City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 600 McDonald Avenue Catering

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP076K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
180171ZMK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC City Planning Commission			Congregation Chasdei Belz Beth Malka		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Olga Abinader, Acting Director, EARD			Hiram Rothkrug, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st floor			ADDRESS 55 Water Mill Road		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3493	EMAIL oabinad@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL hrothkrug@environmentalstudiescorp.com	

5. *Project Description*

The Applicant, Congregation Chasdei Belz Beth Malka, seeks the mapping of a C2-4 commercial overlay on a 44,177 sf area, now zoned R5, consisting of 7 lots on Block 5369 in Brooklyn. The project site consists of two lots (6 and 82) occupied by a private school. (The site includes a 1,500 sf portion of Lot 6 that is outside of the proposed rezoning area.) The action would facilitate the Applicant's ability to continue using the school's existing kitchen and dining facilities for commercial purposes when the school is not in operation, as a Use Group 9 commercial banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. The banquet hall includes a total of 20,365 gsf (including approximately 8,900 zsf) of existing cellar and basement space. During school hours, the space would continue to serve the school and to function as Use Group 3 community facility space. On non-Applicant-owned Lots 1-5, the RWCDS projects that the existing buildings would remain but that commercial uses would replace the residential and community facility uses that now occupy the basements of those buildings. The projected changes in use on Lots 1-5 would displace three dwelling units and a 1,280 sf prayer room and would add 6,720 gsf of commercial space.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 12	STREET ADDRESS 600 McDonald Ave., 317 Dahill Rd., and 2-12 Avenue C
TAX BLOCK(S) AND LOT(S) Block 5369, Lots 1, 2, 3, 4, 5, 6 (p/o), 82.		ZIP CODE 11218

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Avenue C between McDonald Ave. and Dahill Rd. and both McDonald Ave. and Dahill Rd. south of Avenue C

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5	ZONING SECTIONAL MAP NUMBER 22c

6. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE

☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☒ YES ☐ NO
☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Because the Applicant's two buildings were constructed with bulk variances granted by the BSA, the proposed change in use is subject to BSA approval.

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)
☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)
☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

7. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)
Total directly affected area (sq. ft.): 44,177 Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 44,177 Other, describe (sq. ft.): 0

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 0
NUMBER OF BUILDINGS: 0 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 0
HEIGHT OF EACH BUILDING (ft.): N/A NUMBER OF STORIES OF EACH BUILDING: N/A

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 36,177
The total square feet not owned or controlled by the applicant: 8,000

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☒ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: 0 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	0	27,085	0	0
Type (*e.g.,* retail, office, school)	units	banquet hall and retail		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 32
Provide a brief explanation of how these numbers were determined: 20 retail (3 workers per 1,000 sf x 6,720 sf); 12 banquet hall

(online profile of company formed to operate the catering business at the site)

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☒ YES ☐ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly: The use of school space as a commercial banquet hall would be discontinued.

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2019

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 0

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☐ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Institutional

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See the attached.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☒
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☐

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☐	☒
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 1,580		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 5,858,485,500		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Brian Kintish	October 12, 2018

SIGNATURE Brian Kintish

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact: YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Acting Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME: Olga Abinader	DATE: 10/12/2018
SIGNATURE: Olga Abinader	

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning, acting on behalf of the City Planning Commission assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds that the proposed project:
and related actions sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this Determination are noted below.

Land Use, Zoning and Public Policy

1. This EAS includes a Land Use, Zoning and Public Policy section, which analyzes the potential significance of the proposed action on land use, zoning and public policy in the study area. The proposed action would map a C2-4 commercial overlay within an R5 residential district to facilitate the legalization of an existing nonconforming commercial use. The project area is predominantly characterized by a diverse mix of uses including residential, industrial, commercial, and community facility. The analysis concludes that no significant adverse impacts related to Land Use, Zoning and Public Policy would result from the proposed action.

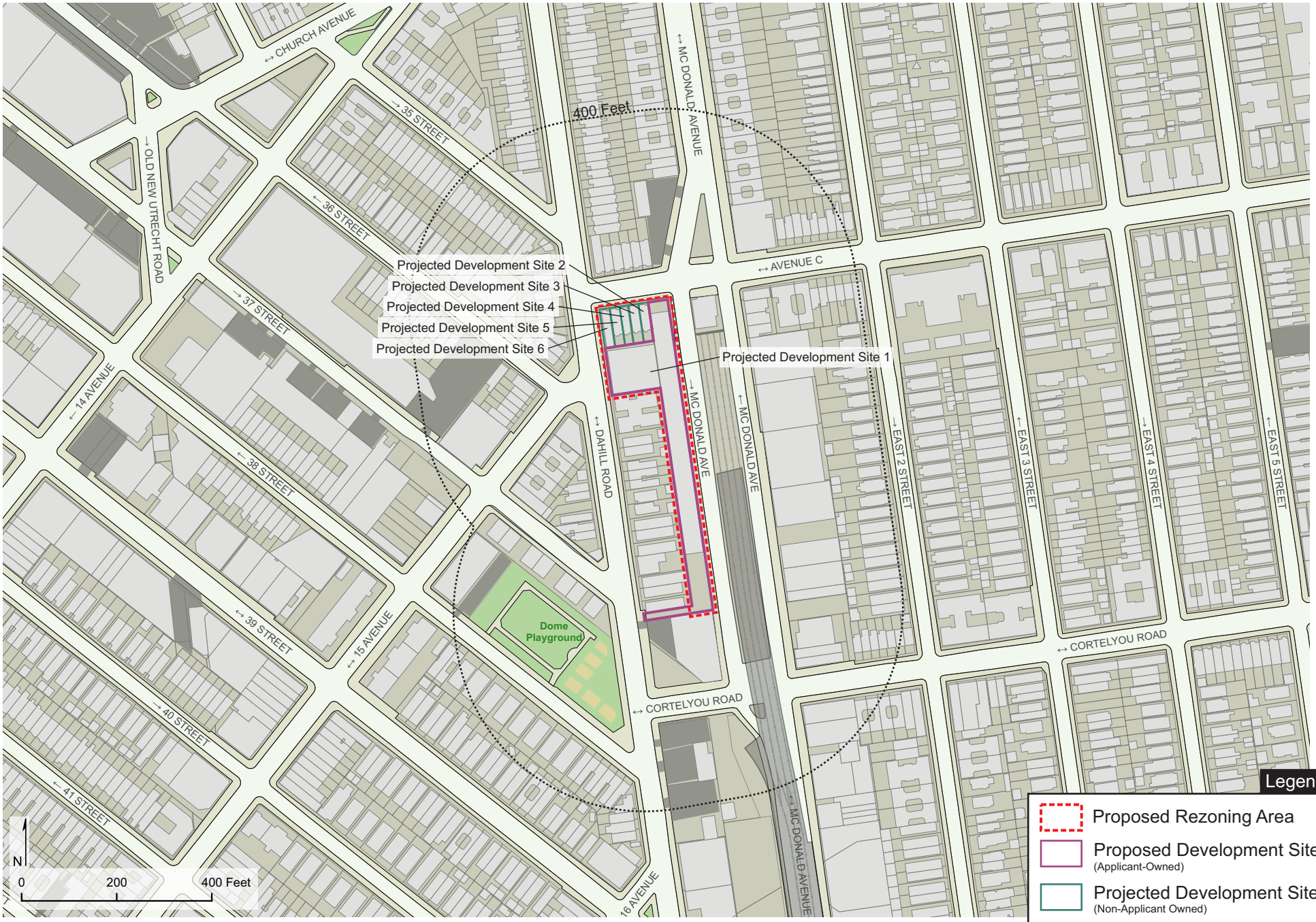
Noise

2. This EAS includes a mobile source noise assessment using two different methodologies; direct comparison of field data and projections based on existing AADT data. Both methods concluded that project-generated vehicular trips would not result in a significant increase to the general external noise exposure. Accordingly, no noise-related impacts are anticipated as a result of the proposed action.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
Acting Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME Olga Abinader	DATE 10/12/2018
SIGNATURE Olga Abinader	

TITLE	
Chair, Department of City Planning	
NAME Marisa Lago	DATE 10/15/2018
SIGNATURE	



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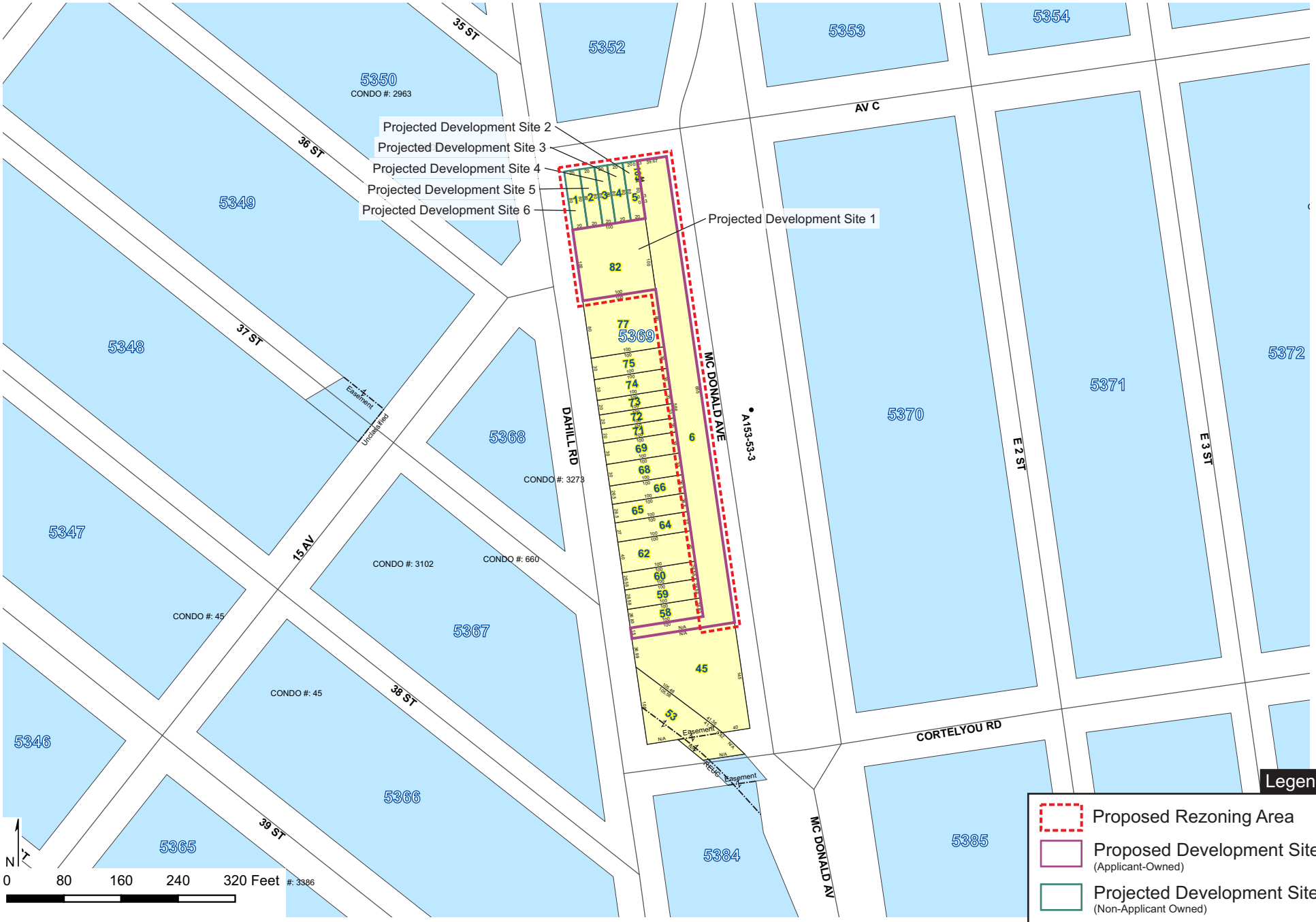

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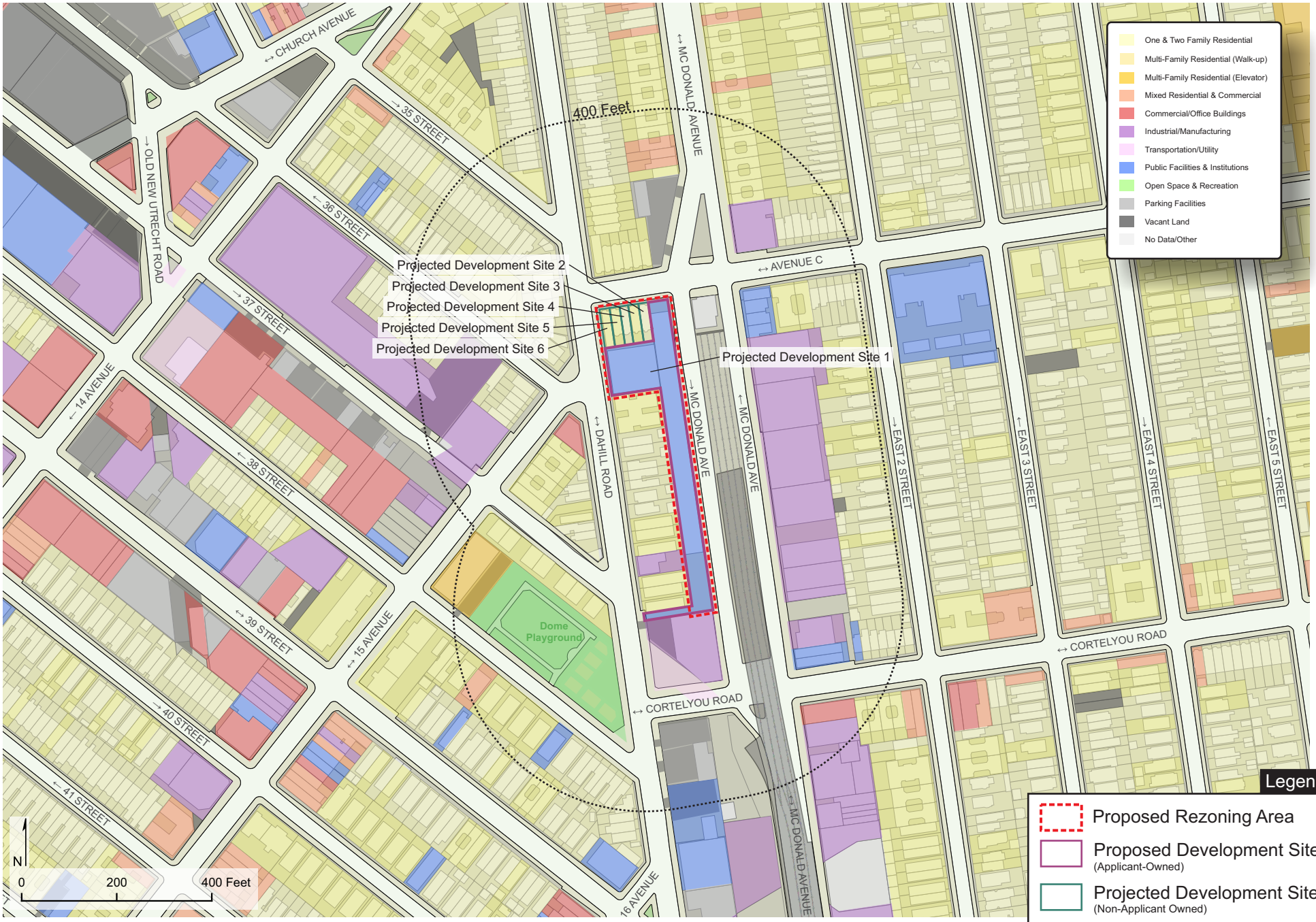

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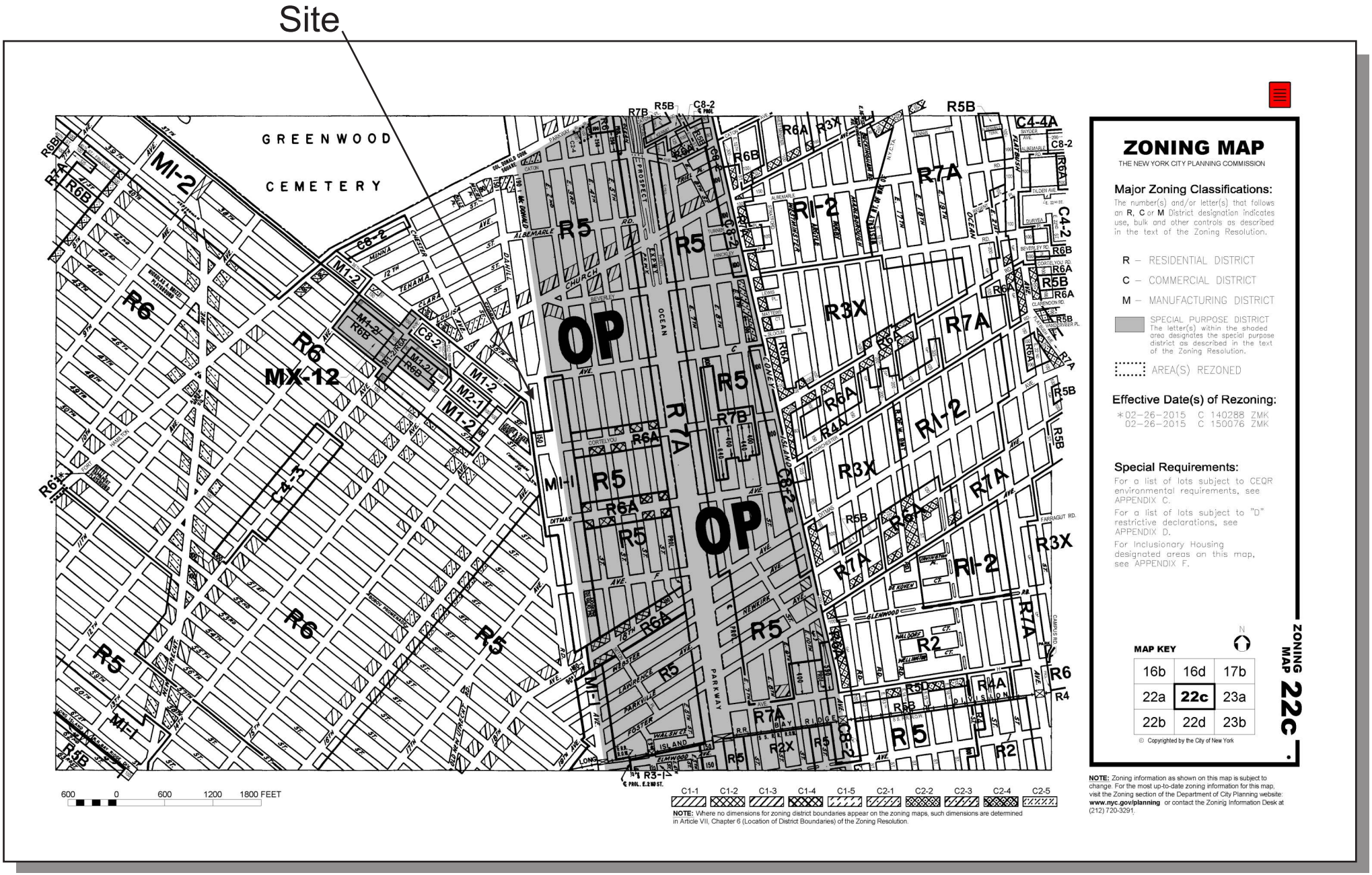
Site
GREENWOOD
CEMETERY
OP
R6
MX-12
R5
R7A
R7B
R6A
R3X
R3A
R4A
R4
R5B
R6B
R2
R2X
M1-1
M1-2
M2-1
C8-2
C4-4A
C4-2
C4-3
R1-2
MINNA
TEHAMA
CLARA
LOUISA
CHURCH
PROSPECT
ALBEMARLE
BEVERLEY
OCEAN
PARKVILLE
FOSTER
WALSH
ISLAND
ELMWOOD
RENWICK
GLENWOOD
FARRAGUT RD.
DITMAS
LAWRENCE
MACKENZIE
MALL DORF
HELLENITH
DE KOVEN
CHARLES RD
PARKWAY
RIDGE
BAY
600 0 600 1200 1800 FEET
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.
ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
*02-26-2015 C 140288 ZMK
02-26-2015 C 150076 ZMK
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
MAP KEY
16b 16d 17b
22a 22c 23a
22b 22d 23b
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ZONING MAP 22c
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.



Data Source: MapPLUTO 2016v2, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com



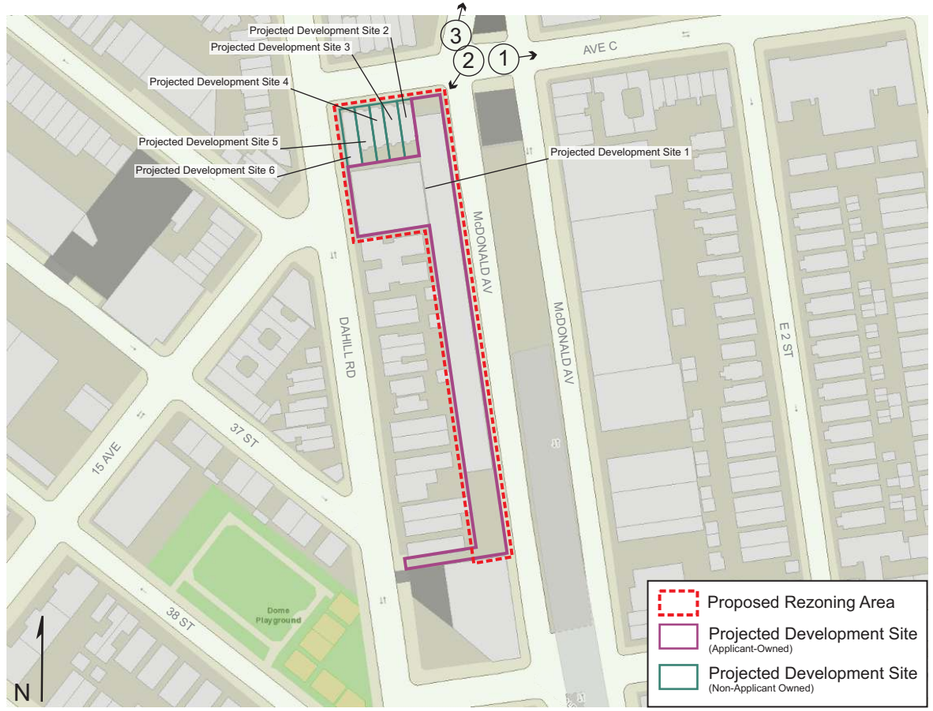
1. View of Avenue C facing east from the Site.



