



BROOKLYN BOROUGH PRESIDENT ANTONIO REYNOSO

UNIFORM LAND USE REVIEW PROCESS (ULURP) APPLICATION

ULURP NUMBER	C260063PCY, C260064PSY
PROJECT NAME	DEP Newtown Creek CSO Tunnel and New York City Department of Citywide Administrative Services (DCAS)
APPLICANT TEAM	New York City Department of Environmental Protection (DEP)
PROJECT BRIEF	Site selections and acquisitions to facilitate a new Combined Sewer Overflow Tunnel connecting outfalls along Newtown Creek, is being sought by Department of Environmental Protection in the Hunters Point, Maspeth, Greenpoint, and Williamsburg neighborhoods of Community Districts Q02, Q05, BK01, Queens and Brooklyn.
COMMUNITY DISTRICT	Brooklyn Community District 1
COUNCIL MEMBERS	Council Members Lincoln Restler (D 33) and Jennifer Gutiérrez (D34)

BROOKLYN BOROUGH PRESIDENT'S RECOMMENDATION

DATE	December 24, 2025		
<input type="checkbox"/>	FAVORABLE	<input type="checkbox"/>	UNFAVORABLE
<input checked="" type="checkbox"/>	FAVORABLE WITH MODIFICATIONS / CONDITIONS	<input type="checkbox"/>	UNFAVORABLE WITH MODIFICATIONS / CONDITIONS

Brooklyn Borough President Antonio Reynoso

RECOMMENDATION FOR

DEP Newtown Creek CSO Tunnel – ULURP # C260063PCY, C260064PSY

BE IT RESOLVED that the Brooklyn Borough President, pursuant to Section 197-c of the New York City Charter, recommends that the City Planning Commission and City Council approve this application with the following conditions:

- utilize barging where applicable to minimize reliance on truck traffic; and
- maximize mitigation of construction-source pollutants.

BE IT FURTHER RESOLVED that the Department of Environmental Protection (DEP) utilize green infrastructure and innovative systems where possible to increase project benefits and performance.

BE IT FURTHER RESOLVED that DEP additionally coordinate with the Department of Transportation (DOT), Economic Development Corporation (EDC), and the Metropolitan Transit Authority (MTA) to plan for a potential multimodal freight facility at Block 2974 Lot 170 upon completion of the NCB-015 diversion facility to advance the goals of the Freight NYC to support movement and storage of goods across the region.

PROJECT DESCRIPTION

The Project Area is located along a 3.26-mile-long area aligned beneath, and roughly parallel to, Newtown Creek, an approximately 3.5-mile-long tidal creek located between the boroughs of Brooklyn and Queens and in Brooklyn Community District 1 and Queens Community Districts 2 and 5.

DEP is proposing a Site Selection and Acquisition to facilitate a 3.26-mile-long subterranean tunnel with a storage capacity of 50 million gallons (MG) that will intercept combined sewer overflows (CSOs) at the four largest Newtown Creek CSO outfalls (the Proposed Project). Under wet weather conditions (i.e. a rain event generating stormwater that is collected by the City's sewer system), there are 21 CSO outfalls that discharge to Newtown Creek. More than 90% of the total CSO discharge to Newtown Creek is from the following four diversion outfall facilities:

1. **Bowery Bay** | 47-17 27 Street (BB-026; Queens Block 115, Lots 56, 86, and 150);
2. **Newtown Creek Queens** | Along 49th Street (NCQ-077; Queens Block 2575, Lots 26, 240, and 225);
3. **Newtown Creek Brooklyn** | 1301 Metropolitan Avenue (NCB-083; Brooklyn Block 2948, Lot 85); and
4. **NCB-15** | 100 Knickerbocker Avenue (NCB-015; Brooklyn Block 2974, Lots 170 and 162).

To address this overflow, the Proposed Project includes construction of a 50-MG CSO storage tunnel along with diversion facilities at the four outfalls to convey wet-weather flows to the tunnel; a gravity diversion sewer to connect the diversion facility at outfall BB-026 to the tunnel; and a tunnel dewatering pump station (TDPS) and discharge pipe to convey stored CSOs to the Newtown Creek Wastewater Resource Recovery Facility (WRRF), located in the Greenpoint neighborhood of Brooklyn.

