

River Ring

~~FINAL~~DRAFT

SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT

CEQR No. 21DCP157K

August 16~~March 22~~, 2021

This document is the Final Scope of Work (Final Scope) for the River Ring Draft Environmental Impact Statement (DEIS). This Final Scope has been prepared to describe the Proposed Actions, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS. This Final Scope incorporates changes that were made subsequent to publication of the Draft Scope of Work (Draft Scope). Revisions of the Draft Scope have been incorporated into this Final Scope and are indicated by double-underlining new text and striking deleted text.

A. INTRODUCTION

This document is the ~~Draft Final~~ Scope of Work ("~~Draft Final~~ Scope") which outlines the technical areas to be analyzed in the preparation of the Draft Environmental Impact Statement (DEIS) for the River Ring project in the Williamsburg neighborhood of Brooklyn Community District 1. The New York City Department of City Planning (DCP), acting on behalf of the New York City Planning Commission (CPC), as lead agency for City Environmental Quality Review (CEQR), has determined that the project will require the preparation of an EIS.

The Applicant, River Street Partners LLC, is requesting discretionary actions to facilitate a new mixed-use development with waterfront open space on a zoning lot to be comprised of Block 2355, Lots 1 and 20; Block 2361, Lots 1, 20, and 21; Block 2376, Lot 50; and portions of Metropolitan Avenue and North 1st Street (collectively known as the "Proposed Development Site"). The Proposed Development Site comprises approximately ~~399,780~~ 5,890-sf of lot area and is bounded to the North by North 3rd Street, to the east by River Street and property owned by New York Power Authority (NYPA), to the south partially by North 1st Street and partially by Grand Ferry Park, and to the west by the US Pierhead Line in the East River (see **Figure 1**). The Proposed Development Site is currently vacant. As shown in **Figure 1**, the Project Area (a.k.a. proposed rezoning area) also includes two non-Applicant owned blocks to the east of the Proposed Development Site (Blocks 2356 and 2362).

The Proposed Actions would facilitate new construction on the Applicant's Proposed Development Site that would contain approximately 1,250 units¹, of which 313 units (25%) would be affordable pursuant to

¹ Although the Applicant plans to develop 1,050 rental DUs on the Proposed Development Site, for conservative analysis purposes, the RWCDs will assume a total of 1,250 rental DUs, as discussed in Section D below.





the MIH program, 50,000 gsf of community facility space (a community center), 83,000 gsf of commercial space (including 60,000 gsf of office and 23,000 gsf of local retail), and ~~approximately up to~~ 250 accessory parking spaces, as well as approximately ~~2.93-4~~ acres of new public open space (plus 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area). The Proposed Development would be comprised of two mixed-use towers, with all components expected to be complete and operational by 2027.

As a reasonable-worst case development scenario (RWCDs), in addition to the Applicant's Proposed Development described above, the proposed zoning map changes are assumed to facilitate the redevelopment of a separate Projected Development Site (Block 2362, Lot 1) with an additional 1.0 FAR of community facility uses (approximately 6,741 gsf) compared to No-Action conditions.

Compared to No-Action conditions, the combined RWCDs for analysis purposes would result in an incremental (net) increase of approximately 1,250 DUs, including 313 affordable units, 56,741 gsf of community facility space, 5,500 gsf of office, and ~~2.93-4~~ acres of publicly accessible open space, no change in local retail space, and a net decrease of approximately 102,100 gsf of last-mile distribution facility (Use Group (UG) 16D), 94,750 gsf of warehouse uses, 68,000 gsf of light manufacturing maker space uses, 60,100 gsf of destination retail, and a net decrease of 349 parking spaces.

This document provides a description of the Proposed Actions and associated RWCDs, including a detailed description of the Applicant's Proposed Development, and includes task categories for all technical areas to be analyzed in the DEIS.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

Required Approvals

The Proposed Actions would encompass several discretionary actions that are subject to review under the City Environmental Quality Review (CEQR) process. The anticipated discretionary actions include:

- City Map Change to demap, discontinue, close and, as necessary, dispose of segments of Metropolitan Avenue and North 1st Street to the west of River Street;
- Landfill ~~action to add of~~ approximately 4,468,319 sf of landfill to create open area as part of the waterfront public open space plan;
- Zoning Map Amendment to rezone the Project Area from an M3-1 district to C6-2 and M1-4 districts;
- Zoning Text Amendment to a) Appendix F of the Zoning Resolution (ZR) to establish the portion of the Project Area to the west of River Street as an Mandatory Inclusionary Housing (MIH) area; b) amend ZR Section 74-742 to allow a large scale general development ("LSGD") that does not meet the ownership requirements of ZR Section 74-742; and c) amend ZR Section 74-743 to permit, as part of the LSGD, the construction of new piers or platforms in the seaward portion of the LSGD, and allow such piers or platforms to generate floor area, provided that the total distribution of floor area is limited to the floor area generated by existing land, piers and platforms seaward of the bulkhead line to be removed; ~~allow, as part of a Large Scale General Development ("LSGD"), structures located in the seaward portion of the zoning lot comprising the Proposed Development Site that are accessible and enjoyable by the public, as well as allow such structures, as necessary, to generate floor area, provided, provided that the total distribution of floor area~~

~~is limited to the floor area generated by existing piers and platforms within the seaward portion of the zoning lot;~~

- Zoning Authorizations to a) modify requirements for location, area and minimum dimensions of waterfront public access areas ~~and visual corridors~~ pursuant to ZR Section 62-822(a); b) modify requirements within waterfront public access areas pursuant to ZR Section 62-822(b); and c) allow for a phased development of waterfront public access areas pursuant to ZR Section 62-822(c);
- Zoning Certification pursuant to ZR Section 62-811 with respect to compliance with waterfront public access area and visual corridor requirements, as modified by the proposed waterfront Zoning Authorizations;
- Zoning Special Permit, pursuant to ZR Section 74-743(a)(2) and 74-743(a)(13), as modified under the proposed Text Amendment, to allow the construction of new piers and platforms in the seaward portion of the LSGD that are accessible and enjoyable by the public; allow such piers and platforms to generate floor area, provided that the total distribution of floor area is limited to the floor area generated by existing land, piers and platforms seaward of the bulkhead line to be removed; and to modify bulk regulations ~~for a LSGD to modify certain bulk regulations pursuant to 74-743~~, allow for structures located in the seaward portion of the zoning lot comprising the ~~Proposed Development Site that are accessible and enjoyable by the public~~, and allow such structures, as necessary, to generate floor area; and
- Zoning Special Permit pursuant to ZR Section 74-5332 to reduce the minimum parking requirements for accessory off-street parking spaces ~~group parking facilities~~ for market rate residential units in a Transit Zone from 40% to 20%.

With respect to each of the special permits and authorizations, the Applicant is also requesting an extension of term of such approvals to a period of ten years during which substantial construction of the phased project would be completed.

In addition, a Joint Permit Application from the NYS Department of Environmental Conservation (NYSDEC) and the US Army Corps of Engineers (USACE) is being sought in conjunction with the publicly accessible open space proposed along the waterfront. Also in conjunction with the Applicant's Proposed Development, the existing sewer infrastructure (combined sewers, intercepting sewer, regulator, and combined sewer overflow outfall) located between the East River and River Street in Metropolitan Avenue would be relocated, subject to review and approval by NYSDEC, USACE and the NYC Department of Environmental Protection (DEP), as applicable. The Applicant may also seek additional actions related to financing for the affordable housing component of the Proposed Development.

City Environmental Quality Review (CEQR) and Scoping

The Proposed Actions are classified as a Type 1 Action, as defined under NYC Executive Order 91 of 1977 §6-15 (2) and are subject to environmental review in accordance with CEQR guidance. An Environmental Assessment Statement (EAS) and Positive Declaration were issued on March 22, 2021 by DCP, as lead agency. DCP has determined that the Proposed Actions may result in significant adverse environmental impacts and directed that a DEIS be prepared.

~~The~~ Draft Scope of Work (Draft Scope) for the preparation of a DEIS contains a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Actions and associated RWCDs. The issuance of the Draft Scope marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the DEIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the DEIS.

During the public comment period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. In accordance with City and State environmental review regulations and methodologies, the Draft Scope of Work to prepare the EIS was issued on March 22, 2021. The public, interested agencies, and elected officials, ~~are~~ were invited to comment on the Draft Scope, either in writing or orally, at the public scoping meeting.

In accordance with SEQRA and CEQR, ~~the~~ this Draft Scope of Work ~~has been~~ was distributed for public review. A public scoping meeting ~~has been scheduled for~~ was held on Monday, April 26, 2021 at 2 pm, and the period for submitting written comments ~~will remain~~ remained open until Thursday, May 6, 2021. In support of the City's efforts to contain the spread of COVID-19, DCP ~~will hold~~ held the public scoping meeting remotely. Instructions on how to view and participate, as well as materials relating to the meeting, ~~will be available~~ were made available at the DCP Scoping Documents webpage (<https://www1.nyc.gov/site/planning/applicants/scopingdocuments.page>) and NYC Engage website (<https://www1.nyc.gov/site/nycengage/index.page>) in advance of the meeting.

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting ~~will be~~ were considered and incorporated, as appropriate, into the Final Scope of Work (Final Scope). The Final Scope ~~will incorporate~~ incorporates all relevant comments made on the Draft Scope and was revised to the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process and to include any other necessary changes to the scope of work for the EIS. **Appendix 4** includes responses to comments made on the Draft Scope. The written comments received are included in **Appendix 5**. The DEIS will be prepared in accordance with the resulting Final Scope.

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 City Planning Commission (CPC) hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. The FEIS will then be used by the relevant City agencies to evaluate CEQR findings, which address project impacts and proposed mitigation measures, and to decide whether to approve the requested discretionary actions, with or without modifications. The rationale for this decision is then set forth in a document called a Statement of Findings.

C. PROJECT DESCRIPTION

Project Area Conditions and History

The Project Area (a.k.a. proposed rezoning area) is bounded to the north by North 3rd Street, to the east by Kent Avenue and property owned by the New York Power Authority (NYPA), to the south partially by North 1st Street and partially by Grand Ferry Park, and to the west by the US Pierhead Line in the East River (see **Figure 1a**). The Project Area comprises portions of three waterfront blocks and two inland blocks with a total lot area of approximately ~~443,770~~ 441,660 sf. This includes the upland lot portion of the Applicant's ~~controlled~~ Proposed Development Site, which has a lot area of approximately ~~137,201~~ 143,613 sf, the seaward lot portion of the Proposed Development Site, which has a lot area of approximately ~~235,573~~ 229,677 sf and includes ~~19,582~~ 28,454 sf of existing seaward structures, an approximately 23,116 sf area of Metropolitan Avenue and an approximately ~~6,000~~ 3,374 sf area of North 1st Street proposed to be demapped, as well as the two non-Applicant-controlled inland tax blocks, which have a total lot area of 41,880 sf. The Proposed Development Site's total upland lot area with the Proposed

Actions is ~~185,899~~170,103 sf. ~~However, the proposed With Action lot area would be limited to a maximum of 156,783 sf for zoning calculation purposes.~~ The Project Area is currently zoned M3-1, which allows a maximum floor area ratio (FAR) of 2.0 for industrial and commercial uses; residential and community facility uses are not allowed.

Proposed Development Site

The Proposed Development Site is currently vacant, with the upland portion covered in compacted sand and gravel (see **Figure 1b**). The Proposed Development Site previously contained multiple warehousing and storage buildings that accommodated a variety of industrial uses since the 1830s. Prior to the 1900s the Proposed Development Site was occupied by the Nassau Ferry Company (south), a lumber yard (middle) and a sugar refinery (north). In the 1920s the middle of the site was converted to coal storage, and in the 1940s, it was subsequently converted to fuel storage. By 1947, the ferry terminal in the southern portion of the Proposed Development Site was demolished and was used by Charles Pfizer and Company (predecessor to Pfizer) as molasses storage. A wharf was constructed at the shoreline to replace the ferry docks and to accommodate shipping. Four cellular caissons were constructed in the early 1960s, along with a new pier between North 1st Street and Metropolitan Avenue (fuel service pier) and catwalks connecting the three southern caissons; the northernmost caisson was connected to the North 3rd Street Pier by a catwalk. Between 1966 and 1974, the Proposed Development Site north of North 1st Street was entirely covered by fuel storage tanks that spanned the entire length of the property boundary; two large circular fuel storage tanks occupied a portion of the site south of North 1st Street. During this same period, the Metropolitan Avenue Pier had been demolished; the North 1st Street Pier and the new pier between North 1st Street and Metropolitan Avenue were reduced in width to their current configuration. By 1991, the North 3rd Street Pier was reduced to a finger pier and platform.

Consolidated Edison (ConEd) had owned and operated the Proposed Development Site since 1993, using it primarily as a No. 6 fuel oil storage complex for its North First Street Terminal (NFST), until the site was decommissioned in 2012 and the tanks were demolished between 2009 and 2013. When the site was decommissioned, the bulkhead on the northernmost block was also demolished and replaced with a shallow armored slope protected from erosion by cobbles (cobble slope).

The existing shoreline protection of the Proposed Development Site consists of a 265-foot-long by 25-foot-wide wharf, a 65-foot-long riprap revetment, a 205-foot-long bulkhead, and a 285-foot-long cobble slope. A 230-foot-long pile supported apron walkway is waterward of and parallel to the existing bulkhead. The southern portion of the apron walkway is 12-foot wide; the northern portion is 6-foot wide. A pile-supported fuel service pier extends from the middle of the apron walkway to a pile-supported fuel service platform, about 200 feet from the bulkhead. The North 1st Street Pier extends about 195 feet and is about 5-feet wide; however, the segment that connected the pier to the shore is no longer present. The North 3rd Street Pier once extended about 245 feet from the former bulkhead, but the deck of the near shore portion no longer exists; only the piles that once supported the deck remain. A pile-supported timber platform (about 38,000 sf) at the end of the former North 3rd Street Pier still exists. About 200 feet waterward of the shoreline are four cellular caissons, ranging in diameter from about 28 to 47 feet. The southern three caissons and the fuel service platform are connected by pile-supported catwalks about 5 feet wide. The North 1st Street Pier terminates at this catwalk. A 20-foot-wide catwalk extends from the former North 3rd Street platform to the northernmost caisson. There is a 60-inch combined sewer pipe in Metropolitan Avenue that carries flow from the east, which discharges to an existing regulator, also located in Metropolitan Avenue. A 24-inch branch interceptor sewer carries flow from the regulator back to Kent Avenue where it continues north to the Newtown Creek treatment plant.

Remainder of Project Area

The Project Area also includes two inland blocks (Blocks 2356 and 2362) which are located directly east of the Applicant's ~~controlled~~ Proposed Development Site (refer to **Figure 1**). Block 2356 is comprised of a single lot (Lot 1), which contains a recently constructed six-story (83-foot-tall) mixed commercial building with approximately 24,000 gsf of office space on the 4th-6th floors, 22,000 gsf of destination retail (Trader Joe's) below grade, 21,000 gsf of ground floor retail, approximately 176 accessory attended parking spaces (34,370 gsf), and 1,600 gsf for roof garden on the third floor. On Block 2362, Lot 3 is a vacant 13,378 sf lot owned by Con Edison. Lot 1 is an approximately 5,862 sf lot that was previously occupied by a 1-story building that was demolished in 2019; subsequent permits have been filed for excavation, bracing and shoring, ~~and the site appears to be undergoing environmental remediation.~~

Neighborhood Context

The Project Area is located along Brooklyn's East River waterfront in the Williamsburg neighborhood in Brooklyn Community District 1. Land uses within a 400-foot radius (the "Surrounding Area") of the Project Area include a mix of manufacturing, commercial, and mixed residential and commercial uses, as well as utility uses and open space. ~~The Surrounding Area is primarily characterized by 6- to 7-story multi-family and mixed residential and commercial buildings north of North 1st Street, and 3- to 4-story multi-family buildings and mixed residential and commercial buildings south of North 1st Street. Commercial buildings ranging from 1 to 6 stories are scattered within the Surrounding Area. To the east and northeast of the Project Area, the predominant uses include residences, retail establishments (specifically along Kent and Wythe Avenues), restaurants, offices and light-manufacturing spaces. Residential uses include both multi-family buildings and single and two-family walk-up buildings. The New York Power Authority (NYPA) Power Plant at 49 River Street adjoins the southwestern end of the Project Area. Further to the south is a large-scale general development comprising the former Domino Sugar site, which is being developed to include residential, retail and office uses within four new buildings and one converted and enlarged landmarked building. Further to the south, and beyond the Domino Sugar site, the surrounding area is entirely residential (and comprised of mid/low rise multi-family buildings) except for retail establishments along Broadway and Grand Street. West of the Project Area is the East River. To the north of the Project Area residential uses predominate, with large tall waterfront towers To the north of North 3rd Street and south of North 1st Street, between Kent Avenue and the East River, are several waterfront residential and mixed-use buildings ranging in height between 30 and 41 stories, and shorter mid-sized residential buildings and row-houses located upland. These waterfront towers buildings were a part of facilitated by the recent 2010 and 2014 rezoning actions described below. Warehouse, automotive and light-industrial uses are also located to the north/northeast of the Project Area.~~

Recent rezonings in areas surrounding the Project Area include: 1) the nearly 200-block 2005 Greenpoint-Williamsburg neighborhood rezoning (C 050111 (A) ZMK; C 040415 MMK; C 040416 MMK; C 040417 MMK and C 040418 MMK) directly to the north and east of the Project Area; and 2) the 2010 New Domino rezoning (C 100185 ZMK) directly to the south of the Project Area, approved in conjunction with a series of land use actions (N 100186 ZRK; C 100187 ZSK; C 100188 ZSK, N 100190 ZAK; N 100191 ZCK; and N 100192 ZCK) which rezoned that site from M3-1 to R8 with a C2-4 commercial overlay for the majority of the waterfront parcel; M3-1 to C6-2 for a section of the waterfront parcel; and M3-1 to R6 with a C2-4 commercial overlay on the upland parcel. In 2014, Domino Sugar was approved to facilitate a 2.95 million-square-foot large-scale general development with waterfront spaces (N 140131 ZRK; C 140132 ZSK; C 140133 ZSK; C 140134 ZSK; C 140135 ZSK; N 140136 ZAK; N 140137 ZAK; N 140138 ZAK; B 140139 ZCK; N 140140 ZCK; and N 140141 ZCK).

The Project Area is located within a Transit Zone. The B32 local bus runs northbound along Kent Avenue to Long Island City, Queens, and southbound along Wythe Avenue to the Williamsburg Bridge Plaza. The North Williamsburg Ferry stop is located two blocks north of the Project Area. The Bedford Avenue (L) Station on North 7th Street is located northeast of the Project Area. Open spaces within the Surrounding Area include Grand Ferry Park, immediately south and adjacent to the Project Area; Domino Park, one-block south of the Project Area; William Sheridan Playground, two blocks southeast of the Project Area on Grand Street; and North 5th Street Pier and Park, two-blocks north of the Project Area along the East River waterfront between North 5th and North 6th streets. South of North 5th Street Pier and Park is the One North Fourth waterfront esplanade, which provides a connection between the North 5th Street Pier and Park and North 3rd Street, and the covered arcade on the west side of the Austin Nichols building that creates a waterfront connection between the end of North 3rd Street and One N4th Place.

Description of the Proposed Actions

City Map Change

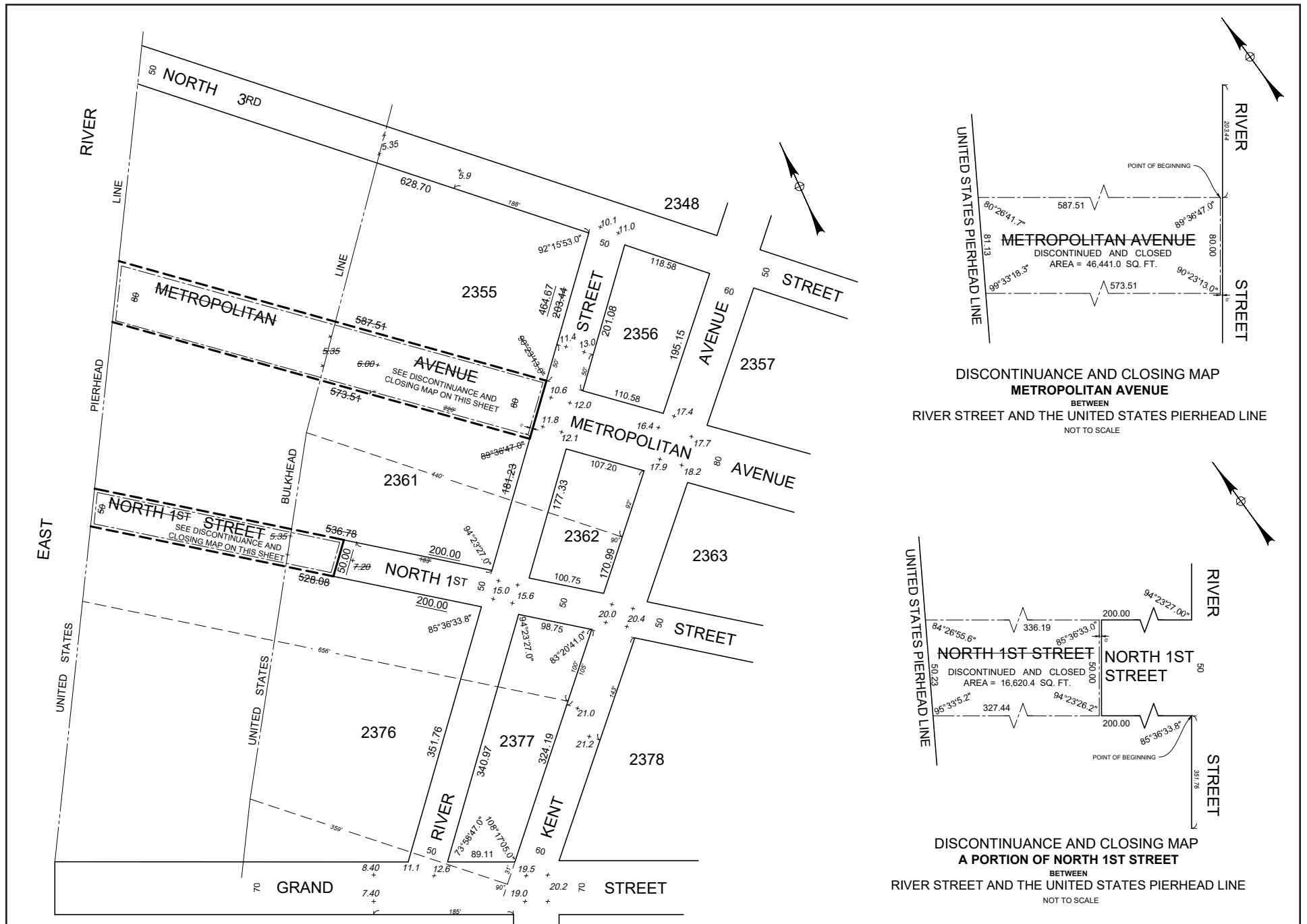
A change to the City Map is being proposed to demap, discontinue, close and, as necessary, dispose of segments of Metropolitan Avenue and North 1st Street west of River Street, as illustrated in Figure 2. ~~The portions of Metropolitan Avenue and North 1st Street that would be demapped are currently owned by a combination of the Applicant or the City of New York.~~ The proposed City Map Amendment is intended to pedestrianize and landscape these street segments that would otherwise be unimproved, with limited access to the waterfront. This would also maximize the area of public open space that would be created along the East River. In conjunction with the Proposed Development, the upland portion of the demapped area of Metropolitan Avenue would serve as a public pedestrian corridor that allows vehicle-free access from River Street and terminates at the planned public open space that would be constructed along the East River waterfront, and the demapped portion of North 1st Street would provide a connection for the proposed shore public walkway. The demapped street segments would function as a right-of-way for pedestrian traffic to the waterfront and to the adjacent Proposed Development Site.

Landfill

~~A Landfill action to add of approximately 4,468,319 sf to create open area~~ as part of the waterfront public open space plan on the Proposed Development Site. The landfill area is on the northern-most portion of the park, just south of the terminus of North 3rd Street. The purpose of the proposed landfill is to enhance the protective nature of the cove and resilient flood protection measures, as well as promote increased healthy ecology along the shoreline.

Zoning Map Amendment

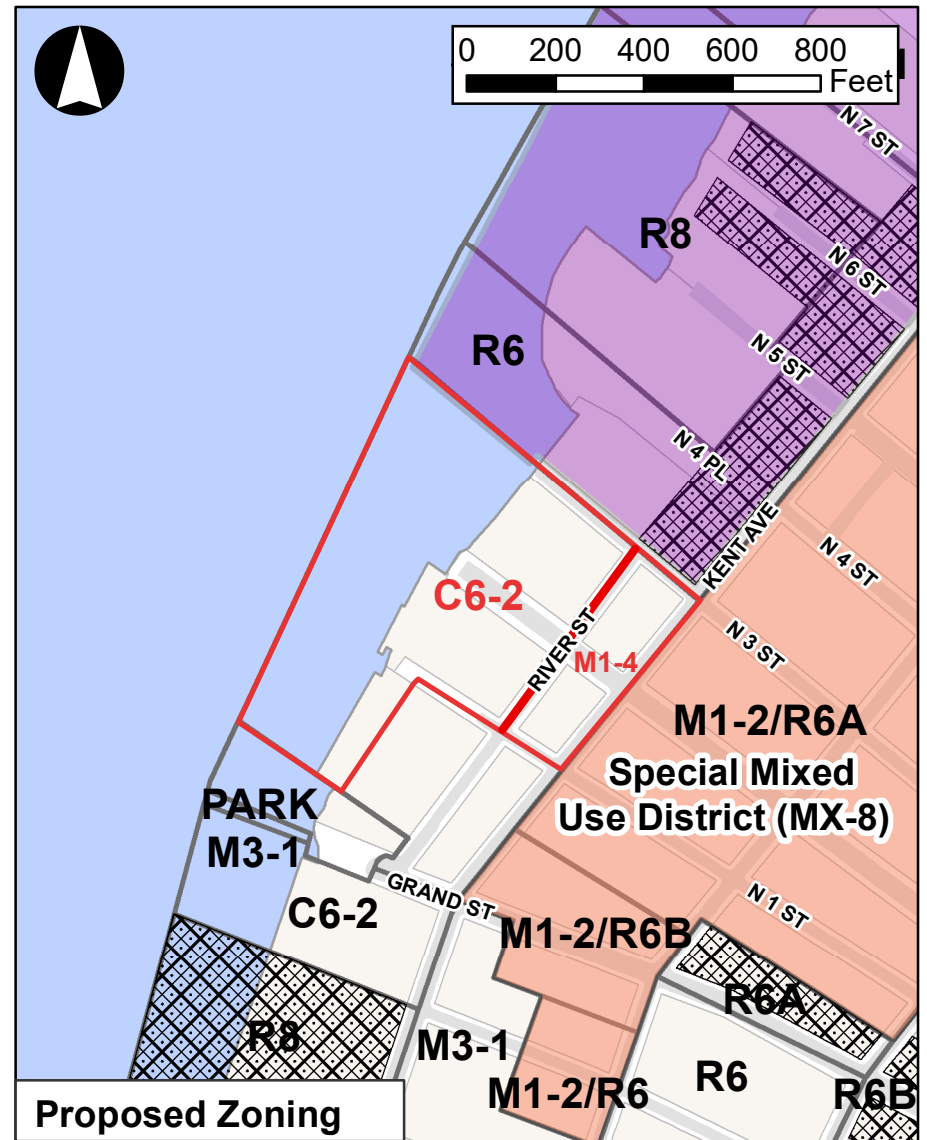
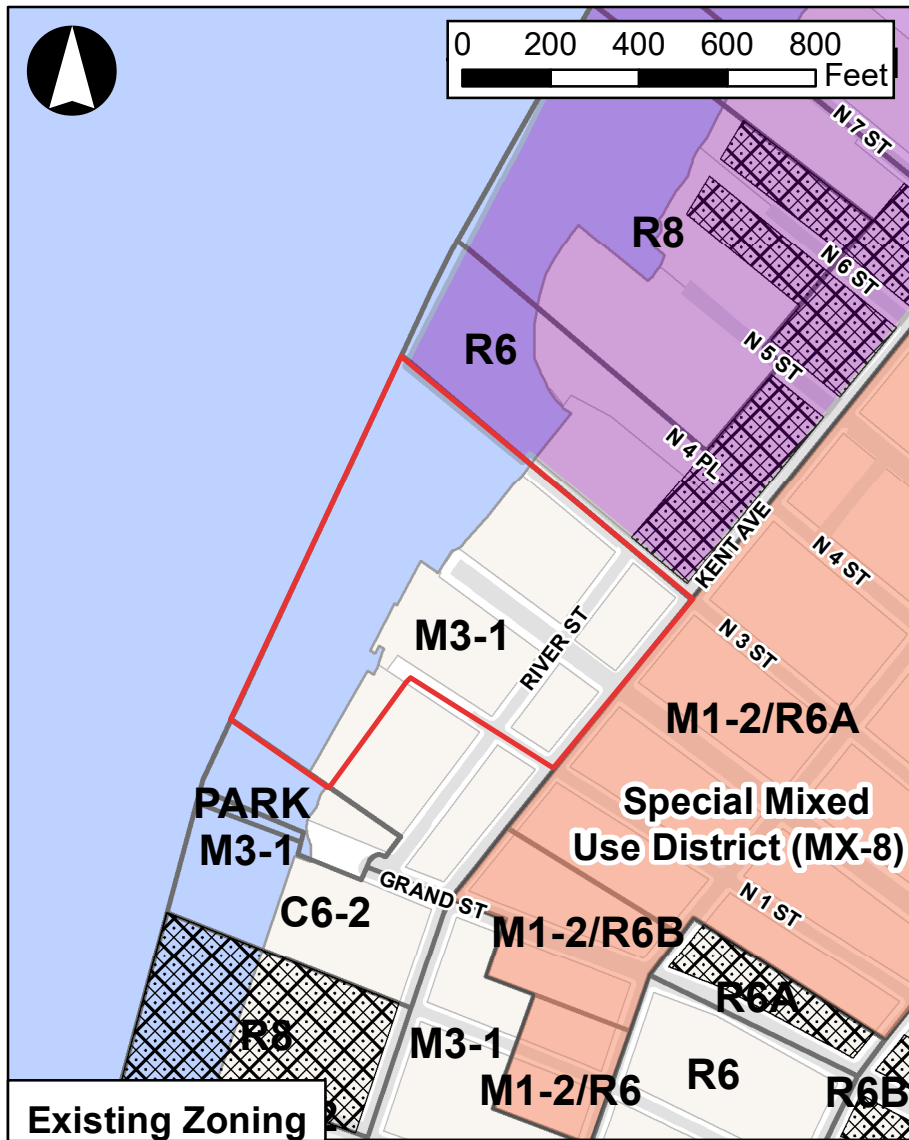
The proposed zoning map amendment would rezone the portion of the Project Area west of River Street (the Proposed Development Site) from M3-1 to C6-2, and the remaining portion to the east of River Street from M3-1 to M1-4. For the Applicant's Proposed Development Site, the proposed rezoning from M3-1 to C6-2 would increase the permitted FAR from 2.0 to 6.5 for commercial uses, while allowing residential uses at an FAR of up to 7.2 (and up to 6.5 FAR for community facility uses). On Blocks 2356 and 2362, which would be rezoned from M3-1 to M1-4, the proposed zoning map amendment would increase the permitted FAR from 2.0 to 6.5 for community facility uses, and maintain the maximum 2.0 FAR for commercial/manufacturing uses. This would allow for additional development density on the Proposed Development Site as well as new uses in the Project Area that are not currently permitted under existing zoning, and provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east. As shown in **Figure 23**, the proposed rezoning area encompasses the entirety of the Project Area.



River Ring

This Figure is new to the Final Scope of Work

Figure 2
Proposed Changes to the City Map



Legend

Project Area	Special Mixed-Use District (MX-8)	C1-1	C1-4	C2-2	C2-5
Zoning District	Waterfront Access Plan (BK-1) Greenpoint-Williamsburg	C1-2	C1-5	C2-3	
		C1-3	C2-1	C2-4	

Zoning Text Amendment

The proposed zoning text amendment would: a) establish the portion of the Project Area west of River Street as an MIH area; and b) amend Zoning Resolution (ZR) Section 74-742 to allow a LSGD that does not meet the ownership requirements of ZR Section 74-742, when the site of such LSGD includes the Proposed Development and where the areas in which the State or City have certain property interests; and c) amend ZR Section 74-743 to permit, as part of the LSGD, (i) the lot area of a new platform seaward of the bulkhead line to be part of the upland lot area of the waterfront zoning lot, provided that the amount of lot area so incorporated is less than the lot area of shoreline seaward of the bulkhead line to be removed in connection with the LSGD, (ii) additional new piers or platforms to be included as lot area for purposes of floor area, dwelling unit and other bulk regulations, provided that the amount of floor area generated by such new piers or platforms does not exceed the floor area generated by existing piers or platforms, and (iii) new piers or platforms to be exempt from certain requirements otherwise applicable to piers and platforms provided as part of a waterfront public access area. ~~allow, as part of a Large-Scale General Development ("LSGD"), structures in the seaward portion of the Applicant's zoning lot to be fully accessible and enjoyable by the public, and to generate floor area, provided that the total distribution of floor area is limited to the floor area generated by existing piers and platforms within the seaward portion of the zoning lot.~~

Large-Scale General Development (LSGD) Special Permit

~~A Zoning special permits for the Applicant's LSGD are is being sought as modified under the proposed zoning text amendment, to allow the construction of new piers and platforms in the seaward portion of the LSGD that are accessible and enjoyable by the public; allow such piers and platforms to generate floor area, provided that the total distribution of floor area is limited to the floor area generated by existing land, piers and platforms seaward of the bulkhead line to be removed; and to modify certain bulk regulations.~~ to modify certain bulk regulations pursuant to Section 74-743 of the Zoning Resolution, allow for structures located in the seaward portion of the zoning lot comprising the Proposed Development Site that are accessible and enjoyable by the public, and allow such structures, as necessary, to generate floor area.

Waterfront Zoning Certification and Authorizations

Several waterfront zoning authorizations are being sought to: a) modify requirements for location, area and minimum dimensions of waterfront public access areas ~~and visual corridors~~ pursuant to ZR Section 62-822(a); b) modify ~~design~~ requirements within waterfront public access areas pursuant to ZR Section 62-822(b); and c) allow for phased development of waterfront public access areas ~~a phasing plan~~ pursuant to ZR Section 62-822(c). ~~A W~~ Waterfront zoning certification is also being sought pursuant to ZR Section 62-811, with respect to compliance with waterfront public access area and visual corridor requirements, as modified by the waterfront Z zoning A authorizations discussed above.

Special Permit to Reduce Parking

A Special Permit pursuant to ZR Section 74-533~~2~~ is being requested to reduce the minimum required accessory off-street parking spaces for market rate residential units in a Transit Zone from 40% to 20%. ~~to reduce the parking requirements for accessory group parking facilities in a Transit Zone. This would reduce the number of accessory parking spaces provided in the Proposed Development from the number of spaces required by the proposed C6-2 zoning (estimated at approximately 375 for the RWCDs), to 250 spaces.~~

In addition, with respect to each of the special permits and authorizations discussed above, the Applicant is requesting an extension of term of such approvals to a period of ten years during which substantial construction of the phased project would be completed.

Other Discretionary Approvals

The Proposed Development would entail in-water construction associated with the proposed waterfront open space, and the Project Area is partially within the East River's littoral zone, an area over which the NYS Department of Environmental Conservation (NYSDEC) and the US Army Corps of Engineers (USACE) have jurisdiction. As such, a Joint Permit Application from NYSDEC and USACE is being sought in conjunction with the publicly accessible open space proposed along the waterfront. Also in conjunction with the Applicant's Proposed Development, the existing sewer infrastructure (combined sewers, intercepting sewer, regulator, and combined sewer overflow outfall) located between the East River and River Street in Metropolitan Avenue would be relocated, subject to review and approval by NYSDEC, USACE and the NYC Department of Environmental Protection (DEP), as applicable.

The Applicant may seek additional actions related to financing for the affordable housing component of the Proposed Development.

Purpose and Need for the Proposed Actions

The Proposed Actions are intended to align with the City's 2020 Fair Housing Plan: *Where We Live* which encourages the creation and distribution of affordable housing in safe, high opportunity neighborhoods, like Williamsburg, with good access to transportation, open space, job opportunities and schools. The Proposed Actions are being requested to allow for the redevelopment of the Applicant's Proposed Development Site, which is currently vacant, waterfront site in the Williamsburg neighborhood of Brooklyn. While the Project Area and much of the surrounding area was previously used for manufacturing purposes, there is no longer a concentration of industrial activity in the area. However, a strong demand for affordable and market-rate housing exists. The Proposed Actions would create an opportunity for the development of two new mixed-use buildings with residential (including market rate and affordable units), local retail, office, and community facility uses, as well as new public open space, on the Applicant's property. The Proposed Actions would allow the Applicant to maximize use of its property while providing a contiguous swath of public open space along the East River, that would connect to existing public spaces both to the north and south of the Proposed Development Site, as well as 2.32 acres of secondary contact accessible in-river space. The in-river space includes the new means of access along nature trails and boardwalks that are part of the new open space ring and breakwater design and includes the intertidal area within the two new protected coves created that will allow secondary contact recreation, such as kayaking, and use of non-motorized boats² accessible in-river space and an intertidal area.

The Proposed Actions, which would rezone the Proposed Development Site from M3-1 to C6-2 and rezone the two blocks to the east from M3-1 to M1-4, would also eliminate the possibility of future heavy industrial uses in a neighborhood with an increasingly residential and mixed-use character, and provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east.

The proposed city map change, which would de-map Metropolitan Avenue and a portion of North 1st Street west of River Street, as well as the proposed landfill action, would facilitate the construction of a

² The beach is designed to provide secondary contact recreation access, and per NYS Department of Health regulations, swimming will be prohibited. Signage will be provided on-site to indicate that swimming is prohibited.

unified public waterfront open space across portions of the three existing blocks comprising the Proposed Development Site and provide a connection for the proposed shore public walkway.

The proposed zoning map amendment would rezone the Applicant's ~~controlled~~ Proposed Development Site from M3-1 to C6-2, and the proposed text amendment would create a Mandatory Inclusionary Housing designated area on the Applicant's property. The proposed zoning district at the Proposed Development Site would allow for the development of residential, community facility, and commercial uses. The proposed zoning text amendment, which would designate the portion of the Project Area west of River Street as an MIH Area, would require the Applicant to construct affordable DUs on the Proposed Development Site. Therefore, the Proposed Actions would create new affordable housing in the proposed rezoning area, helping to address affordable housing goals set forth by the City in Housing New York: A Five-Borough, Ten-Year Plan.

The ~~proposed requested~~ special permit pursuant to ZR 74-5332 would allow for a reduction in the ~~number percentage of off-street accessory parking spaces for market rate residential units in a Transit Zone from 40% to 20% provided as part of the Proposed Development, from the number of parking spaces that would be required under the proposed zoning (estimated at approximately 375 for the RWCDs) to 250 spaces.~~ This is intended to maximize functional space on the site while providing a level of parking that aligns with the site's location in a Transit Zone and the availability of other modes of transportation nearby. Due to the volume of new open water being created through the proposed plan, the available area for sub-grade construction is limited to the upland-most portion of the Proposed Development Site. The high water table and flood zone characteristics of the site create additional serious constraints to the amount of reasonably feasible below grade excavation that can be performed.

The proposed LSGD special permits would facilitate a project that the Applicant believes is superior in terms of function and design to what can be achieved as-of-right under the proposed zoning, by permitting the proposed towers to be located with modifications of underlying height and setback regulations in a manner that shifts bulk away from the proposed public open space, and allowing the allocation of floor area to the upland lot. In order to create the amount of proposed open space, the Applicant has reduced the ground floor footprint of the buildings to approximately 35% of the ~~buildable~~ lot area. Therefore, the remaining buildable area is accommodated through the proposed height of the buildings' towers. All of the street frontages maintain a 15-foot wide sidewalk at a minimum. Along River Street both buildings incrementally set back until they reach a minimum of 15 feet from the property line. Finally, the proposed waterfront zoning authorization would modify certain locational and design requirements in order to create a waterfront design that promotes public use and enjoyment of the waterfront, provide ~~in over~~-water access and secondary contact accessible in-river space. As shown in Table 1, there would be a total of approximately 126,308 sf (2.9 acres) of new public open space created, which would be comprised of approximately 85,475 sf of Waterfront Public Access Area (WPAA) and 40,833 sf of Public Access Area (PAA). This comprises the upland park area, seaward over-water nature trails, and Ring boardwalk. 6.28 acres of new waterfront park. The waterfront public space would be accessible to the public and offer water-based recreation, enhance views to the water from upland streets and other public space, and allow for phased development on the Applicant's Proposed Development Site.

Additionally, as shown in Table 1, approximately 0.86 acres of inter-tidal area, and 2.32 acres of secondary contact accessible in-river space would be created in and along the East River's edge, resulting in a total of approximately 264,777 sf (6.08 acres) of new waterfront public space. The waterfront public space created as part of the Proposed Development would be accessible to the public and offer secondary contact water-based recreation, enhance views to the water from upland streets and other public spaces, and allow for phased development on the Applicant's Proposed Development Site.

TABLE 1**Breakdown of Proposed Open Space on Applicant's Proposed Development Site**

<u>Public Open Space</u>	<u>WPAA + PAA</u>	<u>85,475 SF + 40,833 SF</u>	<u>2.9 AC</u>	<u>All upland park area + seaward breakwater trails and Ring boardwalk</u>
Total Public Open Space	126,308	2.9 AC		Total Public Open Space
<u>Additional Waterfront Open Space Elements</u>				
<u>Intertidal Area</u>		<u>37,370 SF</u>	<u>0.86 AC</u>	<u>Salt marsh, rip rap, armoring reef balls</u>
<u>Accessible in-river (Secondary Contact)</u>		<u>101,099 SF</u>	<u>2.32 AC</u>	<u>Open water protected by coves</u>

Description of Applicant's Proposed Development

The Applicant's Proposed Development would consist of two mixed-use towers with mixed income residential, commercial, and community facility uses. In total, the Proposed Development would contain approximately 1.336 million gsf, comprised of approximately 1.12 million gsf of residential space³ (approximately 1,250 dwelling units, of which 313 units (25%) would be affordable pursuant to the MIH program),⁴ 50,000 gsf of community facility space, 83,000 gsf of commercial space (including 60,000 gsf of office and 23,000 gsf of local retail), and approximately 83,000 gsf of below-grade parking (approximately up to 250 accessory attended parking spaces). Although plans are still in the preliminary stages, the Applicant intends to house a community center within the community facility space.

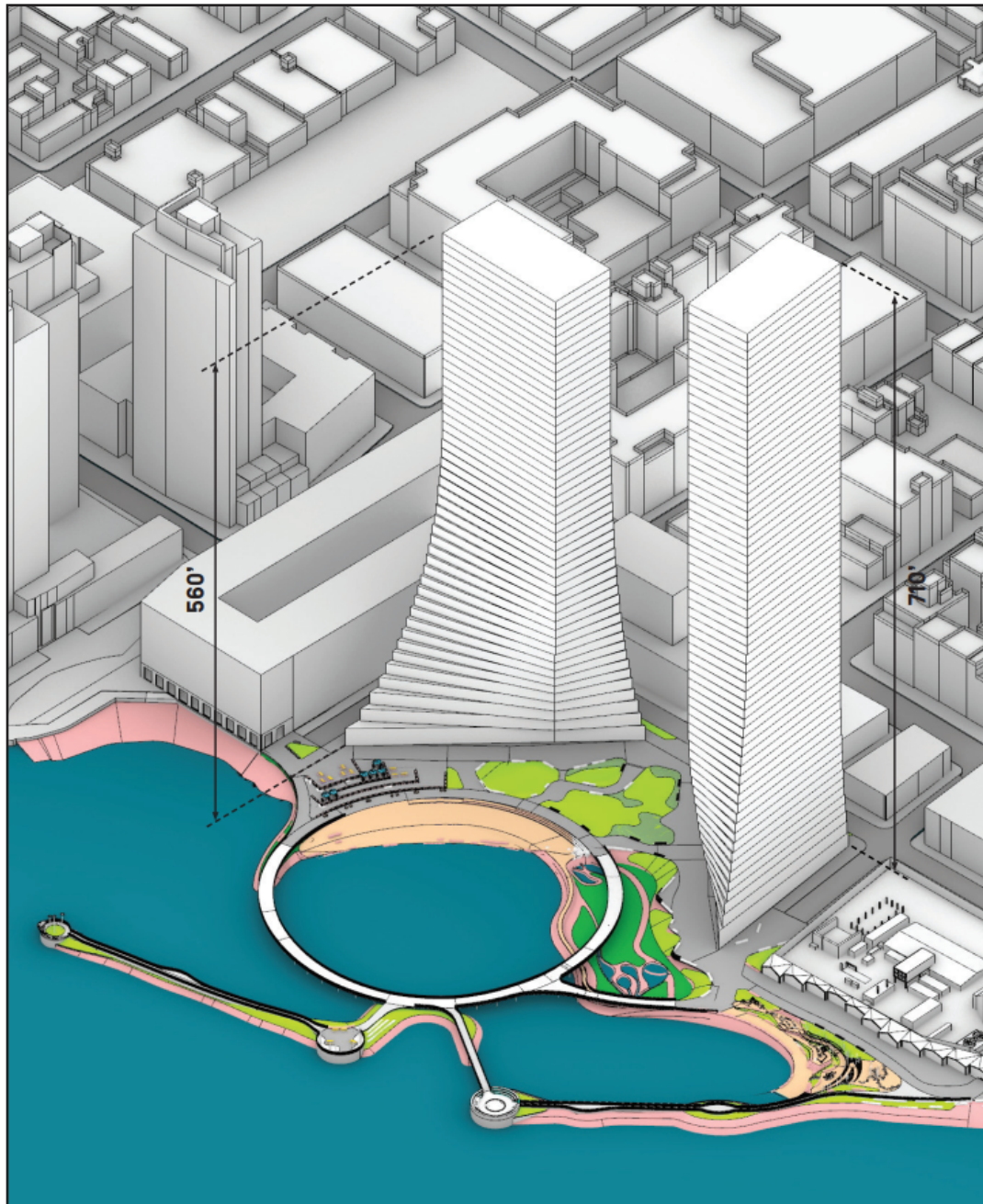
The North Tower would comprise 49 stories and rise to a height of approximately 560 feet, exclusive of mechanical bulkheads. The South Tower would comprise 64 stories and rise to a height of approximately 710 feet, exclusive of mechanical bulkheads (see illustrative massing and illustrative building sections in **Figures 34** and **45**). As shown in the preliminary ground floor plan in **Figure 56**, the North Tower's residential lobby would be located at the corner of North 3rd and River streets; the community facility use would be accessible from North 3rd Street; and local retail uses would front on both North 3rd and River streets, as well as onto the proposed open space. The South Tower's residential lobby would be located at the corner of North 1st and River streets; the office component would be accessible from North 1st Street; and local retail uses would run along both North 1st and River streets, as well as around the proposed open space. The Proposed Development's accessory parking garage would be accessible from the South Tower via an entrance/exit on North 1st Street.

Additionally, the Proposed Actions would allow for the construction of ~~state-of-the-art~~ in water resiliency infrastructure that will protect the shoreline and upland properties from storms, flooding and sea level rise ~~resulting from global Climate Change~~. The proposed waterfront open space is designed to elevation +15 NAVD88 and for a sea level rise in the year 2100 of 5 feet – which is the “fast projection”. In addition, the effectiveness of the wave protection that would be provided by the breakwater structures would become greater as sea levels rise over time through an additional 5.8 feet above the current Mean Higher High Water line. Furthermore, due to the configuration of the proposed structures, it is anticipated that the Limit of Moderate Wave Action (LiMWA) will move offshore, thereby decreasing the Proposed Development Site's exposure from a VE Zone to an AE or A zone.

As shown in **Table 1** above, approximately ~~135,073~~ 126,308 sf (~~2.93~~ 2.93 acres) of new public open space (plus 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area) would be created, expanding the open space network along the East River waterfront to facilitate a continuous

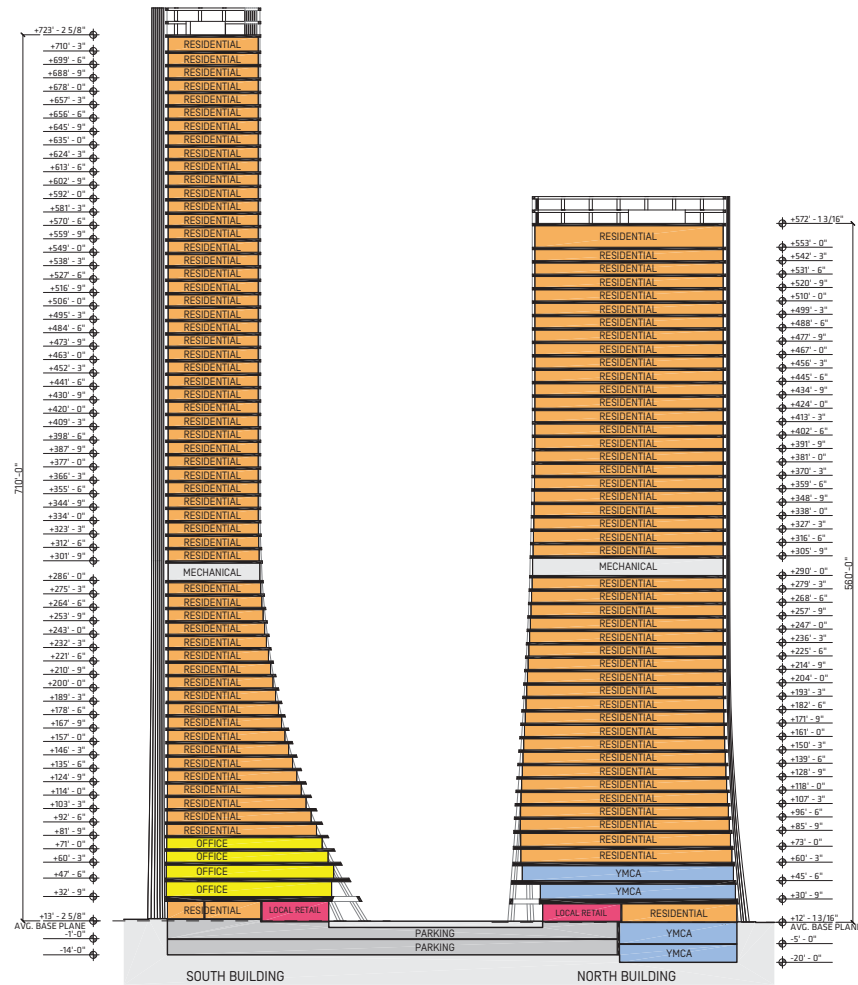
³ Residential gsf includes approximately 70,000 sf of amenity space as a combined total for both towers.

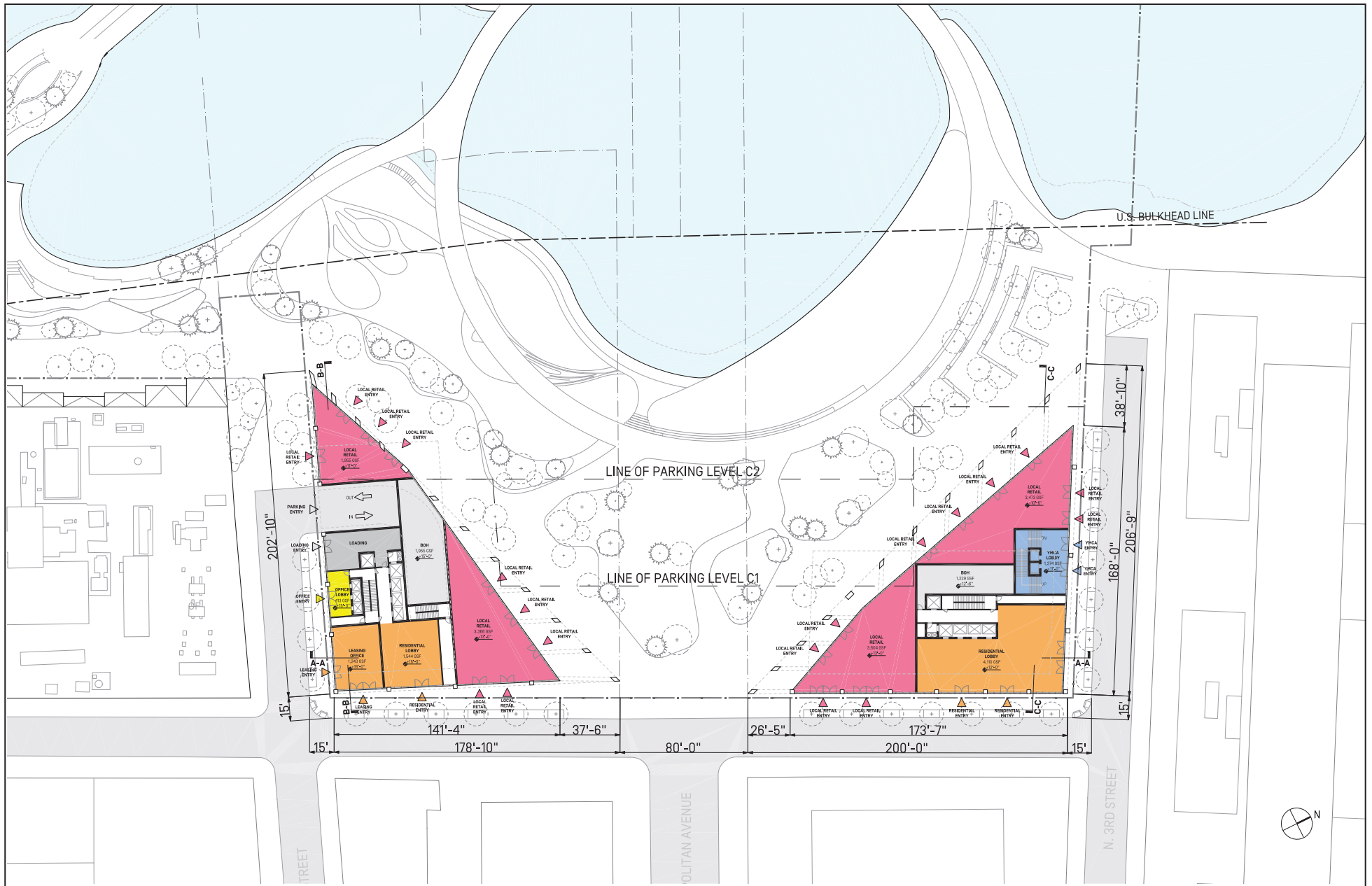
⁴ It should also be noted that although the Applicant plans to develop approximately 1,050 residential units, 1,250 units are being assumed in the RWCDs for conservative analysis purposes,



Source: BIG Architects

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Source: BIG Architects

public waterfront experience spanning from Bushwick Inlet Park to the north to Grand Ferry Park and Domino Park to the south. The new waterfront public space would also include 37,370 sf of intertidal area, and 101,099 sf of secondary contact accessible in-river space; in total 6.089428 acres of new waterfront park. The waterfront public space would be accessible to the public and offer water-based recreation (e.g., kayak launch), educational programming and a variety of other opportunities for enjoyment of the waterfront by the community at large.

As shown in the illustrative waterfront open space plan in **Figure 67**, active and passive recreation facilities to be provided in the public open space include a public beach on the new cove, stepped seating area facing the beach with granite block seating, a ramped boat launch for non-motorized watercraft (e.g., kayaks, paddleboards), a nature play area, and landscaped plantings, and community kiosks. ~~Man-made freshwater wetlands would also be created upland of the shoreline.~~ The beach is designed to provide secondary-contact recreation access, and per NYS Department of Health regulations, swimming will be prohibited. In accordance with waterfront zoning requirements, an approximately 900-foot-long shore public walkway would be provided along the East River; a portion of the shore public walkway would extend over a portion of the new salt marsh and tide pools being created along the south end of the cove.

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The Proposed Actions would change the regulatory controls governing land use and development within the Project Area. The 2020 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis.

Analysis Year

The Applicant's Proposed Development would be constructed over a period of approximately 50 months, with expected completion and full occupancy by 2027. As the Applicant's ~~owned~~ Proposed Development Site is currently vacant, there would be minimal startup time subsequent to approval of the Proposed Actions. Assuming the Proposed Actions would be approved in early 2022, it is conservatively estimated that up to 18 months following project approval would be utilized for finalizing building design and DOB permitting, and construction mobilization. As such, it is anticipated that demolition of select existing seaward structures would commence in the third quarter of 2023 and will begin the construction process of the marine infrastructure and waterfront park, which is anticipated to occur over a 24-month period. Construction on the first tower (the North Tower), as well as the excavation and foundation for both towers, is planned to begin in the fourth quarter of 2023 and would last for approximately 24 months, and construction of the second tower (the South Tower) is estimated to commence in the fourth quarter of 2025 and last for approximately 23 months. The South Tower would not have an excavation/foundation stage, as the excavation and foundation for the entire upland development would take place during construction of the North Tower. The Proposed Development is expected to be completed by the third quarter of 2027. Accordingly, this environmental review will use 2027 as the Analysis Year for analysis of future conditions consistent with *CEQR Technical Manual* guidance.

In addition to the Proposed Development, an additional Projected Development Site has been identified in the Project Area (Block 2362, Lot 1). However, as described below, no formal redevelopment plans exist for the Projected Development Site; nonetheless, the site meets the CEQR soft site criteria and is included for RWCDs analysis purposes. Construction of the Projected Development Site is anticipated to ~~take less than 18~~ approximately 10 months, and it is assumed to be completed by the analysis year of 2027.

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Source: James Corner Field Operations

As the Proposed Development and Projected Development Site would be operational in 2027, their environmental setting is not the current environment, but the future environment. Therefore, for the purposes of determining potential impacts, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to the expected 2027 Build Year. Each chapter of the EIS will provide (a) a description of the “Existing Condition;” (b) an assessment of future conditions without the Proposed Actions (“No-Action” condition); and (c) an assessment of future conditions with the Proposed Actions (“With-Action” condition).

Reasonable Worst-Case Development Scenario (RWCDs)

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) was established for both the future without the Proposed Actions (No-Action) and the future with the Proposed Actions (With-Action) for an analysis year, or Build Year, of 2027. The incremental difference between the No-Action and With-Action conditions will serve as the basis of the impact category analyses.

Identification of Development Sites

According to the *CEQR Technical Manual*, the following factors, commonly referred to as “soft site criteria,” are generally considered when evaluating whether some amount of development would likely be constructed by the build year as a result of the Proposed Actions:

- The uses and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable floor area ratio (FAR) under the existing zoning are considered “soft” enough such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, site specific conditions that make development difficult, and issues relating to site control or site assemblage that may affect redevelopment potential); and
- Size of the development site: Lots must be large enough to be considered “soft.” Generally, lots with a small lot size are not considered likely to be redeveloped, even if currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 square feet or less, but the lot size criteria is dependent on neighborhood specific trends, and common development sizes in the study area should be examined prior to establishing these criteria.

Chapter 2, Section 410 of the *CEQR Technical Manual* also indicates that if sites meet both of these criteria, the likelihood of development should be further determined by considering the following:

- the amount and type of recent as-of-right development in the area;
- recent real estate trends in the area;
- recent and expected future changes in residential population and employment in the study area;
- government policies or plans, such as a building on a site being identified for a landmark designation, that may affect the development potential of a site or sites;
- site specific conditions that make development difficult; and
- issues relating to site control or site assemblage that may affect redevelopment potential.

Chapter 2, Section 410 of the *CEQR Technical Manual* also specifies that some uses and types of buildings that meet these soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of the proposed actions. These “Excluded Sites” include:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;
- Long-standing institutional uses with no known development plans; or
- Residential buildings with six (6) or more units constructed before 1974. These buildings are likely to be rent-stabilized and difficult to demolish due to tenant re-location requirements.

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, identified development sites are typically divided into two categories: projected development sites and potential developments. Projected development sites are considered more likely to be developed within the analysis period for the Proposed Actions (i.e., by 2027), while potential sites are considered less likely to be developed over the same period.

APPLICANT’S OWNED PROPOSED DEVELOPMENT SITE (BLOCK 2355, LOTS 1 AND 20; BLOCK 2361, LOTS 1, 20, AND 21; BLOCK 2376, LOT 50)

As this site, which is currently vacant, is the subject of the Proposed Actions in order to facilitate the Applicant’s plans for its redevelopment, it is a known Development Site for CEQR analysis purposes (a.k.a. Applicant’s “Proposed Development Site”). The Applicant’s Proposed Development Site also includes portions of Metropolitan Avenue and North 1st Street that are proposed to be demapped as part of the Proposed Actions.

REMAINDER OF PROJECT AREA

Block 2356; Lot 1 (200 Kent Avenue) – This 22,640 sf lot is currently occupied by a recently constructed six-story (83-foot-tall) mixed commercial building with approximately 24,000 gsf of office space on the 4th-6th floors, 22,000 gsf of destination retail (Trader Joe’s) below grade, 21,000 gsf of ground floor retail, 22,000 gsf of accessory attended parking spaces, and 1,600 gsf for roof garden on the third floor. The development on this lot maximizes the 2.0 allowable commercial/manufacturing FAR under both the existing M3-1 and proposed M1-4 zoning. As this site was only recently developed (2020) it meets the *CEQR Technical Manual* “Excluded Sites” criteria of newly constructed buildings. Therefore, no new development would be expected to occur on this lot as a result of the Proposed Actions.

Block 2362; Lot 1 (230 Kent Avenue) – This 5,862 sf lot was previously occupied by a 1-story building that had full lot coverage. Demolition permits were filed in February 2019. Subsequent permits have been filed for excavation, bracing and shoring, but no New Building permits are on file at DOB. As this is a site where construction is currently actively occurring, it is expected to be redeveloped irrespective of the Proposed Actions. Moreover, the proposed M1-4 district would not increase the maximum allowable FAR for commercial or manufacturing uses compared to the existing M3-1 designation. However, as the proposed rezoning from M3-1 to M1-4 would broaden allowable uses to include community facilities and increase the maximum allowable FAR for mixed-use buildings that include community facility uses, this lot is conservatively being assumed as a soft-site (a.k.a., Projected Development Site) for RWCDs purposes.

Block 2362; Lot 3 (218 River Street) – A vacant 13,378 sf lot owned by Con Edison. As this site is owned by a utility company, with no known development plans, it meets the *CEQR Technical Manual* “Excluded Sites” criteria of a full block with utility uses, and is therefore unlikely to be redeveloped as a result of the

Proposed Actions. Therefore, no new development is expected to occur on this lot as a result of the Proposed Actions.

The Future Without the Proposed Actions (No-Action Condition)

PROPOSED DEVELOPMENT SITE

Under the No-Action scenario, the Applicant's Proposed Development Site would be developed on an as-of-right basis pursuant to the existing M3-1 zoning district. There would be no mapping action to de-map a segment of Metropolitan Avenue or a portion of North 1st Street, and they would remain as mapped City streets that would be opened to traffic and would have public sidewalks. As such, the Proposed Development Site under the No-Action condition would comprise a lot area for zoning analysis purposes of approximately ~~156,601~~ 157,088 sf (137, ~~506,019~~ 506,019 sf of upland lot and 19,582 sf of seaward piers).

In the No-Action scenario, the Applicant would construct two buildings, with a combined total floor area of approximately 621,500 gsf (312,050 zsf), including approximately 54,500 gsf of office uses, 83,100 gsf of retail uses (60,100 gsf of destination retail and 23,000 gsf of local retail), approximately 68,000 gsf of light manufacturing maker space, an approximately 102,100 gsf last-mile distribution facility (UG 16D), and 94,750 gsf of warehouse uses, as well as 579 accessory parking spaces (202,550 gsf) and 16,500 sf of mechanical space. The No-Action development would have a combined FAR of approximately 2.0.

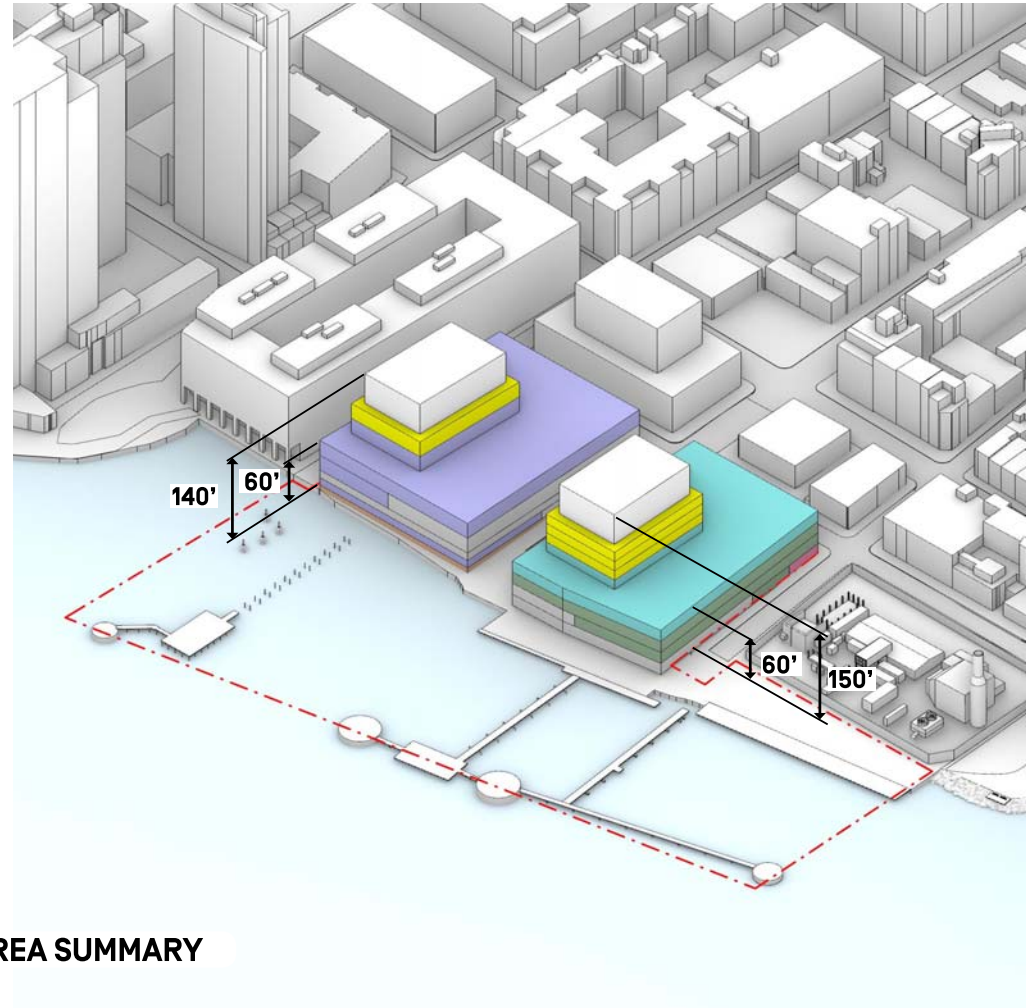
The northern building of the No-Action development would consist of approximately 315,500 gsf, comprising six floors above grade (and one cellar level, below 23 feet), with a height of approximately 100 feet to the building roof line (140 feet to top of mechanical bulkhead). Destination retail uses would occupy the cellar level of the northern building. The ground floor would be occupied by accessory parking (19,100 gsf), local retail (14,000 gsf), an office lobby (1,000 gsf), last-mile distribution loading space (20,000 gsf), and destination retail lobby (3,000 gsf). The second floor would be occupied with accessory parking (57,100 gsf). The third floor would include accessory parking (30,600 gsf), mechanical space (16,500), and last-mile distribution facility space (10,000 sf). The fourth and fifth floors would be occupied by last-mile distribution facility space (57,100 gsf and 15,000 gsf, respectively). Finally, the sixth floor would include 15,000 gsf of office space.

The southern building would consist of approximately 306,000 gsf, comprising eight floors above grade (and one cellar below 23 feet), with a height of approximately 110 feet to the building roof line (approximately 150 feet to top of mechanical bulkhead). Accessory parking would be located on the cellar level (41,000 gsf), a portion of the ground floor (30,000 gsf), and a portion of the second floor (24,750 gsf). The ground floor would also include local retail space (9,000 gsf), an office lobby (1,000 gsf), a lobby for light manufacturing maker space (1,750 gsf), and warehouse lobby (12,000 gsf). In addition to accessory parking, the second floor would include 29,000 gsf of warehouse space. The third floor would include 53,750 gsf of warehouse space, and the fourth and fifth floors would include 53,750 gsf and 12,500 gsf of light manufacturing maker space, respectively. The sixth through eighth floors would each include 12,500 gsf of office space per floor.

An illustrative massing and ground floor plan for both No-Action buildings on the Applicant's Proposed Development Site are provided in **Figures 78** and **89**, respectively.

