table 5-4 summarizes the total peak hour vehicular volumes ("ins" plus "outs") expected to be generated by the Proposed Development compared to the No-Action development. The Proposed Development would result in an hourly trip increment of 15 vehicles per hour (vph) during the weekday AM peak hour, five vph during the weekday midday peak hour, 15 vph during the weekday PM peak hour, and 12 vph during the Saturday peak hour. As the volume of vehicle trips generated by the Proposed Development does not exceed the 50-vehicle trip threshold, a Level 2 Screening assessment (trip assignment) is not required, and a detailed traffic analysis is not needed.

Table 5-4 Trip Generation Summary – Vehicle Trips

	Weekday AM			Weekday Midday			Weekday PM			Saturday		
Mode	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Auto	4	5	9	2	2	4	5	3	8	3	4	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	1	1	0	0	0	1	0	1	1	0	1
Light Goods	0	5	5	0	1	1	5	1	6	2	2	4
Total	**4**	**11**	**15**	**2**	**3**	**5**	**11**	**4**	**15**	**6**	**6**	**12**

Conclusion

The projected number of incremental traffic, transit, and pedestrian trips generated by the Proposed Action would not exceed the transportation screening thresholds cited in the *CEQR Technical Manual*. Therefore, the Proposed Action would not result in significant adverse transportation impacts and further analysis is not warranted.

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Effects on Disadvantaged Communities

This chapter assesses the potential for the Proposed Action to cause or increase a disproportionate pollution burden on disadvantaged communities.

Introduction

Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that future environmental reviews include a statement of the effects of proposed actions on disadvantaged communities (DAC), including whether the action may cause or increase a disproportionate pollution burden. The *2025 CEQR Technical Manual* does not provide guidance regarding the scope of this analysis. On January 29, 2025, the New York State Department of Environmental Conservation (NYSDEC) proposed a rule that provides additional considerations regarding this new statutory provision in the context of environmental reviews.[1] This assessment of effects on disadvantaged communities considers the impacts identified using the *CEQR Technical Manual* and uses the framework of draft State Environmental Quality Review (SEQR) guidance issued by NYSDEC, as described in detail below.

As discussed in **Part I: Project Description**, the Applicant is seeking a zoning map amendment (the Proposed Action) to facilitate the development of a last mile distribution facility at 1900 Shore Parkway (Brooklyn Block 6943, Lots 130, 162, 163, 242, and 427; the Development Site) in the Gravesend neighborhood of Brooklyn, Community District 11. The Proposed Action would rezone the 25-foot 11-inch wide R4 and C3 portions of the Development Site (p/o Lots 163, 242, and 427 totaling approximately 27,821 sf) to M1-1 (the Rezoning Area).

The Proposed Development is a new four-story (approximately 104-foot-tall) building programmed with a last mile distribution facility. The proposed building would total approximately 552,192 gross square feet (gsf) (the Proposed Development). The Proposed Development would include

[1] State Environmental Quality Review Act (SEQR) Regulatory Revisions - NYSDEC

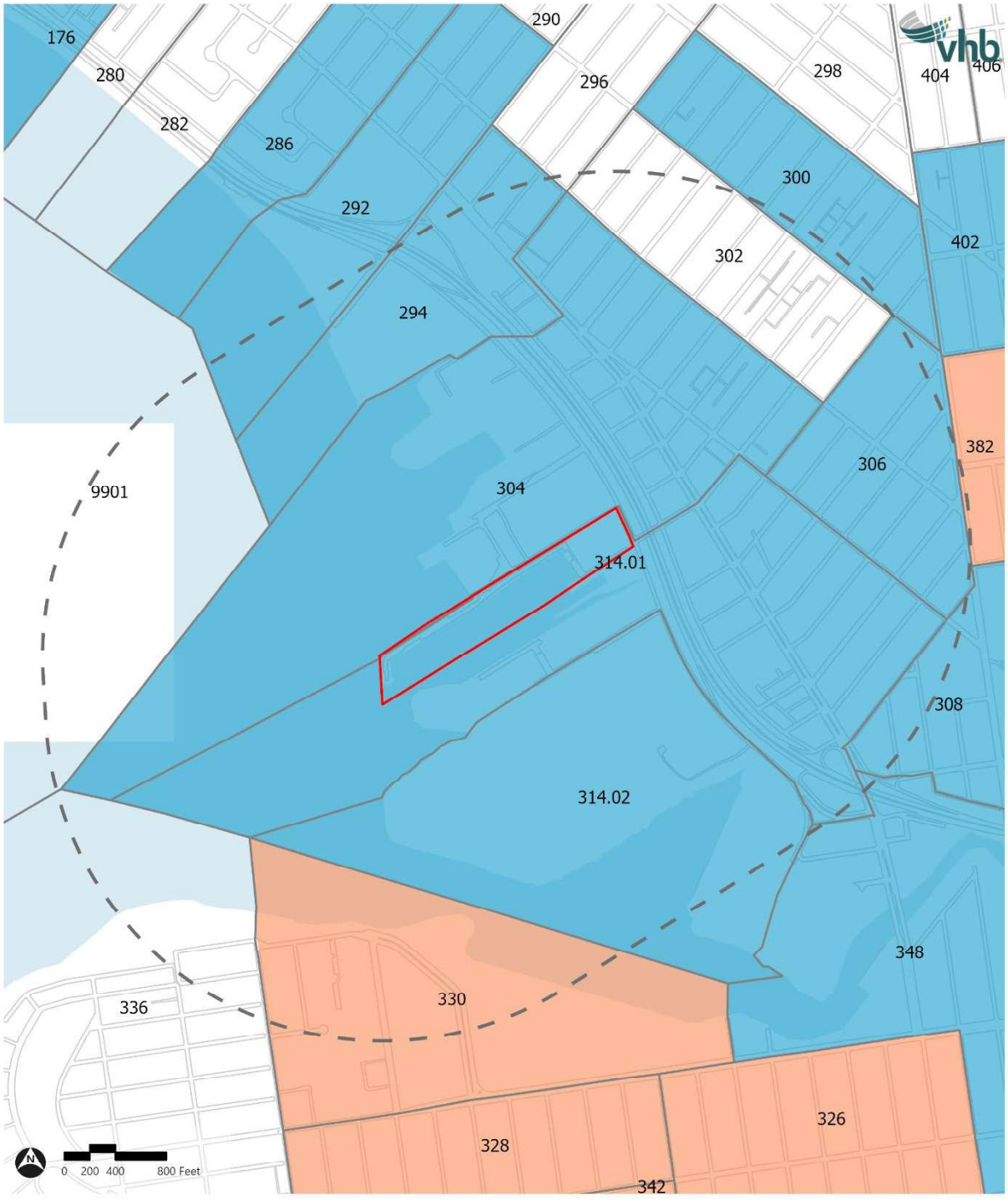
warehouse/distribution space, trailer storage/parking space, and van storage/parking. The warehouse and distribution space would total approximately 262,000 gsf. Access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

DACs in New York State were identified based on criteria adopted in 2023 by the Climate Justice Working Group (CJWG), a group composed of representatives from State agencies and environmental justice groups across the state. The CJWG used 45 indicators to identify 35 percent of Census Tracts within New York State as DACs. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community or population characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change.[2] As shown in **Figure 6-1** the Development Site is located within a DAC identified as having comparatively lower burdens and vulnerabilities—Census Tract 314.01.[3]

[2] NYSDEC (2025), https://climate.ny.gov/resources/disadvantaged-communities-criteria/

[3] The Disadvantaged Community Assessment Tool (DACAT) identifies DACs as having either 1) comparatively higher existing burdens or vulnerabilities and therefore an increased likelihood that a proposed action may have a moderate to large impact on the DAC, or 2) having comparatively lower existing burdens or vulnerabilities and therefore a decreased likelihood that a proposed action may have a moderate or large impact on the DAC. The methodology used by NYSDEC to delineate these categories is provided here: https://es.dec.ny.gov/sites/default/files/2025-01/part617risdactoolappa.pdf

Figure 6-1 Disadvantaged Communities Study Area



Disadvantaged Communities Assessment

Impact Summary

The foregoing sections of the EAS found that the Proposed Actions would not result in significant adverse impacts in any of the CEQR technical areas. Descriptions of the Proposed Action's potential effects with respect to pollution, including new noise sources or expansions/modification of existing noise sources; emissions of air pollutants including mobile emissions; wastewater discharges; generation of odors; light pollution; new or modified radiation sources; new or modified sources of solid waste generation, management, or disposal are provided below. This assessment also considers the potential for any combination of moderate effects that would, together, result in an impact.

