A. INTRODUCTION

The co-Applicants, the New York City Educational Construction Fund (ECF) and 240 Nassau Street Holdings, LLC, are seeking zoning approvals from the New York City Planning Commission (CPC) and New York City Council, and other City and State approvals and potential future U.S. Department of Housing and Urban Development (HUD) actions (the "Proposed Actions") to facilitate the construction of a proposed mixed-use development on Block 110, Lot 25 and Block 111, Lot 1 (the "Project Site") in Downtown Brooklyn, Community District (CD) 2 (see **Figures S-1 and S-2**).

The Proposed Actions include the following land use approvals: a zoning map amendment to change the zoning on the Project Site from an R6 zoning district to a C6-12 zoning district; a zoning text amendment to map the rezoned Project Site as a Mandatory Inclusionary Housing (MIH) Area in Appendix F of the Zoning Resolution (ZR); a zoning text amendment to modify ZR Section 74-752 to make the provisions applicable to the Project Site and to allow modification of ZR Section 27-10 (Administration of Affordable Housing); and a special permit pursuant to ZR Section 74-752 to allow modification of certain bulk, loading, and affordable housing requirements.

The co-Applicants propose a mixed-use development with four new buildings totaling approximately 1.7 million gross square feet (gsf), including approximately 1.5 million gsf of residential space (approximately 1,502 mixed-income dwelling units [DUs], of which approximately 302 DUs are expected to be affordable), 34,000 gsf of retail space, 166,000 gsf of community facility space, inclusive of 121,000 gsf of public school space (approximately 931 seats), approximately 15,000 gsf of cultural center space, and 30,000 gsf of community facility space (the "Proposed Project").

The Proposed Project would occupy an approximately 80,000-square-foot (sf) portion of Blocks 110 and 111, bounded by Nassau Street to the north, Navy Street to the east, Concord Street to the south, and Golconda Playground, a public park maintained by the New York City Department of Parks and Recreation (NYC Parks) to the west. Elevated above a portion of Golconda Playground is the Brooklyn-Queens Expressway (BQE).

In addition to the above discretionary approvals subject to approval by the CPC and New York City Council, the Proposed Actions also include the transfer, reallocation, and lease of property among 240 Nassau Street Holdings, LLC, ECF, and the City of New York to allow for the Proposed Project and ECF financing. A determination from NYC Parks pursuant to ZR Section 23-381 is also being sought to permit light and air for the legally required windows at the abutting lot lines between Buildings 1 and 4 and the abutting lot lines of Golconda Playground. As described below, the Proposed Project could also require additional approvals.

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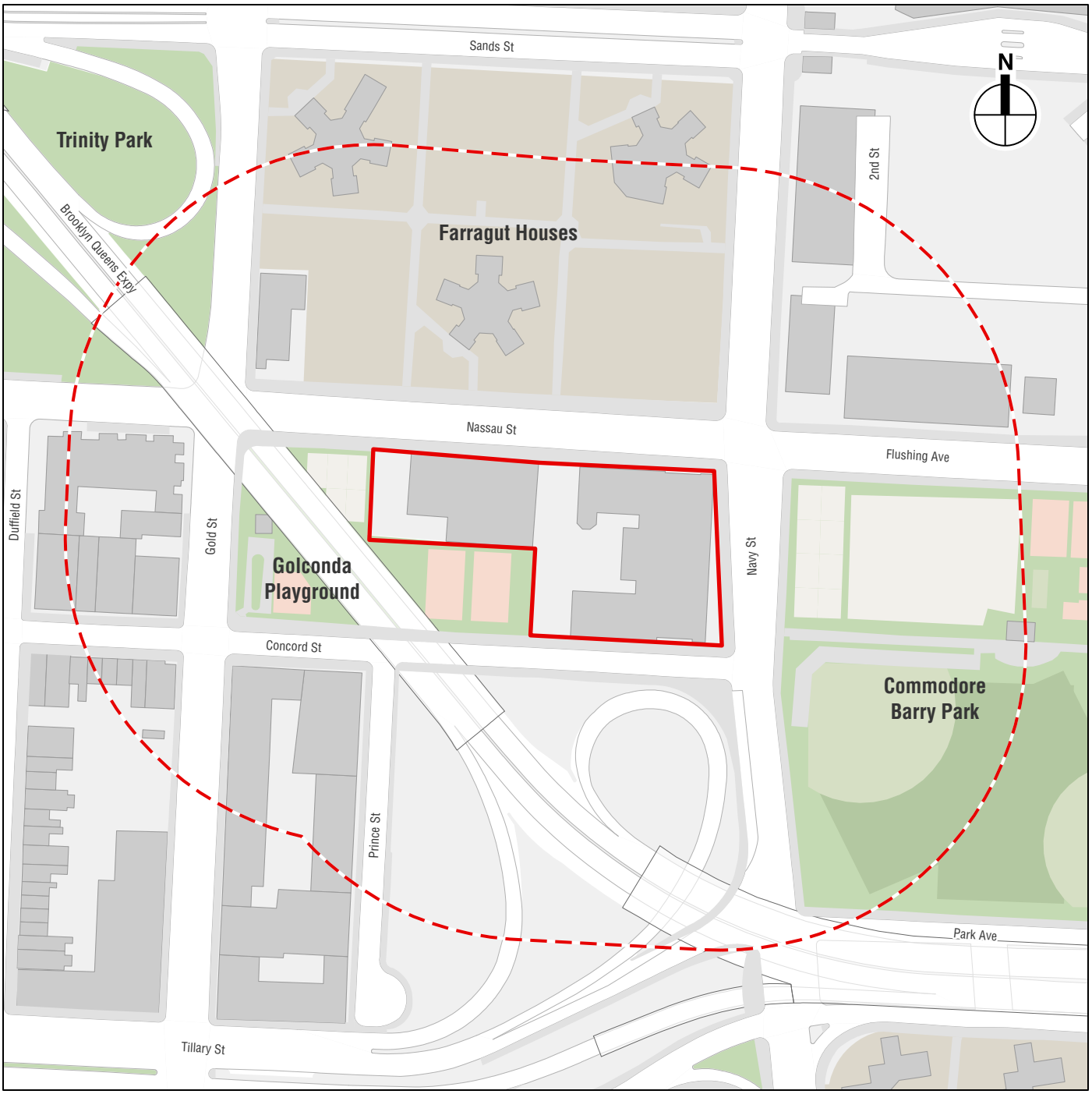

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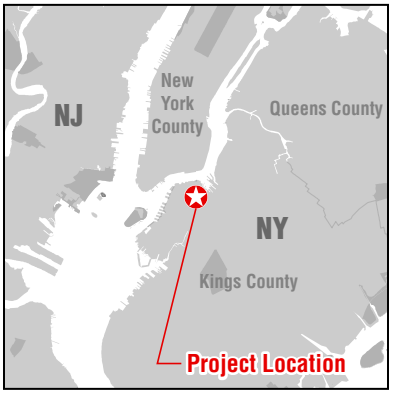
Project Site

Study Area (400-foot boundary)



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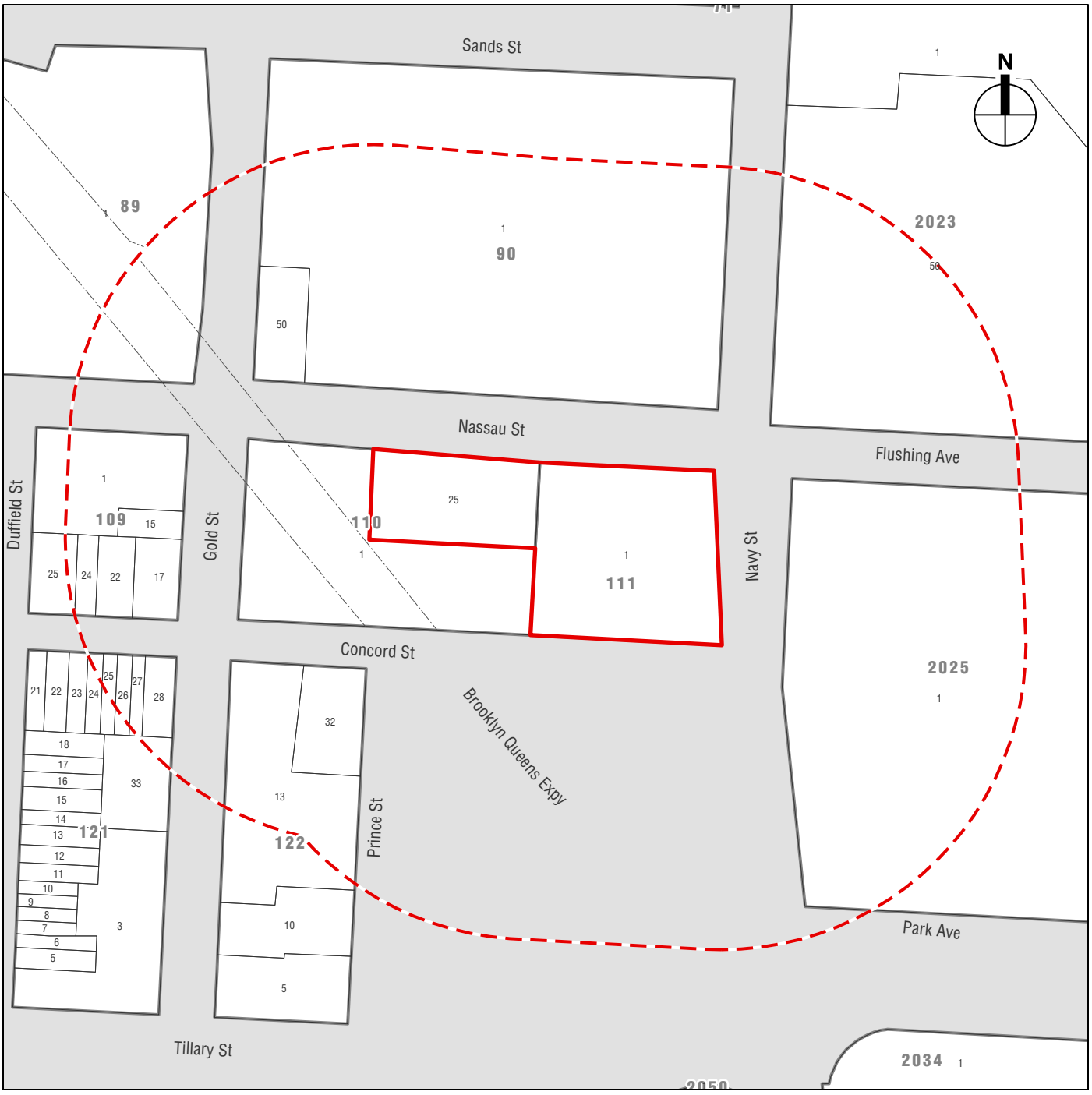
240 NASSAU STREET

Project Location

Figure S-1



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Tax Map

Figure S-2

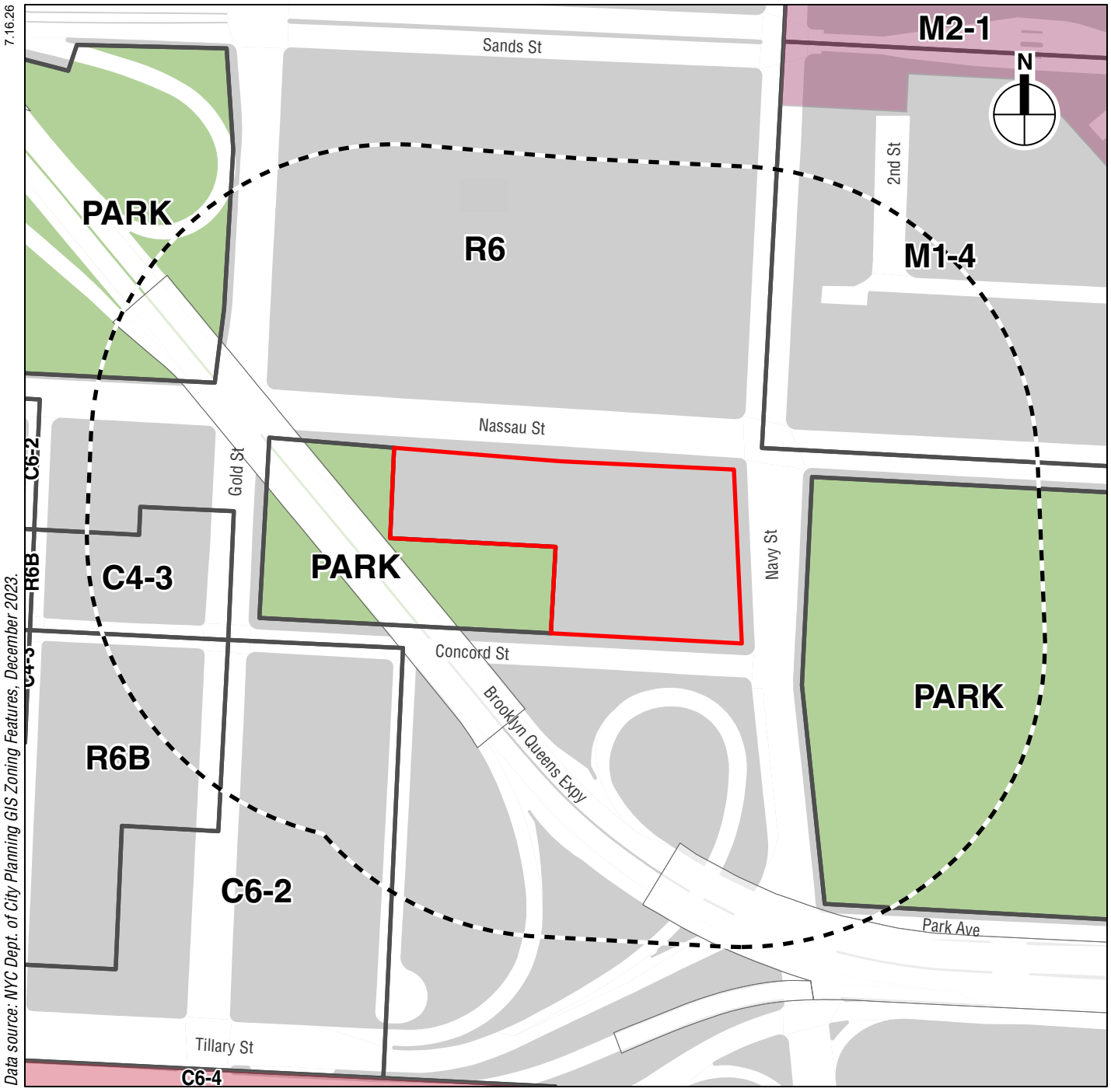
The Proposed Project also requires the relocation of Public School (P.S.) 287, also known as the Dr. Bailey K. Ashford school, by the Panel for Educational Policy (PEP). Additionally, the Proposed Project could potentially utilize the New York City Housing Authority's (NYCHA) Transfer of Assistance (TOA) program, which includes the allocation of Project Based Vouchers (PBV) to create new senior housing opportunities for existing NYCHA residents in the Proposed Project. TOA and PBV are part of HUD's Rental Assistance Demonstration (RAD) program. The Proposed Actions require review under New York State Environmental Quality Review Act (SEQRA). This Environmental Impact Statement (EIS) generally uses methodologies and follows the guidelines set forth in the 2025 *City Environmental Quality Review (CEQR) Technical Manual*, where applicable. These methodologies are typically considered to be the most appropriate technical analysis methods and guidelines for the environmental assessment of projects in New York City and are consistent with SEQRA. CEQR and SEQRA provides a means for decision makers and other government agencies to consider the potential environmental effects of a project, along with other aspects of project planning and design; to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts. As a disclosure document, this Draft EIS (DEIS) will afford stakeholders and the community the opportunity to provide meaningful comments on the potential for significant adverse impacts. ECF is serving as lead agency for the environmental review. The New York City Department of City Planning (DCP) and NYC Parks are involved agencies in the environmental review. The Mayor's Office of Environmental Coordination (MOEC) and the New York City Department of Transportation (DOT) are interested agencies in the environmental review.

