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Project Description

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

Introduction

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

The Proposed Actions would facilitate on the Development Site (Brooklyn Block 2590, Lots 1 and 25)[1] a mixed-use development that would comprise three buildings totaling approximately 1,215,000 gross square feet (gsf) (the Proposed Development). The Proposed Development would include the construction of two buildings on Lot 1 totaling approximately 1,106,500 gsf of residential space for up to approximately 1,150 total dwelling units (DUs). Additionally, the Proposed Development would include the construction on Lot 25 of approximately 35,000 gsf of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum, which is owned by the Monitor Museum.

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

It is the Project Developer's intent to pursue Mandatory Inclusionary Housing (MIH) Option 1, under which 25 percent (up to approximately 300) of the proposed units would be affordable at an average of 60 percent Area Median Income (AMI), pursuant to MIH requirements. However, the Project Developer intends to provide the affordable units at an average of 56 percent AMI. The development would also include approximately 36,500 gsf of local retail commercial space and approximately 37,000 gsf of below-grade parking (approximately 140 spaces) on Lot 1.

The Proposed Development would also include ~~substantial~~ open space improvements. The development would include the creation of over an acre of waterfront open space (approximately 50,000 sf or 1.15 acres). This new open space would include a 34,000-sf Waterfront Public Access Area (WPAA), which would provide a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street, plus approximately 9,000 sf of Public Access Area (PAA). The remaining 7,000 sf of new open space would consist of open space for museum visitors as well as landscaping and planting areas that ~~would~~have been designed to visually blend and physically connect with the WPAA and PAA spaces. In addition to this new open space, as part of the Proposed Development, long-term funding, in the amount of $300,000 annually, would be provided to the City/New York City Department of Parks and Recreation (NYC Parks) for the operation of Bushwick Inlet Park.

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

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

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

- A permanent home for the Greenpoint Monitor Museum on Lot 25, consisting of an approximately 35,000-gsf, up to 75-foot-tall, approximately 3- to 4-story museum celebrating the maritime history of Greenpoint and the construction of the USS Monitor (Lot 25 would remain in ownership by the Greenpoint Monitor Museum).
- The West Building on Lot 1, an approximately 979,000-gsf mixed-use residential and commercial (local retail) building with two high-rise towers—the west tower, rising to approximately 56 stories and 600 feet (640 feet including bulkhead), and the east tower, rising approximately 41 stories and 450 feet (490 feet including bulkhead). The Project Developer is proposing approximately 912,500 gsf of residential space comprising 950 DUs (approximately 248 of which would be affordable pursuant to MIH), approximately 29,500 gsf of retail space between the ground floor and second story, and approximately 37,000 gsf of parking (140 spaces).
- The East Building on Lot 1, an approximately 201,000-gsf mixed-use residential and commercial building rising to approximately 21 stories and 230 feet (260 feet including bulkhead) on the eastern portion of the site. The Project Developer is proposing approximately 194,000 gsf of

residential space comprising 200 DUs (approximately 52 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space.[2]

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

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

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

The removal of the NYCTA Facility from the Development Site eliminates a non-compliant industrial use from a neighborhood increasingly characterized by residential and retail uses, while also improving public safety by removing truck traffic. The removal of the NYCTA Facility on Lot 1 also eliminates a wall to the waterfront, replacing it with a new access point in the form of the WPAA. The relocation of the ERU Facility (currently located at 65 Commercial Street) to the NYCTA Relocation Site would create a fully vacant site at Commercial Street, which would facilitate the full realization of the City's planned Box Street Park by allowing for an additional approximately 25,000 sf of publicly accessible open space at the ERU Site in the future. No land use actions are associated with the departure of the ERU Facility from 65 Commercial Street; the existing ERU Facility operates under a lease, and NYCTA will be terminating the lease and vacating that property. **Figure 1-1** shows the Affected Area and the ERU Site.

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

The Proposed Actions ~~would~~are intended to provide ~~numerous~~ benefits to the community, such as new open space; improved neighborhood and waterfront connectivity; resiliency and flood protection; a new museum; much needed housing, including affordable housing—with income-restricted units at an average of 56 percent AMI to support low-income New Yorkers; and neighborhood retail constructed on the site of an existing incompatible and non-compliant industrial use. The public open space would feature native plantings and trees to support biodiversity, an

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

interactive water feature for recreation, a stone-block amphitheater, an overlook with picnic tables, and other seating areas. ~~Additional benefits from~~Additionally, the Proposed Actions would include long-term operational support for NYC Parks; vital infrastructure investments in a new NYCTA Facility to support long-term maintenance and emergency services for NYCTA (while also providing the NYCTA with ~~critically needed~~ revenue); ground lease payments to the NYCTA to support public infrastructure investment; improvements to shoreline access and resiliency; environmental cleanup; and the provisions of unionized building maintenance jobs, construction jobs targeting minority- and women-owned businesses (MWBE), local employment, and local retail jobs.

Figure 1-1 Location Map – All Sites



Affected Area

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

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

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

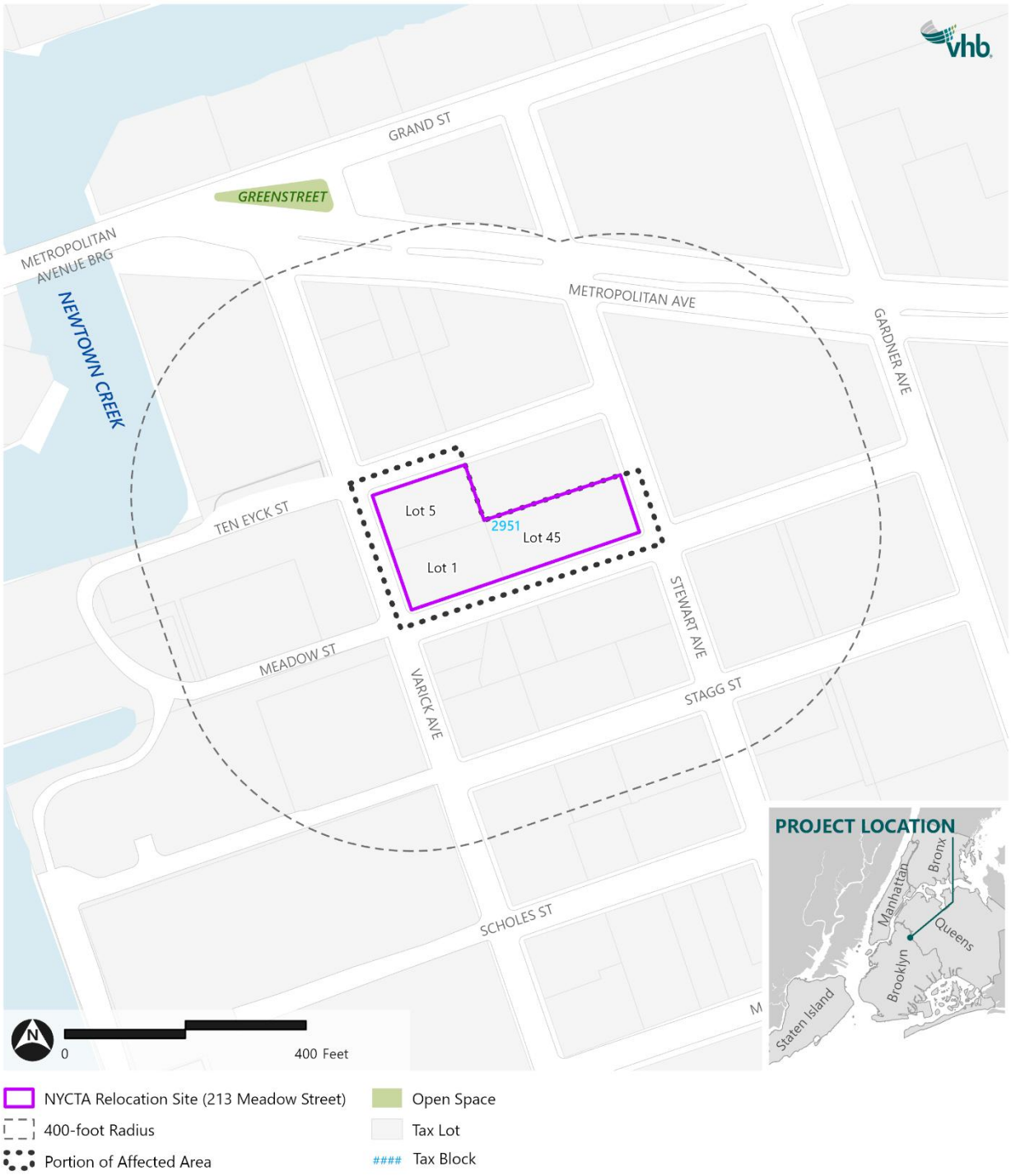
Source: NYS ITS Geospatial Services

Figure 1-2 Location Map – Development Site



Source: NYC DCP, MapPLUTO 24v2

Figure 1-3 Location Map – NYCTA Relocation Site



Source: NYC DCP, MapPLUTO 24v2

Development Site and Rezoning Area

Rezoning Area History

The Rezoning Area was part of an active industrial shoreline in the 19th century. The existing NYCTA Facility was constructed on Lot 1 in 1973. Lot 25 was donated to the Greenpoint Monitor Museum in 2003 for the express purpose of constructing a museum. Lot 25 is currently vacant.