2. View of the Site facing southwest from Avenue C.



3. View of McDonald Avenue facing northeast from Avenue C.





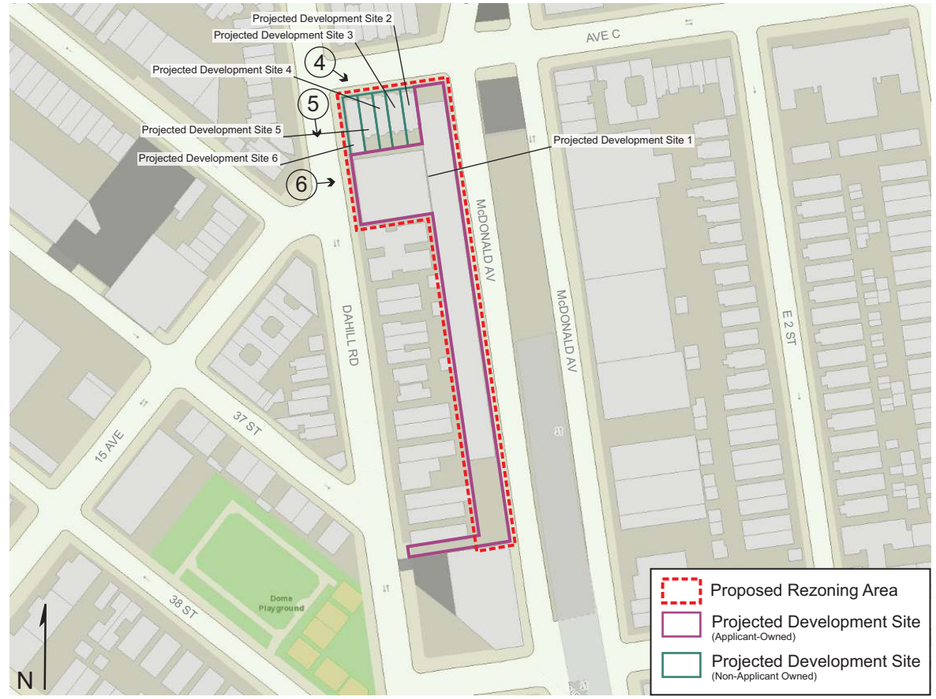
4. View of the south side of Avenue C between Dahill Road and McDonald Avenue.



5. View of Dahill Road facing south from Avenue C (Site at left).



6. View of the Site facing east from Dahill Road.





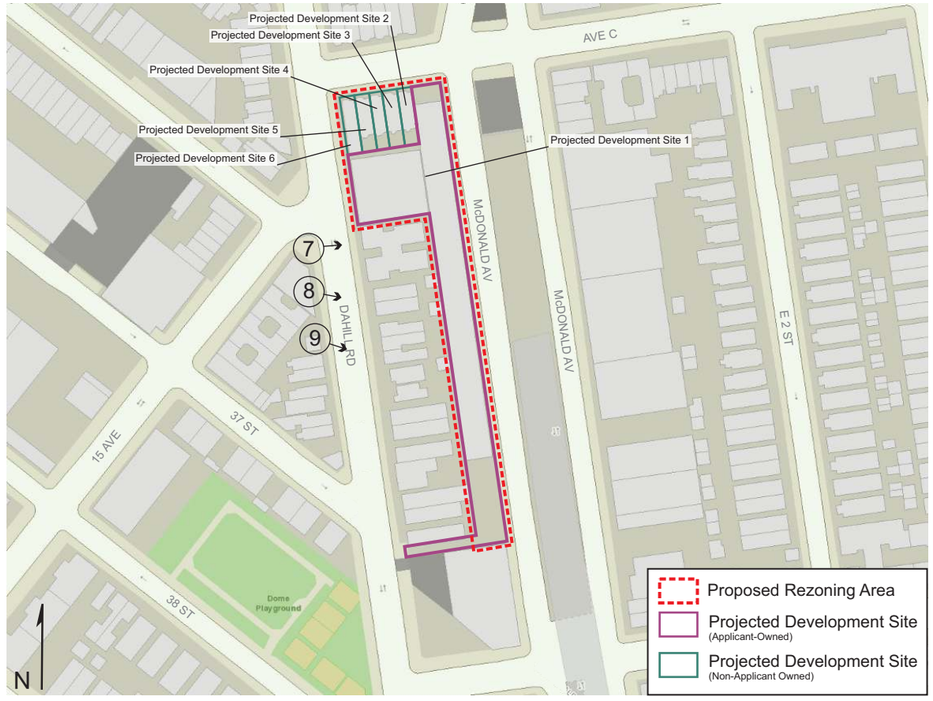
7. View of the east side of Dahill Road between Avenue C and Cortelyou Road.



8. View of the east side of Dahill Road between Avenue C and Cortelyou Road.



9. View of the east side of Dahill Road between Avenue C and Cortelyou Road.





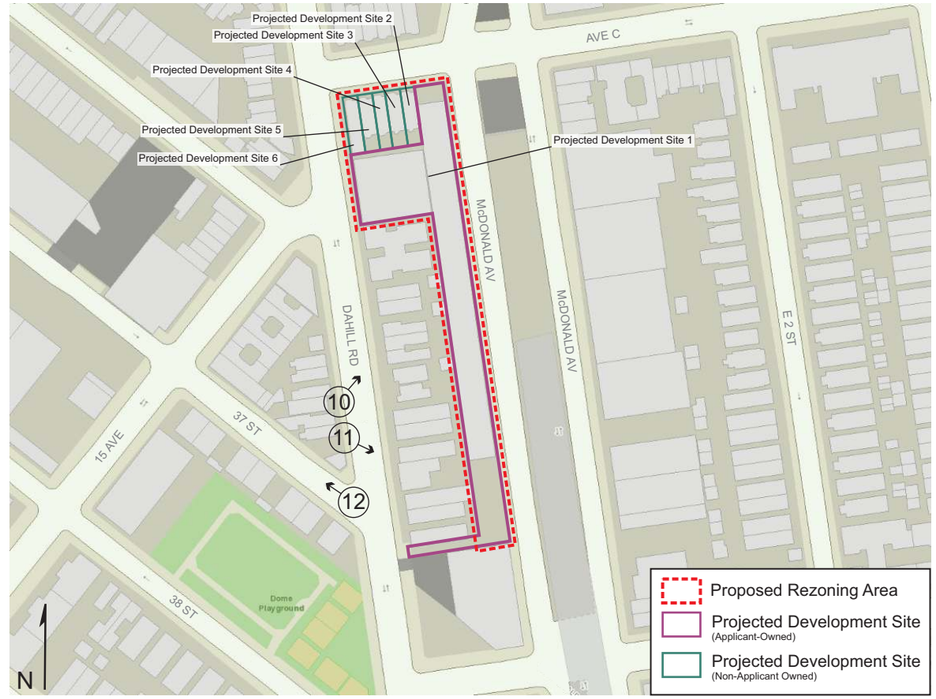
10. View of the east side of Dahill Road between Avenue C and Cortelyou Road.



11. View of the east side of Dahill Road between Avenue C and Cortelyou Road.



12. View of 37th Street facing northwest from Dahill Road.





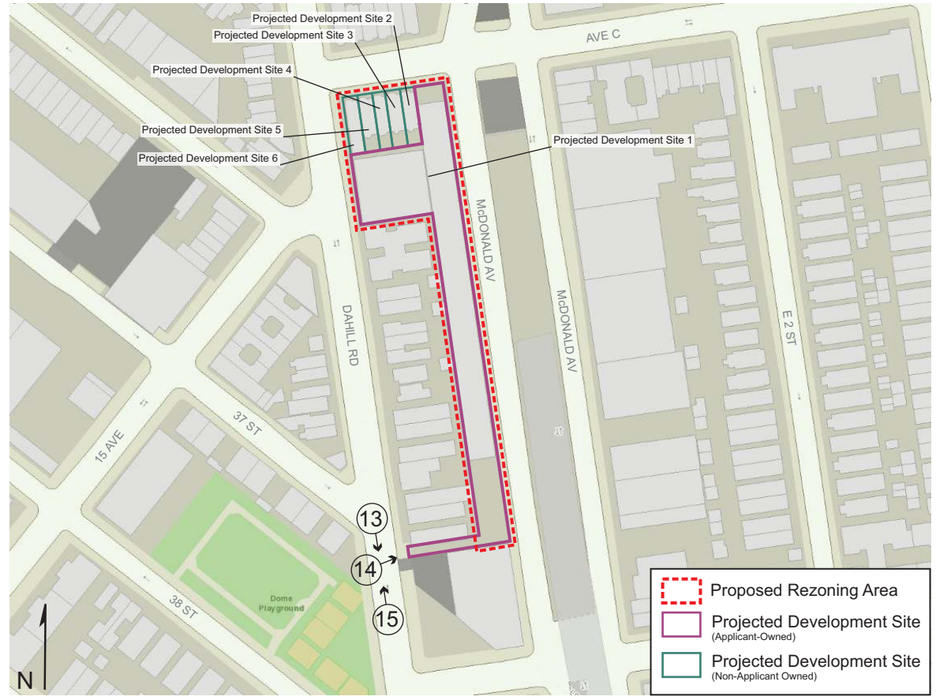
13. View of Dahill Road facing south from 37th Street (Site at left).



14. View of the Site facing northeast from Dahill Road.



15. View of Dahill Road facing north (Site at right).





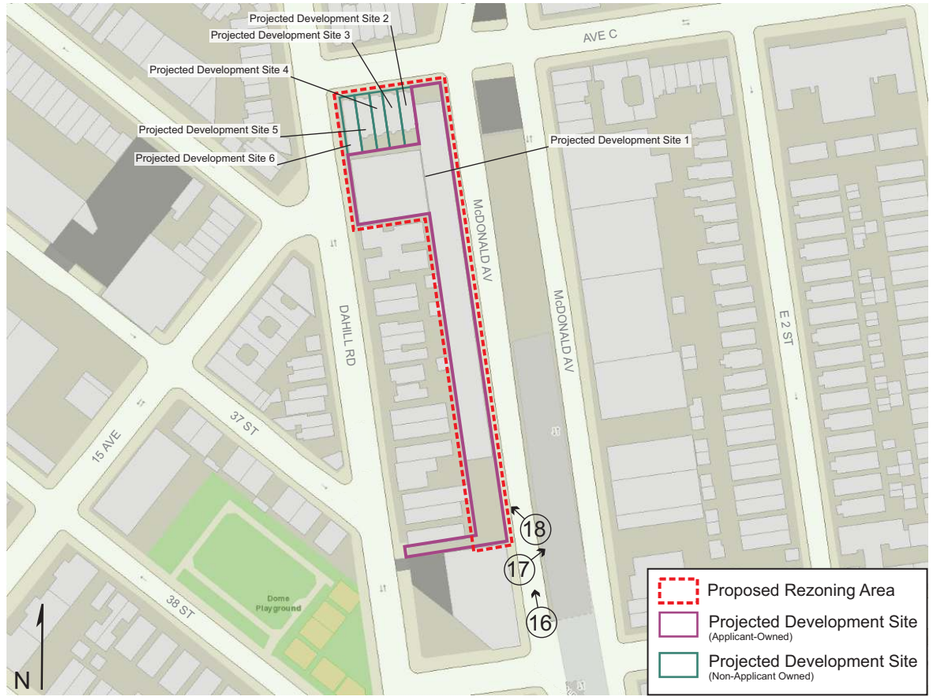
16. View of McDonald Avenue facing north from Cortelyou Road (Site ahead at left).



17. View of McDonald Avenue facing northeast from the Site.



18. View of the Site facing northwest from McDonald Avenue.





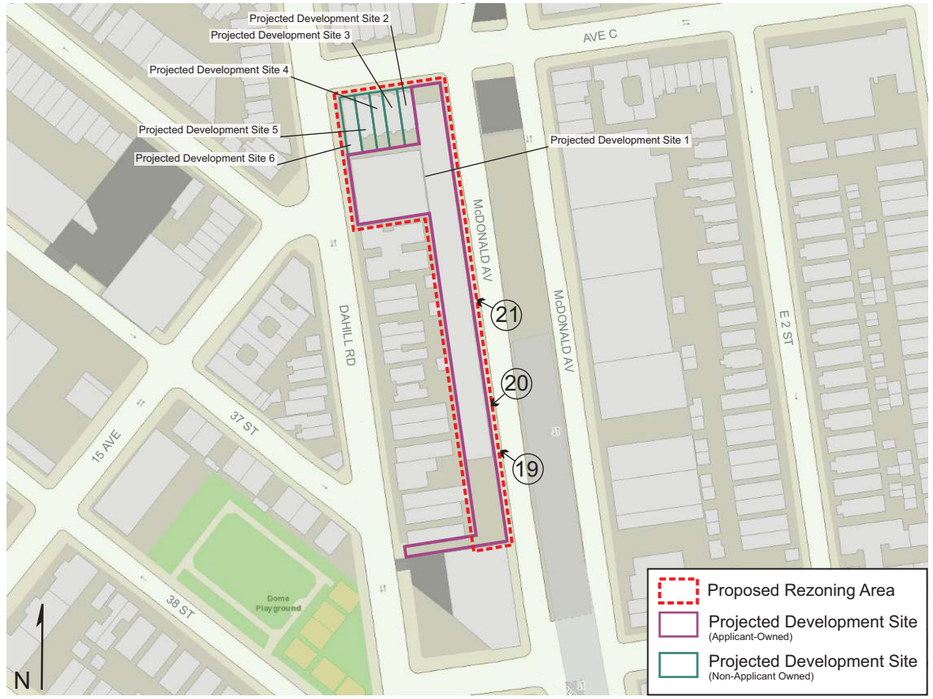
19. View of the Site facing northwest from McDonald Avenue.



20. View of the Site facing southwest from McDonald Avenue.



21. View of the Site facing northwest from McDonald Avenue.





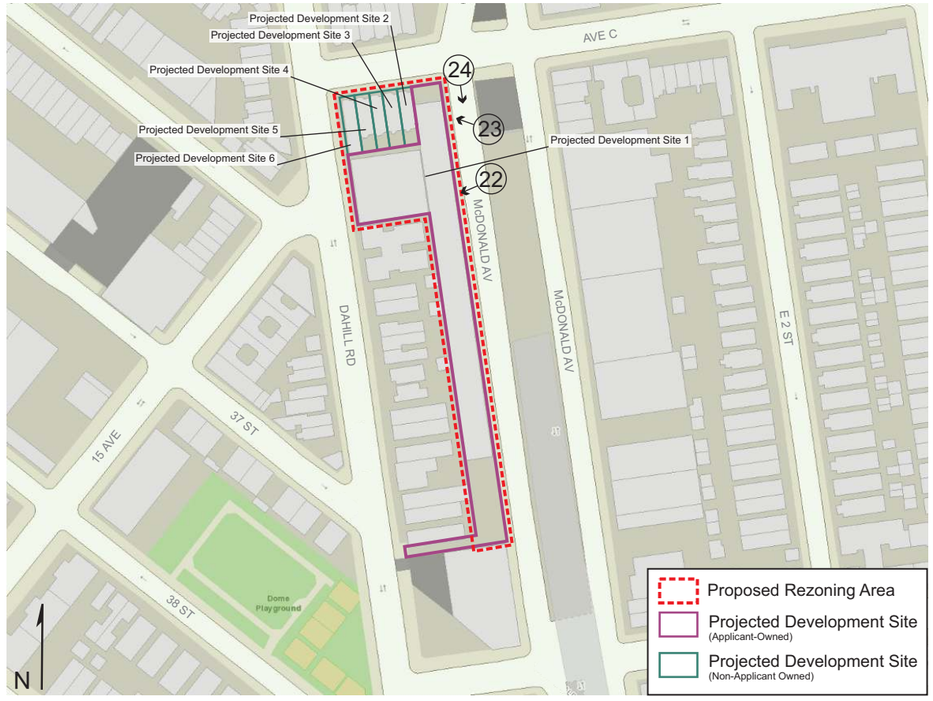
22. View of the Site facing southwest from McDonald Avenue.



23. View of the Site facing northwest from McDonald Avenue.



24. View of McDonald Avenue facing south from Avenue C (Site at right).





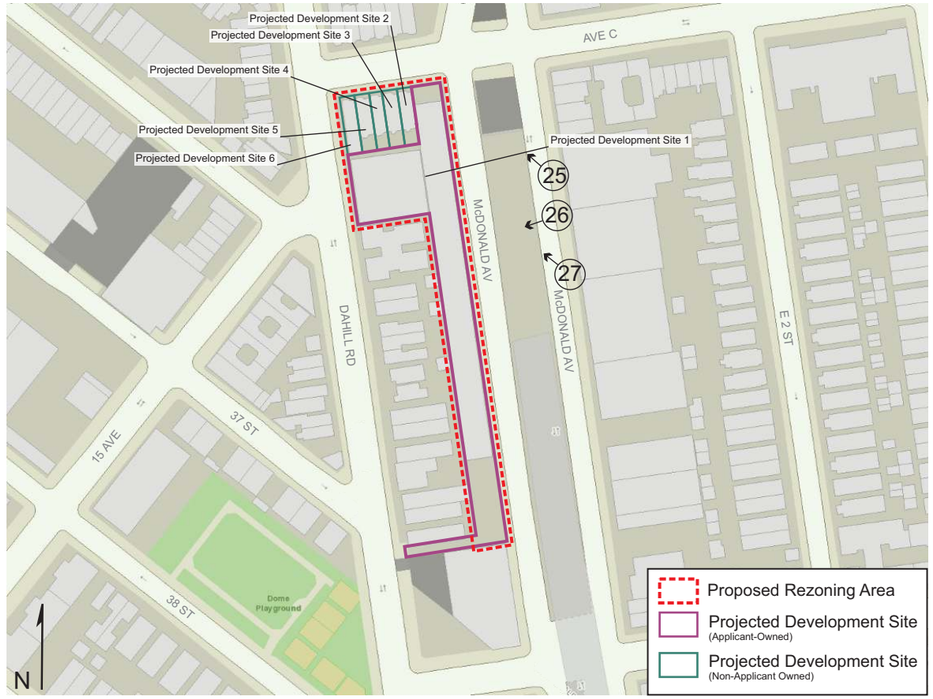
25. View of the Site facing northwest from McDonald Avenue.



26. View of the Site facing southwest from McDonald Avenue.



27. View of the Site facing northwest from McDonald Avenue.





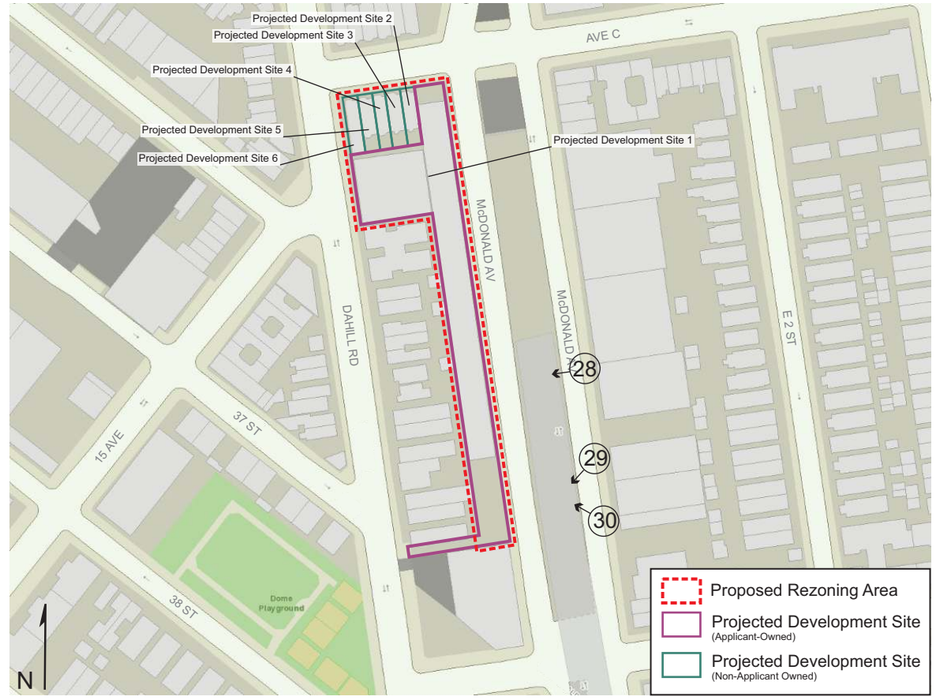
28. View of the Site facing west from McDonald Avenue.



29. View of the Site facing southwest from McDonald Avenue.



30. View of the Site facing northwest from McDonald Avenue.



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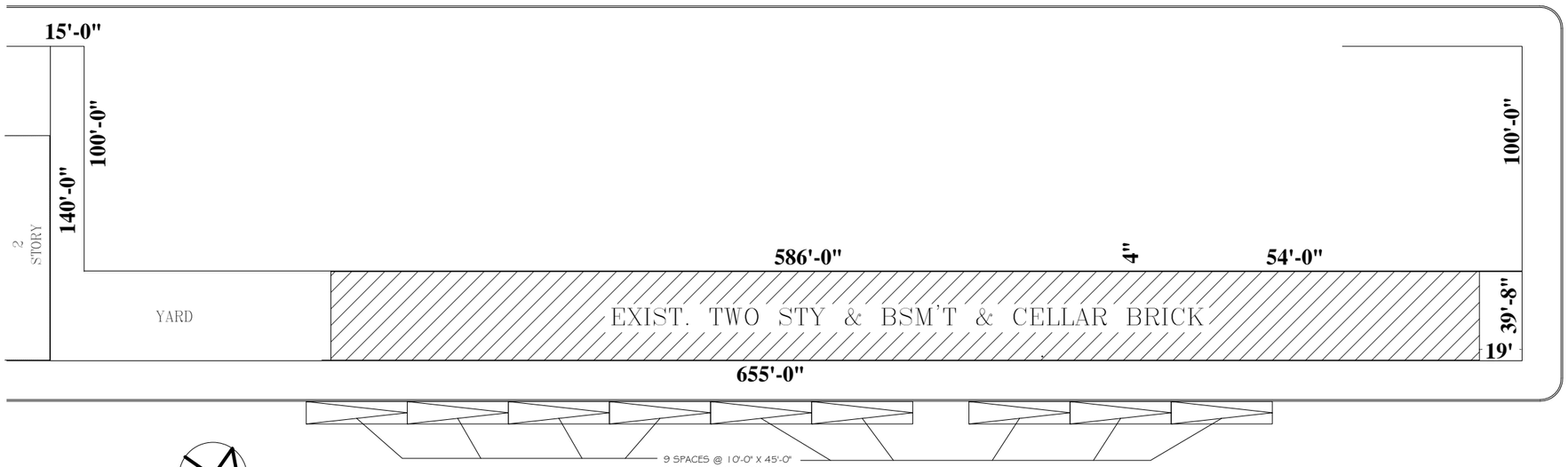
EXISTING FLOOR AREA CALCULATION

BASEMENT =	20,282 SF
1ST FLOOR =	20,282 SF
2ND FLOOR =	20,282 SF
TOTAL AREA =	60,846 SF

DAHILL ROAD
(80' WIDE)



AVENUE "C"
(80' WIDE)

McDONALD AVENUE
(160' WIDE)

EXISTING PLOT PLAN

SCALE: 1" = 100'-0"

100' 50' 0' 100' 200'

SCALE : 1" = 100'-0"

Sheet #	Title
1	Existing Plot Plan
2	Existing Cellar Plan - Part "C"
3	Existing Grade - Stair
4	Existing Basement Floor Plan - Part "A"
5	Existing Basement Floor Plan - Part "B"
6	Existing Basement Floor Plan - Part "C"
7	Existing First Floor Plan - Part "A"
8	Existing First Floor Plan - Part "B"
9	Existing First Floor Plan - Part "C"
10	Existing Second Floor Plan - Part "A"
11	Existing Second Floor Plan - Part "B"
12	Existing Second Floor Plan - Part "C"
13	Existing Avenue "C" Elevation
14	Existing McDonald Avenue Elevation
15	Existing Streetscape
16	Existing Cross Section
17	Proposed Plot Plan
18	Proposed Cellar Plan - Part "C"
19	Proposed Grade - Stairs
20	Proposed Basement Floor Plan - Part "A"
21	Proposed Basement Floor Plan - Part "B"
22	Proposed Basement Floor Plan - Part "C"
23	Proposed First Floor Plan - Part "A"
24	Proposed First Floor Plan - Part "B"
25	Proposed First Floor Plan - Part "C"
26	Proposed Second Floor Plan - Part "A"
27	Proposed Second Floor Plan - Part "B"
28	Proposed Second Floor Plan - Part "C"
29	Proposed Third Floor Plan - Part "A"
30	Proposed Third Floor Plan - Part "B"
31	Proposed Third Floor Plan - Part "C"
32	Proposed Fourth Floor Plan - Part "A"
33	Proposed Fourth Floor Plan - Part "B"
34	Proposed Fourth Floor Plan - Part "C"
35	Proposed Roof Plan - Part "A"
36	Proposed Roof Plan - Part "B"
37	Proposed Roof Plan - Part "C"
38	Proposed Avenue "C" Elevation
39	Proposed Cross Section
40	Proposed McDonald Avenue Elevation
41	Proposed Streetscape
42	Proposed Longtitudinal Section
43	Proposed Yard Waivers

