Monitor Point

CEQR No. 25DCP068K
ULURP Nos. C260105ZMK, C260106ZRK, C260107ZSK, N260108ZCK, 260110LDK, C250326MMK

July 9, 2026

Technical Memorandum 001

Introduction

This Technical Memorandum summarizes the potential environmental effects related to modifications to the Monitor Point project. These potential modifications include changes under consideration by the City Council related to the increase in affordable housing as compared to the program that was analyzed in the April 2026 *Monitor Point Final Environmental Impact Statement (FEIS)* (CEQR No. 25DCP068K). Specifically, the City Council is proposing modifications that would (1) increase the proposed amount of zoning floor area in the With-Action condition resulting in the addition of total residential and affordable units; (2) eliminate the need for a waterfront yard waiver by reducing the Museum footprint, thereby allowing for the reallocation of floor area from community facility use in the Museum to residential use in the East Building; and, (3) reallocate floor area from commercial use to residential use in the West Building, thereby eliminating the need for a loading waiver (collectively, the Proposed Modification). As a result, the Proposed Modification would increase the total residential units from up to 1,150 (as analyzed in the FEIS) to up to 1,335, and increase the number of affordable units to provide up to 50 percent of the total units as affordable. The Proposed Modification is described in detail below.

As set forth below, this Technical Memorandum concludes that the Proposed Modification would not result in any new or greater significant adverse impacts not already identified in the FEIS.

Background

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

at 213 Meadow Street (Block 2951, Lots 1, 5, and 45) in the East Williamsburg neighborhood of Brooklyn CD 1 (the NYCTA Relocation Site) that would be constructed by the Project Developer. The Rezoning Area, the remaining portion of Lot 1 that will not be rezoned, and the NYCTA Relocation Site are, collectively, the Affected Area.

The Proposed Actions would facilitate on the Development Site (Brooklyn Block 2590, Lots 1 and 25)[1] a mixed-use development that would comprise three buildings totaling approximately 1,215,000 gross square feet (gsf) (the Proposed Development). The Proposed Development would include the construction of two buildings on Lot 1 totaling approximately 1,106,500 gsf of residential space for up to approximately 1,150 total dwelling units (DUs), including approximately 950 DUs in the West Building and 200 DUs in the East Building. Additionally, the Proposed Development would include the construction on Lot 25 of approximately 35,000 gsf of community facility space earmarked as a permanent home for the Greenpoint Monitor Museum, which is owned by the Monitor Museum. The FEIS analyzed a range of income restricted units – 230 to 345 DUs – to account for the various Mandatory Inclusionary Housing (MIH) options. However, as stated in the FEIS, the Project Developer intends to provide approximately 300 total affordable units at an average of 56 percent AMI for the West Building, with 100 percent of units in the East Building affordable to income bands ranging from 30 percent to 100 percent AMI. The development would also include approximately 36,500 gsf of local retail commercial space and approximately 37,000 gsf of below-grade parking (approximately 140 spaces) on Lot 1.

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

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

The Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC) as lead agency, issued a Notice of Completion for the FEIS on April 30, 2026. Following the publication of the FEIS, the CPC adopted the Proposed Actions on May 13, 2026 (the "Approved Application") and referred the Approved Application to the City Council.

Since the CPC adoption of the Approved Application, the City Council has proposed a modification to the Approved Application to increase the size of the overall development and the percentage of affordable residential units within the development. This Technical Memorandum examines whether the proposed changes, referred to as the "Proposed Modification," would result in any new or greater significant adverse environmental impacts not already identified in the FEIS as pertains to the Approved Application.

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

Description of Proposed Modification

The City Council has proposed to modify the Proposed Development as analyzed in the FEIS. The Proposed Modification includes changes that affect the proposed amounts of zoning floor area in the With-Action condition.

- First, the Proposed Development's zoning lot would be expanded to incorporate a portion of Quay Street that is contiguous to Lot 1, allowing 68,659 zoning square feet (zsf, approximately 74,250 gsf) of floor area generated by that portion of Quay Street to be added to the project, specifically to the East Building (see **Figure 1**). All additional floor area would be allocated for residential use. Pursuant to the definition of "waterfront zoning lot" in Section 62-11 of the NYC Zoning Resolution (ZR), a waterfront zoning lot may include land within any street that is not improved or open to the public and which is in the same ownership as that of any contiguous land that is included in the zoning lot. The portion of Quay Street to be incorporated into the Proposed Development's zoning lot consists of the southern half of the street, to the west of West Street, which is not improved or open to the public and which is owned by the NYCTA, the owner of the contiguous land (Lot 1). **Figure 1** shows the approximately 9,536-sf portion of Quay Street that is mapped and privately owned.
- Second, the amount of residential floor area in the East Building is assumed to be increased by 15,000 zsf (approximately 16,200 gsf), to account for a reduction in the amount of floor area in the Museum building, allowing such floor area to be reallocated to the East Building for residential use.

  The adjustment to the Museum footprint would eliminate the need for a waterfront yard waiver. As originally proposed in the FEIS, the footprint of the Museum was irregular in shape, with a width of 50 feet along its northern façade that increased to 60 feet along its southern façade. As a result, portions of the waterfront yard between the Museum's western wall and the shoreline had a depth of less than 40 feet, necessitating a waiver of the 40-foot waterfront yard requirement pursuant to ZR Section 62-332(a). The Proposed Modification would reduce the footprint of the Museum so that it maintains a consistent 50-foot width, allowing for a waterfront yard that meets the minimum 40-foot depth requirement, and eliminating the need for a waterfront yard waiver. The reduction of the Museum footprint would result in approximately 1,000 sf of additional public open space on the Development Site.

  Additionally, approximately 16,650 gsf of commercial space from the West Building would be reallocated to residential space under the Proposed Modification, effectively reducing the Proposed Development's commercial area from up to 36,500 gsf as analyzed in the FEIS to up to 19,850 gsf under the Proposed Modification. This change would not affect the height, bulk, or total gsf of the West Building.
- Third, a loading waiver would no longer be sought as part of the Proposed Actions (special permit pursuant to ZR Section 74-745), as the waiver would not be required under the Modified Program.

  All other Proposed Actions described in the FEIS would remain unchanged. All commitments related to the Proposed Actions described in the FEIS would remain unchanged, as described below and in the FEIS.

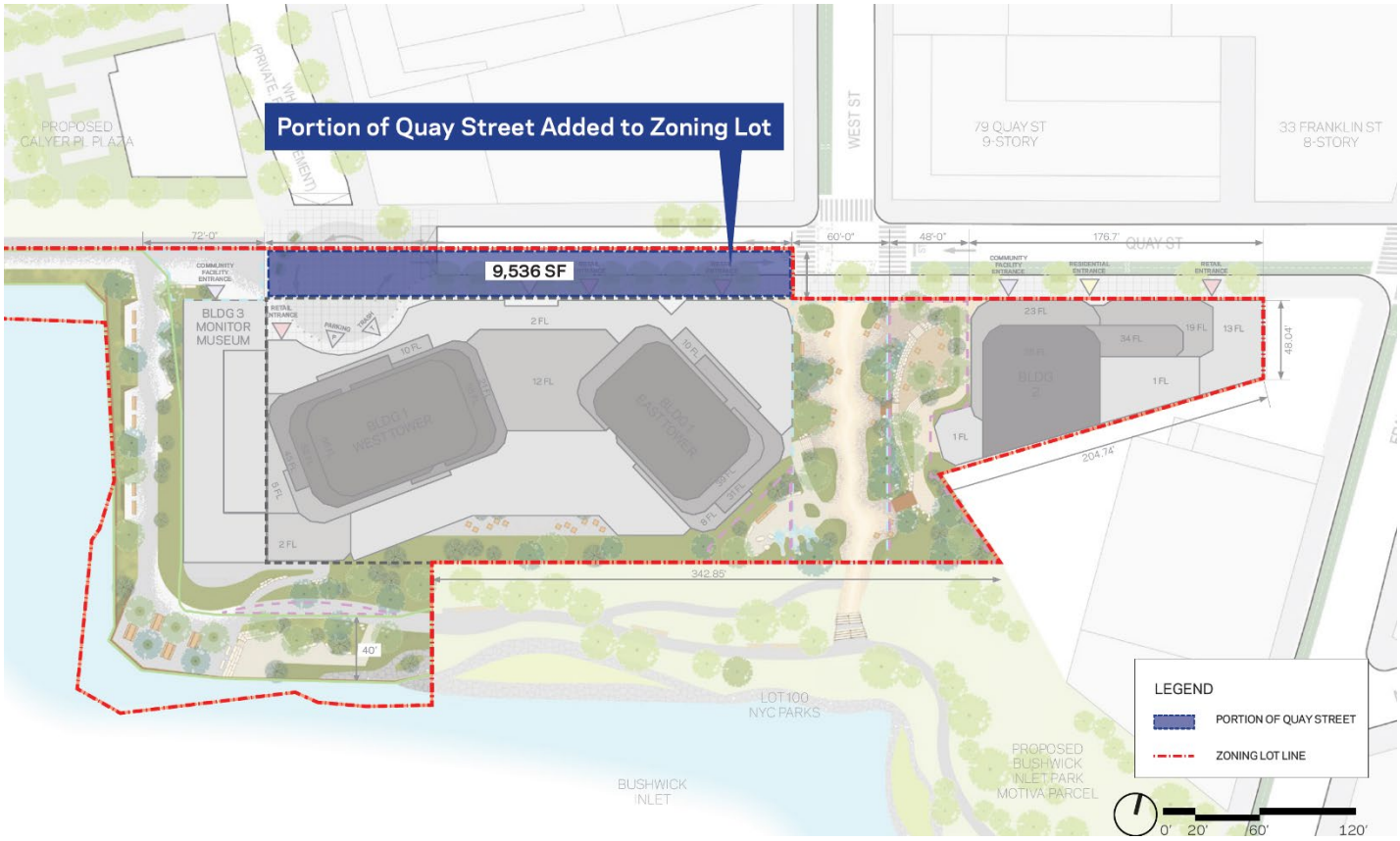
Project Commitments

- Hazardous Materials: To avoid the potential for significant adverse impacts related to hazardous materials, the Project Developer would comply with the requirements of the existing (E)-Designation (E-138) on the Development Site and the new (E)-Designation (E-870) on the NYCTA Relocation Site.

- Air Quality: The Project Developer would commit to using electric HVAC and hot water systems for the Proposed Development and a Restrictive Declaration (RD) would be recorded against the Development Site to ensure this commitment. An (E)-Designation (E-870) would be placed on the NYCTA Relocation Site to ensure that the stack height is located at the highest tier and at least 55 feet above grade to preclude the potential for significant adverse impacts.
- Noise: An RD would be recorded against the Development Site specifying that a minimum outdoor-to-indoor window/wall sound attenuation of 28 dBA is required for all façades of all three proposed buildings to maintain acceptable interior noise conditions, and the need for alternate means of ventilation.
- Construction: If contractors choose to use older diesel equipment, the use of diesel particulate filters (DPF) in Tier 3 emission standard for diesel engines (model years 2006-2011 for engine sizes between 50 and 600 hp) would be implemented. Tier 3 with DPF achieves the same $PM_{2.5}$ emission reductions as a newer Tier 4 emission standard for diesel engines. The Tier 3 engines with DPF would achieve diesel particulate matter (DPM) reductions of approximately 90 percent when compared to older uncontrolled engines. This construction air quality control measure would be implemented as a Project Component Related to the Environment (PCRE) to reduce air pollutant emissions and avoid the potential for significant adverse air quality impacts during construction.

  As a PCRE to reduce construction noise, grid power would be used instead of generators during Foundation, Superstructure, and Finishing phase. In the event that grid power is not sufficient or not yet available, generators would be used on a temporary basis.