B. PROJECT DESCRIPTION

PROJECT SITE

The Project Site has frontage along Nassau, Navy, and Concord Streets and is currently zoned R6 (see **Figure S-3**). Nassau and Navy Streets are considered wide streets with irregular widths that vary from 81 to 91 feet and 80 to 100 feet, respectively. Concord Street is a narrow street along a portion of the block, but a wide street where it abuts the Project Site.[1] The eastern portion of the Project Site (Block 111, Lot 1) is an approximately 55,408-sf parcel occupied by P.S. 287, the Dr. Bailey K. Ashford school, which is operated by the New York City Department of Education (DOE), and Community Roots Charter School. The western portion of the Project Site (Block 110, Lot 25) is an approximately 24,399-sf parcel occupied by the Madison Square Boys and Girls Club and owned by 240 Nassau Street Holdings, LLC. The Project Site has a combined lot area of approximately 80,000 sf. The remainder of the subject block to the west of the Project Site is occupied by the approximately 1.50-acre Golconda Playground, and contains play equipment, handball courts, basketball courts, and a skate park. The elevated BQE traverses the west side of the block above Golconda Playground.

[1] Pursuant to the definition in ZR Section 12-10, a "wide street" is any street that is 75 feet or more in width. A "narrow street" is any street that is less than 75 feet wide.



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Existing Zoning

Figure S-3

SURROUNDING AREA

The area surrounding the Project Site includes public facilities and institutions, transportation infrastructure associated with the BQE, residential and mixed residential/commercial buildings, industrial and manufacturing buildings, parking facilities, and open space (see **Figure S-4**).

The areas directly east and west of the Project Site are occupied by public parkland—Commodore Barry Park and Golconda Playground. The block directly north of the Project Site includes Farragut Houses, a NYCHA complex and the Church of the Open Door. The area directly west of the Project Site includes the BQE and basketball courts within Golconda Playground. Residential and mixed residential/commercial buildings, industrial and manufacturing buildings, and parking facilities are located southwest of the Project Site.

The Project Site is located in the vicinity of multiple subway stations, including the Jay Street-MetroTech Station (A, C, F, R trains), York Street Station (F train), High Street Station (A and C trains), and Dekalb Avenue Station (B, Q, R trains), and the B57, B62, B67, and B69 bus routes. The Astoria route of the NYC Ferry includes a landing at the nearby Brooklyn Navy Yard.

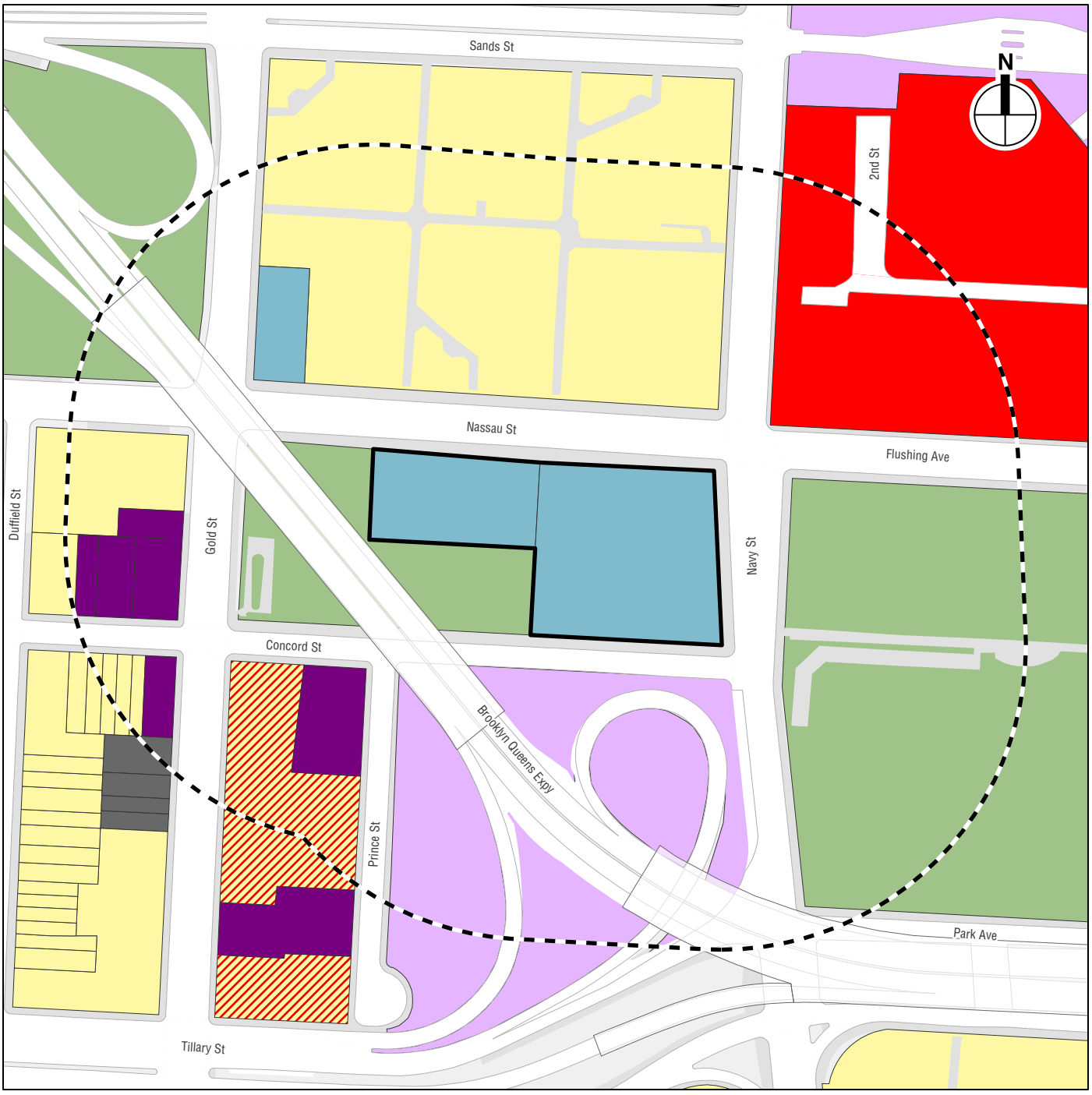
The areas directly surrounding the Project Site to the north, south, east, and west are zoned R6. The area to the northeast of the Project Site is zoned M1-4 and the area west of the Project Site is zoned R6B, C4-3, and C6-2. The areas southwest of the Project Site are zoned R6B and C6-2 near to the Project Site, and C4-3 further to the southwest (see **Figure S-3**).

PROPOSED PROJECT

The Proposed Actions would result in the development of four buildings containing a total of approximately 1.7 million gsf: approximately 1,502 mixed-income residential DUs, (approximately 302 affordable DUs); 34,000 gsf of retail; and 166,000 gsf of community facility use, consisting of 121,000 gsf of public school space (approximately 931 seats), 15,000 gsf of cultural center space, 30,000 gsf of community facility space, and approximately 37,050 (0.85 acres) of open space, of which 20,896 sf (0.48 acres) would be new publicly accessible open space.

The Proposed Actions would reintroduce the historic street grid with new, public outdoor space. A north-south public corridor is located at the historic location of Hudson Avenue and a new public corridor running east-west between the proposed buildings would connect Golconda Playground with Commodore Barry Park. Public programming would be located along Nassau and Concord Street frontages with the new public school located at the intersection of Nassau and Navy Streets and the community facility, cultural center, and senior affordable housing programs located adjacent to the Golconda Playground frontages. New retail space would be located along all three street frontages and along the interior public corridors to activate the new public outdoor space. The building massings for Buildings 1 and 3 would contextually respond to the public school in Building 2 and senior affordable housing in Building 4 by maximizing access to light and air being situated on opposing corners of the Project Site.

The new publicly accessible open space would unify Golconda Playground, Commodore Barry Park, and Farragut Houses. It is intended to enhance pedestrian connectivity throughout the neighborhood and serve as amenity for residents and the neighborhood. The new publicly accessible open space would provide approximately 0.48 acres (20,896 sf) of



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Existing Land Use

Figure S-4

passive open space, expected to include seating and gathering areas, landscaped areas, and walkways.

The Proposed Project program in Buildings 1 through 4 is described below and in **Table S-1**. An axonometric diagram and site plan are shown in **Figures S-5 and S-6**, respectively. Illustrative renderings of the Proposed Project are included in **Figures S-7 and S-8**.

Table S-1
Development Program – Buildings 1 through 4

Building 1	
Residential (GSF)	702,000
Dwelling Units (aka DUs) – Total	702
Affordable Units	*104*
Market Units	*598*
Retail (GSF)	500
Community Facility (GSF)	28,000
Cultural (GSF)	15,000
Total	**745,500**
Building 2	
Retail (GSF)	5,500
Primary School and Intermediate School (GSF)	121,000
Students[1]	*931*
Staff[2]	*93*
Total	**126,500**
Building 3	
Residential (GSF)	705,000
DUs – Total	705
Affordable Units	*103*
Market Units	*602*
Retail (GSF)	28,000
Total	**733,000**
Building 4	
Residential (GSF)	95,000
DUs – Total	95
Affordable Units	*95*
Community Facility (GSF)	2,000
Total	**97,000**
Note: [1] Primary school square footage assumes 130 sf per seat [2] Assumes 1 staff per 10 students.	

Building 1, located midblock on the south side of Nassau Street, would be a 63-story, mixed-use building that would have a height of approximately 718 feet (738 feet at top of bulkhead). Building 2 would be an eight-story community facility and commercial building located on the corner of Nassau and Navy Streets. It would rise to a maximum height of approximately 150 feet, inclusive of the bulkhead. Building 3 would be a 73-story, mixed-use residential and commercial building located at the corner of Navy and Concord Streets. The building would rise to a height of approximately 820 feet (840 feet at top of bulkhead). Building 4 would be an 18-story, mixed-use residential and community facility building on Concord Street, located midblock and adjacent to Golconda Playground. It would have a height of approximately 235 feet (265 feet including bulkhead). An existing curb cut on Nassau Street that serves the Madison Square Boys and Girls Club, and an existing curb cut on Concord Street that serves P.S. 287 and Community Roots Charter School would be eliminated with the Proposed Project, and no new curb cuts would be provided. Construction of the Proposed Project would occur in one continuous phase and is expected to take approximately 72 months. The

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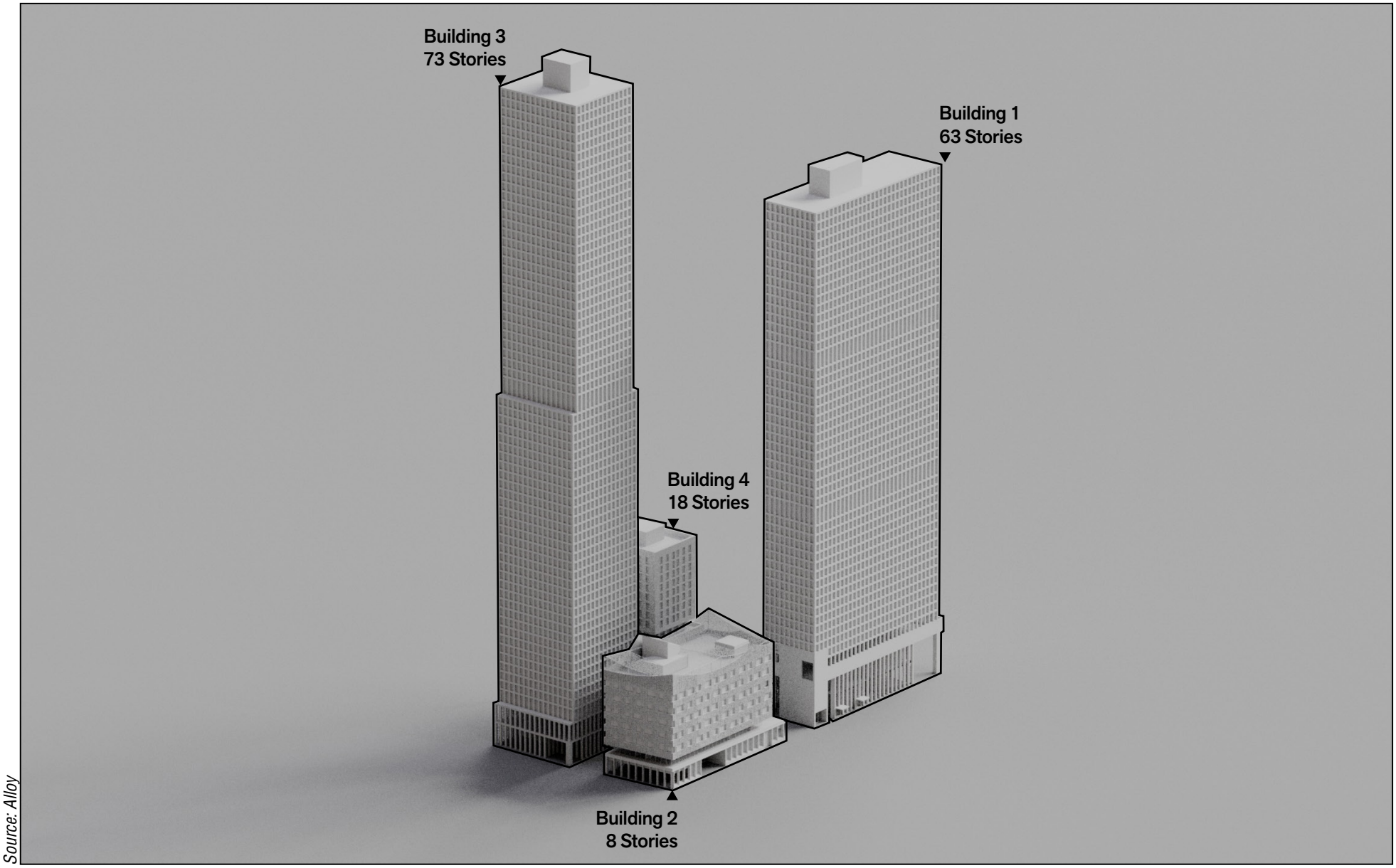