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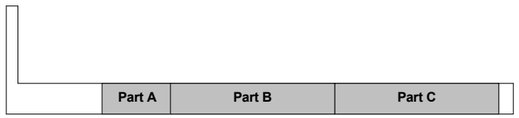
KEY PLAN



APPLICATION # -14 BZ

BLOCK - LOT 5369- 6

SCALE 1" = 60'-0"

REVISIONS



Existing Plot Plan

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

FRIEDMAN, P.E.
ARCHITECTURAL ENGINEERING
3 LANGERIS DR MONSEY, NEW YORK 10952
E-Mail: FPE@FRIEDMANPE.COM Tel # (845) 356-3999

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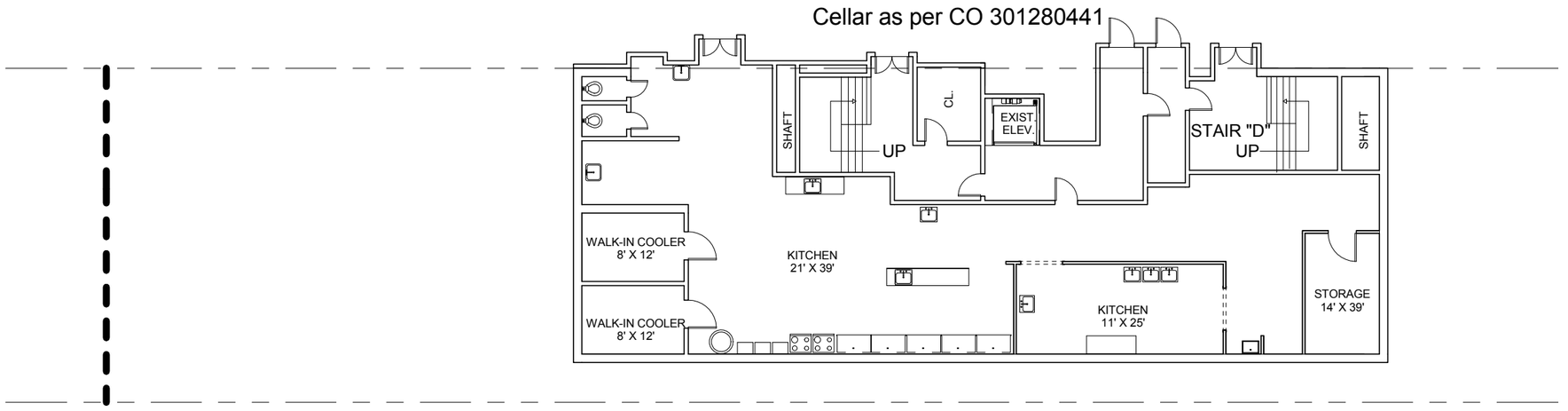

EXISTING CELLAR PLAN - PART "C"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part C

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED
NO. 62898
PROFESSIONAL ENGINEER

Existing Cellar Plan - Part "C"

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

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3 LANGERIS DR MONSEY, NEW YORK 10952
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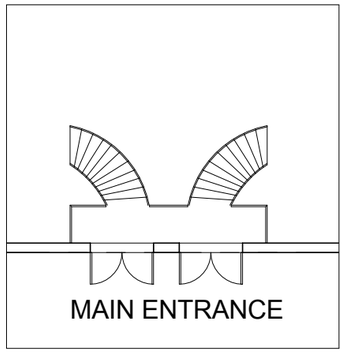

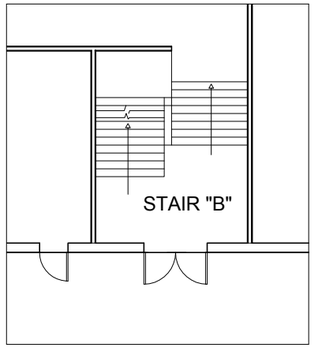

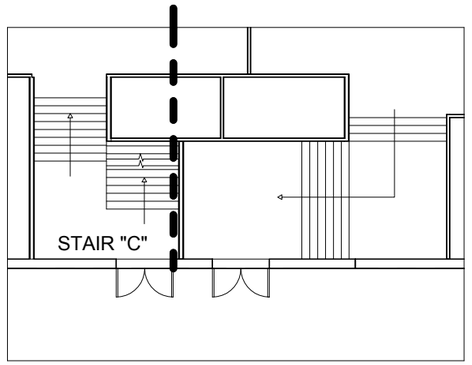

EXISTING GRADE - STAIR

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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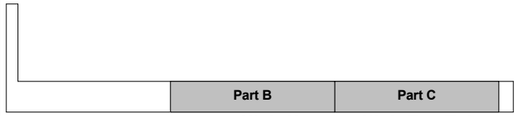
KEY PLAN



APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS



Existing Grade - Stair

Client: 600 McDonald Avenue
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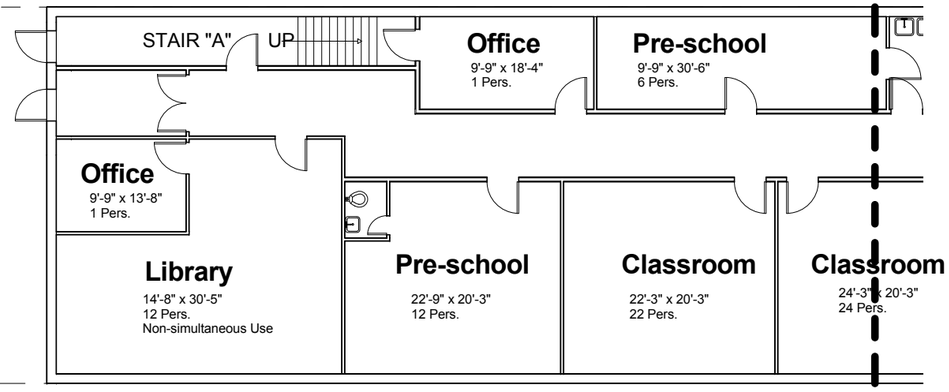
PLAYGROUND



124' - 10"

EXISTING BASEMENT FLOOR PLAN - PART "A"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part A

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED
NO. 62898
PROFESSIONAL ENGINEER

Existing Basement Floor Plan - Part "A"

Client: 600 McDonald Avenue
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Cong Chasidei Belz Beth Malka

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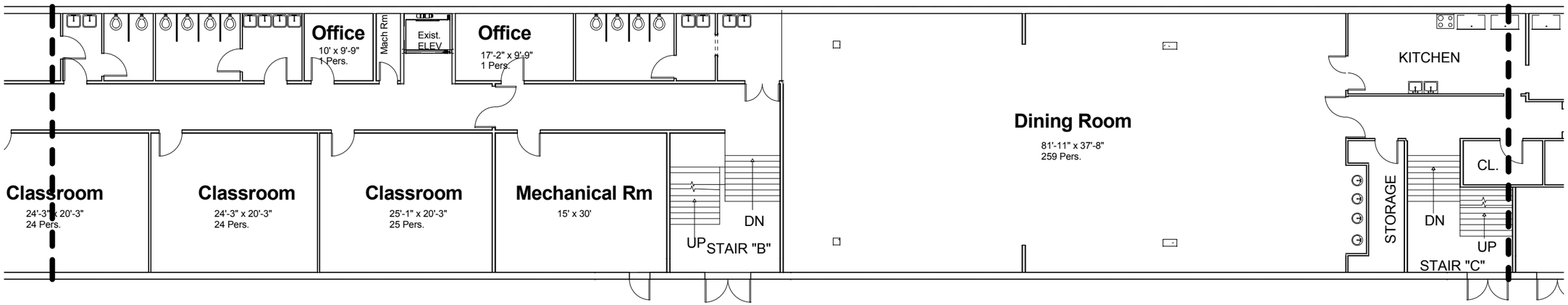

EXISTING BASEMENT FLOOR PLAN - PART "B"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part B

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED
NO. 062898
PROFESSIONAL ENGINEER

Existing Basement Floor Plan - Part "B"

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

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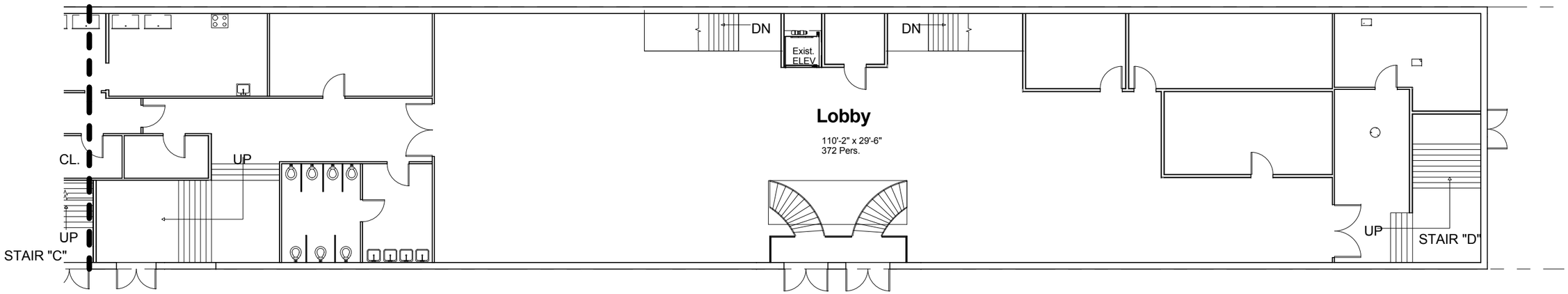

EXISTING BASEMENT FLOOR PLAN - PART "C"

SCALE: 1/16" = 1'-0"

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16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

KEY PLAN



APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS



Existing Basement Floor Plan - Part "C"

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

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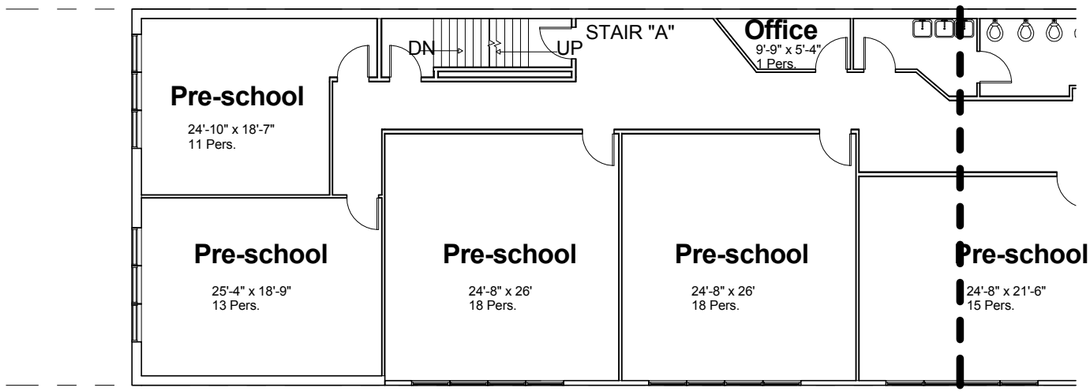

EXISTING FIRST FLOOR PLAN - PART "A"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part A

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

Existing First Floor Plan - Part "A"

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

DATE

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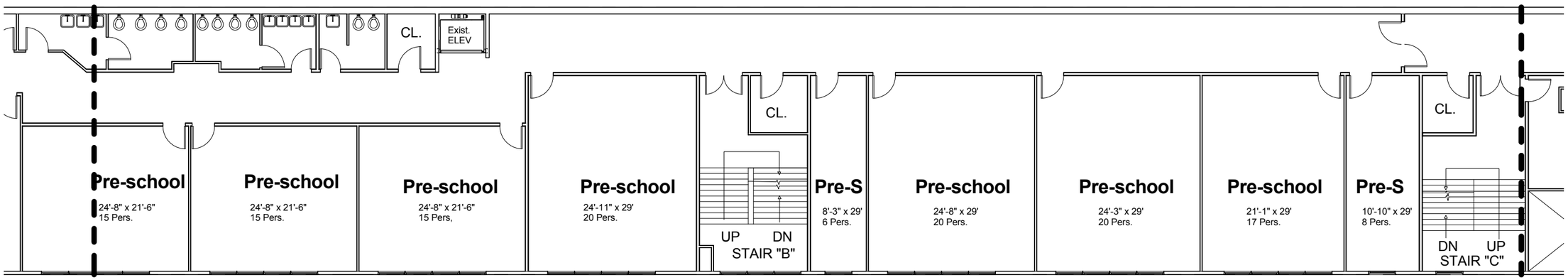

EXISTING FIRST FLOOR PLAN - PART "B"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part B

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED
NO. 062898
PROFESSIONAL ENGINEER

Existing First Floor Plan - Part "B"

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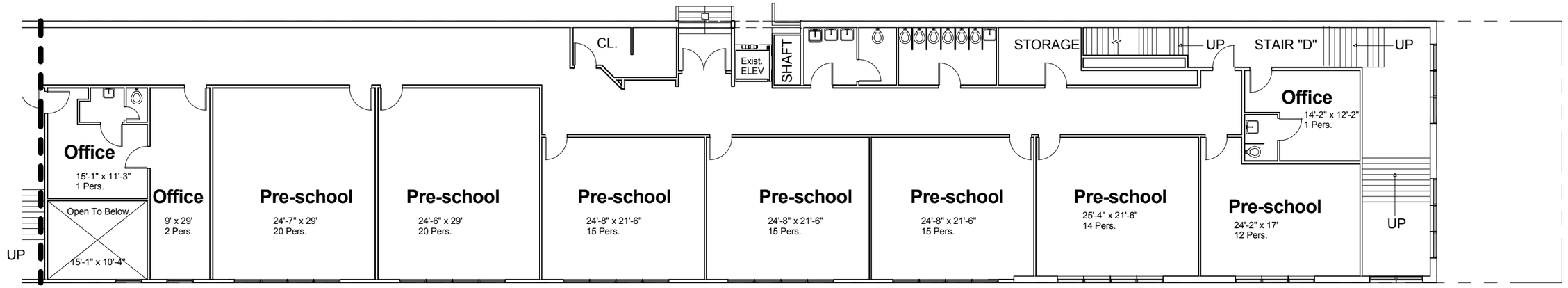

EXISTING FIRST FLOOR PLAN - PART "C"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part C

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED PROFESSIONAL ENGINEER
NO. 62898

Existing First Floor Plan - Part "C"

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

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E-Mail: FPE@FRIEDMANPE.COM Tel # (845) 356-3999

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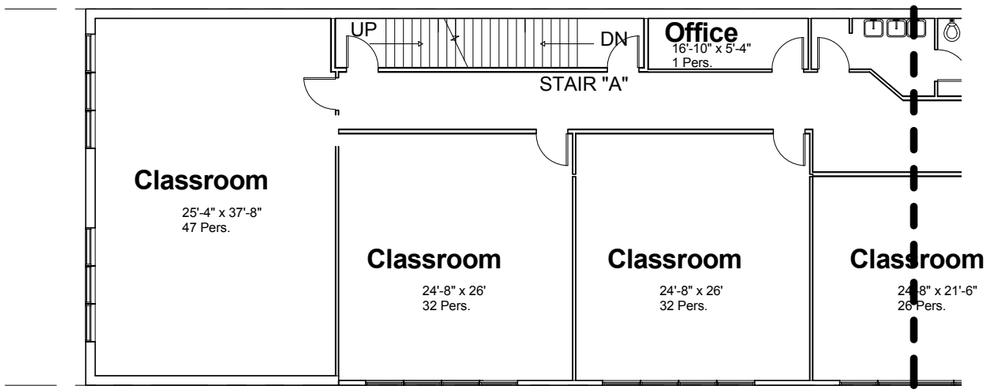

EXISTING SECOND FLOOR PLAN - PART "A"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part A

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

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MOSHE MAURICE FRIEDMAN
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Existing Second Floor Plan - Part "A"

Client: 600 McDonald Avenue
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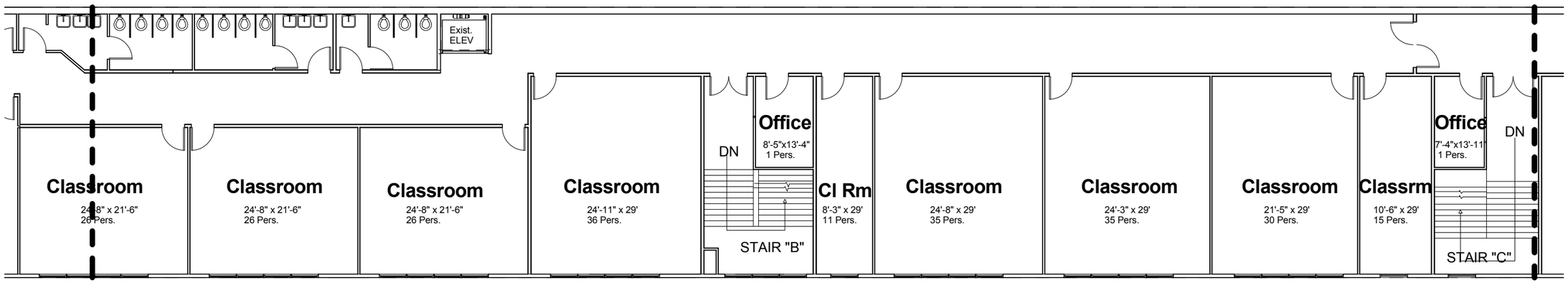

EXISTING SECOND FLOOR PLAN - PART "B"

SCALE: 1/16" = 1'-0"

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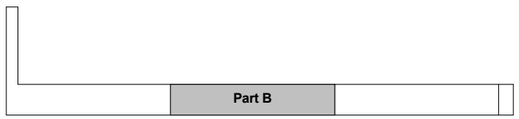
16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

KEY PLAN



APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS



Existing Second Floor Plan - Part "B"

Client: 600 McDonald Avenue
Brooklyn, N.Y.
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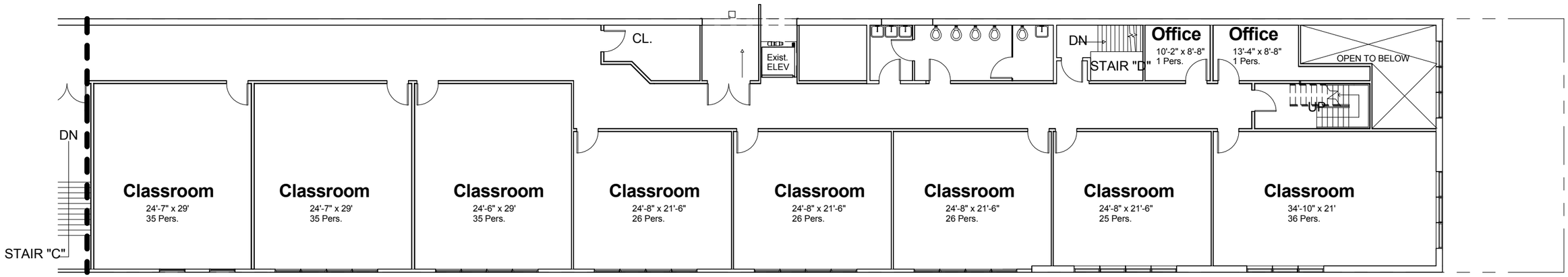

EXISTING SECOND FLOOR PLAN - PART "C"

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

Part C

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
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Existing Second Floor Plan - Part "C"

Client: 600 McDonald Avenue
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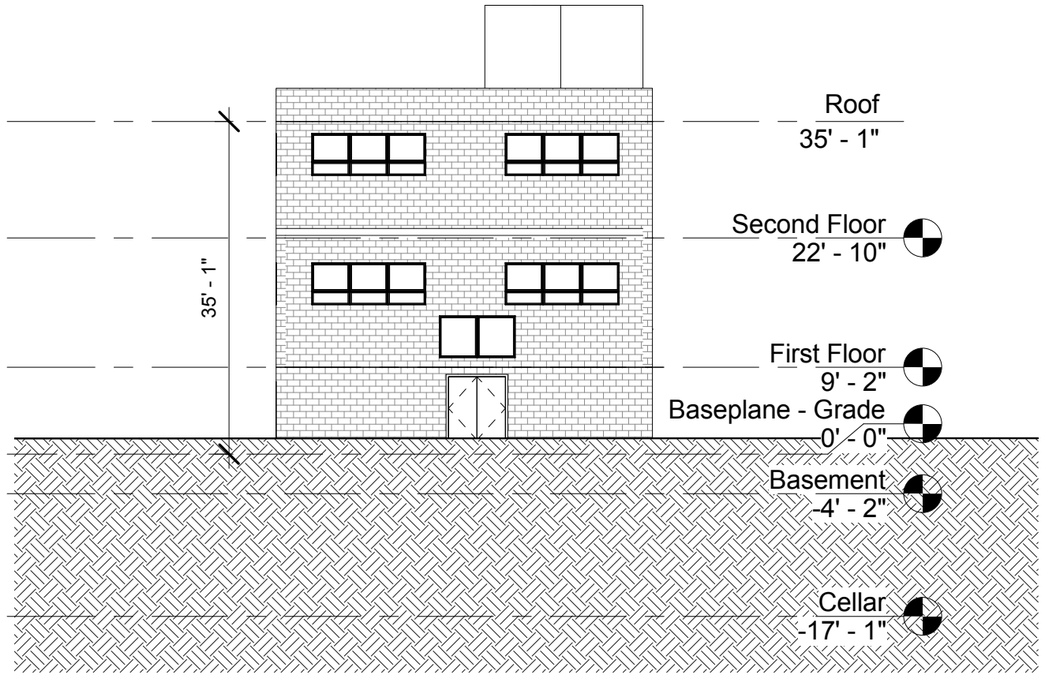

EXISTING AVENUE "C" ELEVATION

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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Existing Avenue "C" Elevation

KEY PLAN

APPLICATION # -14 BZ

BLOCK - LOT 5369- 6

SCALE 1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK MOSHE MAURICE FRIEDMAN LICENSED PROFESSIONAL ENGINEER NO. 62898

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

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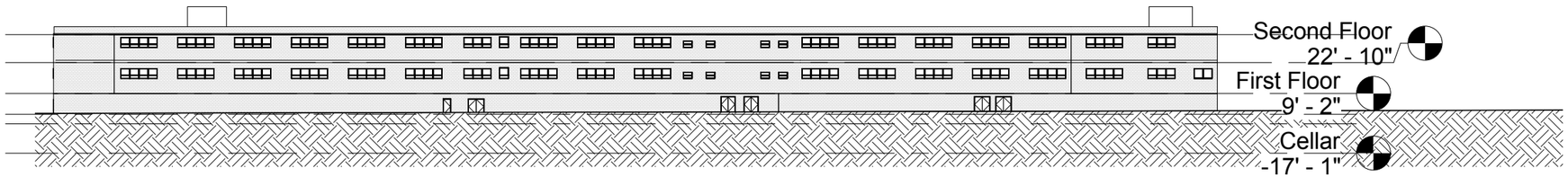

EXISTING MCDONALD AVENUE ELEVATION

SCALE: 1" = 60'-0"

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60' 30' 0' 60' 120'