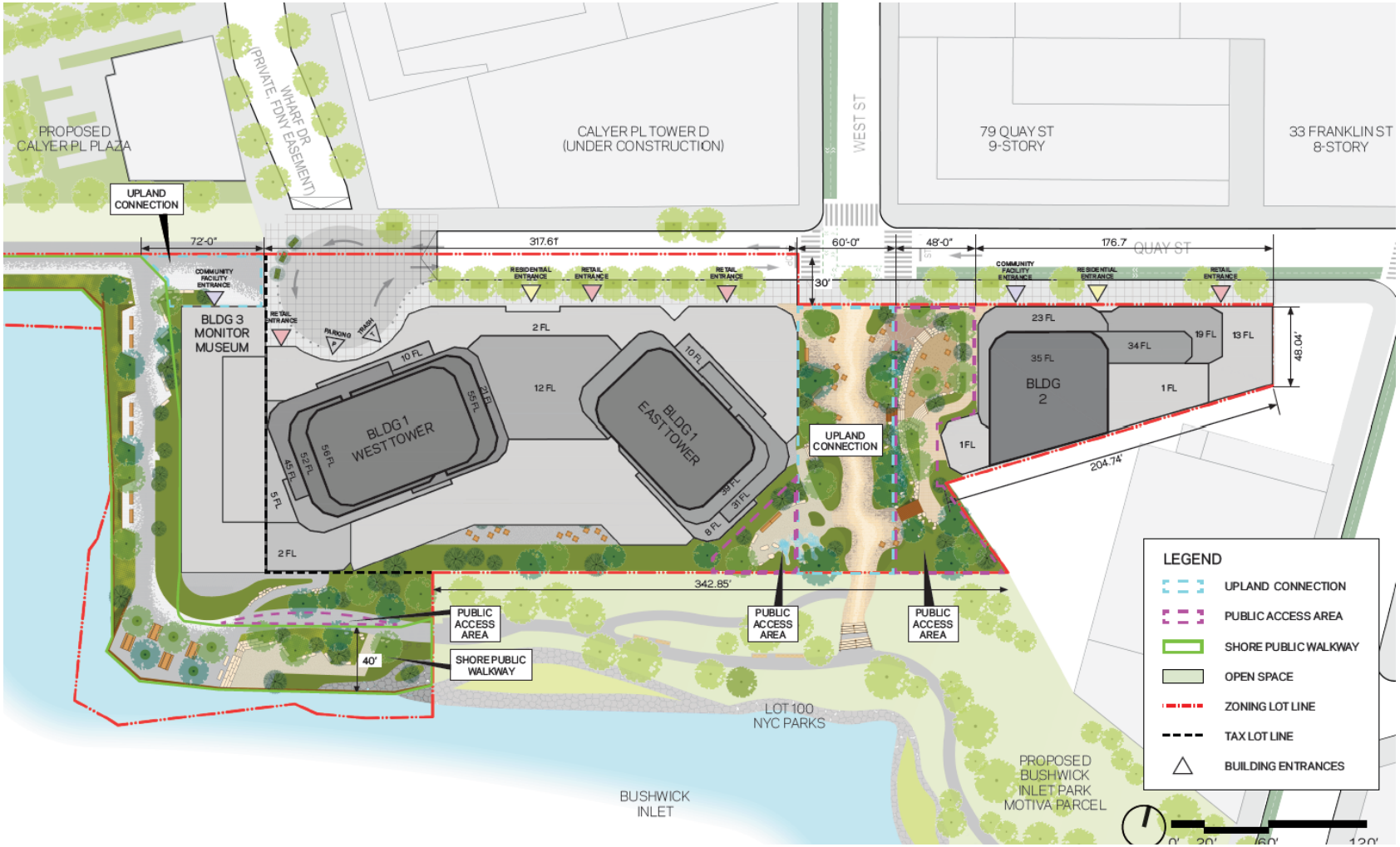
Figure 1 Proposed Zoning Lot Expansion into Quay Street



Note: For illustrative purposes only. Source: FX Collaborative

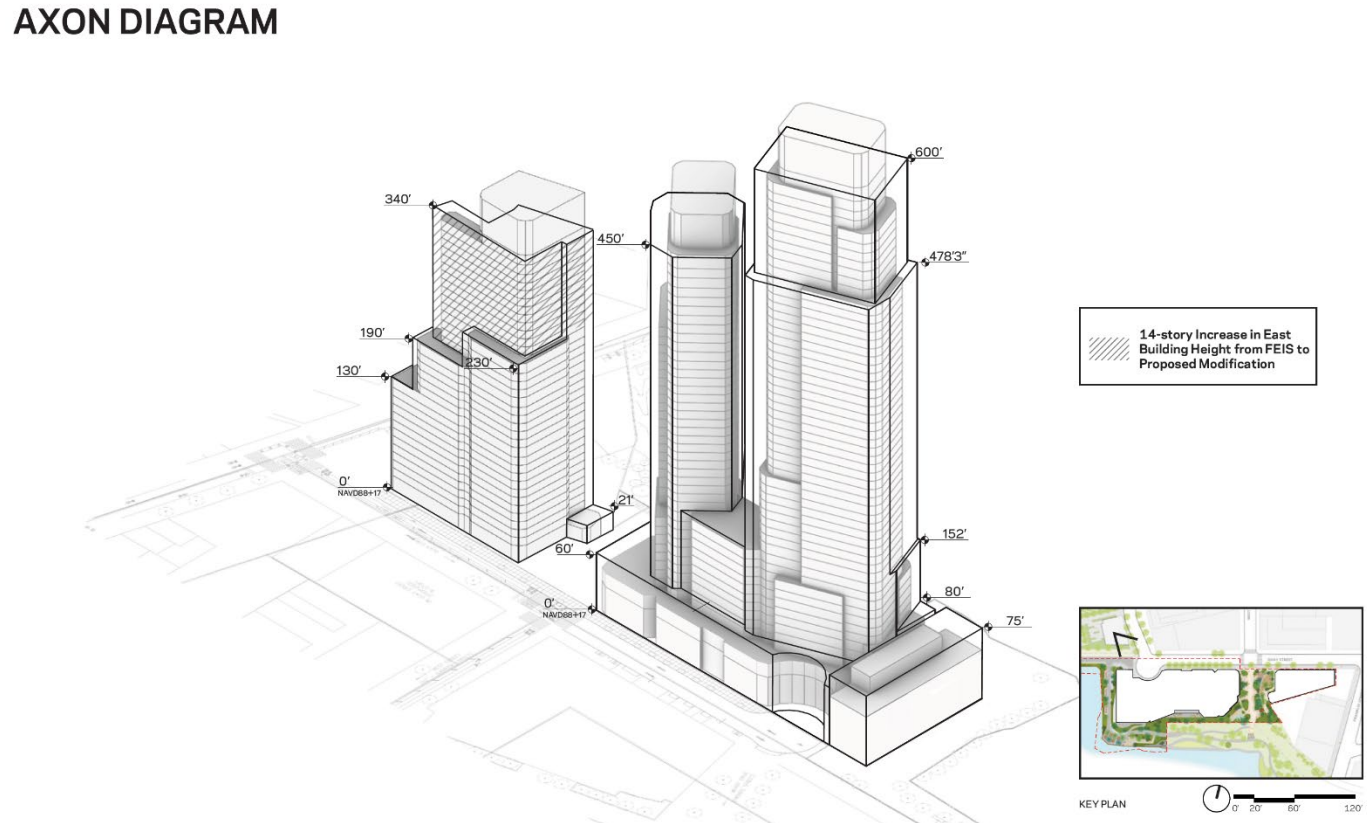
Figure 2 shows an illustrative site plan with the Proposed Modification and **Figure 3** shows an axon diagram highlighting the proposed change to the height of the East Building.

Figure 2 Site Plan for Proposed Modification



Note: For illustrative purposes only. Source: FX Collaborative

Figure 3 East Building Height Difference Between FEIS With-Action and Proposed Modification



Note: For illustrative purposes only. Source: FX Collaborative

Other Actions Not Subject to CPC Review

It is anticipated that the East Building will be financed under the New York City Housing Preservation and Development (HPD) New Construction Finance (NCF) Term Sheet Subsidy along with 4 percent Low Income Housing Tax Credits from Housing Development Corporation (HDC).

Analysis Framework

The Proposed Modification would increase the size of the East Building by up to 83,659 zsf (approximately 90,450 gsf) of residential floor area and reallocate approximately 16,650 gsf of commercial space from the West Building to residential space. The Proposed Modification would facilitate the development of up to 185 additional affordable units as part of the Proposed Development (the Base Scenario), allowing for a total of up to 1,335 DUs including up to 668 affordable units with 161 affordable senior units at the Development Site, compared to the 1,150 DUs analyzed in the FEIS. To allow for flexibility in the development program, the With-Action condition considers a second scenario – the Alternate Scenario – in addition to the Base Scenario, which would allow for a total of up to 1,285 DUs including up to 643 affordable units at the Development Site. In the Alternate Scenario, up to 104 affordable units would be added to the East Building and, like the Base Scenario, approximately 16,650 gsf of commercial space from the West Building would be reallocated to residential space (approximately 31 additional affordable DUs).

Under the Base Scenario with the Modified Program, which would introduce more DUs and workers than the Alternate Scenario, the residential population on the Development Site would increase from 2,795 residents, as analyzed in the FEIS, to 3,244 residents, and the incremental worker population would decrease from -24 workers to -43 workers (under the Base Scenario). Given the potential for two development scenarios, this Technical Memorandum identifies and assesses the more conservative With-Action scenario, as warranted, for each technical category.

See **Table 1** for the Future No-Action and With-Action comparison, as analyzed in the FEIS.

Table 1 Future No-Action and With-Action Comparison per FEIS

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

Notes:

[1] Based on information provided by the Applicants

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

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

As shown in **Table 2**, compared to the RWCDS program analyzed in the FEIS, the Proposed Modification would result in new residential floor area that was not previously analyzed.

Table 2 Comparison of FEIS With-Action Condition and Proposed Modification

		No-Action Condition	FEIS With-Action Condition	Proposed Modification With-Action Condition	Increment from FEIS With-Action
Residential	GSF	0	1,106,500	1,213,600	+107,100 GSF
	Total DUs	0	1,150	Base Scenario: 1,335 Alternate Scenario: 1,285	Base Scenario: +185 DUs Alternate Scenario: +135 DUs
	Income-Restricted DUs	0	230 to 345	Base Scenario: 668 Alternate Scenario: 643[1]	Base Scenario: +161 Affordable Senior DUs and +162 Affordable DUs[2] Alternate Scenario: +298 Affordable DUs
Commercial (Local Retail)	GSF	0	36,500	19,850	-16,650
Community Facility (Museum)	GSF	0	35,000	18,800	-16,200
Industrial (NYCTA Facility)	GSF	71,838	0	0	-
Parking	GSF	0	37,000	37,000	-
	Res. Spaces	0	140	140	-
Development Site - Total GSF		**71,838**	**1,215,000**	**1,289,250**	**+74,250 GSF**
Open Space (SF)	Total	0	50,000	51,000[3]	+1,000 SF
	Publicly Accessible	0	43,000	44,000	+1,000 SF
On-Site Workers		*200*	*176*	*133*	*-43 on-site workers*
On-Site Visitors		*0*	*200*	*200*	

Note:
All floor areas are approximate
[1] In the Base Scenario and Alternate Scenario, the number of income-restricted DUs represent both an increase in total units and an increase in the percentage of income-restricted units up to 50 percent of the total.
[2] The Base Scenario would result in slightly more total DUs due to slightly smaller unit sizes for the Senior DUs.
[3] Excludes approximately 2,000-sf Turnaround Public Access Area.

To accommodate the additional DUs, the size of the East Building would increase. Compared to the FEIS, the East Building would increase by approximately 14 stories, from approximately 21 stories (260 feet including bulkhead), to the proposed approximately 35 stories (380 feet including bulkhead). This represents an increase of 120 feet compared to the height and massing of the East Building as analyzed in the FEIS. The Proposed Modification would also increase the number of income-restricted DUs from a range of 230 to 345 DUs as analyzed in the FEIS, to up to 668 DUs (Base Scenario). The increase in affordable DUs would be achieved through MIH Option 1 or Option 2, in addition to public financing as described above.

In summary, the Proposed Modification would increase the height of the East Building, increase the number of affordable DUs, and reduce the total square footage and building footprint of the Museum, which would increase the depth of the waterfront yard. The Proposed Modification would not affect the height or bulk of the West Building but would decrease the West Building commercial square footage and increase the West Building residential square footage.

The Proposed Modification would not affect the NYCTA Replacement Facility to be developed at the NYCTA Relocation Site. As such, this Technical Memorandum assesses the potential for the Proposed Modification to result in significant adverse impacts in the following areas, with respect to the Development Site:

- Land Use, Zoning, and Public Policy
- Socioeconomic Conditions
- Community Facilities and Services
- Open Space
- Shadows
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Transportation
- Air Quality
- Greenhouse Gas and Climate Change
- Noise
- Public Health
- Neighborhood Character
- Construction
- Effects on Disadvantaged Communities

Analysis of the Proposed Modification

The potential environmental impacts associated with the Proposed Modification are analyzed below. As stated above, this Technical Memorandum will identify and assess the more conservative With-Action scenario (the Base Scenario or the Alternate Scenario), as warranted, for each technical category.

Land Use, Zoning, and Public Policy

As detailed above under **Description of the Proposed Modification,** the Proposed Modification includes two changes that affect the proposed amount of zoning floor area (ZFA) in the With-Action condition. First, the Proposed Development's zoning lot is proposed to be expanded to incorporate a portion of Quay Street that is contiguous to Lot 1, allowing 68,659 zsf (approximately 74,250 gsf) of floor area generated by that portion of Quay Street to be added to the East Building. Second, the amount of residential floor area in the East Building is assumed to be increased by an additional 15,000 zsf (approximately 16,200 gsf), to account for a reduction of floor area in the Museum building, allowing such floor area to be reallocated to the East Building for additional residential floor area. In total, the Proposed Modification would add approximately 83,659 zsf (90,450 gsf) to the East Building. Additionally, under the Proposed Modification, the commercial space in the West Building would decrease by 16,650 gsf, and residential space would increase by the same amount.

Additionally, the adjustment to the Museum footprint will eliminate the need for a waterfront yard waiver pursuant to ZR Section 62-332(a), as detailed above under **Description of the Proposed Modification**. The Proposed Modification would reduce the footprint of the Museum so that it maintains a consistent 50-foot width, allowing for a waterfront yard that meets the minimum 40-foot depth requirement, and eliminating the need for a waterfront yard waiver.

In total, the East Building would increase by 83,659 zsf (approximately 90,450 gsf) of residential floor area. This increase would yield a 380-foot-tall building (including bulkhead) as compared to the 260-foot-tall (including bulkhead) building assessed in the FEIS.

As compared with the program assessed in the FEIS, the Proposed Modification would facilitate the addition of up to 185 affordable DUs allowing for the provision of senior affordable units, or up to 135 affordable DUs, at the Development Site, and in either scenario, up to 50 percent of the total units would be affordable. This change would not alter the mix of land uses proposed, nor would it alter the boundaries of the Development Site or Rezoning Area analyzed in the FEIS. The elimination of the waterfront yard waiver and the additional generation of zoning floor area for affordable housing would comply with the proposed zoning and would not change the conclusions of the zoning analysis in the FEIS. The increase in the height of the East Building and the addition of affordable DUs at the Development Site would not have an adverse effect on any of the housing or sustainability policies assessed in the FEIS, including the New York City Waterfront Revitalization Plan (WRP). Responses to relevant WRP policies remain unchanged from those provided in Appendix B of the FEIS. As such, the findings of the land use, zoning, and public policy analysis in the FEIS would be unchanged and no significant adverse impact would result.