Hazardous Materials

As discussed in **Section 4, Hazardous Materials**, the Proposed Action would include the placement of an (E)-Designation for hazardous materials (E-###) on the Development Site. Applying an (E)-Designation provides a mechanism for regulatory oversight by OER as a pre-construction requirement that would reduce or eliminate the potential for future risk or exposure as it relates to hazardous materials to the maximum extent practicable. The implementation of the preventative and remedial measures required under the (E)-Designation would avoid the potential for significant adverse hazardous materials impacts to the subsurface due to the Proposed Action through the development and implementation of an OER-approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) for the Development Site. Therefore, the Proposed Action would not result in a pollution burden related to hazardous materials.

Transportation

As discussed in **Section 5, Transportation**, the projected number of incremental traffic, transit, and pedestrian trips generated by the Proposed Action would not exceed the transportation screening thresholds cited in the *CEQR Technical Manual*. Therefore, the Proposed Action would not result in a pollution burden related to increased traffic (including with respect to mobile-source noise or air quality).

Noise

As discussed in **Part II: Supplemental Analyses**, the Proposed Action would not introduce any sensitive receptors, nor would it introduce a new stationary or mobile noise source and as such, noise analyses are not warranted. Therefore, the Proposed Actions would not result in a pollution burden related to noise.

Air Quality

As discussed in **Part II: Supplemental Analyses**, the Proposed Action would not warrant analysis of mobile source air quality. The Proposed Action would not introduce sensitive receptors and would not be located within proximity to existing sensitive receptors. Therefore, per *CEQR Technical Manual* guidance, analysis of stationary sources is not warranted. As such, the Proposed Action would not result in a pollution burden related to air quality.

Wastewater

As discussed in **Part II: Supplemental Analyses**, the Proposed Development would not meet the relevant development thresholds indicating that analysis of water and sewer infrastructure is not warranted, per the *CEQR Technical Manual,* and it is anticipated that the City sewer system would have ample capacity to handle any additional wastewater generated by the Proposed Development. Therefore, the Proposed Action would not result in a pollution burden related to wastewater.

Solid Waste and Sanitation

As discussed in **Part II: Supplemental Analyses**, the Proposed Development would not meet the relevant development thresholds that warrant an analysis of solid waste and sanitation services, per *CEQR Technical Manual* guidance*,* and it is anticipated that existing City sanitation services would have ample capacity to handle any additional solid waste generated by the Proposed Development.

Cumulative Effects

As the Proposed Action would not result in significant adverse impacts to any of the above-referenced technical areas, it is not expected that a combination of moderate effects from multiple technical areas would result.

Conclusion

The Proposed Action would not result in significant adverse impacts in any of the technical areas analyzed in this EAS. The Proposed Actions would not result in negative effects with respect to pollution related to any of the areas as discussed above. Furthermore, the Proposed Development does not have the potential to result in any combination of moderate effects that would, together, result in an impact to DACs. As such, the Proposed Action would not result in a disproportionate pollution burden on DACs with respect to any of the assessed technical areas, including cumulative effects from multiple technical areas.

Appendix A: Waterfront Revitalization Program Consistency Assessment

WRP Consistency Assessment

The New York City Waterfront Revitalization Program (WRP) establishes the City's policies and objectives for maximizing benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. The Development Site is located within the City's Coastal Zone (**Figure A-1**). Therefore, the Proposed Action is subject to the policies of New York City's Waterfront Revitalization Program (WRP).

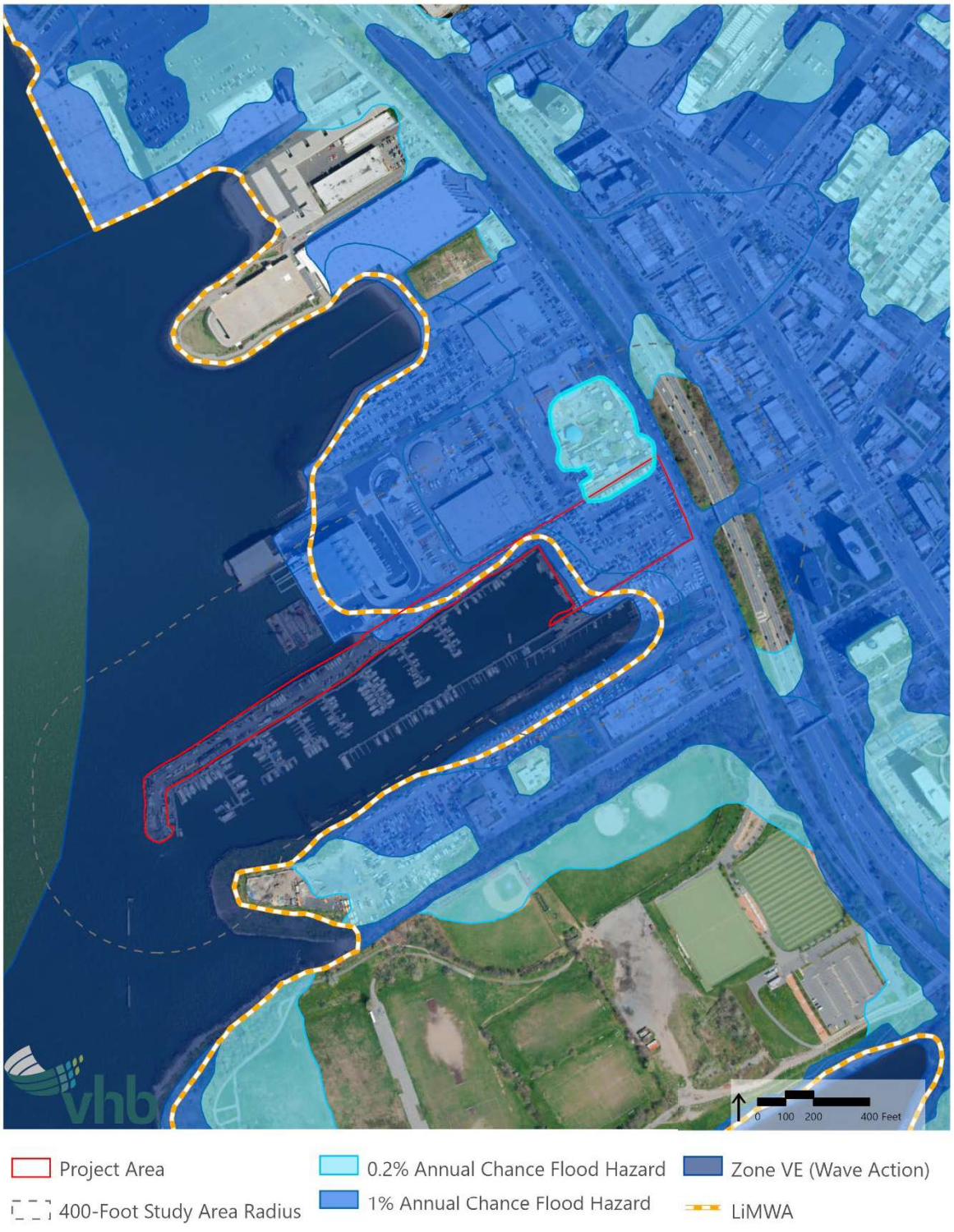
The WRP Consistency Assessment Form (CAF) is used to identify the relevant WRP policies; the CAF is included in this appendix (WRP # TO COME). For all relevant policies, a written assessment to determine consistency with the applicable WRP policy is provided.

As described in **Part I: Project Description**, the Applicant, 1900 Acquisition LLC, is seeking a Zoning Map Amendment (the Proposed Action) to facilitate the development of an improved site plan and circulation for a planned last mile distribution facility at 1900 Shore Parkway (Brooklyn Block 6943, Lots 130, 162, 163, 242, and 427; the Development Site) in the Gravesend neighborhood of Brooklyn, Community District 11. The Development Site is zoned M1-1, except for the 25-foot 11-inch-wide southern-most portion of the site that is zoned R4. The Proposed Action would rezone the 25-foot 11-inch-wide R4 portion of the Development Site (the Rezoning Area), which consists of approximately 27,821 square feet (sf), to M1-1.