The Rezoning Area was mapped with an M3-1 zoning district under the 1961 New York City Zoning Resolution. In 1973, the Bushwick Inlet shoreline was first shown on the Zoning Map.

Under the 2005 Greenpoint-Williamsburg Rezoning, Lot 1 was rezoned from an M3-1 district to an R6 district, and a C2-4 overlay was mapped over the eastern portion of Lot 1. As part of the same rezoning, Bushwick Inlet Park was established, encompassing several waterfront lots to the south of the Development Site, and was also mapped within the Greenpoint-Williamsburg Waterfront Access Plan area. Although mapped as a park on the City Map, Lot 25 and the former Quay Street are not owned by the City of New York but instead are privately owned and unimproved. NYC Parks has stated that it does not intend to acquire the property for use as a public park. As part of the Greenpoint-Williamsburg Rezoning Environmental Impact Statement (EIS) (CEQR No. 04DCP003K), an E-Designation (E-138) for hazardous materials testing requirements was established on Lots 1 and 25, and requirements for noise attenuation and ventilation requirements were established on Lot 1.

Existing Conditions

The Development Site, which comprises Block 2590, Lots 1 and 25, has a total area of approximately 3.02 acres (see **Figure 1-2**); it does not include the northern half of former Quay Street. The Rezoning Area comprises the Development Site plus the northern half of the former Quay Street that would be rezoned under the Proposed Actions.[3]

The Development Site fronts on Quay Street to the north, Bushwick Inlet Park Motiva Parcel and Bushwick Inlet to the south, the East River to the west, and two lots occupied by commercial buildings fronting Franklin Street to the east. Lot 1 is zoned R6 and R6/C2-4 and is mapped in a former Inclusionary Housing Designated Area (IHDA) in Appendix F Map 1 of the Zoning Resolution (ZR). The maximum residential Floor Area Ratio (FAR) that could be developed on Lot 1 is 2.54 (3.05 FAR with Universal Affordability Preference). Lot 25 and the former Quay Street are shown as a park on the City Map, with underlying M3-1 zoning, but are privately owned and vacant. The NYC Department of Parks has stated that it does not intend to acquire the property. The Development Site, Rezoning Area, and ERU Site are governed by the Greenpoint/Williamsburg Waterfront Access Plan (WAP). Lot 25 and the formerly mapped Quay Street are designated as Parcel 19 under the WAP; Lot 1 is designated as Parcel 15; and Block 2472, Lot 415 is part of Parcel 4.[4] The Affected Area and ERU Site are located in the Inner Transit Zone and the New York City Coastal Zone.

Lot 1 has an area of approximately 80,730 sf, with approximately 600 feet of frontage along Quay Street. Lot 25 and the southern half of the former Quay Street have an area of approximately 51,004

[3] Rezoning the northern half of former Quay Street would generate additional floor area belonging to the Calyer Place property to the north, however, all buildings in this development are either filed, approved, permitted, under construction, or built. As such, it is assumed that this floor area would go unused.

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

sf,[5] for a total of approximately 131,734 sf. A sewer corridor was delineated over the demapped portion of Quay Street. Lot 25 is a waterfront lot with frontage on Quay Street.

Lot 1 is owned by NYCTA and is currently occupied by the NYCTA Facility, a 71,838- gsf, single-story, pre-existing industrial transit building, which is critical to the operation of the NYC subway system. While critical, this facility is a non-conforming use in the existing R6 and R6/C2-4 districts and an incompatible industrial use within the surrounding, rapidly transforming residential area of the Greenpoint waterfront. Without a relocation plan or replacement facility to house the NYCTA operations, the site has remained underdeveloped.

In its existing condition, the NYCTA Facility creates a barrier between the waterfront and upland neighborhoods, serving as an impediment to the fulfillment of the WAP, and no residential development has been achieved on Lot 1 since it was rezoned to allow for residential use 20 years ago. The Proposed Actions would support the fulfillment of the plan to provide housing on this site, including affordable housing at an average of 56 percent AMI, pursuant to the City's MIH program.

There is a New York City Department of Environmental Protection (DEP) sewer easement on Lot 1; the 30-foot-wide easement runs through Lot 1 beginning roughly 45 feet west of the southeast corner of the lot, running northwest, and turning north where it exits the Development Site opposite the intersection of Quay Street and West Street. The easement is occupied by a 66-inch City Combined Sewer flowing from south to north. Separate from, but connected to, the Combined Sewer on Lot 1 is a 66-inch City Combined Sewer Overflow (CSO) which runs west under the extension of Quay Street and terminates at a CSO Outfall draining into the East River. As discussed below, the site plan for the Proposed Development is designed to accommodate the two easements.

Lot 25 is owned by the Greenpoint Monitor Museum and is currently vacant. Lot 25 has long been planned to permanently house the Greenpoint Monitor Museum, a facility to celebrate the shipbuilding history of the site and the USS Monitor, the first ironclad warship constructed for the United States Navy and completed in 1862. Funded by a Newtown Creek Environmental Benefits Fund Grant (for land restoration) and a Greenpoint Community Environmental Fund grant (for shoreline restoration design), the Greenpoint Monitor Museum has overseen land and shoreline restoration efforts on Lot 25, some portions of which have been completed and some portions of which are ongoing. Despite these restoration efforts, the site is currently experiencing deteriorating conditions as a result of flooding and erosion.

The Museum's land is vacant at this time but has been used for outdoor community events and part of the Museum's school program, in which students from local schools visit the site for its historic connection to the construction of the USS Monitor, to see firsthand the site's deteriorated shoreline, and learn about methods to correct erosion and flood protection for the community through the Museum's shoreline design project.

NYCTA Relocation Site and ERU Site

In addition to opportunities made available on-site through the relocation of the existing NYCTA Facility, the existing NYCTA ERU Facility at Commercial Street would also be relocated to a new facility being constructed at the NYCTA Relocation Site (see **Figure 1-3**). The ERU Site is a 25,000-sf lot zoned R6 with a C2-4 overlay on Block 2472, Lot 415, which is part of Parcel 4 of the WAP.[6] The

[5] 51,004 sf is the portion of the lot located within the bulkhead line; 51,028 sf is the total lot area. The area within the bulkhead line (51,004 sf) is used to calculate zsf.

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

lot has frontage on Commercial Street, and is occupied by a 4,700-gsf, two-story building and open parking/storage space used for the NYCTA ERU.

As described above, no land use actions are associated with the departure of the ERU Facility from 65 Commercial Street, as the existing ERU facility operates under a lease and NYCTA will be terminating the lease and vacating that property. While the relocation of the ERU Facility would allow for the full realization of the City's proposed Box Street Park, resulting in approximately 25,000 sf of new open space, the Applicants have no control over what will be developed at this location in the future or the timing of any future improvements. However, based on information provided by NYC Parks, the intent is to incorporate this 25,000-sf site into the proposed Box Street Park. The relocation of the existing NYCTA facilities on Quay Street and Commercial Street would result in reduced truck traffic in both locations, improving environmental conditions and pedestrian safety.

The NYCTA Relocation Site is a 56,200-sf, L-shaped site in an M3-1 zoning district with frontage on Meadow Street, Ten Eyck Street, Varick Avenue, and Stewart Avenue. The NYCTA Relocation Site contains a single-story 2,000-gsf building that is currently occupied by truck storage and repairs, food truck storage, and scaffolding storage areas. It is located within the North Brooklyn IBZ.

Neighborhood Context

Development Site and Rezoning Area

The Development Site and Rezoning Area are located on the waterfront in the Greenpoint neighborhood of Brooklyn, Community District 1. Residential uses, comprised of modern high-rise buildings, are the most prominent land use lining the entire Greenpoint waterfront north of the Development Site, with a consistent commercial overlay on the block ends fronting West Street. Three new residential buildings ~~are under~~recently completed construction north of the Development Site~~, with completion slated for mid- to late-2025~~ (79 Quay Street, Spring 2025; 7 Wharf Drive, Fall 2025; and 30 Wharf Drive, Summer 2025).

Directly south of the Development Site is the future Bushwick Inlet Park Motiva Parcel and Bushwick Inlet off the East River. While the area of Bushwick Inlet Park immediately south of the Development Site, the Motiva Parcel, has not yet been developed into parkland, construction is underway and NYC Parks anticipates that this portion of the open space will be completed ~~by~~in the ~~end~~first half of ~~2025~~2026.

While manufacturing and industrial uses have historically been the primary uses in the surrounding area, especially near the waterfront, in recent years residential and mixed residential and commercial developments have been constructed on land that was previously zoned for manufacturing and industrial uses—a trend initiated by the 2005 Greenpoint-Williamsburg Neighborhood Rezoning,[7] which included the Development Site and the area directly to the north and east. Under this rezoning, Lot 1 within the Development Site was rezoned from manufacturing to residential use and identified as a projected site for residential development, rendering the existing NYCTA Facility a non-conforming use. Shore public walkway and upland connection requirements were also overlaid on the Development Site as part of this rezoning, which created the potential for significant publicly accessible open space on the site that has not yet been fulfilled. To respond to the increasing housing demand and to create opportunities and incentivize affordable housing through contextual zoning,

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

the 2009 Greenpoint-Williamsburg Contextual Rezoning amended a more than 175-block area to the east of the 2005 Greenpoint-Williamsburg Rezoning boundary, affecting areas northeast of the Development Site. Additionally, four separate zoning applications were adopted between 2020 and 2023 to facilitate development nearby—79 Quay Street[8] in 2021, which would allow for a mixed-use residential and commercial building; Acme Smoked Fish/Gem Street[9] in 2021, which would allow for a mixed-use light manufacturing and commercial facility; and 12 Franklin Street[10] in 2020 and renewed in 2023, to facilitate the development of a new seven-story, approximately 134,222 sf mixed office, retail, and industrial building. Located roughly a half mile southwest of the Development Site along the East River waterfront, the River Ring project[11] was adopted to facilitate a mixed-use development with approximately 1,050 residential units, including 263 affordable units; commercial space; and community facility space across two new buildings, along with waterfront public access areas.