Socioeconomic Conditions

Indirect Residential Displacement

The Proposed Modification would add 185 DUs (Base Scenario), or 135 DUs (Alternate Scenario), to the Development Site compared to the number of units analyzed in the FEIS, for a total of up to 1,335 DUs including 161 senior units, or 1,285 DUs. In both scenarios, this Technical Memorandum assumes that up to 50 percent of the total units would be affordable, resulting in more affordable units and fewer market-rate units as compared to the program analyzed in the FEIS. The preliminary indirect residential displacement assessment provided in the FEIS concluded that the average income of the households residing in the proposed residential units, using a weighted average based on the MIH option that would result in the highest average income, would be lower than the average income of the study area populations, and therefore, the Proposed Actions would not be expected to significantly alter socioeconomic conditions in the study area. Because the percentage of affordable units would increase under the Proposed Modification, the conclusion of the FEIS socioeconomic conditions analysis would not change, and the average income to be introduced to the study area would remain lower than the existing average income. As such, the Proposed Development as modified would not result in a significant adverse impact to socioeconomic conditions.

Community Facilities and Services

As noted in the **Analysis Framework**, the Proposed Development analyzed in the FEIS would increase by 185 affordable units, to 1,335 total DUs, and up to 668 DUs (up to 50 percent of total DUs) would be affordable including up to 161 senior affordable units (the Base Scenario). To allow for flexibility in the development program, an alternate scenario is also considered, under which 135 units of affordable housing would be added to the Proposed Development, for a total of 1,285 DUs, and up to 643 DUs (up to 50 percent of total DUs) would be affordable (the Alternate Scenario). In both scenarios the increase in total DUs would introduce additional residents to the Development Site, and therefore an analysis of community facilities and services is warranted. As the Base Scenario would include the addition of senior units, and therefore would not result in additional childcare-aged children or students at the Development

Site, the Alternate Scenario is assumed for analyses of early childhood programs and public schools for conservative analysis purposes. However, the Base Scenario is assumed as the more conservative worst case for the libraries analysis. **Table 3** provides a summary of the estimated number of childcare-eligible children and public school students that would be introduced by the Proposed Modification Alternate Scenario and Base Scenario compared to the Proposed Actions as analyzed in the FEIS. As shown below, the Alternate Scenario would introduce more childcare-eligible children and public school students than the Base Scenario.

Table 3 Estimated Number of Childcare-Eligible Children and Public School Students Introduced by the Proposed Development

	Total DUs	Income-Restricted Non-Senior DUs	Childcare-Eligible Children[1]	Elementary Students[2]	Intermediate Students[3]	High School Students[4]
FEIS With-Action Condition	1,150	345	62	51	14	23
Proposed Modification Alternate Scenario	1,285	643	114	56	15	26
Proposed Modification Base Scenario	1,335	507	90	22	6	10

[1] For Brooklyn, the multiplier estimates 0.178 eligible children per affordable housing unit (New York City Department of Education [NYC DOE]).
[2] For School District 14, Subdistrict 3, the multiplier estimates 0.04 elementary school students per housing unit (NYC DOE).
[3] For School District 14, Subdistrict 3, the multiplier estimates 0.01 intermediate school students per housing unit (NYC DOE).
[4] For School District 14, Subdistrict 3, the multiplier estimates 0.02 high school students per housing unit (NYC DOE).

Early Childhood Programs

The Alternate Scenario would result in an increase in the number of children eligible for early childhood programs from 62, as analyzed in the FEIS, to 114 children. This would increase the projected enrollment in the With-Action condition from 1,683 children, as analyzed in the FEIS, to 1,736 children, with a resulting utilization rate of 95.2 percent for the early childhood program facilities study area. Compared to the No-Action condition, the utilization rate within the study area would increase by 6.3 percent. See **Table 4**.

Table 4 Estimated Publicly Funded Child Care Center Enrollment, Capacity and Utilization Summary

	Enrollment	Projected Capacity	Available Slots	Utilization Rate (%)	Change in Utilization (%) from No-Action
No-Action Condition	1,621	1,824	203	88.9%	-
FEIS With-Action Condition	1,683	1,824	141	92.3%	3.4%
Proposed Modification With-Action Condition	1,736	1,824	88	95.2%	6.3%

Although the change in utilization between the No-Action and With-Action conditions would exceed 5 percent, the collective utilization rate for early childhood program facilities under the Proposed Modification would remain below 100 percent. Therefore, no significant adverse impact on early childhood program facilities would occur as a result of the Proposed Modification.

Public Schools[2]

Under the Alternate Scenario, the addition of 135 DUs would increase the number of elementary school students from 51, as analyzed in the FEIS, to 56 students, and the number of intermediate school students from 14, as analyzed in the FEIS, to 15 students. This would increase the projected elementary school enrollment in the With-Action condition from 1,897 students, as analyzed in the FEIS, to 1,902 students, resulting in a utilization rate of 77.1 percent. Additionally, the Alternate Scenario would increase the projected intermediate school enrollment in the With-Action condition from 1,155 students, as analyzed in the FEIS, to 1,156 students, maintaining a utilization rate of 56.4 percent. The subdistrict elementary schools would therefore operate at approximately 77.1 percent utilization, while the intermediate schools would operate at approximately 56.4 percent utilization. Under the Alternate Scenario, the collective utilization rate of elementary schools would increase by 2.3 percent from the No-Action condition, while the collective utilization rate of intermediate schools would increase by 0.7 percent, consistent with the FEIS. See **Table 5** below. Additionally, the collective utilization rate for public elementary and intermediate schools in the With-Action condition would not exceed 100 percent. Therefore, the Proposed Modification would not result in a significant adverse impact to elementary or intermediate schools

Table 5 Public School Enrollment, Capacity, and Utilization, School District 14, Subdistrict 3, Summary

	Total No-Action Enrollment	Total With-Action Enrollment	Projected Capacity	Available Seats	Utilization (%) with Project	Change in Utilization (%) from No-Action
Elementary Schools						
FEIS With-Action Condition	1,846	1,897	2,468	571	76.8%	2.1%
Proposed Modification With-Action Condition	1,846	1,902	2,468	566	77.1%	2.3%
Intermediate Schools						
FEIS With-Action Condition	1,141	1,155	2,049	894	56.4%	0.7%
Proposed Modification With-Action Condition	1,141	1,156	2,049	893	56.4%	0.7%

Source: NYC DOE Housing Starts (2025-2034), NYCSCA Enrollment Projections 2025-2034 NYC Public Schools by the Statistical Forecasting

Under the Alternate Scenario, the addition of 135 DUs would increase the number of high school students from 58, as analyzed in the FEIS, to 64 students. Consistent with the FEIS, the projected high school students generated by the Alternate Scenario would fall below the 2025 *CEQR Technical Manual* analysis threshold of 150 high school students. Therefore, the Proposed Modification would not result in a significant adverse impact to high schools.

[2] Consistent with the FEIS, the Alternate Scenario would screen out of a detailed analysis based on 2025 *CEQR Technical Manual* methodology for public elementary and intermediate schools. As described in the FEIS, an analysis of public elementary and intermediate schools is included for informational purposes.

Libraries

Under the Base Scenario, the addition of 185 DUs would increase the number of new residents from 2,795 residents, as analyzed in the FEIS, to 3,244 residents. This would result in a With-Action library catchment area population of 90,852 residents. As such, under the Base Scenario, the holdings-per-resident ratio for the Greenpoint Library catchment area would be 0.48 holdings per resident, a decrease of 0.02 holdings per resident over the No-Action condition. As shown in **Table 6**, the Greenpoint Library's catchment area population is projected to increase by approximately 3.7 percent, which is below the *CEQR Technical Manual* impact threshold of 5 percent. As such, significant adverse impacts to public libraries would not occur as a result of the Proposed Modification.

Table 6 With-Action Condition Public Library Catchment Area Population and Holdings

Library Name	With-Action Holdings Total	No-Action Catchment Area Total Population	FEIS With-Action Catchment Area Population	Base Scenario With-Action Catchment Area Population	Base Scenario With-Action Holdings per Resident	Population Increase
Greenpoint Library	43,161	87,608	90,403	90,852	0.48	3.70%

Open Space

Quantitative Assessment

As the Base Scenario would introduce more residents to the Development Site than the Alternate Scenario, this section will conservatively assess the Base Scenario.

Under the Proposed Modification, the addition of 185 DUs would increase the number of residents introduced by the Proposed Actions from 2,795, as analyzed in the FEIS, to 3,244 residents. This would result in an open space residential study area population of 32,272. The Proposed Modification would increase the study area's With-Action condition open space acreage disclosed in the FEIS by 1,000 sf (0.023 acres) of passive open space with the reduction of the Museum's footprint.

As such, the study area's total open space ratio (OSR) in the With-Action condition would be 2.63 acres per 1,000 residents, the active OSR would be 0.97 acres per 1,000 residents, and the passive OSR would be 1.66 acres per 1,000 residents (see **Table 7**). Consistent with the open space analysis provided in the FEIS, the total and passive OSRs would be above the City's guidelines, while the active OSR would continue to fall below City guidance.

Table 7 Open Space Ratios Summary

	CEQR Goal (Acres per 1,000)	No-Action Condition OSR	FEIS With-Action Condition OSR	Proposed Modification With-Action Condition OSR	Percent Change No-Action to Proposed Mod With-Action
Active	2.00	1.07	0.98	0.97	-9.34%
Passive	0.50	1.81	1.68	1.66	-8.74%
Total	2.50	**2.88**	**2.66**	**2.63**	-8.96%

Qualitative Assessment

All qualitative factors detailed in the FEIS would apply to the program under the Proposed Modification. The total residential OSR and the passive OSR would be well above the City's planning goals. Future residents and members of the public would have access to portions of Bushwick Inlet Park as they open to the public, as well as the 0.99-acre WPAA and PAA that would be constructed as part of the Proposed Development. The Project Developer would maintain the open space proposed as part of the Proposed Development and would provide long-term funding, in the amount of $300,000 annually, for the maintenance and operation of Bushwick Inlet Park, which will help to ensure the appropriate upkeep and staffing for the community's maximum utilization and enjoyment of the space. Additionally, residents of the Proposed Development would have access to approximately 18,000 sf of outdoor terrace space as a private building amenity, which would further alleviate demand on nearby public open space resources.

In addition to open space resources included in the quantitative assessment, there are additional open space resources, outside of the study area, that are available for residents of the Proposed Development and surrounding community to enjoy and should be considered qualitatively. For example, the 1.06-acre Ericsson Playground, located directly across the street from the eastern edge of McCarren Park, features basketball courts and handball courts for active recreation. The 3.08-acre North 5th Street Pier and Park is within the half-mile radius but is not included in the quantitative analysis because it is located in a census tract with less than half of its area within the half-mile radius. This park is situated at the North Williamsburg NYC Ferry station and is connected to the Marsha P. Johnson State Park. It features well-shaded walkways and benches, as well as an artificial turf that can be used for passive or active recreation.

Because the ERU Facility would move operations to the NYCTA Relocation Site in the With-Action condition, the ERU Site would be vacant, which would allow for the full realization of the City's long-anticipated plan for Box Street Park. Though located outside of the half-mile study area, the larger Greenpoint neighborhood would benefit from this additional open space resource that would not have an immediate path forward without the Proposed Actions. The Paratransit Site, the larger portion of Box Street Park, is expected to begin construction before the end of 2026, making timely availability of the ERU Site important.

Impact Determination

Consistent with the FEIS findings, the quantitative analysis shows exceedances of thresholds in the guidelines of the *CEQR Technical Manual* for percent change, as well as an active OSR below the City's planning goal. However, the quantitative conclusions would be offset by the qualitative factors described above, including the provision of new public open space as part of the Proposed Development, long-term funding from the Project Developer, and private open space terraces for use by residents of the Proposed

Development, thereby alleviating demand on nearby public open space resources. Additionally, the new open space created by the Proposed Development would provide opportunities for active recreation such as walking and jogging from points north and south along the waterfront. Study area residents would also have access to open space resources that are outside of the study area but within walking distance, including Ericsson Playground and walking/jogging paths at North 5th Street Pier and Park. As such, there would be no significant adverse impact to open space resources.

Shadows

Introduction

The Proposed Modification would facilitate the construction of additional affordable DUs as compared to the program studied in the FEIS, which includes up to 643 to 668 affordable units (for a total of up to 1,285 to 1,335 units) at the Development Site, resulting in an increase in the height of the East Building to 380 feet (including bulkhead) in approximately 35 stories compared to 260 feet (including bulkhead) in approximately 21 stories as analyzed in the FEIS. No height or bulk changes are proposed to the West Building or the NYCTA Relocation Site.

Consistent with the methodology outlined in **Chapter 6, Shadows**, in the FEIS, the shadows analysis for the Proposed Modification evaluates project-generated incremental shadows on sunlight-sensitive open space, natural, and historic resources on the four CEQR analysis days (December 21, March 21/September 21, May 6/August 6, and June 21). Because the shadows study area is determined by the height of the tallest proposed structure, the shadows analysis for the Proposed Modification uses the same study area as the FEIS, which is measured from the West Building, and therefore considers the same sunlight-sensitive resources.

