236 GOLD LLC
236 GOLD STREET REZONING

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)
ENVIRONMENTAL ASSESSMENT STATEMENT

MATRIXNEWORLD

Engineering Progress

Lead Agency:
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Prepared for:
236 Gold LLC
183 Wilson Street, #133
Brooklyn, NY 11211

Site Location:
236-244 Gold Street Brooklyn,
New York 11201
Block 121, Lots 33, 35, 36, & 37

CEQR No. 24DCP136K

Prepared by:
Matrix New World Engineering
20 West 37th Street, 12th Floor
New York, New York 10018

May 2024

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* 236 Gold Street Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP136K	N/A
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
TBD	N/A

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			236 Gold LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, Director - Environmental Assessment Review Division			Olga Abinader, Matrix New World Engineering		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 20 West 37th Street, 12th Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10018
TELEPHONE (212) 720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE (973) 240-1800	EMAIL oabinader@mnwe.com	

5. *Project Description*

The Applicant, 236 Gold LLC (Gold LLC), seeks a series of New York City (NYC) City Planning Commission (CPC) discretionary approvals, including: (1) Zoning Map Amendment (from R6B to C6-2A); (2) Zoning Text Amendment (to map a Mandatory Inclusionary Housing (MIH); and (3) a Parking Waiver (pursuant to §74-533 to modify §25-20) to waive parking requirements (the "Proposed Actions") to permit the construction of a new 14-story / 145-foot multi-family residential building with 117 dwelling units (the "Proposed Project") at 236-244 Gold Street (Block 121, Lots 33, 35, 36, and 37) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2 (the "Project Site"). The Project Site is generally bounded by Gold Street to the east and multi-family residential properties to the north, west, and east.

It is noted that the Bridge Plaza Rezoning (CEQR No. 03DCP035K / ULURP No. C 020263 ZMK, effective August 19, 2003) instituted an E-Designation (E-117) for both Hazardous Materials and Noise at all lots comprising the Project Site (i.e., Block 121, Lots 33, 35, 36, and 37) as well as identified potential archaeological sensitivity at all lots.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 2	STREET ADDRESS 236 - 246 Gold Street
TAX BLOCK(S) AND LOT(S) Block 121, Lots 33, 35, 36, and 37		ZIP CODE 11201
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Site is generally bounded by Gold Street to the east and residential development to the north, west, and south.		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R6B		ZONING SECTIONAL MAP NUMBER 12d

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 Pursuant to §74-533 to modify §25-20 (Required accessory off-street parking spaces for residences)

***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

***Department of Environmental Protection*:** ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

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.): 11,052
Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 11,052
Other, describe (sq. ft.): N/A

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): 88,591
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 88,591
HEIGHT OF EACH BUILDING (ft.): 145
NUMBER OF STORIES OF EACH BUILDING: 14

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: 11,052
The total square feet not owned or controlled by the applicant: 0

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: 11,052 sq. ft. (width x length)
VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 11,052 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.)	88,591 GSF	0	0	0
Type (*e.g.,* retail, office, school)	117 units	N/A	N/A	N/A

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS: 256
NUMBER OF ADDITIONAL WORKERS: 0
Provide a brief explanation of how these numbers were determined: Based on an average household size of 2.19 persons (pursuant to the 2017-21 American Community Survey data for the Dowtown Brooklyn - DUMBO - Boerum Hill Neighborood Tabulation Area, in which the Project Site is located) and 117 proposed dwelling units

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: Under the Future No-Action Scenario the Applicant would redevelop the Project Site pursuant to the existing R6B zoning district with a five-story / 50-foot, 32,500 GSF multi-family residential building (2.0 residential FAR). This no-action development would feature 32 residential dwelling units, all of which would be market rate, and 16 off-street parking spaces in the cellar of the proposed building, accessed via a curb cut along Gold Street.

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2026

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Assuming receipt of all development approvals, including City Planning Commission Certification in the late summer or early Fall of 2024 and completion of the ULURP public review process by March 2025, followed by an 18-month construction period, the Proposed Project is projected to be constructed and operational in 2026.

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

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Transportion / Utility (Brooklyn-Queens Expressway); Communtiy Facility (Brooklyn Internaltional Highschool)

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 Attached		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach. N/A		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form. N/A		
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		
○ **Early Childhood Programs:** 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)	☐	☒
○ **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)	☐	☒
○ **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)	☐	☒
○ **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 project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
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		

	YES	NO
(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. See Attached		
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 Protection Plan Project Tracking 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) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) 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?	☒	☐
(d) 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 the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) 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?	☒	☐
(f) 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)?	☐	☒
(g) 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?	☐	☒
(h) 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?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attached	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☒	☐
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?	☐	☒
(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?	☐	☒

	YES	NO
(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): 5,325 pounds per week (Based on 41 lbs per household and 117 proposed dwelling units, 0.03 lb per square foot for office spaces and 1,770 square feet of community facility space, and 79 lbs per retail employee and 6 employees within the proposed retail space)		
○ 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): 11,602,552 MBTUs		
(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, bus trips, or 50 Citywide Ferry Service ferry 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), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ 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, or Citywide Ferry Service landing?	☐	☐
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) See Attached	☐	☒
(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 114 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?	☒	☐

	YES	NO
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; 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. The Applicant would adhere to all recommendations of the associated Air Quality, Hazardous Materials, and Noise analyses with respect to potential impacts, if any, such that no significant adverse impacts to public health are anticipated and no further analysis with respect to Public Health is warranted. The recommendations of these respective analyses are provided in the supplemental attachment.		
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. See Attached		
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.

The Applicant will implement the NYC DOB's TPPN #10/88, including monitoring programs to reduce the likelihood of construction damage to the S/NR-eligible building at 194 Concord Street, which is within 90 feet of the Project Site. See Section 4, Historic and Cultural Resources, of this EAS for more details. With respect to construction air quality and noise, the Applicant will adhere to best management practices during construction, including: (1) diesel equipment reduction; (2) use of clean fuel; (3) use of best available tailpipe reduction technologies; (4) use of diesel particle filters on applicable equipment; (5) use of newer / modern equipment; (6) implementation of dust control measures; and (7) restrict vehicle idling. Additionally, construction noise is regulated by the NYC Noise Control Code and by EPA's noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7AM and 6PM; and that construction materials be handled and transported in such a manner as not to create unnecessary noise. If weekend or after hour work is necessary, permits would be required to be obtained, as specified in the NYC Noise Control Code.

Based on the foregoing, no significant adverse construction impacts related to historic and cultural resources as well as noise and air quality are anticipated as a result of the Proposed Project and no further analysis is warranted.

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 Olga Abinader	DATE May 13, 2024
SIGNATURE 	

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
NAME	DATE
SIGNATURE	

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, 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:

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
NAME	DATE
SIGNATURE	

TABLE OF CONTENTS

1 PROJECT DESCRIPTION 1
1.1 Introduction 1
1.2 Background and Site History 1
1.3 Description of the Project Site 2
1.4 Description of the Surrounding Area 2
1.5 Description of the Applicant's Proposed Project 2
1.6 Action(s) Necessary to Facilitate the Applicant's Proposed Project 3
1.7 Purpose and Need 3
1.8 Analysis Framework 3
2 LAND USE, ZONING, AND PUBLIC POLICY 8
2.1 Introduction 8
2.2 Methodology 8
2.3 Preliminary Land Use, Zoning, and Public Policy Analysis 8
3 SHADOWS 16
3.1 Introduction 16
3.2 Methodology 16
3.3 Preliminary Shadows Screening Assessment 17
3.4 Detailed Shadows Analysis 25
3.5 Conclusions 31
4 HISTORIC AND CULTURAL RESOURCES 32
4.1 Introduction 32
4.2 Methodology 32
4.3 Architectural Resources 32
4.4 Archaeological Resources 35
4.5 Conclusions 36
5 URBAN DESIGN AND VISUAL RESOURCES 37
5.1 Introduction 37
5.2 Methodology 37
5.3 Preliminary Urban Design and Visual Resources Assessment 44
6 HAZARDOUS MATERIALS 48
6.1 Introduction 48
6.2 Methodology 48
6.3 Historical Hazardous Materials Assessments 48
6.4 Analysis 51
7 TRANSPORTATION 54
7.1 Introduction 54
7.2 Transportation Analysis Framework 54
7.3 Preliminary Transportation Assessment 55
7.4 Parking Assessment 59
7.5 Conclusions 63

8 AIR QUALITY 64
8.1 Introduction 64
8.2 Methodology 64
8.3 Preliminary Air Quality Analysis 66
9 NEIGHBORHOOD CHARACTER 71
9.1 Introduction 71
9.2 Preliminary Neighborhood Character Assessment 71
9.3 Conclusions 74

LIST OF FIGURES

EAS Form Figure 1, Project Site Location Map iv
EAS Form Figure 2, Official Tax Map v
EAS Form Figure 3, Existing Zoning Map vi
EAS Form Figure 4, Existing Land Use Map vii
EAS Form Figure 5, Aerial Photography and Photograph Key viii
EAS Form Figure 6, Project Site and Surrounding Area Photographs ix
Figure 1-1, Future No-Action Scenario Massing 6
Figure 1-2, Future With-Action Scenario Massing 7
Figure 3-1, Tiers I and II Shadow Screening Assessment 18
Figure 3-2, Tier III Shadow Screening Assessment, December 21 Analysis Day 21
Figure 3-3, Tier III Shadow Screening Assessment, March 21 / September 21 Analysis Day 22
Figure 3-4, Tier III Shadow Screening Assessment, May 6 / August 6 Analysis Day 23
Figure 3-5, Tier III Shadow Screening Assessment, June 21 Analysis Day 24
Figure 3-6, Golconda Playground 26
Figure 3-7, Golconda Playground December 21 Detailed Analysis 27
Figure 5-1, Urban Desing Study Area and Photograph Key 38
Figure 5-2, Urban Design Study Area Photographs 39
Figure 5-3, Future No-Action and With-Action Scenario Renderings 46
Figure 7-1, Existing Off-Street Public Parking Facilities within a Quarter Mile of the Project Site 60
Figure 8-1, Industrial Emissions Screening 69