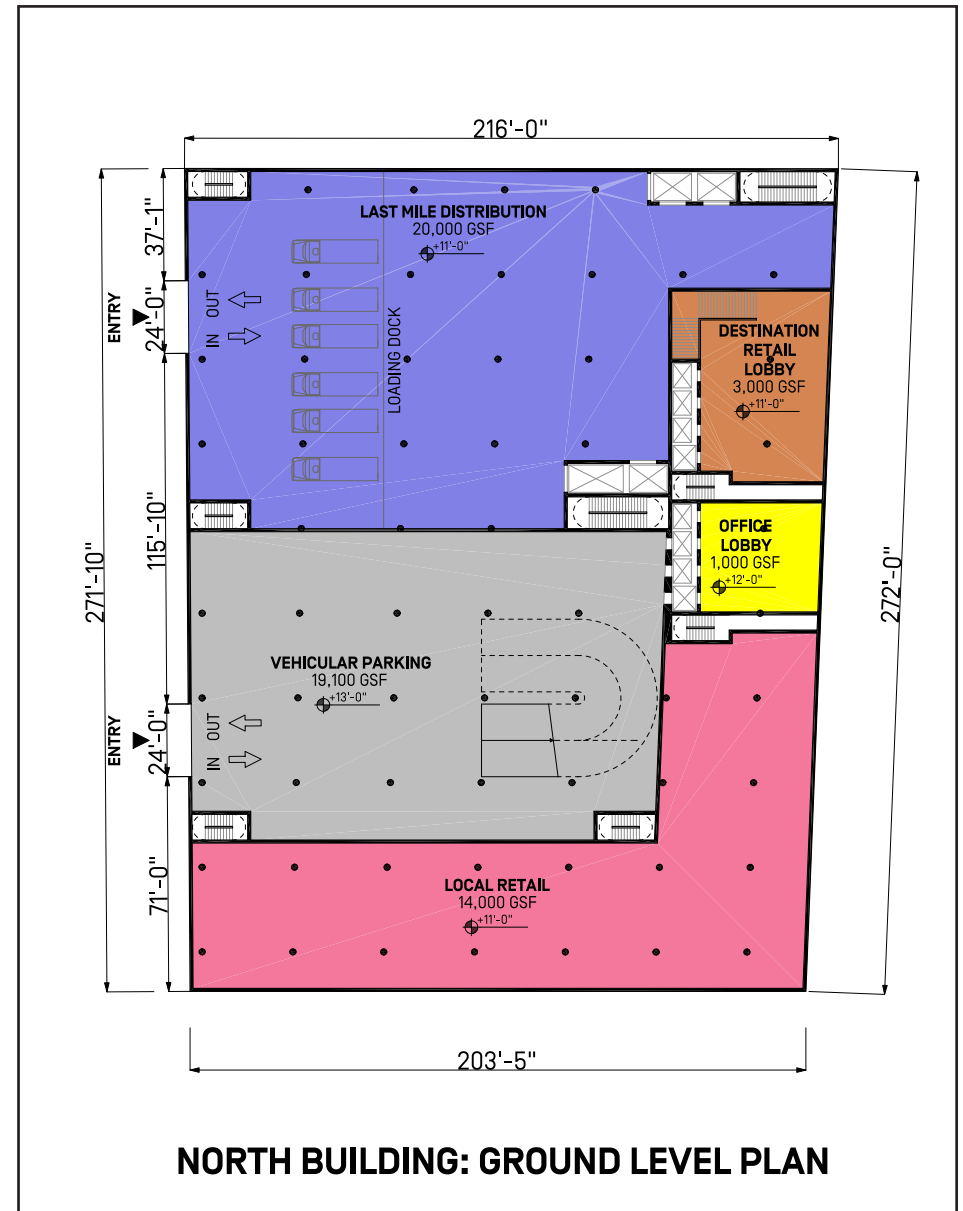
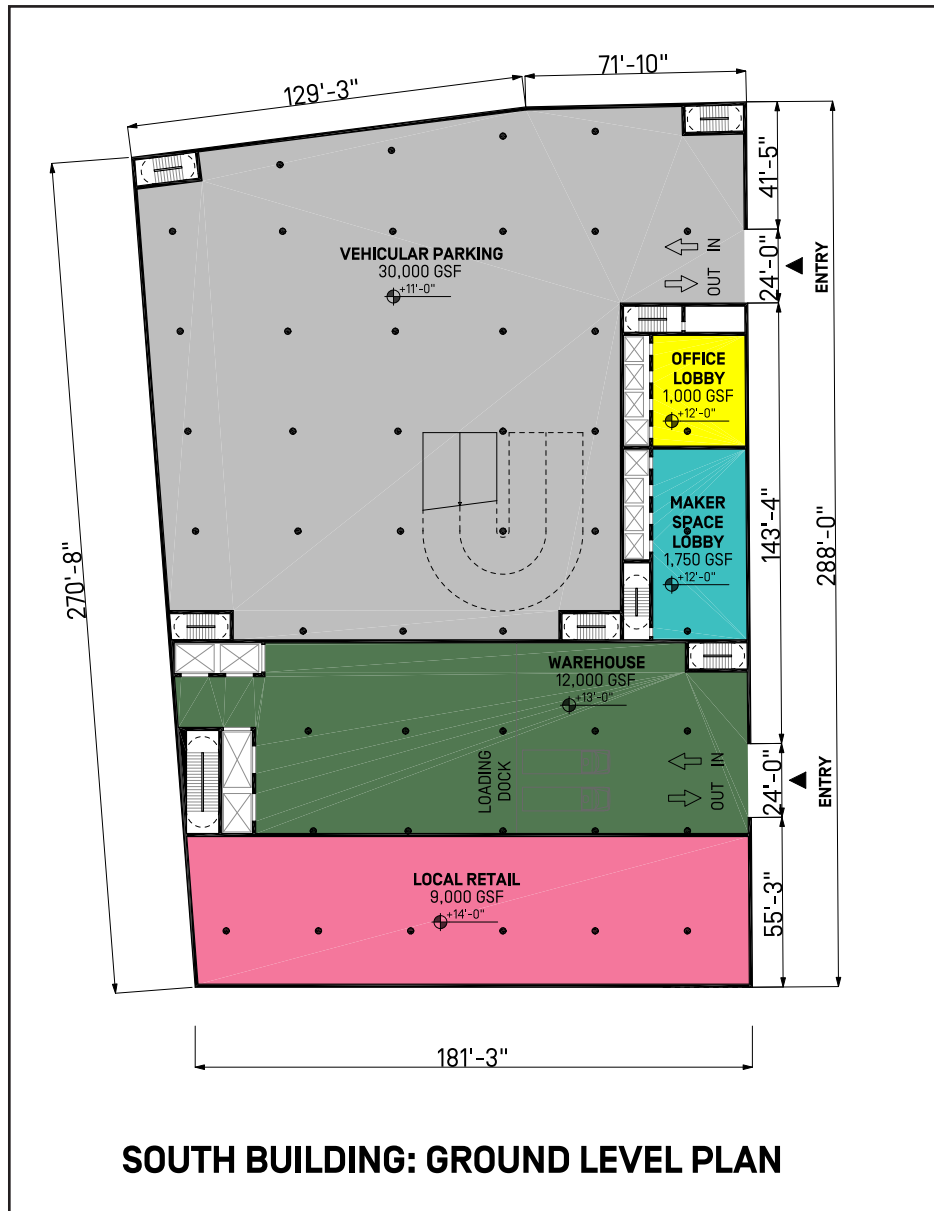
The Proposed Development Site would provide a total of 579 (self-park) accessory parking spaces, which would meet the minimum requirement that the site provide 1 space per 300 sf of office/retail space, 1 space per 1,000 sf of light manufacturing maker space, 1 space per 2,000 sf of last-mile distribution facility space (UG 16D), and 1 space per 2,000 sf of warehouse space. As the No-Action development would be comprised predominantly of UG 16 and 17 (more than 75% of the zoning floor area), the Proposed

PROPOSED USE	AREA (GSF)	AREA (ZFA)*
OFFICE	54,500	49,050
LOCAL RETAIL	23,000	21,850
DESTINATION RETAIL	60,100	2,700
WAREHOUSE	94,750	85,300
LAST MILE DISTRIBUTION	102,100	91,900
MAKER SPACE	68,000	61,250
MECHANICAL SPACE	16,500	-
PARKING	202,550	-
PROVIDED PARKING SPACES: 579 (350 SF/PARKING SPACE)		
TOTAL PROPOSED	621,500	312,050
*Subgrade floor area is not floor area for the purposes of calculating total zoning floor area.		



Source: BIG Architects

BUILDING AREA SUMMARY



Source: BIG Architects

Development Site would be exempt from waterfront public access area and visual corridor requirements, and the waterfront area on the Proposed Development Site would continue to be inaccessible to the public.

The development of two new buildings with a last mile delivery facility, light manufacturing maker space, last-mile distribution facility, warehouse space, destination and local retail, commercial office, and accessory parking, would be permitted as-of-right by the M3-1 zoning which allows commercial and manufacturing (UG 6-14, 16-18) at a maximum FAR of 2.0. This type of development would be consistent with recent developments in the area, including the 25 Kent development (which includes 78,000 sf of light manufacturing, 500,000 sf of office, retail and parking) and 200 Kent Avenue, a six-story commercial building which is nearing completion on the east side of River Street across from the Proposed Development Site that includes office, light manufacturing and below grade destination retail. The No-Action development would also be consistent with the growing demand for warehousing and light manufacturing/maker spaces, particularly in Brooklyn, such as at the Brooklyn Navy Yard, Brooklyn Army Terminal, Industry City, and the Greenpoint Manufacturing and Design Center. Additionally, the 80-foot width of Metropolitan Avenue and proximity to the BQE make this site well-suited for these proposed uses under the No-Action Scenario.

The No-Action development on the Proposed Development Site would also be consistent with the growing trend in demand for e-commerce distribution and warehousing space. A last-mile delivery facility allows shipping entities, such as e-commerce companies (e.g., Amazon) or private shipping companies (e.g., FedEx), to sort large, regional shipments into smaller, area-specific shipments. This allows large trucks to deliver goods to the last-mile delivery facility and smaller trucks or vans to cover the “last mile” from the delivery facility to the ultimate consumer. With such a facility on the Proposed Development Site, trucks could receive goods at area airports and larger warehouses in the metropolitan region and transport those goods to the delivery facility, where they would be sorted by neighborhood and loaded onto vans. From the delivery facility, each van would be able to deliver goods to the nearby area, resulting in more efficient delivery routes, reduced carbon emissions, and fewer large trucks on local residential streets.

Development of new heavy manufacturing uses on the Proposed Development Site is unlikely, particularly for new construction, based on citywide land use and economic trends. The building volume and massing for the No-Action scenario described above would be permitted by the M3-1 bulk zoning regulations, as modified by waterfront zoning regulations, and would reflect an arrangement of the permitted mass that the Applicant believes is feasible under market conditions. Moreover, the No-Action development would be constructed entirely on the upland portion of the Proposed Development Site, and would not entail any in-water construction, street demapping, or relocation of existing infrastructure. Specifically, the No-Action development described above for the Applicant’s Proposed Development Site does not account for any floor area generated by the demapping of portions of Metropolitan Avenue and North 1st Street, which would not occur in absence of the Proposed Actions. The No-Action development described above would require standard/typical non-discretionary agency permits, including DOB (building permit), DOT (sidewalk, curb-cut etc.), DEP (water/sewer connection), as well as DEC (site is adjacent to the tidal wetland). The DEC permit would not include any in-water construction or disturbance to the tidal wetland.

While the Applicant believes the Proposed Development would be more appropriate for the area and more compatible with ongoing development trends and housing demands along the waterfront, the No-Action scenario would be feasible, given the site’s location and current market conditions, and represents a reasonable as-of-right baseline for environmental review analysis.

PROJECTED DEVELOPMENT SITE

For the non-Applicant-owned Projected Development Site, it is assumed that the site would develop the largest as-of-right building permitted under the existing zoning (2.0 FAR), and the mix of uses assumed is based on recent market trends in the area as well as the type of uses allowed by the existing M3-1 zoning.

As such, for CEQR analysis purposes, the non-Applicant-owned Projected Development Site (Block 2362, Lot 1) is assumed to be developed in the No-Action with the maximum allowable 2.0 FAR of commercial/manufacturing uses, resulting in approximately 13,482 gsf (11,724 zsf). It is assumed that this No-Action development would consist of two stories (approximately 30 feet high), with approximately 6,741 gsf of commercial space (assumed as local retail) and 6,741 gsf of light industrial space (assumed as warehouse). Twenty accessory parking spaces would be provided in accordance with zoning requirements, which are assumed to be provided below-grade.

The Future With the Proposed Actions (With-Action Condition)

PROPOSED DEVELOPMENT SITE

Under the With-Action scenario, the Proposed Development Site would be redeveloped as outlined above. As described above, and summarized in **Table 1** below, the Proposed Development Site would be redeveloped with a total of 1,336,000 gsf, including 1,120,000 gsf of residential floor area (including approximately 70,000 gsf of amenity space), 83,000 gsf of commercial floor area (including office and retail), 50,000 gsf of community facility floor area (community center), and 83,000 gsf of below-grade parking ~~approximately up to~~ 250 accessory attended parking spaces). Although the Applicant plans to develop 1,050 rental DUs on the Proposed Development Site (including approximately 263 affordable units pursuant to MIH) in the With-Action condition, for conservative analysis purposes, the RWCDs will assume a total of 1,250 rental DUs, of which 313 DUs (25%) would be affordable units and 937 would be market-rate units.⁵

The Proposed Development would be comprised of two towers, the North Tower would comprise 49 stories and rise to a height of approximately 560 feet, excluding mechanical bulkheads. The South Tower would comprise 64 stories and rise to a height of approximately 710 feet, excluding mechanical bulkheads. In addition, approximately ~~135,073~~ 126,308 gsf (~~2.93~~ 2.93 acres) of new waterfront public space (plus 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area) would be created on the Proposed Development Site under the With-Action scenario.⁶

The Applicant is proposing to demap approximately 23,116,000 sf of Metropolitan Avenue and approximately ~~6,000~~ 3,374 sf of North 1st Street between River Street and the US Bulkhead line. Under the density regulations of the proposed C6-2 zoning district for the Applicant's Proposed Development Site, this demapping would generate approximately ~~208,000~~ 190,728 sf of development rights (zoning floor area, or ZFA). ~~There are two base scenarios that address the extent of utilization of these air rights. The main difference between the two scenarios is that one would rely upon the proposed zoning text amendment to generate floor area from the relocated piers, while the other would not. For purposes of the RWCDs, however, both scenarios are the same, since the LSGD ZFA will be capped at the same amount~~

⁵ Pursuant to *CEQR Technical Manual* guidance, a smaller unit size is being assumed for analysis purposes. Based on data for residential buildings in Brooklyn CD 1 that were constructed since 2005 and have more than 50 units, the average unit size in the area is estimated at approximately 852 sf/DU. The RWCDs for the With-Action condition assumes 840 gsf/DU (excluding amenity space), which is consistent with average unit size for comparable developments in the community.

⁶ The beach is designed to provide secondary-contact recreation access, and per NYS Department of Health regulations, swimming will be prohibited. Signage will be provided on-site to indicate that swimming is prohibited.

~~(1,158,838~~1,162,469 sf, which does not include development rights from the street segments to be demapped).

The Applicant's Proposed Development would be limited in height, density, and bulk by the LSGD special permits granted by CPC. Any development larger than this would require further discretionary actions. Therefore, the Applicant's Proposed Development would be considered the most reasonable and conservative With-Action scenario.

PROJECTED DEVELOPMENT SITE

On the non-Applicant-owned Projected Development Site, the With-Action RWCDs assumes that the Proposed Actions would facilitate development of an additional 1.0 FAR of community facility uses above the No-Action development. This assumption is based on the amount and type of recent as-of-right development in the area, recent real estate trends in the area, as well as the type of uses allowed by the proposed M1-4 zoning. Although the proposed zoning allows up to 6.5 FAR of community facility uses, development of more than the 1.0 FAR assumed for RWCDs purposes would be unlikely, given the site's relatively small footprint, current market conditions, and recent development trends in the area. As such, the With-Action development on the Projected Development Site is assumed to be comprised of a 3-story (approximately 45-foot high) mixed-use building with approximately 20,223 gsf (17,586 zsf), with approximately 6,741 gsf of commercial space (local retail), 6,741 gsf of light industrial space (warehouse), and approximately 6,741 gsf of community facility space. For RWCDs purposes, the community facility space will be assumed as medical office. In accordance with M1-4 zoning regulations, no parking spaces are assumed to be provided on this site in the With-Action scenario.

Increment for Analysis

Table 12 below provides a comparison of the RWCDs No-Action and With-Action scenarios identified for analysis purposes, for the Proposed Development Site and Projected Development Site combined. As shown, the Proposed Actions would result in an incremental (net) increase of approximately 1,250 DUs, including 313 affordable units, 56,741 gsf of community facility space, 5,500 gsf of office, and ~~2.934~~2.934 acres of publicly accessible open space, no change in local retail space, and a net decrease of approximately 102,100 gsf of last-mile distribution facility (UG 16D), 94,750 gsf of warehouse uses, 68,000 gsf of light manufacturing maker space uses, 60,100 gsf of destination retail, and a net decrease of 349 parking spaces. **Table 12** also provides an estimate of the number of residents and workers generated by the Proposed Actions. As shown in **Table 12**, the RWCDs for the Proposed Actions is estimated to result in a net increase of approximately ~~2,888~~2,888 residents and a net decrease of ~~199~~204 workers within the Project Area, as compared to the No-Action conditions.

TABLE 1

Comparison of No-Action and With-Action Development Scenarios for Project Area (RWCDs)

<u>Use</u>		<u>No-Action Scenario [GSF]</u>		<u>With-Action Scenario [GSF]</u>		<u>Increment (TOTAL RWCDs)</u>
		<u>Applicant's Proposed Development¹</u>	<u>Projected Development Site</u>	<u>Applicant's Proposed Development</u>	<u>Projected Development Site</u>	
Residential	<u>Affordable</u>	--	--	313 DUs	--	+313 DUs
	<u>Market-Rate (Rental)</u>	--	--	937 DUs	--	+937 DUs
	<u>Total Residential Units</u>	--	--	1,250 DUs (1,120,000 gsf) ²	--	+1,250 DUs (+1,120,000 gsf)
Community Facility ³		--	--	50,000	6,741	+56,741 gsf
Local Retail		23,000	6,741	23,000	6,741	0 gsf
Destination Retail		60,100	--	--	--	-60,100 gsf
Office		54,500	--	60,000	--	+5,500 gsf
Warehousing		94,750	6,741	--	6,741	-94,750 gsf
Last-Mile Distribution Facility		102,100	--	--	--	-102,100 gsf
Light Manufacturing Maker Space		68,000	--	--	--	-68,000 gsf
Parking Spaces		579 spaces	20	250 spaces	--	-349 spaces
Publicly Accessible Open Space ⁴		--	--	2.9 acres	--	+2.9 acres
<u>Population/Employment⁵</u>		<u>Applicant's Proposed Development</u>	<u>Projected Development Site</u>	<u>Applicant's Proposed Development</u>	<u>Projected Development Site</u>	<u>Increment (TOTAL RWCDs)</u>
Residents		0	0	2,888	0	+2,888
Workers		733	27	514	47	-199

Notes:

THIS TABLE HAS BEEN UPDATED FOR THE FINAL SCOPE OF WORK

¹ No-Action gsf listed in this table excludes approximately 16,500 sf of mechanical space in the north building on the Proposed Development Site.

² Residential gsf includes approximately 70,000 gsf of amenity space as a combined total for both towers on Proposed Development Site.

^{2,3} With-Action community facility space includes a 50,000 gsf community center on the Proposed Development Site and 6,741 gsf of medical office assumed on the Projected Development Site.

³ No-Action parking spaces include 579 spaces on the Proposed Development Site and 20 spaces on the Projected Development Site. In the With-Action, all 250 spaces would be located on the Proposed Development Site.

⁴ An additional 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area would be provided on the Proposed Development Site.

⁵ Based on 2.314 persons per DU (2014-2018 ACS average household size for North Side-South Side Neighborhood Tabulation Area). Estimate of workers based on standard rates used in prior EIS documents, and are as follows: three employees per 1,000 sf of retail, one employee per 25 DU, three employees per 1000 sf of community facility uses, 1 employee per 250 sf of office uses, 1 employee per 1,000 sf of last-mile delivery center, and 1 employee per 50 parking spaces.

Construction Phasing for Proposed Development

Construction of the Proposed Development is anticipated to occur over a period of approximately 50 months, with expected completion and full occupancy by 2027. Assuming the Proposed Actions would be approved in early 2022, it is conservatively estimated that up to 18 months following project approval would be utilized for finalizing building design and DOB permitting, and construction mobilization. As such, demolition of select existing seaward structures on the Applicant's Proposed Development Site is expected to commence in the third quarter of 2023 and will begin the construction process of the marine infrastructure and waterfront park, which is anticipated to occur over a 24-month period. Construction on the first tower (the North Tower), as well as the excavation and foundation for both towers, is planned to begin in the fourth quarter of 2023 and would last for approximately 24 months, and construction of the second tower (the South Tower) is estimated to commence in the fourth quarter of 2025 and last for

approximately 23 months. The South Tower would not have an excavation/foundation stage, as the excavation and foundation for the entire upland development would take place during construction of the North Tower. The Proposed Development is expected to be completed by the third quarter of 2027. As such, the environmental review will use a 2027 analysis year.

E. PROPOSED SCOPE OF WORK FOR THE EIS

Because the RWCDs would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) will be prepared for the Proposed Actions that will analyze all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the 2020 *CEQR Technical Manual*, and will contain:

- A description of the development resulting from the Proposed Actions and its environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions should they be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

Based on the conclusions of the EAS, in accordance with the *CEQR Technical Manual*, there is no potential for significant adverse impacts to historic archaeological resources, solid waste and sanitation services, or energy due to the Proposed Actions, and, as a result, analysis for those environmental areas would not be required in the EIS. All other CEQR technical areas warrant assessment and would therefore be included in the EIS. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

Task 1: Project Description

The first chapter of the EIS introduces the reader to the discretionary actions required to facilitate the Proposed Development, and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions, Proposed Development, Project Area including background and/or history; a statement of the purpose and need for the Proposed Actions; key planning considerations that have shaped the current proposal; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. In addition, the Project Description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDs for analysis in the EIS. Any need for environmental requirements—e.g., (E) designations—as part of the proposed rezoning action will be described.

This chapter provides a baseline for understanding the Proposed Development and its potential for impacts, and gives the public and decision-makers a base from which to evaluate the Proposed Actions against the future condition absent the requested actions. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Borough President's office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

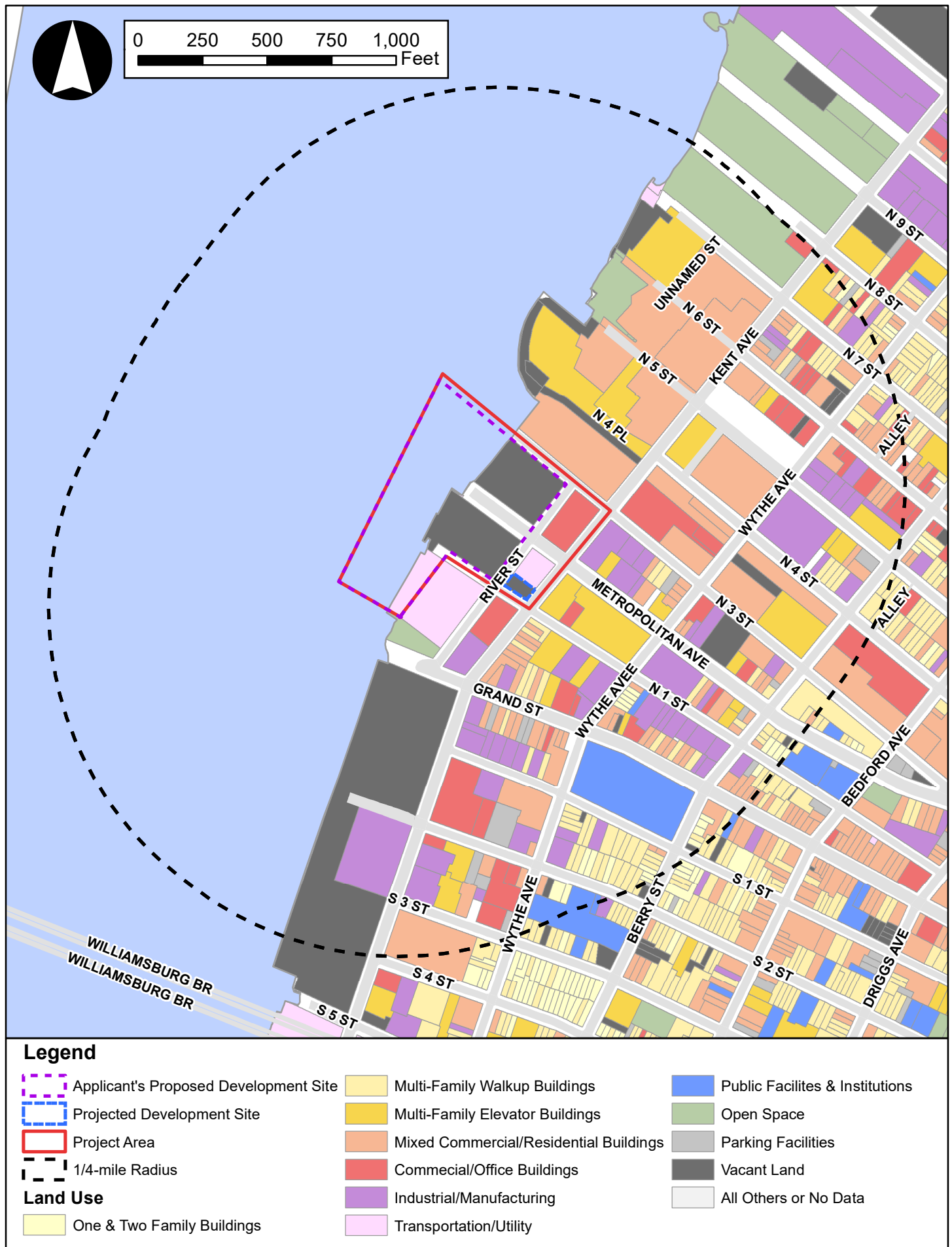
Task 2: Land Use, Zoning, and Public Policy

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the public policies that guide development in the area, and determines whether a proposed project is compatible with those conditions and consistent with these policies. In addition to considering the Proposed Actions' effects in terms of land use compatibility and trends in zoning and public policy, this chapter will also provide a baseline for other analyses. The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area would include the neighboring areas within an approximate ¼-mile radius from the Project Area, as shown in **Figure 910**, which could experience indirect impacts. The analysis will include the following subtasks:

- Provide a brief development history of the Project Area (primary study area) and its surroundings (secondary study area).
- Provide a description of land use, zoning, and public policy in the study areas discussed above. Recent trends in the area will be noted. Other public policies that apply to the study areas will also be described, including the Williamsburg Waterfront 197-a Plan. In addition, as the Project Area falls within the boundaries of the City's Coastal Zone, an assessment of the Proposed Actions' consistency with the City's Waterfront Revitalization Program (WRP) will be prepared.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study area. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2027 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).
- Describe the Proposed Actions and provide an assessment of the impacts of the resultant RWCDs on land use and land use trends, zoning, and public policy. Consider the effects of the Proposed Actions related to issues of compatibility with surrounding land use, consistency with public policy initiatives, and the effect on development trends and conditions in the area.

Task 3: Socioeconomic Conditions

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



investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the RWCDs, which would introduce 1,250 new residential units, warrants an assessment of socioeconomic conditions with respect to indirect residential displacement only. The other four issues of concern are either not applicable to the RWCDs, or the development facilitated by the Proposed Action would not meet the threshold for a preliminary assessment.

Direct displacement of fewer than 500 residents or of fewer than 100 employees would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. As both the Proposed Development Site and Projected Development Site comprising the RWCDs are currently vacant, the Proposed Actions would not result in direct business or residential displacement, and therefore analyses of socioeconomic effects of direct business and residential displacement are not warranted. In addition, as the Proposed Actions would not affect conditions within a specific industry, an analysis of adverse effects on specific industries is not warranted, and no significant adverse impacts would result. Lastly, as the RWCDs would introduce less than 200,000 sf of non-residential uses, an assessment of indirect business displacement is not warranted, and no significant adverse impacts would result.

The assessment of indirect residential displacement will begin with a preliminary assessment to determine whether a detailed analysis is necessary. A detailed analysis will be conducted if the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. In accordance with *CEQR Technical Manual* guidance, the detailed assessment will be framed in the context of existing conditions and evaluations of the future No-Action and With-Action conditions in 2027, including any population changes anticipated to take place by the analysis year of the Proposed Actions.

Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change, according to the *CEQR Technical Manual*. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of higher-income housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, DCP Housing Database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The description of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following step-by-step evaluation, pursuant to *CEQR Technical Manual* guidance, to determine whether the RWCDs would add substantial new population with higher incomes

as compared with the income of the study area population and evaluate whether the study area has experienced a readily observable trend toward increasing rents.

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

- Step 1: Determine if the Proposed Actions would add substantial new population with different income, as compared with the income of the study area population. If the expected average income of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average income of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

Task 4: Community Facilities and Services

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

As the indirect community facilities impact analysis is a density-related analysis, the analysis will focus on development anticipated within the Project Area. As noted above, the RWCDs would add 1,250 new residential units to the area, of which 313 units are expected to be affordable. According to Table 6-1 of the *CEQR Technical Manual*, this level of development in Brooklyn would trigger a detailed analysis of elementary and intermediate schools, libraries, and early childhood programs. While the RWCDs would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the Project Area will be provided in the EIS.

Public Schools

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located, pursuant to CEQR guidance. As the Project Area is located wholly within New York City Community School District (CSD) 14, Sub-district 3, the elementary and intermediate school analyses will be conducted for schools in that sub-district.

- Public elementary and intermediate schools serving CSD 14, Sub-district 3 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity.
- Conditions that would exist in the No-Action condition for the sub-district (for elementary and intermediate school analyses) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the SCA's *Projected New Housing Starts* as per *CEQR Technical Manual* guidance. Plans to alter school capacity either through administrative actions on the part of the New York City Department of Education (DOE), or as a result of the construction of new school space prior to the 2027 analysis year, will also be identified or incorporated into the analyses. Planned new capacity projects from the DOE's *2020-2024 Five Year Capital Plan* will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated by the RWCDs to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level) for enrollment, capacity, and utilization in 2027.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary and/or intermediate schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions, pursuant to CEQR.

Libraries

- Local public library branches within the borough of Brooklyn that serve the area within approximately $\frac{3}{4}$ -mile of the Project Area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branches within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Brooklyn Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No-Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.
- If the Proposed Actions would increase a branch library's $\frac{3}{4}$ -mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the Brooklyn

Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation, in accordance with the *CEQR Technical Manual*.

Early Childhood Programs

- Existing publicly funded early childhood programs within approximately two miles of the Project Area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Department of Education's (DOE) Division of Early Childhood Education.
- For No-Action conditions, information will be obtained for any changes planned for early childhood programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action analysis. Although the RWCDs is expected to add 313 affordable units (25 percent of total units), in accordance with CEQR guidance, the early childhood programs analysis will assume that 20 percent of the total housing units (250 units) would be targeted for households with incomes of 80% AMI or below (which is used as a proxy for eligibility for early childhood programs).
- A determination of whether the Proposed Actions would result in significant adverse impacts to early childhood programs will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the early childhood programs in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of the early childhood programs in the study area between the No-Action and With-Action conditions, in accordance with the *CEQR Technical Manual*.

Task 5: Open Space

If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the Proposed Actions would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the Proposed Actions would generate more than 200 residents or 500 employees, or a similar number of other uses. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The Project Area falls partially within an area identified as well-served in the *CEQR Technical Manual*, and the RWCDs for the Proposed Actions is expected to introduce approximately 2,925-2,888 residents and a net reduction of 199204 workers to the area, compared to No-Action conditions. Therefore, an assessment of nonresidential open space is warranted and will be provided in the DEIS.

The open space analysis will consider open space resources within a residential (half-mile radius) study area. The study area will generally comprise those census tracts that have 50 percent or more of their

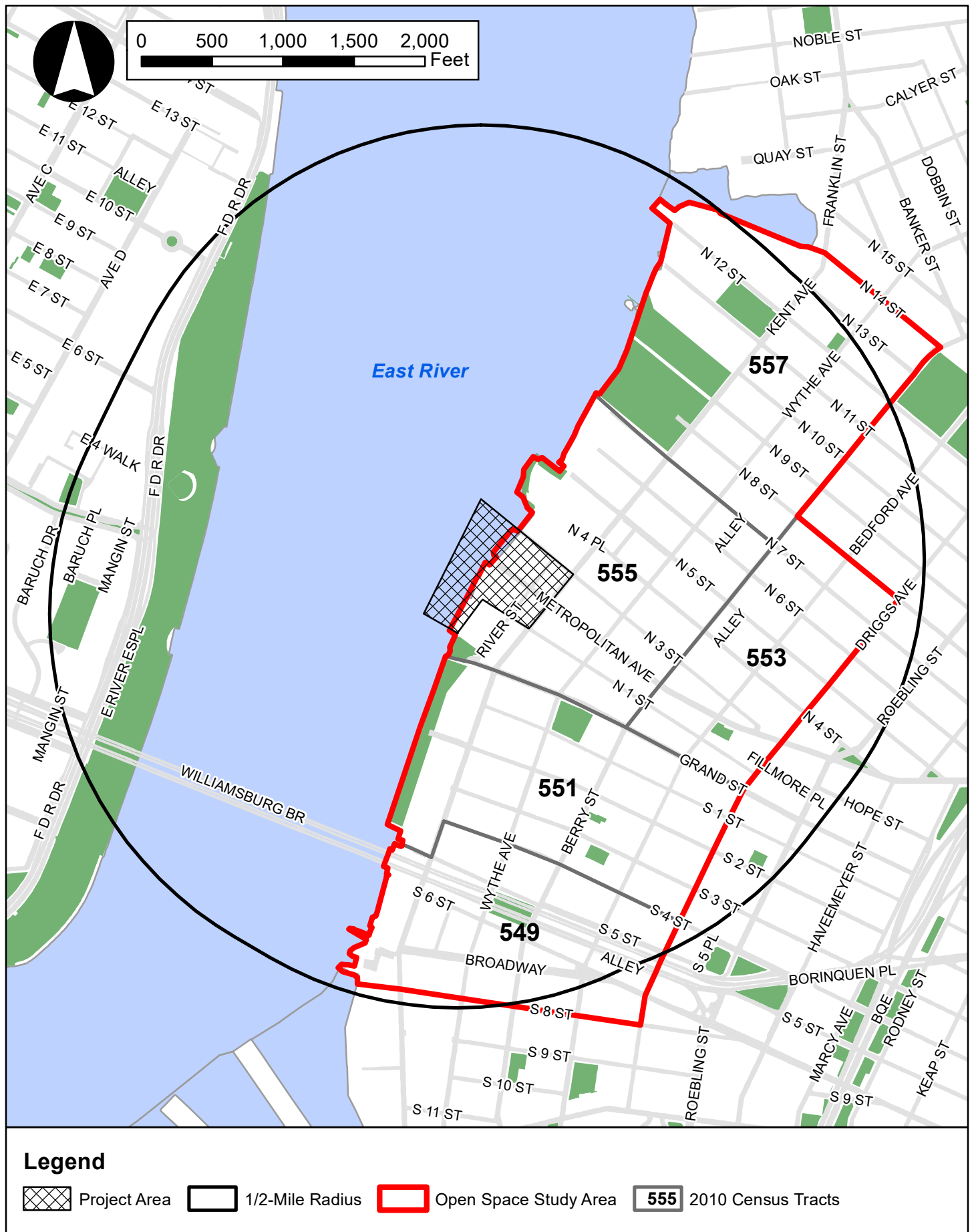
area located within the half-mile radius of the Project Area, as recommended in the *CEQR Technical Manual*. The resultant open space study area is shown in **Figure 110**.

The detailed open space analysis in the DEIS will include the following subtasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study area, 2014-2018 American Community Survey (ACS) five-year estimates from the U.S. Census will be compiled for census tracts comprising the residential open space study area. As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study area will also be calculated, based on U.S. Census Bureau LEHD Origin-Destination Employment Statistics (LODES).
- Existing open spaces within the half-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined, and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, passive, and active open space ratios will be calculated for the residential population and compared to City guidance to assess adequacy. Open space ratios are expressed as the amount of passive open space acreage per 1,000 residential population.
- Expected changes in future levels of open space supply and demand in the 2027 analysis year will be assessed, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. The open space ratios will be calculated for future No-Action conditions and compared with the exiting ratios to determine the change in future levels of adequacy.
- Effects on open space supply and demand resulting from the increased residential population associated with the RWCDs will be assessed. New publicly accessible open space facilities included in the Proposed Development, such as the approximately 2.93-1 acres of proposed waterfront open space, would also be taken into account in the quantitative analysis of With-Action conditions. A site plan will be included in the DEIS that clearly identifies the area of the proposed waterfront open space that will be included in the quantitative analysis. The assessment of the Proposed Actions' impacts will be based on a comparison of the open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by passive open space, given the capacity, condition, and distribution of open space, and the profile of the study area population.

Task 6: Shadows

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Development's potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important



natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource. As discussed in the EAS for the Proposed Actions, although the RWCDs assumes that the Projected Development Site would experience an additional 1.0 FAR of development as a result of the Proposed Actions, which would allow for one additional floor compared to No-Action conditions, the resultant increase in height on the Projected Development Site would be well below the 50-foot CEQR threshold.

As the Proposed Actions would facilitate the construction of two new towers on the Applicant's Proposed Development Site with heights of approximately 560 and 710 feet, respectively, and the Project Area is located adjacent to Grand Ferry Park and the East River, and in the vicinity of Domino Park, the Proposed Actions have the potential to result in new shadows on nearby sunlight-sensitive resources. Therefore, a shadows assessment is warranted to determine the extent, duration, and effects of any potential incremental new shadows on any sunlight-sensitive resources in the vicinity of the Proposed Development Site, including Grand Ferry Park to the south, North 5th Street Pier and Park, and John V. Lindsay East River Park, among others. The East River, an important natural landscape, will also be included in the shadows analysis.

The Projected Development Site is not located adjacent to an existing sunlight-sensitive resource, and therefore a shadows analysis is not warranted for the Projected Development Site. As such, the shadows analysis in the EIS will focus exclusively on the Applicant's Proposed Development. The shadows assessment will follow the methodology described in the *CEQR Technical Manual*, and will include the following:

- A preliminary shadows screening assessment will be prepared to ascertain whether shadows from the Proposed Development may potentially reach any sunlight-sensitive resources at any time of year:
 - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map that illustrates the location of the Proposed Development in relation to the sunlight-sensitive resources will be developed.
 - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
 - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Proposed Project can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the Proposed Development, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Development.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development will be provided in the DEIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Development (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Proposed Development. The detailed analysis will include the following tasks:
 - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Development, with incremental shadow highlighted in a contrasting color.
 - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
 - The significance of any shadow impacts on sunlight-sensitive resources will be assessed based on CEQR criteria.
 - If potential significant adverse impacts are identified, the amount of remaining sunlight on those sensitive resources, as well as the types of vegetation and or recreational activities involved, will be considered.

Task 7: Historic Resources (Architectural)

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources. As determined in the EAS for the Proposed Actions, the Proposed Actions do not warrant an assessment of archaeological resources.

Although, as stated in the EAS, the Project Area does not encompass any designated historic architectural resources, it is located across North 3rd Street from the S/NR-listed and LPC-eligible Austin Nichols & Co. Warehouse at 184 Kent Avenue, and is within 400 feet of the S/NR-eligible Grand Street Historic District and the Warehouse at 67-73 Metropolitan Avenue. Therefore, an assessment of historic architectural resources will be included in the EIS. Impacts on architectural resources are considered on the affected site and in the area surrounding it. The architectural resources study area is therefore defined as the Project Area, plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual*, designated and/or eligible architectural resources in the study area will be identified and mapped. The EIS will assess the potential impacts of the Proposed Actions on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No-Action condition and future With-Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.

Task 8: Urban Design and Visual Resources

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would

result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate. As the Proposed Actions would allow higher density within the Project Area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

The urban design study area will be the same as that used for the land use analysis (delineated by a 400-foot radius from the Project Area boundary). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs (from the vantage point of a pedestrian on the sidewalk), and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, “Land Use, Zoning, And Public Policy,” the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the Proposed Development Site, the analysis will focus on the Proposed Development’s massing, as well as elements such as streetwall height, setback, building envelope, and massing/bulk relationship to the proposed public open space. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance and a three-dimensional representation of the future With-Action condition streetscape. A similar assessment will be provided for the Projected Development Site.
- As the Proposed Development Site is located along a west- and northwest-facing waterfront, and the Proposed Development comprises two towers, in accordance with *CEQR Technical Manual* guidance, a wind analysis will be prepared to evaluate potential wind conditions related to the Proposed Development’s proposed site plan and building massing, and the results of the wind analysis will be described provided in the DEIS.

If warranted based on the preliminary assessment, a detailed urban design and visual resources analysis would be prepared in accordance with *CEQR Technical Manual* guidance. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the Proposed Development Site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions, in comparison to the future without the Proposed Actions, focusing on the changes that could negatively affect a pedestrian’s experience of the area.

Task 9: Natural Resources

The *CEQR Technical Manual* states that a natural resources assessment should be prepared if (1) there is the presence of a natural resource on or near the site of the project; and (2) a proposed project has the potential to cause disturbance of that resource. The *CEQR Technical Manual* defines natural resources as (1) the City’s biodiversity (plants, wildlife, and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3)

any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability.

The East River supports a diverse marine community. The Proposed Development Site lies on the East River waterfront and the Proposed Development would entail in-water work associated with the proposed waterfront park. In addition, endangered or threatened species may be associated with not only the marine environment but also elsewhere within the area surrounding the Proposed Development Site. Therefore, the EIS will provide an assessment of potential impacts on natural resources, which would characterize terrestrial plants and wildlife, water and sediment quality, and aquatic biota including essential fish habitat. Potential impacts will be considered, including stormwater discharge, sediment disturbance, and habitat disturbance. Beneficial impacts to wildlife will also be cited, namely the potential to create improved habitat for birds and aquatic life. Any required permits will also be discussed. The natural resources assessment will include the following sub-tasks:

- Characterize water quality conditions in terms of hydrodynamics and water quality characteristics including: river currents, tidal range, water quality classification, overall pollutant loads, and chemical and biological conditions. Data will be drawn from a literature review of site-specific studies such as the New York City Department of Environmental Protection (NYCDEP) Harbor Survey, New York-New Jersey Harbor Estuary Program, and the East River Long Term Control Plan, as well as web site specific data and trend and projection data. Other possible sources of information include the New York State Department of Environmental Conservation (NYSDEC), the Environmental Protection Agency (EPA), and the National Oceanic and Atmospheric Administration (NOAA).
- Characterize existing natural resources of the East River within the vicinity of the Proposed Development Site by conducting site reconnaissance and gathering existing information on terrestrial, wetland, and aquatic resources. Data will be drawn from the US Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), the NYSDEC, and Google Earth. Wetlands will be identified based on NYSDEC tidal wetland maps and cross-referenced with the National Wetlands Inventory in consultation with the USFWS. Terrestrial resources will be characterized based on a field visit and a review of aerial photography.
- Identify rare or endangered plant or animal species and essential fish habitat using published literature. The primary sources for this data are the New York Natural Heritage Program (NYNHP) and the USFWS, which maintain records on the potential presence of these species. The project will be coordinated with the USFWS as required and reviewed for compliance with the Endangered Species Act of 1973.
- Compare anticipated future conditions with and without the Proposed Actions. A projection without the Proposed Actions will account for any potential changes to the study area that may alter natural resources, such as public initiatives to minimize discharges from combined sewer overflows. Future conditions with the Proposed Actions must take into account changes to the shoreline, water coverage, sediment disturbance due to shoreline construction activities, increases in suspended sediment, and development of new outfalls and discharge of stormwater runoff. The Proposed Actions assessment will include impacts to water quality, sediment quality, fish and bird habitat, rare or endangered species, and terrestrial resources such as tree removal, vegetation disturbance, and landscape restoration. Beneficial impacts will also be described including improvements to shoreline conditions, plant and wildlife habitat, aquatic habitat, and water and sediment quality.

- Conduct floodplain analysis of the Proposed Development Site as necessary. The primary source of information will be the most recent publication of the Flood Insurance Rate Map from the Federal Emergency Management Agency (FEMA).
- Identify mitigation measures to avoid or reduce significant adverse impacts to the East River and adjacent sites if such impacts are probable. Potential impacts due to combined sewer overflow from the Proposed Development Site will be included in this analysis.
- Identify required permits from regulatory programs such as the New York State Tidal Wetlands Regulations, the New York State Protection of Waters Regulations administered by NYSDEC, Section 10 of the Rivers and Harbors Act administered by the United States Army Corps of Engineers (USACE), and Sections 401 and 404 of the Clean Water Act administered by USACE.

Task 10: Hazardous Materials

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials chapter will examine the potential for significant hazardous materials impacts from the Proposed Actions. As part of the hazardous materials task, a Phase I Environmental Site Assessment (ESA) will be prepared for the Proposed Development Site.⁷ The Phase I ESA will consist of a thorough review of any previous reports, historical maps, City directories, and environmental database materials to identify any potential environmental impacts that would lead to a concern for hazardous materials impacts. A visual inspection of the Proposed Development Site will also be conducted as part of the Phase I ESA to assess any potential for hazardous materials impacts. The Hazardous Materials chapter will summarize the findings of the completed Phase I ESA(s) conducted for the Proposed Development Site and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the project. The appropriate remediation measures specific to the future uses of the site, including any New York City Department of Environmental Protection (DEP) recommendations, will be provided in the EIS. If necessary, measures to avoid or reduce potential significant adverse impacts will be identified and discussed in the EIS. Any requirements will be memorialized by a hazardous materials (E) designation placed on ~~upland portions of~~ the applicable block and lot(s) pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules. The EIS would include (E) designation language describing the requirements that would apply.

The RWCDs for the Proposed Actions also includes a non-Applicant-owned Projected Development Site. As the Proposed Actions would facilitate the redevelopment of the Projected Development Site with more sensitive uses, it will also be assessed in the EIS for any potential hazardous materials issues. The Projected Development Site was accepted into the New York State Department of Environmental Conservation (NYSDEC) Voluntary Cleanup Program and Brownfield Cleanup Program (BCP), and all cleanup and remedial activities have been completed (V00380, BCP site C224154). Remedial action has successfully

⁷ As stated in the EAS, for the Projected Development Site identified as part of the RWCDs, which would be redeveloped under both No Action and With Action conditions, as no new incremental in-ground disturbance would occur as a result of the Proposed Actions, no further hazardous materials assessment is warranted for that site.

achieved a Track 4 restricted residential cleanup. Therefore, no significant adverse impacts related to hazardous materials would result from construction activities on the Projected Development Site as a result of the Proposed Actions, and this information will be disclosed in the EIS.

Task 11: Water and Sewer Infrastructure

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. As described in the EAS for the Proposed Actions, an analysis of the City's water supply is not warranted as the RWCDs would not result in a demand of more than one million gallons per day (gpd) and the Project Area is not located in an area that experiences low water pressure. However, water demand estimates will be provided in the EIS to inform the wastewater and stormwater conveyance and treatment analysis.

The threshold of preliminary wastewater and stormwater infrastructure analysis for projects outside of Manhattan with combined sewers is 400 DUs or 150,000 sf of commercial development, or involve development on a site that is 5 acres or larger where the amount of impervious surface would increase. As the RWCDs would include more than 400 DUs, an assessment of wastewater and stormwater conveyance systems is required. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the Proposed Actions. The EIS will also describe the relocation of existing sewer infrastructure within Metropolitan Avenue in conjunction with the proposed demapping of that street segment, and will disc any proposed private outfalls planned as part of the Proposed Development. In addition, as the existing combined sewer overflow outfall along Metropolitan Avenue would be relocated to North 3rd Street in conjunction with the Proposed Development, the DEIS will provide a water quality assessment. DEP will be consulted in preparation of this assessment.

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in accordance with the guidance of the *CEQR Technical Manual* and in consultation with DEP. The Proposed Area's directly affected area is primarily located within the service area of the Newtown Creek ~~Wastewater Treatment Plant~~ Water Resource Recovery Facility (WRRFWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the Proposed and Projected Development Sites⁸ will be described, and the amount of stormwater generated on the sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Project Area will be described based on records obtained from DEP. The existing flows to the Newtown Creek ~~WRRFWTP~~, which serves the directly affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the Proposed and Projected Developments will be assessed to determine the ~~Proposed Development~~ RWCDs's potential to result in impacts. Changes to the Proposed and Projected Development Sites's surface area will be described, runoff coefficients and

⁸As noted in the EAS, for the Projected Development Site identified as part of the RWCDs, as it would be redeveloped under both No Action and With Action conditions, no changes to the site's surface area composition would occur, and therefore a stormwater assessment is not warranted for the Projected Development Site.

runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the DEP volume calculation worksheet.

- Sanitary sewage generation for the RWCDs will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Newtown Creek WRRF/WTP.
- A water quality assessment will compare stormwater runoff from the Proposed Development Site under Existing, No-Action, and With-Action conditions to evaluate the Proposed Development's effects on the City's sewer infrastructure, and will provide a qualitative discussion of water quality enhancements resulting from the Proposed Development.

A more detailed assessment may be required if increased sanitary or stormwater discharges resulting from the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and in coordination with DEP and DCP.

Task 12: Transportation

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on- and off-street parking, or goods movement. The With-Action condition includes new residential, commercial and community facility development, which would generate new vehicle trips and demand for parking, as well as new subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

Travel Demand and Screening Assessment

The Proposed Actions' RWCDs would exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the CEQR Technical Manual. Therefore, a detailed travel demand forecast (a Level 1 screening assessment) has been will be prepared for the Proposed Actions using standard sources, including the CEQR Technical Manual, U.S. Census data, previously-approved studies, and other references. The travel demand forecast will provides the numbers of person and vehicle trips by peak hour and mode of travel, including the number of trips by transit and the numbers of pedestrians traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast have been will be summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum (refer to **Appendix 1**) for review and concurrence by the lead agency. In addition to the travel demand forecast, the TPF/TDF Technical Memorandum includes Detailed vehicle and pedestrian trip assignments (a Level 2 screening assessment) and identifies pedestrian elements and subway stations will be prepared based on the results of the Proposed Actions' travel demand forecast to identify which, if any, intersections and pedestrian elements warrant for quantified analysis.

Traffic

Based on CEQR Technical Manual guidance, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in the travel demand forecast provided in the TPF/TDF Technical Memorandum in **Appendix 1**, As the Proposed Actions' RWCDs would exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the CEQR Technical Manual, a travel demand forecast

~~will be prepared to determine if the Proposed Actions would generate 50 or more incremental vehicle trips in any peak hour. If the Proposed Actions would be found to generate fewer than 50 or more incremental vehicle trips per hour in the weekday AM, midday and PM peak hours and the Saturday peak hour. Therefore, under CEQR Technical Manual guidance, significant adverse traffic impacts are not expected to occur under the Proposed Actions, and a detailed traffic analysis is not warranted and is not included in the EIS, specific intersections to be included for analysis will be identified in consultation with the lead agency based upon the assignment of project-generated traffic and the CEQR Technical Manual analysis threshold of 50 additional vehicle trips per hour. Known congested locations will also be considered.~~

~~The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions, should it be warranted:~~

- ~~• Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts. If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide supporting data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday AM and PM peak hours, and will be supplemented by a minimum of three weekdays of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts and vehicle classification counts will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Departments of Transportation (DOT) and City Planning (DCP).~~
- ~~• Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.~~
- ~~• Determine existing traffic operating characteristics at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).~~
- ~~• Based on available sources, U.S. Census data and standard references including the CEQR Technical Manual, estimate the demand from other major developments planned in the vicinity of the Development Site by the 2027 analysis year. This will include total peak-hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the CEQR Technical Manual and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives will be included in the future No-Action network, as applicable.~~
- ~~• Compute the future 2027 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.5 percent per year) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by 2027, and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.~~

- ~~Using Census data, standard references including the *CEQR Technical Manual*, and data from previous studies, develop a travel demand forecast for the RWCDs based on the net change in uses compared to the No-Action condition. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by the Proposed Actions. Assign the net project generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2027 future with the Proposed Actions condition for each analyzed peak hour.~~
- ~~Determine the v/c ratios, delays, and LOS at analyzed intersections for the With Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.~~
- ~~Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.~~

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips. If a proposed action would result in 50 or more bus trips being assigned to a single bus route (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM peak hours as it is during these periods that overall demand on the subway and bus systems (and the potential for significant adverse impacts) is usually highestgreatest.

~~As the Proposed Actions may generate a net increase of more than 200 additional peak hour subway trips at one or more stations, and 50 or more additional peak hour bus trips on one or more local bus routes, detailed transit analyses may be required based on *CEQR Technical Manual* criteria.~~

SUBWAY

As shown in the travel demand forecast provided in the TPF/TDF Technical Memorandum in **Appendix 1**, the Proposed Actions are expected to generate a net total of approximately 567 and 531 incremental subway trips in the weekday AM and PM peak hours, respectively. As these numbers of trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold, a detailed subway trip assignment (a Level 2 screening assessment) was prepared to determine which, if any, subway stations would require detailed analysis.

Subway trips generated by the Proposed Actions are expected to use the two subway stations located closest to the Project Area—the Bedford Avenue station served by L trains and the Marcy Avenue station served by J and Z trains. As discussed in the TPF/TDF Technical Memorandum in **Appendix 1**, incremental demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in the weekday AM and PM peak hours at only the Bedford Avenue (L) station. The analysis of subway conditions in the EIS will therefore focus on this station and will. According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, a detailed subway analysis is typically warranted if a proposed action would result in an increase of 200 or more trips at a single subway station or on a single subway line. As the Proposed Actions may generate a net increase of more than 200 additional subway trips in the weekday AM and PM peak hours at one or

more stations, a detailed subway analysis may be required. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed subway analysis, if warranted, would include the following subtasks:

- Identify for analysis those station circulation and fare control elements at the Bedford Avenue (L) subway station, whether in the free zone or paid zone, that would have an increase in ridership resulting from the Proposed Actions. ~~(stairways and entrance control elements)~~ at subway stations expected to be utilized by 200 or more project-generated trips in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on CEQR Technical Manual guidance. Given the current changes in travel behavior due to the COVID-19 pandemic, there will be coordination with New York City Transit (NYCT) to identify pre-pandemic count data and/or determine adjustment factors to estimate normal peak hour conditions at these stations. ~~Determine existing weekday AM and PM peak hour demand at analyzed subway station elements using new count data or available data from secondary sources, and determine existing v/c ratios and levels of service based on CEQR Technical Manual criteria.~~
- Determine volumes and conditions at analyzed subway station elements in the No-Action condition using approved background growth rates and accounting for any trips expected to be generated by major projects in the vicinity of the study area.
- Add project-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at analyzed subway station stairways and fare control elements based on CEQR Technical Manual impact criteria.
- Determine if the Proposed Actions are expected to generate 200 or more new subway trips in one direction on L trains, and if so, assess subway line haul conditions.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

BUS

As shown in the travel demand forecast in the TPF/TDF Technical Memorandum in **Appendix 1**, the Proposed Actions are not expected to generate 50 or more incremental bus trips in either the weekday AM or PM peak hour. Therefore, under CEQR Technical Manual guidance, significant adverse impacts to transit bus service are not expected to occur under the Proposed Actions, and a detailed analysis of bus conditions is not warranted and not included in the EIS. ~~BUS~~

~~A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the CEQR Technical Manual. As the incremental person trips by bus generated by the Proposed Actions may exceed 50 peak hour trips in one direction on one or more of the routes serving the Project Area, a quantitative analysis of local bus conditions may be required. For that analysis, trips would be assigned to each route based on proximity to the Project Area and current ridership patterns. The analysis would include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, would be identified in consultation with the lead agency and the MTA.~~

Pedestrians

An incremental increase in pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalk, corner area or crosswalk) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. As discussed in the TPF/TDF Technical Memorandum in **Appendix 1**, Based on the level of incremental pedestrian demand generated by the Proposed Actions' RWCDs expected to be generated under With Action conditions, it is anticipated that incremental demand would exceed the 200- trips in the weekday AM, midday and PM peak hours and the Saturday peak hour. Therefore, detailed pedestrian assignments were prepared to determine which, if any, pedestrian elements would require quantified analysis.

Overall, the greatest incremental increases in pedestrian demand under the Proposed Actions are expected to occur at pedestrian elements in the immediate proximity of the Project Area, along the Metropolitan Avenue corridor, and in proximity to the Bedford Avenue subway station entrance on Bedford Avenue south of North 7th Street. As shown in Figure 3 of the TPF/TDF Technical Memorandum in **Appendix 1**, based on the detailed assignments, a total of 26 pedestrian elements (eight sidewalks, 13 corner areas and five crosswalks) at these locations where net incremental trips would potentially reach the 200 trips/hour *CEQR Technical Manual* analysis threshold in one or more peak periods were selected for analysis. These include the following:

SIDEWALKS

- (S1) East sidewalk on Bedford Avenue between North 6th and North 7th streets;
- (S2) North sidewalk on Metropolitan Avenue between Wythe and Berry avenues;
- (S3) South sidewalk on Metropolitan Avenue between Wythe and Berry avenues;
- (S4) South sidewalk on Metropolitan Avenue between Kent and Wythe avenues;
- (S5) North sidewalk on Metropolitan Avenue between Kent and Wythe avenues;
- (S6) South sidewalk on Metropolitan Avenue between River Street and Kent Avenue;
- (S7) North sidewalk on Metropolitan Avenue between River Street and Kent Avenue;
- (S8) West sidewalk on River Street between North 1st Street and Metropolitan Avenue.

CORNER AREAS

- (C1) Northeast corner at Bedford Avenue/North 6th Street;
- (C2) Southeast corner at Bedford Avenue/North 6th Street;
- (C3) Northeast corner at Berry Avenue/Metropolitan Avenue;
- (C4) Southwest corner at Berry Avenue/Metropolitan Avenue;
- (C5) Northwest corner at Berry Avenue/Metropolitan Avenue;
- (C6) Northeast corner at Wythe Avenue/Metropolitan Avenue;
- (C7) Southeast corner at Wythe Avenue/Metropolitan Avenue;
- (C8) Southwest corner at Wythe Avenue/Metropolitan Avenue;
- (C9) Northwest corner at Wythe Avenue/Metropolitan Avenue;
- (C10) Northeast corner at Kent Avenue/Metropolitan Avenue;
- (C11) Southeast corner at Kent Avenue/Metropolitan Avenue;
- (C12) Southwest corner at Kent Avenue/Metropolitan Avenue;
- (C13) Northwest corner at Kent Avenue/Metropolitan Avenue.

CROSSWALKS

- (X1) East crosswalk on North 6th Street at Bedford Avenue;
- (X2) North crosswalk on Wythe Avenue at Metropolitan Avenue;
- (X3) South crosswalk on Wythe Avenue at Metropolitan Avenue;
- (X4) North crosswalk on Kent Avenue at Metropolitan Avenue;
- (X5) South crosswalk on Kent Avenue at Metropolitan Avenue.

To determine existing levels of service (LOS), pedestrian counts will be conducted at each analysis location in accordance with the most recent New York City Department of Transportation (DOT) data collection guidance, and in consultation with the lead agency and DOT. ~~analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the DEIS focusing on those elements that would experience 200 or more new trips in one or more peak hours. Existing peak hour demand at each analysis location will be determined based on new count data or available data from secondary sources and used to determine the existing levels of service (LOS).~~ No-Action and With-Action pedestrian volumes and LOS will be determined based on approved background growth rates, trips expected to be generated by No-Action development in the vicinity of the Project Area, and action-generated demand. The analysis, which will be conducted in accordance with DOT-approved methodologies, will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

Street User Vehicular and Pedestrian Safety

~~Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations with 48 or more total reportable and non-reportable crashes or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available.~~

The assessment of street user safety will identify any study area intersections that are located within Senior Pedestrian Focus Areas, or that are classified as priority intersections or located within priority corridors or areas as defined under the city's *Vision Zero* initiative. Data on traffic crashes involving pedestrians and/or cyclists at intersections in the pedestrian study area will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified (based on *CEQR Technical Manual* criteria) as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect street user vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

Parking

A parking demand forecast for the Proposed Development will be provided to document the ability of the proposed 250 spaces of on-site accessory parking on the Proposed Development Site to accommodate all of the projected demand under the Proposed Actions, and assess the potential for a significant adverse impacts shortfall in ~~to~~ on-street and off-street parking. Parking demand generated by the residential component of the Proposed Development will be forecasted based on auto ownership data for the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by those uses.

Task 13: Air Quality

CEQR Technical Manual criteria require an air quality assessment for actions that can result in potentially significant air quality impacts. Mobile source impacts could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources, as well as from vehicles using parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from HVAC systems that can affect surrounding uses; or when proposed actions add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks.

As discussed in the EAS, the Proposed Actions are not expected to result in an increase in vehicle trips higher than the *CEQR Technical Manual* CO screening threshold of 170 trips at any intersection in the study area. A screening analysis would be performed based on vehicular trip increments resulting from the Proposed Actions and, if it is determined that more than 170 trips would be generated at any intersection, a CO impact analysis would be conducted in accordance with *CEQR Technical Manual* guidance. For mobile source PM impact, screening analysis would be performed based on vehicular trip increments resulting from the Proposed Actions. If the screening fails, detailed PM_{2.5} impact analysis will be conducted in accordance with *CEQR Technical Manual* guidance. As the Proposed Development would introduce a new parking facility in proximity to new sensitive use, a mobile source garage analysis will be provided in the EIS. Further details on the air quality analysis approach for the Proposed Actions are provided in Appendix 2 to this document (Air Quality Analysis Methodology Memorandum).

The stationary source air quality impact analysis will determine the potential effects of emissions from the heating, ventilating, and air conditioning (HVAC) systems on nearby sensitive land uses and other buildings within the Project Area if applicable. This is called “project on project” impacts. Emissions from large/major existing sources within a 1,000-foot radius from the Project Area, including the North 1st Street power generating facility operated by NYPA, and existing industrial/manufacturing zoned uses within a 400-foot study area, will also be assessed to examine the potential for impacts on the two towers on the Proposed Development Site as well as the 3-story building on the Projected Development Site

Mobile Source Parking Garage Analysis

The Proposed Development is expected to include a 250-space accessory parking garage. The parking garage accumulation table from the transportation chapter will serve as the basis for analysis. Mobile source emission factors will be developed using the latest version of the EPA MOVES model (MOVES2014b). An analysis of CO and PM emissions from the garage will be performed using MOVES-generated emission factors and the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated.

Stationary Source Analysis

HEATING AND HOT WATER SYSTEM ANALYSIS

The analysis of the heating and hot water systems of the Proposed Development and Projected Development Site will consider impacts following the screening procedures outlined in the 2020 *CEQR Technical Manual* to determine the potential for impacts on existing developments, as well as the potential for HVAC emissions of the proposed shorter tower to impact receptors on the taller building (i.e., project-on-project impacts). Also, screening and detailed analyses will be conducted, as necessary, to estimate the potential impacts of the 3-story building on the Projected Development Site on the two towers comprising the Applicant’s Proposed Development.

While screening studies can be usefully employed for the project-on-project impact analysis, the size of the buildings and distance between them will require use of refined modeling to demonstrate the project's compliance with the CEQR significant de minimis impact criteria and National Ambient Air Quality Standards (NAAQS). Because the proposed tall towers on the Proposed Development Site are taller than all existing buildings within 400 feet, no project-on-existing analysis is warranted. However, the 3-story building on the Projected Development Site could affect nearby existing sites, and a project-on-existing analysis is required for this building.

Refined modeling analysis will be performed using the latest version of the EPA AERMOD model and five years of representative meteorological data. Emission rates for project-on-project impact assessment will be developed based on the size of the development and type of heating system proposed, whether it would be boiler(s) or co-generating units. Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and particulate matter (PM_{2.5} and PM₁₀) will be determined at the taller building's sensitive receptors and at surrounding publicly-accessible locations. Receptors will be placed at multiple locations on all facades of the proposed taller building – on every floor and 10 feet in the horizontal direction to identify maximum pollutant concentrations and concentration increments per the guidance provided in the *CEQR Technical Manual*.

Predicted values will be compared to the NAAQS for NO₂, SO₂, and PM₁₀, and the CEQR *de minimis* criteria for PM_{2.5}. If required, an air quality (E) designation will be proposed to mandate fuel, system, operational and/or heating and hot water system exhaust stack restrictions that would be required to avoid a significant adverse air quality impact. The DEIS would include (E) designation language describing the requirements that would apply.

NYPA PLANT ANALYSIS

The Project Area is located in the vicinity of the New York Power Authority's (NYPA) North 1st Street power plant, and could be impacted by NYPA emissions from the facility's stack. A detailed air quality analysis would therefore be conducted to determine whether the impacts of these emissions on the Proposed Development and Projected Development Site would be significant and whether any mitigation measures would be warranted.

This analysis will be conducted using the latest EPA AERMOD version (v.19191). The analysis will be conducted based on the City's mandated procedures for estimating worst-case PM_{2.5} emission rates, which is based on hour-by-hour operations of the NYPA plant and an assumption that emissions for the worst operational day (24-hour) of each month would occur every day of that month for the entire year over the full five-year period. These emission estimates would be developed using a computerized data transfer system from raw NYPA heat input operational data for a five-year period. Hourly emission rates will be used in combination with hour-by-hour meteorological data for the most recent five-year period (2015-2019). The estimated PM_{2.5} hourly emission rates for each analysis year will be combined together for the full five-year analysis period and compiled into the format corresponding to hourly emission input data format of EPA's AERMOD model. For the 1-hour NO₂ analysis, actual hourly emission rates, which include start-up emissions, will be developed. the maximum NO₂ permitted emissions rate of 5 pounds per hour, which corresponds to a maximum annual facility output under NYPA's Title V permit restriction, will be used conservatively assuming that it would occur every hour of the year over the five year analysis period. Emissions from the NYPA boiler will also be included for both the NO₂ and PM_{2.5} analyses, and combined turbine and boiler emissions will be modeled in one modeling run.

Potential impacts of three other criteria pollutants listed in the NYPA permit – PM₁₀ (24-hour), CO (8-hour), and SO₂ (1-hour) would also be estimated.

The analysis will be conducted with and without the effects of wind flow around the buildings (downwash), as per *CEQR Technical Manual* guidance and the City's recommendation for this project. Estimated concentrations will be compared to the applicable standards and CEQR significant impact thresholds.

OTHER LARGE/MAJOR SOURCE ANALYSIS

The *CEQR Technical Manual* requires an analysis of projects that may result in significant adverse impact due to certain types of new uses located near a "large" or "major" stationary emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit. To assess the potential effects of these existing sources on the Project Area, a review of existing permitted facilities will be conducted using EPA, NYSDEC, and DEP databases. If any large or major stationary emissions sources are identified, a detailed analysis would be prepared. Impacts would be assessed in relation to the NAAQS and CEQR PM_{2.5} *de minimis* criteria.

Industrial Source Analyses

A review of existing land uses, DEP and NYSDEC permit records did not identify any industrial facilities with active permits (or any large-scale residential, commercial, and institutional sources) within a 400-foot radius of the Project Area. As such, analysis of potential impacts from existing industrial sources is not warranted for the Proposed Actions.

The analysis of the potential impacts of the emissions from existing industrial/manufacturing facilities will be conducted as follows:

- ~~A land use review will be conducted to identify potential industrial source block/lots within 400 feet of the Project Area based on GIS data and field review of the area. In addition, DEP and NYSDEC permit records will be reviewed to identify permitted facilities within the study area. This will include the NYPA facility as an existing industrial source, as, according to the NYPA permit, the facility emits several individual toxic pollutants.~~
- ~~A field survey will be performed to confirm the operating status of existing permitted facilities and to identify any permitted sources of air toxics emissions.~~
- ~~DEP permit records will be requested and reviewed for each potential industrial source block/lot. Permits for emergency generators, gas stations, boilers and small drycleaners will be excluded from further consideration per the City's guidelines. Similarly, sites that are no longer in existence based on the field review will not be considered. Nonpermitted sources identified in the field review will be considered for analysis.~~
- ~~Short-term and annual emission rates for existing industrial sources will be determined based on the DEP permit data or estimated, as applicable. Depending on the type of source and data available in the permit file, this step may require research into typical emission rates from other facilities if detailed information for the subject facility is not available.~~
- ~~An industrial source screening analysis per CEQR procedures will be completed to confirm the sites requiring detailed analysis.~~
- ~~If required, conduct an AERMOD detailed analysis for industrial sources (existing) that fail the screening analyses. Stack parameters will be obtained from permits or from coordination with the applicant. This task will involve developing a detailed receptor network and building information, AERMOD run setup (including specifying how industrial source emissions may vary by time of day, or~~

~~season), and comparing the resulting modeled concentrations to the applicable standards from NYSDEC's DAR 1 AGC/SGC Tables.~~

- ~~• Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.~~

Task 14: Greenhouse Gas Emissions and Climate Change

Greenhouse Gas Emissions

Increased greenhouse (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDs exceeds the 350,000 sf development threshold, a GHG emissions assessment will be provided in the EIS.