SCALE : 1" = 60'-0"

KEY PLAN

Part A | Part B | Part C

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1" = 60'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED
No. 62898
PROFESSIONAL ENGINEER

Existing McDonald Avenue Elevation

Client: 600 McDonald Avenue
Brooklyn, N.Y.
Cong Chasidei Belz Beth Malka

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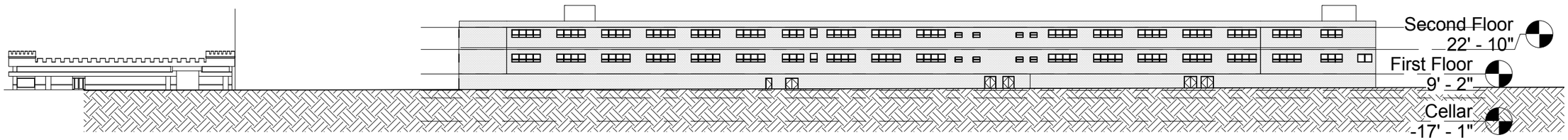

EXISTING MCDONALD AVENUE STREETSCAPE

SCALE: 1" = 60'-0"

60' 30' 0' 60' 120'

SCALE : 1" = 60'-0"

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Existing Streetscape

KEY PLAN

Part A | Part B | Part C

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1" = 60'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED
NO. 62898
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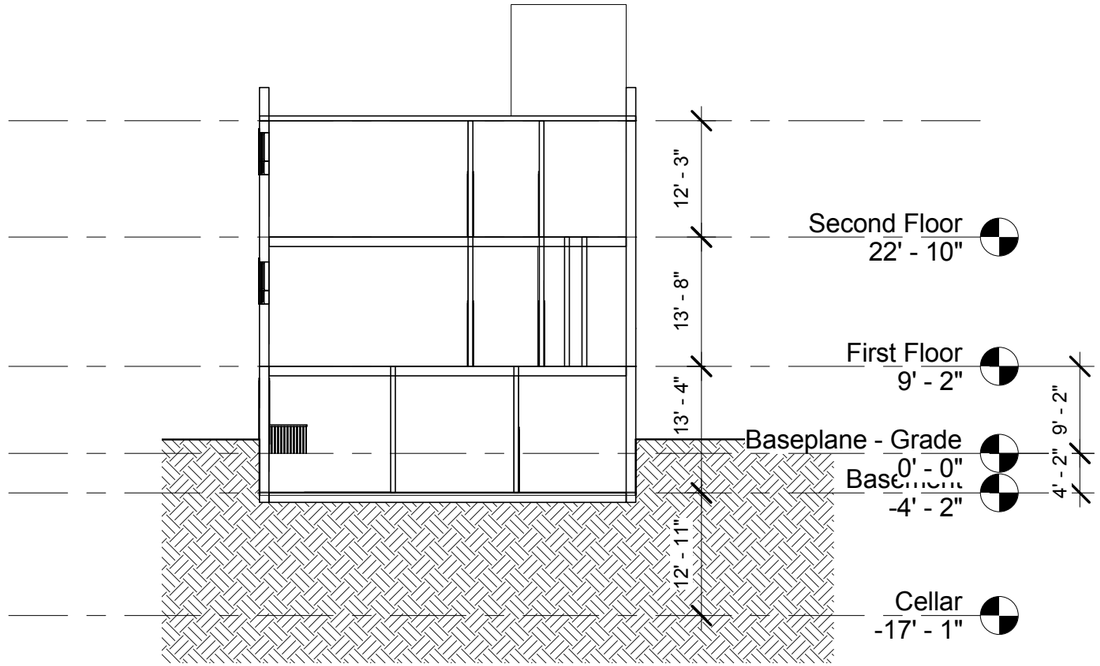

EXISTING CROSS SECTION

SCALE: 1/16" = 1'-0"

16' 8' 0' 16' 32'

SCALE : 1/16" = 1'-0"

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KEY PLAN

APPLICATION #
-14 BZ

BLOCK - LOT
5369- 6

SCALE
1/16" = 1'-0"

REVISIONS

STATE OF NEW YORK
MOSHE MAURICE FRIEDMAN
LICENSED PROFESSIONAL ENGINEER
NO. 62898

Existing Cross Section

Client: 600 McDonald Avenue
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DATE

16

JOB #
2567

ZONING/BUILDING CODE

ZONING INFORMATION

ZONE: r5-general residence district

BLOCK: 5369

MAP: 022c

LOT(S): 82

PROPOSED USE: TEMP. P.A. WEDDINGS / RECEPTIONS
USE GROUP: G (F-4 OCCUPANCY CLASSIFICATION)

BUILDING CODE REQUIREMENTS

OCCUPANCY GROUP - G (EDUCATIONAL) AS PER TABLE 6-1

TOTAL NET OF ALLOWABLE OCCUPANTS
1 OCCUPANT PER 10 SQ. FT. MOVABLE SEATING LAYOUT ASPER TABLE 6.2
8,265 SQ. FT. / 10 SQ. FT. PER PERSON MAX.. = 826 PERSONS

TABLE 8-1 door capacity

NO. OF PERSONS PER UNIT WIDTH - PER 22"

	WIDTH	UNIT WIDTH	CAPACITY
DOOR 1	(2)44" = 88"	4	200
DOOR 2	(2)44" = 88"	4	200
DOOR 3	(2)36" = 72"	3	150
DOOR 4	(2)36" = 72"	3	150

700 PERSONS TOTAL

MOVABLE TABLE AND CHAIR LAYOUT FOR
---------- 400 PERSONS ----------

TABLE 8-1 EXIT AND ACCESS REQUIREMENTS

MAXIMUM TRAVEL DISTANCE PRIMARY 85'-0" SECONDARY 125'-0"

A	PRIMARY TRAVEL DESTANCE: 76'-10" < 85'-0" SECONDARY TRAVEL DISTANCE: 88'-3"" < 125'-0"
B	PRIMARY TRAVEL DISTANCE: 71'-3" < 85'-0" SECONDARY TRAVEL DISTANCE: 87'-10" < 100'-0"

MIN AISLE WIDTH 44" - AS PER BC27-532

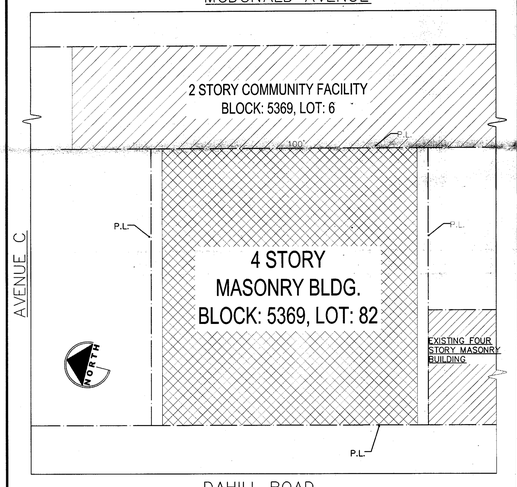
HANDICAPPED SEATING 5% (600) = 30 REQUIRED/PROVIDED

SAFE AREA CALCULATION AS PER BC27-535

MAX CAPACITY: 2,780 / 2 SQ. FT. PER PERSON = 1,390 PERSONS

OCCUPANT LOAD OF A SAFE AREA SHALL BE THE AGGREGATE OCCUPANT LOAD OF ALL EXIT OPENINGS DISCHARGING DIRECTLY INTO IT
STAIR C (240) + STAIR D (240) = 480 OCCUPANTS
480 < 1,488 THUS OK

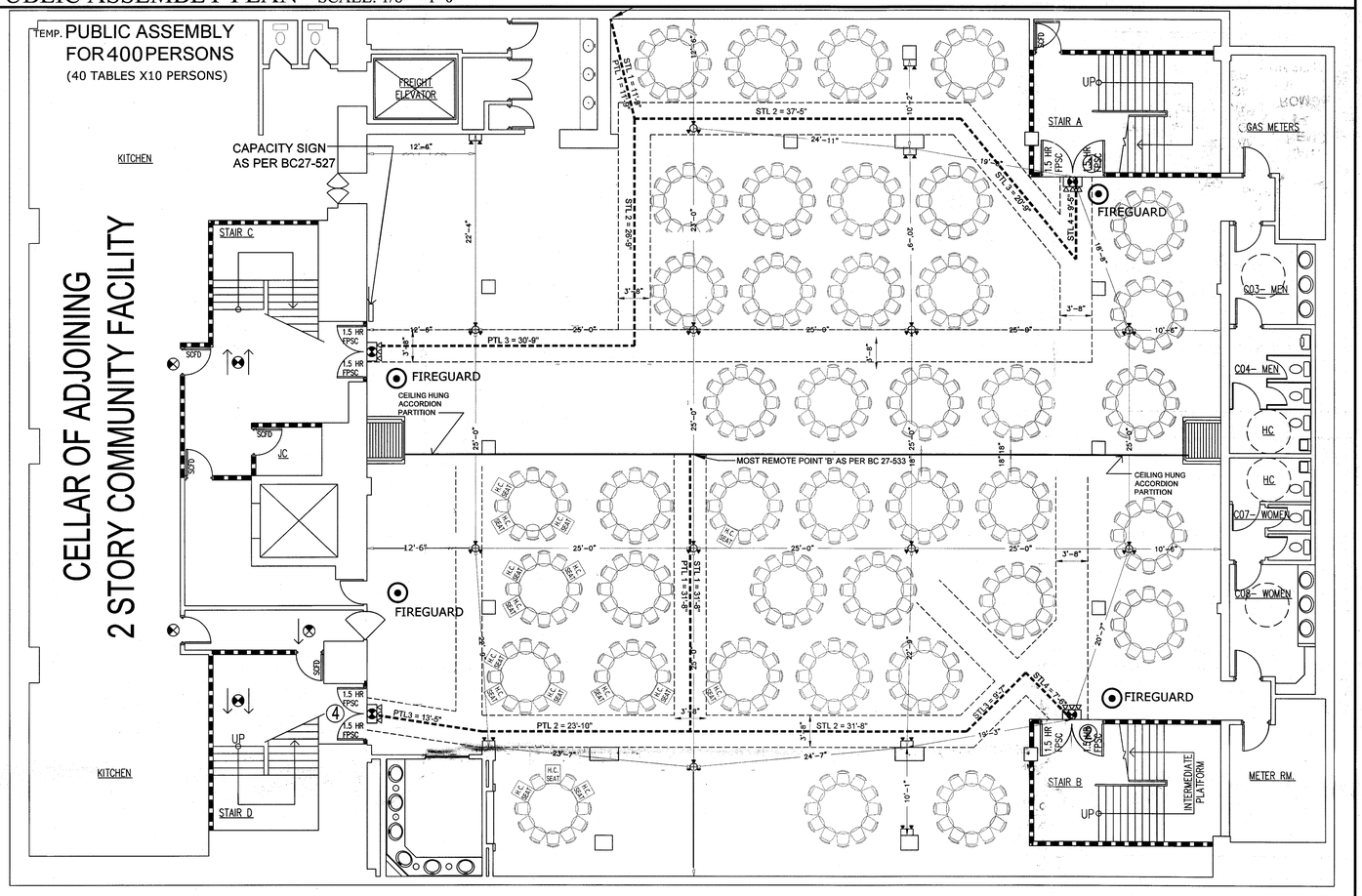
PLOT PLAN SCALE: 1/8" = 1'-0"



LEGEND

	3 HEAD EMERGENCY LIGHT / EXIT SIGN
	2 HEAD WALL MOUNTED EMERGENCY LIGHT
	CEILING MOUNTED EMERGENCY LIGHT
①	DOOR DESIGNATION
	EXISTING PARTITION
	EGRESS AISLE
	TRAVEL DISTANCE
	TWO HOUR FIRE RATED PARTITION
C-1	CORRIDOR DESIGNATION (SEE CHART)
	FIREGUARD STATION FOR T.P.A. 400 PERSONS.

PUBLIC ASSEMBLY PLAN SCALE: 1/8" = 1'-0"



PRIMARY TRAVEL DISTANCE A		
PRIMARY TRAVEL LEG 1	11'-9"	11'-9"
PRIMARY TRAVEL LEG 2	26-9"	26'-9"
PRIMARY TRAVEL LEG 3	30'-9" x 1.25	38'-5"
TOTAL TRAVEL DIST.		76'-10" < 85'-0"

SECONDARY TRAVEL DISTANCE A		
SECONDARY TRAVEL LEG 1	11'-9"	11'-9"
SECONDARY TRAVEL LEG 2	37'-5"	37'-5"
SECONDARY TRAVEL LEG 3	20'-9" x 1.25	25'-11"
SECONDARY TRAVEL LEG 4	9'-5" x 1.40	13'-2"
TOTAL TRAVEL DIST.		88'-3" < 125"

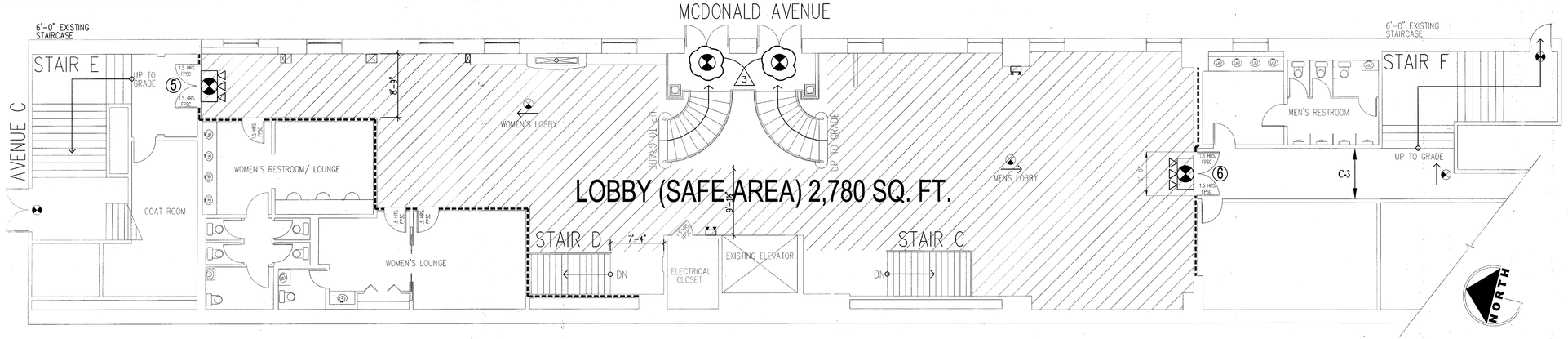
PRIMARY TRAVEL DISTANCE B		
PRIMARY TRAVEL LEG 1	31'-8"	31'-8"
PRIMARY TRAVEL LEG 2	23'-10"	23'-10"
PRIMARY TRAVEL LEG 3	13'-5" x 1.25	16'-9"
TOTAL TRAVEL DIST.		71'-3" <85'-0"

NOTE: PRIMARY & SECONDARY TRAVEL DISTANCES SHALL NOT SHARE MORE THAN 35'-0"

SECONDARY TRAVEL DISTANCE B		
SECONDARY TRAVEL LEG 1	31'-8"	31'-8"
SECONDARY TRAVEL LEG 2	31'-8"	31'-8"
SECONDARY TRAVEL LEG 3	9'-7" x 1.25	12'-0"
SECONDARY TRAVEL LEG 4	7'-6" x 1.40	10'-6"
TOTAL TRAVEL DIST.		87'-10" < 125'-0"

1

BASEMENT PLAN OF ADJOINING COMMUNITY FACILITY SCALE: 1/8" = 1'-0"



SEATING NOTES

NOTE: 44" EGRESS AISLES MIN. AS PER BC27-532 TO BE LEFT UNOBSTRUCTED
NO MORE THAN 80 PERSONS SERVED PER UNIT WIDTH
160 PERSONS SERVED PER AISLE

NOTE: 18" MIN. DISTANCE BETWEEN CHAIRS TYP. AS PER BC27-531
44" AISLE TO BE KEPT CLEAR BC27-532

NOTE: DISTANCE FROM ANY CHAIR TO EGRESS AISLE NOT NOT GREATER THAN 10'-0" BC 27-531

TPA
EXAMINED FOR PLANNING, EGRESS AND FIRE PROTECTION ASSUMPTIONS ONLY
OCT 21 2016
Faaiqa Ahmad

Pinner Associates
Architecture . Engineering . planning . Design
10 Maple Street . Port Washington, NY 11050
phone: 516- 767 2905 fax: 516- 767 1782

SEAL:

REGISTERED ARCHITECT LAWRENCE HUBERT PINNER 19563 STATE OF NEW YORK

ISSUES

#	DATE	BY	FOR
1	08-10-16	PC	TPA
2	08-22-16	PC	TPA
3	10-20-16	PC	TPA RENEWAL

REVISIONS

#	DATE	BY	FOR

DATE: 08/01/07
SCALE: AS NOTED
JOB #: 533.01
DWG BY: B.G./PC
CAD FILE:

CONSULTANTS:

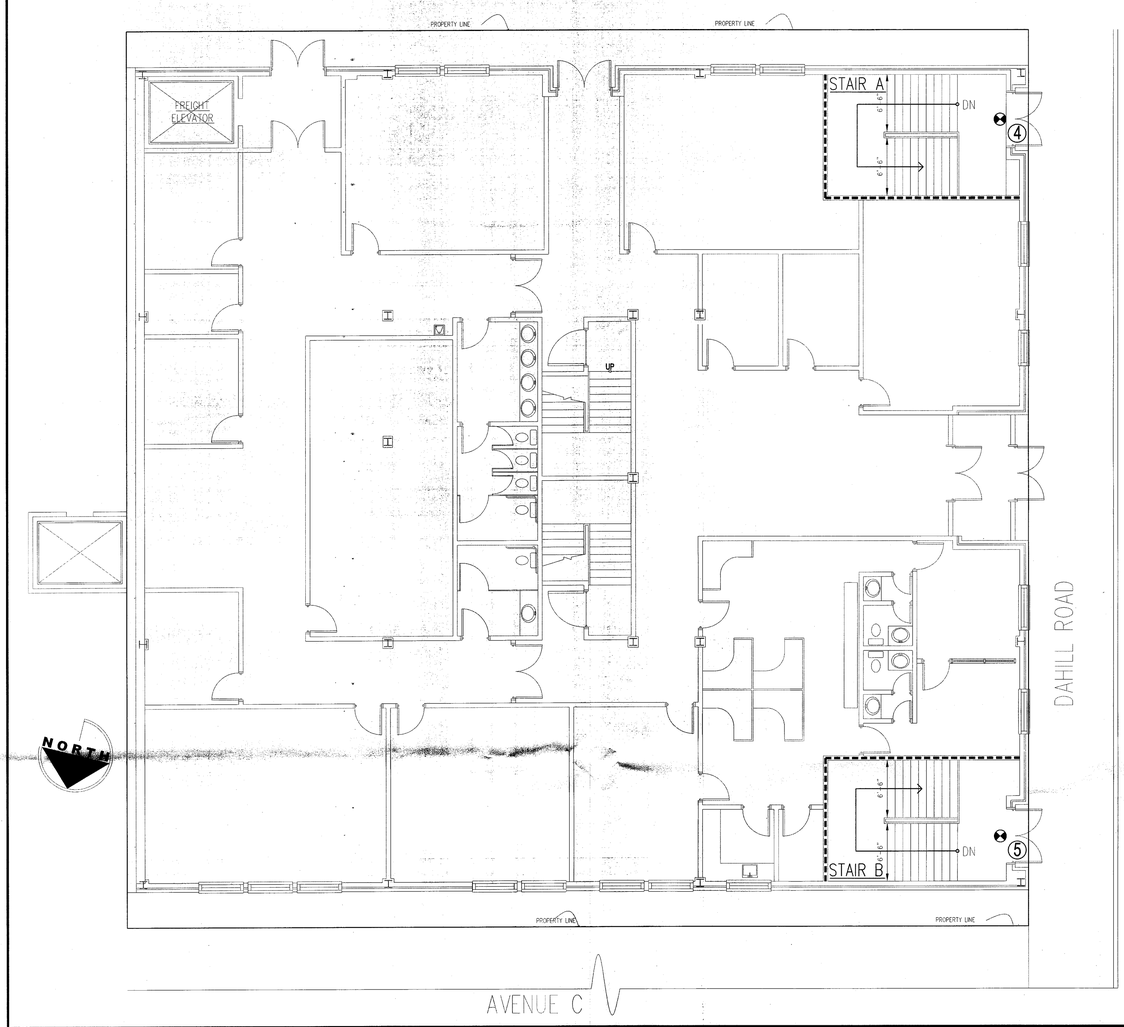
CLIENT:
B'NOS JERUSALEM
D'CHASIDEI BELTZ

PROJECT:
B'NOS JERUSALEM
D'CHASIDEI BELTZ
317 DAHILL ROAD
BROOKLYN N.Y.

DRAWING NAME:
TEMP. PUBLIC ASSEMBLY

DRAWING #: P.A.2
PAGE 1 OF 2
TPA # 182/16

FIRST FLOOR PLAN SCALE: 1/8" = 1'-0"



PUBLIC ASSEMBLY GENERAL NOTES

1. SEATING IN PLACES OF ASSEMBLY SHALL CONFORM TO APPROVED SEATING ARRANGEMENTS AND AS PER SECTION 27-531.
2. INDICATE ON PLAN THE LOCATION OF DIRECTIONAL AND EXIT SIGNS AT LEAST 8" IN. HEIGHT AND STROKES AT LEAST S32/14; WIDE COMPLYING WITH ALL THE REQUIREMENTS ODF SUBCHAPTER 8 ARTICAL 2 SECTION 27-527.
3. SIGNS SHALL BE INTERNALLY LIGHTED TYPE IN ALL ASSEMBLY SPACES WHERE THE GENERAL ILLUMINATION IS REDUCED TO LESS THAN 5 FOOT CANDLES DURING A PERFORMANCE OR DURING OCCUPANCY SIGNS SHALL LIGHTED AT ALL TIMES DURING OCCUPANCY AS PER SEC 27-541.
4. EMERGENCY LIGHTING FACILITIES SHALL BE PROVIDED WITH AT LEAST FIVE FOOT CANDLES OF ILLUMINATION AT THE FLOOR LEVEL.
5. EMERGENCY LIGHTING SHALL BE ON CIRCUITS THAT ARE SEPERATE FROM GENERAL LIGHTING AND POWER CICUITS OR TAKEN OFF AHEAD OF THE MAIN SWITCH OR CONNECTED TO AN EMERGENCY LIGHTING POWER SOURCE TO COMPLY WITH SECTION 27-542.
6. EMERGENCY LIGHTING NOTES
A) ALL BATTERY PACKS SHALL BE LIGHT ALARM 12 VOLTS WITH 25 WATT LAMPS.
B) ALL BATTERY PACKS TO BE MOUNTED 8'-0" ABOVE FIN. FLOOR.
C) ALL BATTERY PACKS OVER EXIT DOORS SHALL HAVE 3 LAMPS EACH.
D) ALL OTHER BATTERY PACKS SHALL HAVE 2 LAMPS EACH.
7. ALL SIGNS SHALL BE LOCATED AND MOUNTED 7'-6" ABOVE FIN FLOOR LEVEL TO COMPLY WITH REQUIREMENTS OF SUBCHAPTER 6 SUBDIVISION (E) OF SECTION 27-534 AND SECTION 27-541.
8. INTENSITY OF ILLUMINATION SHALL COMPLY WITH SECTION C26-801 16.
9. THE INTENSITY OF ILLUMINATION SHALL NOT BE DIMINISHED TO LESS THAN TWO FOOT CANLES AT A LEVEL 18" ABOVE THE FLOOR AT CROSS AISLES.
10. THE INTENSITY OF GENERAL ILLUMINATION SHALL NOT BE DIMINESHED TO LESS THAN ONE FOOT CANDLE AT A LEVEL 18" ABOVE THE FLOOR EVERYWHERE.
11. THE LIGHTING UNIT SHALL NOT SHALL NOT INTRODUCE DISTORTING GLARE DRAMATICALLY ALTER THE CHARACTER OF. ILLUMINATION AND PRESENT A HAZARD TO THE OCCUPANTS.
12. THE EXIT SIGN, THE EXIT DOORWAYS AND THE SQURE AT THE THRESHOLD AT THE POINT OF EGRESS WITH A SIDE DIMENSION DOUBLE THE WIDTH OF EGRESS OPENINGS OR EQUAL TO THE WIDTH OF THE CORRIDOR SHALL BE PROVIDED WITH FIVE FOOTCANDLES OF ILLUMINATION.
13. A PERMIT SHALL BE SECURED FROM THE DEPARTMENT OF BUILDINGS AN ANNUAL FEE SHALL BE PAID TO THIS DEPARTMENT UPON ISSUANCE OF A PERMIT AS PER SEC C-26-34.
14. A COPY OF THE (SEATING) PLAN SHALL BE KEPT ON THE PREMISES IT SHALL BE KEPT READILY AVAILABLE FOR INSPECTION AND SHALL COMPLY TO THE REQUIREMENTS OF SEC 27-528(A).
15. NO PLACE OF ASSEMBLY SHALL BE LOCATED WITHIN 250 FT OF ANY OCCUPANCY CONTAINING
EXPLOSIVE CONTENTS AS PER SECTION 27-526

EMERGENCY LIGHTING NOTES

1. EMERGENCY LIGHTING FACILITIES SUFFICIENT TO PROVIDE AT LEAST FIVE FOOT CANDLES OF ILLUMINATION AT THE FLOOR LEVEL WILL BE PROVIDED. SUCH LIGHTING SHALL BE ON CIRCUITS THAT ARE SEPERATE FROM THE GENERAL LIGHTING AND POWERE CIRCUITS CONNECTED TO THE NEW EMERGENCY GENERATOR AND ARRANGED TO OPERATE AUTOMATICALLY IN THE EVENT OF FAILURE OF THE NORMAL LIGHTING SYSTEM.
2. EXIT AND EMERGENCY LIGHTS WILL BE INSTALLED IN ACCORDANCE WITH NEW YORK CITY BUILDING CODE SECTIONS 27-381, 27-382, 27-396-4 AND 27-542.
3. EXIT LIGHTING WILL BE CONNECTED TO THE NEW EMERGENCY GENERATOR MEETING THE REQUIREMENTS OF THE BUREAU OF ELECTRICAL CONTROL AND THE COMMISSIONER.