The Development Site is located within the Inner Transit Zone, where public transit is easily accessible to residents. Within the Inner Transit Zone, no parking is required. B32 bus service, connecting Williamsburg Bridge Plaza and Long Island City, is directly across from the Development Site along Franklin Street. The B24, B62, B43 and B48 buses are also within a 15-minute walk of the Development Site. The closest subway stations are the Greenpoint Avenue and Nassau Avenue G train stations which are both within 10-minute walking distance of the Development Site.

NYCTA Relocation Site

The NYCTA Relocation Site is located in the East Williamsburg neighborhood of Brooklyn CD 1, approximately 1.8 miles southeast of the Development Site in an area that has better highway access than the Quay Street facility. The neighborhood surrounding the NYCTA Relocation Site is mainly developed with industrial uses, with some lots containing transportation/utility or parking uses or vacant land. The site is located in and surrounded by an M3-1 district permitting heavy industrial uses; nearby industrial activities include warehousing and open storage, waste facilities, and manufacturing. The NYCTA Relocation Site and surrounding area are part of the North Brooklyn IBZ. The area is located in the NYC Coastal Zone, and portions of the surroundings are in the 100-year floodplain. Newtown Creek is located roughly 500 feet west of the site.

ERU Site

The existing ERU Site is located on leased land located in the Greenpoint neighborhood, near the mouth of Newtown Creek, approximately 0.8 miles north of the Development Site. The ERU Facility is a non-conforming use within the R6/C2-4 zoning district. The surrounding area is a mixed-use neighborhood undergoing rapid development, particularly along the waterfront. Nearby land uses are primarily residential and mixed-use buildings, with some scattered industrial uses and parking facilities. There are several high-rise residential buildings adjacent to and near the ERU Site along the Newtown Creek and East River waterfront, including properties that have been developed consistent with the Greenpoint-Williamsburg Rezoning that spurred the transformation of the area from manufacturing to new residential/mixed-use development. Surrounding zoning includes R6, R6B, R7X, and R8 residential districts; C2-4 commercial overlays; an M1-2 manufacturing district to the

[8] C 210166 ZMK; N 210167 ZRK

[9] C 210138 ZMK

[10] C 180387ZSK and N 230105CMK

[11] C 220061 MLK; C 220062 ZMK; N 220063 ZRK; C 220064 ZSK; N 220065 ZAK; N 220066 ZCK; N 220067 LDK; N 220068 ZAK; N 220069 ZAK; C 220070 ZSK

east; and several Special Mixed-Use Districts. The ERU Site is located within the Inner Transit Zone, where no parking is required. The area is located in the NYC Coastal Zone, and portions of the surroundings are in the 100-year floodplain.

Proposed Actions

To facilitate the Proposed Development, the Applicants are seeking the approval of the following discretionary actions/approvals (collectively, the Proposed Actions), which would apply to the Rezoning Area[12]:

- A zoning map amendment to rezone (1) Block 2590, Lot 25 from M3-1 to R8; (2) a portion of Block 2590, Lot 1 from (a) R6 to R8/C2-4 and (b) R6/C2-4 to R8/C2-4; (3) the northern half of former Quay Street from M3-1 to R6; and (4) modify the park boundary to exclude Lot 25 and the northern half of former Quay Street.
- Zoning text amendments to the ZR, as amended will include:
  - To amend ZR Section 62-361 (Special Floor Area Regulations) to allow the underlying MIH FAR to apply to MIH sites within BK-1.
  - To amend ZR Section 62-931 (Waterfront Access Plan BK-1: Greenpoint-Williamsburg) to remove the park identification of Block 2590, Lot 25 and the former Quay Street and update WAP BK-1 maps.
  - To amend ZR Section 62-363 (Special Height and Setback Regulations) to update special height and setback regulations for R8/MIH sites within BK-1.
  - To amend ZR Appendix F to map a Mandatory Inclusionary Housing (MIH) area coterminous with the Development Site.
  - To amend ZR Section 74-745 to allow the waiver or reduction of required loading berths as part of a Large Scale special permit within WAP BK-1.
- Zoning special permits pursuant to ZR Sections 74-743(a)(2) and 74-745 for Large Scale General Development (LSGD) applicable to the Development Site to allow the following modifications in order to achieve a superior site plan: ZR 62-343, 62-363, 36-62, and 62-332(a) (height and setback, maximum tower width, maximum tower size, loading, and waterfront yard depth).
- A zoning certification by the Chairperson of the City Planning Commission pursuant to ZR Section 62-811 (Waterfront public access and visual corridors).
- An amendment to the City Map to remove the existing park identification from Lot 25 and the former Quay Street to facilitate development of a publicly accessible open space and a permanent home for the Greenpoint Monitor Museum as part of the Proposed Development.

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

- Amendment of existing or new New York State Department of Environmental Conservation (DEC) Tidal Wetland and Protection of Waters permits in connection with shoreline restoration

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

work and development of the Shore Public Walkway and Monitor Museum within the Tidal Wetlands Assessment Area (TWAA) on Lot 25.

- Application for new DEC Tidal Wetland and Protection of Waters permits on Lot 1 (sought by the Project Developer).
- Amendment of U.S. Army Corps of Engineers (USACE) Section 10 and Section 404 permits in connection with shoreline restoration work on Lot 25.

Additional State actions, not subject to CPC review include:

- MTA Board approval of the lease and redevelopment of Lot 1 and the lease and redevelopment (including approval of rear yard bulk waiver) of the NYCTA Relocation Site.
- DEC for Brownfield Cleanup Program (BCP); not a State Environmental Quality Review Act (SEQRA) Action.

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

Description of Required Approvals

Zoning Map Amendment

The zoning map amendment to rezone Block 2590, Lot 25 from M3-1 to R8; a portion of Block 2590, Lot 1 from R6 to R8/C2-4 and R6/C2-4 to R8/C2-4; the northern half of former Quay Street from M3-1 to R6; and modify the park boundary to exclude Lot 25 and the northern half of former Quay Street would be consistent with surrounding zoning patterns. The increase in total residential FAR from 2.54 (3.05 FAR with Universal Affordability Preference) to 7.~~14~~13 weighted average FAR would allow for the creation of up to approximately 1,150 residential units, including deep cross-subsidized affordability. The weighted average FAR is based on 3.9 FAR in the R6/MIH district, and 7.2 FAR in the R8/MIH district. The expansion of the C2-4 overlay would allow activation of the Development Site with local retail adjacent to Quay Street. The rezoning would facilitate the replacement of the existing NYCTA Facility—an incompatible industrial use that creates a dead-end between Bushwick Inlet Park and the waterfront to the north—with new open space creating connectivity along the waterfront and the opportunity to activate Lot 25 with a new museum use.

Zoning Text Amendments

Appendix F - Mandatory Inclusionary Housing (MIH) Area

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

- Option 1 – requires 25 percent of residential floor area must be affordable housing for residents with incomes averaging 60 percent AMI;

- Option 2 – requires 30 percent of residential floor area must be affordable housing for residents with incomes averaging 80 percent AMI;
- Option 3 (or the "Deep Affordability Option") – requires 20 percent of residential floor area must be affordable housing for residents with incomes averaging 40 percent of AMI; and
- Option 4 (or the "Workforce Option") – requires at least 30 percent of residential floor area must be affordable housing for residents with incomes averaging 115 percent of AMI, with no unit targeted to a household exceeding 135 percent of AMI.

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

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

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

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

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

ZR Section 74-745

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

Special Permits

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

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

Zoning Certification

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

City Map Amendment

Although the existing Lot 25 and former Quay Street are mapped as a "Park" on the City Map, this property is not owned by the City of New York; it is instead privately owned and vacant. NYC Parks has stated that it does not and will not intend to acquire the property. The Proposed Development includes the creation of approximately 34,000 sf of WPAA and approximately 9,000 sf of PAA, providing a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street. The elimination of the park identification[13] would allow for the construction of the publicly accessible landscaped open space and the long-planned Greenpoint Monitor Museum in place of vacant land. The proposed City Map amendment and related zoning map and text amendments would generate 367,228 zsf on Lot 25, allowing for the construction of roughly 120 additional affordable DUs in the Proposed Development.

Other Approvals

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

- Amendment of existing DEC Tidal Wetland and Protection of Waters permits in connection with shoreline restoration work and development of the Shore Public Walkway and Monitor Museum within the Tidal Wetlands Assessment Area (TWAA) on Lot 25;
- Application for a new DEC Tidal Wetland and Protection of Waters permits on Lot 1 (sought by the Project Developer); and

[13] In letters dated November 9, 2015 and December 8, 2021, the NYC Parks Department confirmed that it would not acquire the property for park purposes.

› Amendment of USACE Section 10 and Section 404 permits in connection with shoreline restoration work on Lot 25.

Additional State actions not subject to CPC review include:

› MTA Board approval of the lease and redevelopment of Lot 1 and the lease and redevelopment (including approval of rear yard bulk waiver) of the NYCTA Relocation Site; and

› DEC for BCP, not a SEQRA Action.