In accordance with the *CEQR Technical Manual*, GHG emissions generated by the RWCDs will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be prepared. Emissions will be estimated for the analysis year and reported as carbon dioxide equivalent (CO₂e) metric tons per year. GHG emissions other than carbon dioxide (CO₂) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential. Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the Applicant's Proposed Development will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Development will be assessed to the extent practicable.

- *Building Operational Emissions:* GHG emissions from the Proposed Development will be estimated based on information provided by the Applicant, and emissions from the Projected Development Site will be estimated based on carbon intensity factors specified in the *CEQR Technical Manual*.
- *Mobile Source Emissions:* GHG emissions from vehicle trips generated by the RWCDs to and from the Project Area will be quantified using trip distances and vehicle emission factors provided in the *CEQR Technical Manual*.
- *Construction Emissions:* Emissions from construction and emissions associated with the extraction or production of construction materials will be discussed qualitatively. Opportunities for reducing GHG emissions associated with construction will be considered.
- *Potential Measures to Reduce GHG Emissions:* Design features and operational measures to reduce the Proposed Development's energy use and GHG emissions will be discussed to the extent that information is available.
- *Consistency with the City's GHG Reduction Goal:* Consistency of the Proposed Development and the Proposed Actions overall will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2025, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

Climate Change

As the Proposed Development Site is located within the flood hazard zone, the potential effects of climate change on the Proposed Development will be evaluated based on the best available information, following the methodology outlined in the guidance document entitled *The New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance* (DCP, March 2017). The evaluation will focus on potential future sea and storm levels and the interaction with the Proposed Development's infrastructure and uses. The discussion will focus on early integration of climate change considerations into the Proposed Actions to allow for uncertainties regarding future environmental conditions resulting from climate change.

Task 15: Noise

For the Proposed Actions, there are two major areas of concern regarding noise: (1) the effect the RWCDs would have on noise levels in the surrounding community; and (2) the level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements.

It is not expected that project-generated traffic would be likely to result in significant adverse noise impacts. However, a screening assessment will be performed to determine whether there are any locations where there is the potential for the RWCDs to result in significant noise impacts (i.e., doubling of Noise Passenger Car Equivalents [PCEs]) due to project-generated traffic. A detailed analysis of potential noise impacts due to outdoor mechanical equipment is not required as the outdoor mechanical equipment for any future development facilitated by the Proposed Actions would be required to meet applicable regulations, which are more stringent than *CEQR Technical Manual* impact criteria. As noted in the EAS for the Proposed Actions, although the proposed open space design is still not finalized, it may include waterfront recreation activities for children, such as a largely passive natural space with play features. However, as this largely passive space would not meet the CEQR definition of a stationary source (e.g., crowd noise related to playgrounds or spectator events), a playground noise analysis is not warranted for the Proposed Actions. As the Proposed Actions would introduce new sensitive receptors in an area of potentially high ambient noise levels resulting from stationary sources (the New York Power Authority [NYPA] facility located directly south of the Proposed Development Site), further assessment may be warranted and, if necessary, detailed stationary source noise analysis would be conducted in accordance with *CEQR Technical Manual* guidance. In addition, due to the nearby North Williamsburg NYC Ferry terminal (approximately 750 feet north of the Project Area), noise generated by marine activity along the East River will be incorporated into the detailed noise analysis as a background source. The noise analysis will also examine the level of building attenuation necessary to meet CEQR interior noise level requirements. Further details on the noise analysis methodology and technical approach for the Proposed Actions are provided in **Appendix 3** (Noise Monitoring Approach Memorandum).

The following tasks will be performed in compliance with *CEQR Technical Manual* guidance:

- Based on the traffic studies conducted for Task 12, "Transportation," a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDs to result in significant noise impacts (i.e., doubling Noise PCEs) due to project-generated traffic. If it is determined that Noise PCEs would double at any sensitive receptor, a detailed analysis would be conducted in accordance with *CEQR Technical Manual* guidance.
- Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis will examine the L_{10} and the one-hour equivalent ($L_{eq(1)}$) noise levels.
- Existing noise data will be collected at the receptor locations adjacent to the development site within the Project Area in order to measure existing noise levels generated by nearby traffic, marine activity

along the East River, and the adjacent NYPA facility. At each receptor site, 20-minute measurements will be performed during typical weekday AM, midday, and PM peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures, and measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1 , L_{10} , L_{50} , and L_{90} . A summary table of existing measured noise levels will be provided as part of the EIS.

- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile and stationary source noise impacts and the cumulative effects of each, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with L_{eq} noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. If required, an enforceable legal mechanism will be proposed to memorialize building attenuation requirements, such as (E) designations placed where applicable, pursuant to Section 11-15 of the New York City Zoning Resolution.

Task 16: Public Health

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status, as defined in the *CEQR Technical Manual*. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise, according to the *CEQR Technical Manual*. For the Proposed Actions, a preliminary public health assessment will be conducted that will consist of a summary of the Proposed Actions' potential to result in unmitigated significant adverse impacts in the areas of air quality, water quality, hazardous materials, and noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

Task 17: Neighborhood Character

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Development has the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidance.

Task 18: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise levels, air quality conditions, or mitigation of hazardous materials. Projects with overall construction periods lasting longer than two years and that are near to sensitive receptors (i.e., residences, open spaces, etc.) should undergo a preliminary impact assessment, according to the *CEQR Technical Manual*. Construction of the Proposed Development is expected to take place over a period greater than two years, and is therefore considered long-term.⁹ This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual*, and if warranted, a detailed analysis will be conducted. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. Technical areas to be assessed include the following:

- **Transportation Systems:** In accordance with *CEQR Technical Manual* methodologies, the travel demand that would be generated during construction of the Proposed Development will be forecasted to quantify the expected number of vehicle (auto and construction truck), transit (bus and subway) and pedestrian trips from construction workers and equipment. The incremental travel demand generated during periods of peak construction activity at the Proposed Development Site will then be compared to *CEQR Technical Manual* analysis thresholds and the numbers of incremental operational trips generated by the Proposed Development to assess the potential for transportation impacts during construction. If this effort identifies the need for separate detailed analyses evaluating the potential effects of construction activities on streets, transit facilities and services, and pedestrian elements, such analyses will be prepared where warranted.
- **Air Quality:** The construction air quality impact section will contain a detailed quantitative analysis of emissions from construction equipment, worker vehicles and trucks, as well as fugitive dust. The pollutants for analysis will be CO, PM_{2.5}, PM₁₀ and NO₂. The preliminary construction schedule developed for the Proposed Development would be used to estimate the short-term and annual average peak periods of activity for air quality purposes. The analysis will review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, including project buildings that would have been completed and occupied during

⁹ As discussed in the EAS, the Projected Development Site identified in the RWCDs would be redeveloped under both No-Action and With-Action conditions, and the Proposed Actions would not affect the construction schedule of that site (anticipated to be less than 18 months). Therefore, construction analysis of the Projected Development Site is not warranted and will not be provided in the EIS.

the later phases of construction. Measures to control and minimize construction period air emissions will be described and incorporated in the analysis, including measures required by state and local regulations. Additional project-specific mitigation measures will be considered to address any potentially significant adverse construction air quality impacts, as appropriate.

- **Noise:** The construction noise impact section will contain a discussion of noise from the Proposed Development's construction activity. This will include estimates of construction noise levels at nearby receptors during the various phases of construction. The construction noise analysis will rely on the conceptual construction schedule developed for the Proposed Development to identify peak periods of construction activity. Assumptions would be developed regarding equipment usage factors and typical equipment noise levels. The magnitude and duration of construction noise experienced at nearby noise receptors will be determined and evaluated. Measures to control construction noise that would be incorporated in the project will be described, including the requirements of DEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. Additional project-specific mitigation measures will be considered to address any potentially significant adverse construction noise impacts, as appropriate.
- **Other Technical Areas:** As appropriate, the construction assessment will discuss other areas of environmental concern, including Land Use and Neighborhood Character, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Hazardous Materials, for potential construction-related impacts.

Task ~~198~~: Mitigation

Where significant adverse impacts that could result from the Proposed Actions have been identified in Tasks 2 through 15, this chapter will describe the practicable measures that could mitigate those impacts. These measures will be developed and coordinated with the responsible City/State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

Task ~~1920~~: Alternatives

The purpose of an alternatives section in an EIS is to examine development options that would reduce or eliminate impacts resulting from the Proposed Actions while substantively meeting the goals and objectives of the Proposed Actions. The specific alternatives to be analyzed will be better defined once the full extent of the Proposed Actions' impacts have been identified. The EIS will include a No-Action alternative, which describes the conditions that would exist if the Proposed Actions were not implemented, and is considered throughout the EIS as the No-Action condition. A No Unmitigated Impact alternative would also be provided, which assesses a change in density or program design in order to avoid the potential for any unmitigated significant adverse impacts that may be associated with the Proposed Actions. The specifics of these alternatives will be finalized as project impacts become clarified. Additional alternatives and variations of the Proposed Actions may be identified during the scoping process or be based on any significant adverse impacts identified in the EIS. The analysis of each alternative will be qualitative, except in those technical area where significant adverse impacts of the Proposed Actions have been identified.

Task ~~210~~221: Summary EIS Chapters

The EIS will include the following three summary chapters, in accordance with CEQR guidance:

- **Unavoidable Adverse Impacts:** summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Project:** which generally refer to “secondary” impacts of the RWCDs that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources:** which summarizes the RWCDs and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

Task ~~221~~224. Executive Summary

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, the environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by DCP, the lead agency.

Appendix 1

Draft Transportation Planning Factors and Travel Demand Forecast Memorandum



Philip Habib & Associates

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TECHNICAL MEMORANDUM

TO: NYCDCP

FROM: Philip Habib & Associates

DATE: June 23, 2021

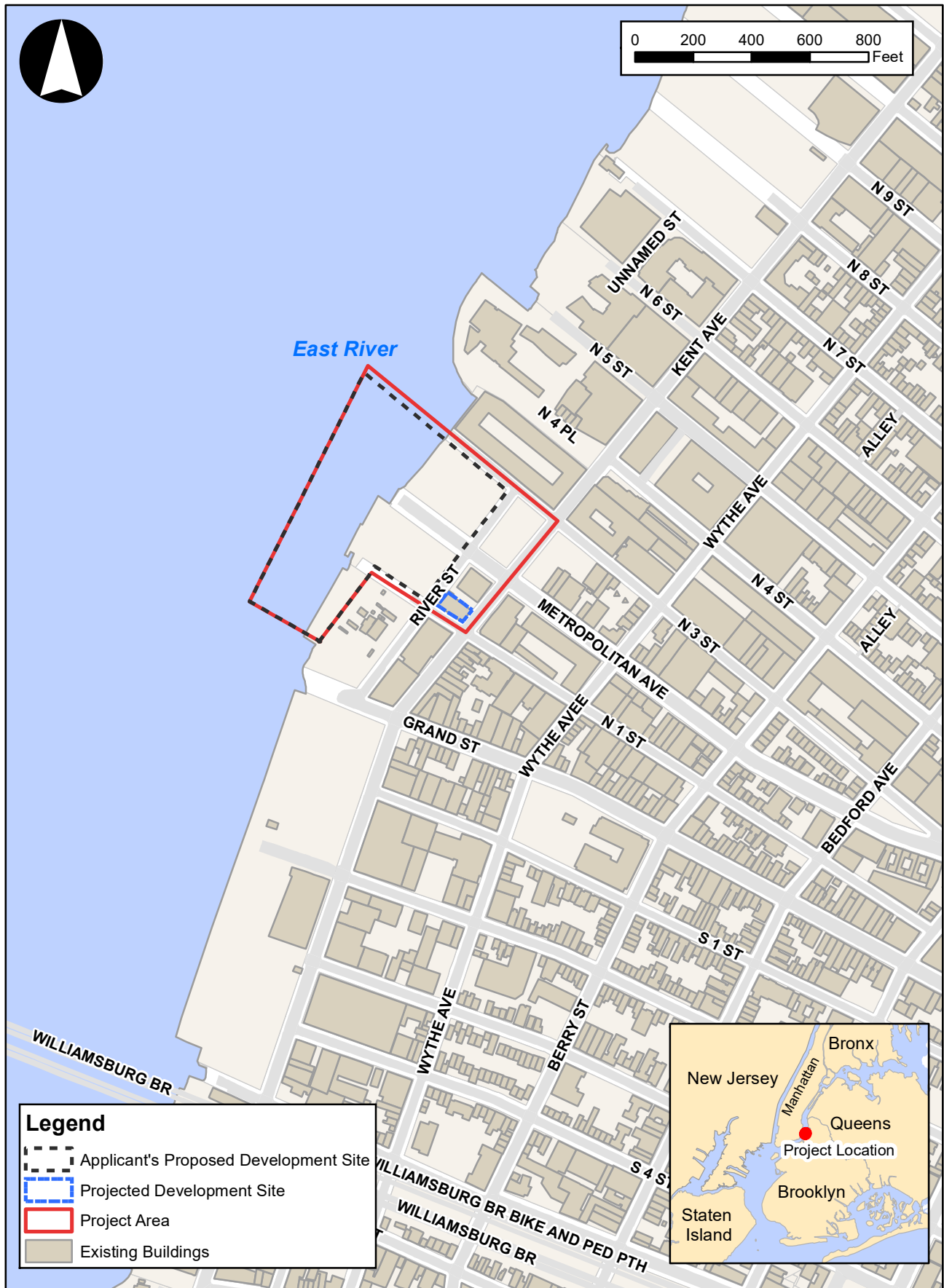
PROJECT: River Ring (PHA No. 1994)

RE: Transportation Planning Factors and Travel Demand Forecast

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the River Ring project. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDs) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

The Proposed Actions involve a zoning map amendment, a zoning text amendment, a City Map change, landfill, Large-Scale General Development special permits, a special permit to reduce parking, a zoning certification and zoning authorizations for a zoning lot comprised of Block 2355, Lots 1 and 20; Block 2361, Lots 1, 20, and 21; Block 2376, Lot 50; and portions of Metropolitan Avenue and North 1st Street (collectively known as the "Proposed Development Site") in the Williamsburg neighborhood in Brooklyn Community District (CD) 1. The Project Area also includes two vacant, non-Applicant-owned blocks to the east of the Proposed Development Site (Blocks 2356 and 2362, which encompass one "Projected Development Site"). As shown in **Figure 1**, the Project Area is bounded to the north by North 3rd Street, to the east by Kent Avenue and property owned by the New York Power Authority (NYPA), to the south partially by North 1st Street and partially by Grand Ferry Park, and to the west by the U.S. Pierhead Line in the East River. It encompasses a total lot area of approximately 443,770 square feet (sf). This includes the upland lot portion of the Applicant-controlled Proposed Development Site with a lot area of 137,201 sf, the two inland blocks, with a total lot area of 41,880 sf, the seaward lot portion, with a lot area of 235,573 sf, and an approximately 23,116 sf area of Metropolitan Avenue and an approximately 6,000 sf area of North 1st Street proposed for demapping.



The intent of the Proposed Actions is to allow for the redevelopment of a vacant waterfront site in the Williamsburg neighborhood of Brooklyn. While the Project Area and much of the surrounding area was previously used for manufacturing purposes, there is no longer a concentration of industrial activity in the area. However, a strong demand for affordable and market-rate housing exists. The Proposed Actions would create an opportunity for development of two new mixed-use buildings with residential (including market rate and affordable units), local retail, office, and community facility uses. The Proposed Actions would allow the Applicant, River Street Development LLC, to maximize use of its property while producing new waterfront development that would provide a continuous link of waterfront areas on the East River to the north and south of the Proposed Development Site. The Proposed Actions would also eliminate the possibility of future heavy industrial uses in a neighborhood with an increasingly residential character, and provide a transition/buffer zone to the two inland blocks east of the Proposed Development Site.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the potential effects of the Proposed Actions, a RWCDs for both “future without the Proposed Actions” (No-Action) and “future with the Proposed Actions” (With-Action) conditions is analyzed for an analysis year of 2027. As per the RWCDs, the No-Action scenario assumes that the Project Area would be developed on an as-of-right basis pursuant to the existing zoning. There would be no mapping action to de-map segments of Metropolitan Avenue and North 1st Street on the Proposed Development Site, and they would remain as mapped City streets that would be opened to traffic and would have public sidewalks.

In the No-Action scenario, the Applicant would construct two buildings (the North and South buildings) containing a combined total floor area of approximately 621,500 gross square feet (gsf), including approximately 54,500 gsf of office uses, approximately 66,214 gsf of destination retail uses, approximately 23,000 gsf of local retail uses, approximately 68,000 gsf of light manufacturing/maker space, approximately 94,750 gsf of warehousing, an approximately 112,486 gsf last-mile delivery center, and approximately 579 accessory parking spaces (see **Table 1**).¹ A last-mile delivery center allows shipping entities, such as e-commerce companies (e.g., Amazon) or private shipping companies (e.g. FedEx), to sort large, regional shipments into smaller, area-specific shipments. This allows large trucks to deliver goods to the last-mile delivery center and smaller trucks or vans to cover the “last mile” from the delivery center to the ultimate consumer. With such a facility on the Proposed Development Site, trucks could receive goods at area airports and larger warehouses in the metropolitan region and transport those goods to the delivery center, where they would be sorted by neighborhood and loaded onto vans. From the delivery center, each van would be able to deliver goods to the nearby area, resulting in more efficient delivery routes, reduced carbon emissions, and fewer large trucks on local residential streets.

¹ These totals reflect approximately 16,500 gsf of unassigned mechanical space in the North Building that has been apportioned to the destination retail and last-mile facility uses for travel demand forecasting purposes.

TABLE 1
2027 RWCDs No-Action and With-Action Land Uses

Land Use	No-Action Condition ¹		With-Action Condition		Net Increment (Total RWCDs)
	Applicant's Proposed Development	Projected Development Site	Applicant's Proposed Development	Projected Development Site	
Residential					
Residential	---	---	1,250 DU	---	1,250 DU
Commercial					
Office	54,500 gsf	---	60,000 gsf	---	5,500 gsf
Local Retail	23,000 gsf	6,741 gsf	23,000 gsf	6,741 gsf	0 gsf
Destination Retail	66,214 gsf	---	---	---	(66,214 gsf)
Total Commercial	143,714 gsf	6,741 gsf	83,000 gsf	6,741 gsf	(60,714 gsf)
Industrial/Warehouse/Distribution					
Last-Mile Delivery Center	112,486 gsf	---	---	---	(112,486 gsf)
Warehousing	94,750 gsf	6,741 gsf	---	6,741 gsf	(94,750 gsf)
Light Manufacturing/Maker Space	68,000 gsf	---	---	---	(68,000 gsf)
Total Industrial/Warehouse/Distribution	275,236 gsf	6,741 gsf	---	6,741 gsf	(275,236 gsf)
Community Facility					
Community Center	---	---	50,000 gsf	---	50,000 gsf
Medical Office	---	---	---	6,741 gsf	6,741 gsf
Total Community Facility	---	---	50,000 sf	6,741 gsf	56,741 gsf
Park					
Waterfront Park	---	---	2.9 acres ²	---	2.9 acres
Parking					
Parking Spaces	579 spaces	20 spaces	250 spaces	---	(349 spaces)
Notes:					
¹ No-Action totals reflect approximately 16,500 gsf of unassigned mechanical space in the North Building that has been apportioned to the destination retail and last-mile facility uses for travel demand forecasting purposes.					
² Excludes 2.32 acres of accessible secondary contact in-river space and 0.86 acres of intertidal area.					

In addition to the commercial uses on the Proposed Development Site, the No-Action scenario also assumes development of a mix of commercial and light industrial uses on the Projected Development Site. As shown in **Table 1**, these would include 6,741 gsf of local retail space and 6,741 gsf of warehouse space.

Under the With-Action scenario, the Applicant would construct two mixed-use towers with residential, commercial and community facility uses, (the "Proposed Development"). In total, the Proposed Development would contain approximately 1.336 million gsf, including approximately 1,250 dwelling units (DUs), 60,000 gsf of office space, 23,000 gsf of local retail space and 50,000 gsf of community facility space. Approximately 250 on-site accessory parking spaces would also be provided below-grade on the Proposed Development Site. Although plans are still preliminary, it is anticipated that the community facility space would be occupied by a YMCA facility or a similar community center.

Additionally, approximately 126,308 sf (2.9 acres) of new public open space (plus 2.32 acres of accessible secondary contact in-river space and 0.86 acres of intertidal area) would be created, establishing a continuous public waterfront experience spanning from Bushwick Inlet Park to the north to Grand Ferry

Park and Domino Park to the south. The waterfront public space would be fully accessible to the public and would offer water-based recreation (e.g., a kayak launch), educational programming and a variety of other opportunities for enjoyment of the waterfront by the community at large.

Lastly, as shown in **Table 1**, the With-Action scenario assumes that an additional 6,741 gsf of community facility space would be developed on the Projected Development Site due to the Proposed Actions. For transportation analysis purposes, it is conservatively assumed that this space would be occupied by medical office uses.

As shown in **Table 1**, compared to the No-Action condition, the Proposed Actions would result in a net incremental increase of 1,250 DUs, 5,500 gsf of office space, 50,000 of community center space, 6,741 gsf of medical office space and 2.9 acres of waterfront park space. There would also be a net incremental decrease of 66,214 gsf of destination retail space, 112,486 gsf of last-mile delivery center space, 94,750 gsf of warehousing space and 68,000 gsf of light manufacturing/maker space. On-site accessory parking within the Project Area would decrease by approximately 349 spaces to a total of approximately 250.

TRANSPORTATION PLANNING FACTORS

The trip generation rates, temporal and directional distributions, modal splits, vehicle occupancies and truck trip factors used to forecast travel demand for the RWCDs's residential, office, local and destination retail, last-mile facility, warehousing, light industrial/maker space, community center, medical office and waterfront park uses are summarized in **Table 2**. They were based on factors cited in the 2020 *City Environmental Quality Review (CEQR) Technical Manual*; 2015-2019 American Community Survey (ACS) journey-to-work data for Brooklyn census tracts in proximity to the Project Area (tracts 551, 553, 555 and 557); 2012-2016 American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data; data from surveys of the travel demand characteristics at existing office and retail uses; data provided by the New York City Department of Transportation (DOT); and factors developed for recent environmental reviews. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Residential

Residential person trip rates and temporal distribution reflect data from the *CEQR Technical Manual*. The modal split, directional splits and vehicle occupancies were based on ACS 2015-2019 5-year journey-to-work data for census tracts in the vicinity of the Project Area and data from the 2010 *Domino Sugar Rezoning FEIS*. Truck trip generation rates and temporal distributions reflect those cited in the *CEQR Technical Manual*.

TABLE 2: Transportation Planning Factors

Land Use:	Residential	Local Retail	Destination Retail	Last-Mile Facility	Open Space	Office	Community Center	Warehouse	Light Industrial/Maker Space	Medical Office
Trip Generation:	(1)	(1)	(1)	(6)	(1)	(1)	(1)	(6)	(9)	(12)
Weekday	8,075	205	78.2	5.85	139	18	44.7	2.36	14.7	76
Saturday	9.6	240	92.5	1.30	196	3.9	26.1	0.20	2.2	39
	per DU	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per acre	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf
Temporal Distribution:	(1)	(1)	(1)	(6)	(1)	(1)	(1)	(6)	(2)	(12)
AM	10%	3.0%	3.0%	11.0%	3%	12%	4%	10.0%	13.2%	11.0%
Midday	5%	19.0%	9.0%	5.0%	5%	15%	9%	9.0%	11.0%	13.0%
PM	11.0%	10.0%	9.0%	10.0%	6%	14%	5%	11.0%	14.2%	9.0%
Saturday	8.0%	10.0%	11.0%	12.0%	6%	17%	9%	33.0%	10.7%	17.0%
Modal Splits:	(7)	(6)	(10)	(8)	(3)	(5)(14)	(9)	(8)	(3)(8)	(12)
	All Periods	All Periods	AM/MD/PM SAT	All Periods	All Periods	AM/PM/SAT MD	All Periods	All Periods	AM/PM/SAT MD	All Periods
Auto	11.2%	11.0%	37.4% 40.4%	29.7%	5.0%	12.1% 2.0%	5.0%	29.7%	29.7% 2.0%	24%
Taxi	1.0%	0.0%	0.0% 0.6%	0.9%	5.0%	5.9% 1.0%	1.0%	0.9%	0.9% 1.0%	6%
Subway	66.1%	3.0%	32.0% 21.3%	40.6%	5.0%	45.7% 7.0%	3.0%	40.6%	40.6% 7.0%	59%
Transit Bus	1.7%	2.0%	7.5% 9.6%	6.3%	5.0%	6.2% 7.0%	6.0%	6.3%	6.3% 7.0%	9%
Ferry	8.4%	0.0%	0.0% 0.0%	0.0%	0.0%	2.7% 0.0%	0.0%	0.0%	0.0% 0.0%	0%
Walk/Other	11.6%	84.0%	23.1% 28.1%	22.5%	80.0%	27.4% 83.0%	85.0%	22.5%	22.5% 83.0%	2%
	100.0%	100.0%	100.0% 100.0%	100.0%	100.0%	100.0% 100.0%	100.0%	100.0%	100.0% 100.0%	100%
In/Out Splits:	(3)	(2)	(2)	(6)	(3)	(3)	(9)	(6)	(9)	(12)
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	15% 85%	50% 50%	61% 39%	46% 54%	50% 50%	94% 6%	61% 39%	77% 23%	88.0% 12.0%	62% 38%
Midday	50% 50%	50% 50%	55% 45%	53% 47%	50% 50%	39% 61%	55% 45%	53% 47%	50.0% 50.0%	47% 53%
PM	70% 30%	50% 50%	47% 53%	61% 39%	50% 50%	5% 95%	29% 71%	27% 73%	12.0% 88.0%	35% 65%
Saturday	50% 50%	50% 50%	55% 45%	43% 57%	50% 50%	60% 40%	49% 51%	64% 36%	47.0% 53.0%	49% 51%
Vehicle Occupancy:	(3)(7)	(6)	(10)(13)	(8)(9)	(3)	(5)	(9)	(8)(9)	(8)(9)	(12)
	AM/PM MD/SAT	AM/MD/PM SAT	AM/MD/PM SAT	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods
Auto	1.11 1.11	1.20 1.20	1.98 2.35	1.22	2.00	1.15	1.65	1.22	1.22	1.5
Taxi	1.50 1.50	1.20 1.20	2.10 2.10	1.30	2.00	1.85	1.30	1.30	1.30	1.5
Truck Trip Generation:	(1)	(1)	(2)	(6)	(11)	(1)	(9)	(6)	(9)	(9)
Weekday	0.06	0.35	0.70	12.17	0.01	0.32	0.29	0.91	0.67	0.29
Saturday	0.02	0.04	0.04	2.61	0.01	0.01	0.29	0.08	0.67	0.29
	per DU	per 1,000 gsf	per 1,000 gsf	per loading dock	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 gsf	per 1,000 sf	per 1,000 sf
Truck Temporal Distribution:	(1)	(1)	(2)	(6)	(11)	(1)	(9)	(6)	(9)	(9)
AM	12%	8.0%	8.0%	10.0%	6%	10.0%	9.6%	9.9%	14.0%	3.0%
MD	9%	11.0%	11.0%	3.0%	6%	11.0%	11.0%	8.0%	9.0%	11.0%
PM	2%	2.0%	1.0%	11.0%	1%	2.0%	1.0%	7.0%	1.0%	1.0%
Saturday	9%	11.0%	11.0%	5.0%	0%	11.0%	0.0%	28.0%	0.0%	0.0%
Truck Directional Distribution:	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	50% 50%	50% 50%	50% 50%	1% 99%	50% 50%	50% 50%	50% 50%	67% 33%	50% 50%	50% 50%
MD	50% 50%	50% 50%	50% 50%	8% 92%	50% 50%	50% 50%	50% 50%	57% 43%	50% 50%	50% 50%
PM	50% 50%	50% 50%	50% 50%	87% 13%	50% 50%	50% 50%	50% 50%	60% 40%	50% 50%	50% 50%
Saturday	50% 50%	50% 50%	50% 50%	93% 7%	50% 50%	50% 50%	50% 50%	42% 58%	50% 50%	50% 50%

Notes :

(1) 2020 City Environmental Quality Review (CEQR) Technical Manual.

(2) Based on data from the Industry City FEIS, 2019.

(3) Based on data from the Domino Sugar Rezoning FEIS, 2010.

(4) Based on data from the Technical Memorandum (TMO03) for the Domino Sugar Rezoning FEIS, 2013.

(5) Based on 2019 PHA mode choice survey data for an office use in Williamsburg, Brooklyn.

(6) Based on data provided by NYCDOT.

(7) 2015-2019 ACS journey-to-work data for Brooklyn Census Tracts 551, 553, 555, and 557.

(8) 2012-2016 AASHTO CTPP reverse journey-to-work data for Brooklyn Census Tracts 551, 553, 555, and 557.

(9) Based on data from the East New York Rezoning FEIS, 2016.

(10) Based on a 2010 PHA survey conducted at Rego Park Center 2.

(11) Based on data from the Brooklyn Bridge Park FEIS, 2005.

(12) Based on NYCDOT medical office trip generation and mode choice data.

(13) Based on data from the 2005 Rego Park Mall FEIS.

(14) Based on data from the Acme Fish Expansion DEIS, 2020.

Office

The trip generation rates and temporal distributions for the office use were based on data from the *CEQR Technical Manual*. The modal and directional in/out splits and vehicle occupancy rates were based on data from the *Domino Sugar Rezoning FEIS*, the 2020 *Acme Fish Expansion DEIS*, , and data from a 2019 PHA mode choice survey of office workers in Williamsburg. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*.

Retail

The trip generation rates and temporal distributions for local and destination retail uses were based on data from the *CEQR Technical Manual*. The modal and directional in/out splits and vehicle occupancy rates were based on data provided by DOT, data from the 2019 *Industry City FEIS* and the 2005 *Rego Park Mall FEIS*, and data from a 2010 PHA survey conducted at Rego Park Center 2 (destination retail). Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual* (local retail) and the *Industry City FEIS* (destination retail). To reflect the mixed-use nature of the Proposed Development, it was assumed for the purposes of the travel demand forecast that 20 percent of all local retail trips would be linked to other proposed uses on the site, consistent with *CEQR Technical Manual* guidance.

Last-Mile Facility

The trip generation rates, temporal and directional distributions and truck trip factors for last-mile facility uses were based on data provided by DOT. The modal splits were based on 2012-2016 AASHTO CTPP reverse journey-to-work data. Vehicle occupancies were also based on 2012-2016 AASHTO CTPP reverse journey-to-work data, as well as data from the 2016 *East New York Rezoning FEIS*.

Warehousing

The trip generation rates, temporal and directional distributions and truck trip factors for warehouse space were based on data provided by DOT. The modal splits were based on 2012-2016 AASHTO CTPP reverse journey-to-work data. Vehicle occupancies were also based on 2012-2016 AASHTO CTPP reverse journey-to-work data, as well as data from the *East New York Rezoning FEIS*.

Light Industrial/Maker Space

The trip generation rates, directional distributions and truck trip factors for light industrial/maker space were based on data from the 2016 *East New York Rezoning FEIS*. Temporal distributions were based on data from the 2019 *Industry City FEIS*, and the modal splits and vehicle occupancies were based on 2012-2016 AASHTO CTPP reverse journey-to-work data and data from the *Domino Sugar Rezoning FEIS* and the *East New York Rezoning FEIS*.

Community Center

Although plans are still preliminary, it is anticipated that the community center space would be occupied by a YMCA facility or a similar facility. The trip generation rates and temporal distributions for this use were based on data from the *CEQR Technical Manual*. The modal and directional in/out splits, vehicle occupancy rates and truck factors were based on data from the 2016 *East New York Rezoning FEIS*.

Medical Office

Factors for medical office space were based on data provided by DOT and truck trip factors from the 2015 *East New York Rezoning Proposal FEIS*.

Waterfront Park

The Proposed Actions would facilitate the development of a new waterfront park. For analysis purposes, it was conservatively assumed that this park would be primarily comprised of active open space. The trip rates and temporal distributions for this type of open space reflect data from the *CEQR Technical Manual* while the modal and directional in/out splits and vehicle occupancy rates were based on data from the *Domino Sugar Rezoning FEIS*. Truck trip factors were based on data from the 2005 *Brooklyn Bridge Park FEIS*.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2027 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. **Tables 3 and 4** show estimates of the net incremental change in peak hour person trips and vehicle trips, respectively, which would occur in 2027 under the Proposed Actions. These data are further summarized in **Table 5**. As shown in **Table 3**, compared to the No-Action condition, the Proposed Actions would generate a net increase of approximately 797 person trips (in + out combined) in the weekday AM peak hour, 179 trips in the weekday midday peak hour, 609 trips in the weekday PM peak hour and 446 trips in Saturday peak hour. As shown in **Table 5**, peak hour vehicle trips (including auto, taxi and truck trips) would increase by a net total of approximately 33 and 3 during the weekday AM and Saturday peak hours, respectively, and decrease by approximately 29 and 8 trips in the weekday midday and PM peak hours, respectively. The net decrease in the weekday midday and PM reflects, in part, the lower amount of vehicular travel demand that would be generated by the Proposed Actions' residential, office, community center and medical office uses compared to the destination retail, light industrial and warehousing uses in the No-Action condition. Peak-hour subway trips would increase by a net total of approximately 567, 207, 531 and 512 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

TABLE 3: Travel Demand Forecast – Incremental Person Trips

Land Use:	Destination Retail		Last-Mile Facility		Residential		Open Space		Office		Community Center		Warehouse		Light Industrial/ Maker Space		Medical Office		Total Trips	
Size/Units:	-66,214 gsf		-112,486 gsf		1,250 DUs		2.90 acres		5,500 gsf		50,000 gsf		6,741 gsf		-68,000 gsf		6,741 gsf			
Peak Hour Trips:																				
AM	-156		-74		1,010		14		12		89		-22		-132		56			797
Midday	-468		-34		506		22		15		201		-21		-110		68			179
PM	-468		-66		1,110		26		15		112		-24		-142		46			609
Saturday	-674		-18		960		34		4		117		-7		-16		46			446
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-36	-23	-10	-12	17	96	0	0	2	0	3	2	-4	-2	-34	-5	8	5	-54	61
Taxi	0	0	0	0	2	9	0	0	0	0	1	0	0	0	-1	0	2	1	4	10
Subway	-30	-19	-14	-16	100	565	0	0	6	1	2	1	-7	-2	-48	-6	21	13	30	537
Public Bus	-7	-5	-2	-3	3	15	0	0	1	0	3	2	-1	0	-7	-1	3	2	-7	10
Ferry	0	0	0	0	13	72	0	0	0	0	0	0	0	0	0	0	0	0	13	72
Walk/Other	-22	-14	-8	-9	18	100	7	7	2	0	45	30	-4	-2	-26	-4	1	0	13	108
Total	-95	-61	-34	-40	153	857	7	7	11	1	54	35	-16	-6	-116	-16	35	21	-1	798
Midday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-97	-79	-5	-5	28	28	1	1	0	0	6	5	-3	-3	-1	-1	8	8	-63	-46
Taxi	0	0	0	0	3	3	1	1	0	0	1	1	0	0	-1	-1	2	2	6	6
Subway	-82	-67	-7	-6	168	168	1	1	0	1	3	3	-4	-4	-4	-4	19	21	94	113
Public Bus	-19	-16	-1	-1	4	4	1	1	0	1	7	5	-1	-1	-4	-4	3	3	-10	-8
Ferry	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	21	21
Walk/Other	-59	-49	-4	-5	29	29	7	7	4	9	93	77	-3	-2	-45	-45	1	1	23	22
Total	-257	-211	-17	-17	253	253	11	11	4	11	110	91	-11	-10	-55	-55	33	35	71	108
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-82	-94	-12	-8	87	37	1	1	0	1	2	4	-2	-5	-5	-37	4	7	-7	-94
Taxi	0	0	0	0	8	3	1	1	0	1	0	1	0	0	0	-1	1	2	10	7
Subway	-70	-79	-16	-10	514	220	1	1	0	8	1	2	-3	-7	-7	-51	9	18	429	102
Public Bus	-16	-19	-3	-2	13	6	1	1	0	1	2	5	0	-1	-1	-8	1	3	-3	-14
Ferry	0	0	0	0	65	28	0	0	0	0	0	0	0	0	0	0	0	0	65	28
Walk/Other	-51	-57	-9	-6	90	39	9	9	0	4	27	68	-2	-4	-4	-28	0	1	60	26
Total	-219	-249	-40	-26	777	333	13	13	0	15	32	80	-7	-17	-17	-125	15	31	554	55
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-149	-123	-2	-4	54	54	1	1	0	0	3	3	-1	-1	-2	-3	5	6	-91	-67
Taxi	-2	-2	0	0	5	5	1	1	0	0	1	1	0	0	0	0	1	1	6	6
Subway	-79	-65	-3	-4	317	317	1	1	3	0	2	2	-2	-1	-3	-3	14	15	250	262
Public Bus	-36	-29	0	-1	8	8	0	0	0	0	3	4	0	0	0	-1	2	2	-23	-17
Ferry	0	0	0	0	40	40	0	0	0	0	0	0	0	0	0	0	0	0	40	40
Walk/Other	-104	-85	-2	-2	56	56	14	14	1	0	48	50	-1	-1	-2	-2	0	0	10	30
Total	-370	-304	-7	-11	480	480	17	17	4	0	57	60	-4	-3	-7	-9	22	24	192	254

TABLE 4: Travel Demand Forecast – Incremental Vehicle Trips

Vehicle Trips :		Destination Retail		Last-Mile Facility		Residential		Open Space		Office		Community Center		Warehouse		Light Industrial/ Maker Space		Medical Office		Total Trips	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto	-18	-12	-8	-10	15	86	0	0	2	0	2	1	-3	-2	-28	-4	5	3	-33	62
	Taxi	0	0	0	0	1	6	0	0	0	0	1	0	0	0	-1	0	1	1	2	7
	Taxi (Balanced)	0	0	0	0	7	7	0	0	0	0	1	1	0	0	-1	-1	2	2	9	9
	Truck	-2	-2	0	-7	5	5	0	0	0	0	1	1	-6	-3	-3	-3	0	0	-5	-9
	Total	-20	-14	-8	-17	27	98	0	0	2	0	4	3	-9	-5	-32	-8	7	5	-29	62
Midday	Auto	-49	-40	-4	-4	25	25	1	1	0	0	4	3	-2	-2	-1	-1	5	5	-21	-13
	Taxi	0	0	0	0	2	2	1	1	0	0	1	1	0	0	-1	-1	1	1	4	4
	Taxi (Balanced)	0	0	0	0	4	4	2	2	0	0	2	2	0	0	-2	-2	2	2	8	8
	Truck	-3	-3	0	-2	3	3	0	0	0	0	1	1	-5	-2	-2	-2	0	0	-6	-5
	Total	-52	-43	-4	-6	32	32	3	3	0	0	7	6	-7	-4	-5	-5	7	7	-19	-10
PM	Auto	-41	-47	-10	-7	78	33	1	1	0	1	1	2	-2	-4	-4	-30	3	5	26	-46
	Taxi	0	0	0	0	5	2	1	1	0	1	0	1	0	0	0	-1	1	1	7	5
	Taxi (Balanced)	0	0	0	0	7	7	2	2	1	1	1	1	0	0	-1	-1	2	2	12	12
	Truck	0	0	-7	-1	1	1	0	0	0	0	0	0	-4	-2	0	0	0	0	-10	-2
	Total	-41	-47	-17	-8	86	41	3	3	1	2	2	3	-6	-6	-5	-31	5	7	28	-36
Saturday	Auto	-63	-52	-2	-3	49	49	1	1	0	0	2	2	-1	-1	-2	-2	3	4	-13	-2
	Taxi	-1	-1	0	0	3	3	1	1	0	0	1	1	0	0	0	0	1	1	5	5
	Taxi (Balanced)	-2	-2	0	0	6	6	2	2	0	0	2	2	0	0	0	0	2	2	10	10
	Truck	0	0	-1	0	1	1	0	0	0	0	0	0	-2	-1	0	0	0	0	-2	0
	Total	-65	-54	-3	-3	56	56	3	3	0	0	4	4	-3	-2	-2	-2	5	6	-5	8

TABLE 5: Travel Demand Forecast Summary

Peak Hour	Vehicle Trips ¹			Person Trips																	
				Subway			Bus			Ferry			Walk/Other			Walk to/From Off-Site Parking ²			Total Pedestrian Trips ³		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
AM	-29	62	33	30	537	567	-7	10	3	13	72	85	13	108	121	6	35	41	55	762	817
Midday	-19	-10	-29	94	113	207	-10	-8	-18	21	21	42	23	22	45	10	10	20	138	158	296
PM	28	-36	-8	429	102	531	-3	-14	-17	65	28	93	60	26	86	31	13	44	582	155	737
Saturday	-5	8	3	250	262	512	-23	-17	-40	40	40	80	10	30	40	19	19	38	296	334	630

Notes:¹Includes auto, taxi and truck trips.²Assumes an estimated 36 percent of residential parking demand would be accommodated off-site.³Includes walk-only trips and pedestrians walking to/from subway stations, bus and ferry stops, and off-site parking.

Bus demand would increase by approximately three trips in the weekday AM peak hour, and decrease by approximately 18, 17 and 40 trips in the weekday midday and PM peak hours and the Saturday peak hour, respectively. There would also be an increase of approximately 85, 42, 93 and 80 incremental trips by ferry during these same periods, respectively. Lastly, trips made entirely on foot (walk-only trips) or by other non-motorized modes would increase by approximately 121, 45, 86 and 40 during the weekday AM, midday and PM peak hours and Saturday peak hour, respectively.

LEVEL 1 SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a “preliminary analysis” to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 vehicle trips in each peak hour, and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking.

Traffic

Based on *CEQR Technical Manual* guidance, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 5**, under the Proposed Actions there would be net increases of only 33 and three vehicle trips in the weekday AM and Saturday peak hours, respectively, and net decreases of 29 and eight vehicle

trips in the weekday midday and PM peak hours, respectively. Therefore, significant adverse traffic impacts are not expected to occur under the Proposed Actions, and a detailed traffic analysis is not warranted based on *CEQR Technical Manual* guidance.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 5**, the Proposed Actions are expected to generate a net total of approximately 567 and 531 incremental subway trips in the weekday AM and PM peak hours, respectively. As these numbers of trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold, a Level 2 screening analysis is warranted to determine which, if any, subway stations and routes would require quantified analysis. As also shown in **Table 5** there is expected to be a net increase of approximately three trips by transit bus in the weekday AM peak hour and a net reduction of 17 trips in the weekday PM peak hour. Therefore, significant adverse impacts to transit bus service are not expected to occur under the Proposed Actions, and a detailed analysis of bus conditions is not warranted based on *CEQR Technical Manual* guidance.

Pedestrians

According to *CEQR Technical Manual* guidance, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 5**, the Proposed Actions would generate a net incremental increase of approximately 817, 296, 737 and 630 total pedestrian trips in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. These would include walk-only trips, pedestrians walking to and from the subway and bus and ferry stops, and a portion of residential person trips by auto that are expected to utilize off-site parking. As the numbers of trips would exceed the 200-trip threshold in all periods, a Level 2 screening assessment is warranted to determine which, if any, pedestrian elements require quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

Transit

As discussed previously, according to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, if a proposed action would result in an increase of 200 or more passengers at a single

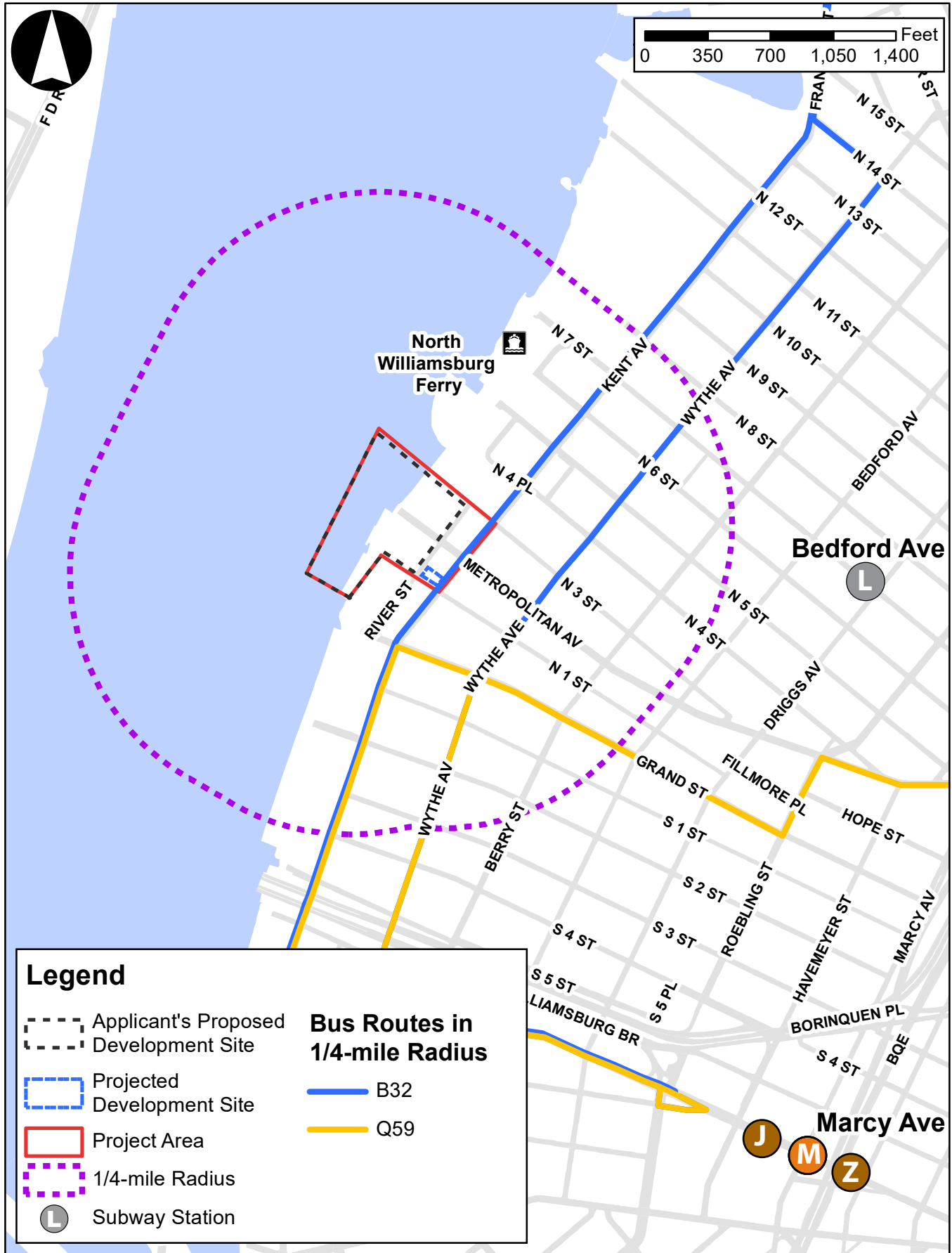
subway station or on a single subway line, a detailed subway analysis would be warranted. As shown in **Table 5**, the Proposed Actions are expected to generate a net total of approximately 567 and 531 incremental subway trips in the weekday AM and PM peak hours, respectively. These trips are expected to use the two subway stations located closest to the Project Area—the Bedford Avenue station served by L trains operating on the Canarsie Line between Canarsie, Brooklyn and the 14th Street corridor in Manhattan, and the Marcy Avenue station. The Marcy Avenue station is served by J and Z trains operating on the Jamaica Line between Jamaica, Queens and Lower Manhattan, and M trains operating from Middle Village, Queens to Forrest Hills, Queens via the Myrtle Avenue Line in Brooklyn, the Sixth Avenue Line in Manhattan, and the Queens Boulevard Line in Queens. As shown in **Figure 2**, the Bedford Avenue (L) station is an approximately 0.5-mile walk from the Project Area while the Marcy Avenue (J, M, Z) station is an approximately one-mile walk.

New subway trips generated by the Proposed Actions' residential component were assigned to either the Bedford Avenue station or the Marcy Avenue station based on AASHTO CTPP 2012-2016 five-year journey-to-work data for Brooklyn census tracts in proximity to the Project Area (tracts 551, 553, 555 and 557). Trips from other uses were assigned based on AASHTO CTPP reverse journey-to-work five-year data. As shown in **Table 6**, based on these assignments, it is estimated that new subway demand from the Proposed Actions would likely exceed the 200-trip *CEQR Technical Manual* analysis threshold in the AM and PM peak hours at the Bedford Avenue station, and this station was therefore selected for detailed analysis. As the Proposed Actions would result in a net increase of no more than 70 peak hour trips compared to the No-Action condition at the Marcy Avenue station, this station would not be adversely impacted by the Proposed Actions and is not analyzed.

TABLE 6: Net Incremental Peak Hour Subway Trips by Station

	AM Peak Hour			PM Peak Hour		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Total Incremental Person Trips:	-1	798	797	554	55	609
Incremental Subway Trips:	30	537	567	429	102	531
Subway Station						
Bedford Avenue (L)	26	471	497	377	89	466
Marcy Avenue (J, M, Z)	4	66	70	52	13	65
Total	30	537	567	429	102	531
Bold – denotes 200 or more incremental peak hour trips at a station.						

Subway riders en route between the Project Area and the Bedford Avenue station are expected to use a street stair to the station's west mezzanine that is located adjacent to the southeast corner at North 7th Street, as it is the closest entrance to the Project Area. Key circulation elements at the west mezzanine (i.e., the fare array and street and platform stairs) expected to be used by new demand from the Proposed Actions will be analyzed. As trips generated by the Proposed Actions are not expected to



use the more distant east mezzanine at Driggs Avenue, circulation elements at this mezzanine are not included for analysis. The analysis of the Bedford Avenue station will reflect recent access improvements implemented by NYCT at this station.

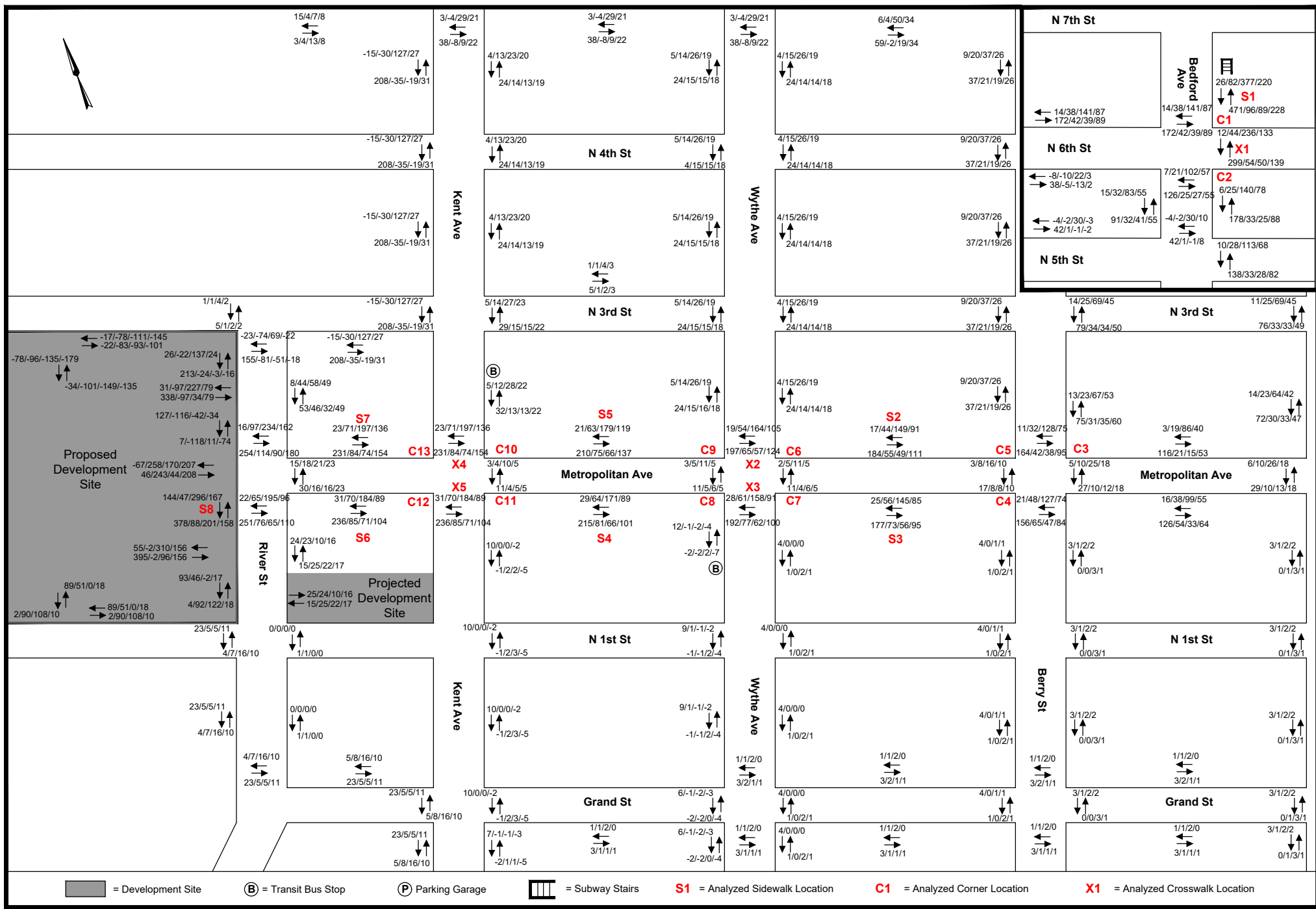
As the Proposed Actions would likely generate more than 200 new peak-hour subway trips in one direction on L trains, line haul conditions on these trains will be analyzed. The analysis will use existing subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions in the peak direction at the maximum load points during the weekday AM and PM peak hours. As the Proposed Actions would not generate 200 or more incremental peak hour trips on the J, M and Z trains operating on the Broadway and Myrtle Avenue Lines, these services are not expected to be significantly adversely impacted and are not analyzed.

Pedestrians

Based on *CEQR Technical Manual* guidance, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area, or crosswalk. As shown in **Table 5**, the Proposed Actions are expected to generate a net increase of 121, 45, 86 and 40 new incremental walk-only trips in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. There would also be 85, 42, 93 and 80 additional pedestrians walking to/from the ferry in each of these periods, respectively, while the net number of pedestrians walking to/from nearby bus stops would increase by three in the weekday AM peak hour and decrease by 18, 17 and 40 in the weekday midday and PM peak hours and Saturday peak hour, respectively. In addition, there would be a net increase of 567, 207, 531 and 512 pedestrians walking to and from the subway during these peak hours, respectively. Lastly, as shown in **Table 5**, it is estimated that there would be 41, 20, 44 and 38 pedestrians en route to and from off-site parking in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

A preliminary assignment of net incremental pedestrian trips is shown in **Figure 3**. Subway, bus, ferry and walk-only trips each have different assignment patterns. Subway trips were assigned to the most direct paths between the Project Area and the nearest entrances at the Bedford Avenue and Marcy Avenue subway stations. Persons walking to and from the Bedford Avenue subway station were assigned to the newly expanded entrance stair on Bedford Avenue south of North 7th Street, as it is the closest station entrance to the Project Area. (As the Proposed Actions would generate a net increase of no more than 70 pedestrian trips at the Marcy Avenue subway station in any peak hour, detailed assignments of pedestrian trips near this station were found to be unwarranted.) Bus trips were assigned to stops for the B32 and Q59 routes along Kent Avenue and Wythe Avenue, and ferry trips were assigned to the North Williamsburg ferry landing near North 5th Street. Walk-only trips were distributed throughout the local street network, and pedestrian trips associated with off-site parking were assigned to nearby public parking garages to the north of the Project Area, and pedestrian trips associated with off-site parking were assigned to nearby public parking garages to the north of the Project Area.

It should be noted that at present, the only crosswalk on River Street in proximity to the Project Area is located at North 3rd Street. However, for pedestrian trip assignment purposes, it was assumed that in



the future, a new pedestrian crossing would be installed at the intersection of River Street and Metropolitan Avenue to accommodate pedestrian demand generated by the Proposed Actions.

Overall, as shown in **Figure 3**, the greatest incremental increases in pedestrian demand under the Proposed Actions are expected to occur on pedestrian elements (sidewalks, corner areas and crosswalks) in the immediate proximity of the Project Area, along the Metropolitan Avenue corridor, and in proximity to the Bedford Avenue subway station entrance on Bedford Avenue south of North 7th Street. Based on the assignments shown in **Figure 3**, 26 pedestrian elements (eight sidewalks, 13 corner areas and five crosswalks) at these locations where incremental trips would potentially exceed the 200 trips/hour *CEQR Technical Manual* analysis threshold in one or more peak periods were selected for analysis. They include the following:

Sidewalks

- (S1) East sidewalk on Bedford Avenue between North 6th and North 7th streets;
- (S2) North sidewalk on Metropolitan Avenue between Wythe and Berry avenues;
- (S3) South sidewalk on Metropolitan Avenue between Wythe and Berry avenues;
- (S4) South sidewalk on Metropolitan Avenue between Kent and Wythe avenues;
- (S5) North sidewalk on Metropolitan Avenue between Kent and Wythe avenues;
- (S6) South sidewalk on Metropolitan Avenue between River Street and Kent Avenue;
- (S7) North sidewalk on Metropolitan Avenue between River Street and Kent Avenue;
- (S8) West sidewalk on River Street between North 1st Street and Metropolitan Avenue.

Corner Areas

- (C1) Northeast corner at Bedford Avenue/North 6th Street;
- (C2) Southeast corner at Bedford Avenue/North 6th Street;
- (C3) Northeast corner at Berry Avenue/Metropolitan Avenue;
- (C4) Southwest corner at Berry Avenue/Metropolitan Avenue;
- (C5) Northwest corner at Berry Avenue/Metropolitan Avenue;
- (C6) Northeast corner at Wythe Avenue/Metropolitan Avenue;
- (C7) Southeast corner at Wythe Avenue/Metropolitan Avenue;
- (C8) Southwest corner at Wythe Avenue/Metropolitan Avenue;
- (C9) Northwest corner at Wythe Avenue/Metropolitan Avenue;
- (C10) Northeast corner at Kent Avenue/Metropolitan Avenue;
- (C11) Southeast corner at Kent Avenue/Metropolitan Avenue;
- (C12) Southwest corner at Kent Avenue/Metropolitan Avenue;
- (C13) Northwest corner at Kent Avenue/Metropolitan Avenue.

Crosswalks

- (X1) East crosswalk on North 6th Street at Bedford Avenue;
- (X2) North crosswalk on Wythe Avenue at Metropolitan Avenue;
- (X3) South crosswalk on Wythe Avenue at Metropolitan Avenue;
- (X4) North crosswalk on Kent Avenue at Metropolitan Avenue;
- (X5) South crosswalk on Kent Avenue at Metropolitan Avenue.

The pedestrian analysis focuses on the weekday AM and PM peak hours, and Saturday peak hour, which are the periods when the greatest amount of incremental pedestrian demand would be generated by the Proposed Actions. The midday peak hour is not included for analysis, as none of the 26 analyzed elements would experience 200 or more incremental pedestrian trips in this period. The specific peak hours for analysis will be determined based on data from counts of existing pedestrian volumes on analyzed sidewalks and crosswalks.

Vehicular and Pedestrian Safety

Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations with 48 or more total reportable and non-reportable crashes or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, crash trends are identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.

PARKING

Parking demand from local retail, office, medical office and community center uses typically peaks in the midday period and declines during the afternoon and evening, while parking demand from residential uses peaks in the overnight period. Parking demand from the Proposed Actions' open space use is expected to peak in the weekday evening period and on Saturday. A parking demand forecast is provided in the EIS to document the ability of the proposed 250 spaces of on-site accessory parking to accommodate all of the projected demand from the With-Action RWCDs, and assess the potential for a significant parking shortfall.

Appendix 2

Air Quality Analysis Methodology Memorandum

TO: New York City Department of City Planning
FROM: Joel Soden & Vadim Kogan (Air Quality Consultants)
SUBJECT: River Ring – Air Quality Analysis Methodology Memorandum
DATE: June 7, 2021

PROPOSED ACTION

The purpose of this memorandum is to describe the air quality analysis approach for the River Ring Environmental Impact Statement (EIS). The Reasonable Worst Case Development Scenario (RWCDs) for the Proposed Actions would result in an incremental (net) increase compared to No-Action conditions of approximately 1,250 dwelling units (DUs), 56,741 gsf of community facility space, 5,500 gsf of office, and 3.1 acres of publicly accessible open space, no change in local retail space, and a net decrease of approximately 102,100 gsf of last-mile distribution facility (UG 16D), 94,750 gsf of warehouse uses, 68,000 gsf of light manufacturing maker space uses, 60,100 gsf of destination retail, and a net decrease of 349 parking spaces. New development would be spread across two new buildings on the Applicant's Proposed Development Site, with a small increment assumed on a non-Applicant Projected Development Site for RWCDs purposes. Construction of the Applicant's Proposed Development is expected to begin in late-2023 with all components complete and operational by mid-2027.

ANALYSES TO BE CONDUCTED

Stationary source analyses will be conducted to estimate the potential impacts from the emissions of large existing Stationary source sources within a 1,000-foot study area around the Project Area, including the North 1st Street power generating facility operated by NYPA as well as from existing industrial, manufacturing, large-scale residential, commercial, and institutional sources within a 400-foot study area, on the Proposed and Projected Development sites. An analysis will also be conducted to determine the potential effects of emissions from the RWCDs's heating, ventilating, and air conditioning (HVAC) systems on pollutant levels on nearby sensitive land uses (project-on-existing) as well as on the proposed development itself (project-on project).

Based on the current Transportation Planning Factors and Travel Demand Forecast projections for the Proposed Actions, the RWCDs would not result in an increase in vehicle trips higher than the *CEQR Technical Manual* screening threshold of 170 trips at any intersection in the study area, and therefore, a mobile source air quality analysis is not warranted. In addition, per the PM10 and PM2.5 screening procedures provided in the *CEQR Technical Manual*, the Proposed Actions would not exceed analysis thresholds based on heavy-duty diesel vehicle (HDDV) equivalents. However, as the Proposed Development would introduce a new parking facility in proximity to new sensitive use, a mobile source garage analysis is warranted and is discussed in this memo.

This memorandum presents a summary of the methodology and assumptions to be used for the stationary source and garage air quality analyses of the Proposed Actions.

STATIONARY SOURCE ANALYSES

NYPA PLANT ANALYSIS

The *CEQR Technical Manual* requires an analysis of projects that may result in significant adverse impact due to certain types of new uses located near a “large” or “major” stationary emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant State Facility Permit. The Project Area is located in close proximity to one major facility – the New York Power Authority’s North 1st Street power generating facility. Therefore, a detailed analysis is necessary to determine whether the impacts of these emissions on the Proposed Development will be significant and whether any mitigation measures are warranted. The analysis will be conducted using the latest EPA AERMOD version (v.19191).

In accordance with CEQR guidance, this analysis will be conducted assuming stack tip downwash, urban dispersion surface roughness length, and elimination of calms. Analyses will also be conducted with and without downwash effects -- to estimate how wind flow around the building structures affect plume dispersion and estimated concentrations. The Building Profile Input Parameters program BPIPPRM (regulatory version 04272) will be employed to estimate building profile input parameters for all combinations of stack and wind directions. BPIP data associated with stack for 36 wind directions will be used to compute the plume downwash by the PRIME Plume Rise and Building Downwash Model.

Due to the fact that NYPA facility operations, as a peaking facility, generally operates only when there is a high peak demand for electricity, selecting a worst-case emission scenario requires a customized approach. Therefore, a DEP-mandated procedure for estimating worst-case PM_{2.5} emission rates, which was previously used for estimating potential worst-case impacts on the proposed Domino Development buildings, will be used for this project. This procedure is based on hour-by-hour operations of the NYPA plant, and the assumption that emissions for the worst operational day (24-hour) of each month would occur every day of that month for the entire year over full 5-years period. These reasonable worst-case emissions will be developed using a computerized data transfer system on the raw NYPA heat input operational data for a 5-year period. Hour-by-hour operations of the NYPA plant during the 2015-2019 period will be used and, to correspond to these plant operations, meteorological data for the same years will be applied. The PM_{2.5} emission factor of 0.00355 lb/MMBtu, which was used in all previous assessments of the NYPA plant, will be applied.

Estimated PM_{2.5} hourly emission rates for each analysis year will be combined together for the full 5-year analysis period and compiled into the format corresponding to hourly emission input data format of EPA’s AERMOD model. For the 1-hr NO₂ analysis, actual hourly emission rates, which include start-up-emissions, will be developed. Five-years concurrent meteorological data for 2015-2019 developed by the NYSDEC will be used for all AERMOD modeling runs. Emissions from the NYPA boiler will also be included for both the NO₂ and PM_{2.5} analyses, and combined turbine and boiler emissions will be modeled in one modeling run.

Geometries will be developed based on the current design of the Proposed River Ring Project, using the NYC MapPLUTO shapefile, and building footprints of the NYPA facility. Receptor sites will be developed for the proposed tall project buildings (the 560-foot-tall northern building and the 710-foot-tall southern building). For buildings of this size, approximately 5,000 receptors will be needed (i.e., receptors on every floor in 10-foot increments horizontally and vertically on the two tall buildings).

The analysis will estimate potential impacts of the two critical pollutants for applicable averaging times -- PM_{2.5} (24-hour/annual) and NO₂ (1-hour/annual) and any potential impacts of three other criteria pollutants listed in the NYPA permit – PM₁₀ (24-hour), CO (8-hour), and SO₂ (1-hour). USEPA’s Tier 3 method will be utilized to estimate maximum 1-hour NO₂ concentration. The analysis will be conducted

with and without the effects of the wind flow around the Proposed Buildings (downwash and both results will be reported).

Background pollutant concentrations for 2015-2019 and CEQR significant impact criteria for 24-hr PM_{2.5} will be developed. Once the analysis is complete, PM_{2.5} predicted impacts will be compared with the CEQR significant impact criteria and total concentration to the respective NAAQS. The single (highest hourly) value of ozone background concentrations and the uniform monitored NO₂ background concentration will accompany the 1-hour NO₂ Tier 3 analysis with PVMRM module. Start-up emissions will be included in hourly NO₂ emission rates and steady-state turbine and start-up emissions will be modeled together. The maximum 8th-highest (98th percentile) maximum daily 1-hour NO₂ estimated modeled concentration will be added to the uniform monitored design concentration, and the sum would be compared to the 1-hour NO₂ NAAQS for compliance determination. .

PROJECT-ON-PROJECT HVAC ANALYSIS

HVAC emissions from the North Tower, which is shorter than the South Tower, could affect sensitive receptors (operable windows) on the South Tower. In addition, HVAC emissions from the non-Applicant Projected Development could impact the two tall towers. Therefore, project-on-project analyses will be conducted, using the same methodologies discussed above, to determine whether these impacts have the potential to be significant.

Co-Gen Plant and Supplemental Boilers

The design of the HVAC system for both towers currently are in preliminary stage. Under one of the proposed alternative, both the South and North Towers will be equipped with efficient heating systems consisting of gas-fired co-generation combination of heat and power units (CHPs) that will simultaneously generate electricity, heat, and hot water, and supplemental boilers. Three (3) CHP units for North Tower and four (4) for bigger South Tower are currently proposed. The CHP on each tower would likely to utilize a Capstone system with microturbine model C65, where multiple units could be combined in one single generating source. The C65 Capstone model is expandable and can be paralleled to provide 30 MW of power. Waste heat from the CHPs will be recovered and used to produce domestic hot water as well as provide relief to boilers in the generation of heat for domestic hot water. According to specifications, the energy-efficient CHP application would provide building's day-to-day heating and domestic hot water needs during the peak summer months.

In addition to the CHPs, three (3) supplemental gas-fired-condensing Aerco boilers with up to 6 MMBtu/hr heat input each are proposed to operate on North Tower together with the CHP to provide the remaining energy requirements for domestic hot water and heat for all building common areas, lobbies, retail areas and corridors.

While each CHP will operate at full (100 percent) capacity on hourly basis over the course of a year to provide electricity and hot water, the boilers, which operate on an as-needed cycling basis depending on heat and hot water demand, would operate at less than full load during much of the year.

However, for purpose of conservatively estimating short-term emission rates from both the CHPs and boilers, it will be assumed that both the CHPs and boilers would operate at the maximum 100 percent capacity every day of the year all year around to provide heating and hot water demand (together with electricity).

Capstone Microturbines

Capstone units will provide thermal output with ultra-low emission rates. Selected Capstone microturbines C65 model are rated at 65 kW with electrical efficiency 29%, combined heat and power efficiency up to 90%, and net heat rate LHV 12.4 MJ/kWh (11,800 BTU/kWh).

Based on preliminary design, the HVAC system on North Tower will consist of:

- Three Capstone C65 (65 kW each) natural gas-microturbines each with net heat rate of 11,800 Btu/kWh or 0.0118 MMBtu/kWh;
- Three condensing boilers with high efficiency for NO_x emissions with up to 6 MMBtu/hr each, with a total of 18 MMBtu/hr; and
- Two supplemental duct burners with approximately 0.5 MMBtu/hr each, with a total of 1 MMBtu/hr.