DOOR, STAIR, AND CORRIDOR EGRESS CALCULATIONS

DOOR EGRESS CALCULATIONS (PER TABLE 8-1 & 6-1)

DOOR NUMBER	TYPE OF DOOR: ASSEMBLY EXIT DOOR	TYPE OF DOOR: EXIT	DOOR WIDTH	UNIT OF WIDTH	CAPACITY (PERSONS PER UNIT WIDTH)	TOTAL NO. OF PERSONS
1*	X		(2) 44" = 88"	4	50	200
2*	X		(2) 44" = 88"	4	50	200
3*	X		(2) 36" = 72"	3	50	150
4*	X		(2) 36" = 72"	3	50	150
					TOTAL PERSONS FROM ASSEMBLY:	700
5		X	(2) 36" = 72"	3	125 (FROM SAFE AREA)	375
6		X	(2) 36" = 72"	3	125 (FROM SAFE AREA)	375

* = CLASS 1 EXIT
** = CLASS 2 EXIT
*** = CLASS 3 EXIT

STAIR EGRESS CALCULATIONS (PER TABLE 8-1 & 6-1)

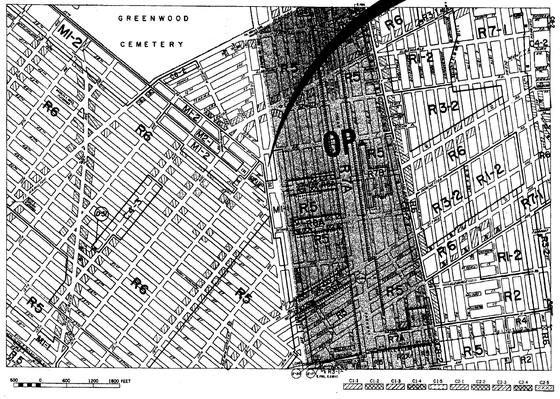
STAIR LETTER	STAIR WIDTH	UNIT OF WIDTH	CAPACITY (PERSONS PER UNIT WIDTH)	TOTAL NO. OF PERSONS
A	78"	3.5	80	280
B	78"	3.5	80	280
C	72"	3	80	240
D	72"	3	80	240
E	72"	3	80	240
F	72"	3	80	240

CORRIDOR EGRESS CALCULATIONS (PER TABLE 8-1 & 6-1)

CORRIDOR NUMBER	CORRIDOR WIDTH	UNIT OF WIDTH	CAPACITY (PERSONS PER UNIT WIDTH)	TOTAL NO. OF PERSONS
C-1***	7'-0"	3.5	80 (FROM ASSEMBLY)	280
C-2***	7'-0"	3.5	80 (FROM ASSEMBLY)	280
C-3	7'-0"	3.5	125 (FROM SAFE AREA)	437

ZONING MAP -22c-

AREA OF DETAIL



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ISSUES

#	DATE	BY	FOR
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2	08-22-16	PC	TPA
3	10-20-16	PC	TPA RENEWAL

REVISIONS

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CAD FILE:	

CONSULTANTS:

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D'CHASIDEI BELTZ

PROJECT:
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TPA
EXAMINED FOR ZONING, EGRESS AND FIRE
OCT 21 2016
Faaiqa Ahmad

DRAWING NAME:
TEMP. PUBLIC ASSEMBLY

DRAWING #: P.A.2
PAGE 2 OF 2
TPA # 182/16

600 McDONALD AVENUE CATERING

PROJECT DESCRIPTION

PROPOSED ACTIONS

The Applicant, Congregation Chasdei Belz Beth Malka, is seeking an amendment to zoning sectional map 22c to map a C2-4 local commercial overlay within an R5 residential district at the eastern edge of the Borough Park neighborhood in Brooklyn Community District 12. The affected area is Block 5369, Lots 1, 2, 3, 4, 5, 6 (part of), and 82. Block 5369 is bounded by McDonald Avenue on the east, Avenue C on the north, Cortelyou Road on the south, and Dahill Road on the west. The affected area measures 44,177 square feet and consists of the northern end of the block (to a depth of 180 feet from the Avenue C street line) and a narrower extension southward along the eastern side of the block (to a depth of 39.67 feet from the McDonald Avenue street line) for another 475 linear feet. The irregularly shaped area would have 655 feet of frontage along McDonald Avenue, 139.67 feet of frontage along Avenue C, and 180 feet of frontage along Dahill Road. Whereas the current zoning (R5) permits residential and community facility uses in Use Groups 1 through 4, the proposed zoning (R5/C2-4) would also permit commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14, with a floor area ratio (FAR) of up to 1.00.

The Applicant does not intend redevelopment or a change in use; rather, the intent is to legalize an existing nonconforming commercial use. The Applicant operates a private school located on Lots 6 and 82 (the project site). The proposed action would facilitate the Applicant's ability to continue using the school's existing kitchen and dining facilities for commercial purposes when the school is not in operation, as a Use Group 9 commercial banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. The banquet hall includes a total of 20,365 gsf (including approximately 8,900 zsf) of existing cellar and basement space. During school hours, the space serves the school and functions as Use Group 3 community facility space, and it would continue to do so. Absent the proposed action, the use of the space as a commercial banquet hall would be discontinued.

AFFECTED AREA

The proposed rezoning from R5 to R5/C2-4 would affect a 44,177 sf area to the immediate south of Avenue C between McDonald Avenue and Dahill Road. The affected area consists of six lots in their entirety and most of a seventh lot. It has 655 feet of frontage along the west side of McDonald Avenue, 139.67 feet of frontage along the south side of Avenue C, and 180 feet of frontage along the east side of Dahill Road.

Lots 6 and 82 comprise the project site. They contain 36,177 of the 44,177 square feet within the affected area. Lot 82 (317 Dahill Road) is a 100-by-100-foot, 10,000 square foot lot fronting on Dahill Road 80 feet south of Avenue C. Lot 6 (600 McDonald Avenue) is a 27,677 square foot parcel, with 26,177 square feet within the affected area and 1,500 square

feet outside of it. The portion within the proposed rezoning area has 39.67 feet of frontage along Avenue C and 655 feet of frontage along McDonald Avenue. At its southern end, the lot has a 15-foot-wide westward extension fronting on Dahill Road; this is the portion not within the affected area. A two-story school building occupies Lot 6, and a four-story school building occupies Lot 82. The two facilities comprise the private school operated by the Applicant.

The remainder of the affected area consists of five 20-by-80-foot, 1,600 square foot lots (Block 5369, Lots 1 through 5, or 2 through 12 Avenue C) under separate ownership that are neither owned nor controlled by the Applicant. They are located to the north of Lot 82 and to the west of Lot 6. They are developed with two-story-and-basement buildings constructed for residential use circa 1899. The buildings on Lots 2-4 cover 80 percent of their lots, with shallow rear yards; each has 3,840 gross square feet (gsf) of floor area, all counting for zoning purposes, and a floor area ratio (FAR) of 2.40. The building on Lot 1 (the westernmost lot, at the corner of Dahill Road) has been extended in the rear and covers the entire lot, for 4,800 gsf of floor area and an FAR of 3.00. The buildings on Lots 1, 2, and 4 (2, 4, and 10 Avenue C) each contain three dwelling units, one per floor. The building on Lot 5 (12 Avenue C) contains two dwelling units, and the basement is used for storage. The building on Lot 3 (6 Avenue C) contains two dwelling units above a basement masjid, or prayer room.

PROJECT SITE

The project site is identified as 600 McDonald Avenue and 317 Dahill Road; Brooklyn Block 5369, Lots 6 and 82. The Applicant owns both lots.

The project site is irregularly shaped. Lot 6 (600 McDonald Avenue) is an L-shaped, 27,677 sf parcel that forms most of the eastern (McDonald Avenue) side of Block 5369, from Avenue C to a line 145 feet from Cortelyou Road. It is only from 39.67 to 40.00 feet deep except at its southernmost end, where the short leg of the "L" extends westward to Dahill Road (forming a 15-by-139.67-foot through lot). The lot has 655 feet of frontage on McDonald Avenue, 39.67 feet of frontage on Avenue C, and 15 feet of frontage on Dahill Road. Lot 82 (317 Dahill Road) is a 10,000 sf parcel with 100 feet of frontage on Dahill Road and a depth of 100 feet, located 80 feet south of Avenue C and to the immediate west of Lot 6. As a whole, the project site measures 37,677 square feet, of which 26,177 square feet is within the affected area. A 1,500 square foot portion of Lot 6, consisting of the 15-foot-wide portion located on the western part of the block, would not be rezoned.

Both lots are developed with school buildings used by the not-for-profit religious school for girls that is operated by the Applicant (a Use Group 3 community facility use). The building on Lot 6 has classrooms for girls in kindergarten through eighth grade, and the building on Lot 82 has classrooms for girls in grades 9 through 12. The two buildings have interconnected cellars, and certain facilities (notably the kitchen) serve both buildings. The building on Lot 82 has four stories covering 80 percent of the lot (leaving a 20-foot-deep rear yard) and a full 10,000 sf cellar. It contains 41,507 gsf, of which 31,507 sf count as zoning floor area (for an FAR of 3.15), and rises without setback to a height of 65 feet. The building on Lot 6 has two above-grade stories, a basement, and a partial cellar. The building has a 20,282 sf footprint, leaving a 19-foot-deep open area fronting on Avenue C (in front of the building's main entrance), a 125-by 39.67-foot outdoor playground to the

south of the school building, and an open area on the southwest part of the lot used for four accessory off-street parking spaces. The building contains 64,046 gsf, of which 60,846 sf count as zoning floor area (for an FAR of 2.20) and has a height of 35 feet. As a whole, the project site is developed with 105,553 gsf (92,353 zsf) of community facility space.

Records from the Department of Buildings indicate that Lot 6 was developed with a one-story factory and warehouse building completed in January 1963 (C of O #182727). The building was converted to a school by Beth Malka in 1991, resulting in issuance of C of O #237631.

In 1997 Beth Malka obtained a zoning variance from the Board of Standards and Appeals (BSA) (Cal. No. 1-96-BZ) to permit the addition of a second floor (20,626.67 sq. ft.) to the existing building, for use as part of the school. The addition increased the size of the school to a total of 60,846 sq. ft. in area. The variances included a waiver of the front yard, side yard (Avenue C), and rear yard requirements, and eventually resulted in the issuance of C of O #400450376F on April 12, 2006.

The building at 317 Dahill Road was constructed pursuant a variance granted by the BSA on May 14, 2002 (Cal. No. 56-02-BZ), permitting construction of a four-story plus cellar school, in an R5 zoning district, contrary to the applicable regulations relating to floor area, lot coverage, front, side and rear yards. In granting the 2002 variance, the BSA noted the need for the school to serve the growing need for girls' education in this area of Brooklyn, which had resulted in the McDonald Avenue building no longer being large enough to fulfill the programmatic needs of the school and community.

Part of the 317 Dahill Road building's cellar was subsequently renovated to serve as a place of assembly for school functions and also social events. The Department of Buildings issued the space Temporary Place of Assembly (TPA) Permit #292/16 on October 25, 2016, for gatherings of up to 400 people during hours between 5 PM and midnight. The permit expired on January 31, 2017, and has not been renewed because the Applicant became aware that, under current zoning, the space cannot legally be used for events, such as weddings, that are not accessory to school use. The Applicant is seeking to address this issue through the current proposed action.

PURPOSE AND NEED

The proposed zoning map amendment to map a C2-4 commercial overlay would legalize a nonconforming commercial use, facilitating the existing use of existing space within the cellar and basement levels of the two project site school buildings as a banquet facility for events that are not accessory to the school use "as of right", even though the buildings will still be subject to the jurisdiction of the BSA on the basis of the bulk variances previously granted. The school would continue to use the existing kitchen and dining facilities to serve the needs of its students but to rent out the space when the school is not in operation, thus providing an additional revenue stream to support operation of the school and providing congregants with an inexpensive venue for weddings and other social functions.

ANALYSIS FRAMEWORK

Existing Conditions

The two lots that comprise the project site (Block 5369, Lots 6 and 82, with the addresses 600 McDonald Avenue and 317 Dahill Road) are developed with school buildings used by the not-for-profit religious school for girls that is operated by the Applicant (a Use Group 3 community facility use). Both buildings received bulk variances from the BSA, and both lots are overbuilt relative to the permitted FAR (2.20 and 3.15, with the maximum permitted FAR in an R5 district being 2.00. The building on Lot 6 has classrooms for girls in kindergarten through eighth grade, and the building on Lot 82 has classrooms for girls in grades 9 through 12. The two buildings have interconnected cellars, and certain facilities (notably the kitchen) serve both buildings.

Since sometime before 2016, the school has also used its kitchen and dining facilities for commercial purposes when the school is not in operation, as a nonconforming Use Group 9 commercial banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. The events occur between 6 PM and midnight and may occur any night of the week except Friday or Saturday. The banquet hall includes a total of 20,365 gsf (including approximately 8,900 zsf) of existing cellar and basement space. During school hours, the space serves the school and functions as Use Group 3 community facility space.

The Affected Area also includes five adjacent properties not owned or controlled by the Applicant: Block 5369, Lots 1 through 5, or 2 through 12 Avenue C. They are all 20-by-80-foot lots fronting on Avenue C developed with two-story-and-basement buildings constructed as residences circa 1899. All are overbuilt relative to R5 zoning regulations, with FARs from 2.40 to 3.00. Four of the buildings remain entirely residential, and the basement of one building has been converted into a masjid (prayer room). Collectively, these buildings contain 13 dwelling units and a 1,280 square foot community facility (a house of worship).

The Future without the Proposed Actions

Absent the proposed action, the nonconforming commercial banquet hall use on Lots 6 and 82 would cease operation. The two buildings on the lot would be used only as Use Group 3 school facilities. There would be no repurposing of space because the "banquet hall" consists of space within the school buildings that is used for school purposes (as kitchen, lunchroom, lavatories, circulation space, and lobby) during school hours. Outside of school hours, the space would still be used occasionally for social functions directly related to school operations.

Although the Applicant was previously seeking a bulk variance from the BSA to enlarge the school (by means of a vertical enlargement of the building on Lot 6), the application has been discontinued. There is no current application for a bulk variance, and the school has no current plans to enlarge its facility.

No other changes are anticipated. All lots within the proposed rezoning area are overbuilt relative to the permitted FAR, either because the development preceded the current Zoning Resolution or because they were developed subject to BSA bulk variances, so new developments or enlargements would not be possible without additional BSA actions, which are not anticipated. All buildings are fully occupied, so changes in use are not anticipated.

The Future with the Proposed Actions

If the proposed zoning map amendment is approved, the Use Group 9 commercial banquet hall would become a conforming use and would continue. The proposed action would thus facilitate the Applicant's ability to continue using the school's kitchen and dining facilities for commercial purposes when the school is not in operation, as a banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. Approximately 185 events a year are anticipated, with their frequency varying by season. As at present, the events would occur between 6 PM and midnight, any night of the week except Friday or Saturday. The banquet facilities would consist of seating, entertainment, and toilet areas in the cellar of the Dahill Road building (8,265 sf), the kitchen in the cellar of the McDonald Avenue building (approximately 3,200 sf), and an entryway and additional restrooms in the basement of the McDonald Avenue building (approximately 8,900 sf). The banquet hall would include a total of approximately 20,000 gsf (including approximately 8,900 zsf) within the buildings' cellars and the basement of the building on Lot 6. During school hours, the space would continue to serve the school and function as Use Group 3 community facility space.

The proposed zoning change, from R5 to R5/C2-4, would not alter the overall development potential of sites within the affected area. Under the existing zoning, the maximum permitted residential FAR is 1.25, and the maximum permitted community facility FAR is 2.00. That would not change. The proposed zoning would also permit commercial uses, but with a maximum FAR of 1.00. Because the lots within the affected area are all developed to FARs above 2.00, the proposed action would not result in redevelopment or enlargements.

The existing use of the project site serves the mission of the property owner, Congregation Chasdei Belz Beth Malka, which is to provide for the education of children and adolescents from the nearby Ultra-Orthodox Jewish community. There is a continuing and growing demand for such educational services. Furthermore, the two buildings on the site were the subjects of past BSA bulk variances, so any change in use would be subject to BSA approval. For these reasons, although the Applicant would to make limited additional use of existing facilities outside of school hours (as a Use Group 9 commercial banquet hall), a broader change of use is not foreseen.

The buildings on the five out parcels are well suited for the residential uses that have long occupied them. The basements are also suitable for modest commercial uses, however, and it is likely that over time such uses might occupy one or more of these spaces if a commercial overlay is mapped over the properties. For the sake of a conservative analysis that addresses the maximum change that could be reasonably anticipated as a result of the proposed action, the reasonable worst-case development scenario (RWCDS) projects that the basements of all five buildings would be converted to commercial use. The

projected changes in use would displace three dwelling units and a 1,280 sf prayer room and would add 6,720 gsf of commercial space.

The RWCDS Analysis Framework Spreadsheet summarizes existing and projected future no-action and with-action conditions within the affected area.

REQUIRED APPROVALS

The continued operation of a Use Group 9 commercial banquet hall at the project site requires a zoning map amendment to map a C2-4 local commercial overlay within an R5 residential district. Because the two buildings on the project site were the subjects of BSA variances, the commercial use is also subject to BSA approval.

BUILD YEAR

The proposed action is intended to legalize an existing nonconforming use, so no development or renovation is needed. Based on an estimated 12-month approval process, it is estimated that the project would be completed in 2019. This is the assumed "build year," which is used throughout this EAS for all future conditions, and which is the analysis year for the purpose of all assessments.