Source: Alloy

FOR ILLUSTRATIVE PURPOSES ONLY

NYC Educational Construction Fund

240 NASSAU STREET

Axonometric, View Looking Southwest

Figure S-5

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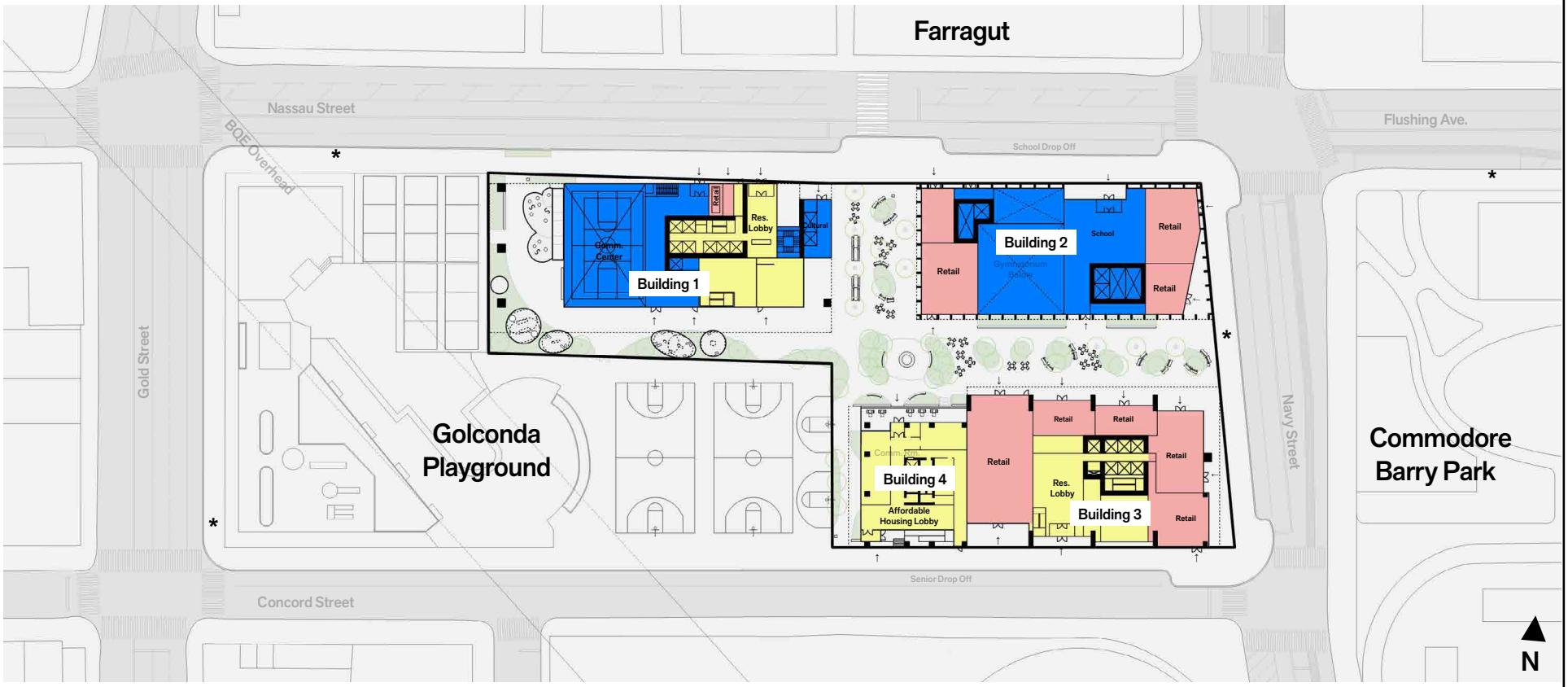

Source: Alloy

FOR ILLUSTRATIVE PURPOSES ONLY

NYC Educational Construction Fund

240 NASSAU STREET

Site Plan

Figure S-6

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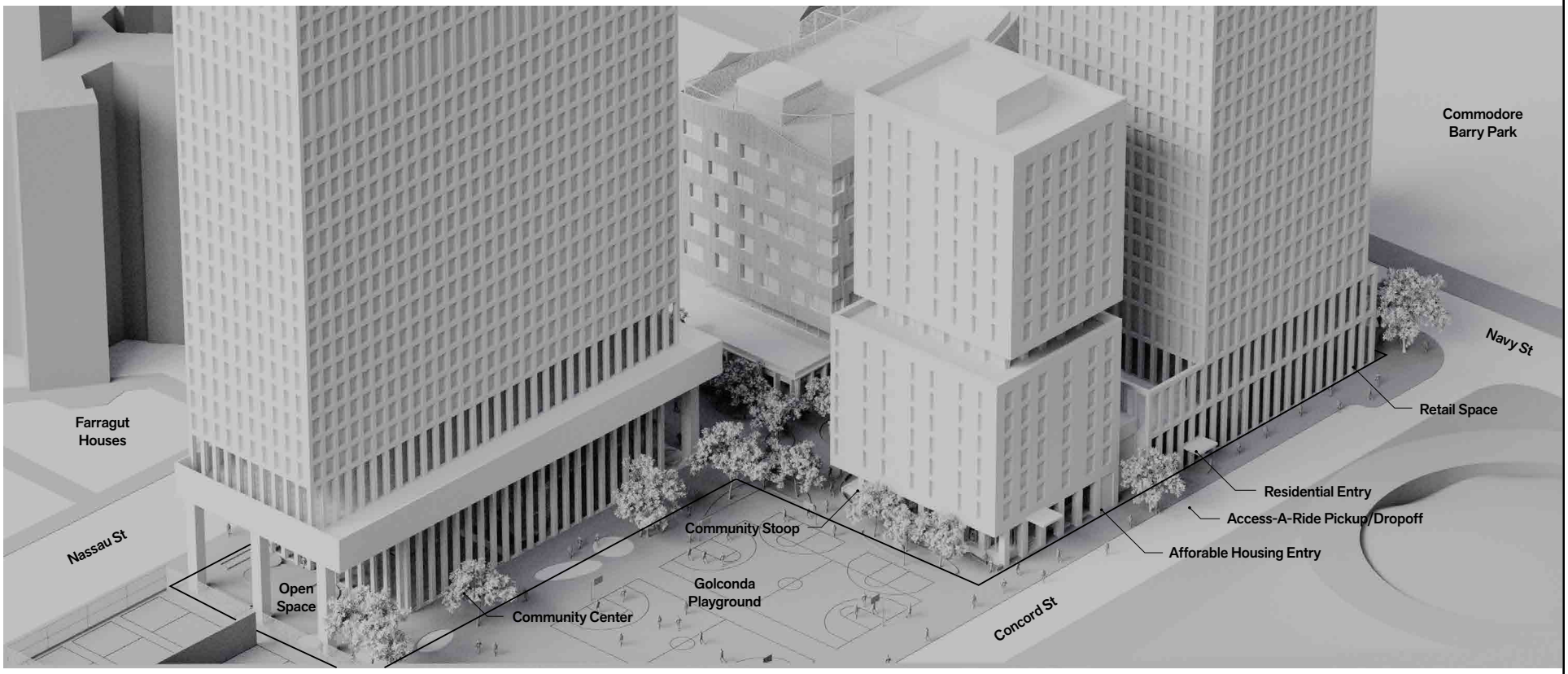

Project Site

Source: Alloy

FOR ILLUSTRATIVE PURPOSES ONLY

NYC Educational Construction Fund

240 NASSAU STREET

Illustrative Rendering, View Looking Northeast

Figure S-7

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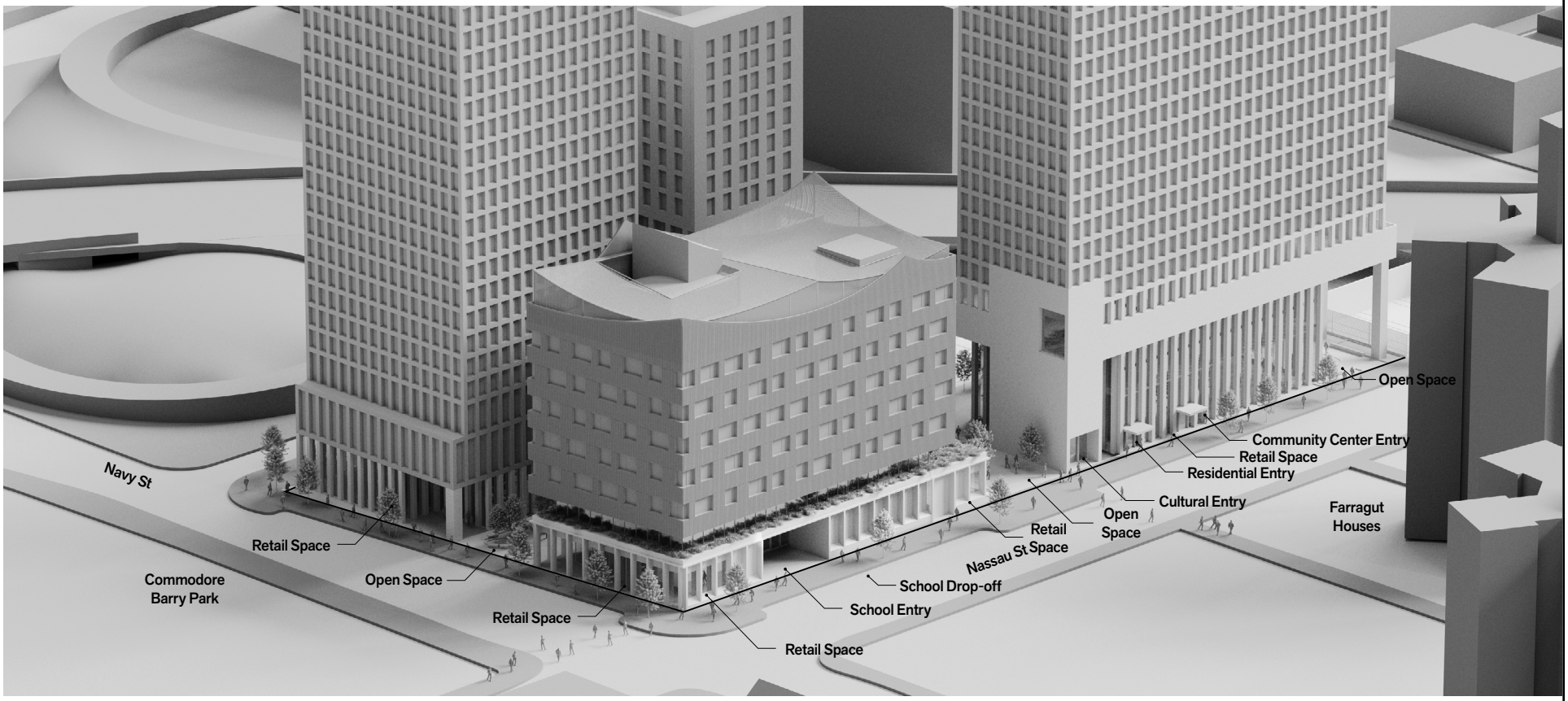

Project Site

Source: Alloy

FOR ILLUSTRATIVE PURPOSES ONLY

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240 NASSAU STREET

Illustrative Rendering, View Looking Southwest

Figure S-8

existing P.S. 287 and the Community Roots Charter School are expected to relocate elsewhere within Community School District (CSD) 13 at the onset of construction.

PUBLIC SCHOOL

The Proposed Project includes the development of an approximately 121,000-gsf public school in Building 2 that would provide 931 elementary and intermediate school seats. While school programming has not yet been finalized, the EIS conservatively assumes the public school would serve Pre-K to 8th grade. The proposed school would include outdoor areas on the rooftop and administrative spaces, a gymnasium/gymnatorium, libraries, art and science rooms, a medical facility, cafeterias, and kitchen facilities. The proposed new school would employ approximately 90 teachers, administrators, and support staff.

The school would be located in a prominent location at the corner of Nassau and Navy Streets. The main entrance would be on Nassau Street, with additional entrances between Buildings 2 and 3. As shown in **Figure S-6**, school drop offs would be along Nassau Street in front of Building 2. Curb extensions at the intersection of Nassau and Navy Streets and along Nassau Street are currently being contemplated to provide additional pedestrian safety. The curb extensions would be designed in coordination with DOT to ensure conformance with the Street Design Manual. The school would be designed in accordance with the New York City School Construction Authority's (SCA) building standards.

It is anticipated that solid waste disposal at the proposed school would utilize the City of New York Department of Sanitation (DSNY) Empire Bins disposal. Empire Bins are stationary, on-street containers assigned to a specific property, solely for the use of that property. The bins are locked, accessible only by building maintenance staff using access cards assigned to the bins. Each Empire Bin can hold approximately four cubic yards of waste, serviced by new DSNY side-loading trucks. The design of the Proposed Project is preliminary, and refinements to the site plan are expected as the project moves through the land use review process. The co-Applicants would coordinate the location of solid waste staging areas with DSNY and would continue to involve DSNY during the design process.

RESIDENTIAL PROGRAM

The Proposed Project would include approximately 1.5 million gsf of residential space in three of the four buildings, comprising approximately 1,502 total DUs. The co-Applicants propose that 20 percent of the project's residential floor area (302 affordable DUs) be provided as affordable housing. The co-Applicants propose to map the Project Site with a modified version of MIH Option 1 that would allow 20 percent of residential floor area at a weighted average of 60 percent of area median income (AMI) (302 affordable DUs), with eight percent of floor area at 40 percent AMI. In the event the co-Applicants and NYCHA participate in the TOA program (or a comparable affordable housing program), the modified Option 1 would permit a minimum of 15 percent of residential floor area at a weighted average of 60 percent AMI (207 affordable DUs), with six percent of floor area at 40 percent AMI, and the remaining five percent of residential floor area (95 affordable DUs) would be provided in Building 4 through the TOA program—together still yielding a total of 302 affordable DUs. In all cases, no unit would exceed 130 percent of AMI. Building 1 would contain 702 DUs (104 affordable DUs) with a residential entrance located along Nassau Street. Building 3 would contain 705 DUs (103 affordable DUs) with a residential entrance located along Concord Street. Building 4 would contain 95 affordable senior housing DUs and its entrance would be located along

Concord Street. A curb extension is currently being contemplated at the intersection of Navy and Concord Streets.

The proposed residential buildings would also utilize DSNY Empire Bins for solid waste disposal.[2] As discussed above, the location of the solid waste staging areas would be coordinated between the co-Applicants and DSNY.

COMMUNITY CENTER

The Proposed Project includes the development of 30,000 gsf of community facility, exclusive of the proposed school. Approximately 28,000 gsf would be a community center in Building 1 and the remaining 2,000 gsf would be a community center room in Building 4. The new community center in Building 1 would replace the existing Madison Square Boys and Girls Club and would be located adjacent to Golconda Playground. It would be designed to host a mix of community programming for different age groups, people, and interests. An approximately 17,100-gsf portion of the community center would be programmed for recreational use, of which approximately 8,500 gsf of active space would include a gym, dance studio, hall, fitness room, and basketball court and the remaining 8,600 gsf would be set aside for seating and other passive use. The community recreational facility is currently contemplated to be accessible from 10 AM to 6 PM on Monday through Friday and with available hours on weekends. The proposed community center's entrance would be located along Nassau Street. The 2,000-gsf community center in Building 4 would support the affordable residents of the building by providing social services and programming. The main entrance to Building 4 would be along Concord Street.

CULTURAL CENTER

The Proposed Project would provide a 15,000-gsf cultural center on the ground floor of Building 1. The cultural space is expected to include an art gallery. The cultural space would be accessed via a main entrance located between Buildings 1 and 2. There would also be an entrance on Nassau Street and an entrance north of the basketball courts of Golconda Playground (see **Figure S-6**).

NEIGHBORHOOD RETAIL

The Proposed Project would provide approximately 34,000 gsf of local retail, envisioned as community-based retail spaces that would occupy the ground floor of Buildings 1, 2, and 3. The retail spaces would provide an amenity for local residents and visitors to the area. Retail space would primarily front Navy Street, with limited frontage along Nassau Street. Additional entrances would be provided from the publicly accessible open space between the Proposed Project's buildings (see **Figure S-6**). The estimated 4.0 tons of commercial solid waste would be hauled away by private carters and handled in a similar manner.

[2] The Proposed Project would generate a net increase of approximately 34.0 tons of solid waste per week, and approximately 88 percent (or 30.0 tons) of the incremental solid waste generated would be handled by DSNY.

OPEN SPACE

Approximately 37,050 sf (0.85 acres) of open space would be created on the Project Site, of which 0.48 acres would be publicly accessible open space and the remaining 0.37 acres would be private open space. The configuration of the proposed open space through the middle of the Project Site would reintroduce (for pedestrian use) the historic street grid that once characterized the neighborhood and serves as a connection between Golconda Playground to the west, and Commodore Barry Park to the east. It is intended to enhance pedestrian connectivity throughout the neighborhood and serve as amenity for residents. The new publicly accessible open space would provide approximately 0.48 acres (20,896 sf) of passive open space, expected to include seating and gathering areas, landscaped areas, and walkways.

SUSTAINABILITY

The co-Applicants are committed to creating a sustainable and equitable development on the Project Site. The mixed-use developments would be completely electrified and constructed to exceed New York City's energy code. The design of the proposed buildings would target energy efficiency measures to lower grid electricity consumption ahead of the achievement of a zero-emission electric grid. Additional carbon emission reduction measures include water conservation and sustainable waste management and other measures consistent with City and State emission reduction goals. The construction of the proposed school would be in accordance with SCA's "NYC Green Schools Guide and Rating System," which ensures the sustainable design, construction and operation of new schools, including the electrification of all new buildings, reduction of greenhouse gas emissions, and compliance with local New York City green building requirements.