The total estimated thermal heat input from the CHP and total boiler thermal input together with the corresponding pollutant emission factors will be used to estimate pollutant emission rates. Emission factors for the CHPs will be obtained from USEPA's AP-42 Chapter 3, Stationary Internal Combustion Sources, Stationary Gas Turbines Section 3.1 (Tables 3.1-1 and 3.1-2a) and emission factors for boilers will be obtained from AP-42 Chapter 1, External Combustion Sources, Natural Gas Combustion, Chapter 1.4 for boilers with less than 100 MMBtu/hr, (Tables 1.4-1 and 1.4-2). For NO₂, it will be assumed that CHP low NO_x burners will provide at least 30 ppmvd in a dry combustion exhaust gas corrected to 15 volume percent O₂ in the dry gas.

Three exhaust stacks will be assumed on the roof of North Tower) -- one for the CHPs, one for the boilers, and one for two duct burners. Because chimneys (stacks) locations have not yet determined, for the conservative purposes, all three stacks will be placed on building roof at the minimum distance from the edge of North Tower facing the front of the South Tower.

Based on the analysis results, it will be determined whether any restrictions on stack location or fuel use are warranted.

INDUSTRIAL SOURCE AIR TOXICS ANALYSIS

A review of existing land uses, DEP and NYSDEC permit records did not identify any industrial facilities with active permits (or any large-scale residential, commercial, and institutional sources) within a 400-foot radius of the Project Area. As such, an air toxics analysis is not warranted.

MOBILE SOURCE GARAGE ANALYSIS

The Proposed Action would include up to 250 below-grade accessory parking spaces. Mobile source emission factors will be developed using the latest version of the EPA MOVES model (MOVES2014b). An analysis of CO and PM emissions from the garage will be performed using MOVES-generated emission factors and the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from parking facilities. Contributions from on-street CO and PM_{2.5} vehicular emissions will be calculated through dispersion modeling analyses using EPA's AERMOD dispersion model.

The proposed garage would be a totally enclosed facility with mechanical ventilation. To estimate pollutant concentrations, the garage's exhaust vent(s) will be analyzed as a "virtual point source" using the computational procedure provided in EPA's Workbook of Atmospheric Dispersion Estimates (AP-26), as referenced in the *CEQR Technical Manual* on page 17-30. This methodology estimates concentrations at various distances from the vent (using appropriate initial horizontal and vertical dispersion coefficients) assuming that the concentrations within the garage are equal to the concentrations in the vent exhaust.

In accordance with CEQR guidance, pollutant concentrations will be estimated at locations on near and far pedestrian sidewalks to ensure that the maximum cumulative effects from on-street traffic and garage emissions are estimated. Concentrations will also be estimated at a window (receptor) assumed to be located directly above the vent.

To determine compliance with the 1-hour and 8-hour CO NAAQS and CEQR *de-minimis criteria* the 24-hour/annual PM_{2.5} CEQR significant incremental impact criteria and respective NAAQS, maximum CO concentrations will be predicted for a 1-hour and 8-hour averaging periods, and maximum PM_{2.5} concentrations will be predicted for 24-hour and annual periods.

Appendix 3

Noise Monitoring Approach Memorandum



Philip Habib & Associates

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TO: New York City Department of City Planning

FROM: Philip Habib & Associates

SUBJECT: River Ring – Noise Monitoring Approach for EIS Analysis

DATE: July 2021

The purpose of this memorandum is to describe the noise analysis approach for the River Ring Environmental Impact Statement (EIS). The River Ring project entails a series of land use actions (the “Proposed Actions”) to facilitate the construction of an approximately 1.336 million gross square foot (“gsf”) mixed-use development (the “Proposed Development”) at the Proposed Development Site (Brooklyn Block 2355, Lots 1 and 20; Block 2361, Lots 1, 20, and 21; Block 2376, Lot 50; and portions of Metropolitan Avenue and North 1st Street) in the Williamsburg neighborhood of Brooklyn Community District 1.

The Project Area (a.k.a. proposed rezoning area) is generally bounded to the north by North 3rd Street, to the east by Kent Avenue and a property owned by New York Power Authority (NYPA), to the south partially by North 1st Street and partially by Grand Ferry Park, and to the west by the US Pierhead Line in the East River. The Project Area includes the Proposed Development Site, which is currently vacant, and two additional inland blocks (Blocks 2356 and 2362) which are located directly east of the Proposed Development Site. The Applicant proposes to develop the Proposed Development Site with two mixed residential, commercial, and community facility buildings and waterfront public spaces designed to promote resiliency and programmed for in-water activities, passive recreation, and educational programs for the community. The Project Area comprises portions of three waterfront blocks and two inland blocks with a total lot area of approximately 443,770 sf.

The Proposed Actions include a City map change, a landfill action, a zoning map amendment, a zoning text amendment, a zoning text amendment, a zoning authorization, a zoning certification, and zoning Special Permits to reduce parking requirements and for a large scale general development (LSGD) for the seaward portion of the zoning lot comprising the Proposed Development Site. As described above, the Proposed Actions would facilitate the construction of two mixed-use towers with mixed income residential, commercial, and community facility uses. The North Tower would comprise 49 stories and rise to a height of approximately 560 feet, and the South Tower would comprise 64 stories and rise to a height of approximately 710 feet. The Proposed Development would be comprised of approximately 1.12 million gsf of residential space¹ (approximately 1,250 dwelling units, of which 313 units (25%) would be affordable pursuant to MIH), 50,000 gsf of community facility space, 83,000 gsf of commercial space (including 60,000 gsf of office and 23,000 gsf of local retail), and approximately 83,000 gsf of below-grade parking (up to 250 accessory attended parking spaces), for a total of approximately 1.336 million

¹ Residential gsf includes approximately 70,000 sf of amenity space as a combined total for both towers.

gsf. Additionally, the Proposed Development would also include approximately 126,308 sf (2.9 acres) of new public open space (plus 2.32 acres of secondary contact accessible in-river space and 0.86 acres of intertidal area), which would establish a continuous public waterfront experience spanning from Bushwick Inlet Park to the north, to Grand Ferry Park and Domino Park to the south. As described above, the proposed waterfront public spaces would be designed to promote resiliency and programmed for in-water activities, passive recreation, and educational programs for the community.² The Proposed Development would be constructed over a period of 50 months, with expected completion and full occupancy by 2027.

In addition, the Proposed Actions would also facilitate the redevelopment of a non-Applicant-owned site (the “Projected Development Site”) at 230 Kent Avenue (Block 2362; Lot 1). Based on the RWCDs, it is assumed that the Projected Development Site would be comprised of a three-story (approximately 45-foot high) mixed-use building with approximately 6,741 gsf of local retail space, 6,741 gsf of light industrial (warehouse) space, and 6,741 gsf of community facility space, representing a net increment of 6,741 sf of community facility space compared to No-Action conditions.

It is expected that the Projected Development Site would be completed and fully operational within the 2027 Analysis Year.

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels at the Project Area. The measured existing noise levels will be used as part of the noise analysis to examine: (1) whether there are any locations where there is potential for the Proposed Actions to result in significant adverse noise impacts (i.e. the doubling of Noise Passenger Car Equivalents [PCEs]), using the CEQR PCE analyses and/or TNM analyses; and (2) what level of window/wall attenuation would be necessary to provide acceptable interior noise levels at the Project Area under guidelines contained in the 2020 *CEQR Technical Manual*.

Selection of Noise Monitoring Locations

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to PHA’s field observations, motor-vehicle traffic is the dominant noise source throughout the Project Area. Major roadways in the vicinity of the Project Area include Metropolitan Avenue extending to the east, Kent Avenue located one block to the east, the Brooklyn-Queens Expressway located eight blocks to the east, and the Williamsburg Bridge located five blocks to the south.

In general, the levels of existing noise at each receptor location are primarily influenced by the amount of traffic on immediately adjacent or nearby roadways; there are no elevated train lines or nearby stationary noise sources in the vicinity of the Project Area that could significantly contribute to the area’s ambient noise levels.³ It is expected that measurements from one monitoring location could apply to an entire façade.

² Although the proposed open space design is still not finalized, it may include waterfront recreation activities for children, such as a largely passive natural space with play features. However, as this largely passive space would not meet the CEQR definition of a stationary source (e.g., crowd noise related to playgrounds or spectator events), a playground noise analysis is not warranted for the Proposed Actions. Should the Applicant consider the addition of active play areas as the designs evolve, a playground noise analysis may be warranted.

³ While the New York Power Authority (NYPA) facility at 49 Kent Avenue (located directly south of the Proposed Development Site) is considered a stationary noise source, the stationary noise generated by the facility is very low and not considered to

A total of five noise receptor locations were selected due to their proximity to the Proposed Development Site and Projected Development Site and were generally located along the perimeter of the future buildings and proposed public open spaces under the Proposed Actions. The five selected noise receptor locations surrounding the Project Area are described in Table 1 and shown in Figure 1. These receptors represent the nearby sensitive noise receptors with the greatest potential to experience significant noise increases as a result of the Proposed Actions. Sensitive receptors further from the Project Area would be less likely to experience significant noise increases as a result of the Proposed Actions.

Table 1: Noise Receptor Locations

Receptor ¹	Receptor Frontages	Receptor Location
1	River Street	Approximate midpoint of the Proposed Development Site's eastern frontage along River Street (approximately 250 feet south of North 3 rd Street)
2	North 3 rd Street	Approximate midpoint of the Project Area's northern frontage along North 3 rd Street (approximately 140 feet west of River Street)
3	East River	Approximate midpoint of the Project Area's western frontage along the East River (approximately 250 feet south of North 3 rd Street)
4	North 1 st Street/ Grand Ferry Park	Southernmost point of the Project Area's southern frontage along North 1 st Street/Grand Ferry Park and directly west of the NYPA facility (approximately 200 feet west of River Street)
5	Kent Avenue/North 1 st Street	Northwest corner of the intersection at Kent Avenue and North 1 st Street, adjacent the Projected Development Site.

Notes:

¹ Receptor locations shown in Figure 1.

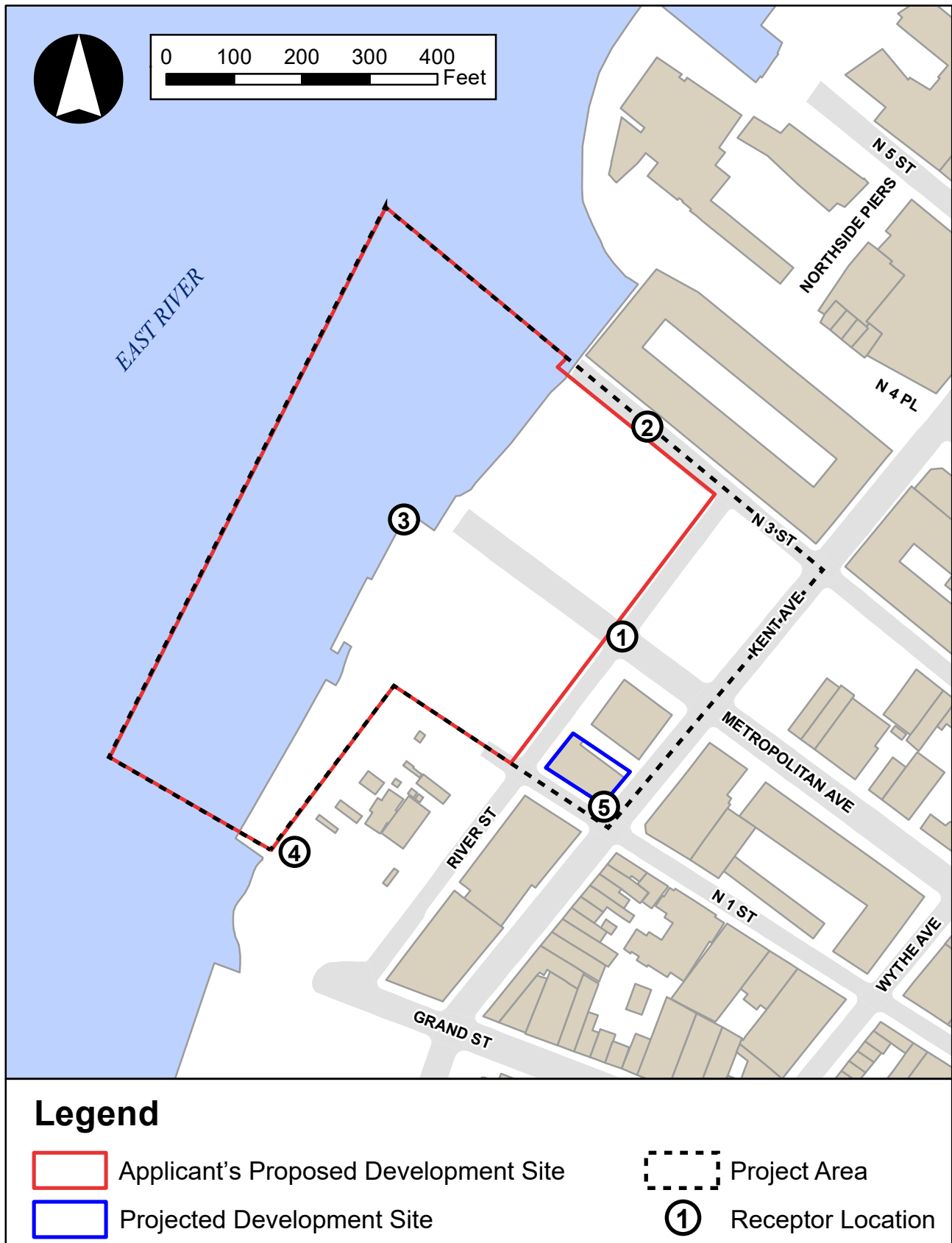
These five receptor locations shall provide an effective and conservative representation of existing ambient noise levels at the Project Area.

Noise Monitoring

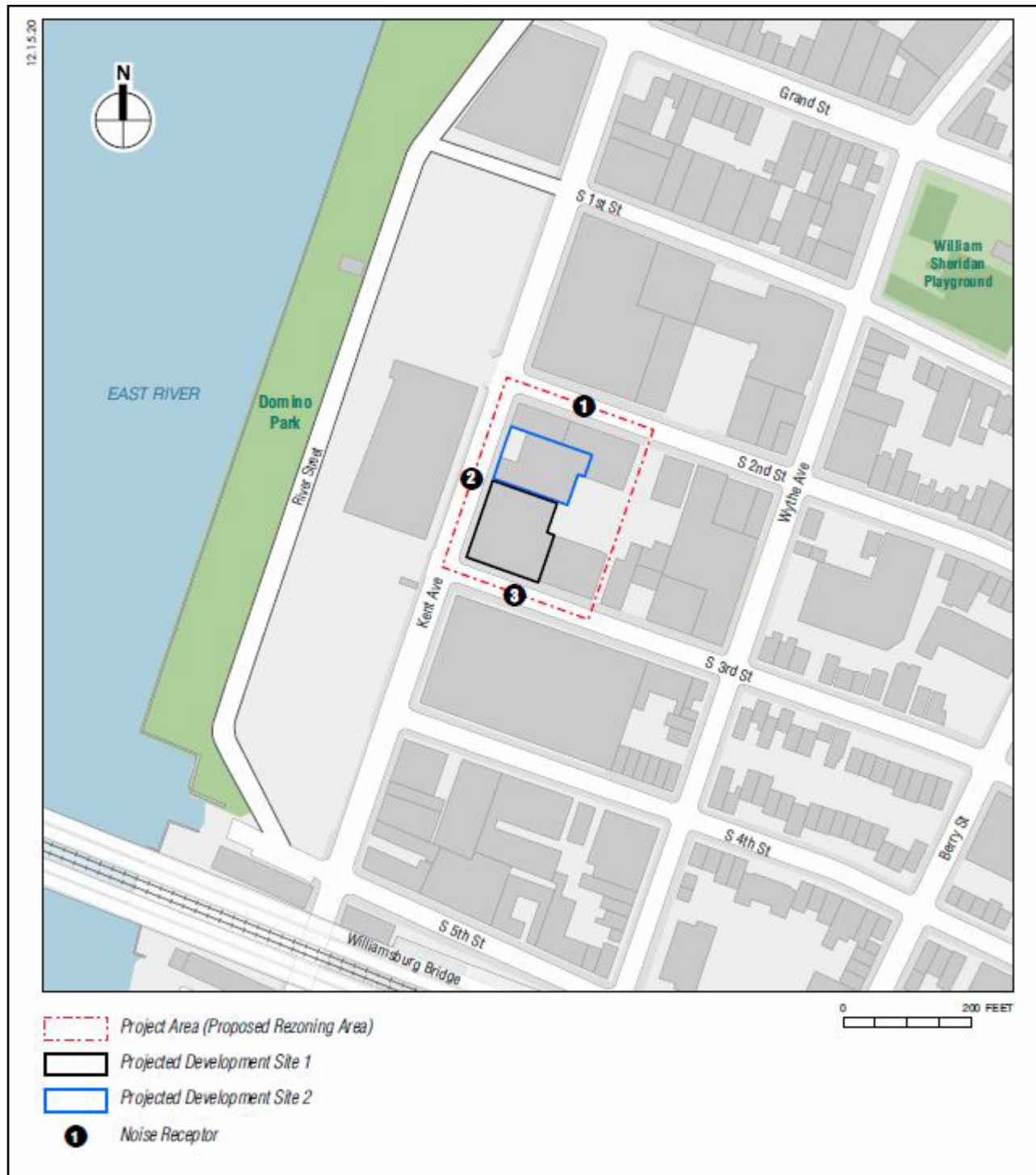
PHA will conduct noise monitoring at four noise receptor locations along the Project Area's eastern (River Street), western (East River), northern (North 3rd Street), and southern (North 1st Street/Grand Ferry Park) frontages. Noise measurements will include 20-minute spot noise level measurements during typical weekday (Tuesday, Wednesday, Thursday) AM (7:30-8:30 AM), midday (12:00-1:00 PM), and PM (5:00-6:00 PM) peak periods at all three receptor locations where vehicular traffic is the main source of ambient noise levels. Traffic counts will be conducted during each noise measurement at receptor locations 1 through 4.

Additionally, as per DCP guidance, noise measurements at Receptor Location 5 will be based on noise data collected at receptor site 2 presented in Chapter 7, "Noise," of the *307 Kent Avenue Rezoning DEIS (2021)* (CEQR No. 20DCP100K). At receptor site 2 (see Figure 2), noise monitoring was performed on Thursday, September 13 and Wednesday, October 3, 2018 during the weekday AM (8:00 – 9:00 AM), midday (12:00 – 1:00 PM), and PM (4:30 – 5:30 PM) peak periods.

be significant. As such, ambient noise within the vicinity of the Project Area is primarily influenced by traffic on the adjacent roadways.



Noise Receptor Sites from 307 Kent Avenue Rezoning DEIS



*Noise receptor figure pulled directly from Chapter 7, "Noise" of the 307 Kent Avenue Rezoning DEIS (20DCP100K)

Traffic Noise Monitoring and Analysis

As discussed above, 20-minute spot noise measurements will be conducted at the receptor locations, where vehicular traffic is the dominant source of ambient noise. These will include receptor locations 1 through 5, where noise measurements will be conducted during the typical weekday peak periods (AM, midday, PM). The noise monitors will be mounted at a height of approximately five feet above the ground surface on a tripod and approximately six feet or more away from any large sound-reflecting surface to avoid major interference with sound propagation. Additionally, vehicular traffic will be counted and classified during each spot noise measurement and used to predict future vehicular traffic in the analysis.

Pursuant to CEQR guidelines, future noise levels from vehicular traffic will be calculated using the proportional modeling technique outlined in Chapter 19, "Noise" of the 2014 *CEQR Technical Manual*. Values calculated using this proportional modeling will be used directly, and as adjustment factors accounting for site-specific differences, to determine future noise levels. However, for any roadways fronting the Proposed or Projected Development Sites that experience low existing traffic volumes, such as River Street and North 3rd Street, preliminary assessments using the proportional modeling technique may cause noticeable increases in noise levels. To more accurately forecast noise at these locations, a refined analysis using Traffic Noise Modeling (TNM) may be necessary. TNM is a computerized model developed for the Federal Highway Administration (FHWA) that calculates the noise contribution of each roadway segment to a given noise receptor.

Equipment Used During Noise Monitoring

Measurements for Receptor Locations 1 through 4 will be performed using a Sound Level Meter (SLM) Type 1 instrument, in accordance with American National Standards Institute (ANSI) Standard S1.4-1983 (R2006); specifically, a Brüel & Kjær Type 4189 ½-inch microphone connected to a Brüel & Kjær Model 2250 SLM. The SLM will have a laboratory calibration date within one year of the date of the measurements and the SLMs will be calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measured quantities included the L_{eq} , L_1 , L_{10} , L_{50} , and L_{90} values and ⅓-octave bands. A windscreen will be used during all sound measurements, except for calibration. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

As described in the *307 Kent Avenue Rezoning DEIS*, measurements at Receptor Location 5 were performed using a Brüel & Kjær Sound Level Meter (SLM) Type 2250, Brüel & Kjær SLM Type 2260, Brüel & Kjær ½-inch microphone Type 4189, and a Brüel & Kjær Sound Level Calibrator Type 4231. The Brüel & Kjær SLM is a Type 1 instrumentation according to ANSI Standard S1.4-1983 (R2006). The SLM had a laboratory calibration date within 1 year of the date of the measurement, as is standard practice. The microphone was mounted at a height of approximately 5 feet above the ground surface on a tripod and at least approximately 5 feet away from any large reflecting surfaces. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq} , L_1 , L_{10} , L_{50} , and L_{90} and 1/3 octave band levels. A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

Sound Weighting

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the hearing process is not the same at all frequencies. Therefore, noise measurements are often adjusted or weighted as a function of frequency to account for human perception and sensitivities of sound. The most common weighting networks used are the A- and C-weighted scales (dBA and dBC scales, respectively).

The dBA scale is correlated with annoyance measures and is most responsive to the mid-frequencies (500 Hz to 4,000 Hz), which human ears are most sensitive to. While the dBA scale is typically used for environmental assessments, the dBC scale is largely used for describing and evaluating environmental noise sources that have high values in the lower frequencies (i.e., below 500 Hz), such as stationary industrial and mechanical noise sources (i.e. power substations). The dBC scale is also often used for measuring the peak value of a sound. Since the dBC scale provides a relatively “flat” (or largely unweighted) measurement and does not attenuate frequency levels below 1,000 Hz the way the dBA scale does, the *CEQR Technical Manual* indicates that a comparison of dBA and dBC readings may give a quick estimate of the low frequency contribution of the sound source in question. Measurements at all receptor locations will be made on the dBA scale.

Other Noise Concerns

Stationary Sources

New York Power Authority Facility

The Proposed Actions would introduce new sensitive receptors directly adjacent to the New York Power Authority facility located at 49 River Street directly south of the Proposed Development Site. However, based on initial field observations, due to the low ambient existing noise levels within the vicinity of the Project Area and the NYPA facility (existing L₁₀ noise level measurements are generally below 65 dBA surrounding the perimeter of the Project Area during weekday peak hours), it is unlikely that stationary noise generated by the NYPA facility would result in significant adverse noise impacts on the new sensitive receptors introduced by the Proposed Actions. Furthermore, it should be noted that the *Domino Sugar Rezoning FEIS (2010)* (ULURP Nos. C-100185-ZMK; N-100186-ZRK; C-100188-ZSK; N-100190-ZAK; N-100191-ZCK; N-100192-ZCK), and subsequent 2013 Technical Memorandum 003 (N 140131 ZRK, 140132 ZSK, 140133 ZSK, 140134 ZSK, 140135 ZSK, N 140136 ZAK, N 140137 ZAK, and N 140138 ZAK), whose project site was located directly south of the same NYPA facility, screened out of a detailed stationary noise analysis in association with the NYPA facility. As such, a stationary source noise analysis to assess the effects of existing noise generated by the NYPA facility on the Proposed and Projected Developments is not warranted.

Mechanical Equipment

It is assumed that the building mechanical systems (i.e., heating, ventilation, and air conditioning [HVAC] systems) for any/all buildings associated with the Proposed Actions would be designed to meet all applicable noise regulations (i.e., Subchapters 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Aircraft Noise

It is proposed that any air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels.

Ferry Noise

The NYC Ferry operates in close proximity to the Project Area with the North Williamsburg ferry terminal, which services the East River Ferry route, being located approximately 750 feet to the north. As such, north- and southbound ferries travel past the Project Area at a distance of approximately 500 feet west of the US Pierhead Line in the East River. It is proposed that any noise generated by ferry traffic would not be removed from the noise measurements so as to ensure that recommended attenuation levels within the study area take ferry traffic noise into account in order to determine acceptable interior noise levels.

Appendix 4

Responses to Comments on the Draft Scope of Work

**RIVER RING
CEQR NO. 21DCP157K**

**Response to Comments on the Draft Scope of Work for a
Draft Environmental Impact Statement**

A. INTRODUCTION

This document summarizes and responds to public comments regarding the issues to be addressed in the Draft Environmental Impact Statement (DEIS) as described in the Draft Scope of Work (DSOW), issued on March 22, 2021, for the River Ring project (the “Proposed Actions”). Oral and written comments were received during the public scoping meeting held by the New York City Department of City Planning (DCP) on behalf of the New York City Planning Commission (CPC) on April 26, 2021. Written comments were accepted through the close of the public comment period, through May 6, 2021. Appendix 5 contains the written comments received with respect to the DSOW. The Final Scope of Work (FSOW) issued on August 16, 2021 has been modified to incorporate and address substantive public comments on the DSOW where relevant and appropriate.

Section B below lists the elected officials, organizations, and individuals that provided comments on the DSOW. Section C contains a summary of the relevant and substantive comments received by the lead agency and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Comments unrelated to the effects of the Proposed Actions on the quality of the environment are included under Section D, “Miscellaneous”. The organization and/or individual that commented is identified after each comment. Where more than one commenter expressed a similar view, the comments have been grouped and addressed together.

**B. LIST OF ELECTED OFFICIALS, COMMUNITY BOARD MEMBERS, ORGANIZATIONS,
AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SCOPE OF WORK**

Elected Officials

1. Eric L. Adams, Brooklyn Borough President; written submission dated May 6, 2021, and oral statement delivered by Richard Bearak, Land Use Director, at public scoping meeting.

Community Board Members

2. Keith Berger, on behalf of Community Board 1; two written submissions dated April 23, 2021 and April 29, 2021, and oral statement at public scoping meeting
3. Stephen Chesler, Community Board 1 subcommittee member; oral statement at public scoping meeting.
4. Dealice Fuller, Chairperson of Community Board 1; written submission dated April 15, 2021

Organizations and Interested Public

5. Ken A.; oral statement at public scoping meeting.
6. Esther Alvarez; oral statement at public scoping meeting.
7. Martina Asgari-Majd, Clean Up Crews; oral statement at public scoping meeting.

8. Elaine Brodsky, Chairperson of the North Brooklyn Chamber of Commerce; oral statement at public scoping meeting.
9. Maxwell Cabello, Senior Land Use and Policy Analyst at Churches United For Fair Housing (CUFFH) ; oral statement at public scoping meeting.
10. Kendall Charter, Executive Director of the Greenpoint YMCA; written submission dated April 26, 2021, and oral statement at public scoping meeting.
11. Mike Cherepko; written submission dated April 26, 2021.
12. Ankur Dalal; oral statement at public scoping meeting.
13. Kevin Ferris, resident; written submission dated April 27, 2021.
14. Salvatore Franchino; written submission dated April 26, 2021.
15. Judith Gallent, Partner at Bryan, Cave, Leighton, Paisner, LLP; written submission dated May 3, 2021.
16. Adam Ganser, Executive Director of New Yorkers for Parks; oral statement at public scoping meeting.
17. Ellen Goldin; written submission dated April 27, 2021.
18. Kate Goldsmith; written submission dated April 27, 2021.
19. Harrison Grinnan; oral statement at public scoping meeting.
20. Jon Hackett; written submission dated April 27, 2021.
21. Molly Heintz; written submission dated April 27, 2021.
22. Craig Heitzman, City East Coast Regional Director at Volo, Managing Director at NYC Social; oral statement at public scoping meeting.
23. Debbie Hootam, board member of Greenpoint YMCA; written submission dated April 26, 2021.
24. Rohit Kabra; written submission dated April 27, 2021.
25. Cory Kantin; oral statement at public scoping meeting.
26. Eli Kaplan, owner of Mom and Icepops; oral statement at public scoping meeting.
27. D Keisler; written submission dated April 27, 2021.
28. Desiree Knight; oral statement at public scoping meeting.
29. Jose Leon, Deputy Executive Director at St. Nicks Alliance; written submission dated April 26, 2021, and oral statement at public scoping meeting.
30. Trevor Levin; written submission dated April 26, 2021.
31. Rashid Littlejohn; oral statement at public scoping meeting.
32. Luke Loreti; oral statement at public scoping meeting.
33. Nicholas Maggipinto; oral statement at public scoping meeting.
34. Philip Mauro, Board Member of the Greenpoint YMCA; oral statement at public scoping meeting.
35. Mendi Maxwell; oral statement at public scoping meeting.
36. Richard Mazur, North Brooklyn Development Corporation; oral statement at public scoping meeting.
37. William Meehan; written submission dated April 26, 2021.
38. Dan Miller; oral statement at public scoping meeting.
39. Marina Miller; written submission dated April 27, 2021.
40. Jacqueline Montalvo, member of the Greenpoint YMCA; oral statement at public scoping meeting.
41. Elizabeth Munro; written submission dated May 5, 2021, and oral statement at public scoping meeting.
42. Marcel Negret, senior planner at the Regional Plan Association; written submission and oral statement at public scoping meeting.
43. Andrew O'Neil; oral statement at public scoping meeting.
44. Dave Page; written submission dated April 27, 2021.
45. Randy Peers, President and CEO of the Brooklyn Chamber of Commerce; oral statement at public scoping meeting.
46. Rosangel Perez, local business owner; oral statement at public scoping meeting.
47. Paul Pullo, Board Chair of the Greenpoint YMCA; oral statement at public scoping meeting.
48. Phillip Rapoport; written submission dated April 27, 2021.
49. Brian Rodriguez; oral statement at public scoping meeting.
50. Johnjairo Roman, 32BJ; oral statement at public scoping meeting.
51. Christiano Rossi, local business owner; oral statement at public scoping meeting.
52. Remy Schwartz, Director of Development and Administration at the Brooklyn Greenway Initiative; oral statement at public scoping meeting.
53. Neil Sheehan, North Brooklyn Angels; oral statement at public scoping meeting.

54. Alice Shechter; written submission dated April 27, 2021.
55. Yvonne Sidaoui; oral statement at public scoping meeting.
56. Andrew Simmons; oral statement at public scoping meeting.
57. Stephen Smith; oral statement at public scoping meeting.
58. Radoslaw Suchowolak; written submission dated April 26, 2021.
59. William Thomas, Open New York; oral statement at public scoping meeting.
60. Alexis Vallejo, local business owner; oral statement at public scoping meeting.
61. Ryan Zhang; written submission dated April 27, 2021.

C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK

1. Project Description/Development Scenario Comments

Comment 1.1: I strongly support the overall vision of the Two Trees Project. I believe it will be beneficial for the community especially the development of a new YMCA, it will help families have peace of mind to leave their kids through this pandemic while they are at work also it is affordable. A new YMCA will allow kids to stay engaged with others as well as help them to develop academically with the afterschool programs, camps etc. Our current YMCA is one of the oldest YMCA in the city that needs to be modernized to service our Williamsburg and Greenpoint communities. (Charter, Hootam, Knight, Mauro, Montalvo, Sidaoui, Suchowolak)

Response 1.1: **Comment noted. As discussed in the DSOW, the Applicant intends to provide approximately 50,000 gross square feet (gsf) of community facility space that is intended to be occupied by a community center (the YMCA).**

Comment 1.2: While I love the idea of the Y at this site, there's no contractual commitment by Two Trees that will ensure the Y is actually at this site. The Y and Two Trees have not negotiated anything that will guarantee and there's no contingency in place to make sure that the Y or some other community-serving organization is required to be at the site. I think that should be required. (Maggipinto)

Response 1.2: **Comment noted. See response to Comment 1.1.**

Comment 1.3: This project addresses the borough's need for additional housing of all types, with 313 affordable units comprising 25% of the total. Two Trees has made every effort in its design to maximize affordable housing, compatible to the surrounding neighborhood. (Ken A., Datta, Ganser, Knight, Peers)

Response 1.3: **As noted in the DSOW, one of the major goals of the proposed rezoning is to provide opportunities for the creation of affordable housing through the City's MIH program. The level of affordability for the MIH units created as a result of the Proposed Actions will be determined through the City's Uniform Land Use Review Procedure (ULURP). The City's MIH program specifies that an applicant can choose between Option 1, which requires that 25 percent of the housing must be affordable to households with incomes averaging 60 percent of the AMI, and Option 2, which requires that 30 percent of the housing must be affordable to households with incomes averaging 80 percent of AMI. The Applicant intends to utilize MIH Option 1.**

Affordability requirements under MIH are defined as an average, which enables flexibility to create units at deep levels of affordability, along with units for households with more moderate incomes. In addition, some MIH options require a percentage of MIH housing at specific AMI levels that target deep affordability. For example, Option 1 requires that 10 percent of the building be affordable to those earning 40 percent of AMI.

Comment 1.4: This project will help provide jobs and housing for the community. (Hootam)

Response 1.4: Comment Noted. The FSOW estimates that the Proposed Actions would result in the creation of 1,250 DUs, including 313 affordable DUs under MIH Option 1, and 561 jobs within the Project Area.

Comment 1.5: I don't see opportunities to add this scale of affordable units in the neighborhood. There will not be an opportunity to add even 750 market-rate units without building a project of this scale. By building housing in desirable neighborhoods like Williamsburg, we are reducing demand in other parts of rapidly gentrifying Brooklyn. (Loreti, Simmons)

Response 1.5: Comment noted.

Comment 1.6: I'm also for the affordable housing aspect of it. I've seen family and friends that grew up here and can no longer afford to stay so they leave. This gives them the opportunity to still stay in the neighborhood and take advantage of all the opportunities that are being created. (Rodriguez)

Response 1.6: Comment noted.

Comment 1.7: I have serious concerns about the affordable housing proposal. The 2005 agreement between Mayor Bloomberg and the City Council was to provide 33% affordable housing among the new units. As of 2019, only 2,100 out of 17,000 had been created. Twenty-five percent affordable housing is failing to provide adequate affordable housing. I urge the study to look at other areas, like Hunter's Point South, where they're providing 60-75 percent affordable housing, those are numbers to aspire to. (Chesler)

Response 1.7: Comment noted. The Applicant's Proposed Development will set aside 25% of all DUs for permanently affordable housing per MIH Option 1. MIH is a City-wide program that was implemented subsequent to the 2005 Greenpoint-Williamsburg rezoning. It should also be noted that the Applicant's Proposed Development is a private development and not a City-sponsored initiative.

Comment 1.8: I'm here to speak in full support of the project on the Williamsburg waterfront. This is exactly the type of project that Brooklyn needs to continue to support economic growth and further enhance the vibrancy of the borough. With 30,000 square feet of neighborhood retail, six acres of waterfront park, and a resiliency infrastructure with waterfront educational opportunities, we view this project as contextual and welcome. The site opens up and improves connectivity to the waterfront for the Community and for all Brooklynites, and represents a model for sustainable waterfront design with minimal impact on existing infrastructure. (Alvarez, Brodsky, Cherepko, Dalal, Datta, Franchino, Ganser, Heitzman, Knight, Leon, Maxwell, Peers, Perez, Pullo, Rapoport, Rodriguez, Suchowolak, Vallejo)

Response 1.8: Comment noted.

Comment 1.9: On behalf of the Brooklyn Chamber of Commerce, we are proud to support this project due to its positive economic, community, and environmental benefits. (Peers)

Response 1.9: Comment noted.

Comment 1.10: River Street here is the main connector between Domino Park and the Northside Piers, and the proposed development would add a much better waterfront path. Allowing this space to remain industrial would be a mistake, as a new facility will likely add many heavy trucks to the neighborhood. Those trucks would be both a nuisance up the road where I live and very dangerous for residents walking along River Street. (Meehan)

Response 1.10: Comment noted.

Comment 1:11: The site now is an industrial wasteland, and leaving it this way is not an option. Making it a park is a great option. We can't leave it as M zoned, it's got to be something where we can have access for people to access the waterfront and breath fresh air. (Mazur)

Response 1.11: Comment noted.

Comment 1.12: Bushwick Inlet Park and Domino Park are not linked. This proposal would enhance riverfront by linking these two fabulous parks, and provide more greenspace for these sometimes-crowded parks. (Brodsky, Franchino, Levin, Vallejo)

Response 1.12: Comment noted. As described in the FSOW, the Proposed Development would include approximately 126,308 sf (2.9 acres) of new public open space (plus 2.32 acres of accessible in-river space and 0.86 acres of intertidal area).

Comment 1.13: This developer has a track record of unrealized commitments to affordable housing. At the Domino site, there are hundreds of apartments sitting vacant while Two Trees tries to lobby Albany for changes to the Housing Stability and Tenant Protection Act. This is not integrity and that is not commitment to affordable housing. There are thousands of low-income New Yorkers who are homeless or living in shelters. Withholding affordable housing from the public market or renegeing on your commitments is completely unacceptable. What will guarantee that Two Trees does not do the same here? And twenty-five percent affordable housing is just not enough. This should be a minimum 50 percent affordable housing site. (Maggipinto)

Response 1.13: Comment noted. As stated in the DSOW, the Applicant intends to provide approximately 313 permanently affordable dwelling units (DUs) pursuant to the City's Mandatory Inclusionary Housing (MIH) Program's Option 1.

Comment 1.14: New York is facing a huge housing crisis and the over 1,000 new homes, including hundreds of affordable homes, would be completely welcome. (Dalal)

Reponse 1.14: Comment noted.

Comment 1.15: It's my understanding that all of our elected officials have been espousing that we need to have a more equitable society. To do that, in this project, I think you need to look at the provider who has a wonderful history of providing quality, affordable housing. They're doing it in our neighborhood and all over Brooklyn, and that's a good thing. If we cannot provide affordable housing, we will continue to see people every day lose their residency in North Brooklyn. So I would ask the Mayor and City Planning to live up to the philosophies I've been hearing about, prioritizing affordability. And frankly squeeze [Two Trees] a little, if you want, and push the number up. (Sheehan)

Reponse 1.15: Comment noted.

Comment 1.16: Currently 20 miles of the 26-mile Brooklyn waterfront greenway is in use and runs past this development on Kent Avenue. This last year has demonstrated the myriad benefits offered by green spaces in New York City and the immense need from its residents. We would like to endorse the River Ring plan in this vision of a green connected Brooklyn waterfront. We believe the plan for the three acre park and the protected water access is a terrific example of climate resilient design and we're hopeful that the River Ring will be one of many projects to create sustainable and resilient public spaces along the city's waterfront. (Schwartz)

Reponse 1.16: Comment noted.

Comment 1.17: With its novel shoreline design, that includes a soft edge with nature-based features, River Ring could serve as a new regional model for rethinking the urban edge for greater resilience and waterfront accessibility. Most of the waterfront properties within the project study area are within the preliminary flood insurance rate maps, and affected by the V zone, where hazard is increased because of wave velocity. Storm surge flooding is projected to increase with sea level rise within the study area and in particular upland along North 4th Street. Throughout the following decades, dozens of properties, most of which are mixed residential buildings, will be affected by the floodplain. We need to see more of this kind of innovation and forward-thinking along our urban coastlines. (Negret)

Response 1.17: Comment noted.

Comment 1.18: This project would add significant waterfront green space, as well as be a link in the chain of continuous strings of parks along the waterfront, from the Navy Yard to Newtown Creek. At a time when New Yorkers are relying on parks, more than ever before, and the City is cutting funding for parks over the last fiscal year, the City must be looking at all options to create great accessible parks and open spaces. (Ganser, Negret)

Response 1.18: Comment noted. See response above to Comment 1.12.

Comment 1.19: With the infrastructure for transportation and sewage and everything else, I'm sure all of it will be addressed by Two Trees. I'm excited by the renderings. I whole-heartedly support the project, we need more leisure for our community and affordable housing. (Mazur)

Response 1.19: Comment noted.

Comment 1.20: The need for affordable housing in this neighborhood is through the roof, and if we could create the ability to get more housing for low-income levels, that's something we need to push for a bit more. (Mazur)

Response 1.20: Comment noted. The Applicant's Proposed Development will set aside 25% of all DUs for permanently affordable housing as required by the City's MIH Program's Option 1. The level of affordability for the MIH units created as a result of the Proposed Actions will be determined through the City's Uniform Land Use Review Procedure (ULURP). The City's MIH program specifies that an applicant can choose between Option 1, which requires that 25 percent of the housing must be affordable to households with incomes averaging 60 percent of the AMI, and Option 2, which requires that 30 percent of the housing must be affordable to households with incomes averaging 80 percent of AMI.

Affordability requirements under MIH are defined as an average, which enables flexibility to create units at deep levels of affordability, along with units for households with more moderate incomes. In addition, some MIH options require a percentage of MIH housing at specific AMI levels that target deep affordability. For example, Option 1 requires that 10 percent of the building be affordable to those earning 40 percent of AMI.

Comment 1.21: The River Ring project offers a great opportunity to get kids connected to the waterfront in a way that isn't available anywhere else in the City. For kids to have access to the birds, the beachfront, and just to be on the water in a safe way—you can't do that in Williamsburg right now. (Heitzman)

Response 1.21: Comment noted.

Comment 1.22: The No-Action and current zoning use options should be more carefully considered. (Kantin, Munro)

Response 1.22: Comment noted. As stated in the DSOW, Under the No-Action scenario, the Applicant's Proposed Development Site would be developed on an as-of-right basis pursuant to the existing M3-1 zoning district. The development of two new buildings with a last mile delivery facility, light manufacturing maker space, last-mile distribution facility, warehouse space, destination and local retail, commercial office, and accessory parking, would be permitted as-of-right by the M3-1 zoning. This type of development would be consistent with recent developments in the area. It would also be consistent with the growing demand for warehousing and light manufacturing/maker spaces, particularly in Brooklyn, as well as growing trend in demand for e-commerce distribution and warehousing space. Development of new heavy manufacturing uses is unlikely, particularly for new construction, based on citywide land use and economic trends.

Comment 1.23: I am concerned that the No-Action alternative will likely end up being a last-mile delivery warehouse for a company like Amazon, which will keep the waterfront sites largely inaccessible to the public. We would lose out on neighborhood infrastructure improvements and this would likely increase nearby truck traffic due to the proximity to the BQE. (Datta, Grinnan)

Response 1.23: Comment noted. See response to above Comment 1.22 for more information regarding the No-Action scenario.

Comment 1.24: As a resident just two blocks from River Ring, I would like to voice my objections to this project. We do not need further construction or extremely high rise projects in our already overrun neighborhood. The streets have become canyons of skyscrapers, minimizing sunlight and maximizing shade. The parks we have are relatively sterile, with little wild, open space. The working class character of the original neighborhood has been overtaken by a sense of wealthy, homogeneously young and privileged residents, which negatively affects the character of what once was a diverse, vibrant neighborhood. We do not have thoroughfare infrastructure to support so much more traffic in the already jammed byways of Kent, Wythe, Bedford and Driggs. We definitely do not need years and years of further construction blight, detours, noise, dust and debris. (Hackett, Shechter)

Response 1.24: Comment noted. As detailed in the DSOW, the DEIS will analyze the effects of the Proposed Actions and resulting development on all CEQR technical areas of concern, including socioeconomic conditions, shadows, transportation, neighborhood character, and construction.

Comment 1.25: The YMCA is clearly a beneficial organization in this community, yet this is an enormously oversized project that should not be permitted. (Munro)

Response 1.25: Comment noted. The Proposed C6-2 zoning district at the Applicant's Proposed Development Site would have the same maximum floor area ratio (FAR) as the existing R8 districts mapped to the north and south of the Project Area.

Comment 1.26: The area has several issues with over development already, including overcrowding, traffic, garbage collection, L train capacity, etc. How many more people can this neighborhood accommodate? The developer of the River Ring proposal has never addressed any of these issues in any of the meetings I have attended. Any proposal to add significant additional housing in the small area needs to be reviewed very carefully and it is clear from the prior meetings that this developer is ignoring these issues noted above. (Ferris, Goldin, Kabra, M. Miller, Zhang)

Response 1.26: Comment noted. Based on the conclusions of the Environmental Assessment Statement (EAS), in accordance with the *CEQR Technical Manual*, there is no potential for significant adverse impacts to historic archaeological resources, solid waste and sanitation services, or energy due to the Proposed Actions. All other CEQR technical areas warrant further assessment and will be included in the DEIS, as detailed in the DSOW.

Comment 1.27: This space should be 100% public property and something that enriches the neighborhood like an arts facility or something given over to foundation of some sort. (Hackett)

Response 1.27: Comment noted. A significant majority of the Proposed Development Site is owned by the Applicant and is being proposed for privately-sponsored and owned development that will include substantial publicly accessible open space and community-oriented uses.

Comment 1.28: I oppose this development as it's currently proposed, but I do support use of the site that would provide public access. (Maggipinto)

Response 1.28: Comment noted.

Comment 1.29: Neighborhood opposition to the New York City and developer-led overreach that continues to happen along the Williamsburg waterfront has been overwhelming, continued and consistent. We have signed petitions and turned out in the thousands to make our voices heard. We have in no uncertain terms opposed the exploitive high-rise developments along our waterfront and we have been ignored at every turn. The impact of the developments that have already happened have been many and overwhelmingly detrimental to the neighborhood as a whole. Our public infrastructure is at a breaking point, the shadows cast and wind tunnels created by these developments makes our streets and public park land unusable, the increased traffic have turned our streets into highways. Most importantly, the social impact that inevitably comes with these types of luxury developments is driving out the very people that has spent lifetimes building the community that both developers and the City of New York now seeks to exploit. We are not a community that simply exists as a convenient opportunity for developers to capitalize on. We are not a commodity for the city to use as a bargaining chip to have others build tax-incentive driven, "market rate" housing. As it stands today, close to five thousand people have signed a petition to stop any further highrise development along our waterfront. How many people will it take before our community is heard? (Holm)

Response 1.29: Comment noted. All CEQR technical areas that warrant further assessment will be included in the DEIS, as detailed in the DSOW, including analysis of socioeconomic conditions, shadows, urban design and visual resources, infrastructure, transportation, and neighborhood character. The analysis to be presented in the EIS will be prepared in accordance with *CEQR Technical Manual* guidance and methodologies and will include an assessment of future conditions without the Proposed Actions (No-Action condition), which considers known background projects that would be developed independent of the Proposed Development, by the project's Build year, within each technical area's respective study area boundaries. The assessment of future conditions with the Proposed Actions (With Action condition) will take these background projects into account in analyzing the potential of the Proposed Development to result in significant adverse impacts.

Comment 1.30: Williamsburg is experiencing the second-largest development growth in NYC: As per the New York Times, Williamsburg is second to Long Island City in growth, with 1,904 new units in the pipeline for 2019. The bulk of the new inventory is on the waterfront, over 5,800 units have been added since 2008, with over 2,500 planned, to exceed 8,500 units. All of this development was approved even though the L-train was effectively broken. Can we trust that anyone is watching to make sure that growth is sustainable and reasonable? No, and this is why we need to voice our opinion. (Zhang)

Response 1.30: Comment noted. As detailed in the DSOW, the DEIS will analyze the effects of the Proposed Actions and resulting development on all CEQR technical areas of concern, including transportation. Existing conditions will be considered together with the projected growth in the area independent of the Proposed Actions and incremental trip-making associated with the Proposed Actions to identify potential impacts. Where impacts are identified, feasible mitigation

measures will be recommended for implementation to the extent practical. See response to Comment 1.29.

Comment 1.31: I speak on behalf of many of my neighbors who aren't able to make this Zoom, and 4,800 people who signed a petition against this project. The developer is asking for permission to build 3.6 the allowable density, 1.336 million gross square feet, and two towers up to 710 feet tall, which would be the second tallest tower in Brooklyn. And yes, doubling the value of their site. (Kantin)

Response 1.31: Comment noted. The Proposed C6-2 zoning district at the Applicant's Proposed Development Site would have the same maximum floor area ratio (FAR) as the existing R8 districts mapped to the north and south of the Project Area. The DEIS will include an analysis of Transportation, Urban Design, and other density-related technical areas in accordance with the guidance of the CEQR Technical Manual.

Comment 1.32: Williamsburg is a weekend destination for people that don't live here. The neighborhood is overrun with trash all over. The streets are literally overflowing with trash on the weekends. Adding about 3,000 residents to this area is not going to help that problem; it's only going to make it worse. I'm extremely worried about the impact on infrastructure and public services in this area. (Berger, Maggipinto)

Response 1.32: As outlined in the DSOW, based on the conclusions of the EAS and the guidance of the CEQR Technical Manual, there is no potential for significant adverse impacts to solid waste and sanitation services due to the Proposed Actions. As a result, analysis for those environmental areas would not be required in the DEIS. Similar to Domino Park, Two Trees will be responsible for the maintenance and operations of the new park space at River Ring. See Response 1.36.

Comment 1.33: I'm interested in how priorities will be selected when it comes to the YMCA with people who are in affordable housing and the overall community. When it comes to childcare and services provided, is it going to be a 50/50 down the middle? Is there going to be more services that the YMCA is going to supply for affordable housing individuals? (Littlejohn)

Response 1.33: Comment noted. The operational details of the YMCA are outside the scope of CEQR for the Proposed Actions.

Comment 1.34: A study of the impact of the development on the neighborhood must be done taking into account the overall effect when looked at together with the other large-scale developments already in existence and as projected from recent rezonings. (Fuller)

Response 1.34: All technical analyses in the DEIS will be conducted pursuant to CEQR Technical Manual guidance, as presented in the DSOW. For density-based technical areas (e.g., community facilities, transportation, etc.), the increase in demand associated with the Proposed and Projected Development Sites identified in the RWCDs is projected and superimposed onto demand associated with other known programmed developments in the area of the Proposed Actions, and increases in demand attributable to general background growth. This approach ensures a comprehensive and cumulative analysis in accordance with CEQR guidance.

Comment 1.35: Analyze the alternatives for holding the developer accountable for providing the promised community facilities, including a method of oversight and enforcement. (Fuller)

Response 1.35: Comment noted.

Comment 1.36: Size of buildings will have enormous impact on demand for municipal services. Schools, transportation, police, fire, emergency, sanitation, parking etc. - demand for all of these will be

increased. Yet there is talk of a tax abatement - so who will pay for these increased demands? (Fuller)

Response 1.36: As noted in the DSOW, Task 4, “Community Facilities and Services,” and Task 12, “Transportation,” the DEIS will analyze the impact of the Proposed Actions and resulting development on public schools, libraries, early childhood programs, and transportation. The Proposed Actions would not trigger detailed analyses of potential impacts on police/fire stations and health care facilities, according to *CEQR Technical Manual* guidance. (Also see response to Comment 4.2 below.) It is anticipated that the project will participate in the Affordable New York housing program, which supports the provision of affordable housing.

2. Land Use, Zoning, and Public Policy

Comment 2.1: An analysis is needed of the possible manufacturing, industrial, and commercial uses of the site, and how the loss of those potential uses is a significant benefit to the neighborhood. (Fuller)

Response 2.1: As stated in the DSOW, the DEIS will provide an assessment of the Proposed Development’s potential impacts on land use, zoning, and public policy. The analysis will evaluate the Proposed Actions’ consistency with uses in the surrounding study area. The assessment will be conducted in accordance with *CEQR Technical Manual* methodology.

Comment 2.2: It is insane to continue putting these projects directly on the waterfront in a time of climate change and rising waters. Has nobody learned anything from Superstorm Sandy? The next one may well be even larger and more damaging. (Goldin, Zhang)

Response 2.2: Comment noted. As stated in the DSOW, Task 2, “Land Use, Zoning, and Public Policy,” the DEIS will include an assessment of the Proposed Actions’ consistency with the City’s Waterfront Revitalization Program (WRP), which includes assessment of the Project Area’s susceptibility to flooding and erosion, and the Proposed Development’s resilience to future conditions created by climate change. Resilience to climate change will also be assessed in the DEIS as part of the greenhouse gas and climate change task.

Comment 2.3: We agree that the Upland Blocks should be rezoned, but believe that an M1-5/R7X district within a Special Mixed Use District would be the more appropriate zoning for this area. The proposed M1-4 rezoning is not an appropriate rezoning because the rationale stated in the Draft Scope for changing the zoning designation to an M1-4 district is illogical, and the M1-4 zoning would preclude affordable housing and other residential uses that are more appropriate to the Upland Blocks in light of the existing and proposed residential uses in the surrounding area. Therefore, we request that the proposed rezoning of the Upland Blocks – one of the Proposed Actions to be studied in the EIS – be changed to map the Upland Blocks within an M1-5/R7X (MX) district. (Gallent)

Response 2.3: Comment noted. As stated in the DSOW, the DEIS will provide an assessment of the Proposed Actions’ potential for significant adverse impacts on zoning, land use and public policy in accordance with *CEQR Technical Manual* methodology.

Comment 2.4: According to the Draft Scope, the rationale for rezoning the Upland Blocks to an M1-4 district is to allow them to “provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east.” Draft Scope at p. 7. But there is no land use logic to creating an M1 district (which does not allow residential use, or most community facility uses) to serve as a buffer between two districts that permit residential use. M1 districts are intended to serve as buffer zones to separate heavy industrial and manufacturing uses found in M2 and M3 districts from adjacent residential uses. As the Proposed Development would not contain any industrial use, heavy or otherwise, it is nonsensical to justify the proposed M1-4 district as a buffer between the Proposed Development and the MX district to the east. If the Proposed Development Site is

appropriate for 1,250 new dwelling units and conforming residential uses exist directly to the east across Kent Avenue, residential use is clearly an appropriate as-of-right use for the 230 Kent Site and the Upland Blocks. The M1-4 district is not required to preserve industrial businesses or jobs on the Upland Blocks. There are no active industrial uses anywhere in the Project Area. As the Draft Scope does not project development on either the Con Edison Lot or Block 2356, the proposed M1-4 district is not required to protect existing or potential manufacturing jobs on those lots. (Gallent)

Response 2.4: **Comment noted. As stated in the DSOW, the DEIS will provide an assessment of the Proposed Actions' potential for significant adverse impacts on zoning, land use and public policy in accordance with CEQR Technical Manual methodology.**

Comment 2.5: The 5,862 sf 230 Kent Site is extremely shallow, with only approximately 102 feet of frontage on North 1st Street separating the two long ends of the block (Kent Avenue and River Street). The Draft Scope assumes that under the Proposed Action, the 230 Kent Site would be developed with a 3-story (approximately 45-foot high) mixed-use building with 6,741 gsf of local retail use on the first floor, a 6,741 gsf warehouse on the second floor, and 6,741 gsf of medical offices on the third floor. However, the 230 Kent Site is not a viable footprint for warehousing use or any other industrial use (and an upper story warehouse is even more preposterous). Further, new construction intended for office use (whether business or medical) on a lot less than 6,000 sf (and an even smaller office floor plate to accommodate a vertical circulation core) is so unlikely that it is not a reasonable assumption for the development that would be induced by the Proposed Action. (Gallent)

Furthermore, even if the Projected Development scenario were to come to fruition (as unlikely as that would be), the 230 Kent Site would be significantly underdeveloped. While the M1-4 regulations would permit 4.5 FAR of community facility use in addition to the projected 2 FAR of commercial and manufacturing uses, the With Action scenario assumes just 1 FAR of community facility use (medical office), implicitly acknowledging the inappropriateness of the proposed M1-4 zoning. With just two as-of-right community facility uses under the proposed M1-4 zoning (medical offices and houses of worship), the Reasonable Worst Case Development Scenario assumes that the Site, located across the street from a 1.3 million sf mixed use development, would remain underdeveloped as a result of the proposed rezoning. (Gallent)

Response 2.5: **Comment noted. The development assumptions for the non-Applicant-owned Projected Development Site at 230 Kent Avenue were developed in consultation with DCP - for analytical purposes in the EIS. As described in the DSOW, the With-Action RWCDs assumptions for the Projected Development Site were based on the amount and type of recent as-of-right development in the area, recent real estate trends in the area, the size of the lot, as well as the type of uses allowed by the proposed M1-4 zoning.**

Comment 2.6: Mapping the Upland Blocks as M1-5/R7X within a Special Mixed Use District would allow residential use at a scale that actually would provide an appropriate transition from the mixed use, predominantly residential Proposed Development on the waterfront and the existing residential neighborhood to the east, while providing urgently needed affordable housing with the mapping of a Mandatory Inclusionary Housing area. The M1-5/R7X district would also preserve Con Edison's ability to use its property for utility purposes if it decides to use this vacant lot, rather than sell it. Further, the M1-5/R7X alternative would allow additional community facility uses not permitted in an M1-4 district, such as schools, that are needed in this growing residential neighborhood. The maximum FAR would be 6.0 for residential use (with MIH) and 5.0 for community facility, commercial and manufacturing uses. The maximum height of 145 feet (or 125 feet if the required affordable housing is provided off-site) would mediate and provide an appropriate transition between the proposed 500-700 foot tall buildings along the waterfront and the approximately 70 foot tall, 7-story residential building across Kent Avenue to the east. (Gallent)

Response 2.6: Comment noted. As stated in the DSOW, the DEIS will provide an assessment of the Proposed Actions' potential for significant adverse impacts on zoning, land use and public policy in accordance with *CEQR Technical Manual* methodology.

Comment 2.7: The scope of the EIS analysis, should aim to quantify the impacts of different coastal flood risk scenarios, including with and without the proposed land use actions. Under the proposal, the design of the waterfront park and protective cove are likely to reduce the extent of flooding induced by storm surge and sea level rise. The proposed design will not only reduce flood risk within the property itself, but will likely reduce it for properties in the vicinity as well. (Negret)

Response 2.7: As indicated in the DSOW, the EIS will include and analysis of the Proposed Action's consistency with the Waterfront Revitalization Program, as well as the Proposed Development's resilience to climate change, in accordance with standard *CEQR Technical Manual* methodology.

Comment 2.8: We need to study how an enormous development like this fits into an area that was already rezoned. The 2005 Williamsburg/Greenpoint estimated that 7,391 new units would be built. However, as of last year, there were 12,000 units built and 5,000 more. So essentially, that's 17,000 new units off a one-way street bordered by water. (Kantin)

Response 2.8: Comment noted. As stated in the DSOW, the DEIS will provide an assessment of the Proposed Actions' potential impacts on land use and zoning, and evaluate their consistency with uses in the surrounding study area. A study area- which aims to capture the area of potential environmental effects- varies depending on the scale of the project. The study area delineation will follow *CEQR Technical Manual* guidance and as indicated under Task 2 would include the neighboring areas within an approximate ¼-mile radius from the Project Area. The study area was chosen in consultation with the lead agency and is large enough to capture the immediate effects of the Proposed Development, which typically occur within 400 feet, and secondary impacts, which may be experienced beyond 400 feet. It should be noted that the Project Area was not part of the 2005 Greenpoint-Williamsburg Rezoning.

Comment 2.9: The current zoning is better for the neighborhood. One look at the Williamsburg Waterfront and I'm sure you're thinking..."oh my gosh, what this waterfront really needs is more luxury residential towers!" The current zoning could be a grocery store, Industry City, New Lab, Brooklyn Navy Yard, a low-density site that provides balance and jobs. Why in the world would we want to change it? (Zhang)

Response 2.9: Comment noted. See above response to Comment 2.8.

Comment 2.10: To help demonstrate the effectiveness of the proposal in mitigating flood risk and to inform future developments, the scope of work for the EIS should include the findings of a hydrologic flood model. By incorporating a hydrologic model into the analysis, the EIS could disclose the number of properties and types of buildings that would be affected by flooding and the associated risk levels under each future scenario. This will help quantify the net beneficial impacts from this project, but also inform future developments in the city that could incorporate comparable shoreline interventions. (Negret)

Response 2.10: An assessment of the Proposed Action's consistency with the Waterfront Revitalization Program (WRP) will be included in the "Land Use, Zoning, and Public Policy" chapter of the DEIS. The WRP consistency assessment will address the floodrisk and future sea level rise at the Project Area as a result of the Proposed Actions. A hydrologic flood model was not warranted under *CEQR Technical Manual* guidance.

3. Socioeconomic Conditions

Comment 3.1: If a detailed preliminary assessment would be deemed warranted according to Step 3 of the listed analysis, the draft scope should be more explicit in its disclosure of the characterized existing conditions of residential housing to identify the populations at risk of displacement. Specifically, the presentation study area characteristics should also include estimates of the number of housing units subject to rent protection where such units might be deemed attractive enough to be a development site based on the extent of zoning floor area built in comparison to permitted zoning floor area. (Adams)

Response 3.1: **Comment noted. As described in Task 3 of the DSOW, the DEIS will provide a preliminary assessment for indirect residential displacement that will consider current market conditions and trends and evaluate the Proposed Actions' potential effects on socioeconomic conditions. If the Proposed Actions could potentially introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population, a detailed analysis would be warranted and would be provided in accordance with CEQR Technical Manual guidance. Pursuant to guidance from the CEQR Technical Manual, this analysis is conducted when the potential impact may be experienced by renters living in privately held units that are not protected by rent control or rent stabilization, which includes a right to lease renewal and limits on rents and rent increases, or by renters whose incomes or poverty status indicate they may not support substantial rent increases.**

Comment 3.2: An analysis should be conducted on the effect that the additional market rate residential units and corresponding commercial facilities will have on displacement of lower income residents, racial equity, and displacement of existing commercial facilities. This analysis must be made taking into consideration the impact of this development in conjunction with other large-scale development already in existence and as projected from recent re-zonings. (Berger, Fuller)

Response 3.2: **Comment noted. As described in Task 3, "Socioeconomic Conditions," in the DSOW, a preliminary assessment of indirect residential displacement will be conducted. A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk. In accordance with CEQR Technical Manual guidance, the assessment will be framed in the context of existing conditions and evaluations of the future No-Action and With-Action conditions in 2027, including any population changes anticipated to take place by the analysis year of the Proposed Actions.**

Comment 3.3: While a few lottery winners receive "affordable housing" (87,000 applicants for 104 apartments at 325 Kent Avenue), data shows the explosion of luxury rentals and \$4,000+ 1-bedroom apartments raises the "market rate" of all housing in the neighborhood. How is it possible that approximately 80,000 housing units were built in Brooklyn in the past decade and yet it's far less affordable than it was before? When are we going to realize, affordable housing when married to luxury housing raises neighborhood rents. (Zhang)

Response 3.3: **Comment noted. See response to above Comment 3.2.**

Comment 3.4: At the moment there is barely any affordable housing in the neighborhood but there is a glut of super expensive apartments at unsustainable rates given the economy and pandemic. Not to mention rent laws that don't force corrections on pricing when large portions of the building are unrented and then just go towards allowing the developer to avoid paying taxes. There are several large new buildings that are barely at capacity, yet new buildings keep going up. (Hackett)

Response 3.4: Comment noted. See response to above Comment 3.2

Comment 3.5: The scoping for this should also factor in the fact that there are still thousands of units that have yet to be built/come online for rent/sale as part of the 2005 rezoning. The impacts of this rezoning are not just based on net new from today, but net new from what it will be when all of those other apartments are available. (Berger)

Response 3.5: Comment noted. See response to above Comment 3.2. Across all technical analyses, in accordance with the *CEQR Technical Manual* methodologies, the DEIS will include dwelling units currently under construction but expected to be completed by the 2027 analysis year.

Comment 3.6: A study should be conducted on the impact of the Domino development on neighborhood residential and commercial rents prior to 2021. (Fuller, Zhang)

Response 3.6: Comment noted. As described in Task 3, “Socioeconomic Conditions,” in the DSOW, the socioeconomic character of an area includes its housing, population, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. The DEIS will provide a preliminary assessment for indirect residential displacement that will consider current market conditions and trends, and evaluate the Proposed Actions’ potential effects on socioeconomic conditions as compared to the future without the Proposed Actions. Assessment of other developments not subject to the Proposed Actions is outside the scope of CEQR.

Comment 3.7: We are pleased to share with you that 81 job placements have been made at the Domino site since the start of the agreement and we are happy to share that Two Trees through its subcontractors are starting many of our entry level placements at \$20/hour, a rate that is significantly higher than our experience working with other developers or developments. The River Ring project is anticipated to create over 2,000 project jobs and 500 permanent jobs. Of these opportunities, Two Trees is committing 100 slots for local construction hires at starting wages of \$20/hour; 10 building services jobs upon construction completion and opportunity for local residents to apply for any of the projected 500 permanent jobs. The permanent jobs include YMCA positions, park maintenance, and retail positions. Two Trees will continue to utilize St. Nicks Alliance’s Workforce Development Center to meet these commitments given our success experience on the Domino project site. (Leon)

Response 3.7: Comment noted. As described in the FSOW, an estimated 561 workers would be generated by the Proposed Actions, including office workers, retail employees, community facility workers, residential building staff and parking attendants. These estimates generally account for building service jobs, such as janitorial and security jobs, which are inherent to any building operations.

Comment 3.8: We estimate that this rezoning, which will allow the construction of residential towers with nearly 300 affordable apartments, community, retail, and parking space, will lead to the creation of 13 new building service jobs. The commitment to good, permanent jobs in this project is clear. In examining the impact of this project, we hope that the Commission will consider how it will affect building service workers. We believe any investigation of a project like this should consider whether the development will sustain wage standards in the building service industry. (Roman)

Response 3.8: Comment noted. See above response to Comment 3.7. Assessing the types of jobs, including wage standards, created by the Proposed Actions is beyond the scope of CEQR.

Comment 3.10: The project will create 506 permanent jobs and 2,000 construction jobs. This is a significant amount of job creation in our post-pandemic economy. (Peers)

Response 3.9: Comment noted. See above response to Comment 3.7.

Comment 3.9: There should be a racial impact study that would look at displacement issues through a racial lens. The same needs to be applied to potential business and jobs that might be displaced. This is one of the least diverse neighborhoods in New York City and the socioeconomic impacts of having two more luxury high-rise towers are going to be terrible for this community. (Cabello, Maggipinto)

Response 3.9: Comment noted. As described in Task 3, “Socioeconomic Conditions,” in the DSOW, the socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. The Proposed Actions would add a net increase of 1,250 dwelling units (DUs), including 313 affordable units, 56,741 gsf of community facility space, 5,500 gsf of office, and 2.9 acres of publicly accessible open space, and a net decrease of approximately 102,100 gsf of last-mile delivery facility space, 68,000 gsf of light manufacturing/maker space, 94,750 gsf of warehouse uses, 60,100 gsf of destination retail, and 349 parking spaces as compared to the future No-Action condition. Per *CEQR Technical Manual* guidance, projects could result in significant adverse socioeconomic impacts related to indirect business displacement if they add more than 200,000 sf of new commercial development. The Proposed Actions would result in less than 200,000 sf of commercial space and therefore an assessment of potential indirect business displacement is not warranted. As noted in the DSOW, the DEIS will include an assessment of indirect residential displacement. Potential changes in race and ethnicity are not considered in a CEQR analysis and will not be included in the EIS.

Comment 3.10: I’m testifying to ask the City to evaluate this project with the lens of racial equity and how resident displacement is related both historically and with this type of proposal. We released a report identifying demographic changes in Greenpoint/Williamsburg after the 2005 rezoning, where we saw a large wave of residents were pushed out. We’ve seen other issues around manufacturing space disappearing at higher rates than the City predicted. (Cabello)

Response 3.10: Comment noted. See response to above Comment 3.9. Potential changes in race and ethnicity are not considered in a CEQR analysis and will not be included in the EIS. Per *CEQR Technical Manual* guidance, an indirect residential displacement analysis focuses on the Proposed Actions’ potential effects on housing costs and the ability of residents to maintain occupancy of existing housing. As discussed in Task 3 of the DSOW, the demographic analysis in the EIS will focus on income, including average and median household income, income distribution, and income trends over time. The socioeconomic conditions analysis will consider whether the Proposed Actions could substantially alter these demographic and market conditions in a way that could lead to increased rents and potential indirect residential displacement. If the Proposed Actions could potentially introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population, a detailed analysis would be warranted and would be provided.

Comment 3.11: 263 affordable apartments in a census tract that is disproportionately white and wealthy (60% white, \$140K median income) will help this neighborhood's socioeconomic diversity. The market-rate homes will alleviate displacement concerns by providing housing for uppermiddle income folks who would otherwise displace longtime residents from South Williamsburg and Bushwick. (Franchino, Grinnan, Levin, Meehan, Thomas)

Response 3.11: Comment noted. The EIS will include an assessment of indirect residential displacement, as discussed in the DSOW. As described in the DSOW, although the Applicant intends to build 1,050 dwelling units (DUs), 263 of which would be permanently affordable under MIH Option 1, for the purposes of a conservative analysis, a smaller unit size is being assumed for the DEIS. Therefore, the RWCDs for the With-Action condition analyzed in the DEIS assumes the Applicant’s Proposed Development would include 1,250 DUs (with 313 affordable DUs under MIH Option 1).