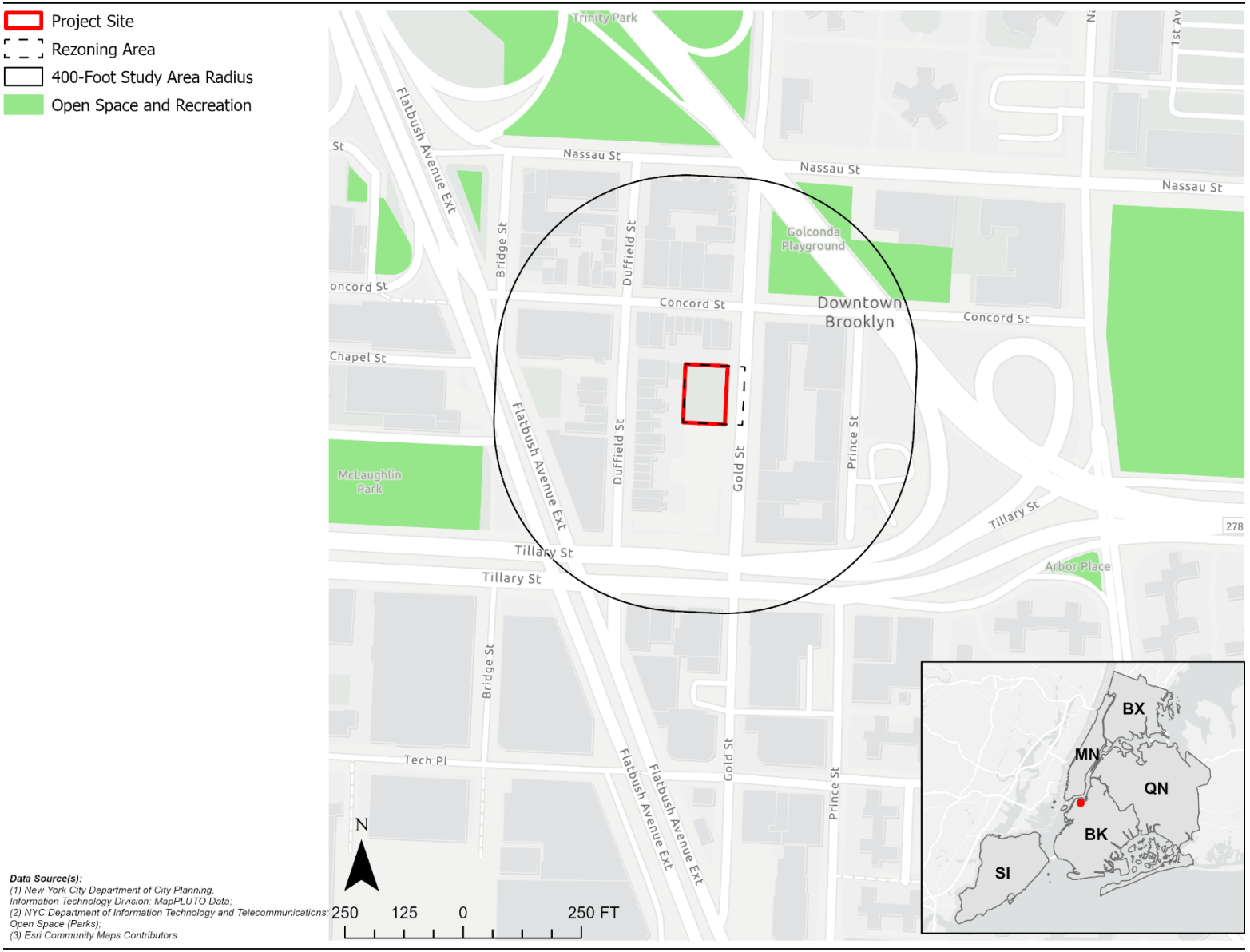
LIST OF TABLES

Table 1-1, RWCDS Analysis Framework Table 4
Table 1-2, RWCDS Analysis Increments 5
Table 3-1, Tier III Shadow Durations on Sunlight Sensitive Resources 20
Table 3-2, New Incremental Shadow Durations 25
Table 7-1, Travel Demand Factors 56
Table 7-2, Project Generated Person Trips 57
Table 7-3, Project Generated Vehicle Trips 58
Table 7-4, Existing Off-Street Public Parking Facilities within ¼-mile Study Area 59
Table 7-5, No-Action Developments within a Quarter-Mile of the Project Site 61
Table 7-6, No-Action Off-Street Public Parking Capacity, Demand and Utilization 61
Table 7-7, With-Action Net Incremental Weekday Hourly Parking Accumulation by Land Use 62
Table 7-8, With-Action Off-Street Public Parking Capacity, Demand and Utilization 63

APPENDICES

Appendix A – Historic and Cultural Resources Appendix
Appendix B – Hazardous Materials Appendix
Appendix C – Transportation Appendix
Appendix D – Air Quality Appendix

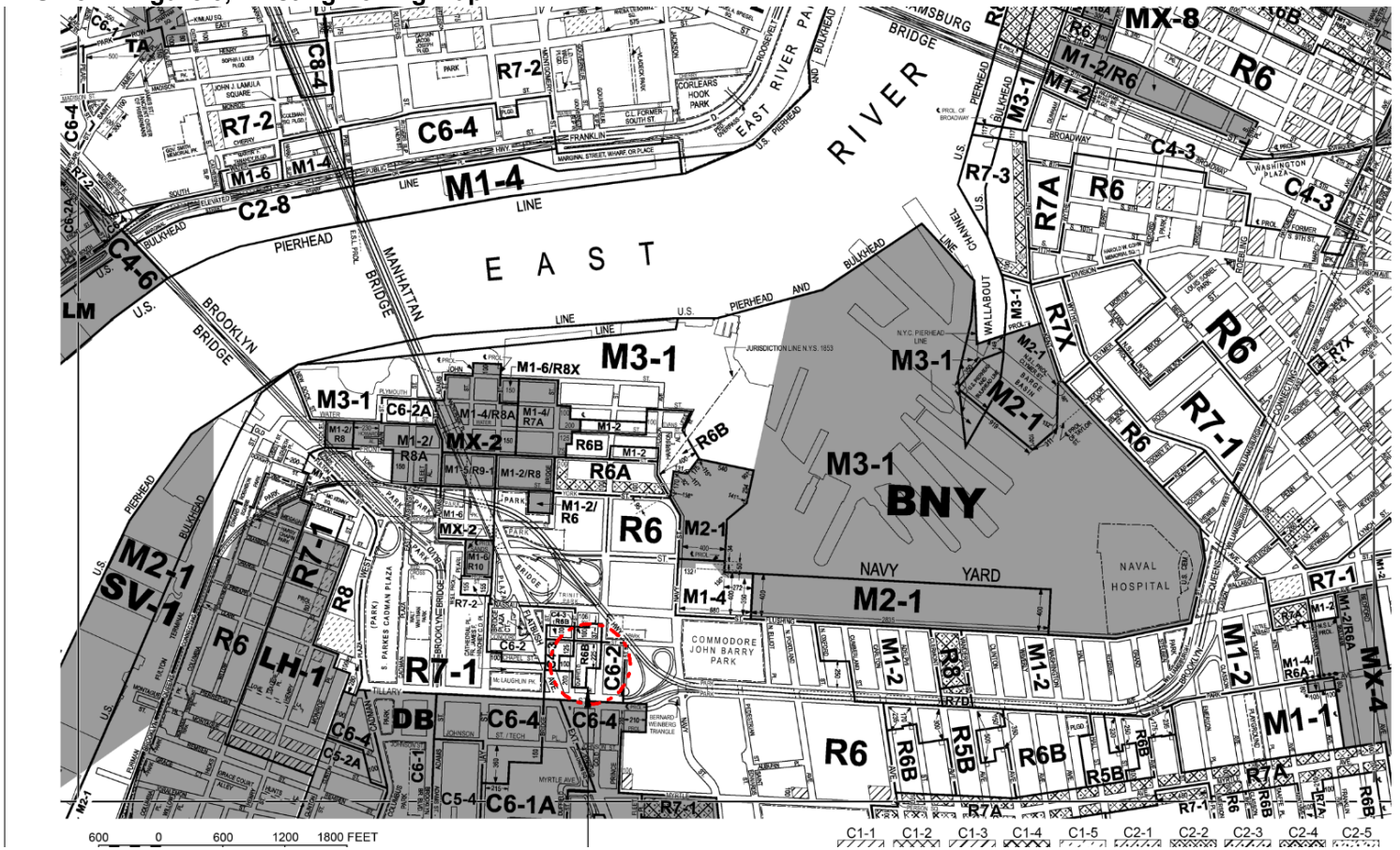
EAS Form Figure 1, Project Site Location Map



EAS Form Figure 2, Official Tax Map



EAS Form Figure 3, Existing Zoning Map



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:
02-02-2023 C 210332 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 and Mandatory Inclusionary Housing areas on this map, see APPENDIX F.

MAP KEY

12a	12c	13a
12b	**12d**	13b
16a	16c	17a

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ZONING MAP **12d**

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:

EAS Form Figure 4, Existing Land Use Map



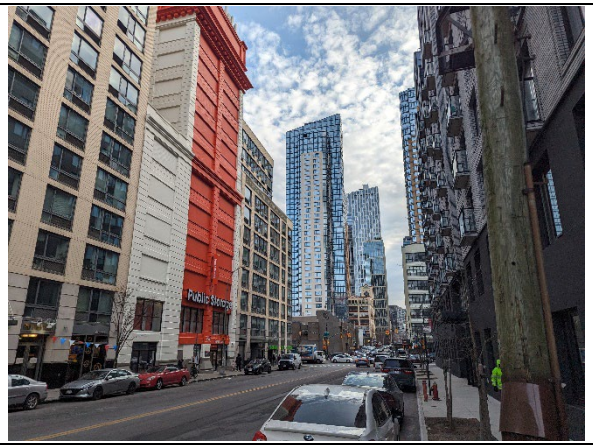
Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;

EAS Form Figure 5, Aerial Photography and Photograph Key



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

EAS Form Figure 6, Project Site and Surrounding Area Photographs

	
Photo No. 1: View of the Project Site, facing west along Gold Street.	**Photo No. 2:** View of Gold Street south of the Project Site.
	
Photo No. 3: View of Gold Street north of the Project Site.	**Photo No. 4:** View of Gold Street directly east of the Project Site.

All photographs taken February 22, 2024

1 PROJECT DESCRIPTION

1.1 Introduction

The Applicant, 236 Gold LLC (Gold LLC), seeks a series of New York City (NYC) City Planning Commission (CPC) discretionary approvals, including: (1) Zoning Map Amendment (from R6B to C6-2A); (2) Zoning Text Amendment (to map a Mandatory Inclusionary Housing (MIH); and (3) a Parking Waiver (pursuant to §74-533 to modify §25-20) to waive parking requirements (the "Proposed Actions") to permit the construction of a new 14-story / 145-foot multi-family residential building with 117 dwelling units (the "Proposed Project") at 236-244 Gold Street (Block 121, Lots 33, 35, 36, and 37) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2 (the "Project Site"); 25 to 30 percent of the dwelling units (29 to 35 units) would be affordable pursuant to MIH at an average of 60 to 80 percent Area Median Income (AMI) depending on the MIH Option selected. The Project Site is generally bounded by Gold Street to the east and multi-family residential properties to the north, west, and east.