The Proposed Development is a new 4-story (approximately 104-foot-tall) building programmed with an approximately 552,192 gross square feet (gsf) (499,993 zoning square feet [zsf], 0.67 floor area ratio [FAR]) last mile distribution facility (the Proposed Development). The Proposed Development would include warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 262,000 gsf. Vehicular access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street.

Absent the Proposed Action, the Applicant would develop a distribution facility similar to the Proposed Development on the M1-1 portion of the Development Site on an as-of-right basis (the No-Action development). The No-Action development would rise to four stories (approximately 104 feet tall) and total approximately 499,898 gsf (454,453 zsf, 0.61 FAR) including warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 238,000 gsf. Vehicular access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street. The No-Action development would include 95 accessory parking spaces.

Figure A-1 Flood and Coastal Zone Map



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

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

The Proposed Action would serve as a "corrective" rezoning to fix a minor inconsistency in the zoning map, extending the existing M1-1 district by 25'-11" to the southern property line of Lot 163, rezoning it from the current residential R4 zone. Expanding the M1-1 district would allow the Applicant to provide a better site plan for the increased vehicle activity introduced by the Proposed Development or a future as-of-right development. The Development Site is well suited for commercial use and the Proposed Action would allow for more efficient operations of such use.

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

The Development Site is well served by local buses and Select Bus Service and access to regional highways through the adjacent Belt Parkway. In both the No-Action and With-Action conditions, the distribution center would serve residents and businesses in the surrounding residential neighborhoods. The Proposed Development would introduce local commercial uses that would be located on the heavily trafficked Shore Parkway and Belt Parkway, which are major roads in the southern portion of Brooklyn that are tied into the regional highway system. A commercial use at this location is consistent with those located adjacent to the Development Site as well as within the M1-1 district where it is located, and the M3-1 district mapped directly north of it along Shore Parkway.

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

As described further below under Policy 6.2, consistent with Policy 1.5, the Proposed Development minimize the impacts of flooding and will employ flood provisions specified under Appendix G of the NYC Building Code.

Policy 3: Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.

Policy 3.5: In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.

The existing marina within the Development Site would be retained with no changes proposed to its size, use, or activity under future conditions with or without the Proposed Action.

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

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

Consistency with Policy 6.2 is evaluated by identifying vulnerabilities and consequences, identifying adaptive strategies, and assessing policy consistency in accordance with the New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance Document for Policy 6.2.

1. Identify vulnerabilities and consequences

1(a). Complete the Flood Elevation Worksheet to identify current and future flood elevations in relation to the elevations of the site and project features.

See attached Flood Evaluation Worksheet.

1(b). Identify any project feature that may be located below the elevation of the 1-Percent Floodplain over the lifespan of the project under any sea level rise scenario.

- Other Features: the Development Site would be graded to an elevation of +10.6 feet (NAVD88); this would be the elevation of the truck courts and driveways. According to the Policy 6.2 Guidance Document, these features would be considered "Other Features". The site grade is located below the base flood elevation.
- Critical Features: The location of the ground floor (including egress points) will be at +12 feet (NAVD88); this is also the DFE. Mechanical, Electrical, and Plumbing (MEP) equipment will be located no lower than the DFE. By the 2050s, these features will be below the 1% flood elevation in the low-mid through high SLR scenarios. In the 2080s and beyond, these features will be below the 1% flood elevation in all SLR scenarios.

1(c). Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean Higher High Water over the lifespan of the project under any sea level rise scenario.

No features would be located below the MHHW elevation over the lifespan of the project under any sea level rise scenario.

1(d). Describe how any additional coastal hazards are likely to affect the project, both currently in the future, such as waves, high winds, or debris.

Since the Development Site abuts the Limit of Moderate Wave Action, the site could experience waves or high winds during a storm, which could contribute to flooding.

2. Identify adaptive strategies

2(a). For any features identified in Step 1(b), identify adaptive strategies:

As noted, no MEP equipment will be located any lower than DFE. While the DFE would be +12 feet (NAVD88), first-floor equipment will likely be raised further or hung from the ceiling, offering further protection during any potential flood events. Program areas within the building will be dry-floodproofed and raised above the DFE.

The Proposed Development is being designed to comply with all applicable floodproofing standards set forth in Appendix G of the NYC Building Code.

The following are recommendations for flood resilience techniques and controls will minimize future damage and vulnerability to the subject building:

- Water-resistant flooring with waterproof adhesive or pressure-treated subfloor
- Rigid, closed-cell foam insulation below flood level
- Removable or hinged wainscot panels
- Elevated outlets
- Chair rail molding over a gap in the wallboard to prevent wicking
- Extra-wide snap on baseboard

While not required, these building-scale resiliency controls, if implemented, would protect the Proposed Development's critical features and reduce the susceptibility of water damage to the interior and the ground-floor space. The Applicant has been educated on flood risks and mitigation measures and will consider the future implementation of the above listed flood damage reduction elements.

2(c). Describe how the project would affect the flood protection of adjacent sites, if relevant. How would the project lead to increased flooding on adjacent sites? How would the project protect upland sites from coastal hazards? Does the project complement or conflict with planned, adjacent flood protection projects?

Impervious surfaces would not be increased at the Development Site, nor would any hazardous features be introduced that would impact the health, safety, or welfare of surrounding residents in the event of a flood. Therefore, flood protection of adjacent sites would not be adversely affected.

3. Assess policy consistency

Policy 6.2 will be advanced by protecting all new critical features through flood damage reduction elements and adaptive measures as described above under Adaptive Strategies. Additionally, no hazardous features exist onsite, nor would they be introduced. Further, the Applicant has been educated on future building-scale resiliency measures and adaptive strategizes to minimize the potential damage to site-specific vulnerable or critical features.

Therefore, the Proposed Action is consistent with Policy 6.2 of the Waterfront Revitalization Program. The Proposed Development would comply with Appendix G of the Building Code. Construction would be performed pursuant to a Stormwater Pollution Prevention Plan/Erosion Control Plan, and the Applicant would consider the employment of future building scale resiliency measures based on the future flood projections. These future building-scale resiliency measures and

adaptive strategizes will minimize the potential damage to site-specific vulnerable or critical features. Therefore, the Proposed Development is consistent with Policy 6.2 of the Waterfront Revitalization Program.

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

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

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

A. APPLICANT INFORMATION

Name of Applicant: 1900 Acquisition LLC

Name of Applicant Representative: Moses Levich, AICP

Address: One Penn Plaza Suite 715 New York, NY 10119-0800

Telephone: 212-857-7338 Email: mlevich@vhb.com

Project site owner (if different than above): 1900 Acquisition LLC

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The Applicant, 1900 Acquisition LLC, is seeking a Zoning Map Amendment (the Proposed Action) to facilitate the development of an improved site plan and circulation for a planned last mile distribution facility at 1900 Shore Parkway (Brooklyn Block 6943, Lots 162 and 163; the Development Site) in the Gravesend neighborhood of Brooklyn, Community District 11. The Development Site is zoned M1-1, except for the 25-foot 11-inch-wide southern-most portion of the site that is zoned R4. The Proposed Action would rezone the 25-foot 11-inch-wide R4 portion of the Development Site (the Rezoning Area), which consists of approximately 27,821 square feet (sf), to M1-1.

The Proposed Development is a new 4-story (approximately 104-foot-tall) building programmed with an approximately 552,192 gross square feet (gsf) (501,993 zoning square feet [zsf], 0.68 floor area ratio [FAR]) last mile distribution facility (the Proposed Development). The Proposed Development would include warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 262,000 gsf. Vehicular access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street. The Proposed Development would also include 95 accessory parking spaces.