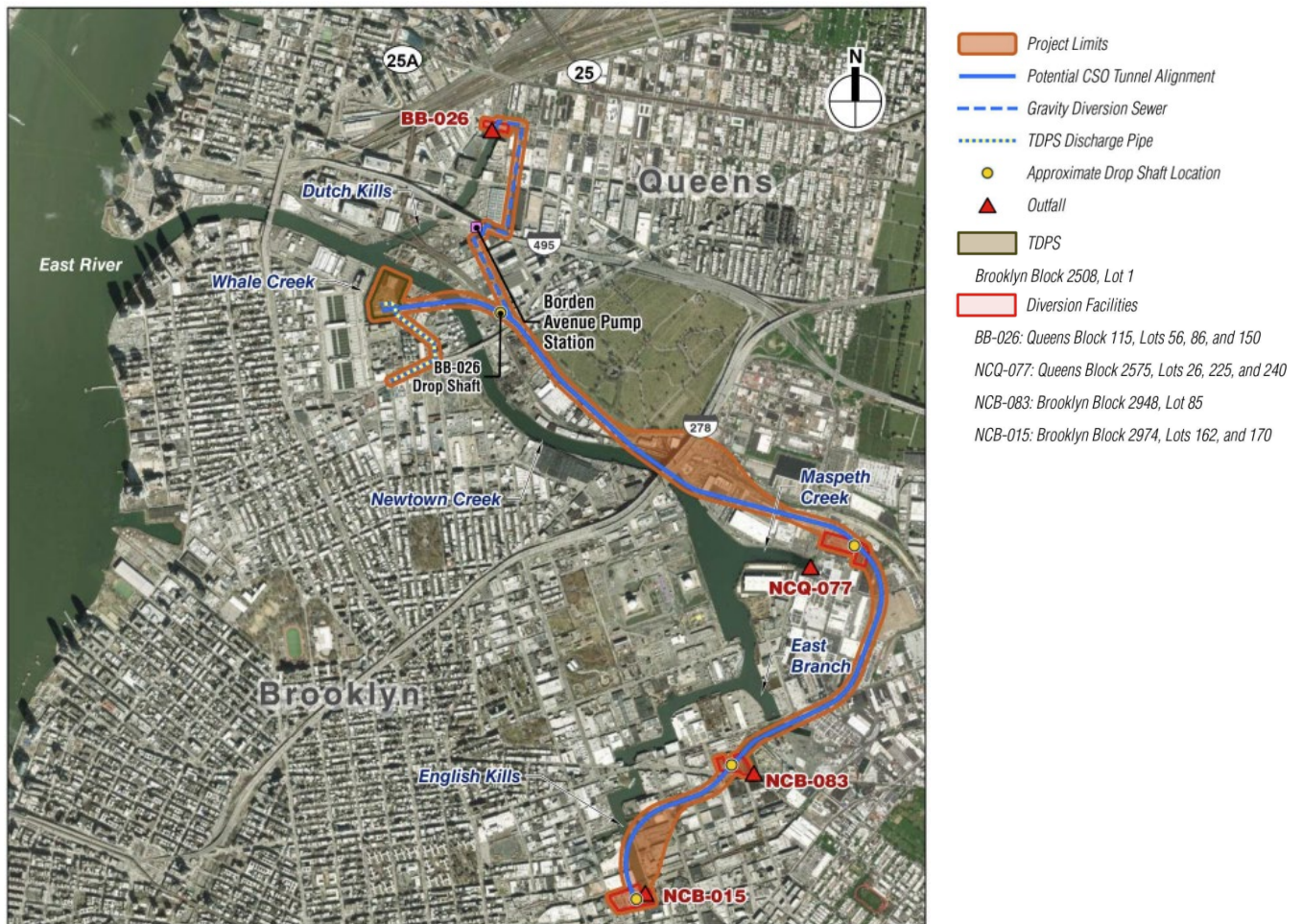
The Proposed Project is a major City capital project that would result in the construction and operation of a CSO tunnel for the purposes of reducing the volume and frequency of CSO discharges to Newtown Creek. This project has been proposed to address the City's obligations related to a New York State Department of Environmental Conservation

(NYSDEC) CSO Order on Consent (2005/2012) and is based on an alternative presented in the previously approved 2018 Newtown Creek CSO Long-Term Control Plan (LTCP).