Part III - RWCDS Analysis Framework Spreadsheet (Projected Sites)

Existing

	Address	Block	Lot	Lot Size SF	Projected Site Lot Size SF	Existing Zoning		TOTAL FAR		Residential FAR		Commercial FAR		Community Facility FAR		Manufacturing FAR		# of Stories		Height		TOTAL SF		Residential SF		Commercial SF		Community Facility SF		Manufacturing SF		Parking SF	Total DU (Market + Affordable)	Affordable DU		Market-rate DU	Parking		
								Exist.	Max.	Exist.	Max.	Exist.	Max.	Exist.	Max.	Exist.	Max.	Exist.	Max.	Exist.	Max.	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF						Residential	Commercial	Community
Projected Development Site 1	600 McDonald Avenue and 317 Dahill Road	5369	6	27,677	37,677	R5		2.20	2.00	0.00	1.25	0.32	0.00	2.20	2.00	0.00	0.00	2	N/A	35	35	64,046	60,846	0	0	12,100	8,900	64,046	60,846	0	0	0	0	0	0	0	0	2
			82	10,000				3.15		0.00		0.00		3.15		0.00		4		65		41,507	31,507	0	0	8,265	0	41,507	31,507	0	0	0	0	0	0	0	0	2
Projected Development Site 2	12 Avenue C	5369	5	1,600	1,600			2.40		2.40		0.00		0.00		0.00		2.5		30		3,840	3,840	3,840	3,840	0	0	0	0	0	0	0	2	0	2	0	0	0
Projected Development Site 3	10 Avenue C	5369	4	1,600	1,600			2.40		2.40		0.00		0.00		0.00		2.5		30		3,840	3,840	3,840	3,840	0	0	0	0	0	0	0	3	0	3	0	0	0
Projected Development Site 4	6 Avenue C	5369	3	1,600	1,600			2.40		1.60		0.00		0.80		0.00		2.5		30		3,840	3,840	2,560	2,560	0	0	1,280	1,280	0	0	0	2	0	2	0	0	0
Projected Development Site 5	4 Avenue C	5369	2	1,600	1,600			2.40		2.40		0.00		0.00		0.00		2.5		30		3,840	3,840	3,840	3,840	0	0	0	0	0	0	0	3	0	3	0	0	0
Projected Development Site 6	2 Avenue C	5369	1	1,600	1,600			3.00		3.00		0.00		0.00		0.00		2.5		30		4,800	4,800	4,800	4,800	0	0	0	0	0	0	0	3	0	3	0	0	0
Projected Development Site 7																																						
TOTAL				45,677	45,677																	125,713	112,513	18,880	18,880	20,365	8,900	106,833	93,633	0	0	0	13	0	13	0	0	4

No-Action Scenario

	Address	Block	Lot	Lot Size SF	Projected Site Lot Size SF	Existing Zoning		TOTAL FAR		Residential FAR		Commercial FAR		Community Facility FAR		Manufacturing FAR		# of Stories		Height		TOTAL SF		Residential SF		Commercial SF		Community Facility SF		Manufacturing SF		Parking SF	Total DU (Market + Affordable)	Affordable DU		Market-rate DU	Parking		
								Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF						Residential	Commercial	Community
Projected Development Site 1	600 McDonald Avenue and 317 Dahill Road	5369	6	27,677	37,677	R5		2.20	2.00	0.00	1.25	0.32	0.00	2.20	2.00	0.00	0.00	2	N/A	35	35	64,046	60,846	0	0	0	0	64,046	60,846	0	0	0	0	0	0	0	0	2
			82	10,000				3.15		0.00		0.00		3.15		0.00		4		65		41,507	31,507	0	0	0	0	41,507	31,507	0	0	0	0	0	0	0	0	2
Projected Development Site 2	12 Avenue C	5369	5	1,600	1,600			2.40		2,4		0.00		0.00		0.00		2.5		30		3,840	3,840	3,840	3,840	0	0	0	0	0	0	0	2	0	2	0	0	0
Projected Development Site 3	10 Avenue C	5369	4	1,600	1,600			2.40		2.40		0.00		0.00		0.00		2.5		30		3,840	3,840	3,840	3,840	0	0	0	0	0	0	0	3	0	3	0	0	0
Projected Development Site 4	6 Avenue C	5369	3	1,600	1,600			2.40		1.60		0.00		0.80		0.00		2.5		30		3,840	3,840	2,560	2,560	0	0	1,280	1,280	0	0	0	2	0	2	0	0	0
Projected Development Site 5	4 Avenue C	5369	2	1,600	1,600			2.40		2.40		0.00		0.00		0.00		2.5		30		3,840	3,840	3,840	3,840	0	0	0	0	0	0	0	3	0	3	0	0	0
Projected Development Site 6	2 Avenue C	5369	1	1,600	1,600			3.00		3.00		0.00		0.00		0.00		2.5		30		4,800	4,800	4,800	4,800	0	0	0	0	0	0	0	3	0	3	0	0	0
Projected Development Site 7																																						
TOTAL				45,677	45,677																	125,713	112,513	18,880	18,880	0	0	106,833	93,633	0	0	0	13	0	13	0	0	4

With-Action Scenario

	Address	Block	Lot	Lot Size SF	Projected Site Lot Size SF	Existing Zoning	Proposed Zoning	TOTAL FAR		Residential FAR		Commercial FAR		Community Facility FAR		Manufacturing FAR		# of Stories		Height		TOTAL SF		Residential SF		Commercial SF		Community Facility SF		Manufacturing SF		Parking SF	Total DU (Market + Affordable)	Affordable DU (100% per HPD)	Affordable DU (@ 80% AMI)	Market-rate DU	Parking		
								Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF						Residential	Commercial	Community
Projected Development Site 1	600 McDonald Avenue and 317 Dahill Road	5369	6	27,677	37,677	R5	R5/C2-4	2.20 and 3.15	2.00	0.00	1.25	0.32 and 0.00	1.00	2.20 and 3.15	2.00	0.00	0.00	2 and 4	N/A	35 and 65	35	105,553	92,353	0	0	20,365	8,900	105,553	92,353	0	0	0	0	0	0	0	0	0	2
			82	10,000																																			
Projected Development Site 2	12 Avenue C	5369	5	1,600	1,600			2.40		1.60		0.80		0.00		0.00		2.5		30		3,840	3,840	2,560	2,560	1,280	1,280	0	0	0	0	0	2	0	0	2	0	0	0
Projected Development Site 3	10 Avenue C	5369	4	1,600	1,600			2.40		1.60		0.80		0.00		0.00		2.5		30		3,840	3,840	2,560	2,560	1,280	1,280	0	0	0	0	0	2	0	0	2	0	0	0
Projected Development Site 4	6 Avenue C	5369	3	1,600	1,600			2.40		1.60		0.80		0.00		0.00		2.5		30		3,840	3,840	2,560	2,560	1,280	1,280	0	0	0	0	0	2	0	0	2	0	0	0
Projected Development Site 5	4 Avenue C	5369	2	1,600	1,600			2.40		1.60		0.80		0.00		0.00		2.5		30		3,840	3,840	2,560	2,560	1,280	1,280	0	0	0	0	0	2	0	0	2	0	0	0
Projected Development Site 6	2 Avenue C	5369	1	1,600	1,600			3.00		2.00		1.00		0.00		0.00		2.5		30		4,800	4,800	3,200	3,200	1,600	1,600	0	0	0	0	0	2	0	0	2	0	0	0
Projected Development Site 7																																						
TOTAL				45,677	45,677																	125,713	112,513	13,440	13,440	27,085	15,620	105,553	92,353	0	0	0	10	0	0	10	0	0	2
INCREMENT				0	0																	0	0	(5,440)	(5,440)	27,085	15,620	(1,280)	(1,280)	0	0	0	(3)	0	0	(3)	0	0	(2)

Other Sites Not Expected To Be Affected By The Proposed Actions

	Address	Block	Lot	Lot Size SF	Projected Site Lot Size SF	Existing Zoning		TOTAL FAR		Residential FAR		Commercial FAR		Community Facility FAR		Manufacturing FAR		# of Stories		Height		TOTAL SF		Residential SF		Commercial SF		Community Facility SF		Manufacturing SF		Rationale for Exclusion
								Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	Prop.	Max.	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF	GSF	ZSF	
Other Site 1																															In this box, please provide a rationale for the exclusion of this "Other" Site. As a general starting point, please refer to the CEQR Tech Manual Analysis Framework (Excluded Sites, Pg. 2-7) at: http://www.nyc.gov/html/oec/downloads/pdf/2014_ceqr_tm/02_Establishing_the_Analysis_Framework_2014.pdf. As a reminder, please also consider neighborhood trends in the surrounding area as these trends often tell us more about which sites (including smaller sites) are likely to be developed once the Proposed Actions are approved.
Other Site 2																															In this box, please provide a rationale for the exclusion of this "Other" Site. As a general starting point, please refer to the CEQR Tech Manual Analysis Framework (Excluded Sites, Pg. 2-7) at: http://www.nyc.gov/html/oec/downloads/pdf/2014_ceqr_tm/02_Establishing_the_Analysis_Framework_2014.pdf. As a reminder, please also consider neighborhood trends in the surrounding area as these trends often tell us more about which sites (including smaller sites) are likely to be developed once the Proposed Actions are approved.
TOTAL				0	0																	0	0	0	0	0	0	0	0	0	0	

PART II: TECHNICAL ANALYSES

INTRODUCTION

Based on the criteria in Part II of the Environmental Assessment Statement Short Form, the following technical areas require further analysis: land use, zoning, and public policy; transportation; and noise. These analyses, which follow the guidance in the *CEQR Technical Manual*, are presented below. The heading numbers correlate with the relevant chapters of the *CEQR Technical Manual*.

4. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

A land use analysis characterizes the uses and development trends in the area that may be affected by an action and determines whether a proposed project is compatible with those conditions or whether it may adversely affect them. The analysis also considers the proposed project's compliance with, and effect on, the area's zoning and other applicable public policies.

According to the *CEQR Technical Manual*, a preliminary assessment that includes a basic description of existing and future land uses, as well as basic zoning information, is provided for most projects, regardless of their anticipated effects. Regarding public policy, the *CEQR Technical Manual* states, "Large, publicly-sponsored projects are assessed for their consistency with PlaNYC, the City's sustainability plan." An assessment of an action's consistency with the Waterfront Revitalization Program is required if an action would occur within the designated Coastal Zone. Public policy assessments are also appropriate if an action would occur within an area covered by an Urban Renewal Plan or a 197-A Plan.

Study Area

According to the *CEQR Technical Manual,* the appropriate study area for land use, zoning, and public policy is related to the type and size of the proposed project, as well as the location and context of the area that could be affected by the project. Study area radii vary according to these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a very large project.

Because of the modest size of the proposed project, the land use and zoning assessment for the proposed action considers a study area extending 400 feet around the proposed rezoning area. The study area extends northward to a point between Avenue C and Church Avenue, eastward to East 2nd Street, southward to a point between Cortelyou Road and Ditmas Avenue, southwestward to 38th Avenue, and northwestward to a point between 14th and 15th Avenues. The study area includes all or part of 13 blocks.

Need for a Preliminary Assessment

A land use and zoning assessment is appropriate for the proposed action, which is a zoning map amendment.

The proposed project is neither large nor publicly sponsored. No portion of the proposed rezoning area is within an urban renewal area, an area covered by a 197-a Plan, or the Coastal Zone. A public policy consistency assessment is therefore not warranted.

Land Use

Existing Conditions within the Affected Area

The affected area consists of six lots in their entirety and most of a seventh lot, all on the block bounded by McDonald Avenue, Avenue C, Dahill Road, and Cortelyou Road (Block 5369).

Lots 6 and 82 comprise the project site. They contain 36,177 of the 44,177 square feet within the affected area. Lot 82 (317 Dahill Road) is a 100-by-100-foot, 10,000 square foot lot fronting on Dahill Road 80 feet south of Avenue C. Lot 6 (600 McDonald Avenue) is a 27,677 square foot parcel, with 26,177 square feet within the affected area and 1,500 square feet outside of it. The portion within the proposed rezoning area has 39.67 feet of frontage along Avenue C and 655 feet of frontage along McDonald Avenue. At its southern end, the lot has a 15-foot-wide westward extension fronting on Dahill Road; this is the portion not within the affected area.

A two-story school building occupies Lot 6, and a four-story school building occupies Lot 82. The two facilities comprise the private school operated by the Applicant. The building on Lot 6 has classrooms for girls in kindergarten through eighth grade, and the building on Lot 82 has classrooms for girls in grades 9 through 12. The two buildings have interconnected cellars, and certain facilities (notably the kitchen) serve both buildings.

Since sometime before 2016, the school has also used its kitchen and dining facilities for commercial purposes when the school is not in operation, as a nonconforming Use Group 9 commercial banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. The events occur between 6 PM and midnight and may occur any night of the week except Friday or Saturday. The banquet hall includes a total of 20,365 gsf (including approximately 8,900 zsf) of existing cellar and basement space. During school hours, the space serves the school and functions as Use Group 3 community facility space.

The remainder of the affected area consists of five 20-by-80-foot, 1,600 square foot lots (Block 5369, Lots 1 through 5, or 2 through 12 Avenue C) under separate ownership that are neither owned nor controlled by the Applicant. They are located to the north of Lot 82 and to the west of Lot 6. They are developed with two-story-and-basement buildings constructed for residential use circa 1899. The buildings on Lots 2-4 cover 80 percent of their lots, with shallow rear yards; each has 3,840 gross square feet (gsf) of floor area, all counting for zoning purposes, and a floor area ratio (FAR) of 2.40. The building on Lot 1 (the westernmost lot, at the corner of Dahill Road) has been extended in the rear and covers the entire lot, for 4,800 gsf of floor area and an FAR of 3.00. The buildings on Lots 1, 2, and 4 (2, 4, and 10 Avenue C) each contain three dwelling units, one per floor. The building on Lot 5 (12 Avenue C) contains two dwelling units, and the basement is used for storage. The building on Lot 3 (6 Avenue C) contains two dwelling units above a basement masjid, or prayer room. Collectively, these buildings contain 13 dwelling units and a 1,280 square foot community facility (a house of worship).

Existing Conditions in the 400-Foot Study Area

Land uses within the study area is divided mainly between residential and industrial uses. Scattered religious, retail, office, and recreational uses also exist.

On the block that includes the affected area, the only other property fronting on McDonald Avenue is a large one-story retail establishment selling windows and doors, which extends to the Cortelyou Road corner. The store shares the block's Cortelyou Road frontage with gas station. The Dahill Road side of the block is entirely residential aside

from the private religious school, the gas station, and one vacant one-story industrial building.

Block 5360 (bounded by McDonald Avenue, Avenue C, East 2nd Street, and Cortelyou Road) faces the project site across 100-foot-wide McDonald Avenue and the elevated subway system trestle that rises above it. (The F line is underground north of this block.) The McDonald Avenue frontage is light industrial except for a mixed-use building with residential apartments above a house of worship at the corner of Avenue C, medical offices adjacent to that corner building, and a religious institution at the corner of Cortelyou Road. The industrial uses consist of one-story warehouses, a five-story plumbing supplies warehouse, and a one-story factory. The rest of the block is residential.

The southern part of the block to the north (Block 5353, bounded by McDonald Avenue, Avenue C, East 2nd Street, and Church Avenue) is residential except for a hardware supplies warehouse at the corner of McDonald Avenue and Avenue C.

Block 5352 (bounded by McDonald Avenue, Avenue C, Dahill Road, and Church Avenue) faces the proposed rezoning area across Avenue C. An automotive repair shop occupies the corner of McDonald Avenue and Avenue C. To its north, along McDonald Avenue, are three buildings with residential apartments above ground floor commercial space, followed by a row of residential buildings. Residential buildings occupy the other lots fronting on Avenue C and the lots fronting on Dahill Road.

To the west and northwest of the affected area are Block 5350 (bounded by Dahill Road, 35th Street, 14th Avenue, and 36th Street) and Block 5351 (bounded by Dahill Road, 35th Street, 14th Avenue, and Church Avenue). The portions of these blocks that are within the study area are entirely residential.

Block 5368 is a small triangular block bounded by Dahill Road, 37th Street, and 15th Avenue, located to the immediate west of the project site block. A one-story building at the corner of Dahill Road and 15th Avenue contains an automotive repair shop on the Dahill Road side and a grocery store on the 15th Avenue side.

To the immediate south is Block 5367 (bounded by Dahill Road, 37th Street, 15th Avenue, and 38th Street). It is occupied by residential buildings and a playground.

Northwest of Blocks 5367 and 5368 are Block 5348 (bounded by 37th and 38th Streets and 14th and 15th Avenues) and Block 5349 (bounded by 36th and 37th Streets and 14th and 15th Avenues). Portions of these blocks are within the study area. Two industrial operations occupy the portion of Block 5348 that is within the study area. One is a paper factory and warehouse complex; the other is a building materials warehouse with adjacent open storage. Uses are more mixed on Block 5349. A massive six-story building, built for printing and manufacturing but since converted to offices, occupies the western part of the block and extends through the midblock along 37th Street. One- or two-family homes occupy the midblock along 36th Street. To the east of the homes and the office building is a commercial parking lot with frontage on both 36th and 37th Streets. The 15th Avenue frontage is divided between a row of homes and a warehouse.

Part of Block 5366 (bounded by Dahill Road, 38th Street, 15th Avenue, and 39th Street) occupies the southwestern part of the study area. Most of the block, including the portion within the study area, is residential.

Block 5384 (bounded by Dahill Road, Cortelyou Road, and Ditmas Avenue) is to the immediate south of the project site block. An auto sales lot occupies the corner of Dahill and Cortelyou Road. A mikvah, or ritual bath, is under construction on Dahill Road to the south of the sales lot. An open storage yard for a building materials supplier occupies the corner of Cortelyou Road and McDonald Avenue.

A small part of Block 5385 (bounded by McDonald Avenue, Cortelyou Road, East 2nd Street, and Ditmas Avenue) occupies the southeast portion of the study area. The Cortelyou Road frontage is divided between a one-story, multi-tenant retail building on the west, which extends southward along McDonald Avenue, and residential apartment buildings on the east.

The divisions in the study area as a whole are reflected in the area closest to the proposed rezoning area. On McDonald Avenue, the adjacent use is a store selling windows and doors, and the facing uses are warehouses, a factory, medical offices, and residential apartments above a house of worship. On Dahill Road, the adjacent and facing uses are residential. On Avenue C, the facing uses are residential and automotive.

Future Conditions without the Proposed Action

Absent the proposed action, the nonconforming commercial banquet hall use on Lots 6 and 82 would cease operation. The two buildings on the lot would be used only as Use Group 3 school facilities. There would be no repurposing of space because the "banquet hall" consists of space within the school buildings that is used for school purposes (as kitchen, lunchroom, lavatories, circulation space, and lobby) during school hours. Outside of school hours, the space would still be used occasionally for social functions directly related to school operations.

No other changes are anticipated within the affected area by the build year. All lots within the proposed rezoning area are overbuilt relative to the permitted FAR, either because the development preceded the current Zoning Resolution or because they were developed subject to BSA bulk variances, so new developments or enlargements would not be possible without additional BSA actions, which are not anticipated. All buildings are fully occupied, so changes in use are not anticipated.

Within the study area, one building is now under construction, a mikvah, which will be completed in 2018. No other changes are anticipated.

Future Conditions with the Proposed Actions

If the proposed zoning map amendment is approved, the Use Group 9 commercial banquet hall would become a conforming use and would continue. The proposed action would thus facilitate the Applicant's ability to continue using the school's kitchen and dining facilities for commercial purposes when the school is not in operation, as a banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. Approximately 185 events a year are anticipated, with their frequency varying by season. As at present, the events would occur between 6 PM and midnight,

any night of the week except Friday or Saturday. The banquet facilities would consist of seating, entertainment, and toilet areas in the cellar of the Dahill Road building (8,265 sf), the kitchen in the cellar of the McDonald Avenue building (approximately 3,200 sf), and an entryway and additional restrooms in the basement of the McDonald Avenue building (approximately 8,900 sf). The banquet hall would include a total of approximately 20,000 gsf (including approximately 8,900 zsf) within the buildings' cellars and the basement of the building on Lot 6. During school hours, the space would continue to serve the school and function as Use Group 3 community facility space.

It is projected that the basements of the five buildings on Lots 1-5 would be converted to commercial use. The projected changes in use would displace three dwelling units and a 1,280 sf prayer room and would add 6,720 gsf of commercial space.

The anticipated commercial uses would be appropriate in an area in which such a diversity of uses exist. The banquet hall's seating and entertainment area would be in the windowless cellar; therefore, noise from the banquet hall would not disturb the school's neighbors. A parking study has confirmed that existing parking in the school's vicinity is sufficient to accommodate the banquet hall's needs. Small retail stores that would serve nearby residents, students, and workers are appropriate for an avenue within a residential area with daytime worker and student populations. No redevelopment is anticipated; the commercial uses would occupy space within existing buildings, and the buildings' primary uses would remain. The banquet hall would not displace any existing use, and at most three dwelling units and a small house of worship would be displaced. In summary, the proposed and projected uses would not substantially the existing land use pattern or cause any land use conflicts. The proposed action would therefore not have a significant adverse impact on land use.

Zoning

Existing Conditions

The affected area is now zoned R5, a residential district that permits residential and community facility Use Groups 1 through 4 and precludes commercial and manufacturing uses. The maximum permitted FAR is 1.25 for residential use and 2.00 for community facility use. Front and rear yards are required. For residential buildings the maximum permitted street wall height is 30 feet, and the maximum permitted building height is 40 feet. For community facility buildings, the maximum permitted street wall is 35 feet, and above that height the building may not penetrate a sky exposure plane beginning at a line 35 feet above the front yard line and sloping upwards and rearwards across the lot at a 45 degree angle.

The R5 district is mapped on the part of the project site block that is outside the affected area, southward to a line 150 feet from Cortelyou Road. It is also mapped in the northwestern, northern, and eastern parts of the study area, north of 36th Street and west of Dahill Road, north of Avenue C, and along East 2nd Street.

An M1-1 light manufacturing district is mapped to the east and to the south of the affected area, along the east side of McDonald Avenue south of Avenue C and between McDonald Avenue and Dahill Road south of the R5 district. The M1-1 district permits most but not all commercial uses, light manufacturing uses listed in Use Group 17, and certain specified

community facility uses but precludes all residential and most community facility uses. The maximum permitted FAR is 1.00 for commercial or manufacturing uses and 2.40 for community facility uses. Rear yards are required. The maximum street wall height is 30 feet or two stories, whichever is less, for a commercial or manufacturing building and 35 feet or three stories, whichever is less, for a community facilities building. At that height a setback from the street line is required, and above that height the building may not penetrate a sky exposure plane that begins at 30 feet above the front lot line and slopes upwards and rearwards at a 45 degree angle.

An R6 residential district is mapped west of Dahill Road and south of 36th Street. The district has the same use regulations as R5 but allows greater bulk. The maximum permitted FAR under R6 is 4.80 for community facility use. The maximum permitted residential floor area depends on which set of regulations is used. Under the R6 district's basic regulations, permitted FAR and required open space vary according to "height factor," which is the number obtained by dividing floor area by lot coverage. The maximum on the sliding scale is 2.43, but this is achievable only for buildings of about 13 or 14 stories occupying very small percentages of large lots. Under the optional Quality Housing regulations, the maximum residential FAR is 2.20 for a location on a narrow street more than 100 feet from its intersection with a wide street (or 2.42 for a development under the Inclusionary Housing Program) and 3.00 for a location within 100 feet of a wide street (or 3.60 for a development under the Inclusionary Housing Program). Rear yards are required, but not front yards. Under the Quality Housing regulations, for a residential or partially residential mixed-use building, the height and setback regulations establish a maximum permitted base (street wall) height, at which point a setback is required (10 feet deep on a wide street and 15 feet deep on a narrow street), and a maximum permitted building height. On a narrow street more than 100 feet from its intersection with a wide street, the maximum permitted base height is 45 feet, and the maximum permitted building height is 55 feet. On a wide street, or on a narrow street but within 100 feet of a wide street, the maximum permitted base height is 65 feet, and the maximum permitted building height is 70 feet (or 80 feet for a development under the Inclusionary Housing Program). For a community facility building or a residential or mixed-use building under the basic regulations, the maximum permitted street wall height is 60 feet or six stories (whichever is less), at which point a 15- or 20-foot setback is required, and above that height the building may not penetrate a sky exposure plane that extends upwards and rearwards over the lot from a line 60 feet above the front property line at a ratio of 2.7 vertical feet to each horizontal foot on a narrow street or 5.6 vertical feet to each horizontal foot on a wide street.

The southeast corner of the study area, along both sides of Cortelyou Road east of the midpoint between McDonald Avenue and East 2nd Street, is mapped R6A. That is a contextual R6 district, in which the Quality Housing bulk regulations are mandatory for residential development and also apply to community facility buildings. The width of the adjacent street does not matter; the regulations applicable to an R6 building fronting on a wide street apply for R6A.

Two other manufacturing districts, M1-2 and M2-1, are mapped in the westernmost part of the study area. M1-2 has the same use regulations as M1-1 but different bulk regulations. The maximum permitted FAR is 2.00 for commercial or manufacturing uses

and 4.80 for community facility uses. The maximum street wall height is 60 feet or four stories, whichever is less. At that height a setback from the street line is required, and above that height the building may not penetrate a sky exposure plane that begins at 60 feet above the front lot line and slopes upwards and rearwards at a ratio of either 2.7 or 5.6 vertical feet to one horizontal street, depending on whether the building fronts on a narrow or wide street. In an M2-1 medium manufacturing district, the permitted uses and bulk regulations are the same as under M1-1, but in the M2-1 district the uses need not be fully enclosed, and lower performance standards apply.

Finally, the portion of the study area to the east of McDonald Avenue is within the Special Ocean Parkway District. Most of the special district regulations are applicable either along Ocean Parkway or within a subdistrict located outside the study area. Within the study area, the underlying district regulations govern.

Future Conditions without the Proposed Action

No zoning map changes are anticipated in the study area in the future without the proposed action.

Future Conditions with the Proposed Action

The proposed action would add a C2-4 local commercial overlay to the R5 district within the affected area. Whereas the current zoning (R5) permits residential and community facility uses in Use Groups 1 through 4, the proposed zoning (R5/C2-4) would also permit commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14, with a floor area ratio (FAR) of up to 1.00.

The affected area is located within a mixed-use area, with industrial uses located along the facing blockfront of McDonald Avenue and an auto repair shop located on the facing side of Avenue C. Along McDonald Avenue the affected area abuts the boundary of an M1-1 light industrial district. An elevated subway trestle is located above McDonald Avenue. A local commercial overlay is appropriate in such a location. The proposed action would not have a significant adverse zoning impact.

16. TRANSPORTATION

Introduction

In order to determine the potential for the proposed action to result in significant adverse transportation impacts, a trip generation screening analysis and a parking utilization analysis were performed pursuant to the methodologies identified in the *CEQR Technical Manual*.