Absent the Proposed Action, the Applicant would develop a distribution facility similar to the Proposed Development on the M1-1 portion of the Development Site on an as-of-right basis (the No-Action development). The No-Action development would rise to four stories (approximately 104 feet tall) and total approximately 499,898 gsf (454,453 zsf, 0.61 FAR) including warehouse/distribution space on floors 1 and 2, trailer storage/parking space on floor 3, and van storage/parking on floor 4. The warehouse and distribution space would total approximately 238,000 gsf. Vehicular access would be via existing curb cuts on Shore Parkway at 26th Avenue and Bay 41st Street. The No-Action development would include 95 accessory parking spaces.

The existing marina within the Zoning Lot would be retained with no changes proposed to its size, use, or activity under future conditions with or without the Proposed Action

2. Purpose of activity

The Proposed Action would serve as a "corrective" rezoning to fix a minor inconsistency in the zoning map and allow for a more efficient site plan and improved site access. The proposed zoning map amendment to extend the existing M1-1 zoning district south, approximately 25 feet 11 inches into the existing R4 district, would allow the Applicant to fully utilize the Development Site for the intended use, and specifically, the entire width of the existing Shore Parkway curb cut for access to and from the Proposed Development. The use of the entire curb cut width would allow for more efficient van and truck access to the Development Site. The NYC Zoning Resolution contains provisions that would allow the extension of the M1-1 zoning district if the width of the strip of land was 25 feet or less, as these cases are seen as corrective actions. The proposed extension of the M1-1 zoning district from the Development Site exceeds the 25-foot limit by approximately 11 inches, and the Applicant is therefore required to apply for the rezoning as a discretionary action, subject to CEQR, in order to facilitate the Proposed Development. As shown in the proposed plans, a portion of the access ramp would be located within the area to be rezoned from the existing R4 zoning district to an M1-1 district. Without the Proposed Action, the Proposed Development could not utilize the R4 portion of the site, which would limit site design and alter the intended design for vehicle access and circulation. Without the Proposed Action, the existing R4 portion of the Development Site would limit the building footprint, prohibiting the Applicant from utilizing the full site, and resulting in a less efficient overall site design for the intended use.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 6943, Tax Lots 162, 163, 130, 242 and 427

Street Address: 1900 Shore Parkway

Name of water body (if located on the waterfront): Gravesend Bay

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

☐ City Map Amendment	☐ Zoning Certification	☐ Concession
☑ Zoning Map Amendment	☐ Zoning Authorizations	☐ UDAAP
☐ Zoning Text Amendment	☐ Acquisition – Real Property	☐ Revocable Consent
☐ Site Selection – Public Facility	☐ Disposition – Real Property	☐ Franchise
☐ Housing Plan & Project	☐ Other, explain: _____	
☐ Special Permit		

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

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

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

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

E. LOCATION QUESTIONS

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

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

F. WRP POLICY ASSESSMENT

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

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

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

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

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

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

G. CERTIFICATION

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

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

Applicant/Agent's Name: Rachel Antelmi, AICP

Address: One Penn Plaza, Suite 715, New York, NY 10119-0800

Telephone: 646-722-9247 Email: rantelmi@vhb.com

Applicant/Agent's Signature: Antelmi, Rachel Digitally signed by Antelmi, Rachel Date: 2026.04.08 15:19:12 -04'00'

Date: 4/8/26

Submission Requirements

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

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

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

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

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

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

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

Applicant Checklist

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

Appendix B: LPC Correspondence

Landmarks Preservation Commission

253 Broadway
11th Floor
New York, NY 10007

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-K
Project: 1900 SHORE PARKWAY
Date Received: 9/30/2025

Properties with no Architectural or Archaeological significance:

1) BAY 41 STREET, BBL: 3069430130
2) 1894 SHORE PARKWAY, BBL: 3069430162
3) 1900 SHORE PARKWAY, BBL: 3069430163
4) HUNTER AVENUE, BBL: 3069430242
5) HUNTER AVENUE, BBL: 3069430427

Gina Santucci 9/30/2025

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 35771_FSO_GS_09302025.docx

Appendix C: Natural Resources

EFH Mapper Report

EFH Data Notice

Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional fishery management councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

Greater Atlantic Regional Office
Atlantic Highly Migratory Species Management Division

Query Results

Degrees, Minutes, Seconds: Latitude = 40° 35' 21" N, Longitude = 74° 0' 17" W
Decimal Degrees: Latitude = 40.589, Longitude = -73.995

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

***** W A R N I N G *****

Please note under "Life Stage(s) Found at Location" the category "ALL" indicates that all life stages of that species share the same map and are designated at the queried location.

EFH

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Atlantic Butterfish	Larvae	Mid-Atlantic	Atlantic Mackerel, Squid,& Butterfish Amendment 11
		Atlantic Herring	Adult, Juvenile, Larvae	New England	Amendment 3 to the Atlantic Herring FMP
		Black Sea Bass	Adult	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Bluefish	Adult, Juvenile	Mid-Atlantic	Bluefish
		Clearnose Skate	Adult, Juvenile	New England	Amendment 2 to the Northeast Skate Complex FMP
		Little Skate	Adult, Juvenile	New England	Amendment 2 to the Northeast Skate Complex FMP
		Longfin Inshore Squid	Eggs	Mid-Atlantic	Atlantic Mackerel, Squid,& Butterfish

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
					Amendment 11
		Monkfish	Eggs/Larvae	New England	Amendment 4 to the Monkfish FMP
		Red Hake	Adult, Eggs/Larvae/Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Scup	Adult, Juvenile	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Silver Hake	Eggs/Larvae	New England	Amendment 14 to the Northeast Multispecies FMP
		Summer Flounder	Adult, Juvenile, Larvae	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Windowpane Flounder	Adult, Eggs, Juvenile, Larvae	New England	Amendment 14 to the Northeast Multispecies FMP
		Winter Flounder	Eggs, Juvenile, Larvae/Adult	New England	Amendment 14 to the Northeast Multispecies FMP
		Winter Skate	Adult, Juvenile	New England	Amendment 2 to the Northeast Skate Complex FMP
		Yellowtail Flounder	Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP

Pacific Salmon EFH

No Pacific Salmon Essential Fish Habitat (EFH) were identified at the report location.

Atlantic Salmon

No Atlantic Salmon were identified at the report location.

HAPCs

Link	Data Caveats	HAPC Name	Management Council
		Summer Flounder SAV	Mid-Atlantic Fishery Management Council

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.
****For links to all EFH text descriptions see the complete data inventory: open data inventory -->**

All EFH species have been mapped for the Greater Atlantic region,
Atlantic Highly Migratory Species EFH,
Bigeye Sand Tiger Shark,

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data. **For links to all EFH text descriptions see the complete data inventory: open data inventory -->
Bigeye Sixgill Shark, Caribbean Sharpnose Shark, Galapagos Shark, Narrowtooth Shark, Sevengill Shark, Sixgill Shark, Smooth Hammerhead Shark, Smalltail Shark

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

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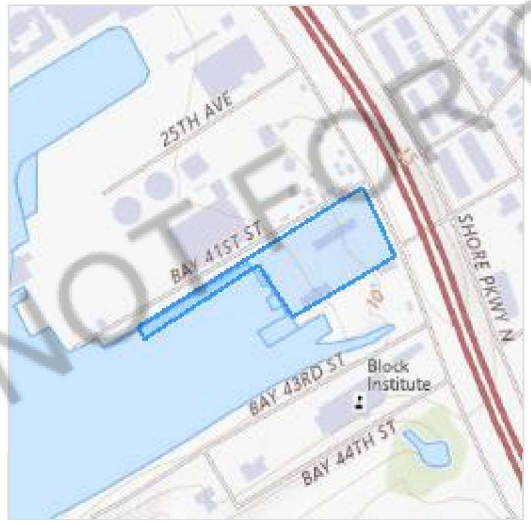
Location

Kings County, New York



Local office

Long Island Ecological Services Field Office

(631) 286-0485
(631) 286-4003

340 Smith Road
Shirley, NY 11967-2258

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

---

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

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The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Piping Plover Charadrius melodus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6039	Threatened
Roseate Tern Sterna dougallii dougallii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2083	Endangered
Rufa Red Knot Calidris canutus rufa Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/1864	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

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Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their nests, should follow appropriate regulations and implement required avoidance and minimization measures, as described in the various links on this page.