It is noted that the Bridge Plaza Rezoning (CEQR No. 03DCP035K / ULURP No. C 020263 ZMK, effective August 19, 2003) instituted an E-Designation (E-117) for both Hazardous Materials and Noise at all lots comprising the Project Site (i.e., Block 121, Lots 33, 35, 36, and 37) as well as identified potential archaeological sensitivity at all lots.

1.2 Background and Site History

In 2003, the Project Site was rezoned from an M1-1 zoning district to an R6B zoning district as part of the Bridge Plaza Rezoning. The rezoning prohibited new industrial and commercial development over the existing vacant lots comprising the Project Site. In 2004, the area to the south of the Project Site was rezoned as part of the Downtown Brooklyn Development rezoning (CEQR No. 03DME016K / C 040171 ZMK, effective June 28, 2004). The rezoning aimed to create opportunities for new commercial, residential, academic, and cultural development in Downtown Brooklyn. That rezoning promoted the growth of Downtown Brooklyn to reinforce its role as a regional central business district; provide viable development for future markets; retain businesses; and strengthen the City's economic base. The rezoning included zoning map and zoning text amendments, urban renewal plan amendments, special permits for public parking garages, modifications of large-scale plans, and disposition of city-owned property. As previously mentioned, the Bridge Plaza Rezoning instituted an E-Designation (E-117) for both Hazardous Materials and Noise at all lots comprising the Project Site (i.e., Block 121, Lots 33, 35, 36, and 37); specifically, the E-Designation requires testing protocol for underground storage tanks regarding hazardous materials, and window wall attenuation and alternative ventilation regarding noise. Additionally, the Bridge Plaza Rezoning identified potential archaeological sensitivity at all lots and recommended Phase IB archaeological testing be undertaken before any redevelopment.

An as-of-right development was previously proposed at Lot 33 of the Project Site (236 Gold Street), to be constructed pursuant to the underlying R6B zoning district. That project was characterized as a five (5) story, 2.0 residential FAR multi-family residential building with 13 dwelling units. The Applicant abandoned that project in pursuit of the Proposed Project considered herein.

An as-of-right development was previously proposed at Lot 35 of the Project Site (242 Gold Street), to be constructed pursuant to the underlying R6B zoning district. That project was characterized as a four (4) story, 2.0 residential FAR multi-family residential building with eight (8) dwelling units. The Applicant abandoned that project in pursuit of the Proposed Project considered herein.

1.3 Description of the Project Site

The Project Site is comprised of four (4) separate tax lots located at 236-246 Gold Street (Block 121, Lots 33, 35, 36, and 37) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2. All four (4) lots, which are owned by the Applicant, are vacant and undeveloped and have been partially prepped for demolition and construction activities associated with separate, previously proposed as-of-right developments at Lots 33 and 35 respectively (see **Section 1.2** for more information). A description of each lot is provided below.

- *Lot 33*: A rectangular, 4,433-square-foot (-SF) lot utilized with 50 feet of frontage along Gold Street and is fenced off on all sides and is not publicly accessible.
- *Lot 35*: A rectangular, 2,652-SF lot with 30 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- *Lot 36*: A rectangular, 1,765-SF lot with 20 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- *Lot 37*: A rectangular, 2,202-SF lot with 25 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.

In total, the Project Site is 11,052 SF in area with 125 feet of frontage along Gold Street. See **EAS Form Figure 1** and **EAS Form Figure 5** for a general visualization of the location of the Project Site and its location within the larger Downtown Brooklyn neighborhood.

1.4 Description of the Surrounding Area

The Project Site is located within Downtown Brooklyn, within Brooklyn Community District 2. Existing land uses within the surrounding area primarily consist of multifamily apartment buildings, mixed commercial and residential buildings, industrial uses, parks, and community facilities. The mixed-residential buildings and multi-family elevator buildings range in height from 12 to 18 stories. There are open space resources nearby including Trinity Park, McLaughlin Park, and Golconda Playground as well as numerous community facilities, including the Brooklyn International High School, the Science Skills Center High School for Science, Technology and Creative Arts, and the Urban Assembly School of Music. Additionally, the Madison Square Boys and Girls Club and P.S. 287 are located to the east of the Project Site.

Refer to **EAS Form Figure 4** and **EAS Form Figure 5** for a visualization of land uses in the vicinity of the Project Site.

1.5 Description of the Applicant's Proposed Project

The Applicant is proposing the construction of a new 14-story / 145-foot multi-family residential building approximately 88,591 gross square feet (GSF) in area at the Project Site (7.2 residential FAR, pursuant to the C6-2A zoning district proposed as part of the Proposed Actions). The proposed building would contain 117 dwelling units, 25 to 30 percent of which (29 to 35 dwelling units) would be affordable pursuant to MIH at an average of 60 to 80 percent AMI depending on the MIH Option selected. No parking would be provided as part of the Proposed Project, as the Project Site is located within a Transit Zone (such that no parking is required for income-restricted housing units) and the Applicant has requested a parking waiver to forgo parking requirements for market-rate dwelling units.

1.6 Action(s) Necessary to Facilitate the Applicant's Proposed Project

The Applicant is requesting the following actions (collectively, the Proposed Actions) to facilitate the Proposed Project:

1. Zoning Map Amendment: From an R6B zoning district to a C6-2A zoning district (which features an R8A residential equivalent district)
2. Zoning Text Amendments: Map an MIH Area at the Project Site. This would permit a residential FAR bonus at the Project Site for the development of affordable housing.
3. Parking Waiver: Pursuant to §74-533 to modify §25-20 (Required accessory off-street parking spaces for residences)

1.7 Purpose and Need

The Applicant seeks to establish a C6-2A zoning district at the Project Site, which would complement the existing C6-2 zoning district mapped directly to the south of the Project Site and across the street on Brooklyn Block 122. This rezoning would permit flexible uses and would present an opportunity for new residential growth (the C6-2A zoning district features an R8A residential district equivalent with a maximum residential FAR of 7.2). Further, the Proposed Actions would map a Mandatory Inclusionary Housing (MIH) area at the Project Site to facilitate the construction of affordable housing as part of the Proposed Project.

The Project Site is ideally situated to support growth in Downtown Brooklyn. The Project Site is located near existing residential districts and public transit infrastructure (including multiple bus and subway lines). Further, existing development in the vicinity of the Project Site includes multifamily residential walk-up buildings (3- and 4-stories) and elevator buildings with a 13-story residential building to the south. Additionally, 12- and 13-story buildings are located across the street on Block 122, such that the Proposed Project would complement residential development in the area. The Project Site's proximity to various transit options supports the Applicant's request for a special permit to waive parking requirements for the proposed market-rate units (such that no parking would be provided as part of the Proposed Project).

1.8 Analysis Framework

The analysis framework compares the incremental difference between future development under the Proposed Actions (the Future With-Action Scenario) and the development that could occur at the Project Site absent the Proposed Actions (the Future No-Action Scenario). This EAS studies the potential for individual and cumulative environmental impacts related to the Proposed Actions occurring in a study area of approximately 400 feet around the Project Site.

1.8.1 Project Analysis Year

Assuming receipt of all development approvals, including City Planning Commission Certification in the late summer or early Fall of 2024 and completion of the ULURP public review process by March 2025, followed by an 18-month construction period, the Proposed Project is projected to be constructed and operational in 2026.

1.8.2 Future No-Action Scenario

Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant would redevelop the Project Site pursuant to the existing R6B zoning district with a five-story / 50-foot, 32,500 GSF multi-family residential building (2.0 residential FAR). This no-action development would feature 32 residential dwelling units, all of which would be market rate, and 16 off-street parking spaces in the cellar of the proposed building, accessed via a curb cut along Gold Street. The Future No-Action

Scenario reflects an assumption of one (1) dwelling unit per 1,000 SF of residential floor area (resulting in 32 dwelling units) pursuant to RWCDS guidelines. Refer to **Figure 1-1** for a visual massing of the Future No-Action Scenario and **Table 1-1** for a quantitative breakdown of the Future No-Action Scenario, including site details, floor areas, and dwelling unit counts.

1.8.3 Future With-Action Scenario

Under the Future With-Action Scenario, the Project Site would be redeveloped with a new 14-story / 145-foot mixed-use multi-family residential, commercial, and community facility building approximately 88,591 gross square feet (GSF) in area at the Project Site (7.2 FAR, pursuant to the C6-2A zoning district proposed as part of the Proposed Actions). The proposed building would contain 117 dwelling units (over 85,051 GSF of residential floor area - 6.88 residential FAR), 25 to 30 percent of which (29 to 35 dwelling units) would be affordable pursuant to MIH at an average of 60 to 80 percent AMI depending on the MIH Option selected. One groundfloor local retail space (1,770 GSF / 0.16 commercial FAR) and one groundfloor community center space (1,770 GSF / 0.16 community facility FAR) would also be provided under the Future With-Action Scenario. No parking for residential uses would be provided under the Future With-Action Scenario, as the Project Site is located within a Transit Zone (such that no parking is required for income-restricted housing units) and the Applicant has requested a parking waiver to forgo parking requirements for market-rate dwelling units. Accessory parking for commercial and community facility uses is not required under the C6-2A zoning district.

The Future With-Action Scenario differs from the Applicant's Proposed Project in that it is a mixed-use building containing multi-family residential, groundfloor local retail, groundfloor community center space, which maximizes both the permissible building height (145 feet) and the development potential under the Proposed Actions (7.20 maximum FAR) while also providing for a mixture of residential, commercial, and community facility uses, which is generally consistent with relatively recent development trends in the surrounding area, described below.

- 257 Gold Street (Block 122, Lot 13; directly east of the Project Site - constructed in 2013): A 13-story, 326,609 GSF (8.18 FAR) mixed-use multi-family residential, groundfloor retail, and groundfloor community facility building; and
- 277 Gold Street (Block 122, Lot 5; directly southeast of the Project Site - constructed in 2009): A 12-story, 125,691 GSF (6.5 FAR) mixed-use multi-family residential and groundfloor commercial building.

Refer to **Table 1-1** for a quantitative breakdown of the Future With-Action Scenario, including site details, floor areas, and dwelling unit counts (refer to **Figure 1-2** for visual massing of the Future With-Action Scenario.