Comment 3.12: The majority of the affordable units are targeted to 60% AMI, which sounds great, but it's about \$64,000 per year for a family of three. In the zip code, black families have a median household income between \$40,000 and \$50,000 per year. This affordability is still not accessible to people of color, and that's a deep concern. (Cabello)

Response 3.12: Comment noted. The Applicant intends to map MIH Option 1. MIH Option 1 requires that 25 percent of the housing must be affordable to households earning on average 60 percent of AMI with 10 percent required at 40 percent of AMI. Affordability requirements under MIH are defined as an average, which enables flexibility to create units at deep levels of affordability, along with units for households with more moderate incomes. The amount of affordable housing units produced and resulting range of affordability presented would ultimately depend on which MIH Option is utilized and selected through the ULURP process.

4. Community Facilities and Services

Comment 4.1: The description of each publicly-funded early childhood program pertaining to existing child care centers should note whether the location is City-owned or -leased (including the number of years remaining on the lease), the year and extent of capital improvements, as well as available floor area. (Adams)

Response 4.1: Comment noted. The analysis of publicly-funded child care facilities will be conducted in accordance with *CEQR Technical Manual* methodologies, as described in the DSOW.

Comment 4.2: Disagree with the CPC finding that a detailed analysis of police/fire and health care services is not needed. An in-depth analysis is warranted to determine the effect on these already overburdened services by the projected increase in residential and commercial density, outdoor and in-water activity, and influx of people drawn to the proposed outdoor facilities. In addition, there is a need to analyze the need for additional firefighting resources to deal with a mega-high-rise building. (Fuller)

The FDNY and NYPD services they provide, while now might be sufficient, will not be sufficient with all of the pending development going on, plus these two new buildings. There's been no study done to see whether the only public school in Williamsburg can accommodate more families. (Maggipinto)

Response 4.2: According to *CEQR Technical Manual* guidance, a detailed analysis of police and fire services is required if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not required pursuant to CEQR. The DEIS will include an analysis of the Proposed Action's effects on public schools, in accordance with *CEQR Technical Manual* methodologies.

5. Open Space

Comment 5.1: There should be an analysis of the ratio of the proposed increase in residential/commercial density and expected influx of people drawn to the proposed facilities with the size and planned use of the proposed open space to evaluate the actual benefit to the community in which it is situated. (Fuller)

Response 5.1: As outlined in the DSOW, Task 5, "Open Space" of the DEIS will include a detailed analysis of indirect effects of the Proposed Actions on open space. The analysis methodology, which is outlined in the DSOW, will be conducted in accordance with *CEQR Technical Manual* guidance, and will consider the effects of the new residents and workers that would be introduced by the

Proposed Actions, as well as the additional open space planned as part of the Proposed Development, on the ratio of available open space to the residential and worker populations in the study area.

Comment 5.2: The developer should highlight on a map all of the area that it is considering open space in order to clarify what constitutes as 3.2 acres. (Fuller)

Response 5.2: Comment noted. The 126,308 sf (2.9 acres) of new public open space constitutes the upland portion of the project-generated open space as well as in-water structures accessible to the public. This does not include any of the in-water recreational space for non-motorized boats or platforms and piers created by the Proposed Actions. A site plan will be included in the DEIS to clarify this further.

Comment 5.3: The development site is a 3+ acre parcel of land, yet the "park" part of the development is also claimed to be 3 acres. These numbers do not add up. It does not seem ok to me to consider areas of water or boardwalks on the water to be included in the size of the "park." This park does not even come close to meeting the size park required for the proposed number of units. Furthermore, this park is being proposed in an area that is low on parkland, so it will draw people from outside of the development and neighborhood making the size of the park to be even less able to accommodate the likely demand. (Munro)

Response 5.3: Comment noted. As described in the FSOW, the Proposed Development would include approximately 126,308 sf (2.9 acres) of new public open space (plus 2.32 acres of accessible in-river space and 0.86 acres of intertidal area). The EIS will not count water areas or intertidal areas towards the "open space" area for quantitative analysis purposes. Those areas, which are in addition to the 2.9 acres of open space, would be discussed qualitatively. The "Open Space" analysis in the EIS will consider open space resources within a residential (half-mile radius) study area, as recommended in the *CEQR Technical Manual*. It will assess the effects on open space supply and demand resulting from the increased residential population associated with the Proposed Development.

Comment 5.4: Similarly, the open space assessment (Chapter 7 of the Technical Manual), should include additional quantitative and qualitative criteria that go beyond the measurement of open space acres per capita (calculating open space ratios for residents and workers). The proposal would connect a string of high quality waterfront parks serving multiple neighborhoods in Brooklyn. This will enhance each individual park through improved connectivity, in a system where the value will be greater than the sum of its individual parts. Current CEQR guidelines do not require the evaluation of these potential benefits, but in this case the enhanced value through connectivity should be evaluated as a key factor. (Negret)

Response 5.4: Comment noted. Enhanced connectivity with other waterfront open spaces is a significant feature of the Applicant's proposal. However, under the methodologies of the *CEQR Technical Manual* it is not a quantitative or qualitative criteria that is factored into the Open Space analysis.

Comment 5.5: It is well known that this area of North Brooklyn has some of the lowest rates of open space in the entire city. Just five percent of the district is parks, which ranks 48 out of 59 Community Board districts. Even worse, the district ranks 53 out of 59 for tree canopies needed in parks. (Fuller)

Response 5.5: Comment noted. See response to Comment 5.1.

Comment 5.6: Although they promise a new waterfront park, the 2.9 above ground acres fails to meet the City recommended 2.5 acres of open space per 1,000 people given their towers will add well over 2,000

new residents. With their proposal, we would have less open space per capita with this development than without it. (Zhang)

Response 5.6: As outlined in the DSOW, Task 5, “Open Space” of the EIS will assess the effects on open space supply and demand resulting from the increased residential population associated with the RWCDs will be assessed. New publicly accessible open space facilities included in the Proposed Development, such as the approximately 2.9 acres of proposed waterfront open space, would also be taken into account in the quantitative analysis of With-Action conditions. The assessment of the Proposed Actions’ impacts will be based on a comparison of the open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by passive open space, given the capacity, condition, and distribution of open space, and the profile of the study area population.

6. Shadows

Comment 6.1: Shade impact on neighborhood needs to be studied and clearly presented to the public. The size of the building will ruin all outdoor spaces nearby by fully blocking the light. The Domino massive tower already blocks a lot of light killing plant life in gardens and outdoor patios. It's River Ring goes forward it will block out light in the afternoon from most of this neighborhood it's just too massive. (Hackett, Munro)

Response 6.1: As outlined in the DSOW, Task 6, “Shadows” of the EIS will assess whether new structures resulting from the Proposed Actions would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as public open spaces, natural resources or historic resources, and to assess the significance of their impact. This chapter will examine the Proposed Development’s potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria.

Comment 6.2: This project is unacceptable for the area. It will cause shadows and overcrowding. (Keisler)

Response 6.2: Comment noted. See response above to Comment 6.1.

7. Historic Resources (Architectural)

No comments addressing this technical area were made.

8. Urban Design and Visual Resources

Comment 8.1: Photographs referenced in determining the pedestrian experience should be taken from the level of a person being on the sidewalk and from sidewalk locations as opposed to the street. (Adams)

Response 8.1: The FSOV has been updated to state that, in accordance with *CEQR Technical Manual* guidance, the DEIS will include photographs of existing conditions and illustrations of future conditions from the perspective of the sidewalk at pedestrian height.

Comment 8.2: A wind study should be done to consider whether there will be an increase in winds/wind tunnel effect. (Fuller, Munro)

Response 8.2: As outlined in the DSOW, Task 8, “Urban Design and Visual Resources” of the EIS will describe potential wind conditions related to the Proposed Development’s site plan and building massing, in accordance with *CEQR Technical Manual* guidance.

Comment 8.3: The project should be significantly reduced in size. The base of the buildings are way too big, contributing to the oppressive nature of their presentation. (Chesler, Munro)

Response 8.3: Commented noted. As outlined in the DSOW, Task 8, “Urban Design and Visual Resources” of the EIS will assess whether or not the Proposed Development would negatively affect a pedestrian’s experience of the area, as described in the *CEQR Technical Manual*.

Comment 8.4: The building itself is certainly contextual -- this is one of the few places in the city where such a tall and distinctive building would fit right in. In fact, it would be even more contextually appropriate if the building were taller. (Levin)

Response 8.4: Comment noted.

9. Natural Resources

Comment 9.1: A study should be conducted on the effect of nearby combined sewage overflow or wet weather discharge on the plans for use of the water in its open space. (Munro)

Response 9.1: As outlined in the DSOW, Task 9, “Natural Resources” of the EIS will include potential impacts due to combined sewer overflow from the Proposed Development Site.

10. Hazardous Materials

No comments addressing this technical area were made.

11. Water and Sewer Infrastructure

Comment 10.1: Maximum consideration should be given to diverting stormwater runoff from the Newtown Creek Wastewater Treatment Plants (WWTP). If such a detailed assessment would be required, consideration should be given to the incorporation of blue and/or green roof features, New York City Department of Environmental Protection (DEP) rain gardens, and expanded tree pit management infrastructure. (Adams)

Response 10.1: The Proposed Development would be required to comply with all New York City Department of Buildings (DOB) requirements with respect to drainage and flooding. In addition, the Proposed Development would be required to incorporate measures to limit stormwater runoff from the site to the extent practicable, in conformance with DEP requirements. Although the DEIS would describe the range of possible measures, specific methods will be determined in consultation with DEP during the site connection approval process, which would occur post-CPC approval. The DEIS will consider the potential effects of the Proposed Actions on the City’s water and sewer infrastructure systems in accordance with *CEQR Technical Manual* methodology.

Comment 10.2: This project is designed for storm resiliency, which is increasingly necessary to measure. As we address the effects of climate change, sustainable features include an infrastructure that will not burden the city sewer system, storm water system, or electric grid. (Peers)

Response 10.2: As noted in the DSOW, the DEIS will analyze the Proposed Actions’ potential effects on the water, wastewater, and stormwater infrastructure in accordance with *CEQR Technical Manual* methodologies. Also see response to Comment 10.1.

12. Transportation

Comment 12.1: The detailed inventory of existing on-street and off-street parking should be conducted for the weekday midday period during alternate side parking restriction hours. Otherwise, such analysis should be conducted overnight. (Adams)

Response 12.1: Comment noted. As outlined in the DSOW, a parking demand forecast for the Proposed Development will be provided to document the ability of the proposed 250 spaces of on-site accessory parking on the Proposed Development Site to accommodate all of the projected demand under the Proposed Actions. The potential for the Proposed Actions to result in a significant parking shortfall during the weekday midday (the typical peak period for retail/commercial/community facility parking demand) and the overnight period (the typical peak period for residential parking demand) will then be assessed. If it is determined that a detailed inventory of on-street parking is warranted, it will reflect alternate-side-of-the-street parking regulations.

Comment 12.2: Focus on the impact on surrounding trains, like the L, J, and Z trains, as well as the ferries. Currently, the L train is overrun and there's no plan to provide other transit options. Provide a breakdown of the expected modes of transportation to be used by residents, on-site businesses, and visitors, and how such usage will affect currently available mass transit and the traffic congestion we are already experiencing. (Berger, Fuller, Kantin, Keisler, Maggipinto)

Response 12.2: As outlined in the DSOW, Task 12, "Transportation," the EIS will provide a detailed travel demand forecast, including the numbers of person and vehicle trips by peak hour and mode of travel for each proposed land use. Detailed subway station, subway line haul and pedestrian analyses will also be included in the EIS. However, as outlined in the FSOW, detailed analyses of traffic and bus line haul conditions were not found to be warranted as the Proposed Actions are not expected to result in significant adverse impacts to traffic or bus service based on *CEQR Technical* guidance.

Comment 12.3: Alternative or additional transportation services, such as increased bus service and waterborne transportation, should be explored to accommodate the likely increase in residential/commercial density and the influx of visitors. The City should explore the means of entering into a binding contract with the developer whereby the developer would accept financial responsibility for creating or maintaining waterborne transportation. (Fuller)

Response 12.3: Comment noted. As outlined in the DSOW, Task 12, "Transportation," the EIS will provide detailed transit analyses, based on *CEQR Technical Manual* criteria. Establishment of new waterborne transportation service is outside the scope of the Proposed Actions.

Comment 12.4: The traffic issues on Kent are bad with the amount of through traffic and insufficient traffic lights and safety. Street parking is nearly impossible. I sometimes spend hours driving around the neighborhood looking for parking. Thousands of extra people in a massive building will make this worse. The amount of car traffic to and from such a massive building will jam the streets with Ubers and cars. It will further complicate street parking as every new project in the neighborhood seems to reduce areas you can park i.e. Domino had made things worse. (Hackett)

Response 12.4: As outlined in the DSOW, Task 12, "Transportation," detailed subway station, subway line haul and pedestrian analyses will be included in the EIS, as will assessments of street user safety and the potential for the Proposed Actions to result in a significant on-street or off-street parking shortfall. It should also be noted that the Proposed Development is expected to provide 250 on-site accessory parking spaces. However, as outlined in the FSOW, detailed analyses of traffic and bus line haul conditions were not found to be warranted as the Proposed Actions are not

expected to result in significant adverse traffic or bus service impacts based on *CEQR Technical* guidance.

Comment 12.5: Why are so many parking spaces required? There should be zero required. A lot of the new developments in this neighborhood include parking at the ground level, which deadens the streetscape. The more we can avoid large parking garages, the safer our neighborhoods are. The EIS should consider the environmental impact of requiring fewer spaces. (Cherepko, Loreti, Smith)

Response 12.5: Comment noted. As discussed in the DSOW, the Proposed Actions include a special permit to reduce the parking requirements for accessory group parking facilities, which would reduce the number of accessory parking spaces provided in the Proposed Development from the number of spaces required by the proposed C6-2 zoning (estimated at approximately 375 for the RWCDs), to 250 spaces.

Comment 12.6: Ferries are small: Each boat carries 150-300 people. Compared to one L-train that carries 1500-2000 people. As it stands, the 8500 new residents won't be able to fit on the boats, so what will we do with 1000+ more? (Zhang)

Response 12.6: Comment noted. In accordance with *CEQR Technical Manual* guidance, the EIS will assess the Proposed Actions' potential effects on traffic, transit, pedestrians, street user safety and parking. Existing conditions will be considered together with the projected growth in the area independent of the Proposed Actions and incremental trip making associated with the Proposed Actions to identify potential impacts. Where impacts are identified, feasible mitigation measures will be recommended for implementation to the extent possible.

Comment 12.7: The proposed plan would add 1,050 apartments (>2K residents) to a one-way street, bordered by water located in a neighborhood with a troubled subway line in an area that is already suffering from more condo construction than any other NYC neighborhood for the last decade. Williamsburg is not a transit hub suited for high density; it is irresponsible to build more at this location. (Zhang)

Response 12.7: As noted in the DSOW (page 6), the Project Area is located within a Transit Zone as defined in Appendix I of the NYC Zoning Resolution. It is accessible by the subway via the Bedford Avenue (L) station on North 7th Street, by bus via the B32 and Q59 routes, and by NYC Ferry via the North Williamsburg ferry landing. The DEIS will include an assessment of the potential for significant adverse transportation impacts from the incremental increase in residents and workers generated by the Proposed Actions in accordance with *CEQR Technical Manual* methodologies, as described in the DSOW.

Comment 12.8: This project is unacceptable for the area. It will impact the already overburdened L train and cause overcrowding. (Keisler)

Response 12.8: Comment noted. See response to Comment 12.1.

13. Air Quality

No comments addressing this technical area were made.

14. Greenhouse Gas Emissions and Climate Change

Comment 14.1: Potential measures to reduce greenhouse gas (GHG) emissions that could be incorporated into the proposed project should be discussed and quantified for their potential to reduce GHG emissions and should be assessed to the extent practicable. Such design features should include battery

storage, passive house construction, blue and/or green roof assembly, solar façade and roof panels, and wind turbines. (Adams)

Response 14.1: As stated under Task 14 of the DSOW, an assessment of greenhouse gas (GHG) emissions associated with the Proposed Development will be provided in the EIS. As building design progresses, design features such as these may be incorporated into the Proposed Development. If the building design has progressed sufficiently to identify features to be incorporated to reduce energy consumption, they will be discussed in the GHG chapter of the EIS.

Comment 14.2 Energy issues should be analyzed. In addition, a study should be done to determine the possibility of providing additional power to the neighborhood via its power grid. (Fuller)

Response 14.2 Comment noted. According to the guidance of the *CEQR Technical Manual*, a detailed assessment of energy impacts would be required for projects that may significantly affect the transmission or generation of energy. The Proposed Actions would not affect the transmission or generation of energy, and therefore a detailed energy assessment is not warranted pursuant to *CEQR Technical Manual* guidance (refer to screening in the EAS document), and will not be provided in the EIS. However, as noted in Task 14 of the DSOW, the Greenhouse Gas Emissions and Climate Change chapter of the DEIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Development, and possible design features and operational measures to reduce the Proposed Development's energy use and GHG emissions will be discussed to the extent that information is available. The Reasonable Worst-Case Development Scenario analyzed in the DEIS, does not assume that the Applicant's Proposed Development would provide its own power grid.

Comment 14.2: I'm really excited about this project and am firmly in support. I'm especially excited about the Billion Oyster Project involvement. This project is a fantastic way to reduce emissions. This project is key to reducing our emissions and sea level rise that threatens the City. (D. Miller, Rodriguez)

Response 14.2: Comment noted.

Comment 14.3: The "natural resiliency" of the proposed "soft" breakwater should be further studied/reviewed and not just accepted by the developer. (Munro)

Response 14.3: As outlined in the DSOW, Task 14, "Greenhouse Gas Emissions and Climate Change" of the EIS will assess the Proposed Development's resiliency to climate change in accordance with the guidance of the *CEQR Technical Manual*.

15. Noise

No comments addressing this technical area were made.

16. Public Health

Comment 16.1: In addition to standard analysis, there should be a study of the effect of the proposed outdoor activities near the power plant.

Response 16.1: As outlined in the DSOW, Task 13, "Air Quality," the EIS will provide a detailed analysis of the potential impacts of the NYPA plant on the Proposed Development. It should also be noted that Grand Ferry Park is located immediately adjacent to the NYPA facility, closer than the proposed open space would be.

17. Neighborhood Character

No comments addressing this technical area were made.

18. Construction

No comments addressing this technical area were made.

19. Mitigation

No comments addressing this technical area were made.

20. Alternatives

Comment 20.1: In order to understand the implication of accommodating more very-low income households, an alternative should consider if Mandatory Inclusionary Housing (MIH) were analyzed for MIH Option 3. (Adams)

Response 20.1: Comment noted. Under MIH, when new housing capacity is approved through land use action, the CPC and New York City Council establish the MIH Option and its associated percentages and levels of affordability through the City's ULURP. The CPC and New York City Council can choose to apply any or all of the MIH Options specified in 23-154(d)(3) of the Zoning Resolution as long as Option 1 and/or Option 2 is included. The applicant may then select any of the available options for compliance. The DEIS analysis with respect to the relevant impact categories will reflect reasonable and conservative assumptions about percentage set-asides and levels of affordability.

Comment 20.2: The government should also take a look at the alternative of not developing the land and not creating this new housing and affordable housing. (O'Neill)

Response 20.2: Comment noted. As discussed in the DSOW, the DEIS will evaluate a No-Action Alternative, in which describes the conditions that would exist if the Proposed Actions were not implemented, which is the same as the No-Action condition evaluated throughout the DEIS.

Comment 20.3 If the Proposed Actions are not so modified, the EIS study as an alternative the rezoning of the Upland Blocks to an M1-5/R7X district. The inclusion of such an alternative in the EIS would empower the City Planning Commission to select this alternative as the approved rezoning for the Upland Blocks if the Commission were to conclude that such a rezoning would be more appropriate than the proposed M1-4 zoning. (Gallent)

Response 20.3: Comment noted. According to the *CEQR Technical Manual*, alternatives should be selected for consideration, which are feasible and have the potential to reduce, eliminate, or avoid significant adverse impacts, while meeting some or all of the goals and objectives of a project in order to provide decision makers with the opportunity to consider whether practical alternatives exist which could minimize or avoid adverse environmental impacts identified in the EIS. The suggested rezoning of the Upland Blocks to an M1-5/R7-X district is an alternative rezoning proposal, distinct from an alternative for EIS purposes. Further, it cannot be adopted by the City Planning Commission within the scope of this ULURP action simply by being included in the EIS and is therefore not a feasible alternative.

D. MISCELLANEOUS

Comment D.1: I appreciate that the public hearing for this project was open to public comment, and all comments were welcome. But I also hope that the Department of City Planning realizes that the deep pockets of Two Trees, which allowed the developers to round up a large collection of people to speak in support of the project. Most of these people either were excited about the YMCA or the proposed park or had businesses in the area so they would benefit from the huge increase in local population. The YMCA is clearly not an environmental concern, so it should not be part of the environmental assessment. (Munro)

Response D.1: Comment noted. As detailed in the DSOW, the program for Proposed Development includes 50,000 sf of community facility space, which is assumed to be occupied by a community center, and is incorporated into the assessment of the CEQR technical areas as applicable.

Comment D.2: It's unacceptable that the scoping session occurred midday when most people are working. Very few people can commit to this time period. It's unfair to not make this process fully available for input from the people it will impact the most. Please do not cut the community out of this critical conversation. (Berger, Goldsmith, Heintz, Page)

Response D.2: In accordance with SEQRA and CEQR, this Draft Scope of Work was distributed for public review. Notice of the public scoping meeting was issued on March 22, 2021, and a public scoping meeting was held on Monday, April 26, 2021 at 2 pm, and the period for submitting written comments remained open until Thursday, May 6, 2021. In support of the City's efforts to contain the spread of COVID-19, DCP held the public scoping meeting remotely. Instructions on how to view and participate, as well as materials related to the meeting, were made available at the Department of City Planning website's "Scoping Documents" webpage in advance of the meeting.

Comment D.3: Zoom meetings with selected groups of invited stakeholders is not "community engagement." It's impossible to have a public process when we can't meet in person. (Zhang)

Response D.3: Mayor de Blasio issued Emergency Executive Order No 98 related to the COVID-19 pandemic on March 12, 2020 (extended on March 3, 2021). The Mayor issued Emergency Executive Order 188 on March 13, 2021, allowing ULURP meetings to be held remotely in light of the continued COVID-19 pandemic. Remote public meetings held pursuant to these Emergency Executive Orders were legal and appropriate measures in a pandemic to maintain public safety and health. Further, public meetings that have been held remotely have increased participation and opened the process to those unable to attend in-person.

Comment D.4: The best way to make sure that developments, like the one proposed, have a positive impact on building service workers is for developers to make a formal commitment to pay the prevailing wage and create good jobs. We are pleased to let you know that the developer affiliated with this project, River Street Partners LLC, has a track record of creating good jobs throughout their portfolio. River Street Partners LLC has made an early commitment to create prevailing wages. We are in full support of this project. This rezoning is a chance for working families to benefit from development for increased green space on the Brooklyn waterfront and to uphold and promote the strong standards that are in place for good building service jobs in the city. (Roman)

Response D.4: Comment noted.

Comment D.5: I'm delighted to see this project. I think it's a great addition to the neighborhood. I live right on the waterfront so this will be a neighbor building for me. Seeing things like this come up makes me feel secure that I'm not going to be thrown out of my home one day by someone who can pay more. (O'Neil, Simmons)

Response D.5: Comment noted.

Comment D.6: I really like the existing development from Two Trees at Domino Park. They've done a really good job with the public bathrooms. They're a much higher quality than any other public bathrooms I've seen in New York and they're open much longer hours which, as a runner, has saved me many times going through that neighborhood. (Grinnan)

Response D.6: Comment noted.

Comment D.7: I wanted to offer a perspective of support for the River Ring project based on our experiences working with Two Trees. In our time working with Two Trees, we've seen a really impressive and thorough commitment to always catering to the needs of that diverse community on the North Williamsburg waterfront. (Kaplan)

Response D.7: Comment noted.

Comment D.8: This project will help support a lot of the businesses in the area that were extremely hard hit during the COVID-19 pandemic. (Heitzman, Levin, Rossi, Vallejo)

Response D.8: Comment noted.

Comment D.9: This is the community's decision: Councilman Levin has stated that "he will side with the residents on this one," so the ball is in our court to let him know that we care about quality of life in our neighborhood and will not allow a site that wasn't intended for density to further burden our community. Many people seem to believe this is a losing battle. What's another tower? If you review the 197-a plans, you might relate to this losing sentiment. However, people continually told us the same thing about Bushwick Inlet Park. We sat with Councilman Levin in numerous meetings, and we believe if we make our opinion known, the zoning does not have to change. We're not asking for something we don't have, we're asking to keep the site as it's meant to be. We lose when we don't act. Who cares about allowing another developer getting their way at the expense of the community, we do! (Zhang)

Response D.9: Comment noted.

Comment D.10: The 2005 rezoning allowed more density than the community wanted: The 197-a plans (link below) shows what the community asked for in the 2005 rezoning which is MUCH less density than we received. "Dismay with the City approved rezoning was evident in the public protests of April 2005. Critics called the approved 150 ft. to 300 ft. waterfront developments a "wall" and claimed it would disrupt the neighborhoods' existing character." Let's not further disrupt and add to the "wall." (Zhang)

Response D.10: Comment noted.

Comment D.11: I understand the enormous benefits this proposal entails. But the developer is getting tens of millions, hundreds of millions of dollars in property value from the zoning change, and over a million square feet of residential property. It's an enormous benefit for them. As a community, we have to demand that we get the same type of return on investment. (Cabello)

Response D.11: Comment noted.

Comment D.12: Impacts also have to include expected tourism increase from their waterfront park. (Berger)

Response D.12: The potential effects of users of the proposed waterfront open space will be considered where applicable in the DEIS, such as in the transportation analysis.

Comment D.13: When a developer purchases property that is zoned for manufacturing, but pays speculative residential prices, their inflated purchase price should not qualify as a factor in considering their financial burden. (Fuller)

Response D.13: Comment noted. Pursuant to the methodology of the *CEQR Technical Manual*, the DEIS does not consider the price of land, but rather the proposed project's compatibility with the surrounding area from the perspective of land use and zoning.

Comment D.14: Look at the true impact for 421-a buildings of this size, as we've seen a lot of these buildings come out of the 2005 rezoning. They do not offer any support to the tax base and therefore impact investment and infrastructure within the community, including funding for the police, fire department, sanitation, and transportation. (Berger)

Response D.14: Comment noted. The Proposed Actions will be analyzed in accordance with the guidance of the *CEQR Technical Manual* with respect to community facilities and transportation. If a detailed assessment related to these areas is warranted, it will be provided in the DEIS. It should be noted that a detailed analysis of police and fire services was screened out in the EAS document in accordance with *CEQR Technical Manual* guidance.

Comment D.15: My concern specifically is in the culture that's going to be created around supporting individuals selected for affordable housing units. I'm aware of a handful of things, historically, that have happened in New York City and in lack of protections for people who get opportunities to live in buildings with market-rate housing. There have been a lot of predatory practices to try and remove people from those residences. So I'm hopeful that this project creates a cohesive culture and create spaces for people who are living in affordable housing. I hope that Two Trees creates a cohesive community where it doesn't feel like there's segregated energy for people who are in affordable housing. (Littlejohn)

Response D.15: Comment noted. This issue is outside the scope of CEQR.

Comment D.16: The development proposal includes a 35-year tax break to a rich developer. Based on the average unabated tax rate next door at 184 Kent Avenue of \$750/month for 1,050 units, this is a savings of \$9,450,000/year x 35 = \$330,750,000. Our city is in major tax deficit, regardless of whether you agree about the towers; it should be obvious that we should not give huge tax breaks to private developers. (Kantin, Zhang)

Response D.16: Comment noted.

Comment D.17: As the 421-a law will sunset in 2022, and as the applicant has not yet met its affordable commitment in the Domino Project, the Board is concerned about whether the applicant will be able to meet the affordable commitment it is projecting for River Ring. (Fuller)

Response D.17: Comment noted.

Comment D.18: Look at the true impact for 421-a buildings of this size, as we've seen a lot of these buildings come out of the 2005 rezoning. They do not offer any support to the tax base and therefore impact investment and infrastructure within the community, including funding for the police, fire department, sanitation, and transportation. (Berger)

Response D.18: Comment noted.

Comment D.19: I would just like to understand how the sponsor intends to source the sand for the beach. Sand has mostly been excavated from the ocean and there is no regulation on this. This is causing a mass destruction to the ocean habitat and the shoreline. (Asgari-Majd)

Response D.19: Comment noted. Sand will be specified and sourced in consultation with the landscape architect and marine engineers, in accordance with all federal, state and local requirements.

Appendix 5

Written Comments on the Draft Scope of Work and Transcript of Public Scoping Meeting

From: [Alice Shechter](#)
To: [21DCP157K_DL](#)
Subject: River Ring project
Date: Tuesday, April 27, 2021 9:35:14 AM

As a resident just two blocks from River Ring, I would like to voice my objections to this project. We DO NOT NEED further construction or extremely high rise projects in our already overrun neighborhood. The streets have become canyons of skyscrapers, minimizing sunlight and maximizing shade. The parks we have are relatively sterile, with little wild, open space. The working class character of the original neighborhood has been overtaken by a sense of wealthy, homogeneously young and privileged residents, which negatively affects the character of what once was a diverse, vibrant neighborhood. We do not have thoroughfare infrastructure to support so much more traffic in the already jammed byways of Kent, Wythe, Bedford and Driggs. We definitely do not need years and years of further construction blight, detours, noise, dust and debris. ENOUGH! NO MORE BUILDING!!!! NO MORE SUPERSTRUCTURES.

Alice Shechter
330 Wythe Avenue



May 6, 2021

Olga Abinader
Director
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271-3100

Re: River Ring Draft Scope of Work Comments

Dear Director Abinader:

I am writing to submit comments in response to the proposed scope of work for the Draft Environmental Impact Statement (DEIS) for River Ring.

I understand that there were many speaking in support of the project in response to several aspects of the represented development. Among them stated included its extent of realizing affordable housing and substantial housing opportunity overall. Also noted was the intended improvement of an environmentally degraded property, with the resulting extensive open space system that would link existing publicly-assessable waterfronts extending from approximately Division Avenue toward Bushwick Inlet, inclusive of innovative shoreline treatment. Supporters also expressed appreciation for the intended facility envisioned to be operated by the Greenpoint YMCA. Others appreciated the represented environmentally-green aspects and there was even an expressed further reduction or elimination of on-site parking based on belief that such added measure would improve environmental performance. There was also appreciation for the construction and permanent jobs that would result, if constructed, including expressed commitment for prevailing wage jobs for building service workers.

Concerns were raised regarding the “no-action” scenario, though not because of what is intended to be studied, but rather the possibility of being realized. Also of concern was the intended incomes that might benefit from the availability of provided affordable housing, in terms of whether the resulting rents would sufficiently meet the need of the surrounding community most at risk for displacement. This issue might best be considered during the Uniform Land Use Review Procedure (ULURP) if Mandatory Inclusionary (MIH) Option 3 would be available as a consideration in addition to MIH Option 1, as indicated as the intended mapping. The commitment to the Greenpoint YMCA was also a question of whether it is an expressed intent or a guaranteed outcome. Also of concern was the ratio of affordable housing to housing provided based on the requested density. In addition, there was also a call for a racial impact study. And in terms of government services, concerns were expressed regarding adequacy of fire, police, sanitation, public transit, road capacity, and school capacity

Though there were few speakers in opposition, it was indicated that a petition includes thousands of signatures not favoring the project as represented.

Enclosed are my formal comments on the Draft Scope of Work. These comments take into consideration indirect residential displacement, early childhood programs, urban design and visual resources, water and sewer resources, parking, greenhouse gas and climate change, and construction.

Should you have any questions, please feel free to contact Richard Bearak, my director of land use, at (718) 802-4057 or rbearak@brooklynbp.nyc.gov.

Sincerely,

A handwritten signature in cursive script that reads "Eric L. Adams".

Eric Adams
Brooklyn Borough President

Enc.

cc: Dealice Fuller, Chair, Brooklyn Community Board 1 (CB 1)
Winston Von Engel, Brooklyn Office Director, New York City Department of City Planning

EA/rb

**Comments of Brooklyn Borough President Eric Adams
Response to Proposed Scope of Work:
Draft Environmental Impact Statement (DEIS)
River Ring**

E. PROPOSED SCOPE OF WORK FOR THE DEIS

Task 1. Project Description

No Comment.

Task 2. Land Use, Zoning, and Public Policy

No Comment.

Task 3. Socioeconomic Conditions

Indirect Residential Displacement

Step 3 comes into consideration when population is large enough to affect real estate market conditions in the study area, analyzed as part of Step 2, and discloses a population increase that may potentially affect real estate market conditions of the population in the study area. Step 3 would then seek to disclose the likely effect of the action on such a trend. For Step 3, the analysis looks for where the study area has already experienced a readily observable trend toward increasing rents.

If those trends do exist near to or within smaller portions of the study area, the action could have the potential to accelerate an existing trend. In this circumstance, a detailed analysis would be conducted. If the preliminary assessment finds that the proposed action would introduce a trend or accelerate an existing trend of changing socioeconomic conditions that may have the potential to displace a residential population and substantially change the socioeconomic character of the neighborhood, a detailed analysis would be conducted. The detailed analysis would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the proposed action on prevailing socioeconomic trends and, thus, impacts on the identified population at risk.

In addition to the above, for Step 3, it is appropriate for study area characteristics to include estimates of the number of housing units governed by rent protection measures that are in buildings with significant unused residential floor area. Such underdeveloped property is often referred to as a “soft site.” In this context, a soft site is a property deemed to be attractive enough as a development site based on the extent of the built floor area in comparison to the permitted floor area.

If a detailed preliminary assessment would be deemed warranted according to Step 3 of the listed analysis, the draft scope should be more explicit in its disclosure of the characterized existing conditions of residential housing to identify the populations at risk of displacement. Specifically, the presentation study area characteristics should also include estimates of the number of housing units subject to rent protection where such units might be deemed attractive

enough to be a development site based on the extent of zoning floor area built in comparison to permitted zoning floor area.

According to Section 9 NYCRR 2524.5 of the Rent Stabilization Code, it is permissible for a property owner of a rent-stabilized building to not renew the lease of a rent-stabilized tenant on the grounds that the property owner intends to demolish the building. Approval from New York State Division of Housing and Community Renewal (DHCR) is subject to approved plans for future development, proof of financial ability to complete the project, and agreement to pay tenant relocation expenses as well as a stipend according to established formulas. This strategy was well-publicized during a June 2016 real estate summit in Brooklyn.

Therefore, the documentation of such underdeveloped rent-stabilized buildings should be accounted for in developing assumptions for the possibilities of induced indirect displacement.

Should Step 3 be pursued, the determination as to whether the study area has already experienced a readily observable trend toward increasing rents should consider the rent-stabilized buildings in the study area, including those with significant unused residential floor area rights.

Task 4. Community Facilities and Services

Early Childhood Programs

The description of each publicly-funded early childhood program pertaining to existing child care centers should note whether the location is City-owned or -leased (including the number of years remaining on the lease), the year and extent of capital improvements, as well as available floor area.

Task 5. Open Space

No Comment.

Task 6. Shadows

No Comment.

Task 7. Historical Resources - Architectural

No Comment.

Task 8. Urban Design and Visual Resources

Photographs referenced in determining the pedestrian experience should be taken from the level of a person being on the sidewalk and from sidewalk locations as opposed to the street.

Task 9. Natural Resources

No Comment.

Task 10. Hazardous Materials

No Comment.

Task 11. Water and Sewer Resources

It is Borough President Adams' policy to promote a resilient and sustainable Brooklyn, and he believes that maximum consideration should be given to diverting stormwater runoff from the Newtown Creek Wastewater Treatment Plants (WWTP). If such a detailed assessment would be required, consideration should be given to the incorporation of blue and/or green roof features, New York City Department of Environmental Protection (DEP) rain gardens, and expanded tree pit management infrastructure.

Task 12. Transportation

Parking

The detailed inventory of existing on-street and off-street parking should be conducted for the weekday midday period during alternate side parking restriction hours. Otherwise, such analysis should be conducted overnight.

Task 13. Air Quality

No Comment.

Task 14. Greenhouse Gas Emissions and Climate Change

Potential measures to reduce greenhouse gas (GHG) emissions that could be incorporated into the proposed project that will be discussed and quantified for the potential for those measures to reduce GHG emissions from the proposed project that will be assessed to the extent practicable, such design features should include battery storage, passive house construction, blue and/or green roof assembly, solar façade and roof panels, and wind turbines.

Task 15. Noise

No Comment.

Task 16. Public Health

No Comment.

Task 17. Neighborhood Character

No Comment.

Task 18. Construction

Ensure the consideration of the Brooklyn Waterfront Greenway for crossing construction vehicles.

Task 19. Mitigation

No Comment.

Task 20. Alternatives

In order to understand the implication of accommodating more very-low income households, an alternative should consider if Mandatory Inclusionary Housing (MIH) were analyzed for MIH Option 3.

From: [flat.finders](#)
To: [21DCP157K_DL](#)
Subject: river ring
Date: Tuesday, April 27, 2021 10:10:40 AM

this project is unacceptable for the area
it will impact the already overburdened L train and cause shadows and overcrowding
thank you
d keisler

From: [Dave Page - XO](#)
To: [21DCP157K_DL](#)
Subject: No way!
Date: Tuesday, April 27, 2021 11:47:11 AM
Attachments: [image920623.png](#)

This is so messed up that this wasn't made public. This is corrupt and so inappropriate. We do not want these towers in our neighborhood!!!! Nope, no, no way!!!



DAVE PAGE
PERSONAL ASSISTANT
818.632.9805 THEWEEKND.COM

From: [Debbie Hootam](#)
To: [21DCP157K_DL](#)
Subject: Supporting River Ring Scoping- YMCA Williamsburg
Date: Monday, April 26, 2021 10:10:53 PM

Hello

My name is Debbie Hootam, I am a board member of the Greenpoint YMCA also I have been working in the Greenpoint and Williamsburg communities as Vice President of Apple Bank, business banking department.

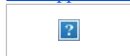
I strongly support the overall vision of the Two Tree Project. I believe it will be beneficial for the community especially the development of a new YMCA, it will help families have peace of mind to leave their kids through this pandemic while they are at work also it is affordable. A new YMCA will allow kids to stay engaged with others as well as help them to develop academically with the afterschool programs, camps etc. Our current YMCA is one of the oldest YMCA in the city that needs to be modernized to service our Williamsburg and Greenpoint communities. Several of my clients are grateful that there is a place that is affordable for their kids to attend. This project will help provide jobs and housing for the community.

Thank you for your time regarding this matter.

If you have any questions please feel free to contact me at 347-394-9392.

--

Debbie Hootam
Vice President, Business Relationship Manager
Office: 718-779-7208 | Mobile: 347-394-9392
www.applebank.com



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COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

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Website: www.nyc.gov/brooklyncb1

HON. ERIC L. ADAMS
BROOKLYN BOROUGH PRESIDENT



SIMON WEISER
FIRST VICE-CHAIRMAN

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SECOND VICE-CHAIRPERSON

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CHAIRPERSON

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DISTRICT MANAGER

HON. STEPHEN T. LEVIN
COUNCILMEMBER, 33rd CD

HON. ANTONIO REYNOSO
COUNCILMEMBER, 34th CD

April 15, 2021

Ms. Olga Abinader
Director, Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

**RE: River Ring (formerly River Street)
Comments for Scope of Work
Draft Environmental Impact
Statement (CEQR No. 21DCP157K)**

Dear Ms. Abinader:

Please be advised that at the regular meeting of Brooklyn Community Board No. 1 (held virtually via WEBEX on Tuesday, April 13, 2021) the board members received a report from the Land Use, ULURP and Landmarks (subcommittee) Committee. The report is attached.

CB#1's board members voted to endorse the Land Use, ULURP and Landmarks [subcommittee] Committee report.

The vote was as follows: 21 "YES" 0 "NO" 8 "ABSTENTIONS" "RECUSALS".

Brooklyn Community Board No.1 Submits the following comments:

Recommendations for Scoping Meeting

Under City Environmental Review, a Positive Declaration, that requires the developer to prepare a Draft Environmental Impact Statement, has issued. A scoping meeting has been scheduled for Monday, April 26, 2021 at 2:00 pm. Our comments are due by Thursday, May 6, 2021.

It would be ideal if the committee could view the scoping meeting and formulate recommendations for comments afterwards. However, as we will not have another full board meeting between the scoping meeting and the comment due-date, the committee reviewed the items listed on the Positive Declaration and agreed to present the following recommended comments.

The committee also agreed to ask the full board if the members want to give the committee the authority to view the scoping meeting, tweak the comments at our May committee meeting, and submit them to the City on or before the due date.

CPC has determined that the proposed actions may result in significant adverse impacts related to land use, zoning, public policy, socioeconomic conditions, community facilities, open space, shadows, historic and cultural resources, urban design and visual resources, natural resources, hazardous materials, water and sewer infrastructure, transportation, air quality, greenhouse gas emissions and climate change, noise, public health, neighborhood character, and construction.

CPC has determined that the proposed actions would not result in significant adverse impacts related to historic and cultural resources, and solid waste and sanitation services, and energy. The committee's recommended comments seek inclusion of issues regarding solid waste, sanitation services and energy in the EIS analysis.

Socioeconomic conditions:

The Board agrees these issues should be analyzed using the required tools. The committee specifically asks for an analysis of the effect that the additional market rate residential units and corresponding commercial facilities will have on displacement of lower income residents, racial equity, and displacement of existing commercial facilities. This analysis must be made taking into consideration the impact of this development in conjunction with other large-scale development already in existence and as projected from recent re-zonings. The Board also asks for a study on the impact of the Domino development on neighborhood residential and commercial rents prior to 2021.

Furthermore, as the 421-a law will sunset in 2022, and as the applicant has not yet met its affordable commitment in the Domino Project, the Board is concerned about whether the applicant will be able to meet the affordable commitment it is projecting for River Ring.

Community Facilities:

The Board agrees these issues should be analyzed. However, the Board disagrees with the CPC finding that a detailed analysis of police/fire and health care services is not needed. An in-depth analysis of police/fire and health care services is warranted to determine the effect on these already over-burdened services by the projected increase in residential and commercial density, outdoor and in-water activity, and influx of people drawn to the proposed outdoor facilities. In addition, the Board feels there is a need to analyze the need for additional fire-fighting resources to deal with a mega-high-rise building.

The Board also asks for an analysis of the alternatives for holding the developer accountable for providing the promised community facilities, including a method for over-sight and enforcement.

Open Space:

The Board agrees these issues should be analyzed. More specifically, there should be an analysis of the ratio of the proposed increase in residential/ commercial density and expected influx of people drawn to the proposed facilities with the size and planned use of the proposed open space to evaluate the actual benefit to the community in which it is situated.

The Board also asks for a study of the effect of the nearby combined sewer overflow point or wet weather discharge point on the plans for use of the water in its open space.

The developer should highlight on a map all of the area that it is considering open space in order to clarify its what constitutes 3.2 acres.

Energy:

The Board agrees these issues should be analyzed. In addition, a study should be done to determine the possibility of providing additional power to the neighborhood via its power grid.

Transportation:

The Board agrees these issues should be analyzed. The Board asks for a breakdown of the expected modes of transportation to be used by residents, on- site businesses, and visitors, and how such usage will affect currently available mass transit and the traffic congestion we are already experiencing.

Alternative or additional transportation services, such as increased bus service and water-borne transportation, should be explored to accommodate the likely increase in residential / commercial density and the influx of visitors, The city should explore the means of entering into a binding contract with the developer whereby the developer would accept financial responsibility for creating or maintaining water-borne transportation.

Public Health:

In addition to the standard analysis, there should be a study of the effect of the proposed outdoor activities near the power plant.

Neighborhood Character:

In light of the Board's recognition of the importance of protecting our industrial and manufacturing sites, an analysis is needed of the possible manufacturing, industrial and

commercial uses of the site, and how the loss of those potential uses is a significant benefit to the neighborhood.

In addition, a study of the impact of the development on the neighborhood must be done taking into account the over-all effect when looked at together with the other large-scale developments already in existence and as projected from recent re-zonings.

Furthermore, when a developer purchases property that is zoned for manufacturing, but pays speculative residential prices, their inflated purchase price should not qualify as a factor in considering their financial burden.

Environmental:

Wind study should be done to consider whether there will be an increase in winds/wind tunnel effect.

Working for a Better Williamsburg/Greenpoint.

Sincerely,

A handwritten signature in black ink that reads "Dealice Fuller". The script is cursive and fluid, with the first name "Dealice" and last name "Fuller" clearly distinguishable.

Dealice Fuller
Chairperson

DF/
Attachment: 1



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COUNCILMEMBER, 33rd CD

HON. ANTONIO REYNOSO
COUNCILMEMBER, 34th CD

Revised
April 13, 2021

COMMITTEE REPORT

TO: Chairperson Dealice Fuller
and CB#1 Board Members

FROM: Del Teague, Committee Chairperson
Land Use, ULURP & Landmarks (subcommittee) Committee

RE: Land Use Committee Report
for April 5, 2021 Meeting Via WEBEX

Land Use, ULURP & Landmarks (subcommittee) Committee held a meeting on Monday, April 5, 2021 at 6:30 PM. The committee met virtually via WEBEX.

-1- 114 Kingsland Avenue-

This is an application for a use variance on vacant land now zoned M1-1 in order to build a 4-story residential building with 8 market rate units. The lot is situated between two residential buildings and had contained a residential building until it burned down in 1965. The applicant purchased the lot in 2018. The applicant stated that commercial/manufacturing use would not be financially feasible and would not be welcomed by the owners of the adjacent properties. The committee noted the board's policy to protect our manufacturing sites. However, the committee also noted the existence of residential use surrounding the property.

Recommendation: The committee voted to recommend that we allow the presenter to speak to the applicant and to come back to discuss a compromise either with an offer of affordability or an agreement to request a change to commercial/manufacturing with a residential overlay.

Vote – 17 yes; 1 no.

-2- Department of City Planning (DCP)- Presentation on Citywide Text Amendment

DCP presented a brief overview of several text amendments, one of which the Board already supported, i.e., the hotel special permit amendment. There is also a Fresh Program incentivizing the creation of grocery stores selling fresh foods, an amendment to allow gyms and martial arts studios as of right, and an amendment to allow open restaurants in the street as of right. DCP will return in May or June to give us more details.

-3- 315 Berry Street- request for a special permit from BSA to allow construction of an electric utility substation on the roof of the existing building.

Construction of an Energy Storage System (ESS) such as the one proposed is allowed as of right in a manufacturing district. However, to construct the system on a residential building a special permit is required. The applicant assured the committee that the building is structurally sound enough to handle the weight of the batteries and other equipment involved. We were also told the system is generally safe and that with mitigating techniques the noise level could be brought within regulation standards. The batteries would be charged at night and the stored energy would be injected into the grid when the network most needed it. Steel beams would be installed to help the building support the extra weight and a new roof system would be installed to insulate against flooding and noise. There was strong opposition by tenants of the building, who complained that the landlord has a history of being unresponsive to repair requests. In addition, they claimed there is question about the structural stability of the building, citing a vacate order on one side of the building because of segments of the façade falling off. The applicant's engineer responded that the falling façade does not mean the building's structural integrity is affected.

The tenants also claimed that the applicant has not reached out in a meaningful way to the tenant body, that they have been unresponsive thus far to complaints of noise, and have not answered questions regarding the tenants' rights with respect to damage the installation and operation of the system may cause. The tenants also asked us to consider the long-term significant interference with their lives during the construction, which is projected to take at least 4 months.

Recommendation: The Committee voted to disapprove the project at this time until the landlord and the company can do better outreach with the tenants, working with them to resolve the issues and involve the tenants in the process. The committee encouraged the city and the applicant to look to installation of Energy Storage Systems in manufacturing districts at this time. Once they are in installed and functioning in those areas, we will be able to evaluate whether the systems are appropriate for installation in a residential area.

-4- River Ring Update and Committee Recommendations for Scoping Meeting –

-A – Two Trees Update –

Dave Lombino and Bonnie Campbell presented an update on the Two Trees' plans for the River Ring application.

They described the open space design as a new approach to shore-line use, striving for

environmental equity with a diverse range of uses and users.

They stated that the plan has been changed to expand the tidal trails; and the beach has been moved to an area that will not wash out. In response to questions about whether they have entered into a binding agreement with the YMCA to provide it with community space, they answered that they have.

They stated they have increased the number of affordable units to 263 with an average of 60% AMI. The affordable and market-rate units will be integrated.

It was suggested that the applicant reach out to non-profit agencies with experience in managing affordable housing in the north-side, as well as the south-side of Williamsburg.

-B- Committee Recommendations for River Ring Scoping –

Under City Environmental Review, a Positive Declaration, that requires the developer to prepare a Draft Environmental Impact Statement, has issued. A scoping meeting has been scheduled for Monday, April 26, 2021 at 2:00 pm. Our comments are due by Thursday, May 6, 2021.

It would be ideal if the committee could view the scoping meeting and formulate recommendations for comments afterwards. However, as we will not have another full board meeting between the scoping meeting and the comment due-date, the committee reviewed the items listed on the Positive Declaration and agreed to present the following recommended comments. The committee also agreed to ask the full board if the members want to give the committee the authority to view the scoping meeting, tweak the comments at our May committee meeting, and submit them to the City on or before the due date.

CPC has determined that the proposed actions may result in significant adverse impacts related to land use, zoning, public policy, socioeconomic conditions, community facilities, open space, shadows, historic and cultural resources, urban design and visual resources, natural resources, hazardous materials, water and sewer infrastructure, transportation, air quality, greenhouse gas emissions and climate change, noise, public health, neighborhood character, and construction.

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The Board also asks for an analysis of the alternatives for holding the developer accountable for providing the promised community facilities, including a method for over-sight and enforcement.

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Public Health:

In addition to the standard analysis, there should be a study of the effect of the proposed outdoor activities near the power plant.

Neighborhood Character:

In light of the Board's recognition of the importance of protecting our industrial and manufacturing sites, an analysis is needed of the possible manufacturing, industrial and commercial uses of the site, and how the loss of those potential uses is a significant benefit to the neighborhood.

In addition, a study of the impact of the development on the neighborhood must be done taking into account the over-all effect when looked at together with the other large-scale developments already in existence and as projected from recent re-zonings.

Furthermore, when a developer purchases property that is zoned for manufacturing, but pays speculative residential prices, their inflated purchase price should not qualify as a factor in considering their financial burden.

Environmental:

Wind study should be done to consider whether there will be an increase in winds/wind tunnel effect.

From: [Elizabeth Munro](#)
To: [21DCP157K_DL](#)
Subject: Re "River Ring" Three Trees Development in Williamsburg
Date: Wednesday, May 5, 2021 12:18:20 PM

To whom it concerns:

I would like to submit my strong OPPOSITION to the proposed Three Trees Development proposed on the waterfront in Williamsburg, Brooklyn. I attended the virtual public hearing on 4/26/21. My comments follow.

WHAT IS THE ACTUAL SIZE OF PROPOSED "PARK"?

The development site is a 3+ acre parcel of land, yet the "park" part of the development is also claimed to be 3 acres. These numbers do not add up. It does not seem ok to me to consider areas of water or boardwalks on the water to be included in the size of the "park."

SIZE OF PROPOSED "PARK" DOES NOT MEET CITY REQUIREMENTS FOR THIS MANY UNITS

This park does not even come close to meeting the size park required for the proposed number of units. Furthermore this park is being proposed in an area that is low on parkland, so it will draw people from outside of the development and neighborhood making the size of the park to be even less able to accommodate the likely demand.

WIND TUNNEL EFFECTS

These two large buildings on this very windy waterfront could have significant impact on wind tunnels etc. Yet there appears to have been no studies done with respect to this.

SHADE IMPACT ON NEIGHBORHOOD NEEDS TO BE STUDIED AND CLEARLY PRESENTED TO PUBLIC

SIZE OF BUILDINGS WILL HAVE ENORMOUS IMPACT ON DEMAND FOR MUNICIPAL SERVICES

Schools, transportation, police, fire, emergency, sanitation, parking etc - demand for all of these will be increased. Yet there is talk of a tax abatement - so who will pay for these increased demands?

SUPPORTERS OF THE YMCA SHOULD NOT DETERMINE THE NEED FOR THIS PROJECT

The YMCA is clearly a beneficial organization in this community. Yet this is an ENORMOUSLY OVERSIZED PROJECT that should not be permitted just because it is providing a YMCA and some affordable units and an undersized "park."

THIS PROJECT SHOULD BE SIGNIFICANTLY REDUCED IN SIZE

THE NO ACTION AND CURRENT ZONING USE OPTIONS SHOULD BE MORE CAREFULLY CONSIDERED

THE "NATURAL RESILIENCY" OF THE PROPOSED "SOFT" BREAKWATER SHOULD BE FURTHER STUDIED/REVIEWED AND NOT JUST ACCEPTED BY THE DEVELOPER

I appreciate that the public hearing for this project was open to public comment, and all comments were welcome. But I also hope that the Environmental Department realizes that the deep pockets of Two Trees allowed the developers to round up a large collection of people to speak up in support of the project. Most of these people either were excited about the YMCA or the proposed "park" or had businesses in the area so they would benefit from the huge increase in local population. The Y is clearly not an environmental concern so should not be part of the

environmental assessment. The "park" as proposed is very misleading in its size and in its actual ability to use with so much sand and water in this windy, wavy location.

Thank you for accepting my comments. I hope Two Trees is required to conduct more studies regarding wind, shade and the actual size and ability to use the proposed "park."

Respectfully submitted.

Elizabeth Munro
184 Kent Ave
Brooklyn

From: [Rubeefalls](#)
To: [21DCP157K_DL](#)
Subject: not again
Date: Tuesday, April 27, 2021 1:11:00 PM

To the Committee,

I see with horror you are adding yet another enormous waterfront project into our neighborhood, with little to no public input.

First of all, this is unfair to our neighborhood. How many more people can this neighborhood accomodate?

Secondly - it is insane to continue putting these projects directly on the waterfront in a time of climate change and rising waters., Has nobody learned anything from Superstorm Sandy?? The next one may well be even larger and ,ore damaging.

Put it in your won backyard for a change.

Ellen Goldin
315 Berry St 7N
Brklyn, NY 11249

From: [jens holm](#)
To: [Antonio Reynoso](#); [Stephen Levin](#); [21DCP157K_DL](#)
Cc: sustainablewb@gmail.com
Subject: Opposition to the rezoning of the Williamsburg waterfront
Date: Wednesday, April 28, 2021 5:31:33 PM

To whom it may concern,

For almost twenty years I have lived in Williamsburg, Brooklyn.

I work here, my family lives here, my children goes to school here.

Together with thousands of other families, my family has a vested interest in the Williamsburg community on all levels. We support local shops, we volunteer to clean our playgrounds, we participate in community events and we take pride in the scale and diversity that makes Williamsburg unique within the city of New York as a whole: a low-rise, safe and generational community with equal opportunities for all, disregarding income and heritage.

For the entirety of the time we have lived here, the neighborhood opposition to the New York City and developer lead overreach that continues to happen along the Williamsburg waterfront has been overwhelming, continued and consistent. From the Toll Brothers development at the Northside Piers, the Edge development next to it and the excessive and deeply flawed Domino development, we have signed petitions and turned out in the thousands to make our voices heard.

We have in no uncertain terms opposed the exploitive highrise developments along our waterfront and we have been ignored at every turn.

The impact of the developments that have already happened have been many and overwhelmingly detrimental to the neighborhood as a whole. The overcrowding by tens of thousands of new residents is excessive and far outweighs any developer offered hand-outs that comes along with these proposals. Our public infrastructure is at a breaking point, the shadows cast and windtunnels created by these developments makes our streets and public park land unusable, the increased traffic have turned our streets into highways. Most importantly, the social impact that inevitably comes with these types of luxury developments is driving out the very people that has spent lifetimes building the community that both developers and the City of New York now seeks to exploit.

We are not a community that simply exists as a convenient opportunity for developers to capitalize on. We are not a commodity for the city to use as a bargaining chip to have others build tax-incentive driven, "market rate" housing.

We have said for decades that we do not ask for no development to happen in our neighborhood and along our waterfront. We simply ask that the City of New York and the New York City Planning Department honor and enforce the low density zoning and programming already in place for land along our waterfront, the same height and density that is enforced throughout the neighborhood as a whole.

We turned out in force to oppose any further rezoning at the first in-person public hearing, so many so that a larger venue had to be chosen and the meeting postponed. At the following meeting, the last time we as a community had a chance to voice our concerns more than a year ago, we clearly and loudly said no to the current proposal.

As it stands today, close to five thousand people have signed a petition to stop any further highrise development along our waterfront.

How many people will it take before our community is heard?

Sincerely,

Jens Holm

From: [Jon Hackett](#)
To: [21DCP157K_DL](#)
Subject: River ring
Date: Tuesday, April 27, 2021 9:44:08 AM

I have lived at 50 N 1st Street for over 8 years. This project is problematic and will be a burden to a neighborhood that is over whelmed by massive residential construction projects.

The traffic issues on kent are bad with the amount of through traffic and insufficient traffic lights and safety. Street parking is nearly impossible I sometimes spend hours driving around the neighborhood looking for parking. Thousands of extra people in a massive building will make this worse. The amount of car traffic to and from such a massive building will jam the streets with ubers and cars. It will further complicate street parking as every new project in the neighborhood seems to reduce areas you can park i.e. Domino had made things worse.

The size of the building will ruin all outdoor spaces nearby by fully blocking the light. The Domino massive tower already blocks a lot of light killing plant life in gardens and outdoor patios. It's River Ring guess forward it will block out light in the afternoon from most of this neighborhood it's just too massive.

If it were 10 floors or so tall then it would likely be fine.

At the moment there is barely any affordable housing in the neighborhood but there is a glut of super expensive apartments at unsustainable rates given the economy and pandemic. Not to mention rent laws that don't force corrections on pricing when large portions of the building are unrented and then just go towards allowing the developer to avoid paying taxes. There are several large new buildings that are barely at capacity yet new buildings keep going up.

There's just too much residential space in a neighborhood that not long ago was nearly 100% industrial the streets and public transit can't keep up and we need more diversity in the types of buildings and spaces. The River Ring is going to be a park for the super rich likely parts for with public money that will sort of be open to the public. Domino is nice, but it's private and the operator reminds people of that often and goes to lengths to make you uncomfortable or feel unwelcome at times. This space should be 100% public property and something that enriches the neighborhood like an arts facility or something given over to foundation of some sort.

-jh

Jon Hackett
JHackett Consulting
jon@jhackett.com 646.484.8807

**Jose Leon, Dep. Executive Director
St. Nicks Alliance
Testimony at River Ring Scoping Hearing 4/26**

Good afternoon! My name is Jose Leon and I am the Deputy Executive Director at St. Nicks Alliance. I thank the NYC Department of City Planning for the opportunity to provide testimony on the River Ring Project.

St. Nicks Alliance is a community based organization in North Brooklyn serving 17,000 people in the areas of affordable housing, youth development and education, elder care, workforce development, and community planning/building. This year, St. Nicks Alliance celebrates 46 years of community service and development.

In 2017, St. Nicks Alliance entered into an agreement with Two Trees to provide construction training and placement services for the Domino Sugar Factory Development in Williamsburg, Brooklyn, as a result of the community benefits agreement and commitment made by Two Trees to Brooklyn Community Board #1. We are pleased to share with you that 81 job placements have been made at the Domino site since the start of the agreement and we are happy to share that Two Trees through its subcontractors are starting many of our entry level placements at \$20/hour, a rate that is significantly higher than our experience working with other developers or developments. Two Trees has been a model community partner, not only keeping its end of the agreement but going beyond, serving on our Employer Business Advisory Council to help guide our trainings and making connections to other employment opportunities.

St. Nicks Alliance, Los Sures and El Puente recently met with Two Trees as a Coalition to provide recommendations on the River Ring project in the areas of affordable housing, environmental and open space concerns, and local jobs. I am pleased to share with you that Two Trees has committed to all of the Coalition's recommendations on the River Ring project. I will share with you the jobs commitment that Two Trees has committed to.

The River Ring project is anticipated to create over 2,000 project jobs and 500 permanent jobs. Of these opportunities, Two Trees is committing 100 slots for local construction hires at starting wages of \$20/hour; 10 building services jobs upon construction completion and opportunity for local residents to apply for any of the projected 500 permanent jobs. The permanent jobs include YMCA positions, park maintenance, and retail positions. Two Trees will continue to utilize St. Nicks Alliance's Workforce Development Center to meet these commitments given our success experience on the Domino project site.

The Coalition is supportive of the overall vision for the River Ring development and excited of the opportunities this development presents to low and moderate income individuals in Community Board #1 and in North Brooklyn in dire need for affordable housing, jobs and much needed open space.

From: [Kate Goldsmith](#)
To: [21DCP157K_DL](#)
Subject: Unacceptable Thwarting of a public process
Date: Tuesday, April 27, 2021 10:17:40 AM

It's unacceptable that yesterday the **Dept of City Planning held a scoping session** for the **River Ring Proposal** from 2-5PM, with the ability to sign up to speak 1 hour before. It's not a fair process to make the people on whom this project is going to impact the most, not fully available to input their feedback. Please hold another scoping session with adequate notice and outreach.

Kate Goldsmith

From: [Keith Berger](#)
To: [21DCP157K_DL](#)
Subject: City Planning Scoping Meeting for River Ring
Date: Friday, April 23, 2021 2:27:23 PM

Hi,

I plan to comment in person if I can but I have the following comments to add:

First, I question the legitimacy of a public forum that is meant to get community input that occurs midday (2-4) when most people are working. Very few people can commit two hours midday to join meetings and so this is not in my view a true public forum.

Second, I support the including of the topics Community Board 1 asked to include such as the impact of this plan on displacement of residents and businesses in the community, the impact on transportation besides the L train (needs to include J/M/Z ferry and vehicular traffic) and one based on a more realistic estimate of people usage (they estimate 200 people out of nearly 3000 will use the L train which is absurdly low). In addition they should be studying the impact of the tax abatement and failure to pay taxes on this site for 35 years on the infrastructure in the community/community resources as that has a huge impact on the services provided in the area. Also sanitation impacts need to focus not only on pickups from their site but on the impacts to the cleanliness of the area given 3000 more people walking around and using public garbage cans. As is all of our cans are overfilled nearly daily and especially on weekends and this will add to the problem. Impacts also have to include expected tourism increase from their waterfront park.

Best,

Keith Berger

From: [Keith Berger](#)
To: [21DCP157K_DL](#)
Subject: Re: City Planning Scoping Meeting for River Ring
Date: Thursday, April 29, 2021 5:31:10 AM

Hi, the scoping for this should also factor in the fact that there are still thousands of units that have yet to be built/come online for rent/sale as part of the 2005 rezoning. So the impacts of this rezoning are not just based on net new from today but net new from what it will be when all of those other apartments are available.

> On Apr 23, 2021, at 2:26 PM, Keith Berger <kab225@yahoo.com> wrote:

>

> Hi,

>

> I plan to comment in person if I can but I have the following comments to add:

>

> First, I question the legitimacy of a public forum that is meant to get community input that occurs midday (2-4) when most people are working. Very few people can commit two hours midday to join meetings and so this is not in my view a true public forum.

>

> Second, I support the including of the topics Community Board 1 asked to include such as the impact of this plan on displacement of residents and businesses in the community, the impact on transportation besides the L train (needs to include J/M/Z ferry and vehicular traffic) and one based on a more realistic estimate of people usage (they estimate 200 people out of nearly 3000 will use the L train which is absurdly low). In addition they should be studying the impact of the tax abatement and failure to pay taxes on this site for 35 years on the infrastructure in the community/community resources as that has a huge impact on the services provided in the area. Also sanitation impacts need to focus not only on pickups from their site but on the impacts to the cleanliness of the area given 3000 more people walking around and using public garbage cans. As is all of our cans are overfilled nearly daily and especially on weekends and this will add to the problem. Impacts also have to include expected tourism increase from their waterfront park.

>

> Best,

>

> Keith Berger

>

>

From: [Kendall Charter](#)
To: [21DCP157K_DL](#)
Subject: Ring Scoping Meeting
Date: Monday, April 26, 2021 2:50:22 PM

- **Good Afternoon my name is Kendall Charter, I am the Executive Director of the Greenpoint Y**

- The YMCA of Greater New York is thrilled to be part of the Two Trees project, which will include a new state-of-the-art YMCA that will serve thousands of families in Greenpoint and Williamsburg.
- For the last two decades, the YMCA has been looking for an opportunity to expand our presence and significantly increase our capacity to serve the Greenpoint and Williamsburg communities.
- Our current space in Greenpoint is small and outdated. It is more than 100 years old, our oldest branch in the city, is about one-third the size of the average Y, and is not handicap accessible.
- Being part of this project to expand our footprint in the neighborhood is truly exciting, programs like after school, early child care, environment education, swimming, sports, employment and much more, We welcome the opportunity to provide additional services and resources to our community. And we remain committed to maintaining our presence in Greenpoint and working with our neighbors and partners to build a strong community for everyone.
- We support the two trees project and a new state-of-the-art YMCA, we are committed to serving the Greenpoint community and serve thousands more families in Greenpoint and Williamsburg.

May 3, 2021

Judith Gallent
Partner
Direct: +1 212 541 2389
Fax: +1 212 541 1389
jmgallent@bclplaw.com

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F: +1 212 541 4630
bclplaw.com

Olga Abinader
Director
Environmental Assessment and Review Division
New York City Department of Planning
120 Broadway, 31st Floor
New York, NY 10271

Via E-Mail & U.S. Mail

Re: Kent Riverview LLC Comment on the Draft Scope of Work for the River Ring EIS
(CEQR No. 21DCP157K) (the "Draft Scope")

Dear Ms. Abinader:

We represent Kent Riverview LLC, the owner of 230 Kent Avenue in Williamsburg, Brooklyn (Block 2362, Lot 1) (the "230 Kent Site"). We respectfully submit this comment letter on the Draft Scope.

The proposed zoning map amendment described in the Draft Scope would rezone Block 2362 (including the 230 Kent Site) and Block 2356 (together, the "Upland Blocks") from an M3-1 district to an M1-4 district. As explained below, we agree that the Upland Blocks should be rezoned, but believe that an M1-5/R7X district within a Special Mixed Use District would be the more appropriate zoning for this area. The proposed M1-4 rezoning is not an appropriate rezoning because the rationale stated in the Draft Scope for changing the zoning designation to an M1-4 district is illogical, and the M1-4 zoning would preclude affordable housing and other residential uses that are more appropriate to the Upland Blocks in light of the existing and proposed residential uses in the surrounding area. Therefore, we request that the proposed rezoning of the Upland Blocks – one of the Proposed Actions to be studied in the EIS – be changed to map the Upland Blocks within an M1-5/R7X (MX) district.¹ In the alternative, we request that if the Proposed Actions are not so modified, the EIS study as an alternative the rezoning of the Upland Blocks to an M1-5/R7X district. The inclusion of such an alternative in the EIS would empower the City Planning Commission to select this alternative as the approved rezoning for the Upland Blocks if the Commission were to conclude that such a rezoning would be more appropriate than the proposed M1-4 zoning.

Rezoning the Upland Blocks To M1-4 Would Not Serve The Stated Goal Of Having The Upland Blocks Be A Buffer Between Two Residential Districts

The Proposed Actions include the rezoning of the applicant-owned property (the "Proposed Development Site") located just west of the Upland Blocks from M3-1 to C6-2 to facilitate a predominantly residential project containing up to 1,120,000 gsf of residential use (1,250 dwelling units) (the "Proposed Development"). Residential use already exists across Kent Avenue immediately east of the Upland Blocks in an M1-2/R6A (MX) district. Thus, under the Proposed Action the Upland Blocks would be located between

¹ Such a change is of a type that can be effectuated between the draft and final scope of work for the EIS. *See Neighbors United Below Canal v. DeBlasio*, 192AD3d 642, 2021 Slip Op. 01947 (2021).

the predominantly residential Proposed Development immediately to their west, and existing residential development immediately to their east.

According to the Draft Scope, the rationale for rezoning the Upland Blocks to an M1-4 district is to allow them to “provide a transition/buffer zone between the Proposed Development Site and the mixed-use district mapped to the east.” Draft Scope at p. 7. But there is no land use logic to creating an M1 district (which does not allow residential use, or most community facility uses) to serve as a buffer between two districts that permit residential use. M1 districts are intended to serve as buffer zones to separate heavy industrial and manufacturing uses found in M2 and M3 districts from adjacent residential uses. As the Proposed Development would not contain any industrial use, heavy or otherwise, it is nonsensical to justify the proposed M1-4 district as a buffer between the Proposed Development and the MX district to the east. If the Proposed Development Site is appropriate for 1,250 new dwelling units and conforming residential uses exist directly to the east across Kent Avenue, residential use is clearly an appropriate as-of-right use for the 230 Kent Site and the Upland Blocks.

The Proposed M1-4 Zoning of the Upland Blocks Would Not Preserve Industrial Businesses or Jobs on the Upland Blocks

The M1-4 district is not required to preserve industrial businesses or jobs on the Upland Blocks. There are no active industrial uses anywhere in the Project Area (which includes the Upland Blocks). As the Draft Scope itself explains:

While the Project Area and much of the surrounding area was previously used for manufacturing purposes, there is no longer a concentration of industrial activity in the area. However, a strong demand for affordable and market-rate housing exists.