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

NOT FOR CONSULTATION

Bald and Golden Eagle information is not available at this time

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report

On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

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Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (FWS).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Migratory bird information is not available at this time

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Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as “Vulnerable”. See the FAQ “What are the

levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

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3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

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To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

ESTUARINE AND MARINE DEEPWATER
E1UBL

A full description for each wetland code can be found at the National Wetlands Inventory website

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

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Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters.

Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Drawn Action Area & Overlapping S7 Consultation Area

Area of Interest (AOI) Information

Area : 4.5 acres

Sep 30 2025 12:40:58 Eastern Daylight Time



Summary

Name	Count	Area(acres)	Length(mi)
Atlantic Sturgeon	2	5.77	N/A
Shortnose Sturgeon	0	0	N/A
Atlantic Salmon	0	0	N/A
Sea Turtles	4	11.51	N/A
Atlantic Large Whales	5	14.39	N/A
In or Near Critical Habitat	0	0	N/A

Atlantic Sturgeon

#	Feature ID	Species	Life Stage	Behavior	Zone
1	ANS_C50_ADU_MAF	Atlantic sturgeon	Adult	Migrating & Foraging	N/A
2	ANS_C50_SUB_MAF	Atlantic sturgeon	Subadult	Migrating & Foraging	N/A

#	From	Until	From (2)	Until (2)	Area(acres)
1	01/01	12/31	N/A	N/A	2.88
2	01/01	12/31	N/A	N/A	2.88

Sea Turtles

#	Feature ID	Species	Life Stage	Behavior	Zone
1	GRN_STS_AJV_MAF	Green sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia
2	KMP_STS_AJV_MAF	Kemp's ridley sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia
3	LTR_STS_AJV_MAF	Leatherback sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia
4	LOG_STS_AJV_MAF	Loggerhead sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia

#	From	Until	From (2)	Until (2)	Area(acres)
1	5/1	11/30	*No Data*	*No Data*	2.88
2	5/1	11/30	*No Data*	*No Data*	2.88
3	5/1	11/30	*No Data*	*No Data*	2.88
4	5/1	11/30	*No Data*	*No Data*	2.88

Atlantic Large Whales

#	Feature ID	Species	Life Stage	Behavior	Zone
1	RIT_WRS_AJV_MIG	North Atlantic right whale	Adults and juveniles	Migrating	Mid-Atlantic (Cape Cod, MA to VA)
2	FIN_WFS_AJV_MIG	Fin whale	Adults and juveniles	Migrating	Mid-Atlantic (Cape Cod, MA to VA)
3	FIN_WFS_AJV_WIN	Fin whale	Adults and juveniles	Overwintering	Mid-Atlantic (Cape Cod, MA to VA)
4	FIN_WFS_AJV_FOR	Fin whale	Adults and juveniles	Foraging	Mid-Atlantic (Cape Cod, MA to VA)
5	FIN_WFS_ADU_CLV	Fin whale	Adult	Calving	Mid-Atlantic (Cape Cod, MA to VA)

#	From	Until	From (2)	Until (2)	Area(acres)
1	1/1	12/31	*No Data*	*No Data*	2.88
2	1/1	12/31	*No Data*	*No Data*	2.88
3	11/1	1/31	*No Data*	*No Data*	2.88
4	1/1	12/31	*No Data*	*No Data*	2.88
5	10/1	1/31			2.88

DISCLAIMER: Use of this App does NOT replace the Endangered Species Act (ESA) Section 7 consultation process; it is a first step in determining if a proposed Federal action overlaps with listed species or critical habitat presence. Because the data provided through this App are updated regularly, reporting results must include the date they were generated. The report outputs (map/tables) depend on the options picked by the user, including the shape and size of the action area drawn, the layers marked as visible or selectable, and the buffer distance specified when using the "Draw your Action Area" function. Area calculations represent the size of overlap between the user-drawn Area of Interest (with buffer) and the specified S7 Consultation Area. Summary table areas represent the sum of these overlapping areas for each species group.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Heritage Program

625 Broadway, Fifth Floor, Albany, NY 12233-4757
Phone: (518) 402-8935 | Fax: (518) 402-8925
www.dec.ny.gov

09/30/2025

The attached report from the Environmental Resource Mapper includes information from the New York Natural Heritage Program database with respect to the location indicated on the map below. This letter, together with the attached report from the Environmental Resource Mapper, is equivalent to, and carries the same validity, as a letter from the New York Natural Heritage Program, including for projects where a Natural Heritage letter is required.

If your location of interest does not fall within an area covered by the Rare Plants and Rare Animals layer or in the Significant Natural Communities layer, then New York Natural Heritage has no records to report in the vicinity of your project site. Submitting a project screening request to NY Natural Heritage is not necessary.

If the attached report lists that your location of interest is in the vicinity of state-listed animals, including state-listed bats, please consult the **EAF Mapper** to obtain a list of the species involved. (You do not have to be filling out an Environmental Assessment Form in order to use the EAF Mapper). Then consult the appropriate **NYSDEC Regional Office** for information on any project requirements or permit conditions.

If the attached report lists unlisted animals, rare plants, or significant natural communities, and if you would like more information on these, please submit a project screening request to **New York Natural Heritage**. For more information, please see the DEC webpage **Request Natural Heritage Information for Project Screening**.

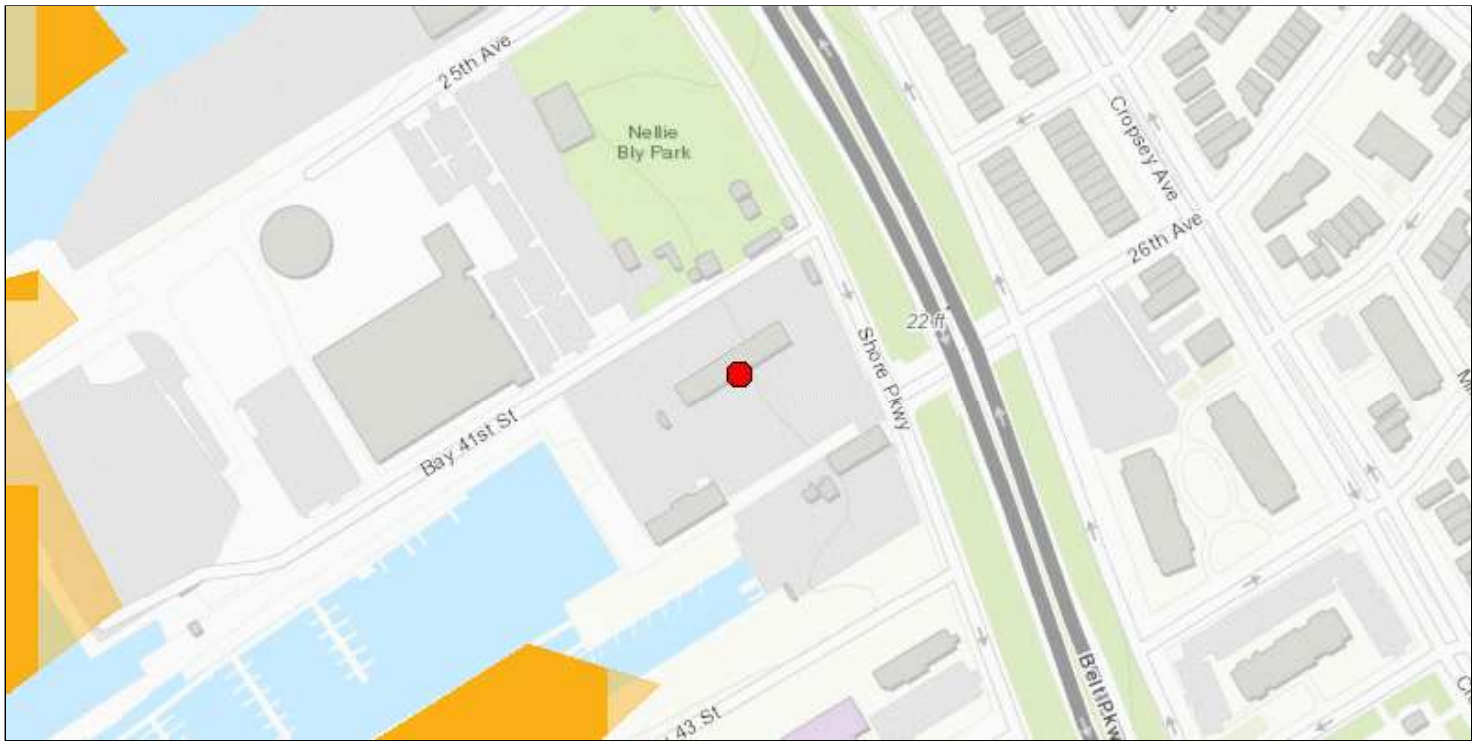
The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, NYNHP files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. NYNHP cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources from a proposed project.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the NYNHP database.