Project Description

NYCTA Facility Relocation

To allow for development on Lot 1, the NYCTA would relocate the existing on-site NYCTA Facility to a newly constructed turnkey facility, delivered by the Project Developer, off-site at the NYCTA Relocation Site in the North Brooklyn IBZ in East Williamsburg (Block 2591, Lot 1, 5, and 45). The existing ERU Facility at 65 Commercial Street would also be relocated to the NYCTA Relocation Site, which would create a fully vacant site at Commercial Street (Brooklyn Block 2472, Lot 415) and allow for the City to advance full realization of the proposed Box Street Park (see the NYCTA Relocation Site in **Figure 1-3**). The ERU Facility site was identified as the proposed location for the future Box Street Park in 2005 as part of the WAP. Development of the ERU Site portion of the Park has been delayed, in part, due to difficulties relocating the NYCTA ERU Facility.

Proposed Development

Overview

The Proposed Development would contain a total of 1,215,000 gsf (939,600 zsf, 7.13 FAR), consisting of approximately 35,000 gsf (33,000 zsf, 0.25 FAR) of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum on Lot 25 and approximately 1,106,500 gsf (877,900 zsf, 6.63 FAR) of residential space (up to approximately 1,150 total units on Lot 1). Pursuant to the Applicant's preferred MIH Option 1, approximately 25 percent (up to approximately 300) of the proposed units would be affordable at an average of 60 percent AMI. However, the Project Developer intends to provide the affordable units at an average of 56 percent AMI. The Proposed Development would also include approximately 36,500 gsf (28,700 zsf, 0.26 FAR) of local retail commercial space and approximately 37,000 gsf (approximately 140 spaces) of below-grade parking in a single cellar level accessed via a new curb cut on Quay Street. The Proposed Development would introduce a newly created turnaround at the western end of Quay Street, at its terminus, adjacent to Wharf Drive. The portions of the turnaround area that extend beyond the mapped street would be considered PAA, with an area of approximately 2,000 sf. The Proposed Development would introduce approximately 50,000 sf of open space—43,000 sf of which would be publicly accessible, including 34,000 sf of required WPAA and approximately 9,000 sf of PAA. The remaining 7,000 sf of open space would be made up of space for museum visitors as well as landscaping and planting areas that ~~would~~have been designed to visually blend and physically connect with the WPAA and PAA spaces. The Proposed Development would include resiliency and flood protection measures on the Development Site—including installation of a new bulkhead to defend against future flooding due to sea level rise; implementation of wet floodproofing for non-critical and dry floodproofing for critical features; and the inclusion of green roofs, green infrastructure, and soft surfaces where feasible and practicable. The

Proposed Development would consist of three buildings that would introduce residential, commercial, and museum uses to the site, consistent with the intention of the 2005 Greenpoint-Williamsburg Rezoning. **Figure 1-6** shows an illustrative site plan for the Proposed Development, **Figure 1-7** through **Figure 1-10** show illustrative elevations, and **Figure 1-11** shows an axon diagram.

Greenpoint Monitor Museum

One of the three Proposed Development buildings would provide a permanent home for the Greenpoint Monitor Museum (on Lot 25), consisting of an approximately 35,000-gsf, up to 75-foot-tall, approximately 3- to 4-story museum celebrating the maritime history of Greenpoint and the construction of the USS Monitor. Lot 25 was donated to the Greenpoint Monitor Museum in 2003 for the express purpose of constructing a museum and would remain in ownership by the Greenpoint Monitor Museum.

Mixed-Use Buildings

The Proposed Development would also include two mixed-use buildings:

- The West Building on Lot 1, an approximately 979,000-gsf mixed-use residential and commercial building with two high-rise towers. The Project Developer is proposing approximately 912,500 gsf of residential space (950 DUs, approximately 248 of which would affordable pursuant to MIH Option 1) and approximately 29,500 gsf of ground floor and second story retail space, along with approximately 37,000 gsf of parking (approximately 140 spaces). The west tower would rise to approximately 56 stories and 600 feet (640 feet including bulkhead), and the east tower would rise to approximately 41 stories and 450 feet (490 feet including bulkhead). Separate residential and retail entrances would be located along Quay Street.
- The East Building on Lot 1, an approximately 201,000-gsf mixed-use residential and commercial building rising to approximately 21 stories and 230 feet (260 feet including bulkhead) on the eastern portion of the site. The Project Developer is proposing approximately 194,000 gsf of residential space (200 DUs, approximately 52 of which would be affordable pursuant to MIH) and approximately 7,000 gsf of ground floor retail space.

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

Open Space and Public Realm Improvements

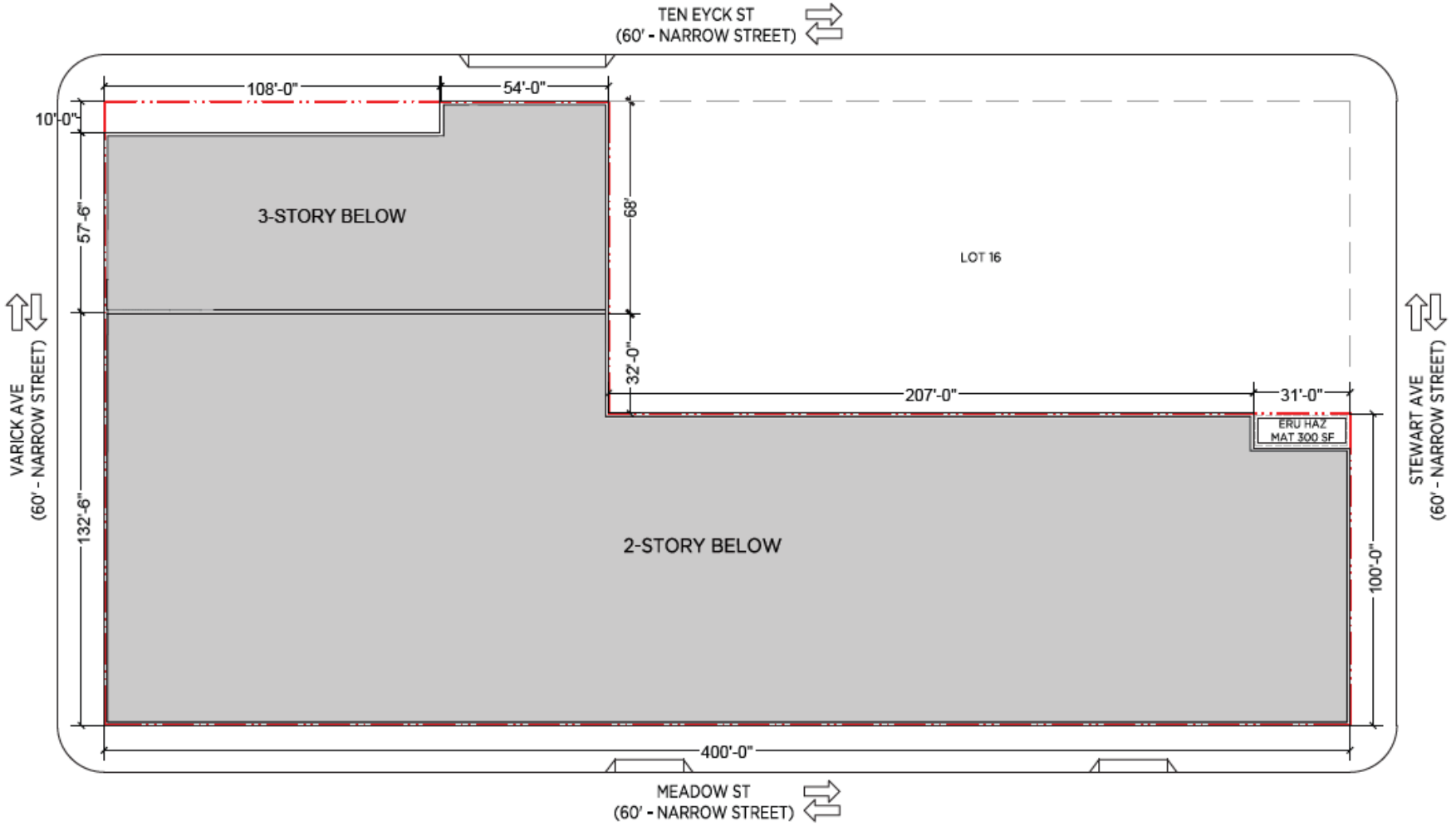
The Proposed Development would include ~~substantial~~ open space improvements.

At the Development Site, the Proposed Development would include over an acre of new, waterfront open space (approximately 50,000 sf, or 1.15 acres), 43,000 sf of which would be publicly accessible including 34,000 sf of required WPAA, and approximately 9,000 sf of PAA, that would provide a pedestrian connection between the future Bushwick Inlet Park and the existing Shore Public Walkway to the north of the site and an upland connection between the future Bushwick Inlet Park and West Street (see **Figure 1-12**). The remaining 7,000 sf of open space would be made up of space for museum visitors as well as landscaping and planting areas that ~~would~~have been designed to visually blend and physically connect with the WPAA and PAA spaces. The public realm improvements associated with the Proposed Development ~~would~~are designed to enhance the pedestrian experience and provide the growing community population with a new open space resource. The

proposed open space would be privately maintained by the Project Developer and the majority of the space would be publicly-accessible as described above. In addition to the new on-site open space, as part of the Proposed Development, long-term funding, in the amount of $300,000 annually, would be provided to the City/NYC Parks for the operation of Bushwick Inlet Park.