Table 1-1, RWCDS Analysis Framework Table

Site Info				Future No-Action Scenario							
Site ID	Block	Lot(s)	Lot Area (sf)	Zoning	MF (gsf)	Com (gsf)	CF (gsf)	Res (gsf)	Total (gsf)	Affordable DUs	Total DUs
Project Site	121	33, 35, 36, & 37	11,052	R6B	0	0	0	32,500	32,500	0	32
TOTAL:	-	-	**11,052**	-	**0**	**0**	**0**	**32,500**	**32,500**	**0**	**32**
Site Info				**Future With-Action Scenario**							
Site ID	Block	Lot(s)	Lot Area (sf)	Zoning	MF (gsf)	Com (gsf)	CF (gsf)	Res (gsf)	Total (gsf)	Affordable DUs	Total DUs
Project Site	121	33, 35, 36, & 37	11,052	C6-2A	0	1,770	1,770	85,051	820,000	29	117
TOTAL:	-	-	**11,052**	-	**0**	**1,770**	**1,770**	**85,051**	**820,000**	**29**	**117**

1.8.4 RWCDS Analysis Increments

As indicated in **Table 1-2** below, the Future With-Action Scenario would result in several incremental increases in various analysis metrics over the Future No-Action Scenario. The maximum overall building height would increase 95 feet, from 50 feet in the Future No-Action Scenario to 145 feet in the Future With-Action Scenario.

Residential-related incremental increases from the Future No-Action Scenario to Future With-Action Scenario include an increase in residential floor area from 32,500 GSF to 85,501 GSF (a 52,551 GSF incremental increase), total dwelling units from 32 to 117 (an 85-unit increase), affordable dwelling units from 0 to 29 (a 29-unit increase), and total projected residents from 71 to 256 people (a 186-person increase). As the Future No-Action Scenario does not feature commercial or community facility spaces, the proposed 1,770 GSF commercial and 1,770 GSF community facility spaces under the Future With-Action Scenario also indicate the forecasted incremental floor increases for said uses. As the Future With-Action Scenario will not provide any off-street parking facilities while the Future No-Action Scenario would provide a 16-space off-street cellar garage, there would be an incremental decrease of 16 parking spaces under the Proposed Actions.

Table 1-2, RWCDS Analysis Increments

	Future No-Action Scenario	Future With-Action Scenario	RWCDS Analysis Increment
Proposed Building Height (FT)	50 FT	155 FT[1]	+105 FT[1]
Residential Uses			
GSF	32,500 GSF	85,501 GSF	+52,551 GSF
Affordable Dwelling Units	0	29 to 35	+29 to 35
Total Dwelling Units	32	117	+85
Residents	71	256	+186
Commercial Uses			
GSF	0 GSF	1,770	+1,770 GSF
Community Facility Uses			
GSF	0 GSF	1,770	+1,770 GSF
Parking Facilities			
Garage Spaces	16	0	-16 Garage Spaces
Accessory Spaces	0	0	0 Accessory Spaces
Total Parking	16	0	-16 total spaces

Note(s): [1] Assumes a 145-foot building height and an additional 10-foot rooftop bulkhead

Figure 1-1, Future No-Action Scenario Massing

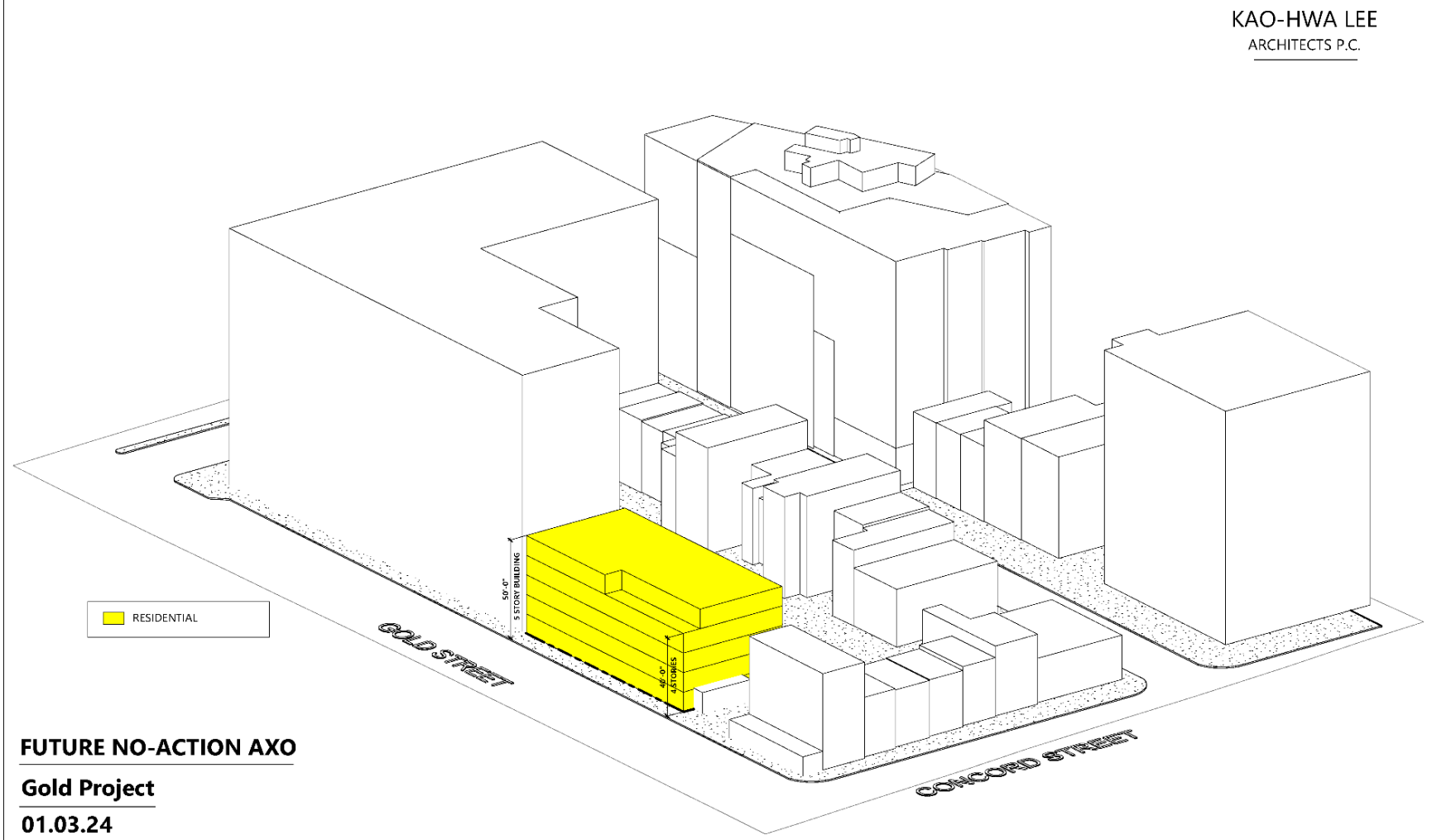
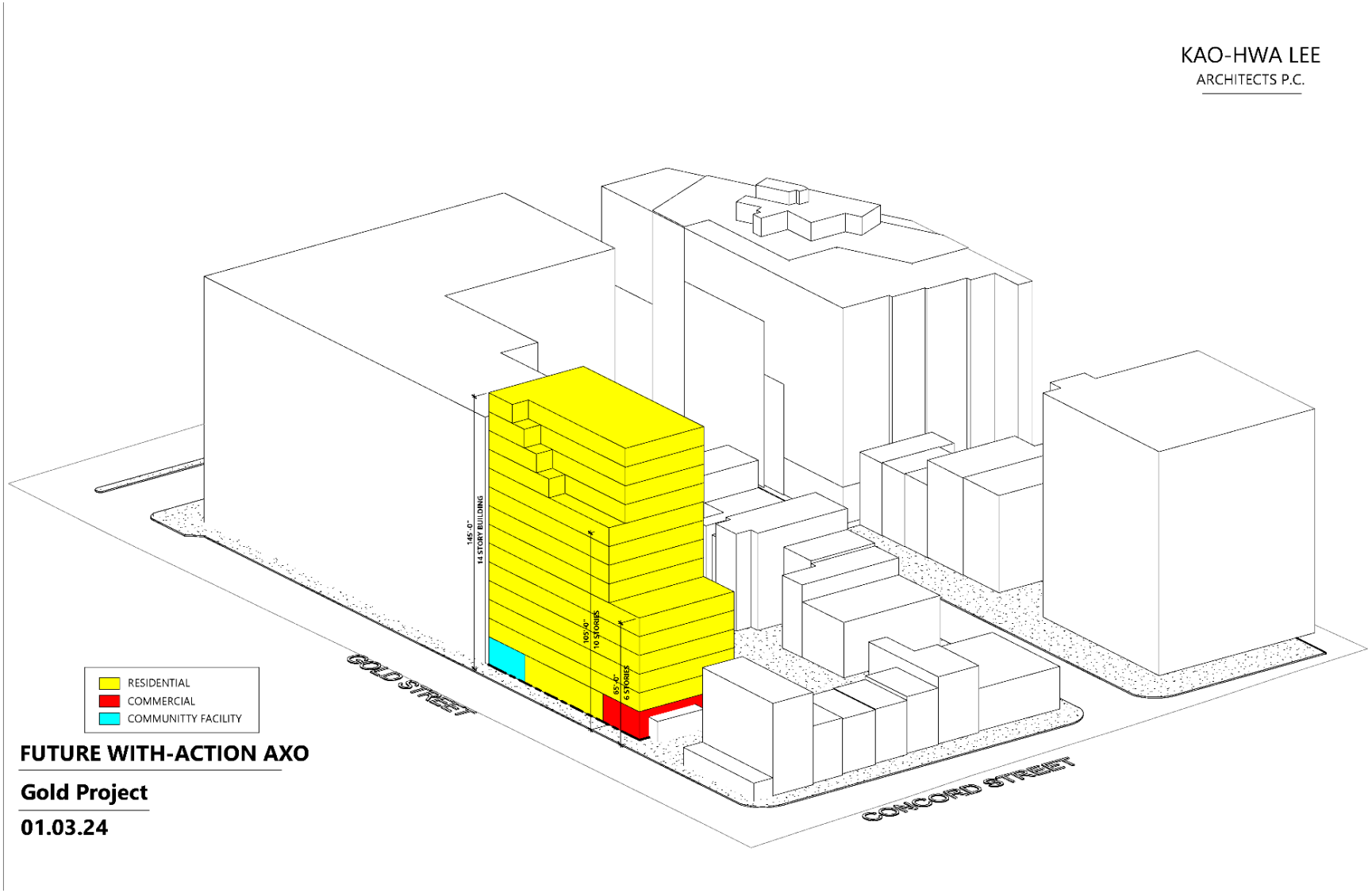


Figure 1-2, Future With-Action Scenario Massing



2 LAND USE, ZONING, AND PUBLIC POLICY

2.1 Introduction

The *2021 CEQR Technical Manual* recommends procedures for the analysis of land use, zoning, and public policy to ascertain the impacts of a project on the Surrounding Area. Land use, zoning, and public policy are described in detail below. This section considers existing conditions, development trends, zoning, and other public policies in relation to the Project Site and its associated Study Area, as well as the larger area in which the Proposed Actions may have an effect. As these Proposed Actions would result in a change of zoning (i.e., from R6B to C6-2A), a preliminary assessment of Land Use, Zoning, and Public Policy is required.