Accordingly, the shadows analysis for this Technical Memorandum focuses on the incremental effects of the increased height of the East Building relative to the Proposed Development evaluated in the FEIS.

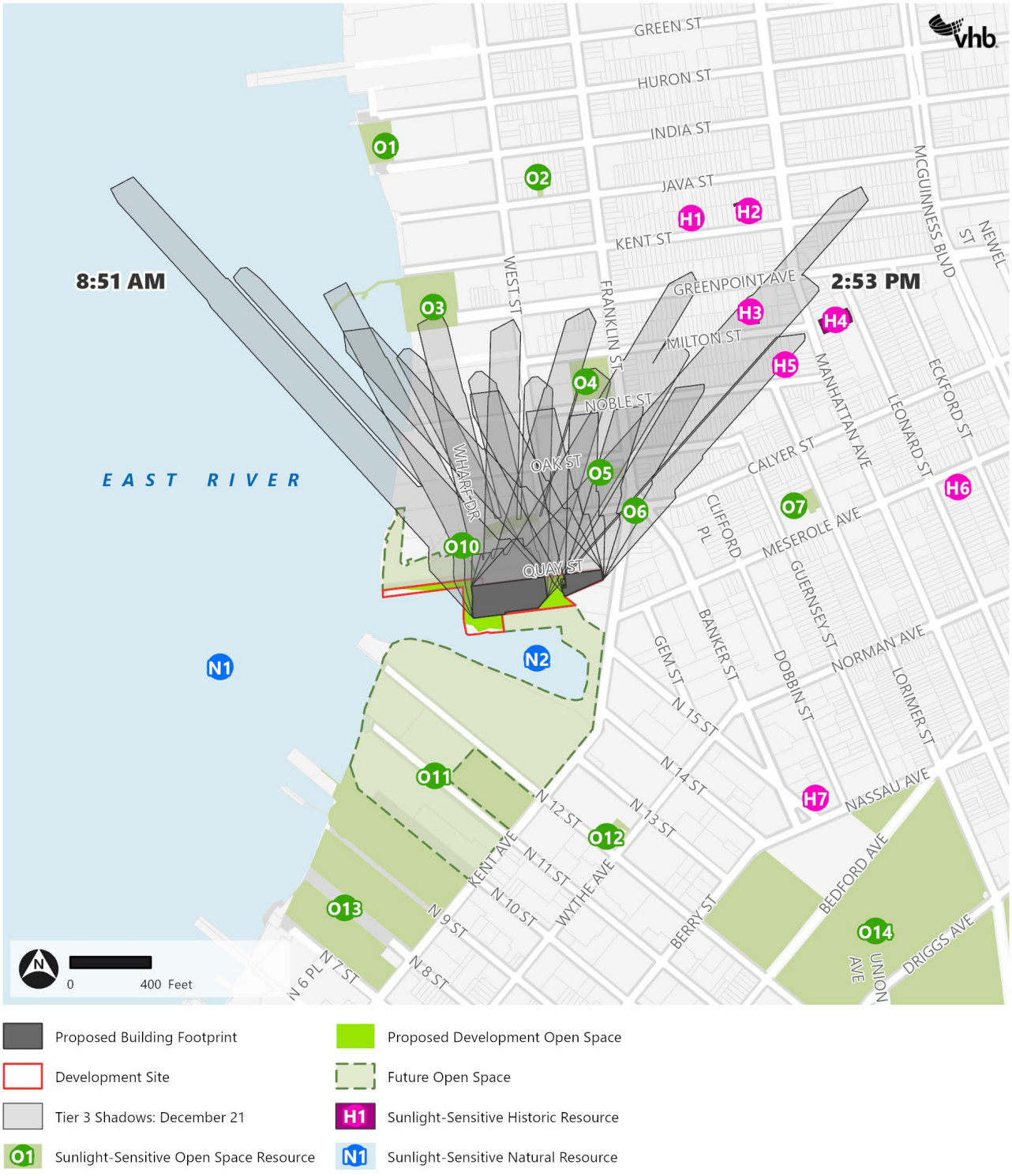
Analysis of the Proposed Modification

Preliminary Assessment

The Tier 1 and Tier 2 screening analyses presented in the FEIS were based on the maximum height of the West Building, which is taller than the East Building and remains unchanged under the Proposed Modification. Therefore, the Tier 1 and Tier 2 screening results would remain unchanged and are not modified from the FEIS. No changes associated with the Proposed Modification would affect the NYCTA Relocation Site; therefore, no further analysis related to shadows is warranted for this site.

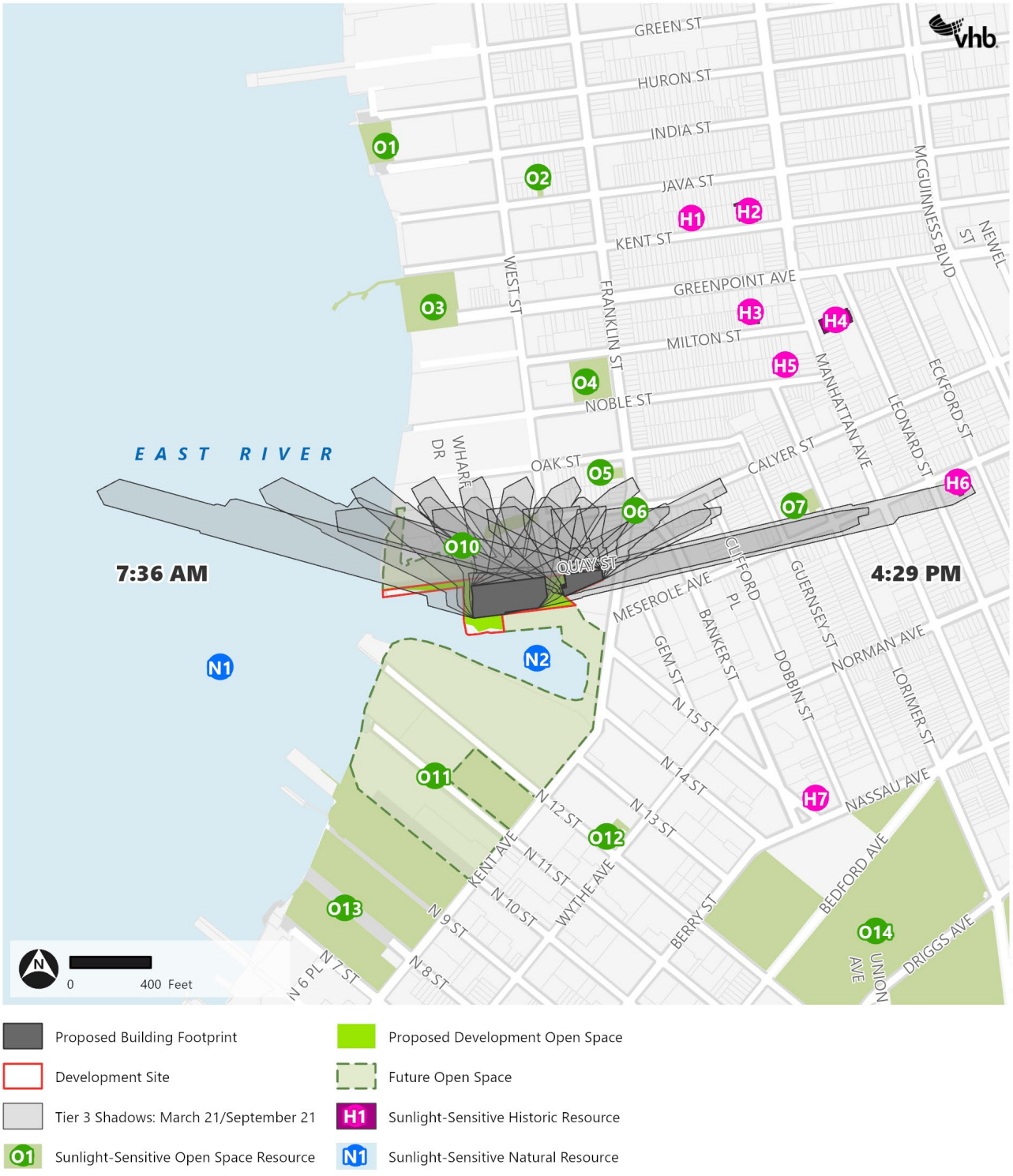
Due to the increase in height of the East Building under the Proposed Modification, the Tier 3 screening analysis has been updated to reflect the revised building height and massing associated with the updated building design for the East Building. Updated Tier 3 screening figures for each CEQR analysis day are provided in **Figure 4** through **Figure 7**.

Figure 4 Tier 3 Screening December 21 Analysis Day



Source: NYC DCP (2024); NYC Parks (2024); NYC LPC (2024); NYS OPRHP (2024)

Figure 5 Tier 3 Screening March 21/September 21 Analysis Day



Source: NYC DCP (2024); NYC Parks (2024); NYC LPC (2024); NYS OPRHP (2024)

Figure 6 Tier 3 Screening May 6/August 6 Analysis Day



Source: NYC DCP (2024); NYC Parks (2024); NYC LPC (2024); NYS OPRHP (2024)

Figure 7 Tier 3 Screening June 21 Analysis Day



Source: NYC DCP (2024); NYC Parks (2024); NYC LPC (2024); NYS OPRHP (2024)

The updated Tier 3 screening indicates that, in the absence of intervening structures, the increased height of the East Building could result in additional incremental shadows on Union Baptist Church (H5). Accordingly, Union Baptist Church was carried forward for detailed analysis under the Proposed Modification, along with the sunlight-sensitive open space and natural resources previously identified and evaluated in the FEIS.

Detailed Assessment

Table 8 summarizes the modeled incremental shadow entry and exit times for sunlight-sensitive resources that would experience changes under the Proposed Modification relative to the Proposed Development. Detailed analysis figures can be found in **Appendix A**.

With respect to sunlight-sensitive open space resources, 61 Franklin Street Garden (O5), the Greenstreet at Franklin Street (O6), and the Calyer Place open space (O10) would continue to receive incremental shadows on at least one CEQR analysis day and would experience a slightly longer duration of incremental shadows compared to the FEIS. Under the Proposed Modification, the shadow entry times on these resources would shift slightly as a result of the taller East Building; however, these changes would not materially alter the duration or character of incremental shading, and would not change the conclusions of the FEIS regarding shadows.

The detailed shadows modeling shows that Union Baptist Church (H5) would not receive incremental shading from the Proposed Modification due to existing shadows cast by intervening buildings. Therefore, further analysis is not warranted for this resource.

Table 8 Detailed Analysis Summary of Incremental Shadow Entry/Exit Times

	Analysis Day			
Resource	December 21 8:51 AM - 2:53 PM	March 21/September 21 7:36 AM - 4:29 PM	May 6/Aug 6 6:27 AM - 5:18 PM	June 21 5:57 AM - 6:01 PM
Open Space Resources				
O3 – Transmitter Park	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
O4 – American Playground	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
O5 – 61 Franklin Street Garden	12:33 PM – 2:53 PM (2 hours 20 minutes)	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
O6 – Greenstreet at Franklin Street	1:37 PM – 2:42 PM (1 hour 5 minutes)	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
O7 – P.S. 31 Playground	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
O10 – Calyer Place Open Space	Unchanged relative to FEIS	Unchanged relative to FEIS	6:45 AM – 11:20 AM (4 hours 35 minutes)	Unchanged relative to FEIS
O11 – Bushwick Inlet Park	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
Historic Resources				
H3 – St. John's Lutheran Church	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
H5- Union Baptist Church	No incremental shading	No incremental shading	No incremental shading	No incremental shading
H6 – Church of God of Greenpoint	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
Natural Resources				
N1 – East River	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS
N2 – Bushwick Inlet	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS	Unchanged relative to FEIS

Note:
Per the *2025 CEQR Technical Manual*, the selected time zone for the analysis is Eastern Standard Time and daylight-saving time was not used.

Although the incremental shadow durations for most sunlight-sensitive resources remain the same as those identified in the FEIS, the increase in the height of the East Building under the Proposed Modification required an update of all detailed shadows figures. Changes to incremental shadows timing resulting from the Proposed Modification are summarized in **Table 9**. All detailed shadows figures originally prepared for the FEIS have been updated to incorporate the change in height and bulk of the East Building. In most cases, the total incremental shadow duration on a given resource is unchanged; however, the building massing and resulting shadow outlines have been updated to accurately reflect the

building massing and height under the Proposed Modification. Therefore, the updated figures provided in **Appendix A** show an accurate depiction of project-generated shadows under the Proposed Modification.