The Proposed Project would be designed to comply with New York City's carbon intensity limits specified by the New York City Department of Buildings (DOB) and be required at a minimum to achieve the energy efficiency requirements of the New York City Building Code under the New York City Energy Conservation Code.

C. DISCRETIONARY APPROVALS

The co-Applicants are seeking the following discretionary approvals: (i) a zoning map amendment to change the Project Site from an R6 district to a C6-12 district; (ii) a zoning text amendment to designate the Project Site as an MIH Area; (iii) a zoning text amendment to modify ZR Section 74-752 to make the provisions applicable to the Project Site and permit modification of ZR Section 27-10 (Administration of Affordable Housing); and (iv) a special permit pursuant to ZR Section 74-752. The special permit would allow modification of certain affordable housing requirements, bulk regulations, and loading requirements by the CPC. The requested zoning approvals are described in more detail below:

- A zoning map amendment to change an existing R6 district to a C6-12 district. The proposed C6-12 district (R12 equivalent district) is a high density commercial district that allows residential, commercial and community facility uses (Use Groups I to VIII) to a maximum total FAR of 18. R12 districts have a maximum residential FAR of 15 for standard residences and a maximum residential FAR of 18 for buildings providing Qualifying Affordable Housing or Qualifying Senior Housing.

- A zoning text amendment to designate the Project Site as an MIH Area in Appendix F of the ZR.
- A zoning text amendment to modify ZR Section 74-752 to make the provisions applicable to the Project Site and permit modification of ZR Section 27-10 (Administration of Affordable Housing). ZR Section 74-752 allows the modification of ground floor use, MIH, accessory off-street parking and loading berth, and other bulk regulations (excluding FAR) for developments on land owned by ECF in an underlying C6-9 district within the Special Downtown Brooklyn District. The zoning text amendment would expand the applicability of the existing provisions to sites owned by ECF in the C6-12 district within Brooklyn CD 2 not within the Special Downtown Brooklyn District and to allow for modifications of the affordable housing requirements set forth in ZR Section 27-10. The proposed text amendment has limited applicability and would affect only the Project Site and no other sites.
- A special permit pursuant to ZR Section 74-752 to modify ZR Sections 23-342, 23-371(c)(1), 23-371(c)(2), 23-432, 23-433, 27-131, 27-151, 27-16, 36-62, and 35-631 to allow the modification of certain affordable housing requirements, bulk regulations, and loading requirements.

The Proposed Actions also include the transfer, reallocation, and lease of property among 240 Nassau Street Holdings, LLC, ECF, and the City of New York to allow for the Proposed Project and ECF financing. Additionally, a determination from NYC Parks pursuant to ZR Section 23-381 is being sought to permit light and air for the legally required windows at the abutting lot lines between Buildings 1 and 4 and the abutting lot lines of Golconda Playground. As described below, the Proposed Project could also require additional approvals.

- The relocation of P.S. 287 is subject to the approval of the PEP, a voting body overseeing New York City Public Schools. Any actions, including approvals by the PEP, that are necessary to facilitate the relocation of P.S. 287 and the Community Roots Charter School are not analyzed as part of this environmental review. It is anticipated that any such action(s) is/are expected to occur at a later date and will be the subject of a separate environmental review at that time pursuant to SEQRA and in accordance with CEQR.
- The co-Applicants may potentially participate in NYCHA's TOA program, which would involve the allocation of PBV to create new senior housing opportunities for existing NYCHA residents in Building 4. The co-Applicants propose that 20 percent of the project's residential floor area (302 affordable DUs) be provided as affordable housing. The co-Applicants propose to map the Project Site with a modified version of MIH Option 1 that would allow 20 percent of residential floor area at a weighted average of 60 percent AMI (302 affordable DUs), with eight percent of floor area at 40 percent AMI. In the event the co-Applicants and NYCHA participate in the TOA program (or a comparable affordable housing program), the modified Option 1 would permit a minimum of 15 percent of residential floor area at a weighted average of 60 percent AMI (207 affordable DUs), with six percent of floor area at 40 percent AMI, and the remaining five percent of residential floor area (95 affordable DUs) would be provided in Building 4 through the TOA program—together still yielding a total of 302 affordable DUs. In all cases, no unit would exceed 130 percent of AMI. TOA and PBV are part of the HUD RAD program and would be implemented pursuant to 24 CFR 983. The implementation of these programs would require an environmental review in accordance with the National Environmental Policy

Act (NEPA) and HUD environmental standards at a future date when a RAD application is advanced.

PROJECT COMPONENT RELATED TO THE ENVIRONMENT (PCRE)

The Proposed Actions includes a Project Component Related to the Environment (PCRE) that would preclude an impact to historic resources. The PCRE would be required through the Development Agreement between ECF and 240 Nassau Street Holdings, LLC. The Development Agreement is a binding mechanism that formalizes the partnership between the co-Applicants to design, build, and finance the Proposed Project, including the new school facility and non-school components of the project.

As described in "Historic and Cultural Resources," a Construction Protection Plan (CPP) would be prepared and implemented for the portions of the BQE within 90 feet of the Project Site. The CPP would be prepared as set forth in Section 523 of the *CEQR Technical Manual* and in compliance with the procedures included in DOB's TPPN #10/88 and the New York City Landmarks Preservation Commission's (LPC) Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings. The CPP would be prepared in consultation with LPC and DOT and implemented by a licensed professional engineer prior to the start of excavation and construction activities. With the CPP in place, the Proposed Project would not be expected to result in any direct impacts to architectural resources in the study area.

(E) DESIGNATION

In connection with the zoning amendments, an (E) Designation (E-921) would be mapped to the Project Site. E-921 is an institutional mechanism for regulatory oversight of future remedies to address sub-surface contamination and noise exposure. The (E) Designation is a pre-construction requirement that would reduce or eliminate the potential for future risk or exposure as it relates to hazardous materials and noise. The (E) Designation for hazardous materials and noise would be administered bv the Mayor's Office of Environmental Remediation (OER). The specific requirements of the E-921 for hazardous materials and noise are described below in "Hazardous Materials" and "Noise," respectively.

D. PURPOSE AND NEED OF THE PROPOSED ACTIONS

The co-Applicants propose the comprehensive redevelopment of the Project Site with a dynamic, mixed-use development that includes a new public school and residential, retail, community center, and cultural space, and publicly accessible open space. ECF is a New York State public benefit corporation that finances and develops mixed-use developments that feature new school facilities on behalf of DOE.

The existing public school building at 50 Navy Street that houses P.S. 287 (grades pre-Kindergarten through 5) and Community Roots Charter School (grades 6 through 8) is outmoded and in need of replacement. The aging building was built in 1953 and its electrical, ventilation, and acoustical systems are inadequate to serve the needs of the school. A recent DOE survey identified outmoded conditions and noncompliance with Americans with Disabilities Act (ADA) accessibility standards in almost all of the building's rooms and

spaces.[3] Overall, the building lacks the appropriate facilities to provide a modern learning environment. The Proposed Actions would provide state-of-the-art school facilities for pre-Kindergarten through 8th grade. The improvements would achieve a better learning environment by providing modern educational facilities and additional public school capacity at the primary and intermediate school level in CSD 13.

ECF encourages the development of new public schools as part of mixed-use projects in which the public component is financed by tax-exempt bonds. ECF uses ground rents, lease payments, and/or tax equivalency payments from the non-school portions of a development to pay the debt service on the bonds issued to finance the public facilities.

In connection with the construction of a new public school on the Project Site, 240 Nassau Street Holdings, LLC, would develop new residential space, retail, community center, cultural space, and publicly accessible open space. The Proposed Actions would facilitate the redevelopment of an underutilized parcel that is well positioned to support new development at higher densities. The Project Site is proximate to transit, with bus lines on Jay Street and the nearest subway station, the York Street Station, approximately 0.4 miles away. Further, the site is bounded by three wide streets (Navy, Nassau and Concord Streets) that can accommodate higher density buildings, and the site is surrounded by parks, low-lying BQE infrastructure, and Farragut Houses, with residential buildings set back from the street and interspersed among landscaped open areas.

The Proposed Actions would facilitate the creation of approximately 1,502 DUs (20 percent of the proposed residential floor area would be designated as affordable housing) in accordance with the MIH Program. The Proposed Project would address the dire need for housing, including affordable and senior housing, in New York City. The Proposed Project would also support economic and cultural growth by introducing cultural and community space for local artists, neighborhood retail space, which would enliven the street and bring amenities to neighborhood residents. The Proposed Project would introduce approximately 0.85 acres of open space, of which 0.48 acres would be publicly accessible. The proposed open space would provide recreational opportunities and visual and physical open space connections between the proposed uses on the Project Site and Golconda Playground to the west and Commodore Barry Park to the east.

E. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The EIS analyses will be undertaken pursuant to SEQRA. The *CEQR Technical Manual* will generally serve as a guide with respect to environmental analysis methodologies and impact criteria for evaluating the effects of the Proposed Project. Based on the location and size of the Proposed Project, certain CEQR technical areas are screened out of further assessment in the EIS, including Energy, Solid Waste/Sanitation Services, and Natural Resources. In disclosing impacts, the EIS will consider the Proposed Project's potential adverse impacts on the environmental setting. It is anticipated that the Proposed Project would be operational in 2033. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assesses existing conditions and forecasts these conditions to 2033 with and without

[3] New York City Department of Education. *Building Condition Assessment Survey 2022-2023.* July 11, 2023.

approval of the Proposed Actions. The analysis of conditions in the future with and without the Proposed Actions (the "With Action" and "No Action" conditions, respectively) takes into account background development anticipated to be completed by 2033.

ANALYSIS YEAR

A future analysis year of 2033 will be utilized for environmental analyses. The analysis year represents the year in which the Proposed Project is anticipated to be complete and operational and will be used to assess the potential impacts of the Proposed Actions.

THE FUTURE WITHOUT THE PROPOSED ACTIONS

It is assumed that in the No Action condition, the existing schools (P.S. 287 and the Community Roots Charter School) on Block 111, Lot 1 would remain; and the Madison Square Boys and Girls Club on Block 110, Lot 25 would be closed. Block 110, Lot 25 will be developed with an as-of-right seven-story, 75-foot market-rate building (110 feet including bulkhead) containing approximately 83,500 gsf of residential space (approximately 84 DUs) that complies with the current R6 zoning regulations. The building under the No Action condition feasibly maximizes the allowable residential FAR of 3.0 (approximately 71,000 zoning square feet [zsf], of which approximately 97 percent of the available FAR is utilized) under the existing R6 zoning district. The site of the Madison Square Boys and Girls Club is within 100 feet of a wide street and developments have a maximum height of 75 feet. The No Action estimated population is approximately 171 residents and 75 workers on the Project Site.[4]

Appendix A and **Figure A-1** identify planned developments anticipated to be complete and operational by 2033 in the study area considered in the various technical analyses presented in this EIS.

THE FUTURE WITH THE PROPOSED ACTIONS

In the With Action condition, the Proposed Project would be constructed on the Project Site as described above. **Table S-2** summarizes the No Action and With Action condition programs and the incremental development expected as a result of the Proposed Actions.

As compared to the No Action condition, the Proposed Project would add approximately 1,418 DUs (approximately 1.4 million gsf of residential space); approximately 34,000 gsf of retail space; approximately 15,000 gsf of cultural center space; approximately 30,000 gsf of community facility space; and approximately 11,000 gsf of public school use. The With Action condition includes a total of approximately 1.7 million gsf (approximately 1.4 million zsf, which fully maximizes the allowable residential FAR of 18.0). Of the total 1.7 million gsf, approximately 1.5 million gsf would be residential floor area. The With Action condition estimated population is approximately 3,049 residents and 300 workers on the Project Site,[5]

[4] Residential population is based on the average household size of 2.03 persons within Brooklyn CD 2. The estimate of workers is based on standard industry rates, as follows: 1 employee per 25 DU and 1 staff per 10 students.

[5] Estimate of workers based on standard industry rates, as follows: 1 employee per 25 DU; 1 employee per 333 sf of local retail; 1 employee per 1,000 sf of community facility space; 1 employee per 1,000 sf of cultural space; and 1 staff per 10 students.

which would result in an increment of 2,879 residents and 225 workers as compared to the No Action condition.

Table S-2
Comparison of No Action and With Action Conditions

Use	No Action	With Action	Increment
Residential (DU)	84	1,502	+1,418
Retail (GSF)	0	34,000	+34,000
Community Facility (GSF)	0	30,000	+30,000
Cultural (GSF)	0	15,000	+15,000
Primary School and Intermediate School (GSF)	110,000	121,000	+11,000
Students[1]	721	931	+210
Staff[2]	72	93	+21

Note:
[1] Primary school square footage assumes 130 sf per seat
[2] Assumes 1 staff per 10 students.

The Proposed Actions would establish an MIH Area at the Project Site and modify the required percentage of floor area designated for affordable housing to create permanently affordable housing. Within MIH Areas, all housing developments, enlargements, and conversions that meet the criteria set forth in the MIH program must comply with the requirements of MIH Option 1, Option 2, or Option 3 as described below.

- Option 1: 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the AMI, with six percent of floor area at 40 percent AMI and with no unit targeted at a level exceeding 130 percent of AMI.
- Option 2: 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of AMI, with no unit targeted at a level exceeding 130 percent of AMI.
- Option 3: 20 percent of the total residential floor area must be for housing units for residents with incomes averaging 40 percent of AMI and no direct subsidies could be used for these units except where needed to support more affordable housing.

In addition to the options above, the City Council may elect to map Option 4 (except in certain neighborhoods in Manhattan), which requires that 30 percent of the total residential floor area must be for housing units for residents with incomes averaging 115 percent of AMI, with no units above 135 percent AMI; and no direct subsidies.

The co-Applicants propose that 20 percent of the project's residential floor area (302 affordable DUs) be provided as affordable housing. The co-Applicants propose to map the Project Site with a modified version of MIH Option 1 that would allow 20 percent of residential floor area at a weighted average of 60 percent AMI (302 affordable DUs), with eight percent of floor area at 40 percent AMI. The MIH requirement ensures that a percentage of residential floor area in any future development within the MIH Area is permanently affordable. There is currently no MIH requirement for residential development at the Project Site. The remainder of the units would be market-rate units. As discussed above, in the event the co-Applicants and NYCHA participate in the TOA program (or a comparable affordable housing program), the modified MIH Option 1 would permit a minimum of 15 percent of residential floor area at a weighted average of 60 percent of AMI (207 affordable DUs), with six percent of floor area at 40 percent AMI, and the remaining five percent of residential floor area (95 affordable DUs)

would be provided in Building 4 through the TOA program—together still yielding a total of 302 affordable DUs. In all cases, no unit would exceed 130 percent of AMI. To ensure a conservative analysis, the With Action condition assumes that 302 DUs (or approximately 20 percent of residential floor area) would be affordable, as these generate a greater residential population and more demand on certain community facilities as compared to senior housing.

F. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

The Proposed Actions would not result in a significant adverse impact related to land use, zoning, and public policy. The Proposed Actions would not adversely affect surrounding land uses, nor would the Proposed Actions generate land uses that would be incompatible with existing zoning and land uses. Furthermore, the Proposed Actions would not result in development that would conflict with adopted public policies.

The Proposed Actions would facilitate the development of 121,000 gsf of public school on the Project Site to provide needed public school capacity in a modern school building. In addition, the Proposed Project would introduce a total of approximately 1,502 DUs, including approximately 302 affordable DUs, 34,000 gsf of retail, 30,000 gsf of community facility space, and 15,000 gsf of cultural center space. The Proposed Actions would result in the replacement of the existing public school building at 50 Navy Street with modern educational facilities and additional public school capacity at the primary and intermediate school level in CSD 13.