A private religious school occupies the project site, at 600 McDonald Avenue in Brooklyn, at the eastern edge of the Borough Park neighborhood. The site is within an R5 residential zoning district, which permits residential and community facility uses but not commercial uses.

The school rents its kitchen and dining facilities for commercial purposes when the school is not in operation, as a nonconforming commercial banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. The events occur between 6 PM and midnight and may occur any night of the week except Friday or Saturday. A separate entity, Tifereres Mordechai, LLC, books and manages the events.

The proposed action is to map a C2-4 local commercial overlay district within a part of the R5 district. The affected area would include the project site and five adjacent 20-by-80-foot lots that front on Avenue C between McDonald Avenue and Dahill Road. A row of residential buildings, each with two stories and a basement, occupies these lots.

If the proposed zoning map amendment is approved, the commercial banquet hall would become a conforming use and would continue. The proposed action would thus facilitate the banquet hall's continued operation. It is projected that the basements of the five buildings along Avenue C would be converted into five small retail spaces with a total of 6,720 gsf. Absent the proposed action, the use of the school's space as a commercial banquet hall would be discontinued, and no change of use would occur on the other properties.

Trip Generation

Banquet Hall Trip Generation

Based on a survey conducted for the Silvercup FEIS, the average catering hall is approximately at 50 percent of capacity on a weekday PM, and at 50–75 percent of capacity during the weekend midday/evening analysis hour.

The results of 2006-2010 ACS 5-Year Reverse-Journey-to-Work (RJTW) for tract numbers 228, 478, 484, 486, 488, 490 and 496, as shown in Exhibit A**,** were used, as adjusted. Because the events run until midnight, the auto share of trips was increased from 36 percent to 80 percent, and the shares for other modes of travel were reduced to 5 percent by bus, 5 percent by subway, and 10 percent by foot from the immediate neighborhood. The proposed trip rates, modal split, and vehicle occupancy rate for the catering use are summarized in Table 16-1**.**

The findings of the trip generation analysis, as summarized in Tables 2 and 3, indicate that the person and vehicle trips for the catering facility would be 160 person trips and 43 vehicle trip ends (39 inbound and 4 outbound) on weekdays and 200 person trips and 53 vehicle trip ends (48 inbound and 5 outbound) on Sundays.

Exhibit A

Modal Split Information

2006-2010 ACS 5-YEAR Reverse Journey-to-Work (RJTW) for tract numbers 228, 478, 484, 486, 488, 490 and 496 in the Brooklyn, NY.

600 Mc Donald Avenue, Brooklyn New York

2006-2010 ACS 5-Year,Reverse Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Car Pool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bi cycle	Walk	Other Means	Worked @ Home	Total
228	**2630**	**1065**	**80**	**160**	**0**	**570**	**70**	**0**	**30**	**0**	**0**	**450**	**95**	**110**	2,630
478	**1015**	**210**	**110**	**200**	**0**	**15**	**0**	**0**	**0**	**0**	**10**	**350**	**0**	**120**	1,015
484	**685**	**230**	**30**	**55**	**0**	**200**	**0**	**0**	**0**	**0**	**30**	**105**	**0**	**35**	685
486	**1010**	**300**	**100**	**10**	**30**	**290**	**0**	**0**	**0**	**0**	**35**	**205**	**20**	**20**	1,010
488	**680**	**115**	**45**	**25**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**280**	**0**	**130**	680
490	**605**	**175**	**75**	**100**	**0**	**75**	**0**	**0**	**0**	**0**	**25**	**40**	**35**	**80**	605
496	**1185**	**235**	**70**	**265**	**0**	**195**	**10**	**0**	**0**	**0**	**10**	**365**	**0**	**35**	1,185
Total	7,810	2,330	510	815	30	1,430	80	0	30	0	110	1,795	150	530	7,810
		0.298	***0.065***	***0.104***	***0.00***	***0.183***	***0.010***	***0.00***	***0.00***	***0.00***	***0.01***	***0.230***	***0.02***	***0.068***	***1.00***

Modal Split summary

Auto	**36%**
Taxi	**0%**
Bus	**11%**
Subway	**19%**
Walk	**23%**
Other	**10%**
Total	**100%**

Table 16-1: Transportation Planning Factors

Land Use:	Catering Hall Facility
	Persons
Max.Occupancy Capacity	400
Size in gsf	20,232
Typical Occupancy Weekday (1)	50%
Typical Occupancy Sunday (1)	62.5%
Temporal Distribution:	
Weekday Evening Peak Hour (1)	80%
Sunday Evening Peak Hour (1)	80%
	Per 1,000 sq-ft
Linked-Trip:	0%
Modal Split (3) :	all periods
Auto	80%
Taxi	0%
Subway	5%
Bus	5%
Walk & Other	10%
Total	100%
In/Out Splits:	In/Out
Weekday Evening Peak Hour (1)	90/10
Sunday Evening Peak Hour (1)	90/10
Vehicle Occupancy:	
Auto	3
Taxi	3.5
Truck Trip Generation:	**(2)**
Weekday	0.35
Saturday	0.04
	per 1,000 sqft
	(1)
Weekday Evening Peak Hour	2%
Sunday Evening Peak Hour	11%
AM/MD/PM/Saturday Midday	50/50

Sources:

(1)-Domino Sugar Developments FEIS, for catering use.

(2)-2014 CEQR Technical Manual, Table 16-2.

(3)-2006-2010 ACS 5-YEAR Reverse Journey-to-Work (RJTW)
for tract numbers 228, 478, 484, 486, 488, 490 and 496 in the Brooklyn, NY, adjusted for the proposed catering use in this neighborhood.

Table 16-2: Estimated Person Trips

Land Use:	Catering Hall Facility	Transit and pedestrian Demand
Weekday Evening Persons	200	
Sunday Evening Persons	250	
Peak hour Trips		
Weekday Evening Peak Hour	160	
Sunday Evening Peak Hour	200	
Person Trips:		
Weekday Evening Peak Hour		
Auto	128	
Taxi	0	
Subway	8	8
Bus	8	8
Walk & Other	16	16
Total	160	32
Sunday Evening Peak Hour		
Auto	160	
Taxi	0	
Subway	10	10
Bus	10	10
Walk & Other	20	20
Total	200	40

Table 16-3: Estimated Vehicular Trips

Weekday Evening Peak Hour	
Auto (Total)	43
Taxi	0
Taxi (Balanced)	0
Truck	0
Truck(Balanced)	0
Total	43
Inbound/Outbound Trips	***39/4***
Sunday Evening Peak Hour	
Auto (Total)	53
Taxi	0
Taxi (Balanced)	0
Truck	0
Truck(Balanced)	0
Total	53
Inbound/Outbound Trips	***48/5***

The analysis findings indicate that the future with-action person and vehicle trip ends would be below the *CEQR* 200-person trip ends threshold for transit and pedestrians and 50-vehicle trip ends threshold for vehicle trips and therefore, no further transportation analysis would be warranted. Additionally, it must also be noted that the peak catering facility activities time periods, coincides with the least amount of background traffic on the surrounding streets.

Retail Trip Generation

Because the peak hours for the projected retail uses would be different from those for the banquet hall, the analyses were not combined.

A total of 6,720 sf of local retail space is projected. According to Table 16-1 of the *CEQR Technical Manual*, a transportation analysis is appropriate for the development of at least 15,000 sf of local retail space in a Zone 2 location. Because the projected square footage is below the CEQR threshold, no further analysis would be warranted.

Parking

When the commercial catering operation began, available on-street parking spaces, particularly those along McDonald Avenue between Avenue C and Cortelyou Road, were used to accommodate event parking. More recently, the event operator (Tifereres Mordechai, LLC) has begun leasing spaces in a nearby commercial parking lot at 1470 36th Street, between 14th and 15th Avenues. (See Figure 16-1.) Guests travelling by car pull up to the entrance on McDonald Avenue, and Tifereres Mordechai employees drive the cars either to available spaces on the same block as the school or to the parking lot. Employees later retrieve the vehicles and drive them to the school entrance when the guests leave.

Stonefield Engineering and Design, LLC, performed a comprehensive on-street parking study to establish the total on-street parking supply and its utilization proximate to the subject site. In order to evaluate the existing parking demand in the site vicinity, parking utilization counts and observations were performed generally within a ¼-mile walking distance from the subject site, which is in accordance with guidelines set forth in the *CEQR Technical Manual*. Figure 16-1shows theon-street parking study area.

Initially, on-street parking counts and observations were performed on three nights: two nights surveyed were coincident with events at the subject catering hall facility and onenight ofstudy occurred when there was noscheduled event. Stonefield subsequently observed parking conditions and performed counts on one additional night when an event occurred, with particular focus on the valet parking service that had been introduced. On-street parking utilization counts were conducted on the following dates and during the following times:

- Wednesday, March 14, 2018 from 5:00 p.m. to 11:00 p.m. (with event)
- Thursday, March 15, 2018 from 5:00 p.m. and 11:00 p.m. (with event)
- Monday, March 26, 2018 from 5:00 p.m. to 11:00 p.m. (without event)
- Tuesday, June 12, 2018 from 5:00 pm to 11:00 pm (focus on valet parking}

The catering hall facility hosts events that typically commence between 6:00 p.m. and 7:00 p.m. Accordingly, the study time period of 5:00 p.m. to 11:00 p.m. was selected. The parking utilization data was collected in 30-minute intervals and analyzed to identify the variation in parking utilization during the study time periods.

On-street parking is generally permitted along both sides of the study roadways. Based on Stonefield's review of posted daytime parking regulation signs and the locations of private driveways and fire hydrants, the total legal, on- streetparkingcapacitypriorto6:00p.m.is2,017parkingstalls withinthe¼-mile studynetwork. However, Stonefield observed "No Standing" and "Truck Loading Only" parking regulations at several locations in the study network along McDonald Avenue and Avenue C that prohibit on-street parking from 6:00 a.m. to 6:00p.m.orfrom 7:00a.m. to7:00p.m. Therefore, the total legal, on-street parking capacity is increased by six parking stalls after 6:00 p.m. and by 96 additional parking stalls after 7:00p.m.

Figure 16-1



FIGURE 1: PARKING UTILIZATION STUDY AREA MAP

300' 0' 300' 600'

GRAPHIC SCALE IN FEET
1" = 300'

SOURCE: GOOGLE EARTH PRO

600 McDONALD AVENUE

BLOCK 5369, LOT 6
600 McDONALD AVENUE
BOROUGH PARK, BROOKLYN, NEW YORK

DRAWN BY:	AJV
CHECKED BY:	FF
DATE:	03/21/2018
SCALE:	1" = 300'
PROJECT ID:	L-18017

STONEFIELD engineering & design

Rutherford, NJ · Long Island City, NY · Royal Oak, MI
www.stonefieldeng.com

27-02 41st Avenue, Long Island City, NY 11101
Phone 718.606.8305

L:\2018\L-18017 600 McDonald Avenue, Brooklyn, NY\CADD\Exhibit\2018-03-21_Study Area Map.dwg

Based on the review of the on-street parking utilization data, the peak parking utilization with a catering hall event on March 14 was approximately 98% of the total supply and occurred at 11:00 p.m.; the peak parking utilization with a catering hall event on March 15 was approximately 97% of the total supply and occurred at 5:00 p.m.; the peak parking utilization without a catering hall event on March 26 was 95% of the total supply and occurred at 5:30 p.m.; and the peak parking utilization with a catering hall event on June 12 was approximately 97% of the total supply and occurred at 11:00 p.m.

Table 16-4 provides a summary of the on-street parking observations with respect to the percentage utilization and amount of available capacity. Additionally, Figure 16-2 graphically illustrates the variations in parking demand over the course of the study period for the four nights of study.

Table 16-4: On-Street Parking Utilization (¼ Mile), March 2018

Date (Peak Interval)	Event?	Vehicles Parked On-Street	Total On-Street Parking Supply	Percentage Utilization	Number of Legal On-Street Parking Stalls Available
Wednesday, March 14, 2018 (11:00 p.m.)	Yes	2,076	2,119	98.0%	43
Thursday, March 15, 2018 (5:00 p.m.)	Yes	1,948	2,017	96.5%	71
Monday, March 26, 2018 (5:30 p.m.)	No	1,911	2,017	94.7%	106
Tuesday, June 12, 2018 (11:00 p.m.)	Yes	2,054	2,119	96.9%	65

As shown in Table 16-4**,** on-street parking conditions were generally consistently high in the site vicinity during the four nights of study, with or without an event at the catering hall facility. Additionally, the on-street parking utilization during all four nights of study was within the legal capacity.

On the night of June 12, a total of 80 cars arrived at the site and were parked, and later retrieved, by catering hall employees. Of this total, 26 were parked on the street, and 54 were parked in the parking lot on 36th Street. The 54 cars did not fill the parking lot, in which excess capacity remained, and in which 80 vehicles had been parked at 5:00 p.m. (See Figure 16-3.)

Additionally, Stonefield prepared a localized analysis of on-street parking conditions with specific focus on the immediate site vicinity along Dahill Road. Data from the aforementioned on-street parking study, which included this section of roadway, was utilized to examine parking conditions along Dahill Road

Figure 16-2: Observed On-Street Parking Utilization
Comparison ¼ Mile Radius from 600 McDonald Avenue
Borough Park, Brooklyn

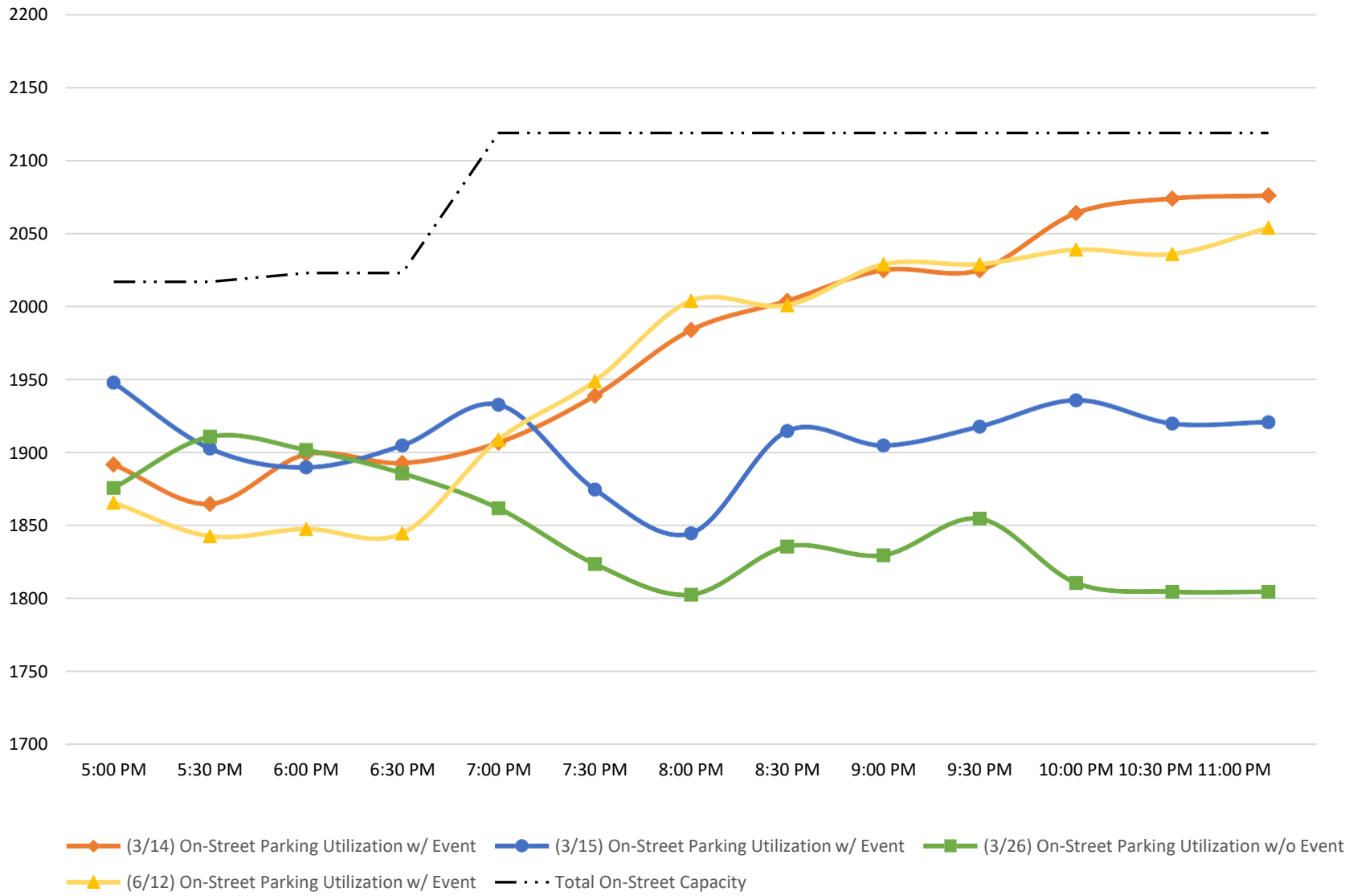
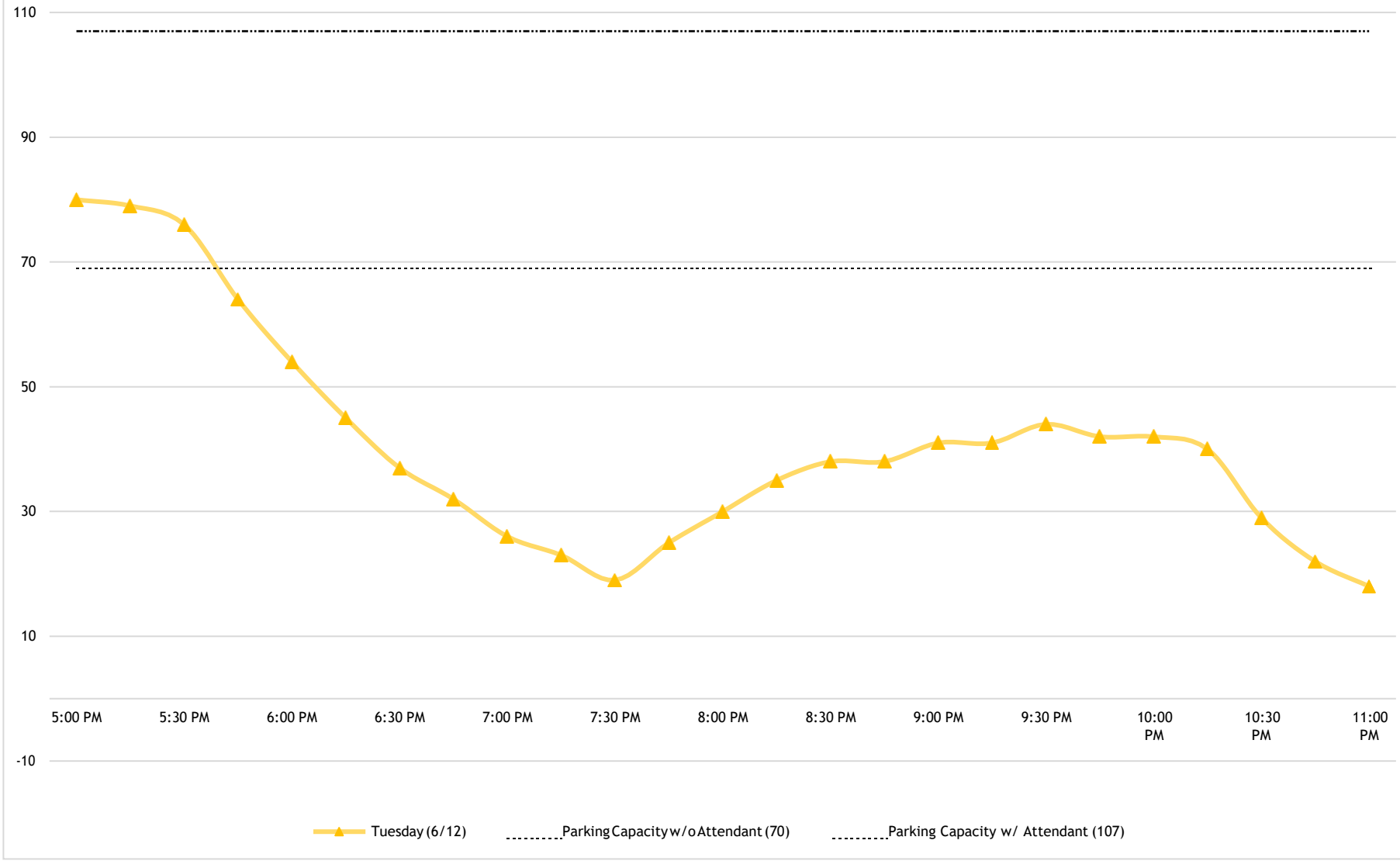


Figure 16-3: Observed Valet Parking Lot Utilization 1470 36th Street Parking Borough Park, Brooklyn



between Church Avenue and Cortelyou Road/38th Street. Parking is generally permitted along both sides of the roadway, and numerous private driveways exist and provide access to additional off-street parking for the surrounding residential uses. The total legal on-street parking supply along this section of roadway is 127 total parking stalls which equates to approximately 6% of the total on-street capacity. Table 16-5 provides a summary of the Dahill Road on-street parking utilization study with respect to the percentage utilization. On-street parking utilization was observed to be in excess of the total legal capacity in this specific study area during all four nights of study. Figure 16-4 graphically illustrates the variations in parking demand along Dahill Road over the course of the study period for the three nights of study.

Table 16-5: On-Street Parking Utilization (Dahill Road), March 2018

	Event?	Vehicles Parked On-Street	Total On-Street Parking Supply	Percentage Utilization	Number of Illegally Parked Vehicles On- Street
Wednesday, March 14, 2018 (10:00 p.m.)	Yes	141	127	111.0%	14
Thursday, March 15, 2018 (5:00 p.m.)	Yes	140	127	110.2%	13
Monday, March 26, 2018 (8:30 p.m.)	No	137	127	107.9%	10
Tuesday, June 12, 2018	Yes	142	127	111.8%	15

The analysis findings provided in Table16-5 indicate that on-street parking utilization exceeds the legal capacity along Dahill Road between Church Avenue and Cortelyou Road/38th Street with or without an event at the subject catering hall facility. Although the peak number of illegally parked cars was lowest on the night without an event, Figure 16-4 shows that the numbers fluctuate over time and that during much of the study period the number of illegally parked cars was second highest on the night without a catering hall event.

In conclusion,, on-street parking in the vicinity of 317 Dahill Road and 600 McDonald Avenue was observed to operate generally consistently over the four nights of study. All nights of study indicate that on-street parking utilization was within the legal capacity located within ¼-mile of the subject site. Parking operations along Dahill Road proximate to the subject site were also observed to operate generally consistently with and without an event at the subject catering hall facility.

19. NOISE

Introduction

The purpose of a noise assessment under CEQR is to determine whether an action would (1) raise noise levels significantly at existing or anticipated sensitive noise receptors (such as residences or schools) or (2) introduce new sensitive uses (such as residential buildings or schools) at locations subject to unacceptably high ambient noise levels.

The assessment is concerned with both mobile and stationary noise sources. Mobile sources are those that move in relation to a noise-sensitive receptor. They include automobiles, buses, trucks, aircraft, and trains. Stationary sources of noise do not move in relation to a noise-sensitive receptor. Typical stationary noise sources of concern include machinery or mechanical equipment associated with industrial and manufacturing operations; building heating, ventilating, and air conditioning (HVAC) systems; speakers for public address and concert systems; playground noise; and spectators at concerts or sporting events. An action could raise noise levels either by introducing new stationary noise sources (such as outdoor playgrounds or rooftop air conditioning compressors) or by increasing mobile source noise (generally by generating additional traffic). Similarly, an action could introduce new residences or other sensitive receptors that would be subject to noise from either stationary or mobile sources.