Draft Scope at 8. Notably, the Upland Blocks, which contain a total of three lots, contain no industrial uses. The 230 Kent Site, which is the only Projected Development Site in the Project Area, is a 5,862 sf vacant lot that has been remediated under the New York State Brownfield Cleanup Program to a restricted residential standard to facilitate residential development. Con Edison owns the 13,378 sf lot directly north of the 230 Kent Site (Block 2362, Lot 3 (the “Con Edison Lot”). Like the 230 Kent Site, the Con Edison Lot is also vacant land. Because it is owned by a utility company with no known development plans, it is not considered a projected development site. See Draft Scope at 12. Block 2356, Lot 1 is currently occupied by a recently constructed six-story (83-foot-tall) mixed commercial building with approximately 24,000 gsf of office space on the 4th-6th floors, 22,000 gsf of destination retail (Trader Joe’s) below grade, 21,000 gsf of ground floor retail, 22,000 gsf of accessory attended parking spaces, and a 1,600 gsf roof garden on the third floor. See Draft Scope at 12. As the Draft Scope does not project development on either the Con Edison Lot or Block 2356, the proposed M1-4 district is not required to protect existing or potential manufacturing jobs on those lots.

The Projected Development of the 230 Kent Site is Unrealistic and Illustrates that the Proposed M1-4 Zoning Is Inappropriate

The 5,862 sf 230 Kent Site is extremely shallow, with only approximately 102 feet of frontage on North 1st Street separating the two long ends of the block (Kent Avenue and River Street). The Draft Scope assumes that under the Proposed Action, the 230 Kent Site would be developed with a 3-story (approximately 45-foot high) mixed-use building with 6,741 gsf of local retail use on the first floor, a 6,741 gsf warehouse on the second floor, and 6,741 gsf of medical offices on the third floor. However, the 230 Kent Site is not a viable footprint for warehousing use or any other industrial use (and an upper story warehouse is even more preposterous). Further, new construction intended for office use (whether business or medical) on

a lot less than 6,000 sf (and an even smaller office floor plate to accommodate a vertical circulation core) is so unlikely that it is not a reasonable assumption for the development that would be induced by the Proposed Action.

Furthermore, even if the Projected Development scenario were to come to fruition (as unlikely as that would be), the 230 Kent Site would be significantly underdeveloped. While the M1-4 regulations would permit 4.5 FAR of community facility use in addition to the projected 2 FAR of commercial and manufacturing uses, the With Action scenario assumes just 1 FAR of community facility use (medical office), implicitly acknowledging the inappropriateness of the proposed M1-4 zoning. With just two as-of-right community facility uses under the proposed M1-4 zoning (medical offices and houses of worship), the Reasonable Worst Case Development Scenario assumes that the Site, located across the street from a 1.3 million sf mixed use development, would remain underdeveloped as a result of the proposed rezoning.²

The Upland Blocks Should be Mapped Within a Special Mixed Use District

Mapping the Upland Blocks as M1-5/R7X within a Special Mixed Use District would allow residential use at a scale that actually would provide an appropriate transition from the mixed use, predominantly residential Proposed Development on the waterfront and the existing residential neighborhood to the east, while providing urgently needed affordable housing with the mapping of a Mandatory Inclusionary Housing area. The M1-5/R7X district would also preserve Con Edison's ability to use its property for utility purposes if it decides to use this vacant lot, rather than sell it. Further, the M1-5/R7X alternative would allow additional community facility uses not permitted in an M1-4 district, such as schools, that are needed in this growing residential neighborhood. The maximum FAR would be 6.0 for residential use (with MIH) and 5.0 for community facility, commercial and manufacturing uses. The maximum height of 145 feet (or 125 feet if the required affordable housing is provided off-site) would mediate and provide an appropriate transition between the proposed 500-700 foot tall buildings along the waterfront and the approximately 70 foot tall, 7-story residential building across Kent Avenue to the east.

Conclusion

For the reasons set forth above, we request that the Proposed Actions be modified to map the Upland Blocks within an M1-5/R7X district within a Special Mixed Use District. If the Proposed Actions are not so modified, we request that the M1-5/R7X district be studied as an alternative zoning designation in the EIS to empower the City Planning Commission to select the zoning district it determines to be appropriate for the 230 Kent Site and the remainder of the Upland Blocks.

² If the M1-4 rezoning of the 230 Kent Site is to remain as a component of the Proposed Actions, it would be more realistic to assume larger medical offices and no warehouse use.

Sincerely,

Judith Gallent

From: kferris575@aol.com
To: [21DCP157K_DL](#)
Subject: River Ring proposal
Date: Tuesday, April 27, 2021 5:30:37 PM

I live on North 5th and Kent avenue and the area has several issues with over development already (crowding, traffic garbage collection, L Train capacity, etc.). There are times when I can't get into my building due to the crowds in the spring and summer. The developer of the River Ring proposal has never addressed any of these issues in any of the meetings I have attended, Their representatives have just ignored the questions on these issues from the area residents.

Any proposal to add significant additional housing in the small area needs to be reviewed very carefully and it is clear from the prior meetings that this developer is almost ignoring the issues noted above. A brief visit to this area on a Saturday afternoon will reveal the extent of the current development issues.

Kevin Ferris
1 Northside Piers resident since 2008

From: [Marina Miller](#)
To: [21DCP157K_DL](#)
Subject: River Ring - strongly opposed
Date: Tuesday, April 27, 2021 10:11:25 AM

I am writing in opposition to the River Ring project and rezoning to accommodate this development. I live in this neighborhood and the proposed development will only further strain our resources and infrastructure.

Best,
Marina Miller

Sent from my iPhone

From: [Mike Cherepko](#)
To: [21DCP157K_DL](#)
Subject: River Ring project in Williamsburg
Date: Monday, April 26, 2021 4:56:28 PM

I am really excited about this project and hope it goes through. However, there is 1 thing I am troubled by. Why are so many parking spaces required? There should be 0 required. I hope the EIS will consider the environmental impact of requiring fewer and then require fewer, even if the developer does build some. This would let them correct that mistake later.

I live in BKCB1 and there are already too many cars here.

Thank you

Mike Cherepko

From: [Molly Heintz](#)
To: [21DCP157K_DL](#)
Cc: [Stephen Levin](#); [Antonio Reynoso](#); [Molly Heintz](#)
Subject: Re: River Ring Proposal Scoping Hearing 4/26
Date: Tuesday, April 27, 2021 10:50:49 AM

Correction: Brooklyn District 33 (Community Board 1), of which I'm a resident.
Excuse the typo.

On Tue, Apr 27, 2021 at 9:49 AM Molly Heintz <heintz.mm@gmail.com> wrote:

To Whom it May Concern:

Why was the local community of Brooklyn District 1 not informed in advance about the River Ring scoping session and the ability to comment?

I am on the BK CB1 email mailing list and received no communication about it. I have also been checking the DCP calendar and, as of the afternoon of Friday, April 23 did not see this scoping session posted on a readily accessible public calendar or agenda.

Many in the community have serious concerns about or are opposed to this out of scale development that could have a profound adverse impact on the neighborhood.

Please do not cut the community out of this critical conversation about land use.

Regards,
Molly Heintz

--

Molly Heintz
646.229.4324
heintz.mm@gmail.com

--

Molly Heintz
646.229.4324
heintz.mm@gmail.com

From: [Phillip Rapoport](#)
To: [21DCP157K_DL](#)
Subject: Support for River Ring Road
Date: Tuesday, April 27, 2021 10:18:47 AM

Good morning,

I am a homeowner at 57 S 4th St, Brooklyn, NY 11249. I live next door to the Two Trees development at 325 Kent.

Our family thinks that Two Trees has been an excellent steward of its responsibilities as owner/developer at 325 Kent and throughout the Domino development site.

I appreciate the quality of retail tenants that they attract, which positively impact our experience as community members living in this area.

I support River Ring Road and look forward to an extension of the waterfront parkland at Two Trees' expense. On these spring days, the portion of the waterfront park that is open to the public is PACKED with people, showing the great need for additional green space in Williamsburg.

Phillip Rapoport
57 S 4th St,
Brooklyn, NY 11249

From: [Radoslaw Suchowolak](#)
To: [21DCP157K_DL](#)
Subject: Unable to Sign In - TwoTrees NYC Planning
Date: Monday, April 26, 2021 4:29:50 PM

Ladies and Gentlemen,

Thank you for this opportunity to speak to all of you today. My name is Rad Suchowolak and I joined the Greenpoint Community in February of 1996.

Professionally, I am the Vice President and Commercial Real Estate Relationship Banking Team Leader at Investors Bank. More importantly, I am a father to my 9 year old son Tommy. Tommy attends school at PS 34, Oliver H Perry in Greenpoint. The school is one of many schools in the Greenpoint / Williamsburg communities that has a partnership with the Greenpoint YMCA for the after-school that offers essential family services. This particular service allows for parents not to worry about picking up their children at the school end and to work a full day in order to support the family. These services amongst many other programs offered by the YMCA requires space. Space allows for the Greenpoint YMCA to offer the after-school and other great programs to more families in the Greenpoint / Williamsburg Community.

It's funny, when I was younger I thought of the YMCA as a gym, a place where you go to work out. Once I became a father and my son was 5 at the time I realized the organization is much more. Tommy had a safe place to stay, do his homework, learn to swim, play soccer, but most importantly build strong relationships with other children from all backgrounds. He really loves the Y.

The facility at 99 meserole where my son attended was dated and rather small to accommodate the need in the community to more families that need it. That brings me to Two-Trees, an organization that values the community as much as the Greenpoint YMCA.

Two-Trees has offered to build a state of the art facility and allocate a tremendously needed space for the Greenpoint YMCA to offer and expand the services it provides to the community and the families that need it so much. In addition, I don't know of a more community oriented organization that is for profit, but gives back as much as Two-Trees. Housing to low-to moderate income families, public park for families to spend time together in.

What Two-Trees is doing is not new, but the scope to which they are providing it only shows how dedicated the organization is to the community. Two-Trees gets my vote and I urge others present here for your vote. Two-Trees and the Greenpoint YMCA partnership is the best thing that could happen in this community.

Thank you all for your time.

Sincerely,

Rad Suchowolak
Tel. 347.563.6349

[Sent from Yahoo Mail on Android](#)

From: [Alexandra Paty Diaz \(DCP\)](#)
To: [21DCP157K_DL](#)
Cc: [Amritha Mahesh \(DCP\)](#)
Subject: Fw: River Ring public testimony
Date: Monday, April 26, 2021 1:10:14 PM

See below

From: Rob Solano <rsolano@cuffh.org>
Sent: Monday, April 26, 2021 12:45 PM
To: Alexandra Paty Diaz (DCP) <ADiaz@planning.nyc.gov>; Maxwell Cabello <mcabello@cuffh.org>
Subject: River Ring public testimony

Good morning Alexandra,

I hope you are well. I thought it would be important to highlight our organization's response to this project around one testimony. We had internally discussed several speakers from Churches United For Fair Housing but felt it would be stronger if we would have one unifying voice that would be able to take on any follow questions or comments or concerns, Maxwell is the best person to take that on and will be testifying. In the past City Planning staff has been incredibly helpful to ensure our important testimony is heard and would go early usually after the community board members. Thank you.

In Solidarity,

Rob

--



Rob Solano | He + Him + El
Executive Director + CoFounder
Churches United For Fair Housing
[7 Marcus Garvey Blvd. BK. NY](#)
718.360.2906 (t) | 347.680.7069 (c)



We recognize the hope our work provides to others and embrace that responsibility. - [CUFFH Values | Section 7]

From: [Rohit Kabra](#)
To: [21DCP157K_DL](#)
Subject: We need open public space
Date: Tuesday, April 27, 2021 11:21:52 AM

As a Williamsburg property owner and expected long term resident I oppose the river ring project. It comes down to what we need (open, safe, PUBLIC parks and spaces) and what we don't need (more new development). We need our own promenade/Hudson park for health and safety of not only this community but for inner Brooklyn and Queens communities as well who come here to enjoy what we all own. It's a big city we all live in and the importance of reclaiming and opening these prime spaces for the community cannot be understated.



RPA comments regarding River Ring scoping meeting to inform the analysis of an Environmental Impact Statement - CEQR # 21DCP157K

As a highly developed, dense waterfront city with 520 miles of shoreline, New York City is centered directly in the crosshairs of the climate crisis. In addition to the other climate impacts of heat and increased precipitation, the slow, steady, and accelerating, rise of sea levels threatens to permanently inundate neighborhoods and infrastructure, while deepening the reach and destruction of more frequent and intense coastal storms. The pandemic also demonstrated the importance and benefits of having access to quality open space. But only 66 percent of New Yorkers are within a five-minute walk to a park and Community District 1 in Brooklyn has one of the lowest amounts of parkland per capita within the city.¹

Faced with the worsening impacts of climate change, the City must make critical decisions around existing and future development in flood hazard areas, if it is to continue to thrive while safeguarding its residents. At the same time, there is an urgent need to address the lack of urban parks, particularly in underserved neighborhoods.

In RPA's own Fourth Regional Plan, we called for a combination of resiliency strategies – including zoning changes, and investments in engineered and nature-based solutions – to adequately adapt to our changing coastline and providing access to new open space.²

Project Background

With its novel shoreline design, that includes a soft edge with nature-based features, River Ring could serve as a new regional model for rethinking the urban edge for greater resilience and waterfront accessibility.

The proposal would link the existing waterfront parks and esplanades along the East River shoreline in Brooklyn. The creation of a park at River Ring will enhance access for active and passive recreation activities for communities in North Brooklyn. The project would achieve this by connecting a string of public parks and open space that stretches from the Navy Yard to Newtown Creek. The proposal will also enhance the resiliency of these neighborhoods by reducing the impacts from storm surge. By increasing the linear distance of the shoreline, the waterfront park and protective cove will offer multiple touchpoints for dissipating energy and attenuating wave action.

Most of the waterfront properties within the project study area are within the preliminary flood insurance rate maps, and affected by the V zone, where hazard is increased because of wave

¹ New Yorkers for Parks Open Space Profiles 2021 Brooklyn Community District 1: http://www.ny4p.org/client-uploads/pdf/District-Profiles-2021/NY4P-Profiles_BK1.pdf

² Regional Plan Association Fourth Regional Plan Climate: <http://fourthplan.org/action/climate>

velocity. Storm surge flooding is projected to increase with sea level rise within the study area and in particular upland along North 4th Street. Throughout the following decades, dozens of properties, most of which are mixed residential buildings, will be affected by the floodplain.

Expand the Scope of Work to Inform Future Projects

The scope of the EIS analysis, should aim to quantify the impacts of different coastal flood risk scenarios, including with and without the proposed land use actions. Under the proposal, the design of the waterfront park and protective cove are likely to reduce the extent of flooding induced by storm surge and sea level rise. The proposed design will not only reduce flood risk within the property itself, but will likely reduce it for properties in the vicinity as well.

To help demonstrate the effectiveness of the proposal in mitigating flood risk and to inform future developments, the scope of work for the EIS should include the findings of a hydrologic flood model. By incorporating a hydrologic model into the analysis, the EIS could disclose the number of properties and types of buildings that would be affected by flooding and the associated risk levels under each future scenario.³ This will help quantify the net beneficial impacts from this project, but also inform future developments in the city that could incorporate comparable shoreline interventions.

Similarly, the open space assessment (Chapter 7 of the Technical Manual), should include additional quantitative and qualitative criteria that go beyond the measurement of open space acres per capita (calculating open space ratios for residents and workers). The proposal would connect a string of high quality waterfront parks serving multiple neighborhoods in Brooklyn. This will enhance each individual park through improved connectivity, in a system where the value will be greater than the sum of its individual parts. Current CEQR guidelines do not require the evaluation of these potential benefits, but in this case the enhanced value through connectivity should be evaluated as a key factor.

Conclusion

We need to see more of this kind of innovation and forward-thinking along our urban coastlines. River Ring could serve as a regional model for rethinking resilience and waterfront access. Including additional analysis will provide useful criteria, and help set new standards for resiliency in development projects, that address both flood risk impacts and increased waterfront access.

³ In addition to the City's Environmental Quality Review (CEQR) guidelines for evaluating climate change (Chapter 18 of the Technical Manual) and an examination based on New York City's Waterfront Revitalization Program (WRP)

From: [Ryan Zhang](#)
To: [21DCP157K_DL](#)
Subject: Say "NO" to Rezoning River St. for 65 story towers on the Williamsburg Waterfront.
Date: Tuesday, April 27, 2021 2:46:40 PM

Say “NO” to developers in their attempt to rezone the sites at N.3rd & River St. (by Kent Ave.) to add thousands of new residents to a neighborhood amidst an infrastructure and transportation crisis.

Why do a couple of additional skyscrapers matter?

1. Irresponsible Development: The proposed plan would add 1050 apartments (>2K residents) to a one-way street, bordered by water located in a neighborhood with a troubled subway line in an area that is already suffering from more condo construction than any other NYC neighborhood for the last decade. Williamsburg is not a transit hub suited for high density; it is irresponsible to build more at this location.

2. Parking, Garbage, Schools, Infrastructure: We are barely more than half-way through the development in the pipeline and our community is already burdened. Local traffic can be unbearable. Street garbage and overflowing cans are ubiquitous, and our schools are full and wait lists are now common. A park that was promised as part of the 2005 rezoning, over 14 years ago now, is still not even close to fruition. It is irresponsible for the city to consider adding more density to this overburdened community.

2. No more tax breaks for wealthy developers: The development proposal includes a 35-year tax break to a rich developer. Based on the average unabated tax rate next door at 184 Kent of ~\$750/month for 1050 units, this is a savings of \$9,450,000/year x 35 = \$330,750,000. Our city is in major tax deficit, regardless of whether you agree about the towers; it should be obvious that we should not give huge tax breaks to private developers.

4. Displacement: While a few lottery winners receive “affordable

housing” (87,000 applicants for 104 apartments at 325 Kent Ave), data shows the explosion of luxury rentals and \$4,000+ 1 bedroom apartments raises the “market rate” of all housing in the neighborhood. How is it possible that ~80K housing units were built in Brooklyn in the past decade and yet it’s far less affordable than it was before? When are we going to realize, affordable housing when married to luxury housing raises neighborhood rents.

5. Their proposed park is deeply flawed and misleading: Although they promise a new waterfront park, the 2.9 above ground acres fails to meet the City recommended 2.5 acres of open space per 1,000 people given their towers will add well over 2,000 new residents. With their proposal we would have less open space per capita with this development than without it.

6. ULURP during COVID: Zoom meetings with selected groups of invited stakeholders is not “community engagement,” it’s impossible to have a public process when we can’t meet in person. The Gowanus rezoning was halted for this reason.

7. The current zoning is better for the neighborhood: One look at the Williamsburg Waterfront and I’m sure you’re thinking...“oh my gosh, what this waterfront really needs is more luxury residential towers!” The current zoning could be a grocery store, Industry City, New Lab, Brooklyn Navy Yard, a low-density site that provides balance and jobs. Why in the world would we want to change it

8. Too much is never enough: The developer has 2300 units two blocks away at Domino, which is less than half built. The waterfront has ~8500 units in the pipeline. It doesn’t make sense to approve more units until we see the impact of the current development in our post-covid world. If we approve this, which site comes next?

8. The 2005 rezoning allowed more density than the community wanted: The 197-a plans ([link below](#)) shows what the community

asked for in the 2005 rezoning which is MUCH less density than we received. “Dismay with the City approved rezoning was evident in the public protests of April 2005. Critics called the approved 150 ft. to 300 ft. waterfront developments a “wall” and claimed it would disrupt the neighborhoods’ existing character.” Let’s not further disrupt and add to the “wall.”

9. Williamsburg is experiencing the second-largest development growth in NYC: As per the New York Times, Williamsburg is 2nd to LIC in growth, with 1,904 new units in the pipeline for 2019. The bulk of the new inventory is on the waterfront, over 5,800 units have been added since 2008, with over 2,500 planned, to exceed 8,500 units. All of this development was approved even though the L-train was effectively broken. Can we trust that anyone is watching to make sure that growth is sustainable and reasonable? No, and this is why we need to voice our opinion.

10. Ferries are small: Each boat carries 150-300 people. Compared to one L-train that carries 1500-2000 people. As it stands, the 8500 new residents won’t be able to fit on the boats, so what will we do with 1000+ more? What if we have another Superstorm Sandy?

This is the community’s decision: Councilman Levin has stated that “he will side with the residents on this one,” so the ball is in our court to let him know that we care about quality of life in our neighborhood and will not allow a site that wasn’t intended for density to further burden our community.

Many people seem to believe this is a losing battle. What’s another tower? If you review the 197-a plans, you might relate to this losing sentiment. However, people continually told us the same thing about Bushwick Inlet Park. We sat with Councilman Levin in numerous meetings, and we believe if we make our opinion known, the zoning does not have to change. We’re not asking for something we don’t have, we’re asking to keep the site as it’s meant to be.

We lose when we don't act. Who cares about allowing another developer getting their way at the expense of the community, we do!

Sincerely,
Ryan

From: [Salvatore Franchino](#)
To: [21DCP157K_DL](#)
Subject: I Support the Williamsburg River Ring Project
Date: Monday, April 26, 2021 4:48:58 PM

Hello,

I live off the Graham Avenue L train and frequently enjoy the Williamsburg Riverfront parks, which is one reason I support the River Ring proposal in Williamsburg.

263 affordable apartments in a census tract that is disproportionately white and wealthy (60% white, \$140K median income) will help this neighborhood's socioeconomic diversity.

The market-rate homes will alleviate displacement concerns by providing housing for upper-middle income folks who would otherwise displace longtime residents from South Williamsburg and Bushwick. With this proposal, we can all live together. I would rather the upper-middle class live low carbon lives in Brooklyn than the suburbs. We should welcome them and their tax dollars to the neighborhood.

Bushwick Inlet Park and Domino Park are not linked. This proposal would enhance the riverfront by linking these two fabulous parks, and provide more greenspace for these sometimes-crowded parks.

More homes, more parks, lower displacement pressure, better for the environment. Let's approve the river ring proposal and build a better Brooklyn!

Regards,

Sal

Salvatore "Sal" Franchino

From: [Trevor Levin](#)
To: [21DCP157K_DL](#)
Subject: River Ring proposal comment
Date: Monday, April 26, 2021 9:57:31 AM

Dear NYC planning,

I am writing with my comment on the proposed River Ring development on the waterfront in Williamsburg. As a Williamsburg resident, I believe the proposal will benefit the community in three ways, all of which are significant improvements on the current status quo of the site.

First, the series of waterfront parks is mostly a beautiful attraction that often brings me and many other New Yorkers to the river (and surrounding businesses). Filling the gap between the parks on both sides of the site is an obvious priority for NYC Planning: it would create a more cohesive and enjoyable waterfront. The fact that the same designers of Domino Park are involved is very promising, both for the site itself and its continuity with its context. The building itself is certainly contextual -- this is one of the few places in the city where such a tall and distinctive building would fit right in. In fact, it would be even more contextually appropriate if the building were taller.

Second, despite some persistent cargo-cult myths about the relationship between new development and gentrification, it's clear that 700+ new market rate units will stem high-end demand before it spreads deeper into Williamsburg and into older buildings like mine. There's a reason Williamsburg saw among the slowest growth rates of rent in the last decade while downzoned neighborhoods like Crown Heights and Midwood saw the fastest, and that reason is buildings that look a lot like River Ring. Housing isn't a perfectly competitive market in an economics textbook, but it's clear that this development will meet and absorb some of the demand for Williamsburg. Again, even better if taller.

Third, I appreciate the thought that has gone into waterfront resiliency, and I want this project to become a case study for protecting waterfronts from climate change.

I look forward to being able to walk to a more complete waterfront in many respects in a few years, and economically, proposals like this will be the key to preserving the affordability of doing so. Thank you for your consideration.

Best,
Trevor Levin

From: [William Meehan](#)
To: [21DCP157K_DL](#)
Subject: River Ring
Date: Monday, April 26, 2021 2:45:22 PM

To NYC Department of City Planning, Environmental Assessment & Review Division:

My name is William Meehan, and I live on Metropolitan Avenue in Brooklyn CB1, a ten minute walk from the proposed development. I wanted to share my support for the proposed River Ring development.

My boyfriend and I go on daily walks past the site, and it's currently the least pleasant part of our walks due to the narrow, crowded sidewalk and inhospitable fencing around the area. River Street here is the main connector between Domino Park and the Northside Piers, and the proposed development would add a much better waterfront path. Allowing this space to remain industrial would be a mistake, as a new facility will likely add many heavy trucks to the neighborhood. Those trucks would be both a nuisance up the road where I live and very dangerous for residents walking along River Street.

I also think that the 263 affordable units that the project would build are incredibly necessary for the area. As anyone can see in census data or on Streeteasy, this is an incredibly wealthy area, with easy access to jobs in the city. Based on my quick calculations, those affordable units will go for about 1/3 the price of similarly sized units in the immediate vicinity, and I think that's excellent. The building also looks very attractive, and will fit nicely in the skyline between 10 Grand and Northside Piers. I appreciate that they are petitioning for less parking than the city requirements as well.

Please allow the rezoning to move forward to provide the excellent open space and affordable units to be built and prevent the construction of dangerous industrial warehouses.

Sincerely,
William Meehan

WEBVTT

1

00:00:09.150 --> 00:00:14.730

Stephanie Shellooe - Deputy Director of EARD (DCP): Good afternoon and welcome you're tuning in to the remote public scoping meeting for the River ring proposal.

2

00:00:15.269 --> 00:00:24.720

Stephanie Shellooe - Deputy Director of EARD (DCP): For the record, all know that this city environmental quality review number or secret number for the project is to one tcp 157 K.

3

00:00:25.470 --> 00:00:33.780

Stephanie Shellooe - Deputy Director of EARD (DCP): My name is stephanie shoe and i'm the deputy director of the New York City department of city planning environmental assessment and review division or e ar D.

4

00:00:34.320 --> 00:00:43.260

Stephanie Shellooe - Deputy Director of EARD (DCP): Olga nadir director of E ar D will co host today's meeting and in the event of any technical challenges on my end Olga will take over this meeting on my behalf.

5

00:00:43.740 --> 00:00:48.750

Stephanie Shellooe - Deputy Director of EARD (DCP): We truly appreciate your patience, as we adjust to this remote meeting setting and its challenges.

6

00:00:49.410 --> 00:00:53.580

Stephanie Shellooe - Deputy Director of EARD (DCP): I want to thank everyone for taking the time out of your busy days to attend this virtual meeting.

7

00:00:53.910 --> 00:00:58.650

Stephanie Shellooe - Deputy Director of EARD (DCP): I want to acknowledge the technologies such as this that we're using today zoom isn't perfect.

8

00:00:58.920 --> 00:01:07.950

Stephanie Shellooe - Deputy Director of EARD (DCP): However, it's an invaluable tool that allows the critical land use and environmental review processes to proceed, while keeping us all safe during this public health crisis.

9

00:01:08.760 --> 00:01:16.200

Stephanie Shellooe - Deputy Director of EARD (DCP): I also want to emphasize that we will hear from everyone who wishes to speak today and this meeting will remain open until we have heard from all speakers.

10

00:01:17.550 --> 00:01:30.180

Stephanie Shellooe - Deputy Director of EARD (DCP): We will also accept written comments and testimony through Thursday may 6 2021 and we provide written comments the same attention and consideration as comments that will be provided live during this meeting today.

11

00:01:31.620 --> 00:01:32.310

Stephanie Shellooe - Deputy Director of EARD (DCP): Next slide.

12

00:01:36.030 --> 00:01:53.580

Stephanie Shellooe - Deputy Director of EARD (DCP): And we will now proceed to the public scoping meeting for the River ring proposal again the secret number is two one tcp 157 K today is April 26th 2021 and the time is approximately 2:02pm next slide.

13

00:01:55.710 --> 00:02:05.250

Stephanie Shellooe - Deputy Director of EARD (DCP): Again, my name is stephanie she Lou and i'm the deputy director of the environmental assessment and review division at the New York City department of city planning and i'll be sharing today's scoping meeting.

14

00:02:05.850 --> 00:02:23.640

Stephanie Shellooe - Deputy Director of EARD (DCP): tcp is acting on behalf of the city planning Commission as the lead agency for the projects environmental review as lead agency, the department, will be responsible for overseeing the preparation and completion of the proposals environmental impact statement or he is next slide.

15

00:02:26.310 --> 00:02:30.240

Stephanie Shellooe - Deputy Director of EARD (DCP): joining me virtually today are several of my colleagues from the Department of city planning.

16

00:02:30.630 --> 00:02:40.500

Stephanie Shellooe - Deputy Director of EARD (DCP): As I mentioned Olga avenue or Director of the ar D is here today, as well as Winston bond angle director and Alex summer deputy director of the departments brooklyn office.

17

00:02:41.100 --> 00:02:50.010

Stephanie Shellooe - Deputy Director of EARD (DCP): And a Bowman yeah as a team leader and environmental assessment review division, as well as i'll ever an older kids are the product manager and he RD.

18

00:02:50.670 --> 00:02:56.010

Stephanie Shellooe - Deputy Director of EARD (DCP): we're also joined by i'm Reza mahesh project manager for the proposal and the department's brooklyn office.

19

00:02:56.790 --> 00:03:10.170

Stephanie Shellooe - Deputy Director of EARD (DCP): also mentioned that in the background we're joined by several more colleagues from tcp that are helping hard helping us this meeting goes smoothly, thanks to everyone working on this in the background next slide.

20

00:03:12.420 --> 00:03:16.680

Stephanie Shellooe - Deputy Director of EARD (DCP): Together we're here to receive your comments on the draft scope of work for the River ring proposal.

21

00:03:17.040 --> 00:03:33.810

Stephanie Shellooe - Deputy Director of EARD (DCP): The draft scope of work identifies the subjects that will be analyzed and the upcoming draft environmental impact statement or D is and describes the methodologies, that will be used in those analyses the draft scope of work materials are posted online at our website next slide.

22

00:03:36.180 --> 00:03:46.440

Stephanie Shellooe - Deputy Director of EARD (DCP): The purpose of the public scoping meeting again is to allow public participation in the preparation of the D, I asked at the earliest possible stage in the environmental review process.

23

00:03:46.830 --> 00:03:51.930

Stephanie Shellooe - Deputy Director of EARD (DCP): Specifically scoping allows the public to help shape the D is before it is written.

24

00:03:52.710 --> 00:04:00.720

Stephanie Shellooe - Deputy Director of EARD (DCP): towards that end the department as lead agency will receive verbal testimony on the drop scope

of work from elected officials government agencies.

25

00:04:01.170 --> 00:04:13.470

Stephanie Shellooe - Deputy Director of EARD (DCP): The local community board and members of the general public, we also welcome written comments on the drop scope of work, which will be accepted, through Thursday may 6 2021 next slide.

26

00:04:16.140 --> 00:04:25.140

Stephanie Shellooe - Deputy Director of EARD (DCP): At the end of the written comment period the department as lead agency will review all comments, those of you here today, as well as written comments that we've received.

27

00:04:25.590 --> 00:04:35.280

Stephanie Shellooe - Deputy Director of EARD (DCP): After carefully reviewing all comments the department will decide what changes what changes if any need to be made to the draft scope of work, and we will issue a final scope of work.

28

00:04:36.150 --> 00:04:43.050

Stephanie Shellooe - Deputy Director of EARD (DCP): It is the final scope of work that serves as the basis for preparing the draft environmental impact statement next slide.

29

00:04:46.260 --> 00:04:54.120

Stephanie Shellooe - Deputy Director of EARD (DCP): today's today marks the beginning of the written comment period on the drop scope of work, no decisions will be made today regarding the draft scope.

30

00:04:54.480 --> 00:05:04.200

Stephanie Shellooe - Deputy Director of EARD (DCP): The purpose, again, is to allow the public to provide their comments on the job scope of work and to allow the department to listen to those comments it's important for all voices to be heard today.

31

00:05:05.520 --> 00:05:06.210

Stephanie Shellooe - Deputy Director of EARD (DCP): Next slide.

32

00:05:08.010 --> 00:05:12.030

Stephanie Shellooe - Deputy Director of EARD (DCP): Oh now focus on the structure of today's meeting, which will be divided into three parts.

33

00:05:12.690 --> 00:05:17.430

Stephanie Shellooe - Deputy Director of EARD (DCP): First, the applicant team will make a brief presentation describing the River written proposal.

34

00:05:17.760 --> 00:05:27.570

Stephanie Shellooe - Deputy Director of EARD (DCP): A representative from Philip would be been associates pH a the environmental consulting firm for the applicant will provide a brief summary of the environmental reviews draft scope of work.

35

00:05:28.140 --> 00:05:40.590

Stephanie Shellooe - Deputy Director of EARD (DCP): This together should take about 20 minutes during the second part of the meeting, the department will hear testimony from elected officials government agencies and Community board leaders, speaking on behalf of the Community board.

36

00:05:41.580 --> 00:05:48.780

Stephanie Shellooe - Deputy Director of EARD (DCP): And then during the final part of the meeting will receive comments and testimony from members of the general public next slide.

37

00:05:51.210 --> 00:05:58.860

Stephanie Shellooe - Deputy Director of EARD (DCP): On to a few logistics for the meeting today, if you wish to speak and plan to access the meeting, using a computer tablet or smartphone.

38

00:05:59.130 --> 00:06:13.290

Stephanie Shellooe - Deputy Director of EARD (DCP): Please remember to register online through the River ring public scoping meeting page of the nyc engage portal at [www dot nyc dot govt slash nyc engage](http://www.dot.nyc.gov/nycengage).

39

00:06:14.040 --> 00:06:26.040

Stephanie Shellooe - Deputy Director of EARD (DCP): A link to join us and provide testimony will be emailed to you after you've completed the registration process on the nyc engaged portal then we'll add you to our speakers list next slide.

40

00:06:28.290 --> 00:06:33.390

Stephanie Shellooe - Deputy Director of EARD (DCP): When it is your turn to speak your name will be called and you will be promoted to panelists

in zoom.

41

00:06:33.810 --> 00:06:38.070

Stephanie Shellooe - Deputy Director of EARD (DCP): This will allow you to unmute your microphone and also the ability to turn on your camera.

42

00:06:38.520 --> 00:06:49.230

Stephanie Shellooe - Deputy Director of EARD (DCP): There will be a short period where it appears that you're no longer in the meeting don't be alarmed, you will rejoin the meeting shortly as a panelist please note that this process does take a moment, so please be patient.

43

00:06:51.990 --> 00:06:57.210

Stephanie Shellooe - Deputy Director of EARD (DCP): Once your name has been called will help you unmute your microphone and you will be asked to convey your remarks.

44

00:06:57.510 --> 00:07:07.200

Stephanie Shellooe - Deputy Director of EARD (DCP): To allow us to hear from everyone who wishes to speak, we ask that you limit your remarks to three minutes if you're participating online, you will see a three minute countdown clock run on the screen.

45

00:07:07.980 --> 00:07:17.310

Stephanie Shellooe - Deputy Director of EARD (DCP): At the three minute mark your time will expire and you'll be asked to conclude your remarks again if you choose to turn on your camera, we will be able to see you next slide.

46

00:07:20.580 --> 00:07:29.610

Stephanie Shellooe - Deputy Director of EARD (DCP): a note of instruction for those of those of you joining by phone today, if you wish to provide testimony via telephone, please select star nine when prompted.

47

00:07:30.210 --> 00:07:37.410

Stephanie Shellooe - Deputy Director of EARD (DCP): Please listen for me to call out the last three digits of your phone number at that point, you will be given the temporary ability to share your testimony.

48

00:07:38.580 --> 00:07:51.180

Stephanie Shellooe - Deputy Director of EARD (DCP): You must press star six to unmute your telephone and we'll be able to hear you speak at this

meeting when your testimony is complete or your three minutes have expired, whichever comes first, you must press star six again to mute yourself.

49

00:07:52.230 --> 00:08:01.470

Stephanie Shellooe - Deputy Director of EARD (DCP): we'd like to encourage dial in participants who wish to tap to provide testimony to register via phone using the dial and participant hotline shown at the beginning of this meeting.

50

00:08:03.060 --> 00:08:10.440

Stephanie Shellooe - Deputy Director of EARD (DCP): Again, please note that meeting and unmuted registered speakers may take a moment and as we're still adjusting to this new format next sign.

51

00:08:13.110 --> 00:08:27.090

Stephanie Shellooe - Deputy Director of EARD (DCP): In terms of time limits, as speakers from the general public have three minutes to give testimony there are a few exceptions to this three minute time limit elected officials, for example, are given the courtesy of jumping to the front of the queue and are not limited to three minutes.

52

00:08:28.650 --> 00:08:40.440

Stephanie Shellooe - Deputy Director of EARD (DCP): For those of you joining us live on the live stream and wishing to testify, please be mindful of potential background noise during your testimony make sure that the live Stream is muted, to avoid hearing an NGO.

53

00:08:42.450 --> 00:08:43.080

Stephanie Shellooe - Deputy Director of EARD (DCP): Next slide.

54

00:08:45.990 --> 00:08:53.850

Stephanie Shellooe - Deputy Director of EARD (DCP): If you wish to provide written testimony whether, in addition, or instead of verbal testimony today, it may be submitted to the Department of city planning.

55

00:08:54.150 --> 00:09:03.150

Stephanie Shellooe - Deputy Director of EARD (DCP): Our mailing address is shown here 120 Broadway 31st floor New York New York 10271 attention okay i've been eater.

56

00:09:03.600 --> 00:09:20.160

Stephanie Shellooe - Deputy Director of EARD (DCP): They can also be emailed to our email address shown here to one tcp 157 K underscore dl@planning.nyc.gov this information can be found on the nyc engage portal and on our website.

57

00:09:21.240 --> 00:09:25.920

Stephanie Shellooe - Deputy Director of EARD (DCP): And then we'll accept comments written comments through Thursday may 620 21.

58

00:09:27.870 --> 00:09:28.590

Stephanie Shellooe - Deputy Director of EARD (DCP): next one.

59

00:09:31.470 --> 00:09:37.770

Stephanie Shellooe - Deputy Director of EARD (DCP): If you missed any of the instructions, you can please visit nyc engage for instructions on how to provide.

60

00:09:38.310 --> 00:09:45.870

Stephanie Shellooe - Deputy Director of EARD (DCP): participate and provide testimony will now move on to the first part of the meeting, the applicant will present an overview of the proposed project.

61

00:09:46.320 --> 00:09:53.880

Stephanie Shellooe - Deputy Director of EARD (DCP): which will be followed by the Environmental consultant summary of the draft scope of work on now pass it over to Lisa spoken to begin the presentation.

62

00:09:55.980 --> 00:09:56.910

Lisa Switkin (JCF0): Okay, thank you stephanie.

63

00:09:57.420 --> 00:10:07.680

Lisa Switkin (JCF0): Good afternoon, my name is Lisa can and i'm the senior principal at James corner field operations or the landscape architecture firm working on the referring project and i'll be giving the project overview.

64

00:10:07.860 --> 00:10:19.500

Lisa Switkin (JCF0): overview joined by both David and a beer, who will also be presenting today I did want to take a minute to just acknowledge the comprehensive team that's working on the project with two trees, the developer.

65

00:10:20.340 --> 00:10:28.110

Lisa Switkin (JCFO): This includes a group of architects engineers, the college's coastal resilience experts and many others next.

66

00:10:30.570 --> 00:10:35.010

Lisa Switkin (JCFO): So i'll start with just an overview of the vision and goals of the project next.

67

00:10:37.860 --> 00:10:48.510

Lisa Switkin (JCFO): The site is three parcels it goes from grand fairy park to the south to north birds third street to the north metropolitan avenue runs right down the Center.

68

00:10:48.990 --> 00:10:59.310

Lisa Switkin (JCFO): And it includes the area in front of the existing night the power plants, and this is really to ensure that there is public access and connectivity to grand fairy park and domino park to the south.

69

00:10:59.940 --> 00:11:11.670

Lisa Switkin (JCFO): The site is really a critical missing link and it has the opportunity to complete the continuous public waterfront all the way from domino park to bushwick and let park to the north next.

70

00:11:14.700 --> 00:11:29.970

Lisa Switkin (JCFO): The project has been shaped by a number of open space and land use goals and I wanted to quickly summarize those under open space there's really a desire to maximize the quantity, as well as the quality of the open space, as well as public access to the waterfront.

71

00:11:30.660 --> 00:11:39.540

Lisa Switkin (JCFO): This includes a diverse range of uses and users, improve connectivity also that it is a model for sustainable and resilient design.

72

00:11:40.320 --> 00:11:51.180

Lisa Switkin (JCFO): As well as to advance environmental equity on the land, you side, the primary goals are to maximize affordable housing at levels that are deeply affordable.

73

00:11:51.660 --> 00:12:05.730

Lisa Switkin (JCFO): To build density that's compatible with the surrounding context to the north to employ thoughtful architecture to minimize the burden on existing architecture infrastructure, as well as to encourage social integration next.

74

00:12:09.600 --> 00:12:24.690

Lisa Switkin (JCFO): With this site, we really feel like we have an extraordinary opportunity to provide a new model for urban shorelines, and this is one that significantly increases access connectivity and equity provides unique park program amenities and.

75

00:12:25.380 --> 00:12:34.530

Lisa Switkin (JCFO): Opportunities proactively engages the Community and forges local partnerships and is also a model for habitat restoration and resiliency.

76

00:12:35.730 --> 00:12:36.180

Lisa Switkin (JCFO): Next.

77

00:12:38.940 --> 00:12:47.880

Lisa Switkin (JCFO): This is the existing site today, and you can see there's a series of platforms pure structures and concrete K songs which are the round objects that sit out in the water.

78

00:12:48.570 --> 00:13:01.890

Lisa Switkin (JCFO): And next, you can see, the proposed plan here, and you can see, the existing shoreline super imposed and white and that's really there to help you better understand the delicate balance of cut and fill next.

79

00:13:02.910 --> 00:13:10.260

Lisa Switkin (JCFO): By opening up the footprint of the site towards the River we create more public space and a gateway along the metropolitan corridor.

80

00:13:10.770 --> 00:13:19.890

Lisa Switkin (JCFO): there's three large in water breakwaters and these form a series of nature trails that extend out to the existing concrete case ons which are retrofitted as new park amenities.

81

00:13:20.310 --> 00:13:30.390

Lisa Switkin (JCFO): And while increasing resilience these also allow for

a soft and living shoreline as well as protected opportunities to engage the river and promote nature, education and discovery.

82

00:13:31.470 --> 00:13:42.600

Lisa Switkin (JCFO): There is a diversity of park amenities, in terms of scale, use and variety and these include for the i'll just name some of the primary ones, a large rolling Lon at the end of metropolitan avenue.

83

00:13:43.020 --> 00:13:51.540

Lisa Switkin (JCFO): A large sandy beach a functional salt marsh with Title fools boat access and Nature and Natural children's play area.

84

00:13:51.840 --> 00:13:59.250

Lisa Switkin (JCFO): A series of Community key us which line the knife a power plant to help create a more inviting entry from grand fairy park.

85

00:13:59.640 --> 00:14:10.230

Lisa Switkin (JCFO): And all of these are connected via the ring, as well as a series of other interconnected paths and nature trails and in total, the proposed plan as a three acre waterfront park.

86

00:14:10.590 --> 00:14:19.440

Lisa Switkin (JCFO): It also allows for an additional three acres of protected in river access and together these form a half a mile of accessible and soft shoreline.

87

00:14:20.790 --> 00:14:21.300

Next.

88

00:14:22.980 --> 00:14:32.370

Lisa Switkin (JCFO): A few things about the resiliency ambitions here rather than building a hardened bulkhead edge, which is really the status quo and the image at the top.

89

00:14:32.790 --> 00:14:41.670

Lisa Switkin (JCFO): This project features breakwaters marshes and wetlands that take the energy out of storm surge reduce flooding and erosion and better protect the north brooklyn waterfront.

90

00:14:42.390 --> 00:14:52.590

Lisa Switkin (JCFO): These nature based solutions also sustained habitat

improved water quality, keep the beach in place and create calmer waters for safe in water recreation next.

91

00:14:54.870 --> 00:15:04.830

Lisa Switkin (JCFO): This image shows the project all coming together, you can see the breakwaters the habitat the intertidal habitat everything sort of below the waterline the upland Park, as well as buildings.

92

00:15:05.190 --> 00:15:15.570

Lisa Switkin (JCFO): and based on preliminary modeling the breakwaters and the shoreline designed together reduce wave energy by 70% which really underscores the effectiveness of the proposed resilience strategies.

93

00:15:16.680 --> 00:15:17.130

Next.

94

00:15:20.070 --> 00:15:26.280

Lisa Switkin (JCFO): just wanted to go through some of the park amenities, this is an image of a large natural play area, this is at the southern end of the site.

95

00:15:26.340 --> 00:15:38.670

Lisa Switkin (JCFO): And in stark contrast to other playgrounds in the neighborhood that are primarily concrete and asphalt this playground really uses natural materials and it's integrated into the topography, the cove and the beach next.

96

00:15:41.100 --> 00:15:53.550

Lisa Switkin (JCFO): As mentioned there's a really strong focus on nature and estuary education and in partnership with brooklyn boat works billion oyster project and the ymca the parks breakwaters are not only functional as resilience infrastructure.

97

00:15:53.790 --> 00:16:06.240

Lisa Switkin (JCFO): But they're occupied is nature trails and these trails laid out to a series of retrofitted concrete case on switch are transformed into a title outdoor classroom a bird hide in a picnic grove next.

98

00:16:08.460 --> 00:16:23.460

Lisa Switkin (JCFO): The ring, which is a elevated prominent promotes

access in and around the river and this provides a very journey that really ties together all of the different perk amenities and helps to facilitate flow next.

99

00:16:25.680 --> 00:16:39.390

Lisa Switkin (JCF0): So now going on to the buildings and the buildings, there are two mixed use towers here with our eight density and they'll consist of mixed income residential neighborhood oriented retail and Community facility programming.

100

00:16:40.200 --> 00:16:51.120

Lisa Switkin (JCF0): The triangular footprints and orientation of the towers have been designed to maximize views and access to the waterfront to reduce shadow impacts, as well as to create a gateway along the metropolitan corridor.

101

00:16:51.810 --> 00:16:59.370

Lisa Switkin (JCF0): And there's an idea of blending the Tower with podium in order to soften the relationship between the buildings, as well as to maximize views.

102

00:17:01.140 --> 00:17:01.680

Next.

103

00:17:04.440 --> 00:17:15.870

Lisa Switkin (JCF0): The ra density is the same as what is designated to the north and to the south, and this would allow us to build something very similar to what you see to the north, this is an image, showing that we're done.

104

00:17:16.140 --> 00:17:29.460

Lisa Switkin (JCF0): So this represents some more traditional massing which typical typically takes up most of the La area and provides the minimum open space requirement, which is equivalent to a 40 foot wide shore public walkway next.

105

00:17:31.410 --> 00:17:47.700

Lisa Switkin (JCF0): Well, at the same density, as the previous slide by compressing the our eighth floor area into a very small footprint to very small footprints were able to maximize the open space in the public ground plane experience, but this does result in taller of be a much more slender buildings.

106

00:17:49.500 --> 00:17:50.130

Next.

107

00:17:52.380 --> 00:17:58.770

Lisa Switkin (JCF0): So we really believe that the benefits of the increased open space in both quantity and quality, the improved connectivity.

108

00:17:58.980 --> 00:18:06.120

Lisa Switkin (JCF0): access and strengthened coastal resilience are really worth the trade off for the taller buildings and the buildings are currently as designed.

109

00:18:06.420 --> 00:18:14.250

Lisa Switkin (JCF0): To have 1050 units with 263 low income units that targets, an average of 60% Am I.

110

00:18:14.850 --> 00:18:29.580

Lisa Switkin (JCF0): A beer will present the secret work shortly, and this will show a more conservative analysis and that allows for up to 1250 units with 313 low income units and that reflects the same density, but with a smaller unit type ology.

111

00:18:30.780 --> 00:18:40.320

Lisa Switkin (JCF0): This is an image of the ground for plane and it's just worth noting here how small the building footprints are they actually comprise roughly 35% of the total site.

112

00:18:40.710 --> 00:18:48.030

Lisa Switkin (JCF0): Not including the nikah site just to the south and again this is very much in contrast to more traditional approaches.

113

00:18:48.870 --> 00:19:02.910

Lisa Switkin (JCF0): where you have you know the buildings taking up most of the lot area, you can also see here and then another image which i'll show later this idea of open air arcades which further signal a welcoming and inviting place next.

114

00:19:05.790 --> 00:19:17.310

Lisa Switkin (JCF0): So the idea behind the ground floor and, specifically, is to have a really vibrant and public ground floor so

Community neighborhood oriented retail park and waterfront dependent uses.

115

00:19:17.820 --> 00:19:32.190

Lisa Switkin (JCFO): These are all integrated into the idea that there's a very porous relationship between the city and the water, and this includes the northern tower, which has three floors for the ymca including a new aquatic Center, which is the image to the right.

116

00:19:33.420 --> 00:19:33.930

Lisa Switkin (JCFO): Next.

117

00:19:36.150 --> 00:19:42.810

Lisa Switkin (JCFO): This is a rendering of the gateway along the metropolitan corridor, and you can sort of see here how the buildings twist and turn.

118

00:19:43.170 --> 00:19:58.560

Lisa Switkin (JCFO): to open up the site to allow for more light and air and sky, as well as the arcades here, you can see that kind of public ground floor and arcade which again are trying to open up the site as an invitation to enter and that it is public next.

119

00:20:00.390 --> 00:20:14.700

Lisa Switkin (JCFO): This is an image along or third street and another key priority was really to activate the streets in the storefronts instead of having back of house and so these really open up views and vistas and allows for activity with the lobby to the ymca along this.

120

00:20:15.420 --> 00:20:26.970

Lisa Switkin (JCFO): edge and you can see here to how the building peels away from the Austin Nichols building again to try to provide more light open sky and an attraction to go down to the waterfront.

121

00:20:28.140 --> 00:20:28.590

Next.

122

00:20:30.540 --> 00:20:41.010

Lisa Switkin (JCFO): Two trees, is currently pioneering and onsite wastewater treatment plant at domino and the idea is to bring that technology to river ring as well we're also proposing a battery powered.

123

00:20:41.520 --> 00:20:51.870

Lisa Switkin (JCFO): Electric micro grid and this reduces dependency on the city's overtaxed utilities and infrastructure, alongside a number of other sustainable best practices and clean technology.

124

00:20:53.220 --> 00:20:53.700

Lisa Switkin (JCFO): Next.

125

00:20:55.320 --> 00:21:01.830

Lisa Switkin (JCFO): So in addition to the park in the buildings, one of the things that is the most impactful is really the affordable housing impacts.

126

00:21:02.670 --> 00:21:10.440

Lisa Switkin (JCFO): As I mentioned, there will be 263 units, as part of this development, the rents are at an average of 60% Am I.

127

00:21:10.920 --> 00:21:20.490

Lisa Switkin (JCFO): The idea is that this is a high opportunity area, and there will be fully integrated unit, so you won't be able to tell the difference between the market rate units and the affordable housing units.

128

00:21:21.450 --> 00:21:29.160

Lisa Switkin (JCFO): It represents a 20% increase within one mile of the site and that really is a significant economic diversification of the area.

129

00:21:29.730 --> 00:21:46.530

Lisa Switkin (JCFO): And two trees will continue conversations with the Community as well as with hdd about programs that would promote more units of affordable housing and lower am eyes in addition it's worth noting that 50% would have Community preference for residents of brooklyn Community board one.

130

00:21:47.880 --> 00:21:48.390

Next.

131

00:21:50.580 --> 00:22:02.850

Lisa Switkin (JCFO): So, in total, this summarizes the project benefits, and we really do believe that the project is fundamentally richer and

better than the standard approach for a site like this for people for resilience, as well as for habitat.

132

00:22:03.420 --> 00:22:11.160

Lisa Switkin (JCFO): it's a chance to elevate the standard for a resilient waterfront developments in New York City and transform the way that new Yorkers interact with the East river.

133

00:22:11.760 --> 00:22:18.450

Lisa Switkin (JCFO): it's responsive to key Community priorities and opportunities, as well as partnerships with neighborhood organizations.

134

00:22:18.810 --> 00:22:33.900

Lisa Switkin (JCFO): And i've spoken a lot about the open space and the resilience and sustainability measures, but again, wanted to highlight here is the significance of affordable housing, as well as job creation and a groundbreaking local hiring program in partnership with St next alliance.

135

00:22:35.100 --> 00:22:35.550

Lisa Switkin (JCFO): text.

136

00:22:37.020 --> 00:22:47.940

Lisa Switkin (JCFO): So in conclusion, we believe that river rings been thoughtfully designed to include integrated co benefits, so it provides diverse park experiences and recreational active opportunities.

137

00:22:48.180 --> 00:22:59.820

Lisa Switkin (JCFO): It promotes protected water access and uses it increases habitat and ecological benefits it increases resilience, it creates thoughtful architecture and offers educational opportunities.

138

00:23:00.300 --> 00:23:06.540

Lisa Switkin (JCFO): And I wanted to end, which is also noting that it is quite pioneering and that it leverages a really unique.

139

00:23:06.930 --> 00:23:20.760

Lisa Switkin (JCFO): site conditions, as well as recognizing an inflection point in the regulatory environment, right now, which is in support of nature, based solutions, and it would be the first private investment of resilience infrastructure that we are aware of in New York City.

140

00:23:22.800 --> 00:23:24.750

Lisa Switkin (JCFO): And with that I will next.

141

00:23:25.830 --> 00:23:30.570

Lisa Switkin (JCFO): turn it over to David karnofsky to speak about the proposal and actions, thank you.

142

00:23:31.740 --> 00:23:45.120

David Karnovsky (FF): Good afternoon i'm David karnofsky from the farmer free frank land us Council to the project i'm going to briefly describe the zoning a land use actions that would be required to implement the project, at least we can just described to you.

143

00:23:46.500 --> 00:23:47.370

David Karnovsky (FF): Next place.

144

00:23:49.680 --> 00:24:00.180

David Karnovsky (FF): First, the actions include a zoning map amendment to resolve the project area from an m three one zoning district to see six two and one for zoning districts.

145

00:24:00.600 --> 00:24:07.920

David Karnovsky (FF): More specifically, the end three one district currently mapped West river street on the development side would be resolved see six to.

146

00:24:08.430 --> 00:24:15.750

David Karnovsky (FF): See six tools that is an ra equivalent and would permit the residential Community facility and retail uses proposed for the site.

147

00:24:16.500 --> 00:24:23.940

David Karnovsky (FF): The m three one district on the east side of river street consisting of property not controlled by the applicant would be zoned and one for.

148

00:24:24.300 --> 00:24:30.060

David Karnovsky (FF): and provide a suitable transition between the specific to district, and the mixed use district mapped to the east.

149

00:24:30.990 --> 00:24:42.270

David Karnovsky (FF): Second, there will be several zoning text amendments These would include a text amendment to establish the proposed see seeks to district as a mandatory inclusion inclusion every housing area.

150

00:24:42.750 --> 00:24:47.340

David Karnovsky (FF): In order to facilitate the production of affordable housing and the project under the myth Program.

151

00:24:48.300 --> 00:24:56.490

David Karnovsky (FF): Now, the project will be governed by a large scale general development special permit, and the second text amendment would allow the projects in order structures.

152

00:24:56.820 --> 00:25:07.080

David Karnovsky (FF): To be included in the large scale area and permit current zoning simply did not anticipate these kind of unique publicly accessible structures as a type of waterfront amenity.

153

00:25:08.100 --> 00:25:15.270

David Karnovsky (FF): The third text amendment would allow these in water structures to generate floor area that will be incorporated in project buildings.

154

00:25:15.630 --> 00:25:26.070

David Karnovsky (FF): The amount of floor area that could be generated in this way would be capped at the amount of floria that could be generated under current zoning by the existing in water structures at the site.

155

00:25:26.790 --> 00:25:36.900

David Karnovsky (FF): The existing structures would be demolished or substantially reconstructed, in order to create the new in water structures that will be publicly accessible for recreational and educational use.

156

00:25:38.190 --> 00:25:48.060

David Karnovsky (FF): The next action on this list is a large scale generals development zoning special permit that would do two things first it would modify certain bulk regulations to facilitate the buildings.

157

00:25:48.480 --> 00:25:59.910

David Karnovsky (FF): And second that would allow the proposed in water structures, I just described, to be included as part of the proposed public access area and to generate floor area for use on the Auckland development sites within the large scale.

158

00:26:01.140 --> 00:26:10.950

David Karnovsky (FF): Next, a parking zoning special permit would be required to reduce the parking requirements for accessory group parking facilities, by virtue of the size, location in a transit so.

159

00:26:15.240 --> 00:26:23.220

David Karnovsky (FF): The as you saw in leases with guns presentation, the proposed waterfront public open space is a new model for urban shorelines.

160

00:26:23.610 --> 00:26:34.560

David Karnovsky (FF): The design would therefore require a number of zoning authorization subject to city planning Commission approval in order to modify the location area dimensional and design requirements under waterfront zoning.

161

00:26:35.520 --> 00:26:41.730

David Karnovsky (FF): And as Lisa quick and also discuss the project involves a balance of cutting fill in order to create the new shoreline.

162

00:26:42.150 --> 00:26:50.130

David Karnovsky (FF): The project would therefore require you look Google approval to add approximately 4468 square feet of landfill to the site.

163

00:26:50.550 --> 00:26:57.510

David Karnovsky (FF): In order to enhance the resiliency and protective function of the Code, which is an important feature of the waterfront public access area.

164

00:26:57.990 --> 00:27:11.970

David Karnovsky (FF): And finally, the proposed actions include the D mapping of metropolitan avenue and a portion of North first street that are mapped across the site and with that i'm going to turn it over to suffer from vhs to discuss the scope of work.

165

00:27:13.860 --> 00:27:25.680

Abir Sabet (PHA): Thank you, David Good afternoon, my name is of years back from solo pet even associates, I will provide an overview of the trap scope of work, which provides the framework for how the DEA is will be prepared next slide please.

166

00:27:27.900 --> 00:27:35.700

Abir Sabet (PHA): He is will be consistent with the guidelines of the city environmental quality review technical manual also referred to as the seeker technical manual.

167

00:27:36.000 --> 00:27:40.080

Abir Sabet (PHA): Which is the standard guidance document for environmental analysis interview, the city.

168

00:27:40.680 --> 00:27:48.270

Abir Sabet (PHA): Secrecy disclosure process by which decision makers evaluate the potential environmental consequences, before moving a discretionary action.

169

00:27:48.750 --> 00:27:56.010

Abir Sabet (PHA): Secret compares the future no action condition to the future would actually condition through a reasonable worst case developments there.

170

00:27:56.520 --> 00:28:02.970

Abir Sabet (PHA): He is will analyze the incremental changes that could reasonably be expected to occur if the proposed actions are adopted.

171

00:28:03.630 --> 00:28:13.950

Abir Sabet (PHA): Public comments will be incorporated into a final scope of work than a draft he is will be prepared in accordance with the final scope of work, which will then be published for public review on comics.

172

00:28:14.610 --> 00:28:22.920

Abir Sabet (PHA): A public hearing will be held on the D is in which all comments received during the year and will be incorporated into the final he is next.

173

00:28:25.080 --> 00:28:31.290

Abir Sabet (PHA): As described earlier on the applicants development site which is indicated, with a black dashed line on this map.

174

00:28:31.770 --> 00:28:43.320

Abir Sabet (PHA): The applicant is proposing a mixed use primarily residential development consisting of two buildings and more than three acres of waterfront open space plus over three acres of accessible in river recreational area.

175

00:28:44.130 --> 00:28:54.450

Abir Sabet (PHA): In addition to the applicants development site one other lot located within the proposed rezoning area has been identified as a possible development site which is outlined in blue on this map.

176

00:28:55.320 --> 00:29:00.960

Abir Sabet (PHA): While this site is not under the control of the applicant and there are no current plans to develop this site.

177

00:29:01.380 --> 00:29:13.050

Abir Sabet (PHA): Based on the criteria outlined in the super technical manual it is considered a projected development site for conservative environmental analysis purposes and will be analyzed and he is as applicable next.

178

00:29:14.790 --> 00:29:22.410

Abir Sabet (PHA): A reasonable worst case development scenario was established for the 2027 analysis year with and without approval of the proposed actions.

179

00:29:23.010 --> 00:29:34.530

Abir Sabet (PHA): In the absence of project approval referred to as the no action condition, it is assumed that both sites within the proposed rezoning area would be developed with as of right commercial warehouse a maker space uses.

180

00:29:35.250 --> 00:29:48.210

Abir Sabet (PHA): In the future, with approval of the requested actions to refer to as the with action condition, it is assumed that the applicants proposed project and the development on the projected development site would be complete at fully occupied next.

181

00:29:50.250 --> 00:30:04.350

Abir Sabet (PHA): As was noted earlier, although the applicant plans to develop approximately 1050 residential units 1250 smaller units are being assumed in the reasonable worst case development scenario for

conservative analysis purposes.

182

00:30:05.040 --> 00:30:09.930

Abir Sabet (PHA): As shown in this table when comparing the no action conditioned to the with action condition.

183

00:30:10.350 --> 00:30:22.920

Abir Sabet (PHA): The reasonable worst case development scenario for the proposed actions it's expected to result in a net increase of approximately 1250 residential units, including 313 affordable units.

184

00:30:23.430 --> 00:30:38.280

Abir Sabet (PHA): Approximately 56,740 square feet of Community facility space 5500 square feet of office and 3.1 acres of publicly accessible open space plus over three acres of accessible in reverse fees that intertidal area.

185

00:30:39.000 --> 00:30:48.750

Abir Sabet (PHA): There would be no change in local retail space and net productions of last mile distribution warehouse light manufacturing maker space and destination retail uses.

186

00:30:49.530 --> 00:31:03.120

Abir Sabet (PHA): This incremental difference between the no action and with action reasonable worst case development scenario highlighted here, and the last column of this table will serve as the basis of the impact analyses and the DEA is next.

187

00:31:05.220 --> 00:31:16.560

Abir Sabet (PHA): as detailed in the draft scope of work and shown on this slide the reasonable worst case development scenario triggers analysis of 17 of the 19 impact that agrees outline in the super technical manual.

188

00:31:17.220 --> 00:31:27.300

Abir Sabet (PHA): The draft school provides a detailed outline of how these technical areas will be examined and for each of the technical areas that identifies study areas types of data to be gathered.

189

00:31:27.690 --> 00:31:35.580

Abir Sabet (PHA): And how these data would be analyzed and potential impacts quantified, when appropriate, I will briefly discuss a few key

areas.

190

00:31:36.090 --> 00:31:47.520

Abir Sabet (PHA): For example, as the proposed actions would introduce new residents to the area they trigger and analysis of socio economic conditions, as well as public schools, libraries and childcare centers.

191

00:31:48.150 --> 00:31:57.240

Abir Sabet (PHA): The proposed actions would also result of changes in the urban design and visual character of a study area, and therefore this technical area will be evaluated the D is.

192

00:31:58.110 --> 00:32:08.190

Abir Sabet (PHA): As the proposed development site is located along the East river and the proposed waterfront open space would entail in water work and natural resources assessment will be provided.

193

00:32:09.210 --> 00:32:19.230

Abir Sabet (PHA): As the proposed actions would result in an increase in travel demand the D is will include analyses of the proposed actions effects on traffic transit and pedestrian conditions.

194

00:32:19.890 --> 00:32:34.710

Abir Sabet (PHA): And, given the location of the project area adjacent to the New York power authorities North first street power plants and air quality analysis will be provided to determine whether the proposal development could be impacted by emissions from the facility step next.

195

00:32:36.000 --> 00:32:45.870

Abir Sabet (PHA): In addition, the D is will include a mitigation chapter which would describe mitigation measures to address any significant adverse impacts that are identified in the technical analysis.

196

00:32:46.470 --> 00:32:56.130

Abir Sabet (PHA): Finally, and alternatives chapter will be included in the D is to evaluate reasonable options that may reduce or eliminate significant adverse action related impact.

197

00:32:56.700 --> 00:33:01.470

Abir Sabet (PHA): alternatives are usually defined when the full extent of the proposed actions and backs are determine.

198

00:33:02.130 --> 00:33:18.570

Abir Sabet (PHA): At this time, the D is is expected to analyze and no action alternative and an alternative that reduces any identified significant adverse impacts other additional alternatives, maybe develop in consultation with the Department of city planning during the scoping process next.

199

00:33:20.280 --> 00:33:27.990

Abir Sabet (PHA): The draft scope of work can be viewed in its entirety online at the Department of city planning spotlight, thank you, I will now turn it back over to stephanie.

200

00:33:31.050 --> 00:33:44.640

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you, here, we will now move on to Part two of the meeting at this time, will be receiving testimony from elected officials government agencies and folks speaking on behalf of the local community board.

201

00:33:45.150 --> 00:33:50.100

Stephanie Shellooe - Deputy Director of EARD (DCP): When it is your turn to speak your name will be called and you will be promoted to panelists.

202

00:33:50.490 --> 00:34:03.270

Stephanie Shellooe - Deputy Director of EARD (DCP): This will allow you to unmute your microphone and the ability to turn on your camera if you wish, there will be a short period again where it appears that you're no longer in the meeting don't be alarmed as you'll automatically rejoin the meeting as a panelist.

203

00:34:04.110 --> 00:34:15.360

Stephanie Shellooe - Deputy Director of EARD (DCP): If speakers experienced technical issues that prevent them from sharing their testimony today will pause attempt to troubleshoot and then perhaps move on to the next speaker to allow.

204

00:34:15.660 --> 00:34:27.690

Stephanie Shellooe - Deputy Director of EARD (DCP): For troubleshooting to happen in the background and will call your name again at a later time if this happens, please revisit the how to guides on the nyc engaged page for assistance.

205

00:34:28.410 --> 00:34:47.670

Stephanie Shellooe - Deputy Director of EARD (DCP): Also for assistance callers listening in can hang up the phone and call 877-853-5247 when prompted for a meeting ID dial 66182377396 and when prompted for a password dial one.

206

00:34:49.230 --> 00:34:51.600

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay, so will now move on to the part two.

207

00:34:52.770 --> 00:34:58.560

Stephanie Shellooe - Deputy Director of EARD (DCP): who are elected officials Community board representatives and government agencies.

208

00:34:58.950 --> 00:35:10.020

Stephanie Shellooe - Deputy Director of EARD (DCP): Our first speaker today will be Richard Barrett speaking on behalf of the brooklyn borough President to be followed by Keith Birger representing the Community board Richard back we're ready for your testimony.

209

00:35:19.710 --> 00:35:28.740

01 - OE - Richard Bearak: i'm Good afternoon, this is Richard barrack land use director for brooklyn borough President Eric Adams, today I am here.

210

00:35:34.620 --> 00:35:42.930

01 - OE - Richard Bearak: I think we lost unmuted before, so my name is Richard barrack I am land use director for brooklyn borough President Eric Adams.

211

00:35:43.410 --> 00:35:52.620

01 - OE - Richard Bearak: Today i'm hearing a capacity to listen to what the public may have to say at this meeting and the borough President will take that into account.

212

00:35:53.040 --> 00:35:57.390

01 - OE - Richard Bearak: and preparing his own comments to be submitted before the written deadline.

213

00:35:58.380 --> 00:36:09.810

01 - OE - Richard Bearak: After the document is completed and the item is certified for public review after the Community board holds its public hearing the borough Presidents will also hold the public.

214

00:36:10.170 --> 00:36:15.390

01 - OE - Richard Bearak: Hearing to allow the public the opportunity to win and again during the formal eula process, thank you for your time.

215

00:36:20.010 --> 00:36:21.090

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much.

216

00:36:22.890 --> 00:36:30.660

Stephanie Shellooe - Deputy Director of EARD (DCP): We will now move on to our second speaker in this category Keith Birger speaking on behalf of Community board one.

217

00:36:42.510 --> 00:36:42.960

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay.

218

00:36:51.840 --> 00:36:52.800

02 - Keith Berger: Thank you, can you hear me now.

219

00:36:53.310 --> 00:36:55.590

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, please begin your testimony hi.

220

00:36:55.650 --> 00:37:00.210

02 - Keith Berger: My name is Keith burger i'm a member of Community boards Subcommittee on land use and preservation.

221

00:37:01.230 --> 00:37:18.510

02 - Keith Berger: I want to just emphasize that Community board ones submitted comments to the department city planning and I just want to emphasize that we think it's important that you include those comments they include, among other things, you know, looking at the displacement of residents and.

222

00:37:19.530 --> 00:37:24.660

02 - Keith Berger: commercial entity is not only in your around the site, but elsewhere within the Community.

223

00:37:25.800 --> 00:37:37.260

02 - Keith Berger: Also, looking at the true impact of for 21 a and

buildings of the side of this size we've seen a lot of 421 a buildings coming out of the 2005 rezoning.

224

00:37:37.800 --> 00:37:46.110

02 - Keith Berger: which do not offer any support to the tax base and therefore impact investment and infrastructure within the Community.

225

00:37:46.620 --> 00:37:53.130

02 - Keith Berger: Including things like our impact on the police and fire department funding sanitation transportation.

226

00:37:53.670 --> 00:38:01.800

02 - Keith Berger: As well as not only focusing on the impact on surrounding trains, like the old train, but the J amp Z and the fairies that go back and forth.