New York Natural Heritage Program

https://www.nynhp.org/.

Environmental Resource Mapper



The coordinates of the point you clicked on are:

UTM 18	**Easting:**	585111.157768815	**Northing:**	4493693.860475715
Longitude/Latitude	**Longitude:**	-73.99421631199755	**Latitude:**	40.589674827118145

The approximate address of the point you clicked on is:
Amazon Distribution

County: Kings
City: New York
USGS Quad: CONEY ISLAND

[Base Flood Elevation Plus 72/75 Inches Sea-level Rise]

This area is projected to be inundated during a 100-year flood with 72/75 inches of sea-level rise.

If your project or action is within or near an area with a rare animal, a permit may be required if the species is listed as endangered or threatened and the department determines the action may be harmful to the species or its habitat.

If your project or action is within or near an area with rare plants and/or significant natural communities, the environmental impacts may need to be addressed.

The presence of a unique geological feature or landform near a project, unto itself, does not trigger a requirement for a NYS DEC permit. Readers are advised, however, that there is the chance that a unique feature may also show in another data layer (ie. a wetland) and thus be subject to permit jurisdiction.

Please refer to the "Need a Permit?" tab for permit information or other authorizations regarding these natural resources.

Disclaimer: If you are considering a project or action in, or near, a wetland or a stream, a NYS DEC permit may be required. The Environmental Resources Mapper does not show all natural resources which are regulated by NYS DEC, and for which permits from NYS DEC are required. For example, Regulated Tidal Wetlands, and Wild, Scenic, and Recreational Rivers, are currently not included on the maps.

Print Preview

EAF Mapper Summary Report

Tuesday, September 30, 2025 1:22 PM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources to confirm data provided by the Mapper or to obtain data not provided by the Mapper.



B.i.i [Coastal or Waterfront Area]	Yes
B.i.ii [Local Waterfront Revitalization Area]	Yes
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	V00308, V00307
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes - Digital mapping information on local, New York State, and federal wetlands and waterbodies is known to be incomplete. Refer to the EAF Workbook.
E.2.h.ii [Surface Water Features]	Yes - Digital mapping information on local, New York State, and federal wetlands and waterbodies is known to be incomplete. Refer to the EAF Workbook.
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local, New York State, and federal wetlands and waterbodies is known to be incomplete. Refer to the EAF Workbook.
E.2.h.iv [Surface Water Features - Wetlands Name]	Tidal Wetlands, Federal Waters
E.2.h.v [Impaired Water Bodies]	Yes
E.2.h.v [Impaired Water Bodies - Name and Basis for Listing]	Name - Pollutants - Uses:Lower New York Bay - PCBs, other toxics;PCBs

E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	Yes
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Sole Source Aquifer Names:Brooklyn-Queens SSA
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	No
E.3.i. [Designated River Corridor]	No

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Environmental Permits, Region 2
47-40 21st Street, Long Island City, NY 11101
P: (718) 482-4997 | F: (718) 482-4975
www.dec.ny.gov

April 4, 2022

Yosef Leizerson
1900 Acquisition LLC c/o FBE Limited LLC
1 State St, 32nd Fl
New York, NY 10004

Re: DEC Wetlands Jurisdictional Determination No. 2-6106-00337/00003
Construction of Three-Story Warehouse
1870 and 1900 Shore Pkwy
Brooklyn, NY

Dear Yosef Leizerson,

Based upon the submitted application materials:

a. Application package prepared by Capital Environmental Consultants, Inc., signed by Greg M. Fleischer, dated September 17, 2021 and received by NYSDEC on September 22, 2021.
b. Project plans prepared by Ware Malcomb and Sterling Project Development titled "1900 Shore Parkway Brooklyn NY 11214," Sheets A-1.0 through A-2.0, dated September 9, 2021 and received by NYSDEC on September 22, 2021.

The proposed construction of a three-story warehouse, as shown on the cited sheet, is landward of NYSDEC jurisdiction under the Tidal Wetlands Act (Article 25 of the Environmental Conservation Law) pursuant to 6 NYCRR 661.4(b)(1)(ii). Therefore, the proposed project is not within the jurisdiction of NYSDEC under the Tidal Wetlands Act, and a NYSDEC tidal wetlands permit is not required to conduct the referenced work. Please note that any activities not represented in the referenced plans may require a tidal wetlands permit.

Also, the referenced property is not within the jurisdiction under the Freshwater Wetlands Act (Article 24 of the Environmental Conservation Law). Therefore, a NYSDEC freshwater wetlands permit is not required to alter or develop this property.

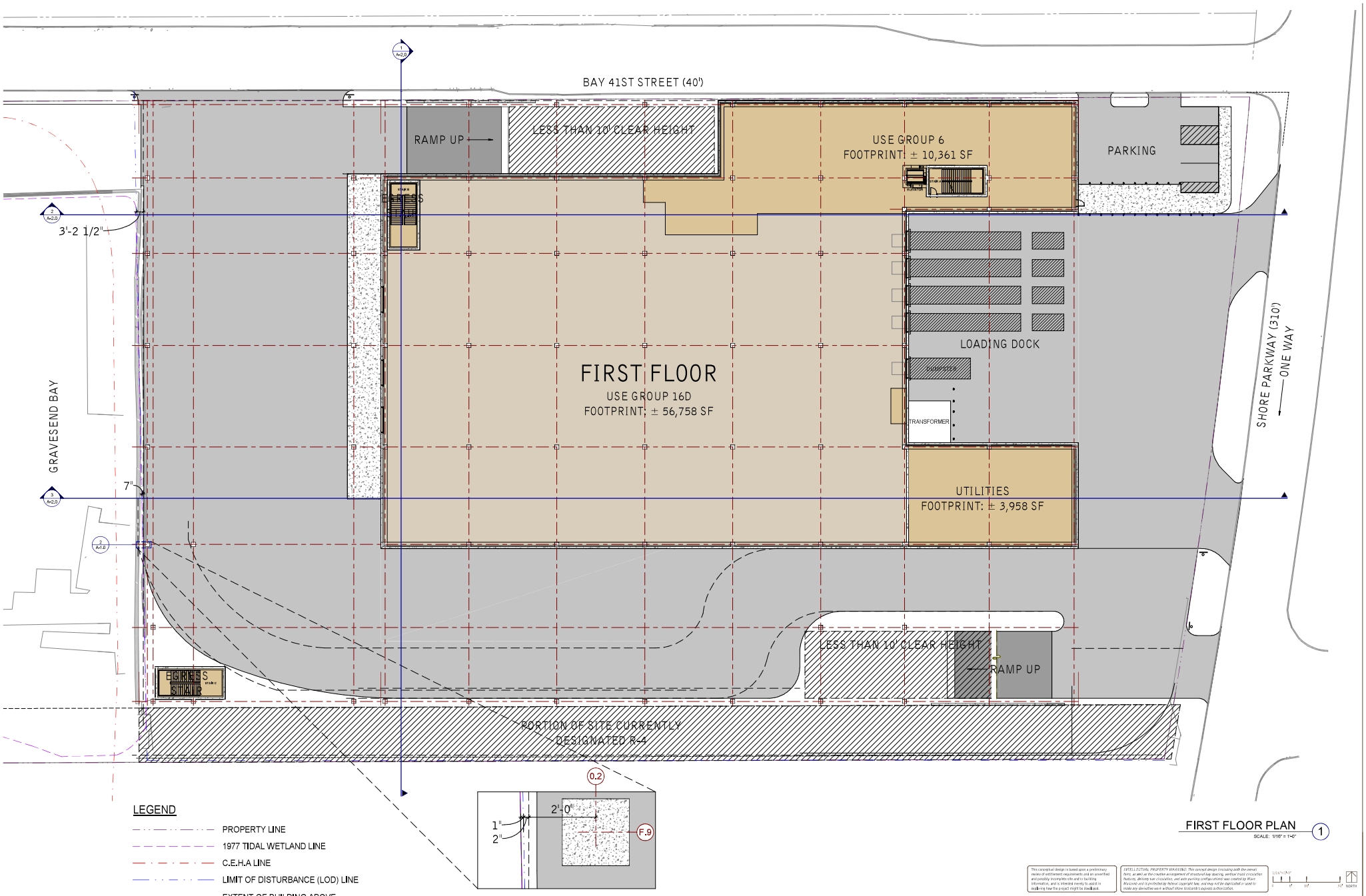
If you have any technical questions or administrative questions, please email dep.r2@dec.ny.gov.