2.2 Methodology

This analysis assesses the impact of the Proposed Actions impact on land use, zoning, and public policy at the Project Site and its associated Study Area. The analysis includes a description of the Existing Conditions, Future No-Action Scenario, and Future With-Action Scenario at the Project Site and Study Area geographies; the impact of the Proposed Actions is then assessed through a comparison of the Future No-Action and With-Action Scenarios.

The assessment considers the direct effects of the project, and answers the following questions: (1) How would the Project Site be zoned? (2) What use(s) would the Proposed Project create at the Project Site? and (3) Would these uses be different from the uses that could otherwise be located on the site by the build year? The analysis then focuses on the project's compatibility and consistency with surrounding land uses, zoning, and applicable public policies as they would exist in the future without the project. Finally, the analysis should determine whether the project would have the ability to generate land use change in the study area. This analysis addresses the interplay between the Proposed Project in its location and conditions in the surrounding area. Key conditions most often include the size, use, and special characteristics of the development expected with the proposed project; the current and anticipated land use trends; linkages among land uses; presence (or absence) of underutilized properties appropriately zoned for the expected new use; and zoning or other public policies in the area that promote, permit, or prohibit the development of the expected new use.

Existing land uses were determined by reference to the New York City Zoning and Land Use (ZoLa) database and PLUTO™ 23v3.1 shapefiles in conjunction with an in-person survey of the area. The evaluation of lots within the 400-foot Study Area was performed with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No-Action and Future With-Action Conditions. Public Policy research was performed through an evaluation of the NYC Department of City Planning (DCP) and other city agencies' programs and documentation.

2.3 Preliminary Land Use, Zoning, and Public Policy Analysis

2.3.1 Land Use

The *2021 CEQR Technical Manual* indicates that a land use, zoning, and public policy Study Area should generally extend 400 feet from the Project Site ("the Surrounding Area" or "Study Area"). Existing land uses within approximately 400 feet of the Project Site are visualized in **EAS Form Figure 4**.

Existing Conditions

Project Site

The Project Site is comprised of four (4) adjacent tax lots totaling 11,053 square feet (0.254 acres) in the Downtown Brooklyn neighborhood of Brooklyn, between Flatbush Ave and the Brooklyn-Queens Expressway (BQE). The four lots (Block 121, Lots 33, 35, 36, and 37) are located at 236-246 Gold Street. In total, the Project Site has 125 feet of frontage along Gold Street and is approximately 88.5 feet deep. The four lots are mostly undeveloped and vacant, with recent demolition and construction preparation activities undertaken at Lots 33 and 35 for two separate as-of-right development projects initiated by the Applicant, which have since been halted. The Project Site is bounded by Gold Street to the east, residential uses fronting Concord Street to the north, residential uses fronting Tillary Street to the south, and residential uses fronting Duffield Street to the west. See **EAS Form Figure 1** and **EAS Form Figure 5** for a general visualization of the location of the Project Site and its location within the larger Downtown Brooklyn neighborhood.

Study Area

Land uses within the study area are characterized by dense multi-family residential development, as well as mixed commercial and residential buildings, hotels, open space, and community facilities. Large mixed-use elevator buildings are located immediately south of the Project Site and across Gold Street to the east. The buildings to the north and west of the Project Site along Concord Street and Duffield Street are primarily three and four-story residential buildings, with mixed commercial uses present in the surrounding blocks. Nearby open space resources include Golconda Playground immediately to the northeast, Trinity Park to the north, and McLaughlin Park to the west. The headquarters of the 84th Precinct of the NYPD is located to the south of the Project Site, and the study area also includes community facilities such as the Brooklyn International High School, the Science Skills Center High School for Science, Technology and Creative Arts, the Urban Assembly School of Music, and Changing Tomorrow Academy daycare center. The Dr. Bailey K. Ashford School (P.S. 287) is located to the northeast of the Project Site, as is the Madison Square Boys and Girls Club.

Refer to **EAS Form Figure 4** for a visualization of land uses within the vicinity of the Project Site.

Future No-Action Scenario

Project Site

Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant would redevelop the Project Site pursuant to the existing R6B zoning district with a five-story / 50-foot, 32,500 GSF multi-family residential building. This no-action development would feature 32 residential dwelling units, all of which would be market rate, and 16 off-street parking spaces in the basement of the proposed building, accessed via a curb cut along Gold Street. The Future No-Action Scenario reflects an assumption of one (1) dwelling unit per 1,000 SF of residential floor area (resulting in 32 dwelling units) pursuant to RWCDS guidelines.

Study Area

Based on a review of NYC's Active Major Construction[1] (AMC) and Zoning Application Portal[2] (ZAP) databases on February 27, 2024, there are no developments within the 400-foot Study Area that would be completed by the 2026 Project Build Year.

Future With-Action Scenario

Project Site

The Future With-Action Scenario consists of the construction of a new 14-story / 88,591 GSF mixed-use multi-family residential, commercial, and community facility building containing 117 dwelling units, 25 to 30 percent of which (29 to 35 dwelling units) would be affordable pursuant to MIH at an average of 60 to 80 percent AMI depending on the MIH Option selected. The Future With-Action Scenario would also include a 1,770 GSF ground floor local retail space at the northeast corner of the building and a 1,770 GSF ground floor community center space at the southeast corner of the building adjacent to 260 Gold Street. As mentioned, this scenario would maximize the development potential of the site and provide retail and community space consistent with recent nearby developments at 257 and 277 Gold Street in the study area.

Study Area

The Future With-Action Scenario would be limited to the Project Site, such that there would be no changes in land use within the Study Area associated with the Proposed Actions.

Conclusions

The proposed multi-family residential building would be consistent with the existing land use character of the study area. The Project Site is located close to the Brooklyn central business district and major thoroughfares and is well served by a variety of transit modes. The properties immediately adjacent to and across from the Project Site are currently developed with a large, multi-family residential building, such that the new multi-family affordable residential building would reinforce the land use character of the Project Site. As mentioned, the Study Area is home to several community facilities, and new ground floor community space would be consistent with nearby uses including public and private schools and daycare facilities. An additional ground floor commercial space also has precedents in the neighborhood, including the Gold Street Market across the street from the Project Site and wholesale and retail facilities along Concord Street within the Study Area.

Based on the foregoing, the Future With-Action Scenario would reinforce and complement the land use character of the area such that no significant adverse land use impacts would result, and no further analysis is necessary.

2.3.2 Zoning

Existing Conditions

Project Site

The Project Site is within a mapped R6B zoning district (see **EAS Form Figure 3**). R6B districts are generally mapped in medium-density areas of the city and are often found in traditional row house neighborhoods. As R6B is a contextual zoning, Quality Housing regulations are mandatory in these districts. The Quality Housing Program encourages development consistent with the character of

[1] https://nycdob.github.io/DOB_Dashboards/layouts/two-and-one/Active_ConstructionTM_withGraphs, accessed February 27, 2024.
[2] https://zap.planning.nyc.gov/projects, accessed February 27, 2024.

many established neighborhoods. Its bulk regulations set height limits and allow high lot coverage buildings that are set at or near the street line. The Quality Housing Program also requires amenities relating to interior space, recreation areas, and landscaping.

Pursuant to the Quality Housing regulations, R6B districts permit residential FARs ranging from 2.0 to 2.2, dependent on the utilization of inclusionary housing bonuses, and a minimum rear yard requirement of 30 feet. Assuming an inclusionary housing bonus, and use of a Qualifying Ground Floor, the minimum required base height of a building before setback ranges from 30 to 40 feet with a maximum building height of 50 feet, limited to 5 stories. The district requires parking for 50 percent of market rate dwelling units and 25 percent of income-restricted dwelling units.

Study Area

Mapped zoning districts within the Study Area include C6-2 and C4-3 districts (see **EAS Form Figure 3**). Area and bulk regulations of each district within the Study Area are described below (except the R6B district, described above).

C6-2 Zoning District

C6 districts are widely mapped districts intended for a variety of high-density, large-scale commercial uses as well as residential and community uses. C6-2 districts are usually mapped outside of central business districts and permit a maximum commercial FAR of 6.0. Accessory parking is not required for C6-2 properties. Rear yards are required and must be 20 feet. The residential FAR maximum is equivalent to R8 zoning, in which FAR ranges from 0.94 to 6.02. There is no maximum height limit for R8 properties, however, buildings must be within a sky exposure plane that slopes inward above 85 feet. 30-foot rear yards are required for R8 interior lots but there is no rear yard requirement for corner lots. R8 properties are required to provide parking spaces for 40 percent of dwelling units, or 12 percent of income-restricted dwelling units.

C4-3 Zoning District

C4-3 districts are mapped in commercial centers outside of central business districts in the Bronx, Brooklyn, Queens, and Staten Island. Most retail establishments are permitted in C4 districts, including specialty and department stores. C4-3 districts are mapped in denser neighborhoods, and their residential equivalent is R6 zoning. One (1) accessory parking space is required for every 400 square feet. Commercial buildings in C4-3 zoning districts are subject to commercial bulk rules. The maximum building height for C4-3 properties is 60 feet, and 20-foot rear yards are required. The maximum commercial FAR for properties zoned C4-3 is 3.4, and the maximum community facility FAR is 4.8. R6 zoning allows either buildings proportional to their lot size under height factor regulations or high lot coverage buildings through quality housing regulations. Height factor properties are not subject to height limits but must be within a sky exposure plane that slopes inward above 60 feet. R6 properties must provide parking for 70 percent of dwelling units or 25 percent of income-restricted units. Quality housing regulations dictate a height limit of 55 feet for buildings facing a narrow street and 70 feet for buildings facing a wide street, or 115 feet for properties providing inclusionary housing. Quality housing regulations also require 50 percent of dwelling units to have parking or 25 percent of income-restricted units. R6 districts require 30-foot minimum rear yards.

Future No-Action Scenario

Project Site

No changes to zoning at the Project Site would take place absent the Proposed Actions.

Study Area

Based on a review of NYC's ZAP[3] database on February 27, 2024, no changes to zoning are proposed within the 400-foot Study Area that would change existing land uses by the Project Build Year of 2026.