227

00:38:02.400 --> 00:38:11.400

02 - Keith Berger: I would note obviously as well that they focus a lot on the park space unless so on the towers, and this would be if not the largest one of the.

228

00:38:11.850 --> 00:38:21.120

02 - Keith Berger: two largest towers within this Community if it was built and that's the land open space portion is below the 2.5 acres per thousand residents recommended by New York City.

229

00:38:21.510 --> 00:38:28.890

02 - Keith Berger: And one of the most open space starved communities in New York City and that that should be focused upon in this as well that's it for me, thank you very much.

230

00:38:31.560 --> 00:38:43.860

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you for your testimony again we do give written comments the same attention and consideration as verbal testimony received today and anything sent to us via email or mail will be included in that.

231

00:38:47.430 --> 00:39:00.870

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay i'm not seeing any others in that part two group we will move on to Part three of the public scoping meeting where members of the general public will.

232

00:39:01.560 --> 00:39:12.780

Stephanie Shellooe - Deputy Director of EARD (DCP): be permitted to speak for up to three minutes again, as I mentioned, if you're joining us online, you will see a three minute time tracker showing on the screen when you begin your testimony.

233

00:39:13.920 --> 00:39:24.690

Stephanie Shellooe - Deputy Director of EARD (DCP): So if we can go to that slide again when your name is called you'll be promoted to panelists that will allow you to mute and unmute your microphone and the option to turn on your camera.

234

00:39:24.990 --> 00:39:32.940

Stephanie Shellooe - Deputy Director of EARD (DCP): Again, you will drop out of the meeting for a moment as you're promoted, but you will automatically read rejoin the meeting as a panelist.

235

00:39:34.140 --> 00:39:45.390

Stephanie Shellooe - Deputy Director of EARD (DCP): Please remember after three minutes have passed will be asked to conclude your remarks and again, if you do experience technical issues, I will pause and move on to the next speaker and reach out to you to troubleshoot.

236

00:39:50.040 --> 00:39:59.850

Stephanie Shellooe - Deputy Director of EARD (DCP): And again, to remind folks dialing in on phone or needing other assistance, please call 877-853-5247.

237

00:40:00.210 --> 00:40:16.710

Stephanie Shellooe - Deputy Director of EARD (DCP): At the meeting ID would be 618-237-7396 and the password is one again all this information can be found on the upcoming meetings page for the River rain public scoping meeting on nyc engage.

238

00:40:18.330 --> 00:40:27.090

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay, we will move forward with our speakers speaker three is Alexis Vallejo who does not appear to be in the meeting.

239

00:40:29.250 --> 00:40:37.320

Stephanie Shellooe - Deputy Director of EARD (DCP): So we will try to reach out to that person in the background and we'll move on to our next

speaker our next speaker is.

240

00:40:40.020 --> 00:40:46.380

Stephanie Shellooe - Deputy Director of EARD (DCP): get to the right page
Martina askari followed by Kendall charter.

241

00:40:47.460 --> 00:40:48.300

Stephanie Shellooe - Deputy Director of EARD (DCP): Martina.

242

00:41:04.770 --> 00:41:07.110

Stephanie Shellooe - Deputy Director of EARD (DCP): we'll wait a moment
for them to join us.

243

00:41:08.310 --> 00:41:08.490

* 04 - Martina Asgari-Majd: hi.

244

00:41:08.970 --> 00:41:12.360

* 04 - Martina Asgari-Majd: Sorry, I didn't realize that I had to unmute
good job oh my God.

245

00:41:13.080 --> 00:41:22.800

* 04 - Martina Asgari-Majd: i'm good afternoon i'm Martinez sorry manage
the founder of cleanup crews and environmental volunteer organization
which focuses on street cleanups Community partnerships and youth
education.

246

00:41:23.460 --> 00:41:34.680

* 04 - Martina Asgari-Majd: When I was asked by can stand gem lns ghia to
participate in a call on supportive a new development proposal in
williamsburg I immediately opting in and when she further elaborated on
the scope of the project, I was even more thrilled.

247

00:41:35.610 --> 00:41:46.410

* 04 - Martina Asgari-Majd: I took Three Mile long walks along the
williamsburg waterfront every morning in the beginning of the pandemic in
2020 and I consistently noticed that the three blocks along wherever
street were overrun with trash every day.

248

00:41:46.950 --> 00:41:51.630

* 04 - Martina Asgari-Majd: When it didn't seem like anyone was doing
anything to improve the condition, I decided to take action.

249

00:41:52.050 --> 00:41:58.500

* 04 - Martina Asgari-Majd: When I went out to river street on June 8 to pick up trash for three hours some people walk by to thank me sunset it wasn't my job.

250

00:41:58.860 --> 00:42:11.190

* 04 - Martina Asgari-Majd: And it was then that I made the commitment to setting the time aside each week to pick up trash I returned to river street the following week alone and post it to my social media account by the third week 25 volunteers showed up and a volunteer organization was born.

251

00:42:12.210 --> 00:42:22.800

* 04 - Martina Asgari-Majd: As a resident of Williamsburg who doesn't plan on going anywhere anytime soon, I want to emphasize my excitement and supported this new initiative and that would just like to understand how the sponsor and tends to source the fan for the beach.

252

00:42:23.310 --> 00:42:30.540

* 04 - Martina Asgari-Majd: As some of you might know the sand sand is used for everything in our modern world from building structures to electronics and cosmetics.

253

00:42:30.930 --> 00:42:36.480

* 04 - Martina Asgari-Majd: The sand has mostly been excavated from the ocean and there is no regulation on this, a stamp as oceans are open land.

254

00:42:36.990 --> 00:42:48.540

* 04 - Martina Asgari-Majd: This is causing a mass destruction, up to the ocean ocean habitat and also the shoreline, so I would just like to understand that and with That being said, I would like to conclude and support my support this initiative, thank you.

255

00:42:53.160 --> 00:42:56.070

Stephanie Shellooe - Deputy Director of EARD (DCP): Great, thank you for joining us today and providing a testimony.

256

00:42:57.840 --> 00:43:01.860

Stephanie Shellooe - Deputy Director of EARD (DCP): And will now move on to our to our next speaker Kendall charter.

257

00:43:06.360 --> 00:43:11.430

Stephanie Shellooe - Deputy Director of EARD (DCP): Kendall charter, you should be able to unmute and provide your testimony.

258

00:43:15.750 --> 00:43:21.870

* 05 - Kendall Charter: Good afternoon, everyone, my name is Kendall charter i'm the Executive Director of the green point why.

259

00:43:22.410 --> 00:43:29.250

* 05 - Kendall Charter: The ymca of greater New York is thrilled to be part of the two trees project, which will include a new state of the art ymca.

260

00:43:29.850 --> 00:43:33.210

* 05 - Kendall Charter: That will serve thousands of families in greenpoint in williamsburg.

261

00:43:34.020 --> 00:43:44.970

* 05 - Kendall Charter: For the past two decades, the ymca have been looking for an opportunity to expand our presence and services to increase our capacity in greenpoint and williamsburg community.

262

00:43:45.750 --> 00:43:54.450

* 05 - Kendall Charter: Currently, the space in greenpoint is small and outdated it's more than 100 years old it's the one of the oldest ymca is in the city.

263

00:43:54.900 --> 00:44:03.780

* 05 - Kendall Charter: it's about one third, the size of the average why and it's not and it's not handicapped accessible being part of this project expands the footprint.

264

00:44:04.290 --> 00:44:14.730

* 05 - Kendall Charter: In the neighborhood and it's truly exciting programs like after school early childhood early childhood environmental education swimming sports employment and much more.

265

00:44:15.060 --> 00:44:23.730

* 05 - Kendall Charter: We welcome the opportunity to provide additional services and resources to our Community and we remain committed to

maintaining our presence in greenpoint.

266

00:44:24.330 --> 00:44:28.440

* 05 - Kendall Charter: and working with our neighbors and partners to build a strong community for everyone.

267

00:44:28.980 --> 00:44:41.850

* 05 - Kendall Charter: We support the two trees project and the new state of the art ymca we're committed to the services that will provide the green point and the thousands of families that we will serve in greenpoint and williamsburg and you know my time.

268

00:44:45.570 --> 00:44:48.300

Stephanie Shellooe - Deputy Director of EARD (DCP): enjoy very much for being here and for providing your testimony.

269

00:44:49.710 --> 00:44:52.080

Stephanie Shellooe - Deputy Director of EARD (DCP): On the on call the next three speakers.

270

00:44:53.250 --> 00:44:58.950

Stephanie Shellooe - Deputy Director of EARD (DCP): Number six debbie who TIM number seven Paul puello a number eight Richard matter.

271

00:45:00.270 --> 00:45:09.630

Stephanie Shellooe - Deputy Director of EARD (DCP): It doesn't appear that debbie who TIM is in the is in the zoom right now so we'll go ahead and move on to our next speaker and that's Paul puello.

272

00:45:11.220 --> 00:45:15.810

Stephanie Shellooe - Deputy Director of EARD (DCP): will promote you know, and you should be able to unmute and provide your testimony.

273

00:45:28.500 --> 00:45:28.770

x07 - Paul Pullo: hi.

274

00:45:30.060 --> 00:45:30.810

Stephanie Shellooe - Deputy Director of EARD (DCP): hello, please.

275

00:45:32.250 --> 00:45:41.640

x07 - Paul Pullo: My name is Paul polo i'm the executive, Chair of the greenpoint ymca i'm also the President of bulletproof and development Corporation.

276

00:45:42.270 --> 00:46:00.750

x07 - Paul Pullo: And i'm involved with the monitor zoom in on the board of the keg, so the reason i'm here is because i'm very excited about this project Kendall charla just before me spoke about the ymca and all the advantages of getting a new why, in our area.

277

00:46:02.640 --> 00:46:09.420

x07 - Paul Pullo: That building has been there for over 100 years and it just doesn't do the job anymore, the.

278

00:46:10.710 --> 00:46:17.880

x07 - Paul Pullo: elder the senior citizens that want to use our pool can't score the stairs the young moms and dads who bring their children with their.

279

00:46:18.540 --> 00:46:29.310

x07 - Paul Pullo: With their baby carriages have to walk up the stairs it just doesn't work so as far as that we definitely are excited about the aquatic Center about the new why going to this project.

280

00:46:29.790 --> 00:46:39.930

x07 - Paul Pullo: But as far as the project itself, this project, I was excited when I saw the plans for this project it's not just to square box is going up.

281

00:46:41.460 --> 00:46:47.220

x07 - Paul Pullo: Chad and David and two trees have done a fantastic job designing something that if I had a list of.

282

00:46:49.590 --> 00:46:55.440

x07 - Paul Pullo: Things that I want they put more than that into it, this is going to be a fantastic thing this will be.

283

00:46:55.920 --> 00:47:01.110

x07 - Paul Pullo: Good because this there's no way that this should be an mo and i'm sorry and then three zoning.

284

00:47:01.470 --> 00:47:11.550

x07 - Paul Pullo: I remember the old oil tanks there, it was ugly it's polluted they're going to clean it up they're going to do a better job than half the parks upon we're doing and it's on their money they're spending the money for it.

285

00:47:12.630 --> 00:47:24.930

x07 - Paul Pullo: Not only that, but we're going to be able to help greenpoint in williamsburg and the north side of the south side, now the way we'll be going over to that area also which is never there before so we'll be bringing.

286

00:47:25.410 --> 00:47:28.590

x07 - Paul Pullo: help to the families over there, they going to.

287

00:47:29.280 --> 00:47:41.910

x07 - Paul Pullo: Put in micro grids they're going to put in their own wastewater they're going to help the traffic alone camp by having a continuous prominent it's just one thing after another, I congratulate them for it and I definitely want this project, thank you.

288

00:47:46.140 --> 00:47:51.090

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you so much for your testimony our next speaker Richard matter.

289

00:48:01.470 --> 00:48:04.170

Stephanie Shellooe - Deputy Director of EARD (DCP): Well, wait a moment all the join us as panelists.

290

00:48:09.720 --> 00:48:10.380

x08 - Richard Mazur: Can you hear me.

291

00:48:10.980 --> 00:48:12.180

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can.

292

00:48:12.300 --> 00:48:14.430

x08 - Richard Mazur: Okay, I don't know if you can see me i'm actually.

293

00:48:15.180 --> 00:48:16.920

x08 - Richard Mazur: On vacation in Florida.

294

00:48:18.420 --> 00:48:20.940

x08 - Richard Mazur: And can you see me now too.

295

00:48:22.110 --> 00:48:40.320

x08 - Richard Mazur: And I thought this was important enough i'm Richard major i'm the Executive Director of the north brooklyn development corporation and i've been a partner of a lot of Community organizations for all my life in greenpoint 50 years the ymca is near and dear to my heart.

296

00:48:42.090 --> 00:48:46.290

x08 - Richard Mazur: And you know, a big portion of my support for this project is.

297

00:48:47.370 --> 00:48:56.610

x08 - Richard Mazur: Creating a ymca for the regular people to be able to go to a gym to be able to go to swim to have their kids.

298

00:48:57.630 --> 00:49:06.720

x08 - Richard Mazur: You know, go to programs, you know all my strengths, we have my son's all went to ymca programs before they got into grammar school.

299

00:49:07.290 --> 00:49:12.180

x08 - Richard Mazur: You know, aside from that i've lived in greenpoint, as I said, since 1950 so.

300

00:49:12.840 --> 00:49:23.550

x08 - Richard Mazur: The site now is an industrial wasteland leaving it an industrial wasteland is not an option, making it a park would be a great option but that's not the option that's not the table.

301

00:49:24.240 --> 00:49:33.600

x08 - Richard Mazur: and working with two trees for these many years, and again I don't have a direct relationship with them, I just have watched what they've done.

302

00:49:34.770 --> 00:49:47.010

x08 - Richard Mazur: they've done a great job with domino's they've done a great job with being Community partners, they create as much open space as possible, they create better access it's better safety.

303

00:49:48.420 --> 00:49:54.510

x08 - Richard Mazur: Obviously, the scope of the work will include whether we can function.

304

00:49:55.470 --> 00:50:11.220

x08 - Richard Mazur: With the infrastructure for transportation and sewage and everything else and i'm sure all of that will be addressed by two trees, but i'm pretty excited because, looking at the renderings again, if you look at what it looks like now.

305

00:50:12.840 --> 00:50:23.280

x08 - Richard Mazur: it's obviously it looks like you're going into an old Batman movie with some industrial whatever buildings and we can't leave it as an m zoned.

306

00:50:25.350 --> 00:50:31.860

x08 - Richard Mazur: parcels parcel it's got to be something where we can have access for the people have access for the normal people to get some.

307

00:50:33.510 --> 00:50:41.700

x08 - Richard Mazur: Activities because you know it's not just access to the waterfront to breathe the fresh air, but you got to physically, be able to move around.

308

00:50:42.120 --> 00:50:52.740

x08 - Richard Mazur: And I wholeheartedly support the project, I thought it was important enough to take time away from my leisure to say we need more leisure for our Community, and this is a way to get it.

309

00:50:53.280 --> 00:51:04.770

x08 - Richard Mazur: Along with the housing and affordable housing which i'm a huge huge proponent of so thanks for letting me onto the call I think that's my three minutes.

310

00:51:05.790 --> 00:51:11.370

Stephanie Shellooe - Deputy Director of EARD (DCP): Great Thank you very much for your testimony and and for joining us during your your vacation time.

311

00:51:14.010 --> 00:51:34.080

Stephanie Shellooe - Deputy Director of EARD (DCP): All right, i'll call the next three speakers and number 10 rads to cola lock number 11 Neil she has a number 12 Jacqueline Montalvo it does not appear that RAD so cool lock is in the meeting, so we will move ahead to our.

312

00:51:35.760 --> 00:51:39.960

Stephanie Shellooe - Deputy Director of EARD (DCP): next speaker, and that is Neil Sheehan.

313

00:51:48.900 --> 00:51:53.190

Stephanie Shellooe - Deputy Director of EARD (DCP): Neil Sheehan once you're promoted, we will be ready for your testimony.

314

00:51:59.430 --> 00:52:00.090

x11 - Neil Sheehan: Can you hear me.

315

00:52:00.660 --> 00:52:02.280

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can hear you please.

316

00:52:03.180 --> 00:52:04.830

x11 - Neil Sheehan: Okay, this is Neil shane.

317

00:52:06.030 --> 00:52:18.480

x11 - Neil Sheehan: i'm a lifelong resident of North brooklyn I happen to a better the chairperson of affordable housing for the subcommittee of the Community board for the 2005 rezoning.

318

00:52:20.280 --> 00:52:32.910

x11 - Neil Sheehan: i'm here to speak about the project today, I am also the Co founder of the north bookman angels, and which is a food service program at the moment of when they were.

319

00:52:33.510 --> 00:52:45.120

x11 - Neil Sheehan: neighbors neighbors volunteer to cook and distribute food we provide 3500 hot meals, a week in on the streets of greenpoint waynesboro.

320

00:52:46.590 --> 00:53:01.140

x11 - Neil Sheehan: The product project as design i'm not an expert is certainly looks attractive, but i'm not really here to get into the the

anything other than to talk a little bit about equity justice.

321

00:53:01.710 --> 00:53:17.970

x11 - Neil Sheehan: And the need for affordable housing it's my understanding that all of our elected officials from federal to down down to the local level i've all been espousing that we need to, we need to have a more equitable society and what just decide.

322

00:53:20.130 --> 00:53:24.360

x11 - Neil Sheehan: To do that, in this project, I think you need to look at the provider who's got a.

323

00:53:25.050 --> 00:53:32.580

x11 - Neil Sheehan: Wonderful history of providing quality, affordable housing they've done it they've done it in our neighborhood they've done it in all over brooklyn.

324

00:53:33.480 --> 00:53:48.900

x11 - Neil Sheehan: that's a good thing, I think you got to look at what's being proposed in terms of the income levels, and I think the income levels here are much better than in past rezoning you've got to look at the percentage of affordable and that's better.

325

00:53:50.010 --> 00:54:00.750

x11 - Neil Sheehan: So I would say this, I think this program would be wonderful to see this approved or adjusted this model as it goes along because i've never seen or resolving that hasn't.

326

00:54:01.770 --> 00:54:04.500

x11 - Neil Sheehan: But this isn't rezone that needs to be approved.

327

00:54:06.240 --> 00:54:14.880

x11 - Neil Sheehan: If we cannot provide affordable housing, we will continue to see the people I see every day lose their residency in North brooklyn.

328

00:54:15.300 --> 00:54:26.040

x11 - Neil Sheehan: And I understand people enjoy views and they worried about congestion, but miles loss was if you know them if you can't breathe well if you, you know if you don't live here you don't have a view.

329

00:54:27.090 --> 00:54:42.090

x11 - Neil Sheehan: So I would ask the mayor, the city planning to live up to the philosophies i've been hearing about privatizing affordability to work What a wonderful provider and frankly squeeze them a little, if you want and push the number up.

330

00:54:43.200 --> 00:54:55.950

x11 - Neil Sheehan: But the drink that we want to leave this that site, the way it is so that a few people can have a view I think it's atrocious I think if the word progressive upside down if we make that kind of decision.

331

00:54:56.520 --> 00:55:07.770

x11 - Neil Sheehan: All right, so i'm running out of time, I wish you well, I wish, but maximize affordability approve, you can change but approve, please, thank you.

332

00:55:07.890 --> 00:55:10.710

Stephanie Shellooe - Deputy Director of EARD (DCP): very much for providing your testimony and joining us today.

333

00:55:14.490 --> 00:55:27.690

Stephanie Shellooe - Deputy Director of EARD (DCP): Alright, it appears that we have some folks that we skipped that are in the meeting now so we'll go ahead to them i'll call a lexus Vallejo to be followed by.

334

00:55:30.120 --> 00:55:34.290

Stephanie Shellooe - Deputy Director of EARD (DCP): shara data so Alexis Vallejo.

335

00:55:35.490 --> 00:55:40.020

Stephanie Shellooe - Deputy Director of EARD (DCP): And you'll be promoted in just a moment and should be able to provide your testimony.

336

00:55:40.770 --> 00:55:41.070

Hello.

337

00:55:42.180 --> 00:55:43.440

x03 - Alexis Vallejo: Yes, can hear me.

338

00:55:43.830 --> 00:55:46.020

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, please read your testimony.

339

00:55:46.380 --> 00:55:53.130

x03 - Alexis Vallejo: yeah sorry about that um yeah i'm actually a business owner right next to on the site.

340

00:55:54.630 --> 00:56:07.770

x03 - Alexis Vallejo: um I heard about it and spoke about it and i'm another interview as well, I actually I think it would be a great addition to the neighborhood because i'm as one of.

341

00:56:09.300 --> 00:56:24.750

x03 - Alexis Vallejo: The businesses, all the here, it would actually be how my business Plus, like the other person now is speaking who's talking about the affordable housing, which I totally promote because I just feel like it would bring more on the justification in the neighborhood.

342

00:56:26.220 --> 00:56:43.830

x03 - Alexis Vallejo: So, in terms of back and the way they're going to set it all we're adding another arm park like domino park i'm a lot of people come in and joy dominant part already, so I think the BAT whole ambition would just make the whole neighborhood better as a as a whole.

343

00:56:45.510 --> 00:56:57.990

x03 - Alexis Vallejo: So I definitely i'm definitely for the project and for just more people and more diversified people being able to get into the neighborhood with affordable housing and.

344

00:56:58.530 --> 00:57:05.940

x03 - Alexis Vallejo: Just the way they be the way it looks like they're going to set everything up it just looks like it would be a positive addition.

345

00:57:09.030 --> 00:57:26.580

x03 - Alexis Vallejo: So I mean in terms of everything, I just wanted to make it a point to long take some time now, and just you know, promote the whole project, and I think it would just be a great addition to the neighborhood and i'm just as a whole, I think everybody would just enjoy.

346

00:57:27.630 --> 00:57:36.150

x03 - Alexis Vallejo: You know, being able to come and enjoy the amenities that they're going to have there and and all the extra apartments are going to be available to people.

347

00:57:39.450 --> 00:57:40.080

x03 - Alexis Vallejo: that's about it.

348

00:57:42.240 --> 00:57:45.510

Stephanie Shellooe - Deputy Director of EARD (DCP): Great, thank you for providing your testimony and for being here today.

349

00:57:46.530 --> 00:57:59.970

Stephanie Shellooe - Deputy Director of EARD (DCP): i'm glad we were able to resolve the technical difficulties will now go back to speaker number nine sharp data, I will now promote you to panelist and you should be able to unmute and wind your testimony.

350

00:58:00.900 --> 00:58:02.490

x09 - Shaurav Datta: Good afternoon, can you hear me okay.

351

00:58:02.640 --> 00:58:04.140

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, again, please chrissy.

352

00:58:04.530 --> 00:58:09.930

x09 - Shaurav Datta: Thank you for accepting my testimony and thank you to all of my neighbors that have spoken before me.

353

00:58:10.410 --> 00:58:17.700

x09 - Shaurav Datta: My name is rhonda and i'm a 10 year resident of city council district 33 where this proposals development sites are also located.

354

00:58:18.420 --> 00:58:26.820

x09 - Shaurav Datta: i'm offering my testimony or the Member of the general public, to express my support for this project in light of the many Community and environmental benefits it's likely to bring.

355

00:58:27.300 --> 00:58:33.930

x09 - Shaurav Datta: I asked all stakeholders to please consider the quality of life improvements that would come from any fully connected

waterfront.

356

00:58:34.290 --> 00:58:42.120

x09 - Shaurav Datta: park space that extends from sales to youth brick to greenpoint and the potential for Ray or recreational public riverfront access.

357

00:58:43.080 --> 00:58:57.120

x09 - Shaurav Datta: The benefits of public park space notwithstanding, a project of river ringside and at least are a density also come to the time with need further study and donate decisions I believe should be responsive to long term city needs.

358

00:58:57.750 --> 00:59:07.920

x09 - Shaurav Datta: And by the city planning itself had found that the city is producing the fewest new housing units since 2015 which means fewer and fewer families have the opportunity to call New York home.

359

00:59:08.820 --> 00:59:15.000

x09 - Shaurav Datta: As we look towards 2027, which is when this project is anticipated to be completed it's approved.

360

00:59:15.330 --> 00:59:25.050

x09 - Shaurav Datta: We have to think about the jobs of tomorrow and by Steve will offer and create capacity for families, to be able to access to the jobs easily equitably and sustainably.

361

00:59:25.680 --> 00:59:33.300

x09 - Shaurav Datta: The up to 1200 and 50 modern new construction and presumably much more energy efficient mixed income homes.

362

00:59:33.600 --> 00:59:40.560

x09 - Shaurav Datta: and especially the up to 300 affordable apartments that are planned as part of this proposal will go a long way towards.

363

00:59:40.890 --> 00:59:44.400

x09 - Shaurav Datta: Bringing opportunity and how things security in a neighborhood that has.

364

00:59:44.760 --> 00:59:56.370

x09 - Shaurav Datta: A higher median income than most other than the

Boreal, which is based on independent census data and is already seeing investment by the city etc doing trees very transit capacity and water for introducing and see.

365

00:59:56.970 --> 01:00:06.120

x09 - Shaurav Datta: With the other privately funded infrastructure improvements that are a part of this proposal, I strongly believe that this is an appropriate location for a project like this.

366

01:00:06.570 --> 01:00:17.160

x09 - Shaurav Datta: And I am concerned that the no action alternative but likely end up being a last mile delivery warehouse for a company like Amazon, which will keep the waterfront sites largely inaccessible to the public.

367

01:00:17.580 --> 01:00:33.870

x09 - Shaurav Datta: lose out on neighborhood infrastructure improvement why likely also increasing nearby truck traffic due to the proximity to the bbq to conclude i've heard a lot today that I, my family and my friends are like I hope the reversing proposal will come to fruition, thank you.

368

01:00:36.630 --> 01:00:38.190

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony.

369

01:00:39.240 --> 01:00:44.640

Stephanie Shellooe - Deputy Director of EARD (DCP): will now go back to our our order to speaker 12 Jacqueline Montalvo.

370

01:00:46.680 --> 01:00:51.840

Stephanie Shellooe - Deputy Director of EARD (DCP): Jacqueline Montalvo will promote you and you will be able to unmute yourself.

371

01:00:53.280 --> 01:00:55.410

Stephanie Shellooe - Deputy Director of EARD (DCP): and turn on your camera, if you so wish.

372

01:01:03.360 --> 01:01:04.590

x12 - Jacqueline Montalvo: hi Good afternoon, can you hear me.

373

01:01:04.980 --> 01:01:06.480

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can Please proceed.

374

01:01:07.230 --> 01:01:12.120

x12 - Jacqueline Montalvo: Okay, my name is Jacqueline Montalvo and i'm speaking on the behalf of the ymca.

375

01:01:13.620 --> 01:01:18.900

x12 - Jacqueline Montalvo: Plans for plan for the River rain, I just want to share a little bit of a story as a family.

376

01:01:20.520 --> 01:01:27.480

x12 - Jacqueline Montalvo: With my experience at the ymca my children have been members of the ymca at the greenpoint branch since 2015.

377

01:01:27.780 --> 01:01:39.480

x12 - Jacqueline Montalvo: When my daughter began attending the greenpoint ymca she was turning five years old, I wanted the best after school program for my daughter, I did a lot of research and visited many centers but none of them measure.

378

01:01:40.620 --> 01:01:59.100

x12 - Jacqueline Montalvo: or compared to the ymca and the other centers were too expensive and didn't provide the quality of academics or homework help or social emotional support for my child, I met the director there, and she was so caring so nice and so willing to embrace new commerce.

379

01:02:00.930 --> 01:02:13.620

x12 - Jacqueline Montalvo: So my children have been there ever since I the greenpoint ymca they have been involved in many programs, like the compass program, which is the after school summer camp holiday camp in learning labs.

380

01:02:14.070 --> 01:02:20.520

x12 - Jacqueline Montalvo: and also the enrichment classes like modern dance gymnastics been a theater basketball swimming in karate.

381

01:02:20.940 --> 01:02:29.130

x12 - Jacqueline Montalvo: In all at reasonable prices and with excellent carry knowledgeable instructors I am so grateful and feel blessed to have

found a y.

382

01:02:29.460 --> 01:02:45.570

x12 - Jacqueline Montalvo: And he has given my children the opportunity to learn and grow not just academically but also as a valued individual is socially they have learned different different things they are involved in stem lessons and computers and they have made so many friends.

383

01:02:47.190 --> 01:02:55.320

x12 - Jacqueline Montalvo: You know kids and adults can enjoy the y as well as provide jobs for our youth and also, who are also starting out in the workplace.

384

01:02:55.680 --> 01:03:01.710

x12 - Jacqueline Montalvo: They they can serve us and guidance to our younger kids they can be good role models as well.

385

01:03:02.550 --> 01:03:10.380

x12 - Jacqueline Montalvo: You know, it takes a village to raise a child, and I am very proud to say that the y has been a major part of that village for my kids.

386

01:03:10.680 --> 01:03:22.530

x12 - Jacqueline Montalvo: So i'm hoping that this why will bring the same benefits and the same opportunities for new families will be moving in into the towers and also to all the other communities or neighboring.

387

01:03:23.280 --> 01:03:34.200

x12 - Jacqueline Montalvo: families who will who still are reciting in the area, so I must say that my kids love the ymca and they feel so nurture and love and they have so much fun they never want to leave.

388

01:03:35.400 --> 01:03:53.130

x12 - Jacqueline Montalvo: So you know this happened about six years ago, and I can still say that the ymca is a is a beacon of light in an opportunity for families in the Community of all ages, there is no better place than the why Thank you so much for letting me share my story in my experience with the ymca.

389

01:03:55.980 --> 01:03:58.980

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you so much for

being here and sharing your story and your testimony.

390

01:04:00.210 --> 01:04:05.070

Stephanie Shellooe - Deputy Director of EARD (DCP): i'll call the next four speakers 13 year von Sydow.

391

01:04:06.090 --> 01:04:12.090

Stephanie Shellooe - Deputy Director of EARD (DCP): 14 Philip marrow 15 elaine brodsky and 16 residential press.

392

01:04:13.470 --> 01:04:22.140

Stephanie Shellooe - Deputy Director of EARD (DCP): Yvonne wants it out does not appear to be in the meeting, so we will try to touch base with them and so we'll move on to speaker 14.

393

01:04:23.700 --> 01:04:24.360

x14 - Philip Mauro: hi can you hear me.

394

01:04:24.870 --> 01:04:26.700

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, please begin your testimony.

395

01:04:26.880 --> 01:04:34.770

x14 - Philip Mauro: Thank you, thank you for allowing me to speak i'm Philip morrow i'm a board member of the greenpoint ymca.

396

01:04:35.460 --> 01:04:42.930

x14 - Philip Mauro: i'm not going to speak to the to the project itself because they're the experts for that and i'm not one of them i'm also.

397

01:04:43.440 --> 01:04:49.710

x14 - Philip Mauro: You know the density and all that stuff has to be worked out by other people, but I am going to reiterate what Kendall and Paul.

398

01:04:50.310 --> 01:05:06.480

x14 - Philip Mauro: i'm not going to add much new to this, I have said about the need for any ymca and the fact that we will have a state of the art why there anybody who has been to our building in greenpoint knows that we've maxed it out, we cannot do anything else, with it, we cannot find any more space.

399

01:05:07.710 --> 01:05:16.860

x14 - Philip Mauro: And that means turning people away, that means not being able to serve the Community as well as we can, and you know so to do that we need a new space.

400

01:05:17.310 --> 01:05:22.770

x14 - Philip Mauro: And that's really what this comes down to is that, after two decades of looking we finally have this opportunity.

401

01:05:23.220 --> 01:05:28.530

x14 - Philip Mauro: To to put you know, to put this to bed and have a new space for us and and and make it work.

402

01:05:29.160 --> 01:05:39.630

x14 - Philip Mauro: And so, for that reason i'm throwing my support behind the project now, personally, I hope we can work it out that both why state that we keep the one in greenpoint and the new space.

403

01:05:40.620 --> 01:05:52.440

x14 - Philip Mauro: that's a personal that's not a board the board comment that's a personal comment, I just want to want to reiterate that and just to throw my one more thing in here before it before I seed my time back it's.

404

01:05:53.610 --> 01:06:00.780

x14 - Philip Mauro: To to reiterate what Neil she and said i'm also a board member of the north brooklyn angels, and the need for affordable housing in this neighborhood is.

405

01:06:01.380 --> 01:06:16.890

x14 - Philip Mauro: through the roof, and if we could be you know, the ability to get more and to get low income levels, for that is something that we need to push for a bit more in this and For those two reasons i'm my my support is behind this project, thank you.

406

01:06:19.320 --> 01:06:25.080

Stephanie Shellooe - Deputy Director of EARD (DCP): Great, thank you for your testimony and for being here today, I will go to the next speaker elaine brodsky.

407

01:06:26.730 --> 01:06:34.440

Stephanie Shellooe - Deputy Director of EARD (DCP): elaine brodsky will be promoting you and you should be able to unmute and provide your testimony in just a moment.

408

01:06:37.620 --> 01:06:38.160

x15 - Elaine Brodsky: hi.

409

01:06:38.700 --> 01:06:39.960

Stephanie Shellooe - Deputy Director of EARD (DCP): Hello welcome.

410

01:06:40.560 --> 01:06:52.770

x15 - Elaine Brodsky: hi Thank you and i'm elaine brodsky I am the chairperson of the north brooklyn Chamber of Commerce we represent greenpoint williamsburg and bushwick and.

411

01:06:53.880 --> 01:07:04.200

x15 - Elaine Brodsky: My husband and I have been in this Community for over 30 years and I have seen this neighborhood make enormous changes, one of the best ones was.

412

01:07:04.590 --> 01:07:14.550

x15 - Elaine Brodsky: The two trees, development of the old domino sugar factory into an amazing park space, which is open to everyone now they want to take a parcel.

413

01:07:14.940 --> 01:07:29.760

x15 - Elaine Brodsky: Which is polluted an industrial parcel and develop that and create the River ring project which will create a park for the neighborhood it will be privately built operated and maintained by two trees.

414

01:07:31.770 --> 01:07:42.360

x15 - Elaine Brodsky: Just as domino Park, which is an award winning park is done, they have engaged the Community they have thought this through they have done so much work.

415

01:07:42.810 --> 01:07:59.190

x15 - Elaine Brodsky: They have included so many amenities for everyone Community kiosks for nonprofits and small business retailers, they will be able to have environmental projects for the school kids and in the end the schools.

416

01:07:59.610 --> 01:08:06.540

x15 - Elaine Brodsky: There will be family areas walkways river activities and, of course, as we've all heard the ymca.

417

01:08:07.500 --> 01:08:26.490

x15 - Elaine Brodsky: We know what two trees, is capable of we know the care and passion and concern that they demonstrate for doing the right thing they have already demonstrated that they have the financial means, and the creativity to do this the right way and give us a world class car.

418

01:08:27.600 --> 01:08:43.320

x15 - Elaine Brodsky: Since true trees has entered this Community, they have supported many nonprofits and Community causes they don't just build and leave the Community they become an integral part of the fabric of our neighborhood.

419

01:08:44.220 --> 01:08:57.360

x15 - Elaine Brodsky: unbeknownst to many they have helped individuals and small businesses anonymously, and as chairperson of the north brooklyn Chamber I have been privy to many of these situations.

420

01:08:59.370 --> 01:09:04.560

x15 - Elaine Brodsky: This personal has been an eyesore and an environmental hazard for a very long time.

421

01:09:05.100 --> 01:09:23.850

x15 - Elaine Brodsky: let's take this amazing piece of property with views of New York City and make it into something that we can all enjoy take pride in which will help the Community in a measurable ways Thank you so much for allowing me to speak for the Chamber.

422

01:09:26.070 --> 01:09:31.560

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony will now go to speakers 16 rosov Joe Perez.

423

01:09:33.930 --> 01:09:37.140

Stephanie Shellooe - Deputy Director of EARD (DCP): will promote you and you should be able to unmute in just a moment.

424

01:09:50.250 --> 01:09:50.670

x16 - Rosangel Perez: Hello.

425

01:09:51.330 --> 01:09:51.960

Stephanie Shellooe - Deputy Director of EARD (DCP): hello, yes.

426

01:09:53.310 --> 01:09:58.530

x16 - Rosangel Perez: hi everyone, thank you for the opportunity to allow me to speak my name is rose.

427

01:09:59.010 --> 01:10:20.220

x16 - Rosangel Perez: petals I agree with elaine I am one of the small business owners that has been privy to seem this eyesore I have a business right there in the middle, where two trees would love to build out and so i'm here I am offering my testimony in a variety of capacities first.

428

01:10:21.360 --> 01:10:29.700

x16 - Rosangel Perez: born and raised resident of williamsburg brooklyn, as I already indicated, I also share small business along the waterfront with my sister.

429

01:10:30.570 --> 01:10:38.970

x16 - Rosangel Perez: and, more importantly, I love this neighborhood and I serve as a community relations and activist for this neighborhood.

430

01:10:39.420 --> 01:10:44.280

x16 - Rosangel Perez: I have experienced directly working as a community organizer for affordable housing.

431

01:10:44.790 --> 01:10:53.220

x16 - Rosangel Perez: And so i'm very intimately connected, not only to the murmurings of what people want but also wanting to see the progression of this neighborhood.

432

01:10:53.640 --> 01:11:10.740

x16 - Rosangel Perez: This has been an eyesore I really love the creativity of building out I love the integration of the ymca I love the component of affordable housing.

433

01:11:11.190 --> 01:11:20.430

x16 - Rosangel Perez: we're living in a time where people need more green spaces, let me give you an example, the other day, just a couple of days ago.

434

01:11:21.120 --> 01:11:31.710

x16 - Rosangel Perez: I was there on domino Park, and it was a beautiful Spring Day, there was hardly any room left for four people and people are social distancing.

435

01:11:32.610 --> 01:11:41.310

x16 - Rosangel Perez: We need more green spaces, one of our biggest gripes here from the local resident perspective and somebody who's very intimately.

436

01:11:41.940 --> 01:11:57.000

x16 - Rosangel Perez: concerned and aware of the affordable housing conversations, is that the people who have been building here have just been taking a bulky eyesore space and have been disregarding and bulldozing over small businesses and communities.

437

01:11:57.930 --> 01:12:13.170

x16 - Rosangel Perez: I welcome people like to trees and their partnerships, because they do work with the communities they don't do things like poor doors they work with the local community and with integrity and winning more green spaces.

438

01:12:13.830 --> 01:12:35.460

x16 - Rosangel Perez: That is my so in In closing, I am completely in support of this project, and I really hope to see this come to fruition these gripes about more traffic and views I mean listen we're all living here together those of us who've lived here our whole lives have been dealing with.

439

01:12:36.480 --> 01:12:48.270

x16 - Rosangel Perez: traffic and the ongoing construction a little bit more, for the sake of Community and green spaces, I think it's worth everybody's time, thank you for listening, this is real song helpers and I use my time.

440

01:12:50.910 --> 01:12:53.370

Stephanie Shellooe - Deputy Director of EARD (DCP): Thanks so much for your testimony and for joining us today.

441

01:12:55.980 --> 01:13:00.360

Stephanie Shellooe - Deputy Director of EARD (DCP): will now move to our folks who have dialed in via phone.

442

01:13:01.560 --> 01:13:12.330

Stephanie Shellooe - Deputy Director of EARD (DCP): So if you are on the phone and you wish to speak and have not yet registered Please go ahead and dial star nine to indicate that you'd like to speak.

443

01:13:13.590 --> 01:13:27.900

Stephanie Shellooe - Deputy Director of EARD (DCP): I do see some folks who have registered via computer to testify, if you did register via zoom we have you in our speakers list, then we will get to you so so don't despair, we were moving through our speakers today.

444

01:13:29.730 --> 01:13:45.690

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay, it looks like we have two diamonds that are interested in speaking first we'll go to the phone number ending in the last three digits three to five and then we'll go to the person with the phone number ending in 832.

445

01:13:48.360 --> 01:13:54.420

Stephanie Shellooe - Deputy Director of EARD (DCP): And three to five please dial star six to unmute yourself and we're ready for your testimony.

446

01:13:56.520 --> 01:13:59.790

1631****325: hello, can you hear me, we can, please state your name.

447

01:13:59.790 --> 01:14:01.170

Stephanie Shellooe - Deputy Director of EARD (DCP): For the record, oh.

448

01:14:01.740 --> 01:14:17.100

1631****325: Thanks, my name is Marcel negative i'm a secret plan or the regional plan association on the research that for nearly a century is thought to advance and advocate for research phase solutions to long term problems facing the tri state area.

449

01:14:18.180 --> 01:14:28.500

1631****325: As a highly developed that's waterfront city with 520 miles of shoreline your city centered directly in the crosshairs of the climate

crisis.

450

01:14:30.540 --> 01:14:39.870

1631****325: You think i've seen us make critical decisions around existing or future development in flood hazard areas if it is continue to thrive well safeguarding its residents.

451

01:14:40.560 --> 01:14:49.740

1631****325: And the regional plans association own for regional plan called for a combination of resiliency strategies, including zoning changes.

452

01:14:50.160 --> 01:14:56.880

1631****325: and investments in engineer and nature based solutions to adequately adapt or changing coast time.

453

01:14:57.690 --> 01:15:11.130

1631****325: With it, with its level shoreline design that includes a soft edge with nature based features river ring conserve as a regional model for rethinking urban edge for greater resilience and waterfront action.

454

01:15:12.030 --> 01:15:18.990

1631****325: On the proposal will link to see waterfront parks and espionage along the East river shoreline in brooklyn and the creation of a park.

455

01:15:19.560 --> 01:15:28.290

1631****325: will enhance access for active and passive recreation activities for communities in brooklyn by connecting a stream of public parks and open space.

456

01:15:28.710 --> 01:15:37.860

1631****325: That stretches from the navy yard to me talk creek, the proposal will also enhance the resiliency of these neighborhood by reducing the impact from storage.

457

01:15:38.640 --> 01:15:48.540

1631****325: By increasing the link in the distance of the shoreline the protective coat will offer multiple touch points with dissipating energy and acting waiting wave action.

458

01:15:49.620 --> 01:15:56.370

1631****325: Most of the waterfront properties within the project study area are within the preliminary flood insurance maps.

459

01:15:57.390 --> 01:16:13.980

1631****325: And are affected by the V zone we're hazard is increased because of ways velocity strip search flooding is projected to increase with sea level rises in the study area, and in particular up land along North Fort St this will affect dozens of properties, most of.

460

01:16:15.270 --> 01:16:19.920

1631****325: Today, are mixed residential buildings, the scope of it, he is analysis.

461

01:16:20.670 --> 01:16:28.530

1631****325: and quantify the impact of different coastal flood this scenarios, including with and without the proposal and use actions.

462

01:16:28.890 --> 01:16:36.630

1631****325: Under the proposal, the design of the waterfront park and protected cove are lucky to reduce the extent of flooding induced by storm surge and sea level rise.

463

01:16:36.990 --> 01:16:43.590

1631****325: The proposed is not only reduce risk with the property itself but would like to reduce risk for properties in the vicinity as well.

464

01:16:44.010 --> 01:16:51.690

1631****325: To help them through the effectiveness of the proposal and mitigating risk, the scope of work for the church include a higher logic flood model.

465

01:16:52.620 --> 01:17:01.350

1631****325: In addition to the current secret guidelines that are aimed to evaluating climate change and consistency with the waterfront rehabilitation Program.

466

01:17:02.850 --> 01:17:16.800

1631****325: Similarly, the open space assessments should include additional quantitative and qualitative for Korea to go beyond the

measurement of open space acres per capita, they can enhance the positive impacts of productivity.

467

01:17:18.990 --> 01:17:29.220

Stephanie Shellooe - Deputy Director of EARD (DCP): So, ask you to complete your testimony please note that we do accept comments in writing if you weren't able to get all of your points noted so again.

468

01:17:29.250 --> 01:17:29.760

Stephanie Shellooe - Deputy Director of EARD (DCP): Those do.

469

01:17:30.060 --> 01:17:54.390

Stephanie Shellooe - Deputy Director of EARD (DCP): It via mail at 120 Broadway 31st floor in New York New York 10271 or two or email at two one tcp 157 K underscore dl@planning.nyc.gov thanks for understanding and we look forward to receiving written testimony I will now go to our next dial in color phone number ending in 832.

470

01:17:55.560 --> 01:18:01.170

Stephanie Shellooe - Deputy Director of EARD (DCP): Again, you have three minutes to provide your testimonial though you can't see the timer in the zoom.

471

01:18:01.950 --> 01:18:03.030

x1646****832: Is be mindful of that.

472

01:18:03.090 --> 01:18:04.620

Stephanie Shellooe - Deputy Director of EARD (DCP): And we're ready for your testimony.

473

01:18:06.090 --> 01:18:09.390

x1646****832: hi can you hear me yes please state your name on record.

474

01:18:10.590 --> 01:18:10.980

x1646****832: So.

475

01:18:14.040 --> 01:18:14.310

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay.

476

01:18:14.700 --> 01:18:24.030

x1646****832: So good afternoon everyone, I am a thoroughbred and I have been the board precedent for 340 South third street for a decade.

477

01:18:24.600 --> 01:18:35.730

x1646****832: I have lived in the williamsburg Community for over 25 years, the first time I heard about the River ring project I got very excited because.

478

01:18:36.060 --> 01:18:45.540

x1646****832: It will bring you job opportunities for the local community provide you housing and also a part for families to go and build in their memories.

479

01:18:46.200 --> 01:18:59.400

x1646****832: I am highly supportive of the overall vision for recovering from my house in perspective, this will create affordable housing, where everyone will be given equal opportunity, despite their income level.

480

01:18:59.910 --> 01:19:11.820

x1646****832: It will also give a better quality of life for local community members from a partner perspective, this will be privately maintain on no cost to the city.

481

01:19:12.240 --> 01:19:24.780

x1646****832: Family will have an open space to share with their families, especially during the coven 19 pandemic, it will be very environmental friendly and will create a foster diversity community.

482

01:19:25.320 --> 01:19:32.580

x1646****832: And from a job perspective, this project will create permanent and construction jobs to local community members.

483

01:19:34.200 --> 01:19:53.730

x1646****832: Thank you for giving me the opportunity to testify river rings build is the way to go, and I cannot be more excited to see this project happen as evil sued the williamsburg Community very well, and he will create a world class environment, thank you.

484

01:19:55.620 --> 01:19:57.330

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony.

485

01:19:58.770 --> 01:20:12.570

Stephanie Shellooe - Deputy Director of EARD (DCP): And it looks like the speaker that we had skipped it von Sydow he has joined the meeting so we'll go back to our our speakers in order that they signed up and Yvonne are ready for your testimony if you're able to.

486

01:20:13.590 --> 01:20:16.890

Stephanie Shellooe - Deputy Director of EARD (DCP): unmute yourself and join via camera if you wish.

487

01:20:22.080 --> 01:20:23.190

x13 - Yvonne Sidaoui: hello, can you hear me.

488

01:20:23.550 --> 01:20:26.160

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can and sorry if I mispronounced your name.

489

01:20:26.280 --> 01:20:27.180

x13 - Yvonne Sidaoui: Please yeah no problem.

490

01:20:27.240 --> 01:20:28.890

x13 - Yvonne Sidaoui: yeah it's Yvonne Yvonne.

491

01:20:31.230 --> 01:20:40.200

x13 - Yvonne Sidaoui: So I just want to say you know what away wherever we we live wherever we move in New York City as a mom.

492

01:20:41.220 --> 01:20:56.130

x13 - Yvonne Sidaoui: I always make sure that you know before before even choosing the apartment to have a ymca and neighborhood why because I feel like it's a ymca em.

493

01:20:57.990 --> 01:21:03.930

x13 - Yvonne Sidaoui: ymca branch and the neighborhood is as important as school for my daughter and other kids and.

494

01:21:05.430 --> 01:21:09.840

x13 - Yvonne Sidaoui: Really and neighbors because it's you can select.

495

01:21:10.920 --> 01:21:17.250

x13 - Yvonne Sidaoui: It has lots of benefits, educational, whether you know after school activities.

496

01:21:17.940 --> 01:21:32.610

x13 - Yvonne Sidaoui: sports activities for me for the family for the kids even for my parents who don't speak English they have they offer them free English classes, they offer them help with the you know the immigration papers and all of that so.

497

01:21:34.140 --> 01:21:40.920

x13 - Yvonne Sidaoui: For instance, my parents felt really home and really love when when they go to any ymca branch, and they have all this help.

498

01:21:41.400 --> 01:22:00.660

x13 - Yvonne Sidaoui: same thing for my daughter she she feels like sometimes you know she doesn't matter of why i'm saying more than school they really carrying them the teachers, the, the Director, Mr Harris Hats off for all the beautiful works has been doing for us, especially you know what covered.

499

01:22:01.980 --> 01:22:12.780

x13 - Yvonne Sidaoui: You know kids or what why i'm Sarah not feeling sad anymore or lonely or they always have things for them math education stuff.

500

01:22:13.680 --> 01:22:16.740

x13 - Yvonne Sidaoui: school sports activities they're always smiling.

501

01:22:17.700 --> 01:22:26.160

x13 - Yvonne Sidaoui: carrying a you know welcoming for these kids with the mask and all of that they don't let them feel the burden of all this pandemic and.

502

01:22:26.520 --> 01:22:35.490

x13 - Yvonne Sidaoui: So, for instance, my daughter knows, you know as if there is no covert she's happy, there is no restrictions and another thing.

503

01:22:36.390 --> 01:22:41.460

x13 - Yvonne Sidaoui: When you have a ymca in the neighborhood you feel

that this neighborhood is the right.

504

01:22:41.970 --> 01:22:51.150

x13 - Yvonne Sidaoui: The right the place where you want your family to grow why you want to your parents yourself and the kids you know to feel really safe.

505

01:22:51.840 --> 01:23:06.060

x13 - Yvonne Sidaoui: and always like have activities events so it's really very, very important and yeah I mean also You see, like the the places around ymca are the best places the cleanest.

506

01:23:06.540 --> 01:23:16.410

x13 - Yvonne Sidaoui: People are like you find the the the nicest people you know, the people who go to ymca so I don't know I mean I can't I can't stop.

507

01:23:17.940 --> 01:23:23.520

x13 - Yvonne Sidaoui: The same more things because yeah it's I mean ymca for me is like.

508

01:23:24.780 --> 01:23:31.170

x13 - Yvonne Sidaoui: very, very important and that's all for all what they've been doing for us whether pre covered or join covered and.

509

01:23:31.170 --> 01:23:31.410

yeah.

510

01:23:32.550 --> 01:23:33.690

x13 - Yvonne Sidaoui: Thank you so much.

511

01:23:34.230 --> 01:23:37.290

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for providing your testimony and running today.

512

01:23:40.170 --> 01:23:45.480

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay i'm going to call the next handful of speakers back in our speakers list in order of signing up.

513

01:23:47.040 --> 01:23:55.140

Stephanie Shellooe - Deputy Director of EARD (DCP): john hi Roman Craig heitzmann host daily on and Randy peers so we'll start with john Romano.

514

01:23:56.370 --> 01:24:04.530

Stephanie Shellooe - Deputy Director of EARD (DCP): will promote you to panelist and you will be able to unmute yourself and turn on video, if you wish, and we'll be ready for your testimony.

515

01:24:07.320 --> 01:24:08.070

Stephanie Shellooe - Deputy Director of EARD (DCP): hi welcome.

516

01:24:08.670 --> 01:24:18.720

x20 - Johnjairo Roman: hey good afternoon chair, legal and members of the Commission, my name is john hi Roman and i've been a member of 32 bj for almost a year I work as a concierge.

517

01:24:19.740 --> 01:24:26.310

x20 - Johnjairo Roman: As you know, 32 bj is the largest property service union representing 85,000 properties service workers across the city.

518

01:24:27.210 --> 01:24:33.690

x20 - Johnjairo Roman: We maintain clean and provide security services and buildings, like the one being discussed at reverting.

519

01:24:34.620 --> 01:24:39.870

x20 - Johnjairo Roman: We estimate that this rezoning which will allow the construction of to residential towers.

520

01:24:40.800 --> 01:24:48.750

x20 - Johnjairo Roman: With nearly 300 affordable apartments Community retail and parking space will lead to the creation of 13 new building service jobs.

521

01:24:49.320 --> 01:25:00.330

x20 - Johnjairo Roman: The commitment to to good permanent jobs in this project is clear in examining the impact of this project, we hope that the Commission will consider how it will affect building service workers.

522

01:25:00.750 --> 01:25:09.240

x20 - Johnjairo Roman: We believe any investigation of a project like

this should consider whether the development will sustain wage standards in the building service industry.

523

01:25:09.780 --> 01:25:19.080

x20 - Johnjairo Roman: This project really does that the new park space and sustainability measures proposed in this project will also benefit 32 bj Members and their families.

524

01:25:19.740 --> 01:25:27.030

x20 - Johnjairo Roman: The best way to make sure that developments, like the one proposed have a positive impact on building service workers is for developers.

525

01:25:27.330 --> 01:25:35.640

x20 - Johnjairo Roman: To make a formal commitment to pay the prevailing wage and create good jobs with families sustaining wages inventors, we are pleased to let you know.

526

01:25:36.210 --> 01:25:44.880

x20 - Johnjairo Roman: That the developer affiliated with this project river street partners llc has a track record of creating good jobs throughout their portfolio.

527

01:25:45.330 --> 01:25:51.570

x20 - Johnjairo Roman: river street partners llc has made an early commitment to creating prevailing wage building service jobs at the site.

528

01:25:52.200 --> 01:26:00.630

x20 - Johnjairo Roman: We are in full support of this project, we hope that the review process will take the issue of job quality for building service workers seriously.

529

01:26:01.080 --> 01:26:14.670

x20 - Johnjairo Roman: This rezoning is a chance for working families to benefit from development for increased green space on the brooklyn waterfront and to uphold and promote the strong standards that are in place for good building service jobs in the city, thank you.

530

01:26:17.940 --> 01:26:20.310

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for being here and for your testimony.

531

01:26:23.130 --> 01:26:25.290

Stephanie Shellooe - Deputy Director of EARD (DCP): I will now move on to create heitzmann.

532

01:26:31.020 --> 01:26:35.490

Stephanie Shellooe - Deputy Director of EARD (DCP): You should be able to unmute yourself in just a moment and provide your testimony.

533

01:26:36.600 --> 01:26:38.220

x27 - Craig Heitzman: hello, how are you can you hear me.

534

01:26:39.090 --> 01:26:40.860

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you, please be in your testimony.

535

01:26:41.070 --> 01:26:58.980

x27 - Craig Heitzman: Great Thank you very much for having me today, my name is Craig heitzmann I am both a resident of williamsburg as well as the city director for nyc social and the bolo city kids foundation I bring those up because we currently use the space at.

536

01:27:00.180 --> 01:27:13.800

x27 - Craig Heitzman: domino park for free youth leagues in the neighborhood as well as running leagues in mccarren park free to the Community, so when we see a space that's coming up, that is going to help benefit the kids that we serve.

537

01:27:14.280 --> 01:27:26.580

x27 - Craig Heitzman: We fully support it, we feel that the River ring offers a great opportunity to get kids connected to the waterfront in a way that isn't available anywhere else really in the city very easily.

538

01:27:27.690 --> 01:27:38.520

x27 - Craig Heitzman: For kids have access to the birds, the beach front, just to be on the water in a safe way you, you can do that really in williamsburg right now.

539

01:27:39.780 --> 01:27:43.920

x27 - Craig Heitzman: So that's really an amazing thing and then as a resident.

540

01:27:44.670 --> 01:27:56.640

x27 - Craig Heitzman: Just as everyone else has said previously, the amount of active and passive park space in Williamsburg and Green Points area are very small compared to the amount of people trying to use it.

541

01:27:57.060 --> 01:28:09.630

x27 - Craig Heitzman: So getting more passive space is super important, I think that the opportunity to be able to walk from the Williamsburg bridge and someday with all the parks that are planning.

542

01:28:10.170 --> 01:28:24.630

x27 - Craig Heitzman: To be in the area, all the way up to Long Island City would be such an amazing day trip that this opportunity with this building and river ring will help provide to that experience so.

543

01:28:25.530 --> 01:28:34.830

x27 - Craig Heitzman: I really think that we do need this space we need after COVID and having such a limited space outdoors this just provides such a great opportunity to the Community.

544

01:28:35.280 --> 01:28:41.730

x27 - Craig Heitzman: And would also help support a lot of the businesses in the area and then we're hitting extremely hard during COVID so.

545

01:28:42.240 --> 01:28:48.210

x27 - Craig Heitzman: I believe that we should move forward with this and it will help provide greater access to.

546

01:28:48.570 --> 01:29:03.990

x27 - Craig Heitzman: The Community and to all the kids in the area for sports, as well as being able to use the YMCA that is plan to go in there and again just being able to access the water in such a unique way is something that I look forward to being able to do, hopefully, thank you.

547

01:29:07.140 --> 01:29:09.510

Stephanie Shellgoe - Deputy Director of EARD (DCP): Thank you for being here and for providing their testimony.

548

01:29:10.920 --> 01:29:13.320

Stephanie Shellooe - Deputy Director of EARD (DCP): Our next speaker will be Jose Leone

549

01:29:16.230 --> 01:29:21.990

Stephanie Shellooe - Deputy Director of EARD (DCP): Jose Leon all promote you to panelist and you should be able to unmute and turn on your camera yes.

550

01:29:23.040 --> 01:29:28.290

x28 - Jose Leon: Good afternoon, my name is wholesale am in I am the Deputy Executive Director at phoenix alliance.

551

01:29:28.770 --> 01:29:34.860

x28 - Jose Leon: I want to thank the New York City department of city planning for the opportunity to provide testimony on the River Ridge project.

552

01:29:35.400 --> 01:29:44.070

x28 - Jose Leon: phoenix aligns is a community based group here in North brooklyn serving about 17,000 people in the areas of affordable housing youth development.

553

01:29:44.490 --> 01:29:55.170

x28 - Jose Leon: and education elder care workforce development and Community planning and Community building this year saying it's a lion celebrates 46 years of community service and development.

554

01:29:55.830 --> 01:30:02.730

x28 - Jose Leon: In 2017 see next alliance entered into an agreement with two trees to provide construction training and placement services.

555

01:30:03.480 --> 01:30:13.350

x28 - Jose Leon: At the domino sugar factory we development site in williamsburg brooklyn as a result of the Community benefits agreement and commitment made by two trees to brooklyn Community board number one.

556

01:30:14.010 --> 01:30:20.790

x28 - Jose Leon: we're pleased to share with all that ad placements job placements have been made at the domino sites and started the agreement.

557

01:30:21.240 --> 01:30:28.680

x28 - Jose Leon: And we're very happy to share that two trees through Subcontractors are starting many of our entry level placements at \$20 an hour.

558

01:30:29.310 --> 01:30:34.110

x28 - Jose Leon: rate that is significantly higher than our experience working with other developers or developments.

559

01:30:34.620 --> 01:30:40.140

x28 - Jose Leon: Two trees, has been a model Community Partner not only keeping its end of the agreement, but going beyond.

560

01:30:40.530 --> 01:30:49.320

x28 - Jose Leon: serving on our employer business advisory council to help guide our train trainings and trainees and making connections to other employment opportunities.

561

01:30:49.980 --> 01:30:52.290

x28 - Jose Leon: Say next alliance lawsuit is and then, when they.

562

01:30:52.980 --> 01:31:02.490

x28 - Jose Leon: recently met with two trees as a coalition to provide recommendations on the River Ridge project in the areas of affordable housing environmental in open space concerns and local jobs.

563

01:31:02.850 --> 01:31:11.280

x28 - Jose Leon: i'm pleased to share with you that two trees has committed to all of the coalition's recommendations on the River Ridge project, I will share with you the jobs commitment that two trees has committed to.

564

01:31:11.820 --> 01:31:17.010

x28 - Jose Leon: The River ring project is anticipated to create over 2000 project jobs and 500 permanent jobs.

565

01:31:17.370 --> 01:31:23.850

x28 - Jose Leon: Of these opportunities to trees is committing over 100 slots for local construction hires starting wages of \$20 an hour.

566

01:31:24.270 --> 01:31:31.800

x28 - Jose Leon: 10 building services jobs upon construction completion

and opportunity for local residents to apply for any of the project, the 500 permanent jobs.

567

01:31:32.160 --> 01:31:37.050

x28 - Jose Leon: The permanent jobs include Williams ymca positions part maintenance and retail positions.

568

01:31:37.500 --> 01:31:47.070

x28 - Jose Leon: To trees, will continue to utilize the next alliance workforce development Center to meet these commitments given our success or successful experience on the domino project site.

569

01:31:47.670 --> 01:31:56.070

x28 - Jose Leon: The coalition is supportive of the overall vision vision for the River ring development and excited about the opportunities this development presents to low and moderate income individuals.

570

01:31:56.460 --> 01:32:04.830

x28 - Jose Leon: And Community boy number one and in North brooklyn, especially those that are in dire need of for affordable housing jobs and much needed open space, thank you.

571

01:32:08.160 --> 01:32:19.380

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony I will go to our next speaker Randy peers Randy peers you'll be promoted to panelist and we'll be ready for your testimony in just a moment.

572

01:32:27.510 --> 01:32:30.810

x30 - Randy Peers: stephanie Thank you Thank you department city planning for having me.

573

01:32:33.870 --> 01:32:34.500

x30 - Randy Peers: pull up my.

574

01:32:37.530 --> 01:32:38.130

Testimony.

575

01:32:49.500 --> 01:32:50.280

x30 - Randy Peers: Can you still hear me.

576

01:32:51.360 --> 01:32:52.530

Stephanie Shellooe - Deputy Director of EARD (DCP): We can hear you yes.

577

01:32:53.850 --> 01:32:55.170

Stephanie Shellooe - Deputy Director of EARD (DCP): let's reset the clock.

578

01:32:56.670 --> 01:32:57.840

x30 - Randy Peers: My apologies for that.

579

01:32:57.930 --> 01:32:59.490

Stephanie Shellooe - Deputy Director of EARD (DCP): No problem or read my name it.

580

01:33:00.180 --> 01:33:01.260

x30 - Randy Peers: All right, sorry about that.

581

01:33:02.310 --> 01:33:09.450

x30 - Randy Peers: First of all, I thank the apartment city planning for having me here today, my name is Randy peers, and I am President CEO the brooklyn chamber of commerce.

582

01:33:09.960 --> 01:33:13.950

x30 - Randy Peers: i'm here to speak in full support of the referring project on the williamsburg waterfront.

583

01:33:14.790 --> 01:33:24.240

x30 - Randy Peers: The brooklyn chamber of commerce is the largest business assistance organization in New York state and we represent a wide range of industries that contribute to the growth and vitality of brooklyn's economy.

584

01:33:24.750 --> 01:33:31.440

x30 - Randy Peers: For over 100 years the brooklyn Chamber has provided promotion support and advocacy services to both businesses, large and small.

585

01:33:32.010 --> 01:33:39.420

x30 - Randy Peers: Remembering project is a proposed mixed use site with 1250 housing units 313 of which will be affordable.

586

01:33:39.780 --> 01:33:49.890

x30 - Randy Peers: Community space will include a ymca waterfront parkland and the project will also include neighborhood retail it's exactly the type of project that brooklyn needs to continue to support economic growth.

587

01:33:50.220 --> 01:34:01.950

x30 - Randy Peers: And further enhance the vibrancy of the borough referring project addresses the borough's need for for additional housing of all types, with 313 units of affordable housing comprising 25% of the total.

588

01:34:02.370 --> 01:34:14.730

x30 - Randy Peers: With 30,000 square feet of neighborhood retail six acres of waterfront park and a resiliency infrastructure with waterfront educational opportunities we view this project as contextual and welcome.

589

01:34:15.810 --> 01:34:24.480

x30 - Randy Peers: Welcome it's addition to the williamsburg waterfront two trees has consistently offered well design projects that we need a wide range of needs of of the.

590

01:34:25.050 --> 01:34:32.760

x30 - Randy Peers: entities in which they build in addition to the affordable housing, the project will create 506 permanent jobs and 2000 construction jobs.

591

01:34:33.690 --> 01:34:38.280

x30 - Randy Peers: This is a significant amount of job creation in our post pandemic economy.

592

01:34:38.730 --> 01:34:48.630

x30 - Randy Peers: It is important to note that New York city's unemployment rates still stands at twice the national average and the need for new job creation is paramount, if we are to revitalize brooklyn's economy.

593

01:34:49.140 --> 01:34:53.790

x30 - Randy Peers: The site is designed for storm resiliency and is increasingly necessary to measure.

594

01:34:54.240 --> 01:35:02.010

x30 - Randy Peers: As a measure to protect against flooding, as we address the effects of climate change, sustainable features include an infrastructure that will not only rely.

595

01:35:02.430 --> 01:35:06.600

x30 - Randy Peers: On or in any way burden the city sewer storm water or electric grid.

596

01:35:07.110 --> 01:35:11.880

x30 - Randy Peers: To trees is made every effort and it's designed to maximize to maximize affordable housing.

597

01:35:12.180 --> 01:35:20.670

x30 - Randy Peers: bill density compatible to the surrounding neighborhood and to find unique architectural and design solutions to the site conditions and the constraints.

598

01:35:20.910 --> 01:35:29.880

x30 - Randy Peers: The site opens up and and and improves connectivity to the waterfront for the Community and for all brooklynites and represents a model for sustainable waterfront design.

599

01:35:30.690 --> 01:35:41.610

x30 - Randy Peers: with minimal impact on existing infrastructure, the additional retail is included in the project will add needed amenities for the surrounding community as this vibrant waterfront district continues to grow.

600

01:35:42.180 --> 01:35:52.110

x30 - Randy Peers: on behalf of the brooklyn Chamber of Commerce, we are proud to support this project, the riverbank project, due to its positive economic community and environmental equity benefits, thank you.

601

01:35:55.020 --> 01:36:13.140

Stephanie Shellooe - Deputy Director of EARD (DCP): Perfect timing Thank you Randy for your testimony um I don't know call a handful of folks that did not appear to be in zoo at them at the time that their number came up so now call and if anyone is is in the real Laura Simpson.

602

01:36:14.220 --> 01:36:15.720

Stephanie Shellooe - Deputy Director of EARD (DCP): goes yup and arts.

603

01:36:16.920 --> 01:36:18.240

Stephanie Shellooe - Deputy Director of EARD (DCP): Ivan gilks.

604

01:36:20.160 --> 01:36:21.630

Stephanie Shellooe - Deputy Director of EARD (DCP): cristiana roshi.

605

01:36:23.280 --> 01:36:24.750

Stephanie Shellooe - Deputy Director of EARD (DCP): john SAP an era.

606

01:36:26.220 --> 01:36:27.660

Stephanie Shellooe - Deputy Director of EARD (DCP): Where I will fill out.

607

01:36:29.580 --> 01:36:30.810

Stephanie Shellooe - Deputy Director of EARD (DCP): Alex kimmel.

608

01:36:33.270 --> 01:36:34.350

Stephanie Shellooe - Deputy Director of EARD (DCP): Can more.

609

01:36:36.690 --> 01:36:38.190

Stephanie Shellooe - Deputy Director of EARD (DCP): And nor shake.

610

01:36:42.000 --> 01:36:44.880

Stephanie Shellooe - Deputy Director of EARD (DCP): It appears that cristiana Rossi, is in the room.

611

01:36:46.080 --> 01:36:52.200

Stephanie Shellooe - Deputy Director of EARD (DCP): If the back of house team can promote cristiana Rossi, and two panelists so that we can hear their testimony.

612

01:37:02.040 --> 01:37:02.490

x21 - Cristiano Rossi: Hello.

613

01:37:03.330 --> 01:37:04.560

Stephanie Shellooe - Deputy Director of EARD (DCP): hello, please.

614

01:37:06.720 --> 01:37:12.720

x21 - Cristiano Rossi: hi Good morning, thank you for having me here my name is Christina rosie first thing sorry for my English i'm Italian.

615

01:37:13.980 --> 01:37:23.160

x21 - Cristiano Rossi: i'm on i'm moving, we have two years ago, I have a lot of it, and I have a little rest of business in a food industry in williamsburg.

616

01:37:23.880 --> 01:37:33.630

x21 - Cristiano Rossi: I came from either with them where where I have a lot of the restaurant business there, and when they move in United States because I won't develop my business also here.

617

01:37:34.350 --> 01:37:43.980

x21 - Cristiano Rossi: i'm trying to find some location some area New York, that is more like Italy or Europe, but the problem here is that is that.

618

01:37:44.490 --> 01:37:55.740

x21 - Cristiano Rossi: it's very hard to have access to the waterfront all them path because the water was very, very bad, but when they saw domino park and I see how the.

619

01:37:56.340 --> 01:38:09.120

x21 - Cristiano Rossi: tutors and the project to develop all the art I fully love of them and of the project, because I think this is the for us for small businesses that are great a big opportunity.

620

01:38:10.320 --> 01:38:20.160

x21 - Cristiano Rossi: Because they bring a lot of people, a lot of cosmic it because it's now anything else, this is the future of all the CD and to be more closer to the car to the.

621

01:38:20.910 --> 01:38:31.080

x21 - Cristiano Rossi: To the front to the waterfront and also because every time that I go to the dominion Park, I saw that is so many people but isn't.

622

01:38:32.100 --> 01:38:40.590

x21 - Cristiano Rossi: They need more space they need to have more space

on the front of the waterfront because New York donated all the space on the on the water.