The proposed R12 zoning district would increase the total amount of floor area permitted from 3.9 FAR to 18 FAR for buildings providing Qualifying Affordable Housing or Qualifying Senior Housing. The increased density sought under the Proposed Actions would maximize the amount of housing that could be provided on the Project Site. The Proposed Actions would facilitate the redevelopment of an underutilized parcel that is well positioned to support new development at a higher density. The Project Site has frontage along three wide streets, is proximate to transit and its location at the edge of Downtown Brooklyn and in close proximity to two mapped Parks makes it an appropriate location to concentrate additional density.

The modifications sought under the special permit would facilitate an improved site plan that allows for the placement of the proposed school, mixed-use residential buildings, community center and public and private open space in unified manner that compliments the adjacent public open space in Golconda Playground. The proposed public open space would feature a north-south public corridor located at the historic location of Hudson Avenue and a new public corridor running east-west between the proposed buildings, connecting Golconda Playground with Commodore Barry Park. Public programming would be located at the most desirable frontages with the new school located at the intersection of Nassau and Navy Streets and the community facility, cultural center and senior affordable housing programs wrapping Golconda Playground frontages. New retail space would be located on the street frontages and along the interior public corridors to activate the public realm. Buildings 1 and 3, the largest of the four proposed buildings, would be located on opposing corners of the Project Site to maximize the availability of light and air. The local retail and community facility space and new publicly accessible open space would enliven the public realm along Nassau, Navy, and Concord Streets, inviting residents and visitors from the surrounding blocks. The

modification of MIH as it relates to development on ECF property would maximize the public benefits associated with a new and expanded school, the provision of affordable and senior housing and redevelopment of underutilized City-owned property with a dynamic mixed-use development. The improved school facilities and increase in public school capacity would support and strengthen the residential character of the surrounding neighborhood. The proposed residential, commercial, and community facility space, as well as proposed publicly accessible open space would be consistent with existing and planned developments in Downtown Brooklyn. The Proposed Actions would directly support several major City policies aimed at expanding the City's housing supply to help meet the housing needs of current and future residents. In addition, the Proposed Actions would expand local retail, provide employment opportunities and provide neighborhood amenities in the form of new community and cultural space for residents and visitors in an area well-served by transit.

The Proposed Actions would be consistent with the City's Waterfront Revitalization Program (WRP). DCP issued its WRP concurrence for the project on June 5, 2026, and provided reference number WRP #25-173.

SOCIOECONOMIC CONDITIONS

A preliminary assessment finds that the Proposed Actions would not result in significant adverse impacts due to changes in socioeconomic conditions. The following summarizes findings with respect to each of the five areas of socioeconomic concern.

DIRECT RESIDENTIAL AND DIRECT BUSINESS DISPLACEMENT

There are no residential units or commercial businesses currently on the Project Site and the existing institutional use—the Madison Square Boys and Girls Club on Block 110, Lot 25—would be closed in the No Action condition. Therefore, the Proposed Actions would not result in any direct residential or business displacement on the Project Site. The With Action condition includes a new community center that would replace the existing Madison Square Boys and Girls Club and would be located adjacent to Golconda Playground.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to indirect residential displacement. The study area has already experienced an observable trend toward increasing rents and new market-rate development. Moreover, the Proposed Project would introduce permanently affordable units as compared to the No Action condition, which would help preserve diverse housing opportunities in the area and moderate rent increases.

INDIRECT BUSINESS DISPLACEMENT

The Proposed Actions would not result in significant adverse impacts due to indirect business displacement. While the Proposed Actions would result in the introduction of new residents and workers and generate new economic activity, the proposed commercial development is less than the CEQR thresholds requiring an analysis of indirect business displacement.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The Proposed Actions would not result in a significant adverse impact on business conditions in any specific industry or any category of business, nor would the Proposed Actions indirectly

substantially reduce employment or impair economic viability in any specific industry or category of business.

COMMUNITY FACILITIES AND SERVICES

The Proposed Actions would not result in significant adverse impacts related to community facilities. Based on preliminary screening assessments, the Proposed Project would not exceed the thresholds for analysis for high schools, police, fire, or health care services. Therefore, no significant adverse impacts on these facilities would occur as a result of the Proposed Actions.

Because the preliminary screening indicates that the Proposed Actions would generate 95 elementary/intermediate students, which approaches the CEQR threshold of 100 elementary/intermediate students requiring further assessment, and the Proposed Actions would directly affect an existing public school, the EIS includes an assessment of the potential effects to public elementary and intermediate schools for informational purposes. Additionally, the preliminary screening identified the need to prepare a detailed analysis of public libraries and publicly funded child care facilities.

The detailed analyses concluded that the Proposed Actions would not result in significant adverse impacts on public elementary and intermediate schools, public libraries, or child care facilities.

INDIRECT EFFECTS

Public Schools

According to the *CEQR Technical Manual*, for elementary and intermediate schools, a significant adverse impact may occur if a project would result in both of the following conditions: (1) a utilization rate of the elementary and/or intermediate school that is equal to or greater than 100 percent in the With Action condition; and (2) 100 or more new students generated from the project past the 100 percent utilization rate.

Elementary Schools

CSD 13, Subdistrict 2 elementary schools would continue to operate with available capacity in the With Action and No Action conditions. Utilization of Subdistrict 2 elementary schools would decrease from a No Action condition utilization rate of approximately 65.5 percent to a With Action condition utilization rate of approximately 61.9 percent, with approximately 1,629 available elementary school seats in the With Action condition. In the With Action condition, elementary schools in CSD 13, Subdistrict 2 would continue to operate with available capacity. Therefore, no significant adverse impacts to elementary schools in CSD 13, Subdistrict 2 would occur as a result of the Proposed Actions.

Intermediate Schools

Intermediate schools in CSD 13, Subdistrict 2 would continue to operate with available capacity in the With Action and No Action conditions. Utilization of Subdistrict 2 intermediate schools would decrease from a No Action condition utilization rate of approximately 53.4 percent to a With Action condition utilization rate of approximately 44.7 percent, with approximately 934 available intermediate school seats in the With Action condition. In the With Action condition, intermediate schools in CSD 13, Subdistrict 2 would continue to

operate with available capacity. Therefore, no significant adverse impacts to intermediate schools in CSD 13, Subdistrict 2 would occur as a result of the Proposed Actions.

Libraries

The Proposed Actions would not result in a significant adverse impact to public libraries. Three Brooklyn Public Library (BPL) branches are located within a 0.75-mile radius of the Project Site: the Adams Street branch, the Walt Whitman branch, and the Brooklyn Heights branch. The Proposed Actions are expected to introduce approximately 2,879 additional residents to the Walt Whitman branch's catchment area (compared to the No Action condition). The catchment area population of the Walt Whitman branch is expected to increase by three percent in the With Action condition, which is less than a five percent increase in population, which is the threshold for a significant adverse impact. Therefore, the additional residential population introduced by the Proposed Actions is not expected to result in a significant adverse impact on public libraries.

Publicly Funded Early Childhood Programs

The Proposed Actions would not result in a significant adverse impact on publicly funded early childhood programs. According to the *CEQR Technical Manual*, a significant adverse impact to early childhood programs could result if a project results in: (1) a collective utilization rate greater than 100 percent in the With Action condition; and (2) the demand constitutes an increase of five percent or more in the collective capacity of publicly funded early childhood programs serving the study area over the No Action condition. For CEQR analysis purposes, it is assumed that 20 percent of the total 1,502 DUs (i.e., 302 DUs) would be affordable to households making 60 percent or less of the AMI (which is used as a proxy for eligibility for publicly funded early childhood programs), thereby introducing approximately 35 children potentially eligible for publicly funded early childhood programs to the study area. The analysis determined that under the With Action condition, the study area would experience a utilization rate of 69.3 percent, an increase of approximately 1.0 percentage point over the No Action condition utilization rate of 68.3 percent. As such, the Proposed Actions would not result in a significant adverse impact on publicly funded early childhood programs.

OPEN SPACE

The Proposed Actions would result in a significant adverse impact to open space. According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse impact on open space resources if (a) there would be direct displacement/alteration of existing publicly accessible open space within the study area that would have a significant adverse effect on existing users; or (b) it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbation of a deficiency in open space. The residential population generated by the Proposed Actions would result in a 4.77 percent decrease in the total open space ratio and a 5.28 percent decrease in the active open space ratio, in an area that is characterized by an existing deficiency in the amount of open space currently available for residents. The decrease in total and active open space would result in the potential for a significant adverse impact.

DIRECT EFFECTS

Direct effects on public open space may occur when a project encroaches on, or causes a loss of, open space. Direct effects may also occur if public access is limited, the type and amount of public open space is changed, or if the facilities within an open space would be so changed that the open space no longer serves the same user population. Other direct effects may result from sources of noise, air pollutants, odors, or shadows on public open space, affecting its function, usability, or enjoyment.

The Proposed Project would not directly displace, limit access to, or otherwise eliminate any existing publicly accessible open space within the study area. The Proposed Actions would enhance existing open space by creating 20,896 sf (0.48 acres) of new publicly accessible open space on the Project Site that would be adjacent to Golconda Playground. The new publicly accessible open space would serve as an open space amenity for study area residents and unify Golconda Playground, Commodore Barry Park, and Farragut Houses and improve circulation throughout the neighborhood. The new publicly accessible open space would include seating and gathering areas, landscaped areas, and walkways.

The Proposed Actions would not result in a significant adverse shadow impact. While there would be an increase in shadows on open space resources, including the adjacent Golconda Playground and Commodore Barry Park, the incremental shadows would not constitute a significant adverse open space impact because the shadows would not affect the use of the open spaces. The Proposed Actions would result in project-generated shadows on several other public open spaces with sunlight-sensitive features; however, in those cases the shadows would be limited in extent and duration and would also not result in a significant adverse impact.

Based on the analyses provided for the technical areas of air quality, noise, and construction, study area open spaces would not experience significant adverse impacts associated with direct effects related to operational air quality, operational noise, or construction air quality. See “Construction,” below, for an analysis of the potential for construction of the Proposed Project to result in temporary significant adverse air quality or noise impacts on open spaces.

INDIRECT EFFECTS

The Proposed Actions would generate a residential population that would place added demands on open spaces in the study area. Under existing conditions, the study area exhibits a shortfall of both total and active open space. The quantitative assessment of open space concludes that the Proposed Actions would decrease the total open space ratio by approximately 4.77 percent (to 1.650 acres per 1,000 residents) and the active open space ratio by approximately 5.28 percent (to 0.380 acres per 1,000 residents). The Proposed Actions would also decrease the passive open space ratio by approximately 4.62 percent (to 1.271 acres per 1,000 residents). As these decreases would exceed the *CEQR Technical Manual* quantitative thresholds indicating the potential for an impact for total and active open space facilities, the Proposed Actions would result in a significant adverse indirect open space impact. Potential mitigation measures are discussed below in “Mitigation.”

SHADOWS

The Proposed Actions would not result in a significant adverse impact related to shadows. The analysis concludes that the Proposed Project would cast incremental shadows on a

number of sunlight-sensitive resources in the study area, including the adjacent Golconda Playground and Commodore Barry Park. The extent and duration of shadow would be limited and would not significantly affect these resources.

HISTORIC AND CULTURAL RESOURCES

The Proposed Actions would not result in any significant adverse impacts to historic architectural resources. In a comment letter dated December 17, 2025, LPC determined that the Project Site has no archaeological or architectural significance (see **Appendix C**). As there are no archaeological or architectural resources on the Project Site, the Proposed Actions would not result in any adverse impacts to any such resources on the Project Site.

In the study area, no architectural resources would be demolished or altered. Because the Proposed Project would be constructed within 90 feet of portions of the BQE, the co-Applicants would prepare and implement a CPP in coordination with DOT prior to the start of construction activities at the Project Site. The CPP would be a PCRE and required through the Development Agreement between the ECF and 240 Nassau Street Holdings, LLC. With the preparation and implementation of a CPP for this historic architectural resource, the Proposed Actions would not be expected to result in any direct impacts to architectural resources in the study area.

The evaluation for the Proposed Actions' potential to result in indirect, or contextual, impacts determined that the Proposed Actions would not result in any significant adverse visual or contextual impacts on architectural resources in the study area. While the Proposed Project would change the context of some nearby architectural resources, it would not result in changes to an architectural resource causing the resource to become a different visual entity or isolate an architectural resource from its setting or visual relationships with the streetscape, or otherwise impact the resource's visual prominence. Further, the Proposed Project would not obstruct public views to historic architectural resources. Therefore, the Proposed Actions would not result in indirect adverse impacts to any of the architectural resources located in the study area. Overall, the Proposed Actions would not introduce incompatible visual, audible, or atmospheric elements to a historic resource's setting. With the implementation of a CPP for the portions of the BQE within 90 feet of the Project Site, the Proposed Actions would not result in any significant adverse impacts to historic and cultural resources in the study area.

URBAN DESIGN AND VISUAL RESOURCES

The Proposed Actions would not result in a significant adverse impact to urban design or visual resources in the study area. With the Proposed Actions, four new buildings—Buildings 1, 2, 3, and 4—would be developed on the Project Site along with approximately 20,896 sf, or 0.48 acres, of new, publicly accessible open space and approximately 16,154 sf, or 0.37 acres, of new private open space.

In the With Action condition, the redevelopment of the Project Site with four new buildings would not alter street orientation, street patterns, block shapes, or natural resources in the study area. While the new buildings would be substantially taller than the buildings they would replace, the new buildings would be compatible with the study area's urban design which does not have a cohesive character but is transitional, comprising a mix of building types with different massings, heights, and forms that have been built over time as the neighborhood

has changed. Further, the new buildings would be located within the broader context that includes high-rise buildings to the west and in Downtown Brooklyn to the south.

The new buildings would range in height from eight stories (Building 2, approximately 150 feet tall, inclusive of the bulkhead) to 73 stories (Building 3, approximately 820 feet tall; 840 feet to the top of the bulkhead). The two tallest buildings—Building 1 at 63 stories (approximately 718 feet tall, approximately 738 feet to the top of the bulkhead) and Building 3—would have three-story (approximately 60-foot-tall) base heights that would create visual breaks in the massings. Building 2, as described above, and Building 4 (18 stories, approximately 235 feet tall and approximately 265 feet to the top of the bulkhead) would be compatible with the heights of the taller buildings in the study area, including the 14-story (approximately 178-foot-tall) Farragut Houses buildings across Nassau Street to the north, and to the southwest, the 13-story, approximately 152-foot-tall building at 257 Gold Street, and the eight-story, approximately 93-foot-tall warehouse at 14 Prince Street. Further, the siting of the buildings at the perimeter of the Project Site and their programming with ground floor amenities opening toward the adjacent streets maximize the amount of publicly accessible open space on the Project Site, while enhancing the pedestrian experience on the Project Site and in the study area, as described below. Therefore, while the new buildings would introduce new, tall buildings to the study area, these changes would not be adverse as the new buildings would be compatible with the transitional character of the Project Site and the Proposed Project is being designed to enhance the pedestrian experience.

The new publicly accessible open space on the Project Site would provide visual interest and enhance the pedestrian experience in the study area near the Project Site. As described below, with respect to the site plan, the historic street grid would be reintroduced to the Project Site for pedestrian use, with a north-south corridor on the western portion of the Project Site and a new east-west corridor that would establish midblock visual and physical connections to the Farragut Houses complex to the north, Golconda Playground to the west, and Commodore Barry Park to the east. Further, the configuration of the proposed buildings would maximize the creation of on-site publicly accessible open space and increase neighborhood connectivity. The new publicly accessible open space would include approximately 0.48 acres (approximately 20,896 sf) of passive open space that would support accessibility from the Project Site and study area, enhancing the pedestrian experience of urban design.