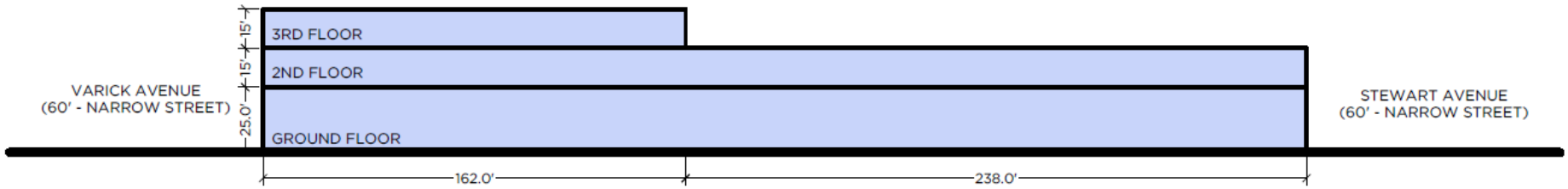
In addition to the on-site open space, the relocation of the NYCTA ERU Facility located at 65 Commercial Street to the NYCTA Relocation Site (shown in **Figure 1-4** and **Figure 1-5**) would facilitate the full realization of the City's planned Box Street Park, adding an additional approximate 25,000 sf of off-site open space to the park. The full delivery of Box Street Park would help to address existing Walk-to-a-Park gap areas in northern Greenpoint.

Figure 1-4 NYCTA Replacement Facility Site Plan



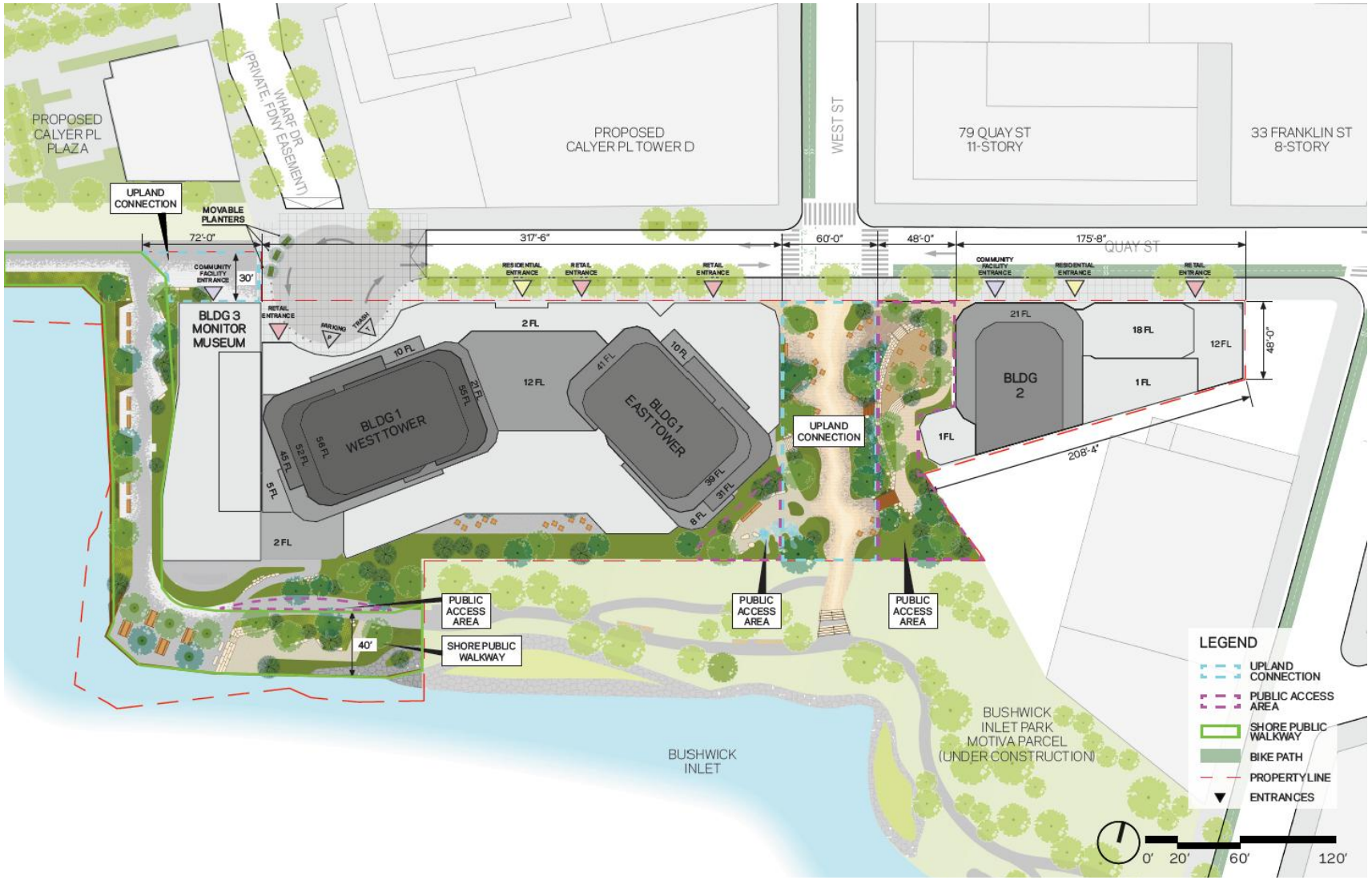
For illustrative purposes only. Source: FX Collaborative

Figure 1-5 NYCTA Replacement Facility Elevation



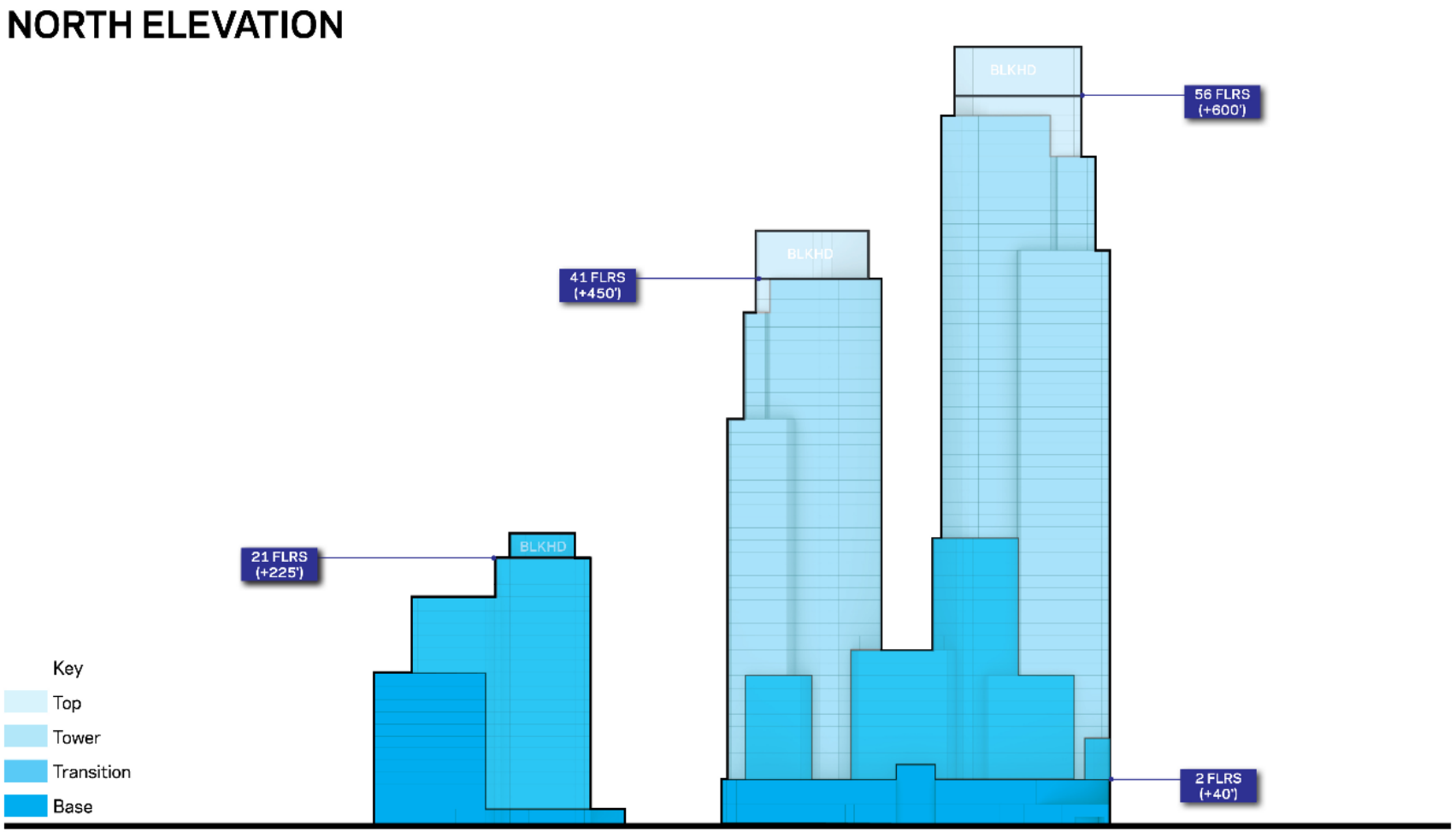
For illustrative purposes only. Source: FX Collaborative