The TDPS facility would be located at 1 Kingsland Avenue on City-owned land that currently contains a Department of Sanitation (DSNY) facility (TDPS; Brooklyn Block 2508, Lot 1). Several of the above parcels are publicly owned, including Queens Block 115, Lots 86 and 150 (BB-026), Queens Block 2575, Lot 26 (NCQ-077), and Brooklyn Block 2974, Lot 162 (NCB-015). The remaining properties are privately owned parcels. Acquisition approval for privately owned parcels is further necessary for construction and maintenance of the above- and below-grade structures, conveyance sewers, and the tunnel.

DEP has named the necessity of siting the CSO tunnel project facilities in proximity to existing sewer infrastructure. As such, the use of both publicly and privately owned land has been proposed to implement the Proposed Project. Components of the Proposed Project on non-City-owned land that require Acquisition and Site Selection ULURP approval in Brooklyn include:

- NCB083 diversion facility on privately owned land (Block 2948, Lot 85); and
- NCB-015 facility on privately owned and MTA/LIRR-owned land (Block 2974, Lots 170 and 162, respectively).



Project Site Plan

COMMUNITY BOARD POSITION

Brooklyn Community Board 1 voted unanimously to conditionally approve the application on November 18, 2025, with the following conditions:

- 1) DEP and DCAS will give proper notice to all property owners affected by easements and acquisitions;
- 2) DEP and DCAS will negotiate property value and economic hardship as part of the evaluation process;
- 3) The contractors MUST BE REQUIRED to utilize barging for traffic mitigation;
- 4) DEP and DCAS will continue to explore ways to increase the discharge volume from 70% to 90%;
- 5) The City will construct green infrastructure where possible;
- 6) Construction pollution controls should be beyond the required minimum; and
- 7) DEP and DCAS will diligently explore avenues of noise mitigation.

BOROUGH PRESIDENT PUBLIC HEARING

The Borough President held a hearing on this item on Tuesday, November 18, 2025. No members of the public provided testimony at the hearing, and the Borough President's Office received no written testimony via email.

APPROVAL RATIONALE

Borough President Reynoso believes that the proposed actions are appropriate. Brooklyn's infrastructure requires investment not just to maintain existing infrastructure, but also to account for recent development and properly plan for new development. Brooklyn has a combined sewer system that collects stormwater and wastewater/sewage in the same pipes. Usually, these pipes carry both to the treatment plants. However, during heavy rainfall, this stormwater/wastewater mix flows into the city's waterways. The combined sewer outfalls (CSOs) where this happens are concentrated mainly along the western coastline; however, Newtown Creek is an area of priority for the City's CSO system.

The Site Acquisitions identified within this proposal are well-identified to support the CSO tunnel project. Additional acquisition possibilities could have been further evaluated for feasibility, though DEP's rationale for Site Selection mirrors project goals and the most feasible path for project execution.

Incorporating green infrastructure is critical to preparation for heavy rain events. Public spaces need to be prepared for heavy storms. The *2025 Comprehensive Plan for Brooklyn* seeks to improve Brooklyn's climate change resiliency by supporting nature-based solutions for flood management (Objective 3: Climate Element). Adding rain gardens, impervious surfaces, and more tree canopy can help transform plazas and streets to accommodate more water while also helping to reduce the urban heat island effect, improve air quality, and alleviate reliance on combined sewer systems. As attention is given below ground to the CSO infrastructure, DEP, alongside agency partners, must also invest in new tree planting and greening projects and in the exploration of innovative systems to manage rainwater and assist with placemaking.

The Borough President encourages DEP to coordinate with the Department of Transportation (DOT), Economic Development Corporation (EDC), and Metropolitan Transit Authority (MTA), to resume operations of a warehousing and

distribution facility at Block 2974, Lot 170 upon the completion of the below-grade NCB-015 diversion facility. This lot's adjacency to both the Bushwick Branch rail line and English Kills makes it a strategic location for both improved sewer and freight infrastructure. While the Borough President acknowledges that demolition of the existing warehouse is necessary for the diversion facility buildout, he believes that this action should not foreclose the potential for resumed freight operations once construction is complete. Indeed, the public acquisition of this site could present an opportunity for the City to directly facilitate the construction of a new intermodal, micro distribution site as outlined in DOT and EDC's *Freight NYC* plan and uplifted by *The 2025 Comprehensive Plan for Brooklyn* (Objective 5, Transit + Freight Element). Construction of a new, intermodal freight facility that transfers packages from rail cars to smaller trucks, vans, and micromobility vehicles would allow freight to travel deeper into the borough on rail and take thousands of trucks off of Brooklyn and Queens streets.

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