Table 9 Comparison of Incremental Shadows Entry/Exit Times: FEIS vs. Proposed Modification

Resource	Analysis Day	FEIS	Proposed Modification	Difference
O5 – 61 Franklin Street Garden	December 21 8:51 AM - 2:53 PM	12:55 PM – 2:53 PM (1 hour 58 minutes)	12:33 PM – 2:53 PM (2 hours 20 minutes)	+22 minutes
	March 21/September 21 7:36 AM - 4:29 PM	No incremental shading	Unchanged relative to FEIS	No difference
	May 6/Aug 6 6:27 AM - 5:18 PM	No incremental shading	Unchanged relative to FEIS	No difference
	June 21 5:57 AM - 6:01 PM	No incremental shading	Unchanged relative to FEIS	No difference
O6 – Greenstreet at Franklin Street	December 21 8:51 AM - 2:53 PM	1:45 PM – 2:42 PM (57 minutes)	1:37 PM – 2:42 PM (1 hour 5 minutes)	+8 minutes
	March 21/September 21 7:36 AM - 4:29 PM	2:27 PM – 3:07 PM (40 minutes)	Unchanged relative to FEIS	No difference
	May 6/Aug 6 6:27 AM - 5:18 PM	No incremental shading	Unchanged relative to FEIS	No difference
	June 21 5:57 AM - 6:01 PM	No incremental shading	Unchanged relative to FEIS	No difference
O10 – Calyer Place Open Space	December 21 8:51 AM - 2:53 PM	8:51 AM – 1:15 PM (4 hours 24 minutes)	Unchanged relative to FEIS	No difference
	March 21/September 21 7:36 AM - 4:29 PM	7:36 AM – 1:20 PM (5 hours 44 minutes)	Unchanged relative to FEIS	No difference
	May 6/Aug 6 6:27 AM - 5:18 PM	7:10 AM – 11:22 AM (4 hours 12 minutes)	6:45 AM – 11:20 AM (4 hours 35 minutes)	+23 minutes
	June 21 5:57 AM - 6:01 PM	8:38 AM – 12:33 PM (3 hours 55 minutes)	Unchanged relative to FEIS	No difference

Impact Determination

Consistent with the FEIS conclusions, the building massing and height under the Modified Program would not result in significant adverse shadows impacts on sunlight-sensitive resources. Under the Proposed Modification, the East Building would increase in height by 120 feet, and the building envelope would change as compared to the FEIS. However, the updated screening and detailed modeling show that this change would not alter the conclusions of the FEIS.

The Proposed Modification would result in modest changes to project-generated shadows, including slightly longer incremental shadows and minor shifts in shadow entry times on certain sunlight-sensitive open spaces, specifically 61 Franklin Street Garden (O5), the Greenstreet at Franklin Street (O6), and the

Calyer Place open space (O10). The small changes in incremental shadows would remain limited in duration and would not substantially reduce or eliminate direct sunlight during the primary periods of use of these resources.

Although updated Tier 3 screening indicated the potential for shadows on Union Baptist Church (H5), the detailed analysis confirms that intervening buildings would continue to block project-generated shadows from reaching this resource. Therefore, the church would not experience incremental shadows under the Proposed Modification, and no significant adverse shadows impact would result.

Overall, the Proposed Modification would not result in any significant adverse shadows impacts on sunlight-sensitive resources, and the findings of the FEIS with respect to shadows remain unchanged.

Historic and Cultural Resources

Archaeological Resources

As detailed in the FEIS, the New York City Landmarks Preservation Commission (LPC) indicated that there are no properties with archaeological significance within the Development Site. As development under the Proposed Modification would result in the same extent of ground disturbance as under the Proposed Actions, it can be concluded that, like the Proposed Actions, the Proposed Modification would not result in a significant adverse impact to archaeological resources.

Architectural Resources

The Proposed Modification would facilitate the construction of additional affordable DUs at the Development Site, as compared to the program studied in the FEIS, resulting in an increase in the height of East Building to 380 feet (including bulkhead) in approximately 35 stories compared to 260 feet (including bulkhead) in approximately 21 stories as analyzed in the FEIS. As concluded in the FEIS, due to the distance from the Development Site as well as intervening development, construction of the Proposed Development would not significantly alter or affect the setting, visual relationship, or publicly accessible views of the identified historic resources within the study area. The increase in the height of the East Building under the Proposed Modification would not change this conclusion, as the distance between the Development Site and the identified historic resources, as well as intervening development, would remain.

As described above in the **Shadows** section, the increase in the height of the East Building would not result in significant adverse shadows impacts on historic resources. Therefore, the Proposed Modification would not affect architectural resources, and a significant adverse impact to historic and cultural resources would not result.

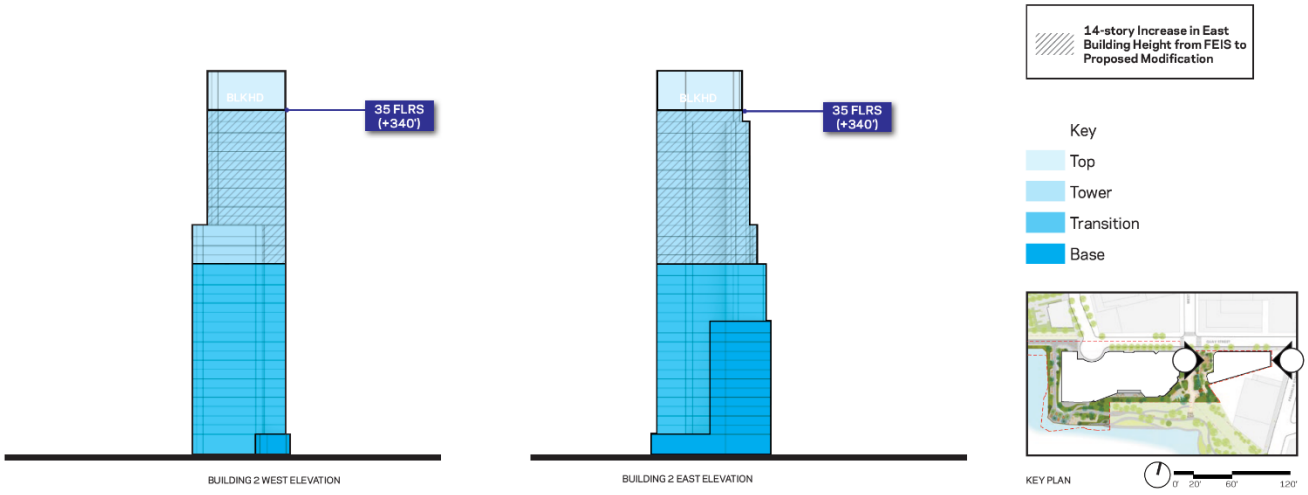
Urban Design and Visual Resources

The Proposed Modification would result in an increase in the height of the East Building to 380 feet (including bulkhead) in approximately 35 stories, compared to 260 feet (including bulkhead) in approximately 21 stories, as analyzed in the FEIS. This represents a height increase of 120 feet compared to the East Building as analyzed in the FEIS. No changes are proposed to the massing of the West Building. With the reduction of the Museum building's footprint, the onsite open space would increase by approximately 1,000 sf, and the waterfront yard waiver would no longer be needed.

The Proposed Modification would facilitate an increase in the height of the East Building to allow for the construction of additional affordable DUs as compared to the program studied in the FEIS. See **Figure 8**

and **Figure 9** for illustrations of the proposed buildings on the Development Site with the East Building height, as modified.

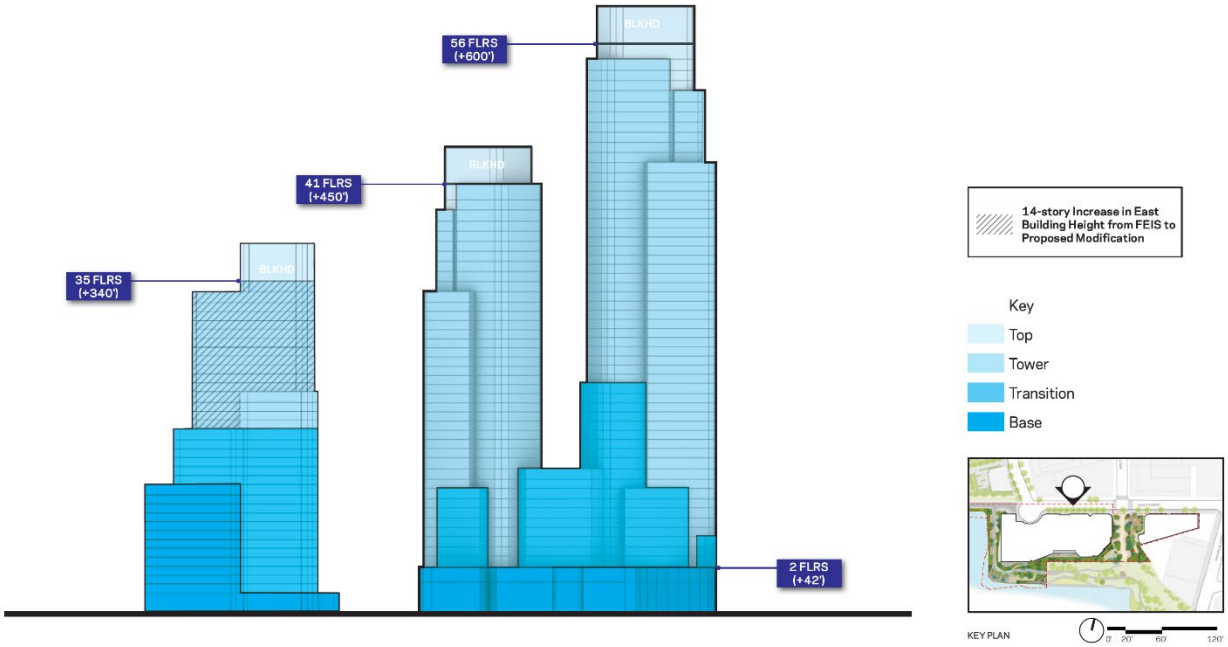
Figure 8 East Building – East and West Illustrative Elevations



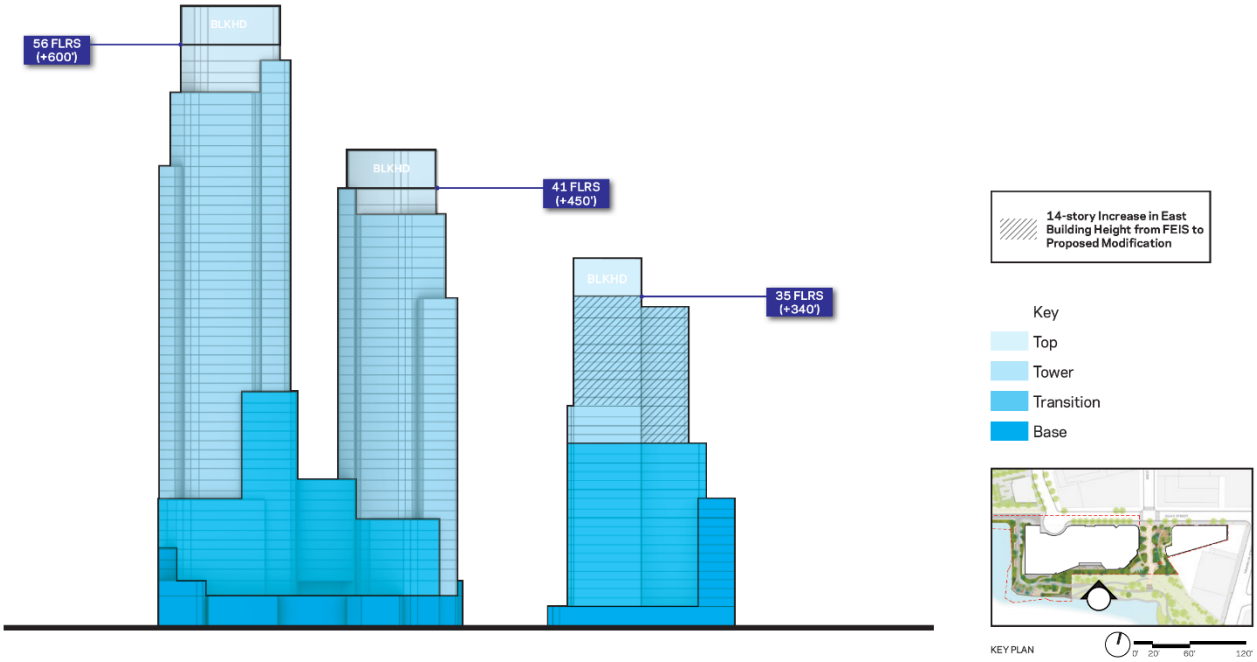
Source: FX Collaborative
*For illustrative purposes only

Figure 9 East and West Building Illustrative Elevation

NORTH ELEVATION



SOUTH ELEVATION



Source: FX Collaborative
*For illustrative purposes only

Comparison of No-Action and With-Action Conditions

Figure 10 through **Figure 12** show massing comparisons of the No-Action condition and With-Action condition, as modified. Taller elements are concentrated toward the west, stepping down toward the east to ease the transition to adjacent lower-density blocks. While the East Building would increase in height by approximately 14 stories in comparison to the East Building analyzed in the FEIS, the change would not significantly affect a pedestrian's experience of the area, as the street wall and ground floor condition would not change with the added height. Additionally, the increase in the height of the East Building would not introduce a new maximum building height at the Development Site, as the West Building would remain at a height of 640 feet (including bulkhead). As concluded in the FEIS, the Proposed Development would be compatible with the scale of the high-rise waterfront buildings to the north and south of the Development Site, including on the block immediately north of the Development Site where the 40-story mixed-use Calyer Place development is located.