Figure 1-6 Proposed Illustrative Site Plan



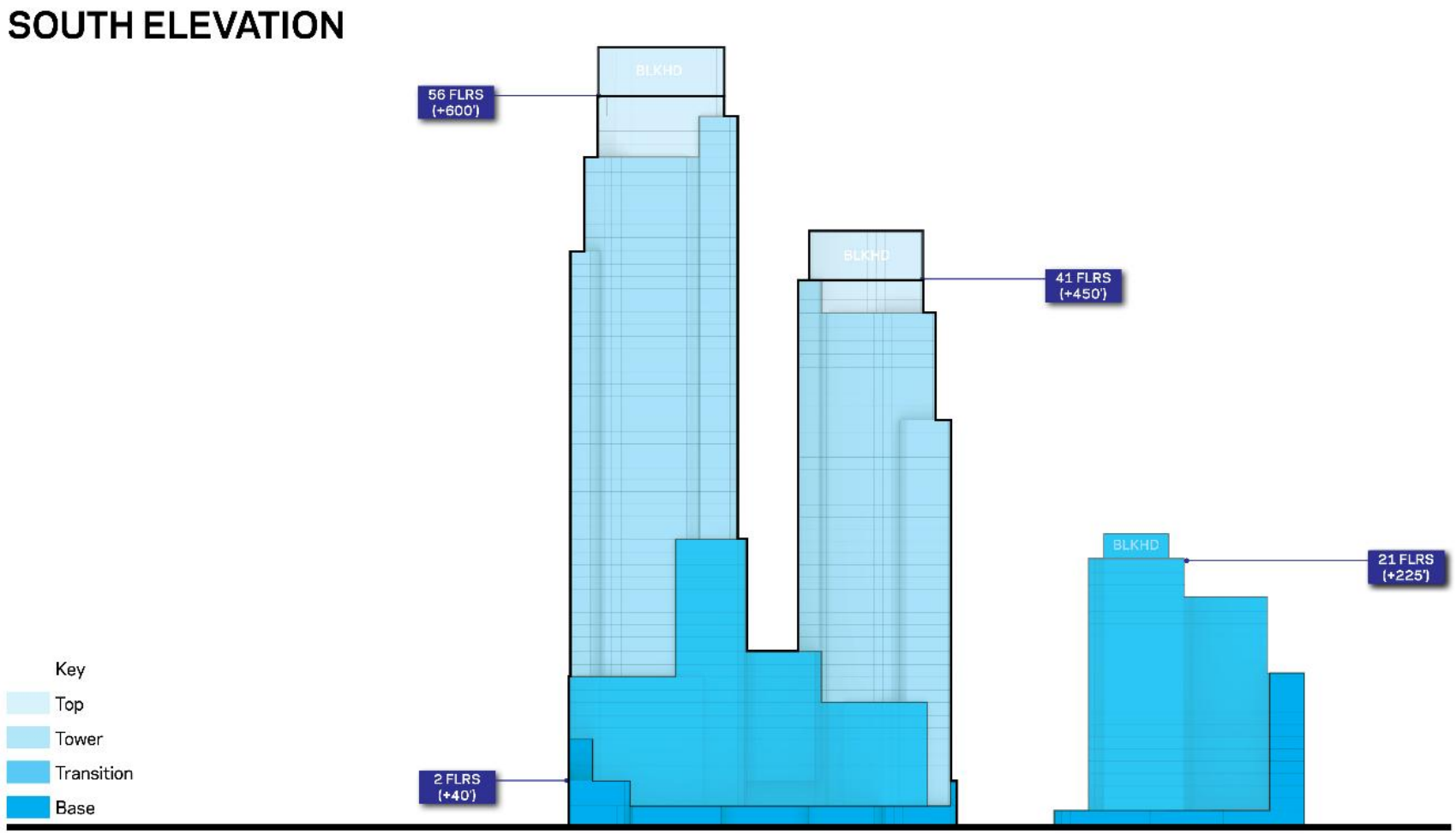
For illustrative purposes only. Source: FX Collaborative

Figure 1-7 Proposed Illustrative Elevation - North



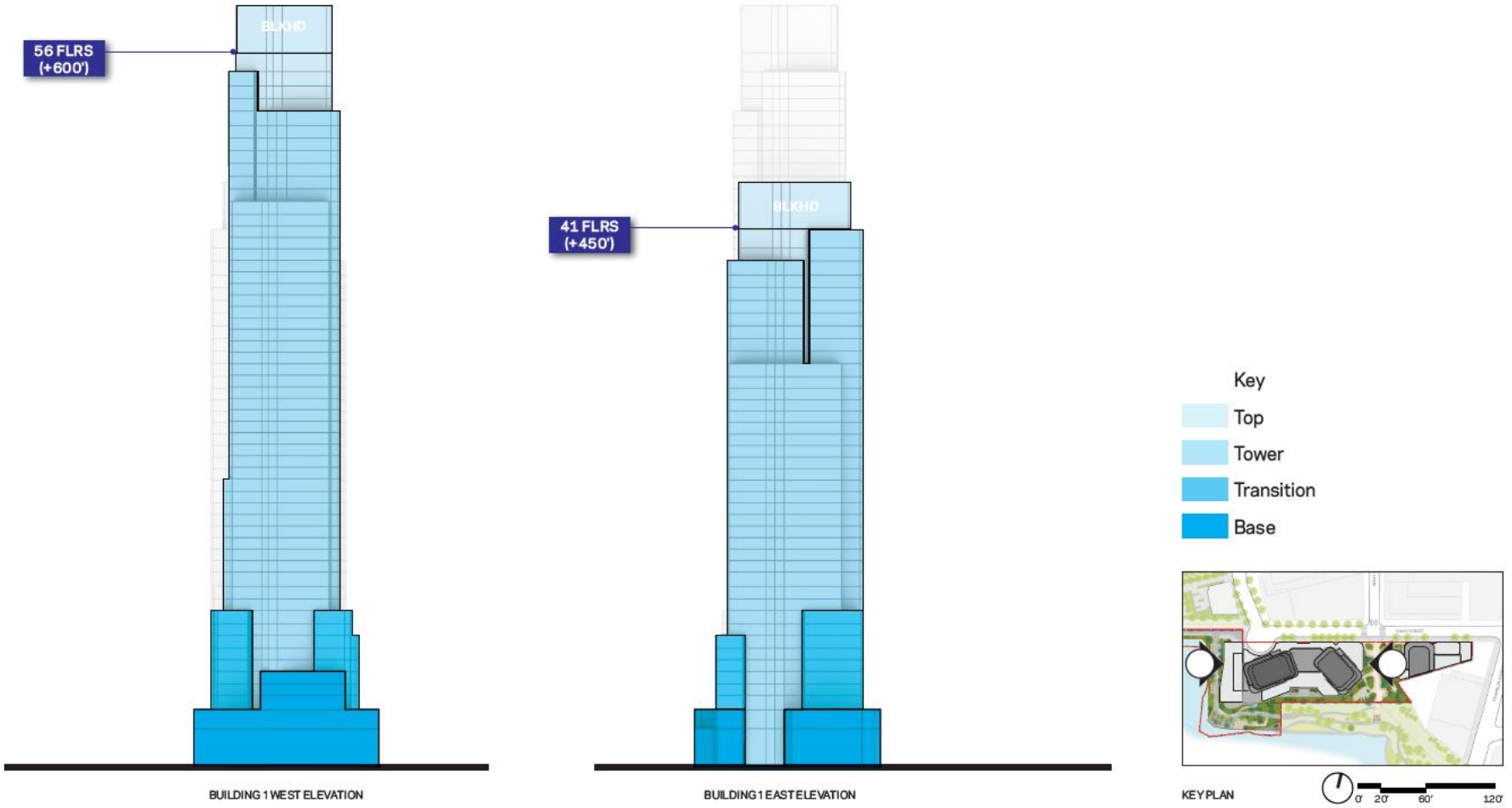
For illustrative purposes only. Source: FX Collaborative