Future With-Action Scenario

Project Site

The Proposed Actions are consistent with the following zoning-related discretionary actions at the Project Site and the Future With-Action Scenario:

1. Zoning Map Amendments:
    a. From an R6B zoning district to an C6-2A district
2. Zoning Text Amendments:
    a. Map an MIH Area at the Project Site. This would permit a residential FAR bonus at the Project Site for the development of affordable housing.
3. Parking Waiver:
    a. Pursuant to §74-533, a parking waiver would modify §25-20 and waive the requirement to provide accessory off-street parking for market rate residential units. (47 parking spaces would otherwise be required under C6-2A zoning)

The Future With-Action Scenario assumes the amendment of the existing R6B zoning district to a C6-2A district within the Project Site. C6-2A is a contextual zoning and properties within these districts are subject to a minimum and maximum base height of 60 feet and 85 feet respectively. The maximum allowed building height is 120 feet, and any portion above 85 feet must be setback 10 feet from a wide street or 15 feet from a narrow street. No accessory parking is required in C6-2A districts. Rear yards must be 20 feet deep. C6-2A districts allow a maximum FAR of 6.0, and the residential district equivalent for this zoning is R8A which allows a 6.02 FAR or a 7.2 FAR for buildings participating in the Inclusionary Housing Program. As with C6-2A, the maximum base height for R8A properties is 85 feet, and the total height limit is 120 feet. Buildings with a qualifying ground floor may have a maximum base height of 95 feet and a total height of 125 feet. For properties providing inclusionary housing, the maximum building height is 140 feet or 145 feet with a qualifying ground floor. A minimum rear yard of 30 feet is required for R8A buildings, and the off-street parking requirements are the same as for R8 zoning (40 percent of dwelling units or 12 percent of income-restricted units).

Study Area

The Proposed Actions would be limited to the Project Site such that there would be no changes of zoning within the associated 400-foot Study Area.

Conclusions

Block 121 is characterized by three different land use patterns: rowhomes, residential with ground floor retail or community facilities uses, and undeveloped land. Along Concord Street and Duffield Street, the block is occupied by three-, four-, and five-story attached rowhomes. The rear of these lots is occupied by private yards. 260 Gold Street, a 13-story multifamily elevator building, occupies the southeast corner of the block, with frontage all along Tillary Street and approximately half of Gold Street. The remainder of the block features the vacant lots of the Project Site (Lots 33, 35, 36, and

[3] https://zap.planning.nyc.gov/projects, accessed February 27, 2024

37). Pending approval of the Proposed Actions, the Future With-Action Scenario will result in a 14-story/145 ft residential building containing 117 dwelling units, 25 to 30 percent of which (29 to 35 dwelling units) would be affordable pursuant to MIH at an average of 60 to 80 percent AMI depending on the MIH Option selected.

The proposed C6-2A zoning district would maximize housing opportunities in a configuration that is contextual to existing buildings in the Study Area and the wider neighborhood. The existing R6B district is bordered on all sides by medium- to high-density C4 and C6 commercial/residential districts. The R8A residential zoning equivalent is similarly consistent with multi-family buildings on the same block of Gold Street, as well as nearby R6 and R7 zoning districts. The C6-2A zoning district has been previously mapped in Downtown Brooklyn south of Brooklyn Borough Hall, roughly an equivalent distance from the central business district as the Project Site.

Based on the foregoing, it is anticipated that the Zoning Map and Text Amendments Parking Waiver would both complement and reinforce existing zoning district and zoning trends in the larger Downtown Brooklyn neighborhood. As such, no significant adverse zoning impacts associated with the Proposed Actions are anticipated, and no further analysis is warranted.

2.3.3 Public Policy

According to the *2021 CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, that pertain to the Study Area. If the Proposed Actions could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

Existing Conditions

The Project Site is located within a NYC Food Retail Expansion to Support Health (FRESH) program zone. The Proposed Project was also evaluated pursuant to PlaNYC, the Mayor's Housing our Neighbors: A Blueprint for Housing and Homelessness (Housing Blueprint), and City of Yes for Housing Opportunity. The Project Site is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), or the New York City Landmarks Law.

NYC FRESH Program

Access to affordable, quality food is critical to building strong neighborhoods. The Food Retail Expansion to Support Health (FRESH) program brings healthy and affordable food options to communities by lowering the costs of owning, leasing, developing, and renovating supermarket retail space. The FRESH program provides financial and zoning incentives for supermarket operators and developers seeking to build or renovate new retail space to be owned or leased by a full-line supermarket operator.

PlaNYC: Getting Sustainability Done

PlaNYC: Getting Sustainability Done builds on the prior four plans while facing the challenges and seizing the opportunities that are specific to today. PlaNYC is grounded in a more comprehensive understanding of climate change impacts in the city as well as a more complete picture of our GHG footprint, including a new consumption-based inventory. The plan provides a complete picture of emissions both within the city's geography as well as the full lifecycle emissions from the food and

products New Yorkers consume. Lastly, this plan has a greater focus on environmental justice and public health. Despite overall improvements in the city's air quality, environmental justice communities continue to face increasingly negative health outcomes related to air pollution and climate hazards. At the same time, these challenges present opportunities to improve the city's environmental conditions and build prosperity, equity, and community.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

The Housing Blueprint is a broad strategy to provide access to affordable, high-quality housing for all New Yorkers, including households experiencing homelessness, NYCHA residents, families, single New Yorkers, renters, and homeowners alike. Housing Blueprint aims to harness all the benefits that housing can provide to bolster access to opportunity, promote economic stability and mobility, improve health and safety, and increase racial equity.

City of Yes for Housing Opportunity

According to the New York City Department of City Planning website, the City of Yes for Housing Opportunity will deliver new affordable housing in high-cost neighborhoods across New York City to working families.[4] This proposal features several tools to achieve this goal, such as the Universal Affordability Preference (UAP; this would allow developers to add 20 percent more dwelling units so long as the additional units are affordable) and removal of parking mandates (i.e., off-street parking requirements for new housing; the proposal will preserve the option to add parking, but no one will be forced to build unnecessary parking.

The City of Yes for Housing Opportunity will begin the formal public review process in the Spring of 2024.[5] All 59 Community Boards, five borough boards, and five Borough Presidents will be able to hold public meetings and offer their recommendations on the proposal, after which the NYC CPC will then hold a public hearing and a vote. If passed by the CPC, the proposal will go to the City Council, which can hold hearings, modify the proposal, and vote.

Future No-Action Scenario

No changes to any policies applicable to the Project Site, including the NYC FRESH program, PlanNYC, the Housing Blueprint, or the City of Yes for Housing Opportunity are anticipated under the Future No-Action Scenario. It is anticipated that the City of Yes for Housing Opportunity proposal, in either its current form or with modifications, would be passed by the 2026 Project Analysis Year.

Future With-Action Scenario

The analyses below assess the Future With-Action Scenario's consistency with the applicable public policies identified above in the **Existing Conditions** section.

NYC FRESH Program

The Future With-Action Scenario would not utilize any FRESH program incentives such that this public policy is not applicable, and no further analysis is required.

PlaNYC: Getting Sustainability Done

The Future With-Action Scenario is consistent with the two initiatives of PlaNYC, including decarbonizing affordable housing and reducing localized air pollution. The Future With-Action

[4] https://www.nyc.gov/site/planning/plans/city-of-yes/city-of-yes-housing-opportunity.page, accessed February 13, 2024.
[5] https://storymaps.arcgis.com/stories/f266a53c9cda42d5b7f63b57dc08f849, accessed February 13, 2024.

Scenario, which contains both market rate and affordable dwelling units, would utilize electric HVAC systems, eliminating the need to burn fossil fuels (e.g., fuel oil and / or natural gas) to cool or heat the building, eliminating a local emissions source and effectively decarbonizing the affordable units within the building.

Based on the foregoing, the Future With-Action Scenario is consistent with this public policy, and no further analysis is warranted.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

The Future With-Action Scenario would directly align with the "Create and Preserve Affordable Housing" pillar of the Housing Blueprint; as previously discussed, the Future With-Action Scenario would create between 29 and 35 affordable housing units at the Project Site via the MIH program.

Based on the foregoing, the Future With-Action Scenario is consistent with this public policy, and no further analysis is warranted.

City of Yes for Housing Opportunity

Only two features of the City of Yes for Housing Opportunity proposal as currently constructed would potentially apply to the projected development under the Future With-Action Scenario, including the Universal Affordability Preference (UAP) and removal of parking mandates. However, as described in the preceding section, the Future With-Action Scenario would utilize residential floor area density bonuses as provided by the Mandatory Inclusionary Housing program, such that there would be no need for similar density bonuses under the UAP. Further, as part of the With-Action Scenario, the Applicant would receive a parking waiver such that no additional parking at the Project Site would be required despite the new residential development.

Based on the foregoing, the City of Yes for Housing Opportunity proposal does not apply to the Future With-Action Scenario and no further analysis is required.

Conclusions

As discussed in this section, the Future With-Action Scenario would be consistent with and reinforce applicable goals, policies, and objectives of Housing New York and OneNYC 2050. As such, the Proposed Actions are not anticipated to result in any significant adverse public policy impacts and no further analysis is warranted.

3 SHADOWS

3.1 Introduction

A shadow is defined in the *2021 CEQR Technical Manual* as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space, or feature. The purpose of this chapter is to assess whether new structures may cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern such as natural resources, and to assess the significance of their impact. The duration and dimensions of shadows are determined by the geographic location of the area from which the shadow is cast and the time of day and season. Shadows cast during the morning and evening, when the sun is low in the sky, are longer, while midday shadows are shorter in length. Shadows in winter, when the sun arcs low across the southern sky, are also longer throughout the day than at corresponding times in spring and fall seasons. In summer, the high arc of the sun casts shorter shadows than at any other time of year, and early and late shadows during the summer are cast farther towards the south than shadows cast in early and late winter months.

According to the *2021 CEQR Technical Manual*, a shadows assessment is required for projects that would result in new structures greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, sunlight-sensitive natural features, or historic resources with sun-sensitive features. A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

The Project Site is located adjacent to Surf Playground, an NYC DPR-owned and operated public playground, which is considered a sunlight-sensitive resource. As such, a preliminary shadows screening assessment is warranted.

3.2 Methodology

In accordance with the *2021 CEQR Technical Manual*, a preliminary screening assessment is conducted to ascertain whether shadows resulting from a project could reach any sunlight-sensitive resource at any time of year. This preliminary screening assessment consists of three tiers of analysis:

- *Tier I Screening:* The first tier determines a radius around the proposed buildings representing the longest shadow that could be cast. The radius is calculated based on a factor of 4.3 times the proposed maximum building height. If there are sunlight-sensitive resources within the radius, the analysis proceeds to the second tier;
- *Tier II Screening*: The second-tier analysis reduces the area that could be affected by project-generated shadows by accotunting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. According to the 2014 CEQR Technical Manual, shadows cannot be cast within New York City outside of 108 degrees from True North;
- *Tier III Screening*: If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by new shadows by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. For the Tier III screening, three-dimensional modeling software with the capacity to

model shadows is used, and the maximum building envelope that could be achieved because of a proposed action is modeled and geo-located within the program. The terrain provided by the modeling software is also incorporated into the model to account for how changes in elevation throughout the study area can influence shadows that could be cast by the proposed project. The representative days are December 21 (winter solstice), June 21 (summer solstice), March 21 / September 21 (vernal/autumnal equinox), and May 6 / August 6 (halfway between the summer solstice and the equinoxes). The modeling software is also used to approximate times that shadows cast from the proposed project could enter and exit a resource.