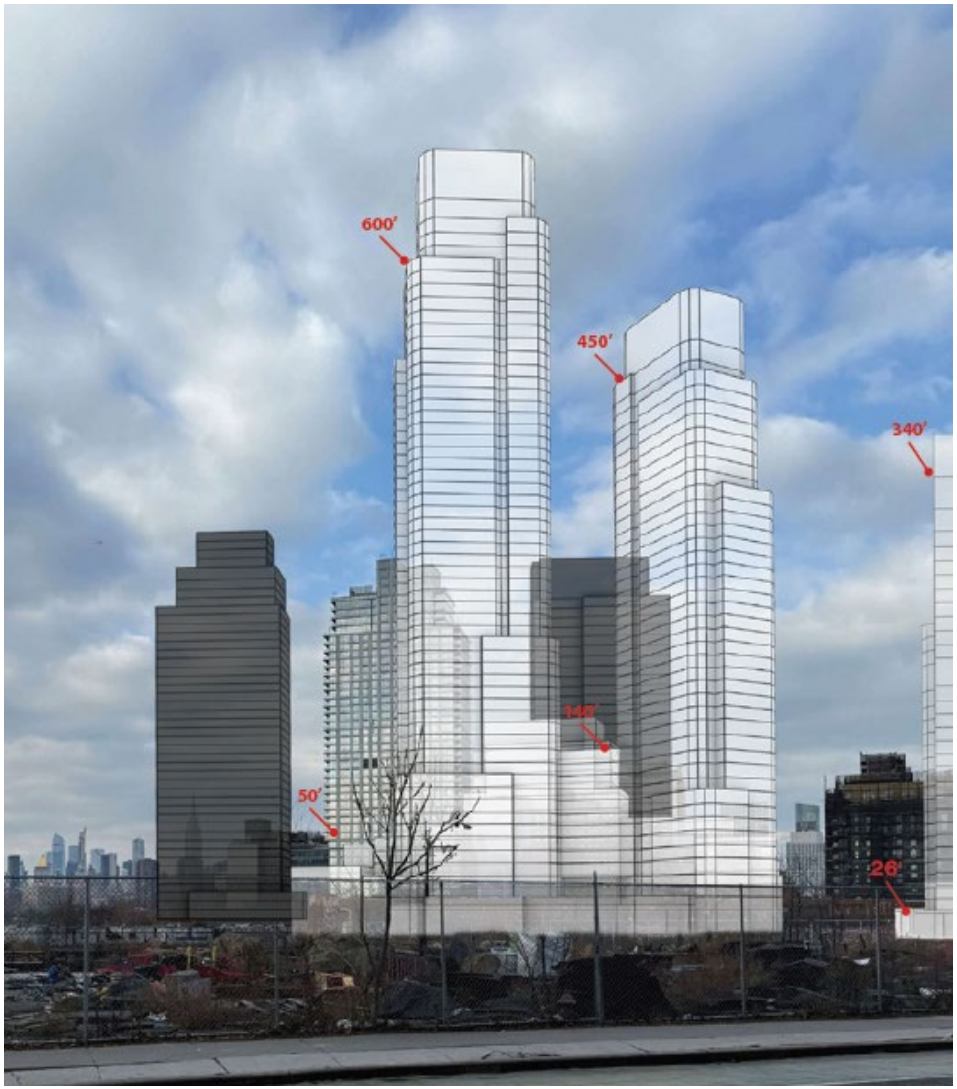
Figure 10 Comparative View Facing West at the Intersection of Quay Street and Franklin Street



Viewpoint from Franklin Street, facing east on Quay Street.
Note: For illustrative purposes only.

Figure 11 Comparative View Facing Northwest on Franklin Street





Viewpoint from Franklin Street, facing north/northwest.
Note: For illustrative purposes only.

Figure 12 Comparative View Facing South on West Street



Viewpoint from Oak Street, facing south.
Note: For illustrative purposes only.

Natural Resources

As described in the **Shadows** section above, the Proposed Modification would not result in new or different shadows cast upon identified natural resources, including Bushwick Inlet and the East River, as compared to the With-Action condition assessed in the FEIS. As noted in the FEIS, New York City Council Local Law 15 of 2020 recognizes that the majority of bird/building collisions occur between ground level and 75-feet above ground level (aka, the "Bird-Building Collision Zone"), and, therefore includes mandatory design and construction measures that are focused primarily on minimizing or avoiding the potential for adverse impacts to avian species within the Bird-Building Collision Zone. The Proposed Development, inclusive of the Proposed Modification, would be designed and constructed in compliance with Local Law 15. Accordingly, as the Proposed Modification would not result in new construction within the Bird-Building Collision Zone as compared to the FEIS With-Action condition, no significant adverse effects to avian species or other fauna are anticipated. Therefore, the additional height added to the East Building under the Proposed Modification would not change the conclusions of the natural resources assessment provided in the FEIS.

Hazardous Materials

While development under the Proposed Modification would increase the height of the East Building, it would result in the same extent of site disturbance as described for the Proposed Actions in the FEIS. As such, the conclusions of the hazardous materials assessment in the FEIS would remain unchanged. As stated in the FEIS, the Proposed Actions would adhere to requirements of the existing (E)-Designation for hazardous materials (E-138) on the Development Site, which was applied to Brooklyn Block 2590, Lots 1 and 25 as part of the 2005 Greenpoint-Williamsburg Rezoning. An (E)-Designation is an institutional control that is placed on a site to establish a hazardous materials review and approval framework. It provides a mechanism to ensure that testing for and remediation of hazardous materials, if necessary, are completed prior to future development of an affected site, thereby removing the potential for a hazardous materials impact. (E)-Designated parcels are administered under the authority of the Mayor's Office of Environmental Remediation (OER). Since publication of the FEIS, the West Building portion of Lot 1 of the Development Site has been accepted into the New York State Department of Environmental Conservation (NYSDEC) Brownfield Cleanup Program (BCP). The implementation of remedial measures required under the (E)-Designation or the NYSDEC BCP would reduce the potential for significant adverse hazardous materials impacts due to the Proposed Modification.

Water and Sewer Infrastructure

As the Base Scenario would introduce more residents to the Development Site than the Alternate Scenario, this section will conservatively assess the Base Scenario.

Water Demand

The total water usage anticipated under the Proposed Modification is approximately 0.29 million gallons per day (mgd), which is an incremental increase of 0.26 mgd compared to the Existing/No-Action condition projected demand of 0.03 mgd. The FEIS With-Action condition showed a total water usage of 0.26 mgd. The Proposed Modification total (0.29 mgd) represents a 0.0002 percent increase in demand on the water supply system compared to the city's average daily usage of 1.3 billion gallons per day (gpd). As the total water usage anticipated under the Proposed Modification would result in less than 1 mgd, the Proposed Modification, like the Proposed Actions, would not result in a significant adverse impact on the city's water supply or system water pressure.

Sanitary Flows

Sanitary sewage generation rates applicable to the Proposed Development were derived from the *CEQR Technical Manual*. The Proposed Development is expected to have approximately 0.29 mgd of daily sanitary sewage generated under the Proposed Modification. This is a 0.04 mgd increase compared to the With-Action condition analyzed in the FEIS (0.25 mgd). The Existing/No-Action condition sewage generation remains the same as stated in the FEIS (0.02 mgd).

The incremental sanitary sewage generated under the Proposed Modification, as compared with the Existing/No-Action condition, would be 0.27 mgd. This increase in wastewater generation would equate to approximately 0.086 percent of the Newtown Creek WRRF capacity of 310 mgd, which is equal to that of the With-Action condition analyzed in the FEIS.

Stormwater Flows

Under the Proposed Modification, the Proposed Development would connect to the existing NYC DEP combined sewer system (CSS) located within Quay Street.

Total stormwater runoff volume flowing to the East River under the Proposed Modification would remain the same as under the Proposed Actions.

Under the Proposed Modification, total stormwater runoff volume flowing to the CSS increases from 0.04 to 0.21 MG; the FEIS disclosed an increase of 0.04 to 0.19 MG. The increment under the Proposed Modification represents only a 0.013 to 0.068 percent increase of the Newtown Creek WRRF capacity. The FEIS With-Action condition discloses a 0.011 to 0.064 percent increase.

Neither the Proposed Actions nor the Proposed Modification would cause the Newtown Creek WRRF to exceed its operational capacity. Additionally, as described in the FEIS, the implementation of best management practices (BMPs) is required under NYC's Unified Stormwater Rule (USWR), which updated and aligned water quantity requirements in the city's combined sewer drainage areas with water quality requirements in separately sewered drainage areas, providing a comprehensive, citywide stormwater management policy for public and private development. Therefore, stormwater retention would be required onsite for small and frequent rainfall events to prevent an increase in combined sewer overflow (CSO) events as compared to No-Action Condition. The projected increase in sanitary and stormwater flows would not cause the Newtown Creek WRRF to exceed its operational capacity or cause an increase in CSO events; as such, no significant adverse impact would occur under the Proposed Modification.

Transportation

A transportation analysis was prepared to evaluate the effects of the Proposed Modification. As compared to the Proposed Development analyzed in the FEIS, the Proposed Modification would result in the development of 185 additional DU, for a total of 1,335 DUss (the Base Scenario). To allow for flexibility in the development program, an alternate scenario is also considered, under which 135 additional DUs would be added to the Proposed Development, for a total of up to 1,285 DUs (the Alternate Scenario). In both scenarios, compared to the Proposed Development analyzed in the FEIS, commercial retail space would decrease by 16,650 gsf, community facility space would decrease by 16,200 gsf, and open space would increase by 1,000 sf. As the Base Scenario would have more DUs than the Alternate Scenario, the Base Scenario is assumed for transportation analyses for conservative analysis purposes.

Travel demand analyses and assessments of all analyzed travel modes; and detailed analyses of parking and subway conditions were conducted to assess the change in the potential for significant adverse transportation impacts under the Proposed Modification compared to the FEIS. These analyses were conducted using the same factors, assumptions and methodologies as presented in the FEIS.

Traffic Volumes

Table 10 summarizes the project-generated peak hour vehicular volumes for the Proposed Development with the Proposed Modification and as detailed in the FEIS. Compared to conditions under the FEIS, the Proposed Modification would result in a reduction of six vehicles per hour (vph) during the weekday AM peak hour, 50 vph in the weekday midday peak hour, 51 vph in weekday PM peak hour, and 57 vph in the Saturday peak hour.

Table 10 Vehicle Trips Generated by the Proposed Development (Base Scenario)

	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
Mode	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
FEIS With-Action												
Auto (On-Site)[1]	23	81	104	32	32	64	59	35	94	53	50	103
Auto (On-Street)[1]	28	23	51	51	54	105	62	69	131	76	74	150
Taxi	8	8	16	15	15	30	16	16	32	16	16	32
Delivery Vehicle	4	4	8	5	5	10	1	1	2	1	1	2
Total	**63**	**116**	**179**	**103**	**106**	**209**	**138**	**121**	**259**	**146**	**141**	**287**
Proposed Modification With-Action												
Auto (On-Site)[1]	26	94	120	36	36	72	68	41	109	62	59	121
Auto (On-Street)[1]	15	12	27	28	29	57	34	37	71	41	40	81
Taxi	9	9	18	11	11	22	13	13	26	13	13	26
Delivery Vehicle	4	4	8	4	4	8	1	1	2	1	1	2
Total	**54**	**119**	**173**	**79**	**80**	**159**	**116**	**92**	**208**	**117**	**113**	**230**
Difference												
Auto (On-Site)[1]	3	13	16	4	4	8	9	6	15	9	9	18
Auto (On-Street)[1]	-13	-11	-24	-23	-25	-48	-28	-32	-60	-35	-34	-69
Taxi	1	1	2	-4	-4	-8	-3	-3	-6	-3	-3	-6
Delivery Vehicle	0	0	0	-1	-1	-2	0	0	0	0	0	0
Total	**-9**	**3**	**-6**	**-24**	**-26**	**-50**	**-22**	**-29**	**-51**	**-29**	**-28**	**-57**

Note:
[1] Residential autos are assumed to park in the on-site parking garage. Non-residential autos are expected to park on the street.

Transit and Pedestrian Volumes

The number of peak hour person trips generated by the Proposed Development as identified in the FEIS and with the Proposed Modification for each travel mode is summarized in **Table 11** and below. The difference in peak hour person trips generated by the Proposed Development under the Proposed Modification and as detailed in the FEIS is also summarized in **Table 11**.

- During the weekday AM peak hour, the project under the Proposed Modification would generate four fewer bus-only trips, 84 additional subway trips, four additional ferry trips, and 139 fewer pedestrian trips (walk plus bus, subway, ferry, and trips to and from on-street parking spaces).
- During the weekday midday peak hour, the project under the Proposed Modification would generate 23 fewer bus-only trips, 27 additional subway trips, four additional ferry trips, and 403 fewer pedestrian trips (walk plus bus, subway, ferry, and trips to and from on-street parking spaces).
- During the weekday PM peak hour, the project under the Proposed Modification would generate 26 fewer bus-only trips, 53 additional subway trips, three additional ferry trips, and 518 fewer pedestrian trips (walk plus bus, subway, ferry, and trips to and from on-street parking spaces).
- During the Saturday peak hour, the project under the Proposed Modification would generate 28 fewer bus-only trips, 60 additional subway trips, four additional ferry trips, and 598 fewer pedestrian trips (walk plus bus, subway, ferry, and trips to and from on-street parking spaces).