Figure 1-8 Proposed Illustrative Elevation - South



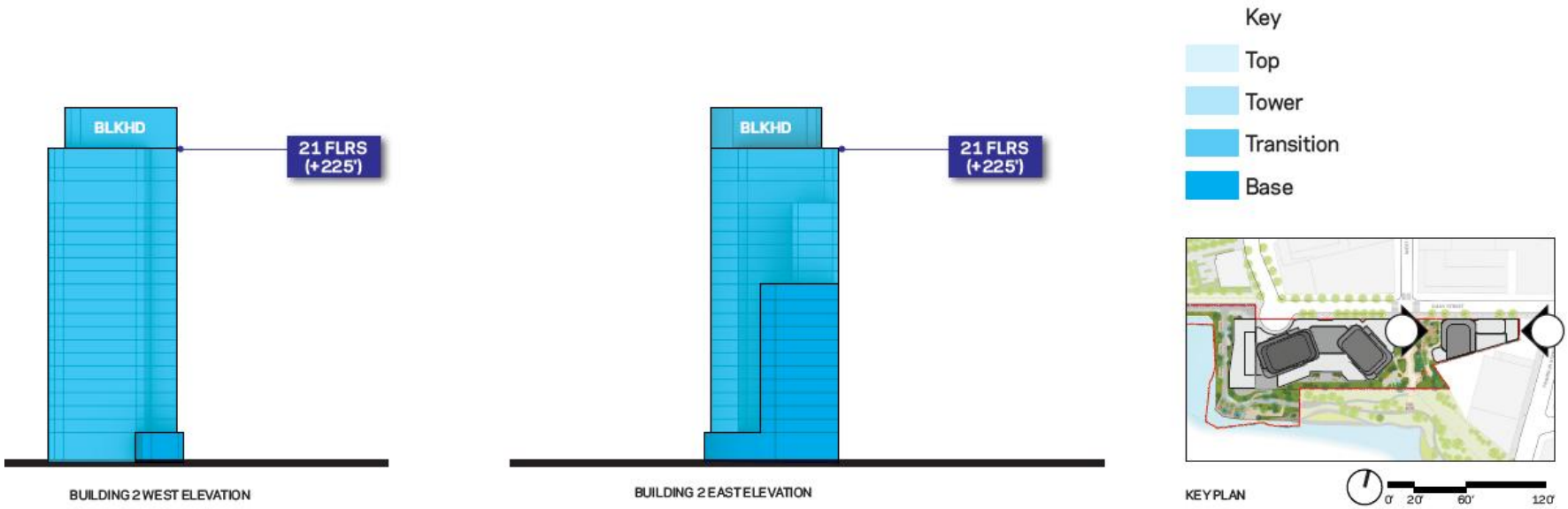
For illustrative purposes only. Source: FX Collaborative

Figure 1-9 West Building – East and West Illustrative Elevations



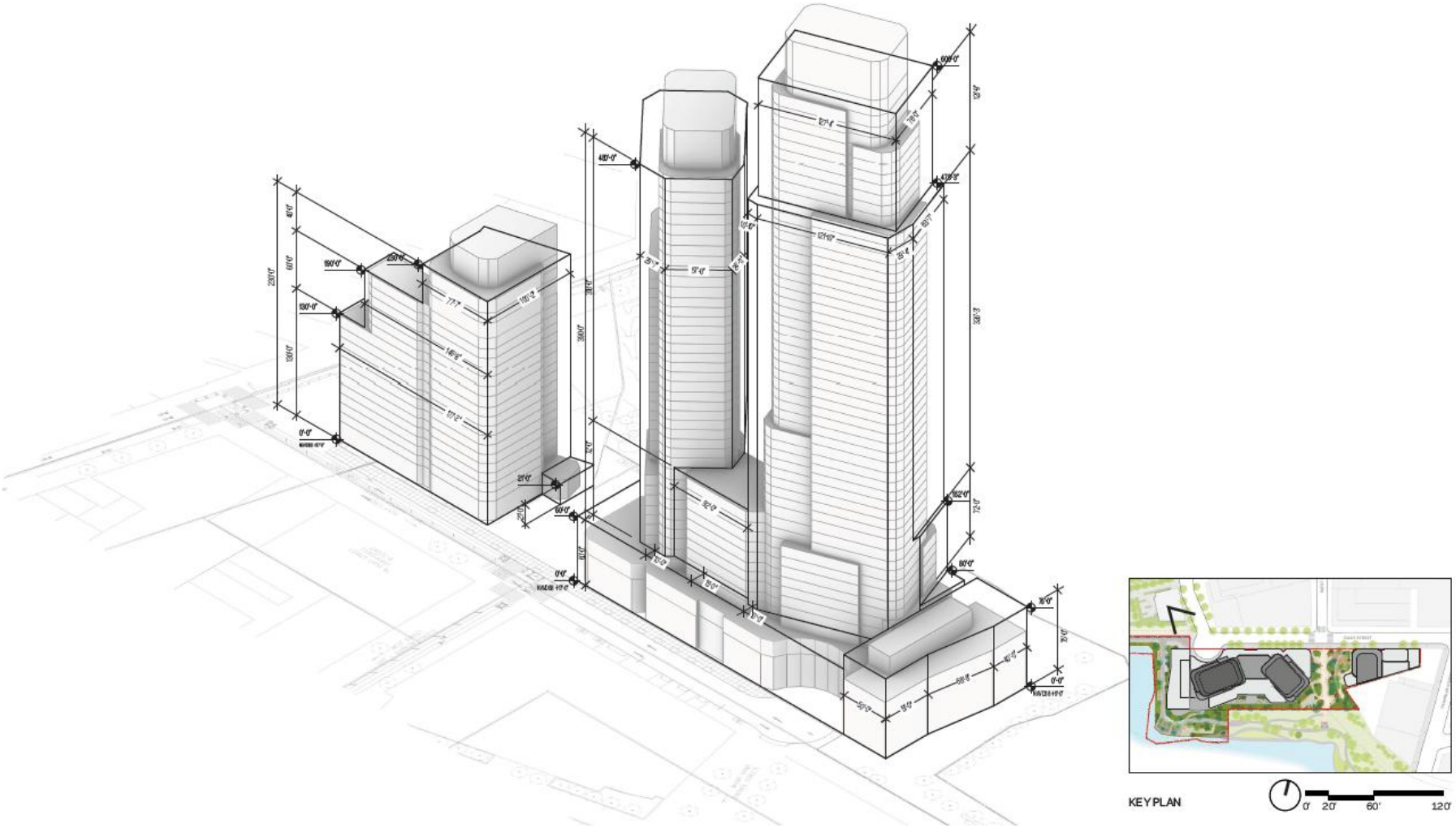
For illustrative purposes only. Source: FX Collaborative

Figure 1-10 East Building – East and West Illustrative Elevations



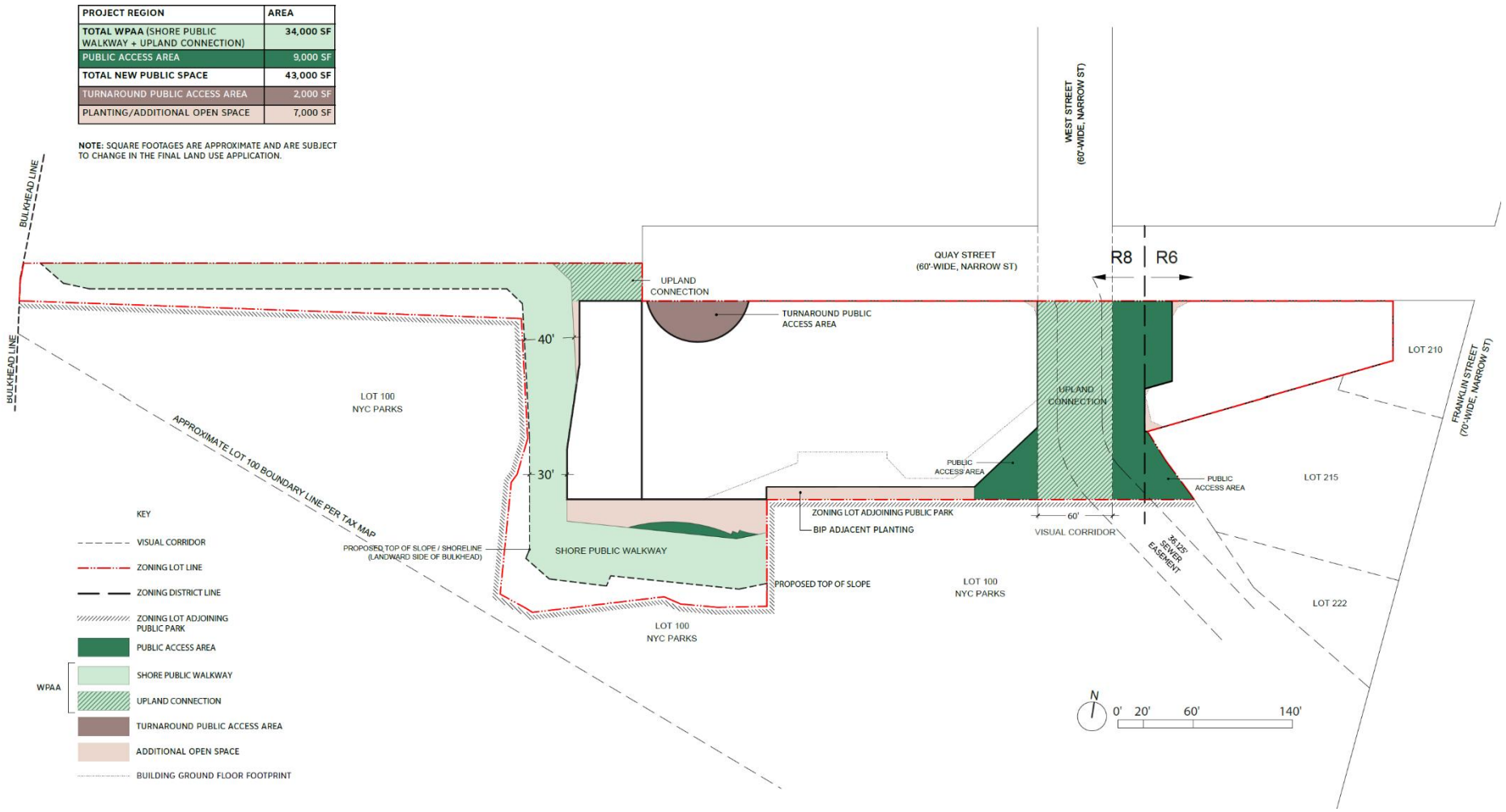
For illustrative purposes only. Source: FX Collaborative

Figure 1-11 Proposed Development Axon Diagram



For illustrative purposes only. Source: FX Collaborative

Figure 1-12 WPAA and PAA Plan



For illustrative purposes only. Source: FX Collaborative

Project Purpose and Need

The Proposed Actions ~~would enable~~have been designed to facilitate the comprehensive redevelopment of a nonconforming industrial site, transforming it into a vibrant, mixed-use area with new open space and waterfront access for the public, affordable residential units, new local retail opportunities, and a new community facility element.