The Project Site's location at the edge of Downtown Brooklyn adjacent to the BQE, south of the Brooklyn Navy Yard, and two mapped Parks is well positioned to support new development at higher densities. The Project Site has frontage along three wide streets and is proximate to transit, including subway stations, the NYC Ferry landing within the Brooklyn Navy Yard, and several local bus routes. Therefore, the introduction of new, tall buildings to the study area would be compatible with the study area's urban design which does not have a cohesive character but is transitional, comprising a mix of building types with different massings, heights, and forms that have been built over time as the neighborhood has changed. The new buildings would also be located within the broader context that includes high-rise buildings to the west and in Downtown Brooklyn to the south. In addition, the new open space components and corridors on the Project Site would enhance urban design conditions of the study area by activating the public realm with amenities and connections between the Project Site and the study area. Therefore, the Proposed Actions would not result in any significant adverse impacts to urban design.

There are no visual resources on the Project Site or in the study area. The redevelopment of the Project Site with four new buildings would not adversely affect views along view corridors or obstruct views to any visual resources as there are no visual resources on the Project Site or in the study area. In addition, the approximately 20,896 sf (approximately 0.48 acres) of new publicly accessible open space on the Project Site is being designed to include a north-south and east-west corridor that would establish midblock visual and physical connections to Golconda Playground to the west, the Farragut Houses complex to the north, and Commodore Barry Park to the east. Further, the configuration of the proposed buildings would maximize the creation of on-site publicly accessible open space and increase neighborhood connectivity.

HAZARDOUS MATERIALS

The Proposed Actions would not result in a significant adverse hazardous materials impact. The Project Site was historically developed with a mix of residential, commercial, and industrial/manufacturing uses, including petroleum storage sites with releases, gasoline filling stations, dry cleaners, metal works, and foundries.

In the With Action condition, the Project Site would be developed with a mixed-use development with four new buildings totaling approximately 1.7 million gsf. Redevelopment would involve site-wide excavation of subsurface materials at the Project Site to allow for construction of the new buildings. Although these activities could temporarily increase pathways for human exposure to any contaminated materials present in the existing structure or the subsurface by on-site workers, exposure to them and the surrounding community would be mitigated by incorporating the following into the Proposed Project:

To avoid any potential for hazardous materials exposure on the Project Site, an (E) Designation (E-921) for hazardous materials would be placed on Block 110, Lot 25 and Block 111, Lot 1 to ensure that remediation is completed in accordance with the requirements of OER. A hazardous materials (E) Designation, a mechanism that ensures the testing for, and remediation of, hazardous materials is completed as part of the future development of a site, would thereby minimize the potential for a hazardous materials impact and ensure the protection of human health and the environment. Redevelopment of a site with an (E) Designation for hazardous materials will require review from OER and documentation of hazardous materials exposure mitigation prior to the issuance of DOB permits.

The Proposed Actions may temporarily increase exposure pathways for hazardous materials. However, the implementation of E-921 would ensure that investigation, mitigation, and remediation of any hazardous materials occurs in a safe and comprehensive manner. Therefore, the Proposed Actions would not result in any significant adverse impacts with respect to hazardous materials at the Project Site.

WATER AND SEWER INFRASTRUCTURE

The Proposed Actions would not result in significant adverse impacts to wastewater and stormwater conveyance and treatment infrastructure. The Proposed Actions would result in increased flows to the City's combined sewer system during rain events due to an increase in sanitary flow at the Project Site. However, the Proposed Project would incorporate best management practices (BMP) to meet the City's site connection requirements and compliance with the Unified Stormwater Rule. The BMPs would result in decreased peak stormwater runoff rates compared to existing conditions. Therefore, the Proposed Actions

would not contribute to increased combined sewer overflow (CSO) events. In addition, because of the available capacity at the Newtown Creek Wastewater Resource Recovery Facility (WRRF) and the incorporation of BMP measures, the Proposed Actions would not result in significant adverse impacts to wastewater and stormwater conveyance and treatment infrastructure.

TRANSPORTATION

The Proposed Actions have the potential to result in significant adverse impacts related to traffic, subway station elements, and pedestrian elements (sidewalks, corner reservoirs, and crosswalks). Detailed analyses were prepared for vehicular traffic, transit, pedestrians, street user safety, and parking. The results of the transportation analyses are summarized below.

TRAFFIC

Traffic conditions were evaluated at 15 intersections. Significant adverse traffic impacts were identified at nine intersections in the weekday AM peak hour, four intersections in the weekday midday peak hour, 11 intersections in the weekday PM peak hour, and six intersections in the Saturday peak hour.

Table S-3 summarizes the projected significant adverse traffic impacts. Potential improvement measures that may be implemented to mitigate these impacts are discussed below in “Mitigation.”

Table S-3
Summary of Significant Adverse Traffic Impacts

Analysis Peak Hour	Total No. of Impacted Intersections/Lane Groups
Weekday AM	9/19
Weekday Midday	4/6
Weekday PM	11/22
Saturday	6/8
Totals During Any Peak Hour	11/27

TRANSIT

Detailed analysis was conducted for the York Street subway station, and subway line-haul conditions on the F subway line. Although no line-haul conditions would be impacted in the AM or PM peak hours on the F subway line and no York Street subway station elements would be impacted in the AM peak hour, a significant adverse impact was identified for two stairway elements in the PM peak hour. Potential improvement measures that may be implemented to mitigate these impacts are discussed in “Mitigation.”

PEDESTRIANS

Weekday and Saturday pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations, including 45 sidewalks, 42 corners, and 28 crosswalks. Significant adverse impacts were identified for seven sidewalks, zero corners, and five crosswalks during the weekday AM peak hour; four sidewalks, zero corners, and zero crosswalks during the weekday midday peak hour; eight sidewalks, two corners, and six crosswalks during the weekday PM peak hour; and four sidewalks, zero corners, and zero crosswalks during the Saturday peak hour. **Table S-4** summarizes the projected significant

adverse pedestrian impacts. Potential improvement measures that may be implemented to mitigate the impacts are discussed in "Mitigation."

Table S-4
Summary of Significant Adverse Pedestrian Impacts

Peak Hour	Sidewalks	Corners	Crosswalks	Total
Weekday AM	7	0	5	12
Weekday Midday	4	0	0	4
Weekday PM	8	2	6	16
Saturday	4	0	0	4
Totals During Any Peak Hour	8	2	7	17

STREET USER SAFETY

Crash data for the study area intersections were obtained from DOT for the period between January 1, 2019, and December 31, 2019, and from January 1, 2023, and December 31, 2024. During this period, a total of 871 crashes, zero fatalities, 227 injuries, and 55 pedestrian/bicyclist-related crashes occurred at the intersections within a ¼-mile radius of the Project Site. A rolling yearly total of crash data identifies one study area intersection as a high crash location. A summary of the identified high crash location, based on *CEQR Technical Manual* criteria, prevailing trends, project-specific effects, and recommended safety measures is provided in **Table S-5**.

Table S-5
Summary of High Crash Location and Recommended Safety Measures

High Crash Intersection	Prevailing Trends	Anticipated Background and Project Changes	Recommended Safety Measures
Navy Street and Nassau Street / Flushing Avenue	Conflicting vehicles with pedestrians	Incremental trips: 195 vehicles and 270 pedestrians per hour	Restripe faded north and east crosswalks
Source: DOT January 1, 2019 to December 31, 2019, January 1, 2023 to December 31, 2024 crash data.			

PARKING

In the 2033 With Action condition, utilization at public off-street parking facilities within ¼-mile of the Project Site is expected to be below capacity during each of the five analysis time periods.[6] Specifically, public parking utilization is projected to be 90, 85, 57, 42, and 65 percent during the weekday AM, weekday midday, weekday PM, weekday overnight, and Saturday time periods, respectively. The parking demand generated by the Proposed Project would be accommodated by the available off-street parking spaces within a ¼-mile of the Project Site.

AIR QUALITY

The Proposed Actions would not result in a significant adverse air quality impact. The analysis of projected mobile source emissions generated by the Proposed Project determined that maximum concentrations of CO due to project-generated traffic at intersections would not result in any violations of National Ambient Air Quality Standards

[6] *CEQR Technical Manual* guidance considers 98 percent utilization to be "at capacity."

(NAAQS), and further, CO concentrations were predicted to be below CEQR *de minimis* criteria. For $PM_{2.5}$, the results showed that for the With Action condition, the maximum daily (24-hour) and annual $PM_{2.5}$ incremental concentrations are predicted to be below the *de minimis* criteria. The analysis of the elevated section of the BQE on the Proposed Project determined that CO and $PM_{2.5}$ concentrations at the proposed buildings near the elevated roadway would be well below the NAAQS in the With Action condition. Therefore, no potential significant adverse air quality impacts from these emission sources would occur due to the Proposed Actions.

A review of manufacturing and processing emission sources within a 400-foot study area, and large and major sources of emissions within 1,000 feet of the Project Site, was performed. No existing or potential sources of industrial emissions were identified, and no large or major sources of emissions were identified. Therefore, no analysis of the potential impacts of these emissions was required, and no potential significant adverse air quality impacts from these emission sources would occur due to the Proposed Actions.

GREENHOUSE GASES (GHG) AND CLIMATE CHANGE

The Proposed Actions would not result in significant adverse impacts to greenhouse gas emissions or climate change. To determine the potential for significant impacts, an individual project's consistency with the City's emission reduction goals is considered. The Proposed Project would have fully electric, energy efficient heating, ventilation, and air conditioning (HVAC) systems. Additionally, by virtue of its transit-rich location and the nature of construction in New York City, which includes measures to reduce direct and embodied emissions, the Proposed Project would align with the City's emissions reduction goals. Therefore, the Proposed Actions would not result in a significant adverse impact on GHG emissions or climate change.

The building energy use and vehicle use associated with the Proposed Project would result in up to approximately 6,936 metric tons of carbon dioxide equivalent (CO_2e) emissions per year in the 2033 analysis year. The Proposed Project is designed with the goal of achieving certification under the Leadership in Energy and Environmental Design (LEED) v4.1 Communities framework. Consequently, the design would target energy efficiency measures, support for transit alternatives, and carbon emission reductions consistent with the City's goals. In addition, future emissions associated with the Proposed Project's consumption of grid electricity are expected to decrease as New York State and New York City target 100 percent renewable electricity; this would result in a significant reduction of emissions associated with the buildings' electricity consumption.

Specific energy efficiency measures and design elements that may be implemented with the Proposed Project are being evaluated as the project design moves forward. At a minimum, the Proposed Project aims to achieve the energy efficiency requirements of the New York City Building Code. In 2020, as part of the City's implementation of strategies aimed at achieving the *OneNYC* GHG reduction goals, the City brought the New York City Energy Conservation Code (NYCECC) up to date with the 2020 Energy Conservation Code of New York State (2020 ECCNYS), which substantially increased the stringency of the building energy efficiency requirements by adopting the ASHRAE 90.1-2016 standard as a benchmark and aligning with NYStretch Energy Code 2020, as developed by the New York State Energy Research and Development Authority (NYSERDA).

Additional sustainable design features that are being evaluated for the Proposed Project would, among other benefits, result in lower GHG emissions. Most significantly, the Proposed Project is anticipated to utilize fully electrified HVAC systems—eliminating the need for on-site fossil fuel consumption for normal operations. The construction of the proposed school building would be designed in accordance with the SCA's *NYC Green Schools Guide*[7] sustainability rating system—including building electrification, compliance with local New York City green building requirements, refrigerant management, and achieving a minimum energy performance beyond the New York City energy code.

Overall, the Proposed Project would be designed to comply with New York City's carbon intensity limits designed to reduce building emissions within the City and achieve its sustainability goal of net zero emissions (carbon neutral) by 2050.

The Proposed Project would also align with other GHG goals by virtue of its proximity to public transportation, commitment to construction air quality controls and recycling construction materials, and the fact that, as a matter of course, construction in New York City uses recycled steel and includes cement replacements.

The Proposed Project would be designed to provide resilience protections up to 16 feet NAVD88 and flood protection for commercial, lobby, and other non-critical non-residential spaces, and may include additional adaptive measures like flood gates or removable barriers should this be necessary in the future to accommodate increased flood elevations throughout the end of the century. Additionally, the proposed school building would be designed to manage rainwater and urban heat impacts, consistent with the *NYC Green Schools Guide*.

Together, these factors demonstrate that the Proposed Project is consistent with the City's sustainability and resiliency policies, designed to meet the GHG reduction goals, and incorporates future climate conditions into the design. Consequently, the Proposed Project demonstrates that it would not interfere with the attainment of the statewide GHG limits for 2030 or 2050.

NOISE

The Proposed Actions would not result in a significant adverse noise impact. A noise assessment was undertaken to determine the levels of noise attenuation that may be needed to achieve interior noise levels within the new buildings on the Project Site that are acceptable and in accordance with the *CEQR Technical Manual* guidance. Because the dominant noise source is traffic, the *CEQR Technical Manual* has noise attenuation values for buildings based on exterior $L_{10(1)}$ noise levels for the purposes of achieving interior noise levels of 45 dBA or lower for residential, classroom, or community facility uses and 50 dBA or lower for office, administrative, or laboratory uses. The With Action condition $L_{10(1)}$ noise levels were determined by adjusting the existing noise measurements to account for increases in traffic in the With Action condition based on the Noise Passenger Car Equivalent (PCE) proportional analysis results, including the noise contribution from vehicular traffic on adjacent roadways, and by calculating the cumulative noise level in the future condition based on the future vehicular traffic noise on adjacent roadways as well as the proposed rooftop playground. No

[7] New York City Department of Education and SCA. *New York City Green Schools Guide 2019*. Updated April 4, 2025

significant increases in noise levels were predicted to occur at any noise-sensitive receptors as a result of the Proposed Actions.

Based on the projected noise levels for the With Action condition, up to 31 dBA window-wall attenuation would be required to achieve acceptable interior noise levels in the Project Site buildings per the *CEQR Technical Manual* noise exposure guidance. To ensure window-wall attenuation at the proposed buildings in the Project Site, an (E) Designation (E-921) for noise would be applied, specifying the required amount of window/wall attenuation. With implementation of these attenuation levels, the Project Site buildings would provide sufficient window-wall attenuation to achieve the *CEQR Technical Manual* interior noise level guidelines. Therefore, the identified significant adverse noise increases would not constitute a significant adverse noise impact, nor would predicted noise levels at any other receptors rise to the level of a significant adverse impact.

Noise exposure at newly introduced publicly accessible open space was determined to be greater than the threshold considered acceptable for "open space areas requiring serenity and quiet"; however, it is comparable to typical open space areas in New York City proximate to heavily trafficked roadways.

PUBLIC HEALTH

The Proposed Actions would not result in a significant adverse public health impact. The EIS concluded that the Proposed Actions would not result in unmitigated significant adverse impacts in the areas of air quality, water quality, and hazardous materials.

The analysis presented below in "Construction," determined that construction activities would result in an unmitigated significant adverse construction-period noise impact at receptors adjacent to the work areas for the Proposed Actions. However, construction of the Proposed Project would not result in chronic exposure to high levels of noise, prolonged exposure to noise levels above 85 dBA, or episodic and unpredictable exposure to short-term impacts of noise at high decibel levels. Consequently, construction of the Proposed Project would not result in a significant adverse public health impact.

NEIGHBORHOOD CHARACTER

The Proposed Actions would not result in a significant adverse impact associated with neighborhood character. The Proposed Actions would enhance the neighborhood character of the study area by reinforcing the defining features of the neighborhood, which include a predominantly residential and community character and a variation of built forms. The Proposed Actions would enhance the defining features of neighborhood character by supporting land uses that reinforce the residential and community character of the neighborhood, allowing new development at greater densities while maintaining consistency with prevailing urban design conditions, and facilitating a site plan that improves pedestrian and visual connections throughout the neighborhood.

The Proposed Actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; community facilities and services; historic and cultural resources; urban design and visual resources; shadows; and noise. Although significant adverse impacts would occur with respect to open space and transportation, these impacts would not result in a significant change to the determining elements of neighborhood character.