If the Tier III screening indicates that, in the absence of intervening buildings, shadows from the proposed project would reach a sunlight-sensitive resource on any of the representative analysis days, a detailed shadow analysis could be warranted. Because existing buildings may already cast shadows on a sun-sensitive resource (or a future building could be expected to cast shadows), the proposed project may not result in new incremental shadows upon that resource. The detailed shadow analysis models a baseline condition (the Future No-Action Scenario) that is compared to the future condition resulting from the proposed project (the Future With-Action Scenario) to illustrate the shadows cast by existing or future buildings and distinguish the new incremental shadows cast by the project. Like in the Tier III analysis, the detailed analysis considers the maximum building envelope that could be achieved as a result of a proposed project.

3.3 Preliminary Shadows Screening Assessment

3.3.1 Tier I Shadows Screening Assessment

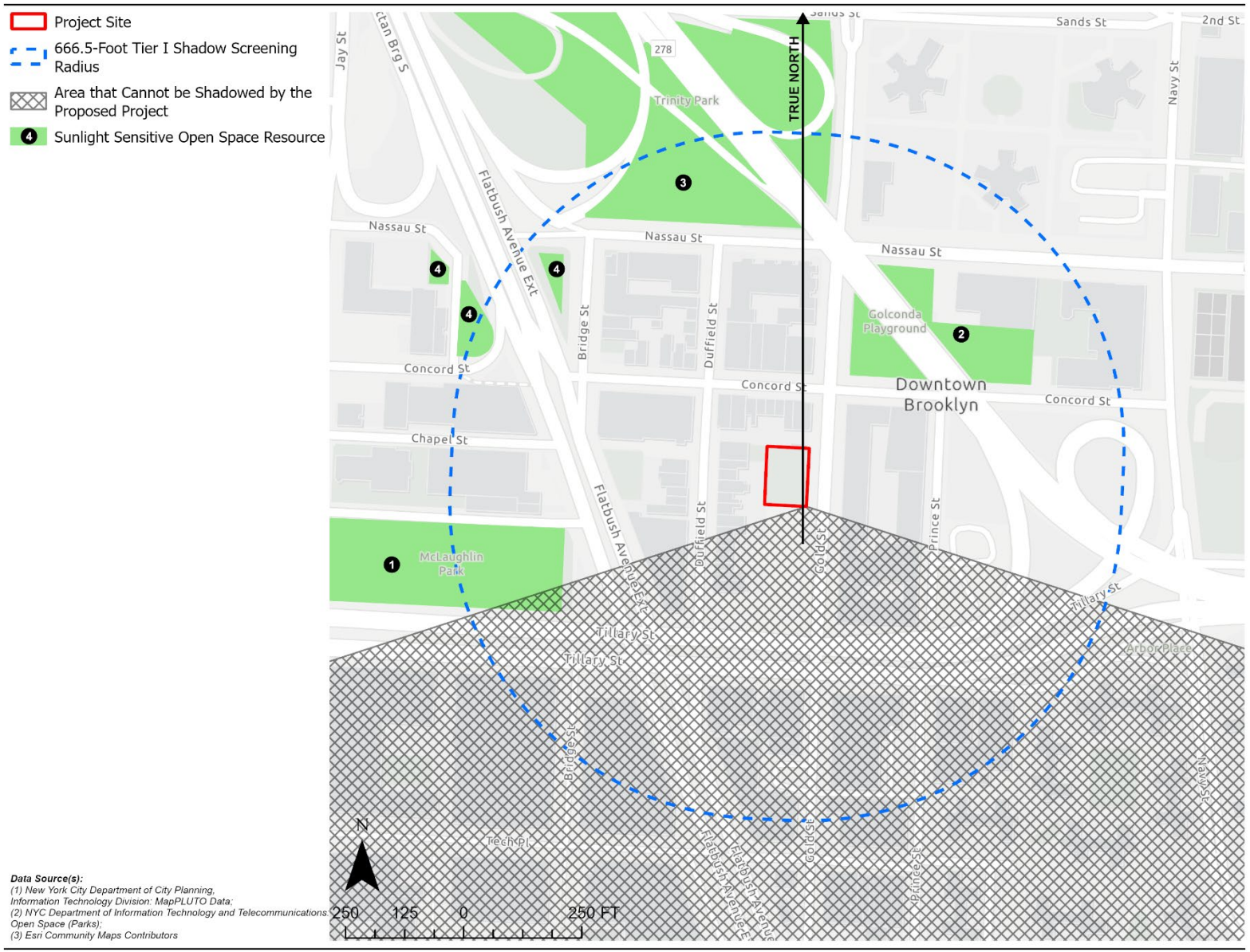
Under the Future With-Action Scenario, the Project Site would be redeveloped with a new building with a maximum height of 155 feet (including a 145-foot building height with a 10-foot rooftop elevator and/or mechanical bulkheads), resulting in a shadow screening radius of 666.5 feet (4.3 x 155 feet) in length. The first step in a shadow analysis is to determine if there are any sunlight-sensitive resources located within the 666.5-foot radius.

As **Figure 3-1** shows below, there are four (4) sunlight-sensitive resources partially or entirely within the maximum shadow screening radius, all of which are open space resources, including: (1) (p/o) McLaughlin Park; (2) Golconda Playground; (3) (p/o) Trinity Park; and (4) and a portion of an unnamed landscaped mall/plaza area near the Manhattan Bridge approach. Accordingly, a Tier II shadows screening assessment is required.

It is noted that there is one historic resource within the maximum shadow screening radius, the State and National Register (S/NR) of Historic Places-eligible building at 194 Concord Street (USN No. 04701.023076), which is adjacent to the Project Site to the north. Pursuant to the New York State (NYS) Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resources Information System (CRIS) mapper,[6] the historic significance of this structure is described as "[a]n intact representative example of a mixed-use urban structure, incorporating commercial space on the first floor and apartments above. This structure retains a rare example of a 19th-century commercial storefront." Based on the foregoing, this historic resource does not contain any sunlight-sensitive features and therefore was not included in this shadows analysis.

[6] https://cris.parks.ny.gov/, accessed February 21, 2024

Figure 3-1, Tiers I and II Shadow Screening Assessment



3.3.2 Tier II Shadows Screening Assessment

The *2021 CEQR Technical Manual* states that a Tier II shadow screening assessment is required if any portion of a sunlight-sensitive resource lies within the Tier I shadow screening radius. Because of the path the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City, this area lies between -108 and +108 degrees from true north. For a Tier II screening assessment, sunlight-sensitive resources within the triangular area cannot be shaded by the Future With-Action Scenario and are screened out. The complementing portion to the north within the Tier I shadow screening radius is the area that can be shaded by the Proposed Project.

As shown in **Figure 3-1**, the Tier II screening assessment shows that all four (4) open space resources within the maximum shadow screening radius remain in the area of the longest shadow. Accordingly, a Tier III shadows screening assessment is required.

3.3.3 Tier III Shadows Screening Assessment

The *2021 CEQR Technical Manual* states that if any portion of a sunlight-sensitive resource is within the area that could be shaded by the Future With-Action Scenario, a Tier III screening assessment should be performed. Because the sun rises in the east and travels across the southern part of the sky to set in the west, a project's earliest shadows would be cast almost directly westward. Throughout the day, they would shift clockwise (moving northwest, then north, then northeast) until sunset, when they would fall east. Therefore, a project's earliest shadow on a sunlight-sensitive resource would occur in a similar pattern, depending on the location of the resource in relation to the Project Site. For a Tier III screening assessment, if the assessment determines that no shadows from the development would reach any of the sunlight-sensitive resources on any of the representative analysis days, then no further assessment for those days is needed. If, however, in the absence of intervening buildings shadows from the proposed building would reach sunlight-sensitive resources on any of the representative analysis days, then a detailed shadow analysis would be warranted for those days.

As shown in **Figure 3-2** through **Figure 3-5** below and indicated in **Table 3-1**, Tier III shadows from the Future With-Action Scenario would reach McLaughlin Park on the May 6 / August 6 analysis day from 6:27 AM to 6:29 PM (a two-minute duration) and on the June 21 analysis day for 15 minutes (from 5:57 AM to 6:12 AM). Tier III shadows are projected to reach Golconda Playground on the December 21 analysis day from 12:35 PM to 2:53 PM (a 2-hour, 18-minute duration). Tier III shadows would not reach these open space resources during any other analysis days, nor would they reach the other identified sunlight-sensitive open space resources (i.e., Trinity Park or the unnamed plaza) during any portion of any other analysis day.

Based on the foregoing, a detailed shadow analysis is required as shadows from the Future With-Action Scenario could reach portions of McLaughlin Park and Golconda Playground for durations greater than 10 minutes on the June 21 and December 21 analysis days, respectively. Projected Tier III shadows on McLaughlin Park on the May 6 / August 6 analysis day are less than the 10-minute threshold for further analysis, pursuant to the *2021 CEQR Technical Manual*.