Without a relocation plan or replacement facility to house the NYCTA operations on Lot 1, the site has remained underdeveloped and inconsistent with the residential development trends in the surrounding area. As part of the Proposed Development, the Project Developer has identified a relocation site in the North Brooklyn IBZ in East Williamsburg and would construct a new turnkey facility for the relocation of the NYCTA operations, providing the opportunity for a new development to be constructed on the footprint of the existing NYCTA Facility that would be more aligned with surrounding uses. In its existing condition, the NYCTA Facility creates a barrier between the waterfront and upland neighborhoods, serving as an impediment to the fulfillment of the WAP. No residential development has been achieved on Lot 1 since it was rezoned to allow for residential use almost 20 years ago.

The Proposed Development would replace vacant land and the existing NYCTA Facility, an incompatible industrial use, with new publicly accessible open space, supporting the goals of the Greenpoint-Williamsburg Rezoning by improving waterfront access and connecting area open spaces.

The area surrounding the Development Site is experiencing strong demand for new mixed-income housing, particularly market-rate and affordable housing. The Brooklyn Community Board 1 Statement of Needs for the year 2025 prioritizes housing—and permanent affordable housing that includes lower income bands, in particular. The Proposed Actions would unlock the site's development potential to facilitate the development of more deeply affordable and equitable housing opportunities in Greenpoint. Residential development under the existing R6 zoning would result in a lower density development than the Proposed Development, in which no affordable units and fewer market-rate housing units would be constructed. The proposed zoning changes would allow an increase in residential density, enabling the development of up to approximately 1,150 residential units—of which 25 percent would be affordable (up to 300 permanently affordable units), pursuant to MIH Option 1. The Applicant believes that this responds to the strong demand for affordable housing in Greenpoint and Williamsburg highlighted in Brooklyn Community Board 1's Statement of Needs.

The Applicant believes that the mixed-use development would support local retail development, activate the Development Site providing commercial amenities for residents and visitors, and be more consistent with surrounding land use trends compared to what currently exists on the Development Site. The proposed Monitor Museum would enhance the neighborhood's historical and cultural amenities by providing a permanent space dedicated to the Development Site's historical significance and the USS Monitor. The Monitor Museum ~~will~~would celebrate the history of the Continental Iron Works, the USS Monitor, and its designer John Ericsson in the location where the USS Monitor was built.

By facilitating the relocation and consolidation of the existing NYCTA Facility on Lot 1 and the ERU Facility located at 65 Commercial Street into a new facility at the NYCTA Relocation Site, the Proposed Actions would also allow for the full realization of Box Street Park by the City. Proposed in 2005, Box Street Park has experienced delays due to difficulties with finding a viable relocation for

the ERU Facility. Unlocking the ERU Site at 65 Commercial Street would allow the City to develop an additional approximate 25,000 sf of open space for the future Box Street Park and would introduce a beneficial public use to the waterfront and the Greenpoint neighborhood at large. Furthermore, the relocation of both the existing NYCTA Facility and the ERU Facility would remove non-conforming uses and truck traffic from an increasingly active residential and mixed-use waterfront, supporting a growing residential community.

The combination of affordable housing, a new museum, and new public open space access facilitated by the Proposed Actions would support the "Thriving Neighborhoods" initiative of *OneNYC 2050*, which aims to foster communities that have safe and affordable housing and are well-served by parks, cultural resources, and shared spaces. The Proposed Development seeks to transform an underutilized and industrial segment of the Greenpoint-Williamsburg waterfront into a mixed-use, vibrant community hub, providing new open space and connectivity within the developing waterfront open space network surrounding the Development Site. Through strategic zoning modifications and community-centric planning, the Proposed Development aims to provide much-needed affordable housing, a new cultural asset, commercial amenities, and enhanced public spaces, all while ensuring sustainable and resilient development.

Analysis Framework

This document has been prepared in conformance to the guidelines presented in the ~~*2021*~~*2025 CEQR Technical Manual*. For each technical area, the EIS analyses will include a description of existing conditions, an assessment of conditions in the future without the Proposed Actions (the No-Action condition), and an assessment of future conditions with the Proposed Actions (the With-Action condition). The incremental difference between the No-Action and With-Action conditions will serve as the basis for the impact analysis of the environmental review.

Analysis (Build) Year

The analysis year assumes approval of the Proposed Actions in 2026 and that construction of the NYCTA Replacement Facility would commence shortly thereafter, with construction of the Proposed Development beginning subsequent to the NYCTA's relocation. It is estimated that construction of the NYCTA Replacement Facility (described below) would last approximately 18 months, plus an additional 2 months to relocate operations into the new facility, followed by subsequent demolition of the existing NYCTA Facility on Lot 1 (6 months), with construction of the Proposed Development (approximately 36 months) being completed in 2031. This timeline accounts for the construction of a new, approximately 143,000-gsf turnkey NYCTA facility in East Williamsburg; relocation of the existing NYCTA Facility to the NYCTA Relocation Site; demolition of the NYCTA Facility on the Development Site; and the construction of the Proposed Development, including all shoreline improvements and public open space. Accordingly, the EIS will use a 2031 build year.

Existing Condition

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

Future No-Action Condition

While the Applicant has developed plans for the Development Site, which are as-of-right under the existing zoning, the relocation of the NYCTA Facility on Lot 1 and long-term land lease with the MTA require MTA Board approval, which is a discretionary action subject to SEQRA. Because Lot 25 is zoned M3-1 and shown as a park on the City Map, construction of the Greenpoint Monitor Museum and publicly accessible waterfront open space would not be feasible without the Proposed Actions. Therefore, no development would occur on Lot 25, and the lot would remain undeveloped. The planned expansion of Bushwick Inlet Park would form a dead end at the site of the undeveloped shoreline of Lot 25, limiting the connectivity of the waterfront. As such, ~~the~~ in the future without the Proposed Actions (No-Action condition), it is conservatively assumed that existing conditions at the Development Site would remain.

Further, without the Proposed Actions no new development would occur on the NYCTA Relocation Site at 213 Meadow Street. Without the relocation of the existing NYCTA Facility on Lot 1, the relocation of the ERU Facility would not occur, and that site would not be available for the City's planned full development of Box Street Park.

Area Projects

There are several residential developments (including mixed-use residential commercial developments) within a quarter-mile study area of the Development Site that are expected to be complete by the 2031 build year (see **Table 1-1**).[14]

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

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

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

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

Source: NYC DCP, DevDB 24v2 (provided to VHB in December 2024)
Notes:
Includes filed applications, approved applications, and projects permitted for construction. Excludes projects with no net change in uses.
[1] Indicates development is part of the planned Calyer Place project

Future With-Action Condition

The With-Action condition is the same as the Proposed Development, which is the reasonable worst-case development scenario that would be developed in accordance with the Proposed Actions described above. The With-Action condition is compared to the No-Action condition in **Table 1-2**, below. While the Project Developer is pursuing MIH Option 1, the environmental review will assess affordability ranging from 20 percent of residential units (up to approximately 230 units) at an average of 40 percent AMI to 30 percent of units (approximately 345 units) at an average of 80 percent AMI.

Table 1-2 Future No-Action and With-Action Comparison

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

Notes:

[1] Existing worker counts provided by NYCTA Facility and current business at Relocation Site. No-Action and With-Action workers estimated assuming the following: Residential: 1 worker per 25 DUs; Commercial: 1 worker per 333 gsf; Museum: approx. up to 20 total employees

[2] Based on information provided by the Applicants

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

Public Review Process

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

ULURP

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months. The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case, Brooklyn Community Board 1). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the ULURP application. In the event the Council seeks to modify the application, the modifications are referred to the CPC for consideration, and the time for City Council action is extended to 65 days.

CEQR and SEQRA

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with SEQRA. In addition, the City has published a guidance manual for environmental review, the *CEQR Technical Manual*. The SEQRA and CEQR rules guide environmental review through the following steps:

- **Establish a Lead Agency**. Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. DCP, acting on behalf of the CPC, is serving as the lead agency.
- **Environmental Review and Determination of Significance**. The lead agency determines whether the proposed actions may have a significant impact on the environment. To do so, an EAS must be prepared. This EAS is reviewed by the lead agency, which determines if the Proposed Actions and development have the potential to result in any significant adverse impacts on the environment. As the Proposed Actions are classified as a "Type I Action" and the EAS identified the potential for significant adverse impacts on the environment in certain impact categories, an EIS is required and must be prepared, and a determination of significance must be issued. A Positive Declaration has been issued by DCP, as lead agency.
- **Draft Scope of Work**. A Draft Scope of Work (DSOW) is required for the preparation of an EIS and has been prepared for this project. It contains a description of the Proposed Actions and the tasks that will be undertaken to analyze the potential environmental impact of the Proposed Development. The issuance of the DSOW marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the DSOW may do so and give their comments to the lead agency. The public, interested agencies, and elected officials are invited to comment on the DSOW, either in writing or orally, at a public scoping meeting. A scoping meeting was held on Tuesday April 22, 2025. Public comments were accepted through Friday May 2, 2025.

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