Table 11 Person Trips Generated By The Proposed Development

	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
Mode	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
FEIS With-Action												
Auto (On-Site)[1]	24	87	111	34	34	68	64	38	102	57	54	111
Auto (On-Street)[1]	35	28	63	74	82	156	82	99	181	104	100	204
Taxi	4	10	14	12	14	26	12	15	27	15	13	28
Bus	10	12	22	27	33	60	27	36	63	37	34	71
Subway	138	456	594	203	209	412	361	235	596	333	319	652
Ferry	6	21	27	8	8	16	15	9	24	13	13	26
Bicycle	10	35	45	13	13	26	27	16	43	23	22	45
Walk-only	266	290	556	416	417	833	580	559	1,139	664	661	1,325
Total Persons	**493**	**939**	**1,432**	**787**	**810**	**1,597**	**1,168**	**1,007**	**2,175**	**1,246**	**1,216**	**2,462**
Total Pedestrians	**455**	**807**	**1,262**	**728**	**749**	**1,477**	**1,065**	**938**	**2,003**	**1,151**	**1,127**	**2,278**
Proposed Modification With-Action												
Auto (On-Site)[1]	28	101	129	39	39	78	74	44	118	66	63	129
Auto (On-Street)[1]	19	15	34	41	45	86	44	53	97	56	54	110
Taxi	4	11	15	8	10	18	11	10	21	12	11	23
Bus	7	11	18	17	20	37	17	20	37	22	21	43
Subway	153	525	678	218	221	439	401	248	649	363	349	712
Ferry	7	24	31	10	10	20	17	10	27	15	15	30
Bicycle	11	41	52	16	16	32	31	18	49	27	25	52
Walk-only	158	203	362	246	246	492	350	325	675	394	391	785
Total Persons	**387**	**931**	**1,319**	**595**	**607**	**1,202**	**945**	**728**	**1,673**	**955**	**929**	**1,884**
Total Pedestrians	**344**	**778**	**1,123**	**532**	**542**	**1,074**	**829**	**656**	**1,485**	**850**	**830**	**1,680**
Difference												
Auto (On-Site)[1]	4	14	18	5	5	10	10	6	16	9	9	18
Auto (On-Street)[1]	-16	-13	-29	-33	-37	-70	-38	-46	-84	-48	-46	-94
Taxi	0	1	1	-4	-4	-8	-1	-5	-6	-3	-2	-5
Bus	-3	-1	-4	-10	-13	-23	-10	-16	-26	-15	-13	-28
Subway	15	69	84	15	12	27	40	13	53	30	30	60
Ferry	1	3	4	2	2	4	2	1	3	2	2	4
Bicycle	1	6	7	3	3	6	4	2	6	4	3	7
Walk-only	-108	-87	-194	-170	-171	-341	-230	-234	-464	-270	-270	-540
Total Persons	**-106**	**-8**	**-113**	**-192**	**-203**	**-395**	**-223**	**-279**	**-502**	**-291**	**-287**	**-578**
Total Pedestrians	**-111**	**-29**	**-139**	**-196**	**-207**	**-403**	**-236**	**-282**	**-518**	**-301**	**-297**	**-598**

Note:
[1] Residential autos are assumed to park in the on-site parking garage. Non-residential autos are assumed to park on the street.

Traffic

As detailed in the FEIS, the Proposed Development would have the potential to result in significant adverse traffic impacts to four intersections (at six specific traffic movements) during the weekday AM peak hour, four intersections (at six specific traffic movements) during the weekday midday peak hour, five intersections (at nine specific traffic movements) during the weekday PM peak hour, and five intersections (at seven specific traffic movements) during the Saturday peak hour.

With the Proposed Modification, the Proposed Development would generate fewer vehicle trips compared to the Proposed Actions as analyzed in the FEIS (between 6 and 57 fewer vehicle trips would be generated depending on the analysis peak hour). Therefore, with the Proposed Modification, the Proposed Development would not have the potential to result in additional or worse traffic impacts in each peak hour analyzed as identified in the FEIS.

Parking

The Proposed Development would provide approximately 140 on-site parking spaces; the parking supply would not change with the Proposed Modification. Under the FEIS With-Action condition, project-generated parking demand that could not be accommodated on-site would be accommodated at off-site, on-street parking facilities. There would be sufficient capacity available (off-street plus on-street) to accommodate the project-generated parking demand within one-quarter mile of the Development Site – there would be a surplus of five spaces (off-street plus on-street) during the weekday midday period, 150 spaces during the weekday PM period, 119 spaces during the overnight period, and 206 spaces during the Saturday midday period.

With the Proposed Modification, project-generated parking demand would be higher than projected in the FEIS With-Action condition by 29 spaces (total demand of 313 spaces) during the weekday midday period, 37 spaces (total demand of 375 spaces) during the weekday PM period, 64 spaces (total demand of 467 spaces) during the overnight period, and 38 spaces (total demand of 380 spaces) during the Saturday period, respectively. As a result, the increase in parking demand would reduce the surpluses to 113 spaces during the weekday PM period, 55 spaces during the overnight period, and 168 spaces during the Saturday midday period. However, during the weekday midday period the increase in parking demand would result in a shortfall of 24 spaces. Per *CEQR Technical Manual* guidelines, this parking shortfall is not considered a significant adverse impact.

Pedestrians

Significant adverse pedestrian impacts were identified in the FEIS at the intersection of Franklin Street and Quay Street at one crosswalk during all peak hours analyzed and at one corner during the Saturday peak hour.

As summarized above, the Proposed Development would generate fewer pedestrian trips under the Proposed Modification as compared to the program analyzed in the FEIS (between 114 and 598 fewer pedestrian trips would be generated depending on the analysis peak hour). Therefore, with the Proposed Modification, the Proposed Development would not have the potential to result in additional or worse significant adverse pedestrian impacts than those identified in the FEIS.

Subways

Fare control areas and stairways were analyzed at the subway stations closest to the Development Site—the Greenpoint Avenue station and Nassau Avenue station (both served by the G subway line)—during the AM

and PM commuter peak hours. The FEIS analysis determined that the fare control areas and stairways analyzed at both stations would operate at acceptable levels of service during both peak hours, therefore the Proposed Development would not have the potential to result in significant impacts to these subway stations. The same analyses were conducted with the Proposed Modification and determined that the fare control areas and stairways would also operate at acceptable levels of service during the peak hours analyzed. Therefore, the Proposed Modification would not result in significant subway station impacts.

The line haul analysis of the G subway line conducted for the FEIS determined that the subway line would operate with sufficient capacity at the maximum load points. With the Proposed Modification, the G subway line would also operate with sufficient capacity. Therefore, the Proposed Modification would not have the potential to result in significant line haul impacts to the G subway line.

Air Quality

Like the Proposed Actions analyzed in the FEIS, under the Proposed Modification, the Project Developer would commit to using electric HVAC and hot water systems for the Proposed Development and an RD would be recorded against the Development Site to ensure this commitment. The FEIS conclusions for air quality, including stationary sources, parking analysis, and industrial sources would remain unchanged and no significant adverse impacts would result from the Proposed Modification. Based on traffic results in the **Transportation** section, an assessment of potential mobile source impacts resulting from project-generated vehicle trips is not warranted for the Proposed Modification as the number of incremental vehicle trips would decrease compared to the FEIS. Therefore, there is no potential for significant adverse mobile source air quality impacts due to the Proposed Modification.

Greenhouse Gas and Climate Change

The Proposed Modification would result in a relatively small increase in total gross square footage compared to the Proposed Development as analyzed in the FEIS – approximately 1,215,000 gsf in the FEIS compared to 1,289,250 gsf under the Proposed Modification. The overall emissions under the Proposed Modification would represent less than 0.02 percent of the City's overall 2022 GHG emissions of 53.7 million metric tons, which is consistent with the conclusion in the FEIS. As such, as under the Proposed Actions, there would be no significant adverse GHG emission or climate change impacts as a result of the Proposed Modification.

Noise

The FEIS conclusions for stationary and mobile noise sources would remain unchanged under the Proposed Modification, and no significant adverse impacts would occur. The noise attenuation requirement specified in FEIS would be sufficient to maintain acceptable interior noise conditions for residential and community facility uses. To implement this attenuation requirement, an RD would be recorded against the Development Site specifying the appropriate amount of window/wall attenuation and the need for alternate means of ventilation. Based on the traffic results provided in the **Transportation** section, an assessment of potential mobile source impacts resulting from project-generated vehicle trips is not warranted for the Proposed Modification as the number of incremental vehicle trips would decrease compared to the FEIS. Therefore, there is no potential for significant adverse mobile source noise impacts due to the Proposed Modification.

Public Health

The Proposed Modification would not result in significant adverse public health impacts. Similar to the FEIS findings, the Proposed Modification would not result in unmitigated significant adverse impacts related to air quality, hazardous materials, water quality, or noise. While significant adverse noise impacts could occur during construction under the Proposed Modification, these would be temporary impacts resulting from conditions that are common during the construction of high-rise buildings in New York City. Excessive noise can affect health through the disruption of sleep or hearing. While noise during the construction period would reach applicable impact thresholds at one receptor (at 3 West Street), these thresholds are based on quality-of-life considerations as opposed to public health considerations. Noise levels during the construction period would not be high enough to constitute a public health concern. Construction under the Proposed Modification 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, as per the *CEQR Technical Manual*. Therefore, no significant adverse public health impacts would occur as a result of the Proposed Modification, as under the Proposed Actions.

Neighborhood Character

Like the Proposed Actions, the Proposed Modification would not result in significant adverse impacts to neighborhood character. The changes resulting from the Proposed Modification, like the changes expected under the Proposed Actions, would not result in significant adverse impacts in the technical areas of land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; historic and cultural resources; shadows; or operational noise. While the Proposed Development would result in significant adverse impacts related to increased noise during the construction period, and increased traffic and pedestrians in the operational and construction periods, these impacts would not result in a significant adverse impact to the defining elements of neighborhood character, nor any of the defining features. The resulting traffic and pedestrian conditions would be similar to those already seen in the neighborhood defining the study area, and would not be out of character with the surrounding neighborhood, and construction impacts would be temporary in duration. As such, the significant adverse impacts related to transportation and construction would not result in a neighborhood character impact.

Construction

As discussed above, the size of the East Building would increase by approximately 90,450 gsf and 14 stories under the Proposed Modification. The size increase would result in an estimated 3-month increase in the construction duration for the East Building; however, the total construction duration for the Proposed Development would not change. Additionally, the peak construction period identified in the FEIS – the fourth quarter of 2029 (Q4 2029) – would not change as a result of the Proposed Modification. Therefore, construction of the Proposed Development under the Proposed Modification would be expected to result in the same construction impacts as under the Proposed Actions. As detailed in the FEIS, these construction impacts include transportation (traffic and pedestrians) and noise. No new significant adverse construction impacts would occur as a result of the Proposed Modification.

As detailed in the FEIS regarding construction air quality and noise, PCREs would be implemented. For construction air quality, if contractors choose to use older diesel equipment, the use of diesel particulate filters (DPF) in Tier 3 emission standard for diesel engines (model years 2006-2011 for engine sizes between 50 and 600 hp) would be implemented. Tier 3 with DPF achieves the same $PM_{2.5}$ emission reductions as a newer Tier 4 emission standard for diesel engines. The Tier 3 engines with DPF would achieve diesel

particulate matter (DPM) reductions of approximately 90 percent when compared to older uncontrolled engines. This construction air quality control measure would be implemented as a PCRE to reduce air pollutant emissions and avoid the potential for significant adverse air quality impacts during construction.

For construction noise, grid power would be used instead of generators during Foundation, Superstructure, and Finishing phase. In the event that grid power is not sufficient or not yet available, generators would be used on a temporary basis. This control measure would be implemented as a PCRE to reduce construction noise.

Effects on Disadvantaged Communities

Like the Proposed Actions, the Proposed Modification would not result in significant adverse impacts related to effects on disadvantaged communities (DACs). Based on the technical analyses presented in this Technical Memorandum, the Proposed Modification would result in the same significant adverse impacts as the Proposed Actions – transportation (traffic and pedestrians) and construction (traffic, pedestrians, and noise). As detailed in the FEIS, construction impacts would be temporary and are typical for a project of this size, and operational traffic impacts would affect a limited number of intersections that would experience poor levels of service in the No-Action condition as well. Although not all transportation and construction impacts could be mitigated, none of these significant adverse impacts would cause or increase a disproportionate pollution burden on a DAC, either alone or in conjunction with other technical areas.

Mitigation

The April 2026 FEIS for the Proposed Actions identified significant adverse impacts in the areas of transportation (traffic and pedestrians) and construction (traffic, pedestrians, and noise). As noted above, the Proposed Modification would not result in new or worse significant adverse impacts than those identified in the FEIS. The measures identified in the FEIS to mitigate specific impacts would mitigate the same impacts associated with the Proposed Modification, as described in further detail below.

Transportation

Traffic

In general, mitigation measures identified for the FEIS With-Action would also mitigate impacts associated with the Proposed Modification – see **Appendix B** for a summary of the proposed mitigation measures under the FEIS With-Action condition and the Proposed Modification. The Proposed Modification would not result in additional unmitigated significant adverse traffic impacts.

Pedestrians

A pedestrian impact at the intersection of Franklin Street and Quay Street (at one crosswalk during the weekday AM, midday, PM, and Saturday peak hours; and at one corner during the Saturday peak hour) was identified under the FEIS With-Action condition. The Proposed Modification has the potential to result in the same pedestrian impact. No feasible mitigation measures were identified, therefore the significant adverse impacts to these pedestrian elements would remain unmitigated under both the Proposed Actions and Proposed Modification.

Construction

As discussed above, construction under the Proposed Modification would be expected to result in the same construction impacts as under the Proposed Actions. As detailed in the FEIS, these construction impacts include transportation (traffic and pedestrians) and noise. No new significant adverse construction impacts would occur as a result of the Proposed Modification, and mitigation measures would be unchanged from the FEIS.