Very truly yours,

Stephen A. Watts III
Regional Permit Administrator

Stephen A Watts III

Digitally signed by Stephen A Watts III
Date: 2022.04.05 10:54:51 -04'00'



LEGEND

- PROPERTY LINE
- 1977 TIDAL WETLAND LINE
- C.E.H.A LINE
- LIMIT OF DISTURBANCE (LOD) LINE
- EXTENT OF BUILDING ABOVE

FIRST FLOOR PLAN 1
SCALE: 1/16" = 1'-0"

This conceptual design is based upon a preliminary review of entitlement requirements and an unverified and possibly incomplete site and/or building information, and is intended merely to assist in analyzing how the project might be developed.

INTELLECTUAL PROPERTY WARNING: This concept design (including both the overall form, as well as the creative arrangement of structural bay spacing, vertical trunk circulation features, delivery van circulation, and auto parking configuration) was created by Ware Malcomb and is protected by federal copyright law, and may not be duplicated or used to make any derivative work without Ware Malcomb's express authorization.

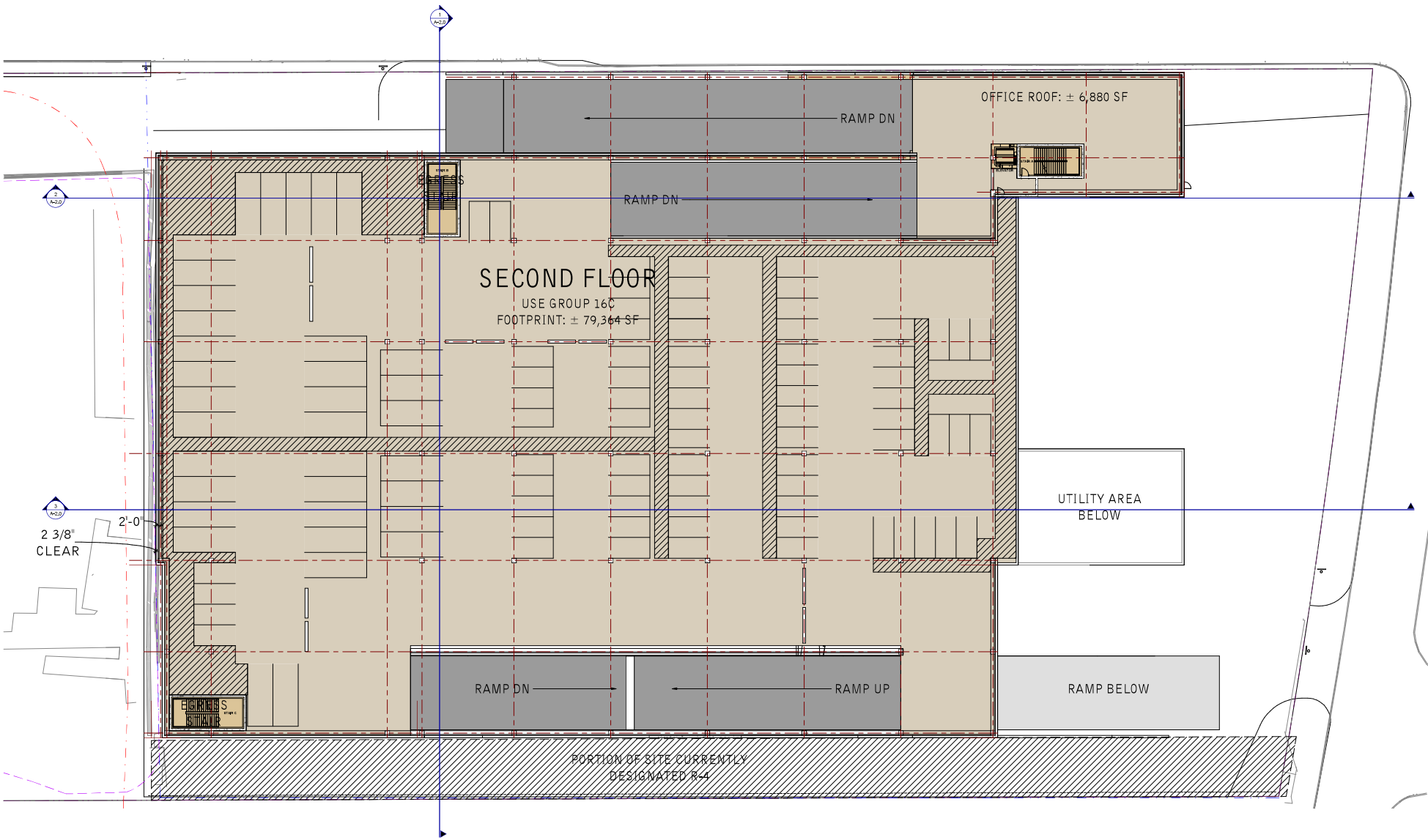
STERLING PROJECT DEVELOPMENT

FIRST FLOOR PLAN
1900 SHORE PARKWAY
BROOKLYN NY 11214

WARE MALCOMB

NYC20-0022
09/01/2021

SHEET
A-1.0



LEGEND

- PROPERTY LINE
- 1977 TIDAL WETLAND LINE
- C.E.H.A LINE
- LIMIT OF DISTURBANCE (LOD) LINE
- EXTENT OF BUILDING ABOVE

SECOND FLOOR 1
SCALE: 1/16" = 1'-0"

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STERLING PROJECT DEVELOPMENT