CONSTRUCTION

Construction associated with the Proposed Project would result in temporary disruptions in the surrounding area. As described below, the Proposed Actions would result in significant adverse impacts to construction transportation (traffic and pedestrians) and noise, as summarized below.

TRANSPORTATION

Potential transportation-related impacts were assessed for two separate construction sequences. The first construction sequence would occur during the construction of Buildings 1 and 2, and the second construction sequence would occur during the construction of Buildings 3 and 4. During the first construction sequence, construction worker and truck trips supporting the construction of Buildings 1 and 2 were compared against the No Action condition with the existing public and charter schools still operational, and with the construction of an as-of-right residential development at Building 1. No significant adverse impacts during the first construction sequence were identified for traffic, pedestrians, transit, or parking.

During the second construction sequence, construction worker and truck trips supporting the construction of Buildings 3 and 4 and the operational trips generated by Buildings 1 and 2 were compared against the No Action condition with the existing public and charter schools still operational and the as-of-right residential development at Building 1 also operational. No significant adverse impacts during the second construction sequence were identified for transit or parking. For traffic and pedestrians, the combination of the construction and operational trip increments during the construction peak hours would result in trip increments that would be fewer than those in the operational peak hours. Therefore, the anticipated traffic and pedestrian impacts would be within the envelope of those identified above in "Transportation," and the corresponding mitigation measures identified in "Mitigation," to mitigate the projected traffic and pedestrian impacts to the extent practicable would be used to address temporary traffic and pedestrian impacts during the second construction sequence.

AIR QUALITY

Measures would be taken to reduce pollutant emissions during construction of the Proposed Project in accordance with all applicable laws, regulations, and building codes. These include the use of ultra-low sulfur diesel (ULSD) fuel, dust suppression measures, idling restrictions, and diesel equipment reduction. In addition, construction of the Proposed Project would use newer equipment (i.e., equipment meeting the U.S. Environmental Protection Agency's [EPA] Tier 4 emission standard) to further reduce air pollutant emissions. With the implementation of these emission reduction measures, the dispersion modeling analysis of construction-related air emissions for both non-road and on-road sources determined that particulate matter ($PM_{2.5}$ and PM_{10}), annual average nitrogen dioxide (NO_2), and CO concentrations would be below their corresponding NAAQS or *de minimis* thresholds, respectively. Therefore, construction of the Proposed Project would not result in significant adverse air quality impacts due to construction sources.

NOISE

Construction under the Proposed Actions is predicted to result in elevated noise levels at several analyzed receptors, which represent the noise-sensitive uses (e.g., residences, schools, outdoor recreational spaces, etc.) that would experience the maximum cumulative construction noise levels. Specifically, construction is predicted to result in a temporary significant adverse construction noise impact—noticeable and potentially intrusive noise level increases and total noise levels that would be considered between "marginally unacceptable" and "clearly unacceptable."

At other receptors, construction of the Proposed Project would, for some portion of the construction period, result in noise level increases that would be perceptible. However, at these receptors, maximum noise level increases would not be considered objectionable and would therefore not rise to the level of a significant impact according to the impact criteria described below. Further, construction would comply with *New York City Noise Control Code* regulations. In accordance with *New York City Noise Control Code* regulations, a Construction Noise Mitigation Plan would be prepared, which could identify more control measures that would further reduce construction noise levels.

EFFECTS ON DISADVANTAGED COMMUNITIES (DAC)

The Proposed Project would not cause or increase a disproportionate pollution burden on a DAC because it would not result in significantly greater pollution burdens on DACs compared with non-DACs.

MITIGATION

Based on the analysis performed for the DEIS, the Proposed Actions are anticipated to result in significant adverse impacts related to open space, transportation, and construction period transportation and noise. Mitigation measures to address the significant adverse impacts, where feasible and/or practical, are described below. ECF, as the lead agency, will coordinate with City agencies and further examine and refine these recommended mitigation measures between the DEIS and FEIS. If no feasible and practicable mitigation can be identified, the impacts would remain unavoidable significant adverse impacts of the Proposed Actions.

OPEN SPACE

As detailed above in "Open Space," the Proposed Actions would result in a significant adverse impact on open space. The residential population generated by the Proposed Actions would result in a 4.77 percent decrease in the total open space ratio and a 5.28 percent decrease in the active open space ratio. According to the *CEQR Technical Manual*, if a study area exhibits a low open space ratio, which occurs with the Proposed Actions, a reduction as small as 1 percent may be considered significant. As these decreases would exceed the *CEQR Technical Manual* quantitative thresholds indicating the potential for an impact related to total and active open space, and the study area would continue to be deficient in the amount of total and active open space available to residents, the Proposed Actions would result in a significant adverse indirect open space impact.

The *CEQR Technical Manual* identifies a range of potential mitigation measures for an open space impact, which may include, but are not limited to, creating new open space within the

study area; funding improvements to existing open space, or improving existing open spaces to increase their utility or capacity to meet identified open space needs in the area. The Proposed Project would add approximately 0.48 acres (20,896 sf) of publicly accessible passive open space throughout the Project Site, including areas adjacent to Golconda Playground, which is maintained by NYC Parks. Potential mitigation measures to address the significant adverse open space impact could include programming active open space features into the Proposed Project's network of publicly accessible open space and/or funding improvements to adjacent Golconda Playground and potentially other nearby open spaces. ECF, as lead agency, 240 Nassau Street Holdings, LLC, and NYC Parks will explore potential mitigation measures to address the significant adverse open space impact between the DEIS and FEIS. If no feasible mitigation measures are identified, the significant adverse open space impact would be unmitigated and constitute an unavoidable adverse impact of the Proposed Actions.

TRANSPORTATION

Traffic

Traffic conditions were evaluated at 15 intersections for the 2033 With Action condition and significant adverse traffic impacts were identified at: nine intersections in the weekday AM peak hour; four intersections in the weekday midday peak hour; 11 intersections in the weekday PM peak hour; and six intersections in the Saturday peak hour. Signal timing measures were recommended to address the significant adverse traffic impacts and are detailed in **Tables S-6a through S-6d**.

The following impacts identified would be unmitigated: six intersections in the weekday AM peak hour; one intersection in the weekday midday peak hour; nine intersections in the weekday PM peak hour; and two intersections in the Saturday peak hour.

The proposed signal timing measures are subject to modification and approval of DOT prior to implementation. If prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impacts would remain unmitigated. At certain intersections, where no mitigation measures can be identified to address projected impacts, or where mitigation measures identified could only partially mitigate impacts, those impacts would remain unmitigated.

Effects of Traffic Mitigation on Pedestrian Operations

Intersection operations would generally improve or remain unchanged with the implementation of the recommended traffic mitigation measures, such as signal timing shifts. None of the traffic mitigation measures were found to result in additional significant adverse pedestrian impacts that warrant additional pedestrian mitigation measures.

Table S-6a
Recommended Traffic Mitigation Measures
Weekday AM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 22 s NB: Green = 33 s NB R: Green = 19 s	Shift 2 seconds of green time from the NB R phase to the EB/WB phase	EB/WB: Green = 24 s NB: Green = 33 s NB R: Green = 17 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the SB phase to the EB/WB phase	NB/SB T/SB R: Green = 57 s EB/WB: Green = 31 s SB: Green = 10 s LPI: Green = 7 s
Gold Street and Sands Street	EB/WB: Green = 46 s NB/SB: Green = 27 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Nassau Street	WB: Green = 40 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Tillary Street	EB/WB: Green = 60 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 7 s	Shift 1 second of green time from the EB/WB phase to the SB phase	EB/WB: Green = 59 s EB: Green = 7 s SB: Green = 32 s LPI: Green = 7 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 33 s NB/SB T/SB R: Green = 26 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the NB/SB T/SB R phase to the WB R/NB L/SB L phase and shift 1 second of green time from the NB/SB T/SB R phase to the EB/WB phase	EB/WB: Green = 34 s NB/SB T/SB R: Green = 24 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s
Navy Street/Ashland Place and Myrtle Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 19 s SB: Green = 12 s LPI: Green = 7 s	Shift 1 second of green time from the SB phase to the NB/SBT/SB R phase	EB/WB: Green = 37 s NB/SB T/SB R: Green = 20 s SB: Green = 11 s LPI: Green = 7 s

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval
*The mitigation measures proposed would partially mitigate the intersection.

Table S-6b
Recommended Traffic Mitigation Measures
Weekday Midday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Flatbush Avenue and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Gold Street and Tillary Street	EB/WB: Green = 58 s EB: Green = 7 s SB: Green = 30 s LPI: Green = 10 s	Shift 1 second of green time from the EB/WB phase to the SB phase	EB/WB: Green = 57 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 10 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Shift 3 seconds of green time from the EB/WB phase to the NB/SB phase	EB/WB: Green = 30 s LPI: Green = 7 s NB/SB: Green = 36 s LPI: Green = 7 s
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Shift 1 second of green time from the EB/WB phase to the WB R/NB L/SB L phase	EB/WB: Green = 36 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval

Table S-6c
Recommended Traffic Mitigation Measures
Weekday PM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 17 s NB: Green = 40 s NB R: Green = 17 s	Unmitigated* Shift 3 seconds of green time from the NB R phase to the EB/WB phase and shift 1 second of green time from the NB R phase to the NB phase	EB/WB: Green = 20 s NB: Green = 41 s NB R: Green = 13 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Shift 2 seconds of green time from the NB/SB T/SB R phase to the EB/WB phase	NB/SB T/SB R: Green = 55 s EB/WB: Green = 32 s SB: Green = 11 s LPI: Green = 7 s
Gold Street and Sands Street	EB/WB: Green = 46 s NB/SB: Green = 27 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Nassau Street	WB: Green = 40 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated* Shift 1 second from the WB phase to the NB/SB phase	WB: Green = 39 s NB/SB: Green = 34 s LPI: Green = 7 s
Gold Street and Tillary Street	EB/WB: Green = 60 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 7 s	Shift 4 seconds of green time from the EB/WB phase to the SB phase	EB/WB: Green = 56 s EB: Green = 7 s SB: Green = 35 s LPI: Green = 7 s

Table S-6c
Recommended Traffic Mitigation Measures
Weekday PM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 33 s NB/SB T/SB R: Green = 26 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the NB/SB T/SB R phase to the WB R/NB L/SB L phase and shift 2 seconds of green time from the NB/SB T/SB R phase to the EB/WB phase	EB/WB: Green = 35 s NB/SB T/SB R: Green = 23 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s
Navy Street and Tillary Street/Park Avenue (North)	WB: Green = 40 s NB/SB: Green = 30 s LPI: Green = 10 s	Unmitigated	N/A
Navy Street and Tillary Street/Park Avenue (South)	EB: Green = 40 s NB/SB: Green = 30 s LPI: Green = 10 s	Unmitigated	N/A
Navy Street/Ashland Place and Myrtle Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 19 s SB: Green = 12 s LPI: Green = 7 s	Unmitigated	N/A

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval
*The mitigation measures proposed would partially mitigate the intersection.

Table S-6d
Recommended Traffic Mitigation Measures
Saturday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 22 s NB: Green = 33 s NB R: Green = 19 s	Shift 1 second of green time from the NB R phase to the NB phase	EB/WB: Green = 22 s NB: Green = 34 s NB R: Green = 18 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Shift 1 second of green time from the NB/SB T/SB R phase to the EB/WB phase	NB/SB T/SB R: Green = 56 s EB/WB: Green = 31 s SB: Green = 11 s LPI: Green = 7 s
Gold Street and Tillary Street	EB/WB: Green = 58 s EB: Green = 7 s SB: Green = 30 s LPI: Green = 10 s	Shift 4 seconds of green time from the EB/WB phase to the SB phase	EB/WB: Green = 54 s EB: Green = 7 s SB: Green = 34 s LPI: Green = 10 s

Table S-6d
Recommended Traffic Mitigation Measures
Saturday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Shift 2 seconds of green time from the EB/WB phase to the WB R/NB L/SB L phase	EB/WB: Green = 35 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 11 s LPI: Green = 7 s

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval

Transit

The Proposed Actions are not expected to result in significant adverse subway line-haul impacts to the F subway line. However, significant adverse impacts to some vertical circulation elements at the York Street subway station may potentially occur. In the With Action condition, project-generated subway trips would result in significant adverse impacts for street-level stairs and platform stairs at the York Street station. Possible measures to mitigate potential transit impacts will be evaluated between DEIS and FEIS in coordination with New York City Transit (NYCT). If no feasible mitigation measures are identified between DEIS and FEIS, the impact associated with the York Street subway station stairway in the weekday PM peak hour would be unmitigated.

Pedestrians

Detailed analyses of pedestrian conditions were prepared for study areas consisting of 45 sidewalk segments, 42 corner reservoirs, and 28 crosswalks. This information is summarized in **Table S-7**.

Table S-7
Summary of Pedestrian Mitigation Analysis Results

	Sidewalks			Corners			Crosswalks		
Analysis Peak Hour	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated
Weekday AM	7	0	7	0	0	0	5	4	1
Weekday Midday	4	0	4	0	0	0	0	0	0
Weekday PM	8	0	8	2	2	0	6	4	2
Saturday	4	0	4	0	0	0	0	0	0

Notes: In total, 45 sidewalk segments, 42 corner reservoirs, and 28 crosswalks were included in the pedestrian study area for analysis for the Proposed Project.

Significant adverse pedestrian impacts were identified at:

- Seven sidewalks, zero corners, and five crosswalks in the weekday AM peak hour;
- Four sidewalks, zero corners, and zero crosswalks in the weekday midday peak hour;
- Eight sidewalks, two corners, and six crosswalks in the weekday PM peak hour; and
- Four sidewalks, zero corners, and zero crosswalks in the Saturday peak hour.

The majority of the crosswalk impacts identified for the Proposed Project were determined to be fully mitigated in the weekday AM and PM peak hours, and all corner impacts identified for the Proposed Project were determined to be fully mitigated in the weekday PM peak hour, while all of the sidewalk impacts identified in all peak hours were determined to be unmitigated. Readily implementable mitigation measures for sidewalk impacts typically consist of removing temporary or moveable obstructions. However, all unmitigated sidewalk impacts were due to unmovable objects such as trees, food carts, road signs, utility poles, NYPD parked vehicles, walls, and buildings and the opposing distance to street curbs, which are not readily moveable. Readily implementable mitigation measures for crosswalk impacts typically consist of modifying signal timings to add capacity to the crosswalk for pedestrians, shortening the crossing length, or widening the crosswalk to add area to the crosswalk for additional pedestrian capacity. However, at unmitigated locations, existing geometric or signal timing constraints would not allow for implementation of readily implementable crosswalk mitigation measures.

Table S-8 itemizes the mitigation measures recommended to address the identified impacts under the Proposed Project. Signal timing modifications were recommended to fully mitigate impacts where appropriate. With the implementation of these measures, which are subject to modification and approval of DOT prior to implementation, most of the significant adverse pedestrian crosswalk and corner impacts identified could be fully mitigated, while all of the significant adverse pedestrian sidewalk impacts could not be fully mitigated. Implementation of the proposed mitigation measures is subject to review and approval by DOT. If prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impacts would remain unmitigated. Detailed comparisons of the LOS and SFPs for the impacted pedestrian elements under the 2033 No Action, With Action, and Mitigation conditions are presented in **Appendix H**.