Unavoidable Significant Adverse Impacts

The Proposed Modification would not result in new or worse significant adverse impacts compared to the Proposed Actions and, therefore, would result in the same or fewer unavoidable significant adverse impacts. **Chapter 21, Unavoidable Significant Adverse Impacts** of the April 2026 FEIS identified the following unavoidable impacts:

Transportation

Traffic

Significant traffic impacts to the intersections listed below would remain unmitigated:

- Franklin Street and Quay Street (weekday midday, PM, and Saturday peak hours)
- Franklin Street and Greenpoint Avenue (weekday AM peak hour)
- McGuinness Boulevard and Greenpoint Avenue (Saturday peak hour)
- West Street and Oak Street (weekday AM peak hour)
- Franklin Street and Milton Street (Saturday peak hour)

The proposed mitigation measures are subject to review and approval by NYC DOT. If, prior to implementation, NYC DOT determines that any of the identified mitigation measures are infeasible, and no other alternative and equivalent mitigation measures could be advanced, then the impacts would remain unmitigated.

Pedestrians

Two of the 22 pedestrian elements analyzed would be significantly adversely impacted:

- Southwest corner at the intersection of Franklin Street and Quay Street (Saturday peak hour)
- South crosswalk at the intersection of Franklin Street and Quay Street (weekday AM, midday, PM and Saturday peak hours)

As discussed in **Chapter 19, Mitigation** in the FEIS, no feasible mitigation measures were identified, therefore significant adverse impacts to these pedestrian elements would remain unmitigated.

Construction

Traffic

The significant adverse traffic impact at the intersection listed below would remain unmitigated during construction:

- McGuinness Boulevard and Greenpoint Avenue (weekday PM construction peak hour)

The proposed mitigation measures are subject to review and approval by NYC DOT. If, prior to implementation, NYC DOT determines that any of the identified mitigation measures are infeasible, and no other alternative and equivalent mitigation measures could be advanced, then the impacts would remain unmitigated.

Pedestrians

As described in **Chapter 18, Construction**, in the FEIS, construction-related activities would generate 567 pedestrian trips during the weekday AM and PM construction peak hours. While the number of construction-related pedestrian trips would be substantially lower than pedestrian trips generated by the Proposed Development (1,262 pedestrian trips during the weekday AM commuter peak hour and 2,278 pedestrian trips during the PM commuter peak hour would be generated by the Proposed Development as analyzed in the FEIS), significant impacts were identified that could not be mitigated at the south crosswalk at the intersection of Franklin Street and Quay Street under weekday operational conditions. Therefore, it is possible that construction activities could result in the same significant adverse pedestrian impacts, although the potential for these significant pedestrian impacts during construction would be no worse than what has been identified for the operational condition.

Noise

Construction of the Proposed Development would have the potential to result in a significant adverse construction noise impact on the future building to be located at 3 West Street due to exceedances of the thresholds for exterior increase in noise and thresholds for acceptable interior noise levels for residential uses. No other receptors analyzed would experience significant adverse construction noise impacts. Construction at the Development Site would be required to adhere to New York City's construction noise regulations, including the requirement to prepare and implement a Construction Noise Mitigation Plan and to construct an 8-foot-tall construction noise barrier, as well as additional measures (i.e., limiting the usage of generators) beyond what is required by the code, which is assumed in the noise modeling analysis. Even with these measures, construction noise would exceed the threshold for a significant adverse construction noise impact at one receptor location, 3 West Street, during certain phases of construction. No further practicable and feasible mitigation measures were identified to fully mitigate the identified potential significant adverse construction noise impact. As such, this significant adverse impact would be unmitigated and therefore unavoidable.

Growth-Inducing Aspects of the Proposed Actions

As under the Proposed Actions, the Proposed Modification would activate the currently underutilized Development Site with a mixture of residential, community facility, and commercial uses, as well as a new publicly accessible waterfront open space. The Proposed Modification is limited to the boundary of the Development Site and would not extend beyond this boundary. Like the Proposed Actions, the Proposed Modification would introduce new housing, including units that would be permanently affordable pursuant to MIH. Compared to the proposed 300 affordable DUs in the FEIS, the Proposed Modification would facilitate the development of up to 185 additional DUs compared to the 1,150 total DUs analyzed in the FEIS, for a total of 1,335 total DUs, of which up to 668 (up to 50 percent) would be affordable, including 161 affordable senior units in the Base Scenario.

Although additional development of affordable housing would result under the Proposed Modification, the Proposed Modification would not generate significant secondary impacts resulting in substantial new development in nearby areas. Therefore, the Proposed Modification would not induce significant new growth in the surrounding area.

Irreversible and Irretrievable Commitments of Resources

Development of a larger building to accommodate new affordable units under the Proposed Modification would constitute a long-term commitment of land resources, thereby rendering land for other purposes highly unlikely in the foreseeable future. As the enlargement of the East Building to accommodate more units would be a vertical enlargement only, the same amount of land resources would be committed to development as under the Proposed Actions.

Further, the commitments of resources and materials are weighed against the benefits of the Proposed Modification. Both the Proposed Modification and Proposed Actions are intended to provide benefits to the community, such as new open space; improved neighborhood and waterfront connectivity; resiliency and flood protection; a new museum; much needed housing, including affordable housing units; and neighborhood retail constructed on the site of an existing incompatible and non-compliant industrial use. Additional benefits would include long-term funding for the operation of Bushwick Inlet Park; vital infrastructure investment in a new NYCTA Facility to support long-term maintenance and emergency services for NYCTA; ground lease payments to the NYCTA to support public infrastructure investment; improvements to shoreline access and resiliency; environmental cleanup; and the provision of unionized building maintenance jobs, construction jobs targeting minority- and women-owned businesses (MWBE), and local employment. Compared to the benefits of the Proposed Actions, the Proposed Modification would deliver more affordable units—up to 668 affordable DUs, compared to 300 affordable DUs assessed in the FEIS—which offers greater community benefit.

Overall, like with the Proposed Actions, the long-term commitment of land, resources, and materials associated with the Proposed Modification would be balanced by the Proposed Development's beneficial aspects, including an additional up to 668 units of affordable housing.

Conclusion

Based on the assessment described above, the Proposed Modification would not change the conclusions in the April 2026 FEIS. Therefore, the Proposed Modification would not result in any newly identified significant adverse environmental impacts compared to the Proposed Actions studied in the April 2026 FEIS.

Appendix A: Comparative Shadow Figures – FEIS, Proposed Modification, and Incremental Difference

Description of Figures

The following figures present the FEIS shadow analysis, the Proposed Modification shadow analysis, and the incremental shadow difference for the identified times when a difference between the FEIS and Proposed Modification was observed. Where the FEIS did not evaluate a particular time period, due to differences in the duration and timing of shadows under the respective programs, the corresponding FEIS figure is not provided.

O5 – 61 Franklin Street Garden

Figure 1 Proposed Modification: December 21 – 12:45 PM[3]



Figure 2 Incremental Difference: December 21 – 12:45 PM



[3] The 12:45 p.m. figure was not shown in the FEIS. It is included in the Technical Memorandum because the East Building height change caused the shadow increment to reach the resource earlier. Accordingly, an additional figure was provided in the Technical Memorandum to illustrate this change.

O10 – Calyer Place Open Space

Figure 3 FEIS: March 21/September 21 – 9:30 AM



Figure 4 Proposed Modification: March 21/September 21 – 9:30 AM



Figure 5 Incremental Difference: March 21/September 21 – 9:30 AM

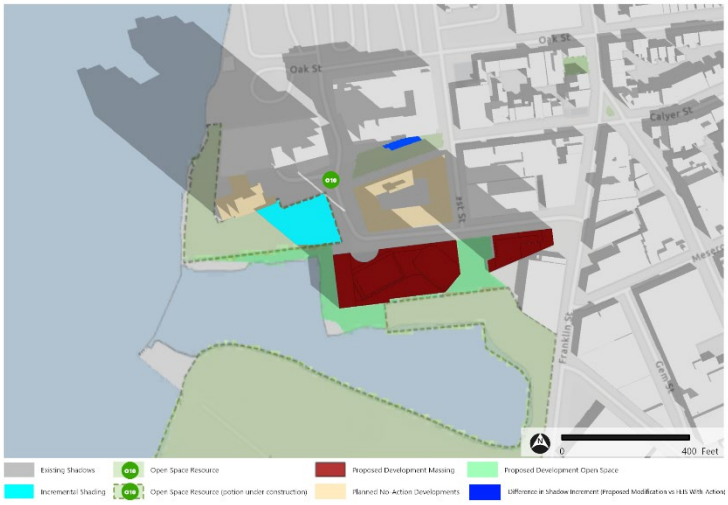


Figure 6 FEIS: March 21/September 21 – 10:30 AM



Figure 7 Proposed Modification: March 21/September 21 – 10:30 AM



Figure 8 Incremental Difference: March 21/September 21 – 10:30 AM



Figure 9 Proposed Modification: May 6/August 6 – 7:00 AM[4]



Figure 10 Incremental Difference: May 6/August 6 – 7:00 AM



[4] The FEIS figure is not included because the Proposed Modification changes the East Building height, causing the incremental shadow to reach the resource earlier than depicted in the FEIS.

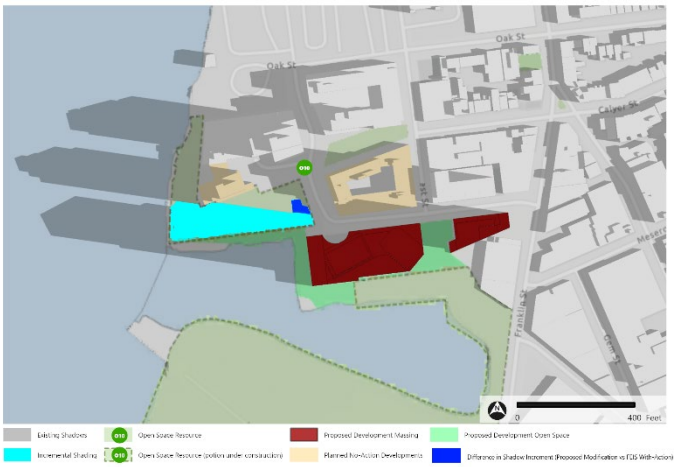
Figure 11 FEIS: May 6/August 6 – 8:00 AM



Figure 12 Proposed Modification: May 6/August 6 – 8:00 AM



Figure 13 Incremental Difference: May 6/August 6 – 8:00 AM



N1 – East River

Figure 14 FEIS: December 21 – 8:51 AM



Figure 15 Proposed Modification: December 21 – 8:51 AM



Figure 16 Incremental Difference: December 21 – 8:51 AM



Appendix B: Traffic Mitigation Measures

Traffic Mitigation Measures

Intersection	FEIS and Proposed Modification
Weekday AM Peak Hour	
Franklin Street and Calyer Street	Modify signal timing from 60 sec cycle to 120 sec cycle: NB/SB phase green time shifts from 31 sec to 80 sec; Pedestrian-only phase shifts from 24 sec to 35 sec
Franklin Street and Greenpoint Avenue	Modify signal timing from 60 sec cycle to 120 sec cycle: EB/WB phase green time shifts from 19 sec to 48 sec; NB/SB phase green time shifts from 24 sec to 55 sec; LPI of 7 sec remains
McGuinness Boulevard and Greenpoint Avenue	Shift 3 sec of green time from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 64 sec to 61 sec; EB/WB phase green time shifts from 36 sec to 39 sec] Shift offset from 26 sec to 28 sec
Weekday Midday Peak Hour	
Franklin Street and Calyer Street	Modify signal timing from 60 sec cycle to 120 sec cycle: NB/SB phase green time shifts from 31 sec to 80 sec; Pedestrian-only phase shifts from 24 sec to 35 sec
Franklin Street and Greenpoint Avenue	Modify signal timing from 60 sec cycle to 120 sec cycle: EB/WB phase green time shifts from 19 sec to 48 sec; NB/SB phase green time shifts from 24 sec to 55 sec; LPI of 7 sec remains
McGuinness Boulevard and Greenpoint Avenue	Shift 3 sec of green time from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 63 sec to 60 sec; EB/WB phase green time shifts from 37 sec to 40 sec]
Weekday PM Peak Hour	
Franklin Street and Calyer Street	Modify signal timing from 60 sec cycle to 120 sec cycle: NB/SB phase green time shifts from 31 sec to 80 sec; Pedestrian-only phase shifts from 24 sec to 35 sec
Franklin Street and Greenpoint Avenue	Modify signal timing from 60 sec cycle to 120 sec cycle: EB/WB phase green time shifts from 19 sec to 47 sec; NB/SB phase green time shifts from 24 sec to 56 sec; LPI of 7 sec remains
Manhattan Avenue and Greenpoint Avenue	Shift 2 sec of green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 55 sec to 53 sec. EB/WB green time shifts from 55 sec to 57 sec
McGuinness Boulevard and Greenpoint Avenue	Shift 3 sec of green time from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 64 sec to 61 sec; EB/WB phase green time shifts from 36 sec to 39 sec]

Traffic Mitigation Measures

Intersection	FEIS and Proposed Modification
Saturday Peak Hour	
Franklin Street and Calyer Street	Modify signal timing from 60 sec cycle to 120 sec cycle: NB/SB phase green time shifts from 31 sec to 81 sec; Pedestrian-only phase shifts from 24 sec to 34 sec
Franklin Street and Greenpoint Avenue	Modify signal timing from 60 sec cycle to 120 sec cycle: EB/WB phase green time shifts from 19 sec to 48 sec; NB/SB phase green time shifts from 24 sec to 55 sec; LPI of 7 sec remains
McGuinness Boulevard and Greenpoint Avenue	Shift 1 sec of green time from NB/SB phase to EB/WB phase. [NB/SB phase green time shifts from 63 sec to 62 sec; EB/WB phase green time shifts from 37 sec to 38 sec]

Note: Bolded text indicates changes in proposed measures compared to the FEIS