623

01:38:41.190 --> 01:39:03.240

x21 - Cristiano Rossi: And i'm sure that the project that they have will be one of the most beautiful great project for New York City, and of course they they help all of us all of our more business that, in this period, they suffer a lot for the call it the for the display problem that we had until now.

624

01:39:04.500 --> 01:39:11.700

x21 - Cristiano Rossi: And they did them, these days, their project they really can help us to.

625

01:39:13.020 --> 01:39:16.110

x21 - Cristiano Rossi: rebuild all our business, thank you very much.

626

01:39:17.640 --> 01:39:18.060

x21 - Cristiano Rossi: Thank you.

627

01:39:19.980 --> 01:39:29.430

Stephanie Shellooe - Deputy Director of EARD (DCP): Oh great Thank you so much for your testimony and for being here today i'll go ahead and call the next our speakers in order so that they're able to get themselves ready.

628

01:39:30.150 --> 01:39:44.730

Stephanie Shellooe - Deputy Director of EARD (DCP): Our next speakers are Rashid little john Maxwell Kobe oh remy shorts and Harrison brennan I received, we are ready for your testimony will be promoted to a panelist in just a moment and able to unmute yourself.

629

01:39:47.700 --> 01:39:48.090

x31 - Rashid Littlejohn: Hello.

630

01:39:48.720 --> 01:39:49.830

Stephanie Shellooe - Deputy Director of EARD (DCP): Hello welcome we're ready.

631

01:39:49.860 --> 01:39:50.460

x31 - Rashid Littlejohn: How you doing.

632

01:39:51.330 --> 01:40:01.650

x31 - Rashid Littlejohn: i'm doing well i'm ready, I would like to say that i'm a Community Member i'm a member of the Bush williamsburg Community born and raised also a youth development leader counselor.

633

01:40:02.040 --> 01:40:09.720

x31 - Rashid Littlejohn: Work with a various amount of program Salvation Army coalition for Hispanic insurance services grants to settlement.

634

01:40:11.460 --> 01:40:18.990

x31 - Rashid Littlejohn: In a in my concern, specifically when it comes to this project, one I love it and i'm excited about what it will bring to the Community.

635

01:40:19.290 --> 01:40:27.990

x31 - Rashid Littlejohn: But my concern specifically is in the Culture that's going to be created around supporting the individual selected for the affordable housing unit.

636

01:40:28.530 --> 01:40:37.050

x31 - Rashid Littlejohn: i'm aware of of a handful of things, historically, that have happened in New York City and in the lack of protections around people.

637

01:40:37.290 --> 01:40:44.730

x31 - Rashid Littlejohn: Who, you know get opportunities to live, you know within you know majority, you know above market or market rate.

638

01:40:45.000 --> 01:40:57.420

x31 - Rashid Littlejohn: buildings, but they are able to access, you know those opportunities, because of affordable housing, but you know, unfortunately, there aren't any provisions when example is are in 2018 and the development court irby.

639

01:40:57.930 --> 01:41:06.840

x31 - Rashid Littlejohn: With homecourt llc they tried to segregate entrance and exit for people who are listed under affordable housing and there's been a lot of predatory practices.

640

01:41:07.680 --> 01:41:19.470

x31 - Rashid Littlejohn: made to try to remove specific individuals or just people within affordable housing outside of those those residences so so i'm just hopeful that a part of this project, there are some.

641

01:41:20.250 --> 01:41:27.630

x31 - Rashid Littlejohn: opportunities to create a cohesive culture, when you, you know when you create spaces for people who are and affordable housing.

642

01:41:28.020 --> 01:41:34.050

x31 - Rashid Littlejohn: Also, am interested in how priorities will be selected when it comes to the ymca.

643

01:41:34.590 --> 01:41:39.330

x31 - Rashid Littlejohn: with people who are in affordable housing or you know the glow the overall Community.

644

01:41:39.630 --> 01:41:50.220

x31 - Rashid Littlejohn: Of the residents there when it comes to childcare and services provided if it's going to be like a 5050 down the middle Is there going to be more services that the ymca is going to apply.

645

01:41:50.490 --> 01:41:59.730

x31 - Rashid Littlejohn: For affordable housing individuals or like what the process of, that is, I still stand on it as being a great space green spaces and be spaces are.

646

01:41:59.970 --> 01:42:08.010

x31 - Rashid Littlejohn: definitely needed in our communities, but I know when you begin to fuse communities there's a lot of historic in differences in some unfortunate.

647

01:42:08.790 --> 01:42:15.930

x31 - Rashid Littlejohn: stigmas and mentalities that exists and and there aren't as many protections around individuals who may not have.

648

01:42:16.500 --> 01:42:26.550

x31 - Rashid Littlejohn: That fluid nature to support when when things are a bit unfair to their livelihoods and also quality of living, so I just wanted to put that on the record and hope that.

649

01:42:26.820 --> 01:42:41.040

x31 - Rashid Littlejohn: A part of two trees, there is a desire to create a cohesive Community where it doesn't feel like there's a segregated energy for people who are in affordable housing, you know against the greater Community of two trees in the River big area.

650

01:42:45.000 --> 01:42:48.150

Stephanie Shellooe - Deputy Director of EARD (DCP): Great Thank you so much for your testimonial for raising those issues.

651

01:42:50.610 --> 01:42:58.500

Stephanie Shellooe - Deputy Director of EARD (DCP): I will now move on to our next speaker Maxwell Kobe Oh, I will be promoted to a panelist in just a moment and we'll be ready for your testimony.

652

01:43:01.740 --> 01:43:09.030

x32 - Maxwell Cabello: hi my name is Maxwell cobell and I am the land use and policy analyst at churches united for fair housing our producers Cup.

653

01:43:10.080 --> 01:43:17.970

x32 - Maxwell Cabello: organization is based in North brooklyn and much of our membership base and the people we provide services to our in williamsburg and in North brooklyn.

654

01:43:18.900 --> 01:43:33.840

x32 - Maxwell Cabello: that's kind of where we come from a we're based out of, and so we have a pretty good idea of the issues facing people and Community specifically people are having the highest need when it comes to housing and i'm testified classifying specifically to ask the city.

655

01:43:35.190 --> 01:43:46.740

x32 - Maxwell Cabello: evaluate this project, the lens of racial equity and specifically how grayson displacement are related and the Committee of williamsburg both historically and with this type of proposal.

656

01:43:48.300 --> 01:43:55.080

x32 - Maxwell Cabello: Just over a year and a half ago we released report identifying demographic changes in greenpoint landsberg after the 2005 rezoning.

657

01:43:56.010 --> 01:44:06.060

x32 - Maxwell Cabello: Where we saw a large wave a lot next residents that were pushed out of the neighborhood and we've seen other issues around manufacturing space disappearing at higher rates of the city's predicted and.

658

01:44:06.450 --> 01:44:17.280

x32 - Maxwell Cabello: Really, we feel like this project that continuation and that type of land use and zoning approach, replacing manufacturing uses, we know there's environmental issues that need to be addressed in the parks, a great resource.

659

01:44:18.900 --> 01:44:22.950

x32 - Maxwell Cabello: But we also have to understand the housing issues and how this place in the in the local community.

660

01:44:23.970 --> 01:44:31.380

x32 - Maxwell Cabello: And so you know I want to going back to race just want to talk about the Community benefits have been talked about specifically on affordable housing.

661

01:44:32.160 --> 01:44:36.240

x32 - Maxwell Cabello: The majority of the affordable units are targeted to 60% of am I, which sounds great.

662

01:44:36.840 --> 01:44:47.610

x32 - Maxwell Cabello: it's about \$64,000 a year for a family of three, but in the zip code black and white next families their median household incomes are between 40 and \$50,000 a year and so.

663

01:44:48.480 --> 01:44:59.130

x32 - Maxwell Cabello: This this affordability almost still is not accessible to them, and so we break out those racial disparities, we know who is going to have access to housing here and who will not and that's a deep concern of ours.

664

01:44:59.610 --> 01:45:08.730

x32 - Maxwell Cabello: we've pushed for a racial impact study legislation that would look at these issues through a racial lines, I think the same lens needs to be applied to potential businesses and jobs that might be displaced.

665

01:45:10.530 --> 01:45:17.100

x32 - Maxwell Cabello: And, and again we've seen this history of like adding a bunch of housing and hoping that people will benefit and affordability will change.

666

01:45:17.940 --> 01:45:26.280

x32 - Maxwell Cabello: But we've seen after adding 10s of thousands of residents to this area we've seen people continue to be displaced and pit contained to find affordable and safe housing.

667

01:45:26.670 --> 01:45:35.040

x32 - Maxwell Cabello: So I really important to look at things through that lens of what might happen, I again, I understand the enormous benefits this proposal entails.

668

01:45:36.240 --> 01:45:45.420

x32 - Maxwell Cabello: But again, the developer is getting 10s of millions hundreds of millions of dollars in property value from the zoning change over a million square foot.

669

01:45:46.290 --> 01:45:56.370

x32 - Maxwell Cabello: of residential property when build a little square foot development sites is sold about 300 to \$400 a square foot in williamsburg so it's an enormous benefit for them and, as a community, we have to demand.

670

01:45:56.880 --> 01:46:07.050

x32 - Maxwell Cabello: That we get the same type of return on investment and so i'm just asking at the city evaluate this the racial lens and specifically who's going to be displaced and who's going to benefit, thank you.

671

01:46:07.950 --> 01:46:10.620

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony and thank you for being here.

672

01:46:13.050 --> 01:46:15.780

Stephanie Shellooe - Deputy Director of EARD (DCP): I will go to our next speaker remy Schwartz.

673

01:46:17.220 --> 01:46:21.990

Stephanie Shellooe - Deputy Director of EARD (DCP): From you'll be promoted to a panelist and just a moment and we'll be ready for your

testimony.

674

01:46:26.070 --> 01:46:27.390

x33 - Remy Schwartz: hi thanks, can you hear me.

675

01:46:27.870 --> 01:46:29.310

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can Please proceed.

676

01:46:29.910 --> 01:46:36.510

x33 - Remy Schwartz: So much, my name is remy Schwartz i'm the director of development and administration and brooklyn greenway initiative.

677

01:46:36.930 --> 01:46:46.200

x33 - Remy Schwartz: or a nonprofit dedicated to the implementation of the full 26 mile brooklyn waterfront greenway which one complete will run from greenpoint all the way to New York.

678

01:46:46.560 --> 01:46:57.540

x33 - Remy Schwartz: And will serve more than 2.6 million brooklyn residents, create a landscape trail for pedestrians, cyclists human and electric power transportation that will wrap around brooklyn's entire waterfront.

679

01:46:58.800 --> 01:47:15.330

x33 - Remy Schwartz: i'm commenting on this project, on behalf of our organization as how it relates to green space on the brooklyn waterfront currently 20 miles of the 26 mile brooklyn waterfront greenway is in use and runs past this development on can't avenue.

680

01:47:16.680 --> 01:47:28.440

x33 - Remy Schwartz: In 2020 more than 1.3 million people use the brooklyn waterfront greenway, which was a significant increase from prior years and during coven we also saw an additional 30% increase.

681

01:47:28.860 --> 01:47:37.500

x33 - Remy Schwartz: In visitors to the naval cemetery landscape, which is a two acre small green space that we manage adjacent to the greenway at the brooklyn navy yard.

682

01:47:38.280 --> 01:47:44.850

x33 - Remy Schwartz: This year, this last year has demonstrated the myriad benefits offered by green spaces in New York City and the immense need.

683

01:47:45.570 --> 01:47:52.080

x33 - Remy Schwartz: From its residents and we would like to endorse the River ring plan in this vision of a green connected brooklyn waterfront.

684

01:47:52.620 --> 01:48:08.820

x33 - Remy Schwartz: We believe the plan for the three acre park and the protected water access is a terrific example of climate resilient design and we're hopeful that the River ring will be one of many projects to create sustainable and resilient public spaces along the city's waterfront thanks so much.

685

01:48:12.060 --> 01:48:17.430

Stephanie Shellooe - Deputy Director of EARD (DCP): Great, thank you for your testimony and for joining, I will go to our next speaker Harrison brennan.

686

01:48:20.220 --> 01:48:24.390

Stephanie Shellooe - Deputy Director of EARD (DCP): Harrison green then you'll be promoted in just a moment and we'll be ready for your testimony.

687

01:48:27.090 --> 01:48:30.480

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, can you hear me, yes, we can go ahead with your testimony.

688

01:48:31.440 --> 01:48:38.730

x34 - Harrison Grinnan: yeah so just before I get into my main point somebody I really like about the existing development from two trees at.

689

01:48:39.270 --> 01:48:51.810

x34 - Harrison Grinnan: domino's that they've done a really good job with the public bathrooms there have a much higher quality than any other public bathrooms i've seen in New York and they're open much longer hours which, as a runner has saved me many times going through that neighborhood.

690

01:48:53.730 --> 01:48:57.180

x34 - Harrison Grinnan: But just in general, talking about this this

development on.

691

01:48:58.770 --> 01:49:12.780

x34 - Harrison Grinnan: The existing alternative is basically going to be a Amazon last mile delivery site, which would mean a bunch of trucks and that would mean more traffic in the neighborhood that would mean more dead pedestrians in the neighborhood.

692

01:49:13.860 --> 01:49:24.990

x34 - Harrison Grinnan: Building housing in a rich neighborhood neighborhood that has a median census income over \$140,000 a year and there's over 60% white is our moral imperative there's no way around it.

693

01:49:25.680 --> 01:49:38.820

x34 - Harrison Grinnan: Building housing in rich neighborhoods like this is what we must do, and as a resident of the neighborhood it's something that I think it's it's sad to think that people would rather preserve us over welcoming new neighbors.

694

01:49:40.140 --> 01:49:47.370

x34 - Harrison Grinnan: The affordable housing component of this is great, I think that just in general, the the overall.

695

01:49:48.540 --> 01:49:54.270

x34 - Harrison Grinnan: New residents, whether affordable or market should be should be welcomed on New York.

696

01:49:54.750 --> 01:50:06.480

x34 - Harrison Grinnan: If you've been on this call, and you haven't checked the news York is losing a seat in the House, because we did not welcome enough people and we're not going to have 26 Members in the House of Representatives instead of 27.

697

01:50:07.770 --> 01:50:14.250

x34 - Harrison Grinnan: The tipping point was 89 people if there were 89 more people in New York, we would still have an additional Congressional representative.

698

01:50:15.810 --> 01:50:18.690

x34 - Harrison Grinnan: Projects like this, or how to make that happen you'll the rest of my time.

699

01:50:21.480 --> 01:50:23.010

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony.

700

01:50:25.680 --> 01:50:41.280

Stephanie Shellooe - Deputy Director of EARD (DCP): All right, we'll move to our next set of speakers on our call the next four speakers you like kaplan deseret night Adam dancer and William Thomas eli kaplan you're The next speaker you'll be promoted to a panelist and we'll be ready to hear your testimony.

701

01:50:50.610 --> 01:50:55.530

Stephanie Shellooe - Deputy Director of EARD (DCP): And you like company believe you'll need to unmute yourself and we'll be ready for your testimony.

702

01:50:56.790 --> 01:51:04.530

x35 - Eli Kaplan: Okay hi thanks, my name is you like apple and i'm the owner of mom and POPs and all natural eyes pop company based in North brooklyn.

703

01:51:05.040 --> 01:51:16.410

x35 - Eli Kaplan: For the past three years we've worked with two trees via domino park as one of their food vendors, so I wanted to offer a perspective of support for the River ring project based on our experiences working with two trees.

704

01:51:17.190 --> 01:51:28.620

x35 - Eli Kaplan: In our business mom and POPs serves many different demographics and several locations, but the Community that we serve a domino park is by far the most diverse community.

705

01:51:29.310 --> 01:51:41.250

x35 - Eli Kaplan: In our time working with two trees via domino we've seen just a really impressive and thorough commitment to always catering, to the needs and wants of that diverse Community on the North williamsburg waterfront.

706

01:51:41.820 --> 01:51:51.360

x35 - Eli Kaplan: there's lots of things I could say, but I bullet pointed just a few that show the ways that they prioritize that diverse community.

707

01:51:51.930 --> 01:52:02.460

x35 - Eli Kaplan: To trees or slap domino park they've asked us to get our ice POPs kosher certified because that's a concern of a lot of large demographic of the parkers there.

708

01:52:02.850 --> 01:52:12.600

x35 - Eli Kaplan: But they also asked us to create additional menu items that offered more affordable ice pop option, so we have many POPs now, which are really popular with the kids.

709

01:52:13.410 --> 01:52:19.770

x35 - Eli Kaplan: And just offer you know the same quality product but at to a wider array of people.

710

01:52:20.400 --> 01:52:32.010

x35 - Eli Kaplan: nate the head of agriculture at domino's started a collaboration with us where we make paths using various fruits and herbs that are indigenous to williamsburg that they grow right there at domino.

711

01:52:32.310 --> 01:52:48.330

x35 - Eli Kaplan: And our June Barry path is one of the most popular now and and kids and just people like love learning that they're tasty desert was grown right there at the park and Mike from two trees created a free ice proper reward system or exemplary park goers.

712

01:52:49.410 --> 01:52:56.700

x35 - Eli Kaplan: You know well, perhaps they're doing a good deed or helping a neighbor they get a domino that allows them to redeem a nice pop for free.

713

01:52:57.690 --> 01:53:05.190

x35 - Eli Kaplan: Additionally, I just wanted to note that as small business two trees and domino that i've always been really nurturing to our specific needs.

714

01:53:05.460 --> 01:53:13.050

x35 - Eli Kaplan: Last spring summer at the beginning height of the pandemic they made sure we felt really comfortable being out in public in our own time.

715

01:53:13.440 --> 01:53:22.350

x35 - Eli Kaplan: And they created the social distancing circles at their outdoor space that everybody I think in New York and beyond started emulating.

716

01:53:22.980 --> 01:53:28.830

x35 - Eli Kaplan: And they employ a really diverse staff that's committed to creating fun safe interactive space for everyone.

717

01:53:29.160 --> 01:53:37.320

x35 - Eli Kaplan: So, as far as the River project goes, I feel like two trees does a great job and it's proposal of addressing diverse needs once again with their.

718

01:53:37.590 --> 01:53:46.500

x35 - Eli Kaplan: affordable housing, which is significant, the ymca which fills a need for young families in the area and the proposed multi uses of the waterfront space.

719

01:53:47.280 --> 01:54:00.060

x35 - Eli Kaplan: Which just again allows people free opportunities to interact with their environment, I realize no plans perfect, but I think they've shown have a track record of really considering their diverse community.

720

01:54:00.870 --> 01:54:06.870

x35 - Eli Kaplan: And that's been our experiencing experience working with them thanks, very much for allowing me to just be.

721

01:54:07.620 --> 01:54:09.390

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony.

722

01:54:10.680 --> 01:54:27.780

Stephanie Shellooe - Deputy Director of EARD (DCP): Alright, it looks like deseret night is no longer in the the zoom meeting here so we'll move on to our next speaker Adam dancer Adam cancer, we promoted to a panelist and we will be ready for your testimony in just a moment Hello welcome.

723

01:54:28.320 --> 01:54:29.220

x38 - Adam Ganser: hi can you hear me.

724

01:54:29.580 --> 01:54:36.690

x38 - Adam Ganser: Yes, great i've got a young person interrupting me right now but i'll do my best i'm Adam DNS i'm the executive director.

725

01:54:37.080 --> 01:54:43.470

x38 - Adam Ganser: of new Yorkers for parks New York and parks, is a citywide independent organization, we champion quality parks and open space.

726

01:54:43.920 --> 01:54:53.730

x38 - Adam Ganser: For all new Yorkers in all neighborhoods I want to thank you for the opportunity to speak in support of the overall vision for river ring, and I believe the context in the moment.

727

01:54:54.090 --> 01:55:04.260

x38 - Adam Ganser: are perfect for this project i'll focus on open space in my points, but I do want to say that we are very supportive of the project and the nearly 300 badly needed.

728

01:55:04.620 --> 01:55:10.260

x38 - Adam Ganser: permanently affordable housing units, obviously, that is a huge component of this project.

729

01:55:11.130 --> 01:55:19.200

x38 - Adam Ganser: It is well known and Yorkers for parks research backs it that this area of North brooklyn has some of the lowest rates of open space in the entire city.

730

01:55:19.530 --> 01:55:31.620

x38 - Adam Ganser: Just 5% of the district is parks or parkland that ranks 48 out of 59 Community board districts worse, the district ranks 53rd out of 59 for tree canopies badly needed parks.

731

01:55:32.490 --> 01:55:37.830

x38 - Adam Ganser: This would this this project would add significant waterfront green space, as well as.

732

01:55:38.340 --> 01:55:47.940

x38 - Adam Ganser: Being a link in the chain of continuous strings of parks along the waterfront from the navy yard to newcomb new town creek.

733

01:55:48.600 --> 01:55:54.270

x38 - Adam Ganser: At a time when new Yorkers are relying on parks, more than ever before, and the city is cutting funding for parks.

734

01:55:55.230 --> 01:56:01.590

x38 - Adam Ganser: Over the last fiscal year the city must be looking at all options to create great accessible parks and open spaces.

735

01:56:02.040 --> 01:56:08.010

x38 - Adam Ganser: I think the the last point i'll make is that it's important that this is a forward looking project will cause the city nothing.

736

01:56:08.520 --> 01:56:18.210

x38 - Adam Ganser: will be built and maintained entirely with private funds and be open and accessible to the public, I again, I thank you for the opportunity to speak and support of the project.

737

01:56:22.590 --> 01:56:28.980

Stephanie Shellooe - Deputy Director of EARD (DCP): Great Thank you very much for joining us and for your testimony our next speaker is William Thomas.

738

01:56:30.450 --> 01:56:34.800

Stephanie Shellooe - Deputy Director of EARD (DCP): William Thomas he'll be promoted in just a moment and we'll be ready for your testimony.

739

01:56:39.870 --> 01:56:40.920

x40 - William Thomas: hello, there can you hear me.

740

01:56:41.700 --> 01:56:43.920

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can Please proceed with your testimony.

741

01:56:44.550 --> 01:56:53.400

x40 - William Thomas: Oh beautiful I so hi everyone, my name is World Thomas i'm here to support the project as a representative of open New York.

742

01:56:54.030 --> 01:57:05.220

x40 - William Thomas: we're an independent grassroots pro housing organization and we support river ring, because we feel that allowing more homes here will both help to alleviate new york's housing shortage.

743

01:57:05.790 --> 01:57:13.410

x40 - William Thomas: But also help to fight displacement and other neighborhoods so I believe everyone knows on some level that New York has a terrible housing shortage.

744

01:57:13.740 --> 01:57:20.400

x40 - William Thomas: But I just wanted to throw out some numbers to remind everyone how bad it is between 2010 and 2017.

745

01:57:20.940 --> 01:57:27.930

x40 - William Thomas: median rents increased by more than double median wages homelessness has reached the highest level, since the 1930s.

746

01:57:28.500 --> 01:57:36.270

x40 - William Thomas: And pre coven one out of every 10 elementary school students in New York City public schools attended from homeless shelters.

747

01:57:36.630 --> 01:57:46.200

x40 - William Thomas: So in this environment we need every bit of affordable housing, we can muster and the 267 below market units that this resulting offers is a great place to start.

748

01:57:46.800 --> 01:57:57.360

x40 - William Thomas: At that said, allowing more market rate homes here in an objectively wealthy enclave of the city will also help by preventing displacement of others in other neighborhoods.

749

01:57:57.990 --> 01:58:05.910

x40 - William Thomas: The census tract or the rezoning area has a median household income of well over six figures williamsburg is an extremely desirable neighborhood.

750

01:58:06.300 --> 01:58:13.020

x40 - William Thomas: And although it would likely be many families first choice, if they can't find a place to live here they'll simply move to a more affordable neighborhood.

751

01:58:13.500 --> 01:58:24.000

x40 - William Thomas: As displace demand increases in those neighborhoods up goes the red forcing current tenants to allocate every larger shares of income to stay in their homes and knocking those who can't pay to the street.

752

01:58:24.570 --> 01:58:33.570

x40 - William Thomas: Again, if you don't let young professionals live here they're not going to disappear they're going to continue to gentrify neighborhoods deeper in brooklyn like bushwick bed stuy in brownsville.

753

01:58:34.230 --> 01:58:38.970

x40 - William Thomas: By contrast, every new home here will spare a family got pressure which is nothing to syrup.

754

01:58:39.810 --> 01:58:46.530

x40 - William Thomas: To put it bluntly, we live in a city where there aren't enough homes for the people who want to live here, which has horrifying human consequences.

755

01:58:46.740 --> 01:59:00.540

x40 - William Thomas: that's the terrible terrible shadow over the neighborhood the quality of life issue that we really need to address so and I would especially ask I councilmember 11 and tcp to prioritize solutions there over anyone's aesthetic concerns Thank you.

756

01:59:04.200 --> 01:59:06.960

Stephanie Shellooe - Deputy Director of EARD (DCP): yeah Thank you very much for your testimony and for joining us today.

757

01:59:08.400 --> 01:59:24.570

Stephanie Shellooe - Deputy Director of EARD (DCP): Alright, it looks like deseret night is back into the meeting so deseret night will be our next speaker, followed by the next four speakers Andrew Symonds Andrew o'neill Nicholas magic Pinto and corey canton so it doesn't mean that you are next.

758

01:59:27.300 --> 01:59:33.300

Stephanie Shellooe - Deputy Director of EARD (DCP): DEMO the William promise the last speaker, there we go alright deseret we're ready for your testimony.

759

01:59:33.810 --> 01:59:35.250

x37 - Desiree Knight: I Good afternoon, can you hear me.

760

01:59:36.810 --> 01:59:38.130

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can hear you.

761

01:59:40.920 --> 01:59:49.320

x37 - Desiree Knight: Good afternoon, my name is deseret night I was raised in williamsburg brooklyn and i've been a resident there, for I was a resident there for about 2025 years.

762

01:59:49.710 --> 01:59:59.670

x37 - Desiree Knight: i'm currently a greenpoint residents and it was crucial for me as a mom as a resident and as an educator to take the time to support two trees initiative.

763

02:00:00.060 --> 02:00:06.180

x37 - Desiree Knight: For the River ring project I am excited about affordable housing opportunities being.

764

02:00:07.110 --> 02:00:23.010

x37 - Desiree Knight: offered for low income families, specifically as an educator many of my families can afford to stay living in williamsburg and they're being pushed out of the neighborhood so to have projects that facility low income opportunities for families.

765

02:00:24.540 --> 02:00:35.130

x37 - Desiree Knight: is something that, as educators we're always going to promote and it's something that we hope to see more developments follow suit and it was well.

766

02:00:36.450 --> 02:00:52.500

x37 - Desiree Knight: families who otherwise might not have access to these type of buildings, who are now creating amenities, such as laundromats gyms things that many of us may take for granted, but that can promote a more positive lifestyle.

767

02:00:53.610 --> 02:01:06.420

x37 - Desiree Knight: Physical exercises is something that our youth, as well as the low income families and our neighborhoods can benefit from and should be able to have as part of their everyday life, with the new

ymca.

768

02:01:07.350 --> 02:01:12.810

x37 - Desiree Knight: Being also something that has proposed I think it's great as the current one is so small and is very limited.

769

02:01:13.260 --> 02:01:22.740

x37 - Desiree Knight: To families being able to get slots in there and to enroll their children into extracurricular activities such as swimming that they can benefit from.

770

02:01:23.520 --> 02:01:34.710

x37 - Desiree Knight: I think the referring project is a great addition to the neighborhood and it has environmental benefits, and it is something that's going to.

771

02:01:35.040 --> 02:01:45.390

x37 - Desiree Knight: improve the quality of life as an educator or something that I would definitely use to have recreational time with my students and my families and we can definitely take school trips.

772

02:01:45.990 --> 02:02:00.270

x37 - Desiree Knight: and promote eco friendly, this is something that I am strongly for and I encourage you, and urge you to please approve this project for the williamsburg and greenpoint residents to benefit from Thank you so much.

773

02:02:02.670 --> 02:02:13.590

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you, thank you for your testimony and for joining today our next speaker is Andrew simmons Andrew simmons it will be promoted in just a moment and we'll be ready for your testimony.

774

02:02:19.110 --> 02:02:32.820

x41 - Andrew Simmons: Hello thanks for giving me a chance to speak, I just wanted to say that i'm delighted to see this project I think it's a great addition to the neighborhood i've been a renter here for about four and a half years and I plan to be here for a long time.

775

02:02:34.020 --> 02:02:47.550

x41 - Andrew Simmons: I live right on the waterfront so this will be a neighbor building for me and it's it's gut wrenching to take a ferry down

the waterfront and see how many empty parking lots there are an empty spaces, there are, with no housing.

776

02:02:48.060 --> 02:02:56.670

x41 - Andrew Simmons: Knowing that every year rents go up and there might not be a place for me, and I might get thrown out of the waterfront and have to display someone else and another neighborhood.

777

02:02:56.940 --> 02:03:02.220

x41 - Andrew Simmons: would just placing someone somewhere else I don't want to do that i'm fortunate to live in a building that was newly built.

778

02:03:02.820 --> 02:03:09.750

x41 - Andrew Simmons: Thanks to rezoning, and so I came and didn't have to displace anyone, and I hope other people can do the same, I also love the fact.

779

02:03:09.990 --> 02:03:15.390

x41 - Andrew Simmons: That this neighborhood is actually I don't like the fact that this neighborhoods no longer affordable to a lot of people.

780

02:03:15.690 --> 02:03:27.210

x41 - Andrew Simmons: Just period there unless it's affordable housing it's not an option, and here we're Taking all these resources to build a lot more affordable housing, so it actually really should extend this neighborhood to a lot more people.

781

02:03:27.660 --> 02:03:38.580

x41 - Andrew Simmons: So i'm a huge proponent of it and seeing things like this come up make me feel secure that i'm not going to be thrown out of my home one day by someone who can pay more, so I just really appreciate this and wanted to share my support.

782

02:03:42.540 --> 02:03:45.060

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you for joining and for sharing your perspective.

783

02:03:46.200 --> 02:03:49.170

Stephanie Shellooe - Deputy Director of EARD (DCP): will now go to our next speaker Andrew o'Neill.

784

02:03:50.580 --> 02:03:54.720

Stephanie Shellooe - Deputy Director of EARD (DCP): Andrew o'neill you'll be promoted to a panelist in just a moment.

785

02:04:01.620 --> 02:04:09.330

x42 - Andrew O'Neil: hi i'm a williamsburg resident, I just wanted to speak in favor of the project, you know i've been here for only two years.

786

02:04:09.840 --> 02:04:18.150

x42 - Andrew O'Neil: But i've been a longtime resident New York today, and you know the housing crisis and the affordability crisis and city is a particular concern to me.

787

02:04:18.960 --> 02:04:28.410

x42 - Andrew O'Neil: The company board member representative, and I believe a land use policy analysts both asked that this study include some look into.

788

02:04:28.830 --> 02:04:44.790

x42 - Andrew O'Neil: The effects of the project on affordability and the larger area if those kind of issues are going to be said is that the government also take a look at saying you know the alternative of not developing the land and not creating this new housing and affordable housing.

789

02:04:45.960 --> 02:04:47.610

x42 - Andrew O'Neil: Without all the rest, my son.

790

02:04:50.820 --> 02:04:57.210

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for for your testimony for joining today our next speaker is Nicholas magic Pinto.

791

02:04:58.770 --> 02:05:01.770

Stephanie Shellooe - Deputy Director of EARD (DCP): will be promoted in just a moment we'll be ready for your testimony.

792

02:05:23.130 --> 02:05:24.150

Stephanie Shellooe - Deputy Director of EARD (DCP): Do we have Nicholas.

793

02:05:26.490 --> 02:05:27.990

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, yes, now I can hear you.

794

02:05:28.380 --> 02:05:36.990

x43 - Nicholas Maggipinto: Thank you so much, I have been williamsburg resident for about a decade and a resident at one ad for Kent for the last six years and i'm concerned about the issues.

795

02:05:37.350 --> 02:05:42.480

x43 - Nicholas Maggipinto: that are affecting the people who live in have lived in the williamsburg in greenpoint neighborhoods for a decade or more.

796

02:05:43.050 --> 02:05:52.560

x43 - Nicholas Maggipinto: I oppose this development as it's currently proposed, but I do support a use of the site that would provide public access to the site first why.

797

02:05:53.250 --> 02:05:57.150

x43 - Nicholas Maggipinto: I find it very important to emphasize, because of the number of people who have been on this.

798

02:05:57.600 --> 02:05:59.340

x43 - Nicholas Maggipinto: we've given testimony today about the why.

799

02:05:59.670 --> 02:06:07.830

x43 - Nicholas Maggipinto: that while I love the idea of the y at this site there's no contractual commitment by two trees that will ensure the why actually is at this site.

800

02:06:08.010 --> 02:06:19.530

x43 - Nicholas Maggipinto: The y and two trees have not negotiated anything that will that that guarantees there'll be at the site and there's no contingency in place to make sure that the Y or some other Community serving organization like the why.

801

02:06:19.710 --> 02:06:23.880

x43 - Nicholas Maggipinto: is required to be at the site for the project to move forward, and I think that should be required.

802

02:06:24.840 --> 02:06:31.800

x43 - Nicholas Maggipinto: And the second thing i'm concerned about is the developer, is that this developer has a track record of unrealized commitments to affordable housing.

803

02:06:32.100 --> 02:06:40.890

x43 - Nicholas Maggipinto: At the domino site, there are hundreds and hundreds of apartments sitting vacant well two trees tries to lobby Albany for changes to the housing stability and 10 Protection Act of.

804

02:06:42.120 --> 02:06:49.200

x43 - Nicholas Maggipinto: Just so they can find their own pockets, that is not integrity and that is not a commitment to affordable housing, there are thousands of low income new Yorkers.

805

02:06:49.470 --> 02:07:03.660

x43 - Nicholas Maggipinto: who are homeless or living in shelters and withholding affordable housing from the public market or reneging on your commitments is completely unacceptable, what will guarantee that two trees does not do the same here, I urge the city to consider that third.

806

02:07:05.370 --> 02:07:21.330

x43 - Nicholas Maggipinto: This the housing that's proposed here will provide a billion billion, with a be dollar windfall to this developer for 35 years all for only 25% affordable housing that's just not enough, this should be a minimum 50% affordable housing site.

807

02:07:22.290 --> 02:07:34.740

x43 - Nicholas Maggipinto: Additionally, I heard someone else mentioned before, that they that there should be a rate a racial impact study, I think that is critical, this is the one of the least diverse neighborhoods in New York City and the social socio economic impacts of this.

808

02:07:35.070 --> 02:07:39.570

x43 - Nicholas Maggipinto: have another have two more luxury high rise towers, are going to be terrible for this Community.

809

02:07:40.140 --> 02:07:46.770

x43 - Nicholas Maggipinto: Fourth, sanitation williamsburg is a weekend destination for people that don't even live here the neighborhood is overrun and.

810

02:07:47.010 --> 02:07:59.130

x43 - Nicholas Maggipinto: there's trash all over all the time, the streets are literally overflowing with trash on the weekends, adding about 3000 residents to this area is not is not going to help that problem it's only going to make it worse i'm extremely.

811

02:07:59.700 --> 02:08:07.560

x43 - Nicholas Maggipinto: extremely worried about the impact on infrastructure and public services in this area, the 1 train is overrun the 1 train did there's no plan to to.

812

02:08:07.950 --> 02:08:13.140

x43 - Nicholas Maggipinto: provide other transit options in this area fdny and nypd.

813

02:08:13.890 --> 02:08:21.180

x43 - Nicholas Maggipinto: The services that they provide, while now might be sufficient will not be sufficient, with all of the pending development that's going on, plus these two new buildings.

814

02:08:21.480 --> 02:08:28.980

x43 - Nicholas Maggipinto: And the public in the public, the only public school, we have in williamsburg there's been no study done to see whether it can accommodate more families, thank you.

815

02:08:30.780 --> 02:08:47.850

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for these issues that you've raised them we sure to respond in the final scope of work, our next speaker is corey canton corey canton it will be promoted in just a moment and available to provide your testimony.

816

02:08:52.230 --> 02:08:53.190

x44 - Cory Kantin: hold on one second.

817

02:08:54.420 --> 02:09:10.590

x44 - Cory Kantin: Thank you D CP and everyone for listening today, my name is corey canton i'm a resident of the williamsburg waterfront since 2008 I speak on behalf of many of my neighbors who aren't able to make this zoom and 4800 people who signed a petition against this project.

818

02:09:11.730 --> 02:09:17.400

x44 - Cory Kantin: So what i've noticed is the first five to 10 minutes of the developers presentation and really a lot of what was talked about today.

819

02:09:18.120 --> 02:09:21.840

x44 - Cory Kantin: Was involving the million ways to project the park and kind of the ymca.

820

02:09:22.410 --> 02:09:31.770

x44 - Cory Kantin: Instead of the fact that the developer is asking for permission to build 3.6 times the allowable density 1.336 million gross square feet.

821

02:09:32.040 --> 02:09:39.960

x44 - Cory Kantin: Two towers up to 710 square feet, which would be a second tallest tower in brooklyn and yes doubling the value of their site.

822

02:09:40.530 --> 02:09:48.060

x44 - Cory Kantin: So i'd like to say, everyone likes parks, at least, there is in the why, but I really don't think that that's the purpose of a tcp environmental review.

823

02:09:48.720 --> 02:09:56.520

x44 - Cory Kantin: So I asked for the is to focus the conversation on what this ask really is, we need to study how an enormous development like this.

824

02:09:56.790 --> 02:10:05.940

x44 - Cory Kantin: fits into an area that was already rezoned and not the study be taken in context to all of the development that has been built from domino to greenpoint landing.

825

02:10:06.420 --> 02:10:15.000

x44 - Cory Kantin: As a point of reference, the 2005 williamsburg greenpoint he is estimated that 7391 new units would be.

826

02:10:15.360 --> 02:10:29.700

x44 - Cory Kantin: built as a result of the rezoning, however, as of last year there were about 12,000 units belt and about 5000 more so essentially that 17,000 new units off of a one way street bordered by water off of a notoriously crowded ultra.

827

02:10:30.720 --> 02:10:37.740

x44 - Cory Kantin: So you know these are the real issues that Community members face, and it really need to be focused in on.

828

02:10:38.430 --> 02:10:45.900

x44 - Cory Kantin: So how is North brooklyn going to manage the density the 1 train and the displacement of our neighbors that won't even pay taxes to support the strain.

829

02:10:46.560 --> 02:11:00.930

x44 - Cory Kantin: I was listening to the Mayor speaking and half of our cities income is derived from real estate tax, so how and why would we consider what would be the second tallest tower in brooklyn when it won't even pay taxes for 35 years.

830

02:11:01.980 --> 02:11:10.260

x44 - Cory Kantin: Last November median rents in North brooklyn reached a record high of 3675 a month, a 27% increase from the year before.

831

02:11:10.620 --> 02:11:13.140

x44 - Cory Kantin: The affordable units are just a drop in the bucket to what.

832

02:11:13.470 --> 02:11:21.240

x44 - Cory Kantin: The market rate units will do to rent in this neighborhood since the average rent in this building will far exceed the neighborhood run it will raise rents that's the reality.

833

02:11:21.390 --> 02:11:32.100

x44 - Cory Kantin: it's misleading, but despite affordable housing the development will make the neighborhood more expensive river ring is asking for 7.2 FA ir with 1.336 million square feet.

834

02:11:33.330 --> 02:11:40.500

x44 - Cory Kantin: Which is so much more than the current zoning allowance which could provide jobs and a mixed use space, it is unfair to say that it would be a distribution Center.

835

02:11:41.010 --> 02:11:45.720

x44 - Cory Kantin: I asked the is focus on the enormous impact of this

site and to my Community Members on this call.

836

02:11:46.020 --> 02:11:56.400

x44 - Cory Kantin: like to mention that the value of that the developers asking for is millions and millions of dollars and a y and a small amount of affordable housing isn't enough it's a bad deal we can do better.

837

02:11:58.380 --> 02:12:01.680

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony and for for joining us today.

838

02:12:04.110 --> 02:12:10.260

Stephanie Shellooe - Deputy Director of EARD (DCP): All right, i'm going to go ahead and read out we're getting to the end of our speakers list so i'll read out the list of.

839

02:12:10.800 --> 02:12:28.470

Stephanie Shellooe - Deputy Director of EARD (DCP): folks who have registered who have not yet spoken and we'll we'll work our way through this list at Stephen tressler Dan Miller, Stephen Smith Luke already Marcus Webster, Brian Rodriguez Hillary Gonzalez and mandy Maxwell.

840

02:12:29.550 --> 02:12:41.850

Stephanie Shellooe - Deputy Director of EARD (DCP): So those are the registered speakers, we have left, if you do do wish to speak and have not yet registered, please do so now as we're reaching the end of our registered speakers list.

841

02:12:44.310 --> 02:12:47.790

Stephanie Shellooe - Deputy Director of EARD (DCP): looks like a Stephen Chester will be our next speaker.

842

02:12:57.990 --> 02:12:59.370

Stephanie Shellooe - Deputy Director of EARD (DCP): Stephen tesla are you.

843

02:12:59.460 --> 02:13:02.790

x45 - Stephen Chesler: There, yes, I am here sorry slow and slow in the draw.

844

02:13:04.200 --> 02:13:13.260

x45 - Stephen Chesler: yeah, thank you for the opportunity to speak today, I am a member of human word one land use committee parks waterfront and environmental protection, but today.

845

02:13:13.920 --> 02:13:27.120

x45 - Stephen Chesler: i'm speaking on behalf of myself i'm a 20 year resident of greenpoint and I also really trying to focus the you know the discussion today on the environmental impact of this proposed project.

846

02:13:28.410 --> 02:13:40.320

x45 - Stephen Chesler: A serious concerns about the affordable housing proposal, the 2005 there's a points of agreement between the mayor Bloomberg administration and the city council.

847

02:13:41.010 --> 02:13:53.370

x45 - Stephen Chesler: To provide 33% affordable housing amongst the new units as of 2019 only 2100 had been created out of 17th that over 17,000 new units.

848

02:13:53.970 --> 02:14:09.870

x45 - Stephen Chesler: So the model of roughly no 75 market 25% affordable housing or at 22 conclusion airy housing and or myth is failing to provide adequate numbers affordable housing the neighborhood so I urge.

849

02:14:10.950 --> 02:14:22.140

x45 - Stephen Chesler: You know, in the in the study and the assessment that look at other other areas like 100 points out at city on land, but the the new developments they're providing between 60.

850

02:14:22.770 --> 02:14:37.500

x45 - Stephen Chesler: And 75% affordable housing there now we're dealing with private land with this project, but those are numbers to aspire to, to help you make up for it kind of a you know losing losing model in terms of in terms of affordable housing.

851

02:14:39.030 --> 02:14:45.960

x45 - Stephen Chesler: I worried about the density of residents, that this project will add on top of dominoes 5000 and.

852

02:14:47.010 --> 02:14:59.010

x45 - Stephen Chesler: The 307 10, which is a commercial rezoning will

bring at least 500,000 more residents the 1 train is the bell for Bedford stop is 39th busiest.

853

02:14:59.790 --> 02:15:13.830

x45 - Stephen Chesler: In the whole entire system, even with the improvements it's you know seriously dangerous and also Union square coming coming back home so really look at that alternative modes of transportation how an influx of residents kid you know whether.

854

02:15:15.120 --> 02:15:16.590

x45 - Stephen Chesler: The transmission can whether that.

855

02:15:17.970 --> 02:15:25.500

x45 - Stephen Chesler: In terms of you know, design the you know, making reducing the size of northern building is, I think, a good step.

856

02:15:25.830 --> 02:15:37.620

x45 - Stephen Chesler: Increasing the southern side, I would say, go further with that the base of the buildings are way too big, contributing to the oppressive nature of their presentation I looked at something like nine.

857

02:15:39.030 --> 02:15:45.210

x45 - Stephen Chesler: To Calvin downtown brooklyn, which is a super tall but it's very thin and beautifully designed and I think is.

858

02:15:46.920 --> 02:15:47.610

x45 - Stephen Chesler: Appropriate.

859

02:15:49.200 --> 02:15:49.890

x45 - Stephen Chesler: And that said.

860

02:15:51.690 --> 02:15:54.330

x45 - Stephen Chesler: Thanks, very much for allowing me to speak today.

861

02:15:56.190 --> 02:15:59.340

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for sharing your testimony and for being with us.

862

02:16:00.540 --> 02:16:02.850

Stephanie Shellooe - Deputy Director of EARD (DCP): we'll move to our next speaker Dan Miller.

863

02:16:04.530 --> 02:16:07.080

Stephanie Shellooe - Deputy Director of EARD (DCP): Dan Miller and you'll be promoted to panelists done.

864

02:16:08.610 --> 02:16:12.540

Stephanie Shellooe - Deputy Director of EARD (DCP): Given the option to unmute and turn on your camera, if you so wish.

865

02:16:14.490 --> 02:16:16.140

x46 - Dan Miller: hi how are you.

866

02:16:17.610 --> 02:16:18.060

x46 - Dan Miller: you hear me.

867

02:16:19.620 --> 02:16:21.780

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can hear you please provide your.

868

02:16:22.020 --> 02:16:34.170

x46 - Dan Miller: Money great my name is Dan Miller i'm testifying as a member of the general public, today, and I just want to stay that i'm really excited about this project i'm firmly in support.

869

02:16:34.620 --> 02:16:45.420

x46 - Dan Miller: And I think there are, so I think that i'd like to make sure that the is captures the reasons that we should move forward with this project.

870

02:16:45.990 --> 02:16:57.030

x46 - Dan Miller: A lot of people have mentioned the fantastic Community benefits and i'm the environmental benefits i'm especially excited about the billion oyster project involvement.

871

02:16:57.540 --> 02:17:08.820

x46 - Dan Miller: But i'm going to focus on greenhouse gases, the you guys mentioned the need to assess climate impacts and greenhouse gas emissions impacts.

872

02:17:09.240 --> 02:17:31.770

x46 - Dan Miller: Of the project and i'd like to make sure that the is accounts for the fact that building this project is by is a fantastic way to reduce emissions, relative to the no build or build less alternative specifically so this project will add 1200 new homes.

873

02:17:32.850 --> 02:17:45.480

x46 - Dan Miller: Many hundred more than the no rezone alternative, and so, if we don't resolve and we don't build those homes, the people who would live there, they don't vanish they don't go away.

874

02:17:45.840 --> 02:17:59.580

x46 - Dan Miller: They move elsewhere, and we know for a fact that places like williamsburg are the greenest places that you can possibly live as a as a American you have.

875

02:18:00.420 --> 02:18:10.020

x46 - Dan Miller: You have easily accessible mass transit you can walk to places, you can bicycle you can ride a ferry.

876

02:18:10.560 --> 02:18:21.000

x46 - Dan Miller: it's so much greener to live in williamsburg than it is to live in the suburbs of long island or God help us this the excerpts of Dallas.

877

02:18:21.330 --> 02:18:31.410

x46 - Dan Miller: And so, the more people that we put in williamsburg the better we're doing in terms of reducing emissions, which is one of the city's key climate goals.

878

02:18:32.400 --> 02:18:44.790

x46 - Dan Miller: I think that it's really, really important that the is consider the impacts not just of this project, but the impacts that will have the people who would have lived in this project will have.

879

02:18:45.150 --> 02:18:57.900

x46 - Dan Miller: If we don't build it building this project is key to reducing our emissions and to reducing the sea level rise that threatens their city, and I think we should do it, thank you very much.

880

02:19:00.360 --> 02:19:01.860

Stephanie Shellooe - Deputy Director of EARD (DCP): Thanks, very much for your testimony.

881

02:19:03.150 --> 02:19:07.830

Stephanie Shellooe - Deputy Director of EARD (DCP): I will go to our next speaker Stephen Smith Stephen Smith.

882

02:19:12.900 --> 02:19:18.870

Stephanie Shellooe - Deputy Director of EARD (DCP): All right, you'll be invited to unmute and turn on your camera if you wish, and it will be ready for your testimony.

883

02:19:19.410 --> 02:19:20.370

x48 - Stephen Smith: Steve Hello.

884

02:19:20.910 --> 02:19:21.690

x48 - Stephen Smith: hello, my name.

885

02:19:22.110 --> 02:19:23.940

x48 - Stephen Smith: My I live in williamsburg.

886

02:19:25.140 --> 02:19:29.280

x48 - Stephen Smith: I think you know, this is a very interesting project, it looks beautiful.

887

02:19:30.360 --> 02:19:35.610

x48 - Stephen Smith: You know williamsburg has a lot of parks, I wouldn't say it's the most part starved neighborhood but you know it's always nice to have one more.

888

02:19:37.230 --> 02:19:45.390

x48 - Stephen Smith: I just wanted to say that you know the Community board REP in the beginning, who spoke and said they were you know concerned about displacement, you know i'm also concerned about displacement but.

889

02:19:46.170 --> 02:19:56.460

x48 - Stephen Smith: I think it's quite clear that you know displacement happens because of shortage of housing shortage of commercial space, you know shortage New York City has had a shortage of a lot of things for a very long time.

890

02:19:57.360 --> 02:20:03.510

x48 - Stephen Smith: You know, building more housing does not make it harder to find housing building more stores does not make it harder to rent a storefront.

891

02:20:04.710 --> 02:20:12.360

x48 - Stephen Smith: So you know these Community board members who say they're concerned about displacement, I am too, but I think they're like really barking up the wrong tree here.

892

02:20:13.410 --> 02:20:19.170

x48 - Stephen Smith: I will say one thing about the project that I don't like that I don't think is the developers fault, I think it's actually city plantings fault.

893

02:20:19.770 --> 02:20:29.640

x48 - Stephen Smith: I don't see why there's any parking here, you know, like cars in the neighborhood like they pollute they occasionally run people over there always parking in the bike lanes we don't need more cars in New York City.

894

02:20:30.660 --> 02:20:38.520

x48 - Stephen Smith: You know, so I know their developer is you know, asking for some kind of change in the parking requirements, I would encourage them to ask to build none.

895

02:20:38.880 --> 02:20:48.780

x48 - Stephen Smith: And the Department of city planning to proactively stop requiring parking don't make developers jump through hoops to do something that really benefits the city and all of us, thank you very much.

896

02:20:52.140 --> 02:20:57.210

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you for your testimony and for being here and we'll go to our next speaker Luke already.

897

02:21:00.690 --> 02:21:06.660

Stephanie Shellooe - Deputy Director of EARD (DCP): ready you'll be transitioned to panelists and able to unmute and turn your camera on if you wish.

898

02:21:10.920 --> 02:21:12.480

Stephanie Shellooe - Deputy Director of EARD (DCP): And we'll be ready for your testimony.

899

02:21:14.160 --> 02:21:14.790

Stephanie Shellooe - Deputy Director of EARD (DCP): Already.

900

02:21:35.610 --> 02:21:36.840

x50 - Luke Loreti: hi can you hear me all right.

901

02:21:37.080 --> 02:21:38.700

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, yes, we can hear you now.

902

02:21:39.060 --> 02:21:40.050

x50 - Luke Loreti: Okay sorry about that.

903

02:21:41.730 --> 02:21:45.570

x50 - Luke Loreti: Like to offer somewhat similar comments to what we've heard recently.

904

02:21:47.400 --> 02:22:00.120

x50 - Luke Loreti: I don't see there being there few to no opportunities to add this scale of affordable units in the neighborhood without building projects similar to what's presented currently.

905

02:22:01.410 --> 02:22:02.310

x50 - Luke Loreti: Similarly.

906

02:22:03.960 --> 02:22:17.610

x50 - Luke Loreti: There will not be an opportunity to add even 750 market rate units without building project this scale when we build market rate units in highly desirable neighborhoods like williamsburg, as other speakers have noted.

907

02:22:18.540 --> 02:22:27.690

x50 - Luke Loreti: Be are reducing demand in other parts of rapidly gentrifying brooklyn allowing us to build.

908

02:22:29.520 --> 02:22:33.630

x50 - Luke Loreti: Housing where it's highly in demand is going to be for the benefit of.

909

02:22:35.670 --> 02:22:50.430

x50 - Luke Loreti: Obviously, all the residents who get to live there in this high opportunity zone but then, also for the whole of brooklyn, we will have a bit of pressure off and like Obviously this was a highly highly in demand neighborhood.

910

02:22:52.470 --> 02:22:56.610

x50 - Luke Loreti: Similarly i've heard some comments today about pressure.

911

02:22:58.260 --> 02:23:12.570

x50 - Luke Loreti: If the infrastructure in the neighborhood is going to support an influx of new residents Similarly, I would say if there's a fixed to that it would be to reduce the 250 parking spaces that are being proposed at this site.

912

02:23:13.650 --> 02:23:21.120

x50 - Luke Loreti: A lot of the new developments in this neighborhood include parking they include often ground level marketing which deadens the streetscape.

913

02:23:22.080 --> 02:23:36.870

x50 - Luke Loreti: The more we can avoid large kind of garage garage entry points large influx in vehicles in the neighborhood it makes it safe, for you know everyone who's going to be recreating at this new park the cyclist who use can have.

914

02:23:39.060 --> 02:23:44.040

x50 - Luke Loreti: And as a greenpoint resident, I very much look forward to this project joining the neighborhood Thank you.

915

02:23:46.710 --> 02:23:53.910

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony our next speaker is Marcus Webster, we don't believe is in the zoom.

916

02:23:54.960 --> 02:24:06.420

Stephanie Shellooe - Deputy Director of EARD (DCP): i'm not seeing them so we'll move on to our next speaker Brian Rodriguez Brian Rodriguez you'll be promoted to a panelist and asked to unmute yourself to provide your testimony.

917

02:24:08.820 --> 02:24:09.330

x52 - BRIAN RODRIGUEZ: You.

918

02:24:10.800 --> 02:24:11.940

Stephanie Shellooe - Deputy Director of EARD (DCP): There you go, we can hear you.

919

02:24:12.900 --> 02:24:14.790

x52 - BRIAN RODRIGUEZ: hi my name is Brian I.

920

02:24:16.110 --> 02:24:19.710

x52 - BRIAN RODRIGUEZ: grew up in williamsburg currently reside in williamsburg.

921

02:24:21.480 --> 02:24:24.090

x52 - BRIAN RODRIGUEZ: just want to say that diem proposed.

922

02:24:25.140 --> 02:24:32.610

x52 - BRIAN RODRIGUEZ: water areas a great idea, especially in that area of the neighborhood growing up in a neighborhood.

923

02:24:33.690 --> 02:24:40.260

x52 - BRIAN RODRIGUEZ: That was the year that as a kid we just wouldn't go to or it would be very rare to go around those parts, because of the.

924

02:24:40.710 --> 02:25:00.750

x52 - BRIAN RODRIGUEZ: warehouses or the factories is very industrial a lot of junkies a lot of drugs in that neighborhood so it's great to see that there's a change going on and that kids will be allowed to go to that area and will be exposed to new opportunities opportunities that I wasn't exposed to.

925

02:25:02.130 --> 02:25:13.890

x52 - BRIAN RODRIGUEZ: So so exciting to see that the water is being cleaned with the oyster project going Green is great, not only for the neighborhood but for the world.

926

02:25:14.370 --> 02:25:27.360

x52 - BRIAN RODRIGUEZ: And that's the future and as we're all heading towards so it's great to see that in my neighborhood it's great i'm also the affordable housing aspect of it all is great as well.

927

02:25:28.740 --> 02:25:36.750

x52 - BRIAN RODRIGUEZ: There was some points that some guys made I don't know how true or not, it is about two trees not keeping up their into the bargain, as far as.

928

02:25:38.100 --> 02:25:43.920

x52 - BRIAN RODRIGUEZ: affordable housing available, but you know i'm all for affordable housing just because i've seen.

929

02:25:44.640 --> 02:25:55.590

x52 - BRIAN RODRIGUEZ: personal, family and friends that grew up in that neighborhood and you know judges can no longer afford to live there, so they have to leave and this gives them opportunity to still stay in that neighborhood and.

930

02:25:55.980 --> 02:26:00.750

x52 - BRIAN RODRIGUEZ: take advantage of all the opportunities new opportunities that are being made possible.

931

02:26:02.670 --> 02:26:20.160

x52 - BRIAN RODRIGUEZ: Another point that was made was that the ymca might not be a thing or it's not 100% you know it'd be great to see a Community Center in that neighborhood again i'm just for the kids the kids in this neighborhood they are not exposed to.

932

02:26:21.360 --> 02:26:29.130

x52 - BRIAN RODRIGUEZ: Things that kids in Manhattan in the upper East side of the upper West side are exposed to as just it's not a thing so being that.

933

02:26:29.640 --> 02:26:40.500

x52 - BRIAN RODRIGUEZ: You know that's it's in the in the plans and into ideas for Community enable a Community Center in and apart and just you know it's just great i'm great i'm happy to see that.

934

02:26:41.100 --> 02:26:53.790

x52 - BRIAN RODRIGUEZ: they're given a given some type of opportunity for these kids to be exposed to two different things it's it's great and the whole project has my support again.

935

02:26:54.900 --> 02:27:12.300

x52 - BRIAN RODRIGUEZ: I do strongly encouraged the affordable housing to be a thing in the Community Center to be a thing, and, if possible, even increase that affordable number how's the affordable housing number, I mean 300 is good, you know, but I think we could do better at home.

936

02:27:13.380 --> 02:27:15.240

x52 - BRIAN RODRIGUEZ: that's all I got to say thank you for your time.

937

02:27:16.080 --> 02:27:19.500

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for taking the time out of your day to provide your testimony.

938

02:27:20.880 --> 02:27:30.660

Stephanie Shellooe - Deputy Director of EARD (DCP): Our next speaker is Hillary Gonzalez, although it does not appear that they are in the zoom so we'll move to our next speaker who is Monday Maxwell.

939

02:27:31.320 --> 02:27:41.010

Stephanie Shellooe - Deputy Director of EARD (DCP): Monday you'll be promoted to a panelist in just a moment and we'll be inviting you to unmute and turn on your camera if you wish to provide your testimony.

940

02:27:45.150 --> 02:27:47.400

x54 - Mendi Maxwell: hi my name is mindy Maxwell can you hear me.

941

02:27:48.540 --> 02:27:50.970

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can hear you please go ahead with your testimony.

942

02:28:00.090 --> 02:28:00.660

x54 - Mendi Maxwell: Hello.

943

02:28:02.430 --> 02:28:03.480

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can hear you.

944

02:28:03.900 --> 02:28:16.140

x54 - Mendi Maxwell: Okay, great my name is mindy masks fall i'm I live in williamsburg i've been a resident of williamsburg for about four years now born and raised in brooklyn, so I am familiar with boys very area.

945

02:28:17.370 --> 02:28:24.270

x54 - Mendi Maxwell: I 100% support the new development project i'm super excited about it.

946

02:28:25.380 --> 02:28:30.840

x54 - Mendi Maxwell: I have children, I have two children, you may hear them in the background they're kind of like going back and forth right now.

947

02:28:31.440 --> 02:28:41.130

x54 - Mendi Maxwell: But i'm absolutely positive that the residents of the Community, as well as myself and family will benefit from the the new project.

948

02:28:42.030 --> 02:28:49.980

x54 - Mendi Maxwell: Given the expansions of the outdoor space water activities outdoor classrooms.

949

02:28:50.520 --> 02:29:04.410

x54 - Mendi Maxwell: i'm sure benefit resonance of all ages in the Community, children and even people outside of the Community who decide to come in and join in any poor programs or just want to be a part of what.

950

02:29:05.220 --> 02:29:17.550

x54 - Mendi Maxwell: river park has to offer, will have to offer, I feel that the project will create jobs, permanent or temporary jobs i'm also the housing, the little affordable, as well as the market.

951

02:29:18.180 --> 02:29:28.920

x54 - Mendi Maxwell: Which is great for new Yorkers in this needed it's absolutely necessary, especially in the area we're now, I just want to conclude that with I.

952

02:29:30.300 --> 02:29:34.800

x54 - Mendi Maxwell: Have 100% support with what's the new project

development.

953

02:29:38.610 --> 02:29:42.060

Stephanie Shellooe - Deputy Director of EARD (DCP): Great, thank you for taking the time out of your day and providing your testimony.

954

02:29:43.980 --> 02:29:59.250

Stephanie Shellooe - Deputy Director of EARD (DCP): now move to our last two registered speakers are delighted to be followed by Ken a Junker you our next speaker so we will now promote you to panelists and you'll be able to unmute and turn your camera on if you wish to provide your testimony.

955

02:30:00.210 --> 02:30:05.670

x55 - Ankur Dalal: hi my name is awkward a wall and i'm here, speaking in favor of this new development.

956

02:30:06.030 --> 02:30:17.190

x55 - Ankur Dalal: and New York is facing a huge housing crisis and the over 1000 new homes, including several hundred affordable homes, would be completely welcome at this site.

957

02:30:17.490 --> 02:30:28.710

x55 - Ankur Dalal: Also, the design is beautiful the buildings are striking and I think they would add a lot of interesting architectural texture to the neighborhood I also love the new public spaces.

958

02:30:28.980 --> 02:30:35.100

x55 - Ankur Dalal: And the ymca which many people in the Community have talked about wanting, and I think it would go over really well.

959

02:30:36.180 --> 02:30:44.880

x55 - Ankur Dalal: Other people have already mentioned the news that just came out from the census today New York last the seat in Congress beat by 89 people.

960

02:30:45.420 --> 02:30:55.830

x55 - Ankur Dalal: 89 people, this is a time of crisis and New York City has been hit harder than most other locations from coven and I think every new yorker no matter your political belief.

961

02:30:56.280 --> 02:31:04.350

x55 - Ankur Dalal: would agree that it would be better if we had more people representing us in Congress and we had more political power at the federal level, because we need help right now.

962

02:31:05.040 --> 02:31:13.890

x55 - Ankur Dalal: And by losing a seat for 89 by nine people seems crazy to me, especially because a building like this could easily house night at nine people.

963

02:31:14.700 --> 02:31:25.980

x55 - Ankur Dalal: I know some folks were concerned about displacement, but as another speaker said, I think, failing to build enough housing is what creates displacement, there are homes for the people who want to live there if we don't build them.

964

02:31:27.090 --> 02:31:32.520

x55 - Ankur Dalal: I also know that some folks talked about concerns about.

965

02:31:33.840 --> 02:31:43.080

x55 - Ankur Dalal: The percentage and amount of affordable housing, if we want more affordable homes on this site I would happily support a our 10 designation, instead of an R eight.

966

02:31:44.310 --> 02:31:46.020

x55 - Ankur Dalal: But, increasing the proportion.

967

02:31:46.290 --> 02:31:59.370

x55 - Ankur Dalal: of affordable housing, I think, maybe difficult because this is not a city on site somebody mentioned that city own sites have more affordable housing totally agree that for city own sites, you want to get percentages above 60% of you can have a private prefer private.

968

02:31:59.850 --> 02:32:11.640

x55 - Ankur Dalal: Development like this, I think 25% affordable housing is great, and those hundreds of new affordable homes, will support thousands of people who, I think, would really benefit from having an affordable place to live.

969

02:32:11.970 --> 02:32:25.350

x55 - Ankur Dalal: Overall, and this is incredible project, and I think you've heard the overwhelming number of people are supportive of it, so I do hope our elected officials are paying attention and know that people in the neighborhood want this development, thank you.

970

02:32:27.870 --> 02:32:33.360

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for your testimony will now move to our next speaker can a.

971

02:32:35.700 --> 02:32:40.440

Stephanie Shellooe - Deputy Director of EARD (DCP): Can a will be promoting you to panelists in just a moment and we'll be ready for your testimony.

972

02:32:49.200 --> 02:32:49.950

x56 - Ken A: hello, can you hear me.

973

02:32:50.520 --> 02:32:51.330

Stephanie Shellooe - Deputy Director of EARD (DCP): Yes, we can.

974

02:32:52.620 --> 02:33:08.400

x56 - Ken A: cool so I have been living in this Council district since del Sol 11 and I continue to stay here i'm glad to hear there's so much encouragement about affordable housing and the need for housing here.

975

02:33:09.480 --> 02:33:23.760

x56 - Ken A: So i'm I a myth my my view echoes a lot of the earlier commentaries points in support of this development um I would just finish by saying that.

976

02:33:24.300 --> 02:33:35.220

x56 - Ken A: As someone who does vote in this district that hobby for anybody who is running for office in this district be paying attention to what they will be saying about this development as.

977

02:33:37.980 --> 02:33:50.490

x56 - Ken A: Mixed income, housing and a, for instance, the neighborhood This is something that is desperately needed in New York City so to a little bit Adams link in an autumn who's wanting in this district.

978

02:33:51.660 --> 02:33:58.410

x56 - Ken A: i'd be happy, here, to see what you guys say about it, otherwise I spot the project and I a year, the best of my time.

979

02:34:02.340 --> 02:34:05.490

Stephanie Shellooe - Deputy Director of EARD (DCP): Thank you very much for for being here and for providing your testimony.

980

02:34:06.900 --> 02:34:16.650

Stephanie Shellooe - Deputy Director of EARD (DCP): And those are all the registered speakers, we have, at this time we're going to turn on the ability to raise hands and ask if anyone who has joined us via phone.

981

02:34:17.370 --> 02:34:28.590

Stephanie Shellooe - Deputy Director of EARD (DCP): Who has not registered to speak, who would like to if you do wish to speak and you're dialing in by phone please indicate that you wish to speak, by dialing star nine.

982

02:34:34.560 --> 02:34:38.550

Stephanie Shellooe - Deputy Director of EARD (DCP): star nine if you're dialing in will let us know that you wish to speak.

983

02:34:42.660 --> 02:34:58.290

Stephanie Shellooe - Deputy Director of EARD (DCP): Okay we're not seeing anyone raising their hands that way so we're going to take a brief pause in order to allow anyone who's either on the phone or joined us via computer via zoom to register to speak.

984

02:35:00.030 --> 02:35:05.070

Stephanie Shellooe - Deputy Director of EARD (DCP): If we can show the slide with the instructions of how to participate perfect.

985

02:35:06.390 --> 02:35:21.780

Stephanie Shellooe - Deputy Director of EARD (DCP): So if you need these instructions they're also available at our website@www.nyc.gov slash nyc engage that will give you the link to register or these phone numbers if you're dialing in.

986

02:35:25.170 --> 02:35:34.350

Stephanie Shellooe - Deputy Director of EARD (DCP): Alright we're now going to take approximately five minute break for anyone who has decided they wish to speak to go ahead and do the registration process.

987

02:35:35.010 --> 02:35:49.380

Stephanie Shellooe - Deputy Director of EARD (DCP): Before we move towards closing the meeting so ask, now that we go to the five minute timer and and let that countdown so we'll be back at approximately 441 to resume the meeting.

988

02:35:50.490 --> 02:35:51.270

Stephanie Shellooe - Deputy Director of EARD (DCP): See you soon.

989

02:40:56.820 --> 02:41:09.450

Stephanie Shellooe - Deputy Director of EARD (DCP): Good afternoon welcome back you're tuning into the remote public scoping meeting for the River ring proposal for the record, the proposals secret number is to one tcp 157 K.

990

02:41:09.870 --> 02:41:16.440

Stephanie Shellooe - Deputy Director of EARD (DCP): My name is stephanie she Lou and i'm the deputy director of the New York City department of city planning environmental assessment and review division.

991

02:41:16.890 --> 02:41:24.300

Stephanie Shellooe - Deputy Director of EARD (DCP): We are currently on Part three of the public scoping meeting or members of the public are asked to invite are invited to provide their testimony.

992

02:41:27.570 --> 02:41:35.160

Stephanie Shellooe - Deputy Director of EARD (DCP): We, it does not appear that we received any new registrants during our break either via.

993

02:41:36.870 --> 02:41:49.650

Stephanie Shellooe - Deputy Director of EARD (DCP): dial in registration or zoom registration, so we will move ahead to close this public scoping meeting for those of you who had difficulties, providing testimony today.

994

02:41:51.030 --> 02:41:53.550

Stephanie Shellooe - Deputy Director of EARD (DCP): Please note that you can submit written testimony.

995

02:41:54.870 --> 02:41:57.870

Stephanie Shellooe - Deputy Director of EARD (DCP): Production i'll ask

that you go to this slide with the.

996

02:41:58.980 --> 02:42:02.490

Stephanie Shellooe - Deputy Director of EARD (DCP): Written written comment instructions perfect.

997

02:42:04.380 --> 02:42:05.040

Stephanie Shellooe - Deputy Director of EARD (DCP): That.

998

02:42:06.480 --> 02:42:08.190

Stephanie Shellooe - Deputy Director of EARD (DCP): So you may submit written comments.

999

02:42:09.390 --> 02:42:18.810

Stephanie Shellooe - Deputy Director of EARD (DCP): To our mailing address shown here or to our email and again, that is to one tcp 157 K underscore dl@planning.nyc.gov.

1000

02:42:20.520 --> 02:42:32.340

Stephanie Shellooe - Deputy Director of EARD (DCP): The deadline again for submitting these written comments is Thursday may 6 2021 I responses to all comments provided today and in writing, will be responded to in the final scope of work.

1001

02:42:33.510 --> 02:42:40.110

Stephanie Shellooe - Deputy Director of EARD (DCP): The time is now for 42 pm, and the scoping meeting is now closed, thank you all for joining us today.