Table S-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Weekday AM Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated

Table S-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Nassau Street	West sidewalk along Gold Street between Nassau Street and Concord Street	None	Unmitigated
Gold Street and Concord Street	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
	West sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Gold Street and Tillary Street (Eastbound)	East sidewalk along Gold Street between Tillary Street and Johnson Street	None	Unmitigated
Crosswalk			
Flatbush Avenue Extension and Tillary Street	North Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
	South Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Sands Street	West Crosswalk	Shift 1 second from FDW to Walk for East and West Crosswalks	Unmitigated*
Gold Street and Tillary Street (Westbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Eastbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Weekday Midday Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Concord Street	North sidewalk along Concord Street between Gold Street and Prince Street	None	Unmitigated
	East sidewalk along Gold Street between Concord	None	Unmitigated

Table S-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
	Street and Tillary Street		
Weekday PM Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Nassau Street	West sidewalk along Gold Street between Nassau Street and Concord Street	None	Unmitigated
Gold Street and Concord Street	North sidewalk along Concord Street between Gold Street and Prince Street	None	Unmitigated
	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
	West sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Gold Street and Tillary Street (Eastbound)	East sidewalk along Gold Street between Tillary Street and Johnson Street	None	Unmitigated
Corner			
Gold Street and Sands Street	Southwest Corner	Shift 1 second FDW to Walk for East and West Crosswalks (Crosswalk Mitigation); Shift 2 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Westbound)	Northeast Corner	Shift 4 seconds of green time from the Eastbound/Westbound phase to the Southbound phase (Traffic Mitigation)	Fully Mitigated
Crosswalk			
Flatbush Avenue Extension and Tillary Street	South Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Sands Street	West Crosswalk	Shift 1 second from FDW to Walk for East and West Crosswalks	Unmitigated*

Table S-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Gold Street and Concord Street	East Crosswalk	None	Unmitigated
Gold Street and Tillary Street (Westbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
	West Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Eastbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Saturday Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Concord Street	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated

Note:
*The mitigation measures proposed would partially mitigate the impact.
FDW = "Flashing Don't Walk" signage

Effects of Pedestrian Mitigation on Traffic Operations

Since the recommended pedestrian mitigation measures involve shifts of signal timing from 'flashing don't-walk' (FDW) to 'walk' phases, they would not have any effect on traffic operations. Therefore, these pedestrian mitigation measures were determined to not result in any new significant adverse traffic impacts.

CONSTRUCTION

Transportation

The Proposed Actions would result in significant adverse traffic and pedestrian impacts during construction. These anticipated traffic and pedestrian impacts would be within the envelope of those identified by the Transportation analysis and the corresponding mitigation measures described therein to mitigate the projected traffic and pedestrian impacts. Such mitigation measures would be used to the extent practicable to address the temporary traffic and pedestrian impacts during the second construction sequence.

Noise

The construction analysis identified the potential for construction under the Proposed Actions to result in significant adverse construction noise impacts at three receptors near or on the Project Site, i.e., at the fifth floor of the south façade of the NYCHA Farragut Houses Building 1 along Nassau Street, the easternmost portion of the south façade and southernmost portion of the east façade of the future Building 1 on the Project Site, and the south façade, the southernmost portion of the western façade, and the southernmost portion of the eastern façade of the future Building 2 on the Project Site. At these receptors, construction would produce noise level increases that would be noticeable and potentially intrusive during the most noise-intensive nearby construction activities; however, the predicted maximum levels would not persist throughout construction, and the noise levels would fluctuate over the course of the construction period. While the greatest levels of construction noise would not persist throughout construction, these receptors would experience construction noise levels whose magnitude and duration could constitute significant adverse impacts.

However, construction would comply with New York City Noise Control Code regulations. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the New York City Noise Control Code. These measures would include a variety of source and path controls and would include the use of site-perimeter noise barriers at least 12 feet in height and cantilevered towards the work areas during construction of the proposed Buildings 1 and 2, which would be considered beyond the requirements of New York City regulations. The results of the construction noise analysis assume that each of the measures would be implemented.

Mitigation measures to control noise could also be offered during construction of the Proposed Project at the receptors predicted to experience impacts, which are shown in **Table S-9**.

Table S-9
Significant Adverse Construction Noise Impact Locations

Receptors	Address	Land Use	Façade(s)
13, 15, 16 (floor 5 only)	Farragut Houses Building 1 – 237 Nassau Street	Residential	South (construction-facing)
80, 81	Future Building 1	Residential, Community Facility, and Cultural	South, southern half of West
86-89 and 93	Future Building 2	School	South, southern half of East and West

As partial mitigation for the predicted temporary construction noise impacts, the co-Applicants would offer compensation for provision of storm windows for façades that do not already have insulated glass windows and/or window air conditioning unit on fifth floor residences on impacted façades of the Farragut Houses Building 1 that do not already have alternative means of ventilation. These mitigation measures could be implemented prior to the start of construction. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 25 to 31 dBA less than exterior noise levels. However, the impacted façades of future Buildings 1 and 2 would result in interior noise levels up to 55 dBA L_{10}, which is up to 10 dBA greater than the level considered acceptable according to *CEQR Technical Manual* noise exposure guidelines.

Consequently, the temporary significant adverse noise impacts predicted to occur at the above-mentioned receptors would be only partially mitigated and thus unavoidable as discussed below in "Unavoidable Adverse Impacts."

ALTERNATIVES

NO ACTION ALTERNATIVE

The No Action Alternative examines future conditions in 2033 on the Project Site but assumes the absence of the Proposed Actions (i.e., none of the discretionary land use and other approvals). Under the No Action Alternative, existing zoning would remain unchanged and would continue to govern development on the Project Site. It is anticipated that the existing schools (P.S. 287 and the Community Roots Charter School) on Block 111, Lot 1 would remain; and the Madison Square Boys and Girls Club on Block 110, Lot 25 would be closed. Block 110, Lot 25 will be developed with an as-of-right seven-story, 75-foot building (110 feet including bulkhead) containing approximately 83,500 gsf of residential space (approximately 84 DUs) that complies with the current R6 zoning regulations. The No Action Alternative estimated population is approximately 171 residents and 75 workers on the Project Site.

Unlike the Proposed Actions, the No Action Alternative would not result in significant adverse impacts to open space, transportation (traffic, transit, and pedestrians), and construction (traffic, pedestrians, and noise). The No Action Alternative includes substantially less development and at a smaller scale when compared to the Proposed Actions. The No Action Alternative would introduce a smaller population to the Project Site as compared to the Proposed Actions and would result in slightly higher open space ratios for the ½-mile study area. The No Action Alternative would place less demand on area open spaces and would result in fewer trips as compared to the Proposed Actions and would have overall lower traffic and pedestrian volumes. The No Action Alternative would have a shorter construction duration, and the effects of construction activity would be less than the Proposed Actions, including the duration and magnitude of construction-period noise.

None of the public benefits attributable to the Proposed Actions would occur under the No Action Alternative. These benefits include state-of-the-art school facilities for pre-Kindergarten through 8th grade, approximately 302 units of affordable housing, approximately 20,896 sf (0.48 acres) of new publicly accessible open space, and local retail, community facility and cultural space—none of which would be provided in the No Action Alternative.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACTS ALTERNATIVE

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the components of the Proposed Project are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Project. There is the potential for the Proposed Actions to result in unmitigated significant adverse impacts related to open space, transportation (traffic, transit, and pedestrians), and construction (traffic, transit, pedestrians, and noise). As described in "Alternatives," no reasonable alternative could be developed which eliminates these unmitigated significant adverse impacts without substantially compromising the stated goals of the Proposed Actions.

UNAVOIDABLE ADVERSE IMPACTS

A number of the potential impacts identified for the Proposed Project could be mitigated. However, as described below, in some cases, no practicable mitigation has been identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, or not cause other or similar significant adverse impacts. Where impacts cannot be fully mitigated, they would constitute an unavoidable significant adverse impact of the Proposed Actions.

OPEN SPACE

The Proposed Actions would result in a significant adverse impact on open space. The residential population generated by the Proposed Actions would result in a 4.77 percent decrease in the total open space ratio and a 5.28 percent decrease in the active open space ratio. As these decreases would exceed the *CEQR Technical Manual* quantitative thresholds indicating the potential for an impact related to total and active open space, and the study area would continue to be deficient in the amount of total and active open space available to residents, the Proposed Actions would result in a significant adverse indirect open space impact.

The *CEQR Technical Manual* identifies a range of potential mitigation measures for an open space impact, which may include, but are not limited to, creating new open space within the study area; funding improvements to existing open space, or improving existing open spaces to increase their utility or capacity to meet identified open space needs in the area. The Proposed Project would add approximately 0.48 acres (20,896 sf) of publicly accessible passive open space throughout the Project Site, including areas adjacent to Golconda Playground, which is maintained by NYC Parks. Potential mitigation measures to address the significant adverse open space impact could include programming active open space features into the Proposed Project's network of publicly accessible open space and/or funding improvements to adjacent Golconda Playground and potentially other nearby open spaces. ECF, as lead agency, 240 Nassau Street Holdings, LLC, and NYC Parks will explore potential mitigation measures to address the significant adverse open space impact between the DEIS and FEIS. If no feasible mitigation measures are identified, the significant adverse open space impact would be unmitigated and constitute an unavoidable adverse impact of the Proposed Actions.

TRANSPORTATION

Significant adverse transportation-related impacts were identified for the Proposed Project, and potential measures to mitigate these impacts to the extent practicable are presented above in "Mitigation." Among the significant adverse impacts, unmitigated impacts were identified for traffic, transit (subway station vertical circulation elements), and pedestrians (sidewalks, corners, and crosswalks) under the With Action condition.

Traffic

Potential improvement measures were explored to mitigate the identified significant adverse traffic impacts to the extent practicable. While implementing these measures was found to be effective to fully mitigate certain impacts, some impacts could not be mitigated with feasible improvement measures. Accordingly, unmitigated impacts would constitute unavoidable significant adverse impacts of the Proposed Actions. Unavoidable significant

adverse traffic impacts were identified for six of the nine impacted intersections during the weekday AM peak hour, one of the four impacted intersections during the weekday midday peak hour, nine of the 11 impacted intersections during the weekday PM peak hour, and two of the six impacted intersections during the Saturday peak hour.

Transit

While no significant adverse impacts are anticipated for line-haul conditions on the F subway line, the Proposed Actions may potentially result in significant adverse impacts on vertical circulation elements at the York Street subway station. The identified subway station impacts at one platform stair and one street-level stair in the weekday PM peak hour were determined to be unmitigated. Possible measures to mitigate potential transit impacts will be evaluated between DEIS and FEIS in coordination with NYCT. If no feasible mitigation measures are identified between DEIS and FEIS, these projected stairway impacts in the weekday PM peak hour would be unmitigated.

Pedestrians

Potential improvement measures were explored to mitigate the identified significant adverse pedestrian impacts to the extent practicable. While implementing these measures was found to be effective to fully mitigate certain impacts, some impacts could not be mitigated. Accordingly, unmitigated impacts would constitute an unavoidable significant adverse impact of the Proposed Actions. Unavoidable significant adverse pedestrian impacts were identified for:

- All seven impacted sidewalks and one of the five impacted crosswalks during the weekday AM peak hour;
- All four impacted sidewalks during the weekday midday peak hour;
- All eight impacted sidewalks, zero of the two impacted corners, and two of the six impacted crosswalks during the weekday PM peak hour; and
- All four impacted sidewalks during the Saturday peak hour.

CONSTRUCTION

Transportation

No significant adverse impacts to traffic, pedestrians, transit, or parking were identified for the construction peak hours during the first construction sequence, while significant adverse impacts to traffic and pedestrians were identified for the construction peak hours during the second construction sequence. These unavoidable significant adverse traffic and pedestrian impacts would be within the envelope of those identified in “Mitigation” during the operational peak hours.

Noise

The Proposed Actions have the potential to result in significant adverse construction noise impacts at three receptors near or on the Project Site, i.e., the fifth floor of the south façade of the NYCHA Farragut Houses Building 1 along Nassau Street, the easternmost portion of the south façade and southernmost portion of the eastern façade of the future Building 1 on the Project Site, and the south façade, the southernmost portion of the western façade, and the southernmost portion of the eastern façade of the future Building 2 on the Project Site.

Construction noise levels of this magnitude and duration would constitute a significant adverse impact. Source or path controls beyond those already identified for the construction of the Proposed Actions would not be effective in fully mitigating the predicted construction noise impacts at these receptors.

The co-Applicants would offer compensation for provision of storm windows for façades that do not already have insulated glass windows and/or window air conditioning unit on the fifth floor of impacted façades of the Farragut Houses Building 1 that do not already have alternative means of ventilation. Additionally, the proposed future buildings predicted to experience significant adverse construction noise impacts would provide 25 to 31 dBA window-wall attenuation. Even with these measures, buildings with these constructions would be expected to experience interior $L_{10(1)}$ values greater than the 45 dBA guideline recommended for residential and community spaces according to CEQR noise exposure guidelines. As such, no reasonable alternative could be developed to avoid temporary construction noise impacts at these receptors without substantially compromising the Proposed Actions' stated goals. Because these impacts cannot be fully mitigated, the impacts would constitute an unavoidable significant adverse impact of the Proposed Actions. Further study to refine the specific construction noise mitigation measures will be undertaken between the DEIS and FEIS.

GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

"Growth-inducing aspects" generally refers to the potential for a proposed project to trigger additional development in areas outside the Project Site that would otherwise not have such development absent approval of the Proposed Actions. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed project is appropriate when the project (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity.

The Proposed Project would result in approximately 1,502 DUs, approximately 34,000 gsf of retail space, an approximately 931-seat public school, approximately 15,000 gsf of cultural center space, and approximately 30,000 gsf of community facility space and would also result in approximately 0.85 acres of open space on the Project Site, of which approximately 0.37 acres would be private open space and approximately 0.48 acres would be publicly accessible open space. The Proposed Actions are intended to replace the existing school facility with a new modern facility, as well as increase public school capacity by approximately 210 seats, increase the supply of housing, including needed affordable housing, and provide retail and community amenities for neighborhood residents.

The Proposed Actions would not result in the direct displacement of any residential tenants as the Project Site does not currently contain residential uses, and the Proposed Actions would not result in socioeconomic changes that would alter the residential market in a manner that would lead to notable project-generated rent pressures. As the With Action condition would introduce affordable housing units, it would reduce the potential to introduce or accelerate a trend toward increases in rents as compared to the No Action condition.

The Proposed Actions would result in more intensive land uses on the Project Site. However, it is not anticipated that the Proposed Actions would generate secondary impacts resulting in substantial new development in nearby areas. Neither would the Proposed Actions introduce a new economic activity that would alter existing economic patterns in the study area. The

neighborhoods surrounding the Project Site are developed with residential, commercial, and institutional buildings, and planned development expected by the 2033 analysis year would occur irrespective of the Proposed Actions. As the study area already has a well-established residential market and a critical mass of non-residential uses, including retail, office, and community facility uses, the Proposed Actions would not create the critical mass of uses or populations that would induce additional development outside the Project Site. Moreover, the Proposed Actions do not include the introduction of new infrastructure or an expansion of infrastructure capacity that would result in indirect development; any proposed infrastructure improvements would be made to support development of only the Proposed Project. Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The Proposed Actions would facilitate the Proposed Project, an approximately 1.7 million gsf mixed-use development that would include a new school, housing, publicly accessible and private open space, and retail and community amenities. Resources, both natural and built, would be expended in the construction and operation of the Proposed Project. These resources include the materials used in construction; energy in the form of fuel and electricity consumed during construction and operation of the Proposed Project; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the Proposed Project. These are considered irretrievably committed because their reuse for some other purpose would be highly unlikely.

The Proposed Project would constitute an irreversible and irretrievable commitment of the Project Site as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term. However, the land use changes that would occur as a result of the Proposed Actions would make more efficient use of the land occupying the Project Site and the Proposed Project would be compatible in terms of use and scale with existing conditions and trends in the area as a whole. The Project Site does not possess any natural resources of significant value, and the site has in large part been previously developed.

These commitments of land resources and materials are weighed against the benefits of the Proposed Project, which would replace the existing schools with a new modern facility, and would increase public school capacity. In addition, the Proposed Actions would encourage economic development in Downtown Brooklyn by providing affordable housing, cultural center space, community facility space, and retail. Although the Proposed Project would require an irretrievable commitment of resources, it would provide public benefit in the form of a new public school, housing (including affordable housing), publicly accessible open space, local retail, and community facilities to support and ensure the long-term residential and commercial viability of Downtown Brooklyn. ✷