The proposed action is a zoning map amendment to map a C2-4 commercial overlay within part of an R5 residential district. The change would legalize an existing nonconforming commercial use. The Applicant operates a private school located on the project site. The proposed action would facilitate the Applicant's ability to continue using the school's existing kitchen and dining facilities for commercial purposes when the school is not in operation, as a Use Group 9 commercial banquet hall accommodating up to 400 guests, renting the space for events not related to the school's function. Approximately 185 events a year are anticipated, with their frequency varying by season. The events would occur between 6 PM and midnight, any night of the week except Friday or Saturday. The banquet hall includes a total of 20,365 gsf (including approximately 8,900 zsf) of existing cellar and basement space. During school hours, the space serves the school, and it would continue to do so. Absent the proposed action, the use of the space as a commercial banquet hall would be discontinued.

It is projected that the basements of five buildings within the affected area would be converted to local retail use. The spaces range from 1,280 to 1,600 square feet. The projected changes in use in these buildings would displace three dwelling units and a 1,280 sf prayer room and would add 6,720 gsf of commercial space.

Because uses within the affected area would differ under future with-action and no-action conditions, with different potentials for noise generation, this section provides a screening level assessment of the potential for the proposed action to cause a significant increase in stationary or mobile source noise levels. Because the proposed action would not result in additional noise sensitive receptors, no analysis of existing ambient noise levels is included.

Framework of Noise Analysis

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies

are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud.

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common frequency weightings used are the A- and C-weightings. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighting is the most commonly used for environmental measurements, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high-frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high- frequency bands are significantly affected by C-weighting.

Table 19-1: Noise Levels of Common Sources

Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A)Is perceived as a doubling or halving in SPL.	
Source: 2014 CEQR Technical Manual	

The following is typical of human response to relative changes in noise level:

- 3-dBA change is the threshold of change detectable by the human ear;
- 5-dBA change is readily noticeable; and
- 10-dBA change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

The sound level exceeded during a given percentage of a measurement period is the percentile-exceeded sound level (L_X). Examples include L_{10}, L_{50}, and L_{90}. L_{10} is the A-weighted sound level that is exceeded 10% of the measurement period.

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the sound source). In a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For "line" sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

Stationary Source Noise

Under with-action conditions, fully enclosed banquet hall and retail uses would occupy existing basement and cellar locations within the affected area. Unlike such uses as outdoor playgrounds, loudspeaker systems, car washes, or stationary diesel engines, enclosed retail uses are not substantial stationary noise sources. As shown in the attached architectural drawings, the banquet hall's seating, dining, and entertainment area would be in the school's cellar, in which there are no windows. It would therefore not be expected that noise from weddings or other events would disturb nearby residents. The proposed action would therefore not have the potential to cause a significant adverse stationary source noise impact.

Mobile Source Noise Assessment Methodology

Receptors

Pursuant to Section 111 of the *CEQR Technical Manual*, mobile sources are those noise sources that move in relation to a noise-sensitive receptor—principally automobiles, buses, trucks, aircraft, and

trains. Each has its own distinctive noise character, and, consequently, an associated set of noise assessment descriptors.

For mobile sources, an initial noise assessment may be appropriate if a proposed action would generate additional project-generated vehicular traffic in an area where a nearby receptor would potentially be impacted by high ambient noise levels. Receptors are generally the subject of most noise impact analyses. A noise-sensitive location (known as a "receptor") is usually defined as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of acceptability or when noise levels increase by an amount exceeding predefined thresholds ofchange.

The Two Methodologies

For the purposes of this noise assessment, the adjacent residential building located at 12 Avenue C is the nearest residential receptor. Pursuant to EARD guidance, noise monitoring was conducted on two dates: one during which the catering hall holds an event, and one when the catering hall does not hold an event. On both occasions, monitoring was conducted during the peak arrival period, between 6:00 and 7:00 P.M., and during the peak departure period, between 11:00 PM and 12:00 AM. All monitoring was conducted on the sidewalk of 12 Avenue C in front of the residential building immediately to the west of 600 McDonald Avenue. This analysis includes two different analysis methodologies, which were compared with each other to determine the extent to which these methodologies yield consistent results:

1) Direct Comparison Methodology: The difference in the L_{10} between an event night and a non-event night under existing conditions was calculated to determine if the catering hall is a significant noise generator. Traffic volumes and vehicle classifications were collected during both "event" and "non-event" monitoring sessions to determine whether catering hall activity results in increased traffic volumes or resulting vehicular noise.

2) Alternative Methodology: To derive a baseline reflecting conditions without a commercial catering hall operation, existing traffic volumes on nights without catering hall events were determined using both the non-event night field counts and traffic data collected by the New York State Department of Transportation (NYS DOT). As the build year for the proposed action is 2019, it was determined that projection of anticipated background traffic increases added to existing traffic to calculate with-action and no-action noise levels would not result in a perceptible increment of noise. Therefore, the existing traffic volumes during the non-event night served as the no-action baseline. The anticipated project-generated vehicular trip-ends (estimated in Section 16, Transportation, above) were added to the projected no-action traffic volumes for both baseline data sources to determine the future with- action noise levels. All vehicular trips were converted to Noise PCEs.

Vehicular Traffic

Vehicular traffic on local streets is not steady and occurs in groups or platoons; therefore, its noise signature is characterized by fluctuating levels. If the traffic stream is characterized by sporadic heavy vehicles such as trucks, the noise levels could contain "spikes" associated with these events. For that reason, it is generally best to use $L_{eq(1)}$ or $L_{10(1)}$ as descriptors in a noise assessment. $L_{eq(1)}$ captures an hour's total noise energy at the location, and $L_{10(1)}$ represents the level exceeded 10 percent of the time. The $L_{10(1)}$ descriptor may be considered an average of the peak noise levels at a given location. If the noise fluctuates very little, then L_{eq} approximates L_{50}, or the median level. If the noise fluctuates broadly, then the L_{eq} is about equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} could exceed L_{90}, or the background level, by 10 or more decibels. Thus, the relationship between L_{eq} and the levels of exceedance depend on the character of the noise. In community noise measurements, L_{eq}

generally lies between L_{10} and L_{50}, but is often closer to L_{10} where fluctuating traffic noise is the dominant noise source. Pursuant to City guidance, for any study period where the monitored Leq value exceeds the L_{10} value, the Leq value is used as the representative noise level analyzed for the study period in which the exceedance occurred.

Vehicular Noise Characteristics and Sources

Automobile noise is a function of vehicle speed and engine noise. With changing gears, the noise levels tend to increase in a sawtooth kind of pattern as vehicular speed increases. The interaction of the road surface with the tires generates noise that increases with vehicle speed. At vehicular speeds below 30 miles per hour, the typical automobile noise spectrum is dominated by engine noise. At speeds higher than 30 miles per hour, the automobile noise signature is composed of a combination of lower frequency engine noise and higher frequency tire noise. The engine and tire noise for vehicular speeds above 30 miles per hour are comparable in noise level. Noise generated by buses and heavy trucks is also composed of engine and tire noise, but tire noise tends to dominate the noise signature at vehicular speeds above 30 miles per hour in trucks and buses. Cargo load normally does not significantly affect noise levels because increased load usually results in decreased vehicular speed and the effects cancel each other out. Because individual trucks and buses are noisier than individual automobiles, the concept of passenger car equivalents (PCEs) is used.

Pursuant to Section 332.1 of the *CEQR Technical Manual*, to calculate vehicular noise using projections:

- Each Automobile or Light Truck: 1 Noise PCE
- Each Medium Truck: 13 Noise PCEs
- Each Bus: 18 Noise PCEs
- Each Heavy Truck: 47 Noise PCEs

The Noise PCEs and noise levels under the Alternative Methodology were calculated using the logarithmic equation provided in Section 19-1 of the *CEQR Technical Manual*.

Impact Thresholds at Receptors

Pursuant to the *CEQR Technical Manual*, "the selection of incremental values and absolute noise levels should be responsive to the nuisance levels of noise and critical time periods when nuisance levels are most acute." (See Table 19-2 below.)

- During daytime hours (between 7 AM and 10 PM), nuisance levels for noise are generally considered to be more than 45 dB(A) indoors and 70 to 75 dB(A) outdoors. Indoor activities are subject to task interference above this level, and 70 to 75 dB(A) is the level at which speech interference occurs outdoors. Typical construction techniques used in the past (including typical single-glazed windows) provide a minimum of approximately 20 dB(A) of noise attenuation from outdoor to indoor areas. In view of these factors and for the purposes of determining a significant impact during daytime hours, it is reasonable to consider 65 dB(A) $L_{eq(1)}$ as an absolute noise level that should not be significantly exceeded.
- Nighttime (between 10 PM and 7 AM) is a particularly critical time period relative to potential nuisance values for noise level increases. Therefore, irrespective of the total nighttime noise levels, an increase of 3 dB(A) $L_{eq(1)}$ is typically considered a significant impact during nighttime hours.

Table 19-2
Noise Exposure Guidelines For Use in City Environmental Impact Review[1]

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1. Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	$L_{dn} \leq 60$ dBA		$60 < L_{dn} \leq 65$ dBA		(I) $65 < L_{dn} \leq 70$ dBA, (II) $70 \leq L_{dn}$		$L_{dn} \leq 75$ dBA
2. Hospital, nursing home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
3. Residence, residential hotel, or motel	(7 AM to 10 PM)	$L_{10} \leq 65$ dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	(10 PM to 7 AM)	$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:

(i) In addition, any new activity shall not increase the ambient noise level by 3 dB(A) or more.

[1] Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

[2] Tracts of land where serenity and quiet are extraordinarily important and serve as important public need, and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.

[3] One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.

[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

Sources: New York City Department of Environmental Protection (adopted policy 1983).

Noise Monitoring

Measurement Location and Equipment

The monitoring location was located on the sidewalk in front of the residential building immediately to the west of 600 McDonald Avenue at 12 Avenue C. The monitoring location at 12 Avenue C is identified in Figure 19-1.

Noise monitoring was conducted using a Type 1 Casella CEL-633C sound meter with wind screen. The monitor was placed on a tripod at a height of approximately three (3) feet above the ground, away from any other noise-reflective surfaces. The monitor was calibrated prior to and following each monitoring session.

Figure 19-1: Noise Monitoring Location



Photo 1: ***Noise Monitoring Location One (1) at the Street Frontage of 12 Avenue C during a catering hall event***



Photo 2: ***Noise Monitoring Location One (1) at the Street Frontage of 12 Avenue C during non-event night***



Measurement Conditions

Monitoring was conducted during typical midweek conditions, on Thursday, July 26, 2018 (event night) and on Wednesday, August 1, 2018 (non-event night). The weather was dry, and wind speeds were moderate during all monitoring periods. The sound meters were calibrated before and after each monitoring session.

Results

Based on the noise measurements taken at the Location 1, the predominant source of noise is vehicular traffic. The level of traffic and its corresponding level of noise was mild at Location 1 during both the event night and the non-event night.

Table 19-3: Noise Levels at the Street Frontage of Avenue C during a catering hall event

Thursday, July 26, 2018		
Time	6:00 pm – 7:00 pm	11:00 pm – 12:00 am
L_{max}	93.8	91.3
L_{10}	65.0	62.0
L_{eq}	64.1	63.6[1]
L_{50}	59.5	57.5
L_{90}	55.5	55.5
L_{min}	52.2	53.3

Table 19-4: Noise Levels at the Street Frontage of Avenue C during a non-event night

Wednesday, August 1, 2018		
Time	6:00 pm – 7:00 pm	11:00 pm – 12:00 am
L_{max}	83.9	96.5
L_{10}	65.0	69.0
L_{eq}	62.3	69.1[2]
L_{50}	59.5	67.5
L_{90}	55.5	57.5
L_{min}	51.7	53.4

[1] Pursuant to City guidance, because the Leq value exceeds the L_{10} value, the Leq value of 63.6 dB(A) was used as the representative noise level during this study hour.

[2] Pursuant to City guidance, because the Leq value exceeds the L_{10} value, the Leq value of 69.1 dB(A) was used as the representative noise level during this study hour.

Table 19-5: Traffic Counts at the Street Frontage of 12 Avenue C during a catering hall event

	6:00 pm - 7:00 pm	11:00 pm – 12:00 am
Car/ Taxi	145	68
Van/Light Truck/SUV	210	65
Motorcycle	0	0
Heavy Truck	11	3
Bus	1	0
Train	0	0

Table 19-6: Traffic Counts at the Street Frontage of 12 Avenue C during a non-event night

	6:00 pm - 7:00 pm	11:00 pm – 12:00 am
Car/ Taxi	125	43
Van/Light Truck/SUV	180	56
Motorcycle	0	0
Heavy Truck	3	1
Bus	1	0
Train	0	0

Mobile Noise Assessment: The Direct Comparison Method

The L_{10} at Location 1 during a catering hall non-event night was 65 dB(A) during the peak arrival period and 69 dB(A) during the peak departure period. Because the Leq exceeded the L_{10} value during the peak departure period, the Leq value of 69.1 dB(A) was used as a representative of noise levels during this study hour.

The L_{10} during a catering hall event night was 65 dB(A) during the peak arrival period and 62 dB(A) during the peak departure period. Because the Leq exceeded the L_{10} value during the peak departure period, the Leq value of 63.6 dB(A) was used as a representative of noise levels during this study hour.

During the peak arrival hour of 6-7 PM, higher vehicle counts were identified for the catering hall event night, but no differences in ambient noise levels were identified. During the peak departure hour of 11 PM to midnight, traffic levels were marginally higher and noise levels were lower on the night with a catering hall event than they were on the non-event night; the Leq was 5.5 dB(A) lower. This seemingly anomalous finding can partially be explained by a finding of the parking utilization study discussed in Section 16, Transportation: based on the observed operations of the catering hall facility, guests arrive and depart throughout the course of the event, with no significant peak period of site-generated traffic. Given this operational circumstance, the difference in traffic counts between the two nights is likely due to normal ambient fluctuations in traffic on Avenue C at the monitoring location from night to night. Further, the differences in monitored ambient noise reflect normal fluctuations in ambient noise related to an urban area from night to night. Therefore, based on the analytical framework discussed above, there is no evidence that catering hall events are associated with increased ambient noise levels, and therefore no adverse impacts related to noise would result pursuant to the proposed action.

Mobile Noise Assessment: The Alternative Methodology

Two Data Sources

Due to the variability of single, short-term in-field traffic counts, such as those conducted for both the non-event and the event night during noise monitoring, a second source of data was used as the analytical baseline of the noise assessment conducted under the Alternative Methodology or Methodology Two (2). For this assessment, Annual Average Daily Traffic (AADT) values were collected from NYS DOT. AADT data provides the total volume of vehicle traffic of a highway, road, or road segment, generally measured for a year and divided by 365 days. Short-term data counts from the nearest station to the residential receptor on Avenue C were utilized from the NYS DOT AADT Traffic Count Hourly Report for the peak arrival period of 6 pm to 7 pm and the peak departure period of 11 pm to 12 am. The nearest station (ID # 022093) begins at 18th Avenue and ends at Caton Avenue on Dahill Road. Dahill Road is a two-way north- and southbound road that runs parallel to McDonald Avenue directly west of the project site. This data provides the total number of Vehicle Passenger Car Equivalents (PCEs) by hour and day of the week. Wednesday was selected as this data corresponds to the day in which the in-field non-event reading was conducted. The most recent Traffic Count Hourly Report for this station is from 2011, which was before the commercial catering hall operation began.

The two data sources were used as follows:

Methodology 2A: The AADT hourly vehicle counts for Station # 022093, taken in 2011 (Wednesday at 6-7, and Wednesday at 11 pm – 12 am), were aggregated and converted to Noise PCEs. The existing noise readings on the non-event night were then analyzed to determine whether the additional project-generated traffic would result in a mobile source impact compared to no- action conditions.

Methodology 2B: The vehicle counts and classifications collected on a non-event night were converted to Noise PCEs to reflect a future no-action condition in which the nonconforming commercial banquet hall use would be discontinued. The anticipated project-generated vehicular trip-ends (as described in Section 16, Transportation, of this report) were then converted to Noise PCEs and added to the no-action traffic to determine the future with-action noise levels.

The results of these two computations were compared to determine whether there would be a significant difference in ambient noise from project-generated vehicular trips under either analytical framework.

No-Action Conditions (Non-Event Night)

Methodology 2A

As discussed above, Methodology 2A uses the total estimated traffic per the AADT data for Station #022093 for a Wednesday during the peak periods of 6 pm – 7 pm and 11 pm – 12 am. The results are shown in Table 19-7. A total of 291 PCEs occur between the hours of 6 pm and 7 pm, and a total of 107 PCEs occur between the hours of 11 pm and 12 am.

Table 19-7: AADT Data

Table Vehicular-2 - NYSDOT: Traffic Count Hourly Report		
Station ID 1: 022093	*Wednesday 6 pm – 7 pm*	*Wednesday 11 pm – 12 am*
Dahill Road (18th Avenue to Caton Avenue) Southbound	173 PCEs	61 PCEs
Dahill Road (18th Avenue to Caton Avenue) Northbound	118 PCEs	46 PCEs
Total Vehicle PCEs	**291 PCEs**	**107 PCEs**

As shown in Table 19-4 above, the L_{eq} is 62.3 dB, and the L_{10} is 65.0 dB during the 6-7 pm period (considered "acceptable" per CEQR Noise Exposure Guidelines). The L_{eq} and L_{10} are 69.1 dB during the 11 pm to 12 am period (considered "marginally acceptable" per CEQR Noise Exposure Guidelines).

Methodology 2B

As discussed above, Methodology 2B uses the in-field data collected on the non-event night (as shown above in Table 19-6) as the baseline for calculating the Noise PCEs under no-action conditions (464 Noise PCEs during the 6-7 pm period and 146 Noise PCEs during the 11 pm to 12 am period). As under Methodology 2A, the L_{eq} is 62.3 dB(A), and the L_{10} is 65.0 dB(A) during the 6- 7 pm period; the L_{eq} and L_{10} are 69.1 dB(A) during the 11 pm to 12 am period.

With-Action Conditions (Event Night)

Project-Induced Traffic

Pursuant to the Trip Generation Assessment, a total of 39 inbound trips and 4 outbound trips would occur during the peak arrival hour of 6 pm to 7 pm.

Banquet hall event guests enter and leave the premises through a door located on McDonald Avenue between Avenue C and Cortelyou Avenue. Guests arriving by car drive to that location, where a catering hall employee takes the car keys and parks the vehicle, either in an available curbside space along McDonald Avenue on the project site block or in a commercial parking lot on 36th Street west of Dahill Road, which the employee reaches via a right turn onto Cortelyou Avenue and then a right turn onto Dahill Road. McDonald Avenue is one-way southbound, so vehicles access the project site either by travelling south along McDonald Avenue and continuing through the intersection with Avenue C or by travelling east or west along Avenue C (a two-way, two-lane street with its intersections controlled by traffic lights) before turning onto McDonald Avenue. When the guests leave, an employee retrieves the vehicle and drives it to the project site doorway by travelling north along Dahill Road (from either Cortelyou Avenue or 36th Street), turning east onto Avenue C, then turning south onto McDonald Avenue. To provide a conservative assessment of project-generated mobile noise conditions, all 43 project-generated vehicles (pursuant to the Level 1 Trip Generation Assessment) were assumed to arrive via the intersection of Avenue C and McDonald Avenue during the peak arrival period and to arrive back at the site via the same intersection, and then departing through the intersection of McDonald Avenue and Cortelyou Avenue, during the peak departure period.

Methodology 2A

Under with-action conditions, as shown in Table 19-8, a total of 334 Total Noise PCEs were projected during the 6-7 pm period, resulting in a 0.6 dB(A) change or an L_{eq} of 62.9 dB(A) and an L_{10} of 65.6 dB(A). This external noise exposure is considered marginally acceptable, and the increase over no-action condition ambient noise does not equal or exceed the CEQR threshold of 3 dB(A).

A total of 150 Noise PCEs were projected during the 11 pm to 12 am period, resulting in a 1.5 dB(A) change or an L_{eq} of 70.6 dB(A) and an L_{10} of 70.6 dB(A). Although this is considered marginally unacceptable, it is only 0.6 dB(A) above the 70 dB(A) upper limit for a marginally acceptable general external noise exposure, and the increase over no-action condition ambient noise does not equal or exceed the CEQR threshold of 3 dB(A).

Methodology 2B

Under with-action conditions, as shown in Table 19-8, a total of 507 Total Noise PCEs were projected during the 6-7 pm period, resulting in a 0.4 dB(A) change or an L_{eq} of 62.7 dB(A) and an L_{10} of 65.4 dB(A). This external noise exposure is considered marginally acceptable, and the increase over no-action condition ambient noise does not equal or exceed the CEQR threshold of 3 dB(A).

A total of 189 Noise PCEs were projected during the 11 pm to 12 am period, resulting in a 1.1 dB(A) change or an L_{eq} of 70.2 dB(A) and an L_{10} of 70.2 dB(A). Although this is considered marginally unacceptable, it is only 0.2 dB(A) above the 70 dB(A) upper limit for a marginally acceptable general external noise exposure, and the increase over no-action condition ambient noise does not equal or exceed the CEQR threshold of 3 dB(A).

Assessment

The project-generated vehicular trips would not result in an increase to the general external noise exposure of 3 dB(A) or greater. Accordingly, no noise-related impacts are anticipated as a result of the proposed action.

Conclusion

The proposed action would cause neither a significant adverse stationary source nor mobile source noise impact. A significant adverse noise-related impact would not occur.

Table 19-8: No-Action vs. With-Action Noise Levels

Receptor/Methodology	Hour/Weekday	Existing/No-Action							Build 2019							
		Auto	Medium	Heavy	Bus	Noise PCE	Leq	L_{10}	Auto Volume Increment	Medium Truck Volume Increment	Heavy Truck Volume Increment	Bus Volume Increment	Total Noise PCE	Leq	L_{10}	Change over No Build
Methodology 2 (A) 12 Avenue C per station data from Station ID 022093	Wednesday 6-7 pm	291	N/A	N/A	N/A	291	62.3	65.0	43	0	0	0	334.0	62.9	65.6	0.6
	Wednesday 11 pm – 12 am	107	N/A	N/A	N/A	107	69.1	69.1	43	0	0	0	150.0	70.6	70.6	1.5
Methodology 2 (B) 12 Avenue C per in field data collection and noise monitoring	Wednesday 6-7 pm	305.0	0.0	3.0	1.0	464	62.3	65.0	43	0	0	0	507.0	62.7	65.4	0.4
	Wednesday 11 pm – 12 am	99.0	0.0	1.0	0.0	146	69.1	69.1	43	0	0	0	189.0	70.2	70.2	1.1

Table 19-9: Determination of Significance

Receptor/Station ID	Hour/Weekday	Existing/No-Build L_{10}	Existing Category	Build Delta	NB L_{10}	Build L_{10}	Build Category
Methodology 2 (A) **12 Avenue C per station data from Station ID 022093**	Wednesday 6-7 pm	**65.0**	**Acceptable**	**0.6**	**65.0**	**65.6**	**Marginally Acceptable**
	Wednesday 11 pm – 12 am	**69.1**	**Marginally Acceptable**	**1.5**	**69.1**	**70.6**	**Marginally Unacceptable**
Methodology 2 (B) **12 Avenue C per in field data collection and noise monitoring**	Wednesday 6-7 pm	**65.0**	**Acceptable**	**0.4**	**65.0**	**65.4**	**Marginally Acceptable**
	Wednesday 11 pm – 12 am	**69.1**	**Marginally Acceptable**	**1.1**	**69.1**	**70.2**	**Marginally Unacceptable**