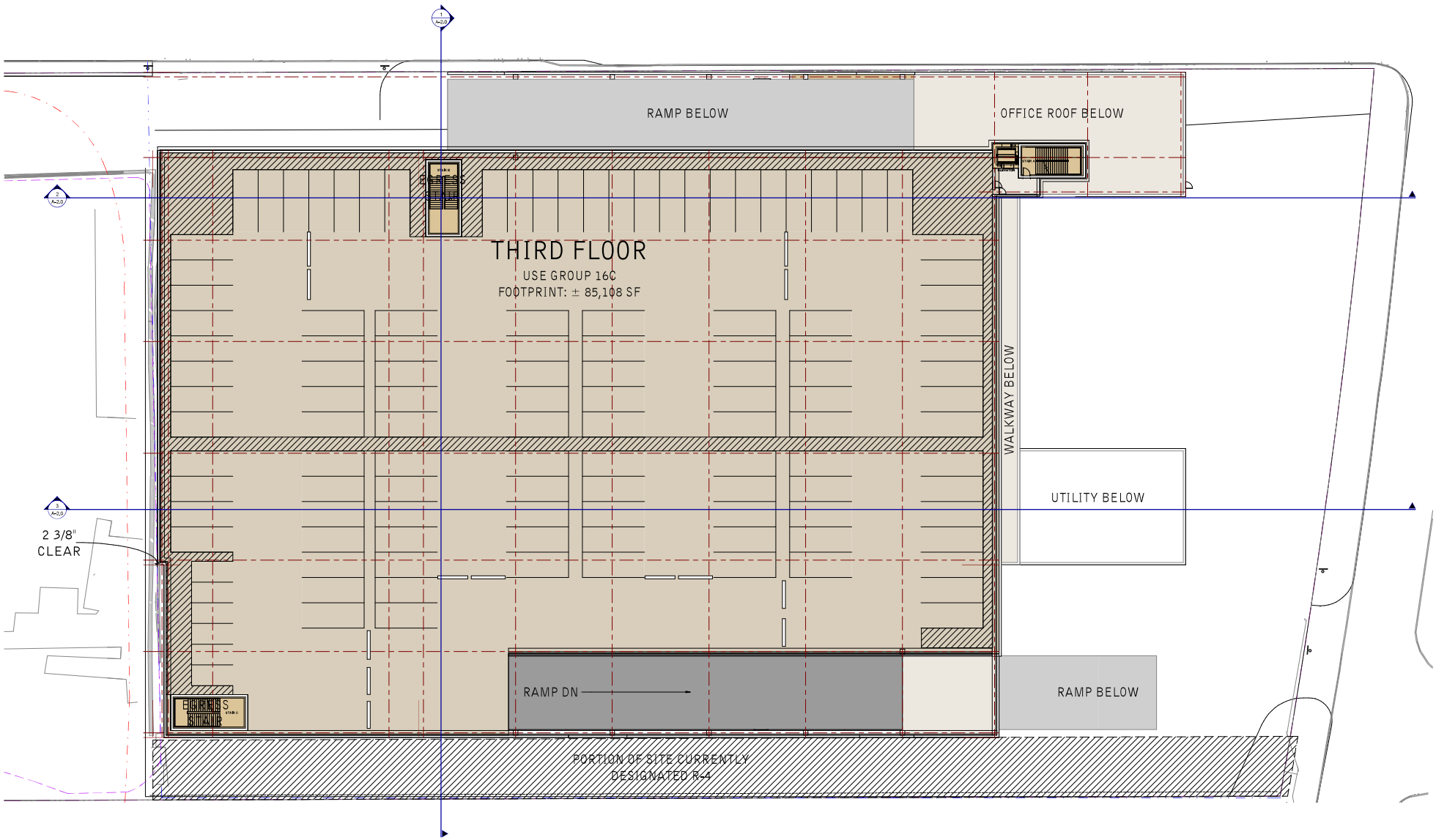
SECOND FLOOR PLAN

1900 SHORE PARKWAY
BROOKLYN NY 11214

WARE MALCOMB

NYC20-0022
09/01/2021

SHEET
A-1.1



LEGEND

- PROPERTY LINE
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THIRD FLOOR 1
SCALE: 1/16" = 1'-0"

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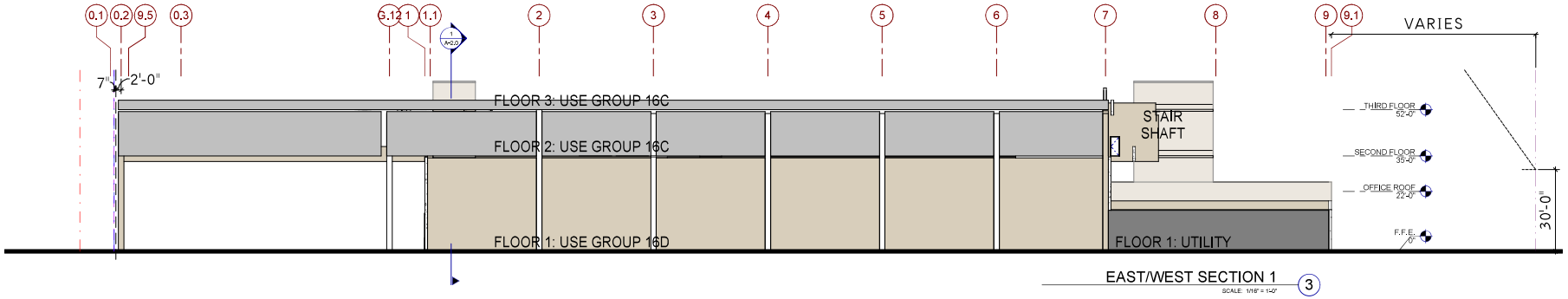
STERLING PROJECT DEVELOPMENT

THIRD FLOOR PLAN
1900 SHORE PARKWAY
BROOKLYN NY 11214

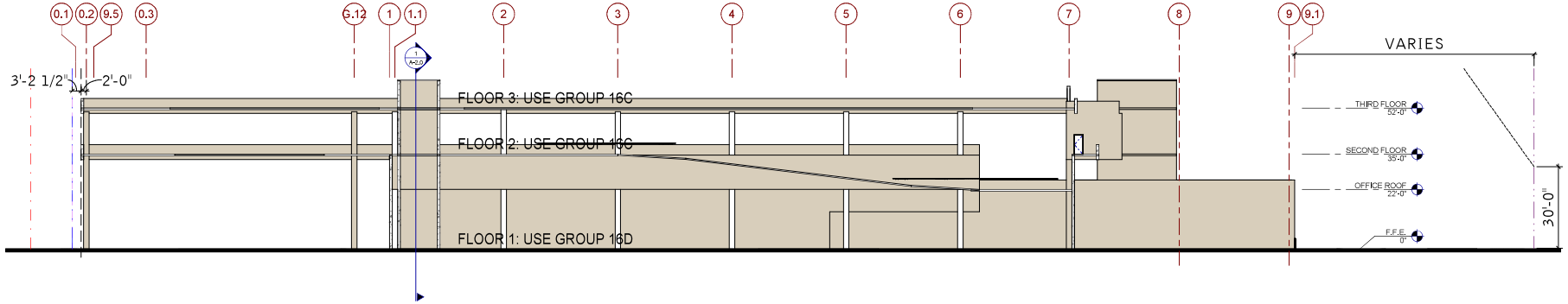
WARE MALCOMB

NYC20-0022
09/01/2021

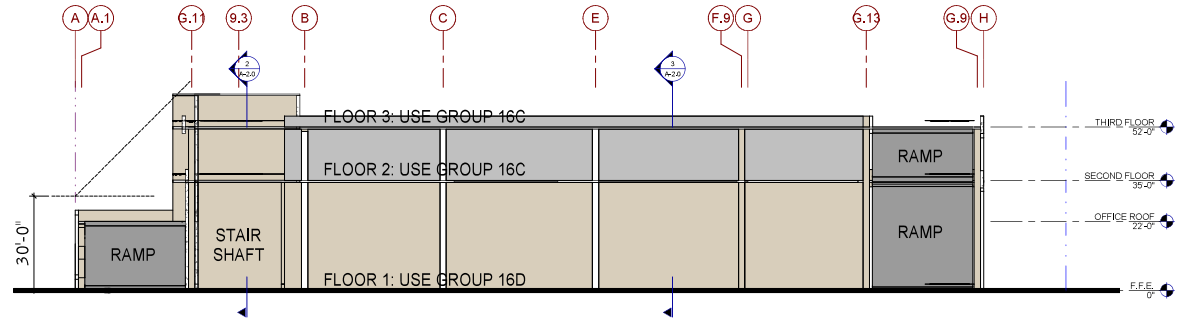
SHEET
A-1.2



EAST/WEST SECTION 1 — 3
SCALE: 1/16" = 1'-0"



EAST/WEST SECTION 2 — 2
SCALE: 1/16" = 1'-0"



NORTH/SOUTH SECTION — 1
SCALE: 1/16" = 1'-0"

LOT AREA BREAKDOWN

TOTAL LOT AREA	161,856 SF
TOTAL M1 LOT AREA	148,592 SF

FIRST FLOOR AREA BREAKDOWN

USE GROUP 6 OFFICE	10,361 SF
UTILITY	3,958 SF
USE GROUP 16D STORAGE	42,439 SF
RAMP 1 TO 2	10,412 SF
NORTH RAMP	10,800 SF
TOTAL FLOOR AREA	74,012 SF

SECOND FLOOR AREA BREAKDOWN

USE GROUP 16C STORAGE	86,244 SF
RAMP 2 TO 3	4,865 SF
TOTAL FLOOR AREA	91,109 SF

THIRD FLOOR AREA BREAKDOWN

USE GROUP 16C STORAGE	85,108 SF
TOTAL FLOOR AREA	85,108 SF

TOTAL PARKING AND LOADING

COMMERCIAL STORAGE	206
LOADING BERTHS	4
COMPACTOR SPACES	1
TOTAL PARKING STALLS	82

LEGEND

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STERLING PROJECT DEVELOPMENT

SECTIONS

1900 SHORE PARKWAY
BROOKLYN NY 11214

WARE MALCOMB

NYC20-0022
09/01/2021

SHEET
A-2.0