Table 3-1, Tier III Shadow Durations on Sunlight Sensitive Resources

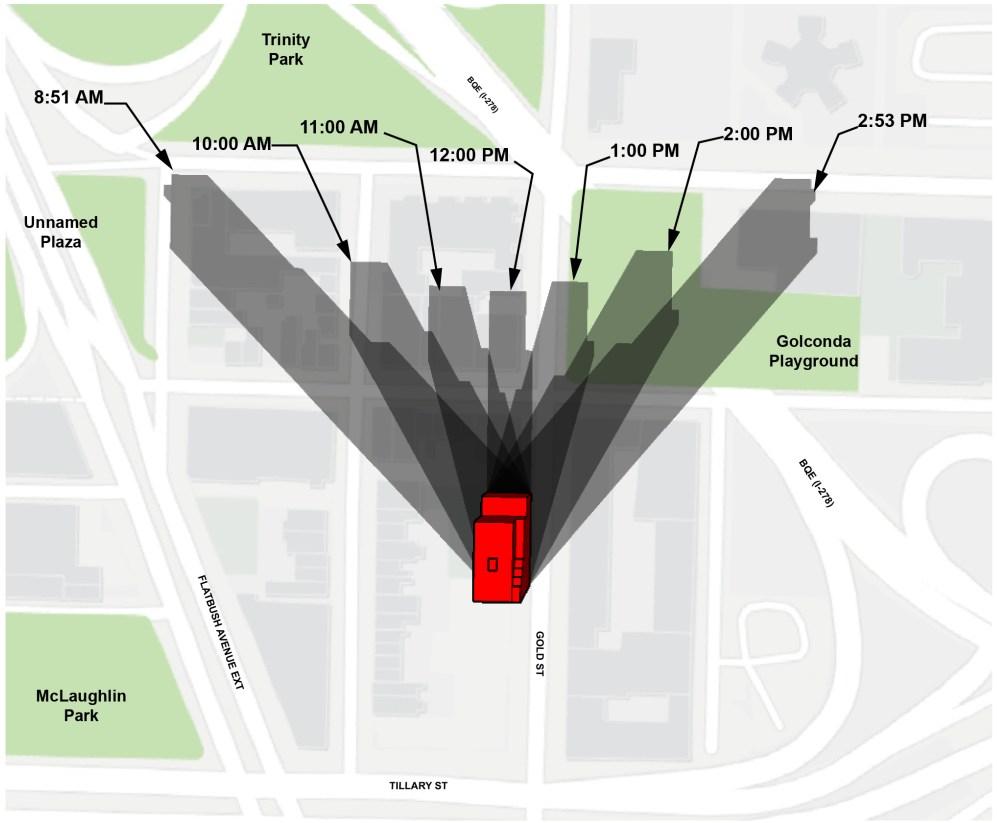
Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	*8:51 AM - 2:53 PM*	*7:36 AM - 4:29 PM*	*6:27 AM - 5:18 PM*	*5:57 AM - 6:01 PM*
McLaughlin Park (Map ID No. 1)				
Shadow Entry – Exit Time	No Shadows	No Shadows	6:27 AM – 6:29 AM	5:57 AM – 6:12 AM
Duration	0 Mins	0 Mins	2 Minutes	15 minutes
Golconda Playground (Map ID No. 2)				
Shadow Entry – Exit Time	12:35 PM – 2:53 PM	No Shadows	No Shadows	No Shadows
Duration	2 Hours, 18 Minutes	0 Mins	0 Mins	0 Mins
Trinity Park (Map ID No. 3)				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	0 Mins	0 Mins	0 Mins	0 Mins
Unnamed Mall / Plaza (Map ID No. 4)				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	0 Mins	0 Mins	0 Mins	0 Mins

Figure 3-2, Tier III Shadow Screening Assessment, December 21 Analysis Day

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

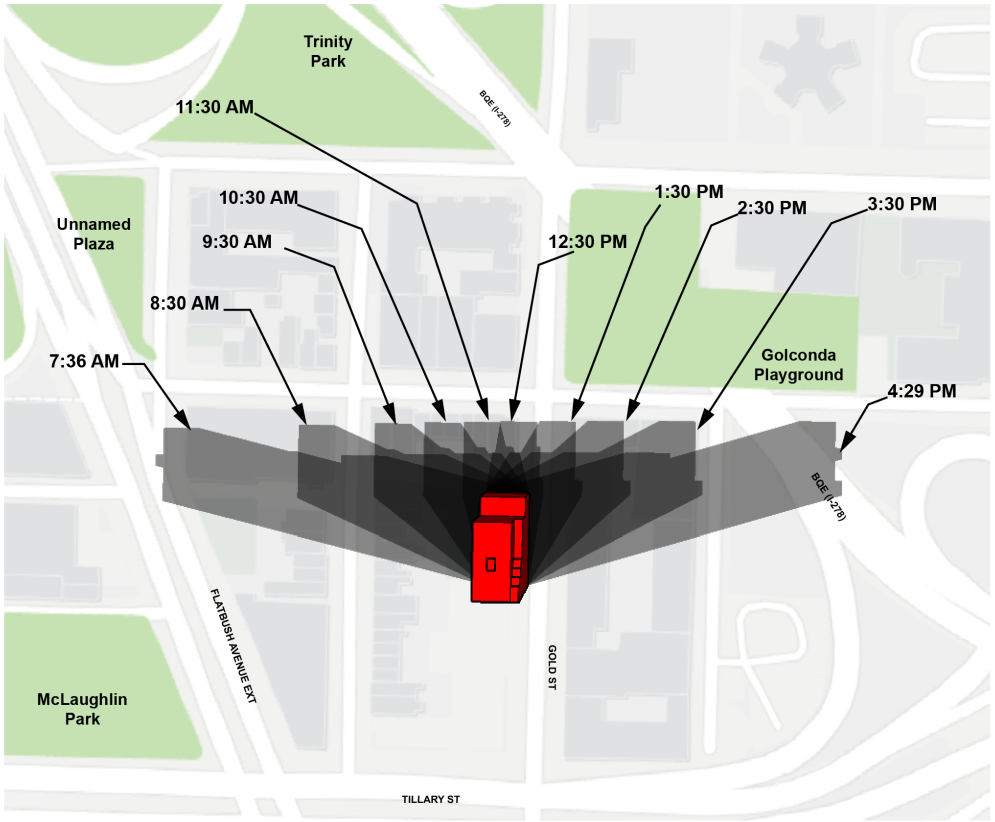
N

Figure 3-3, Tier III Shadow Screening Assessment, March 21 / September 21 Analysis Day

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

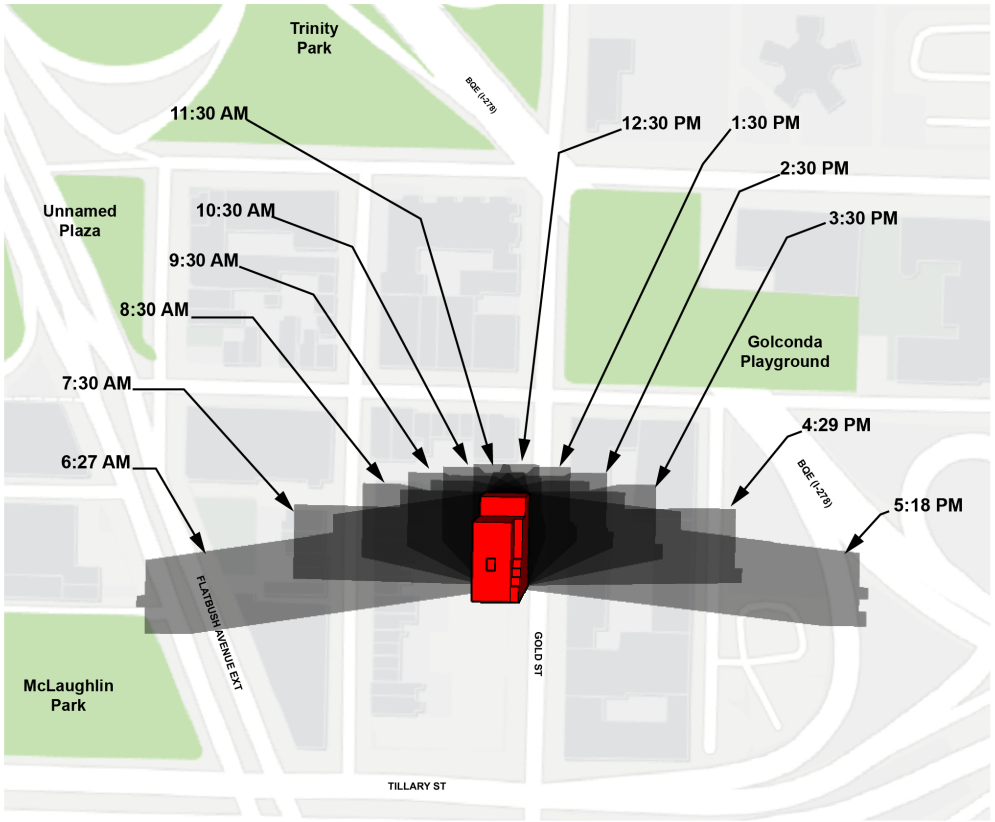
N

Figure 3-4, Tier III Shadow Screening Assessment, May 6 / August 6 Analysis Day

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

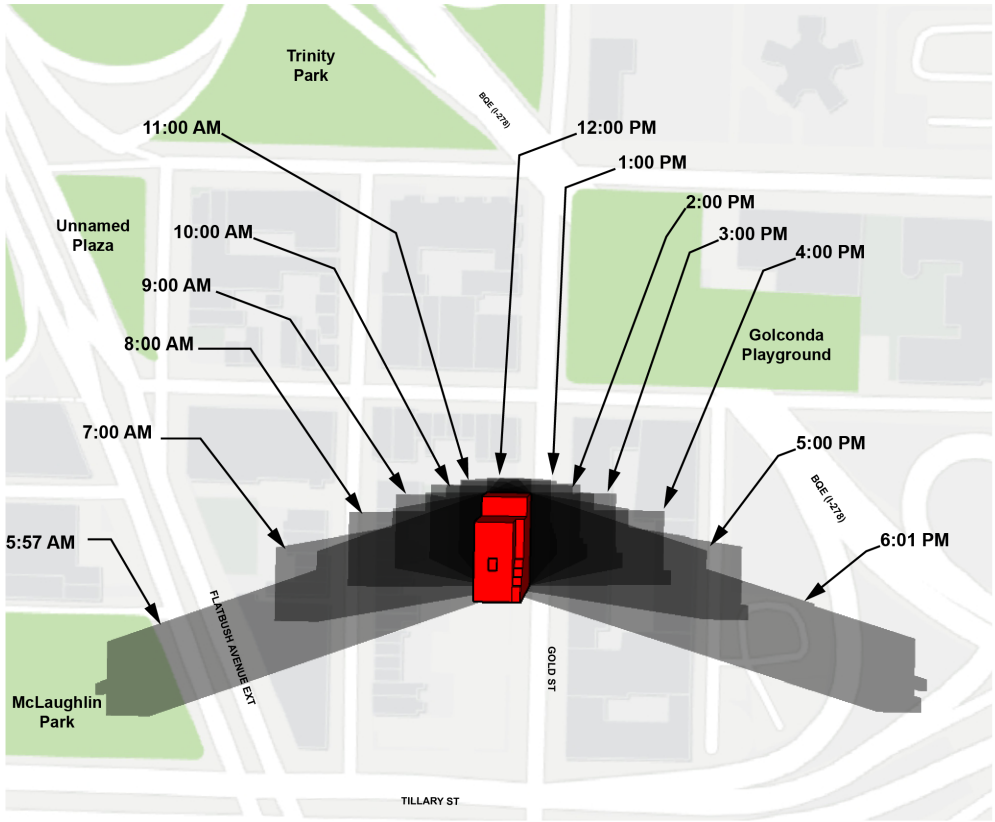
N

Figure 3-5, Tier III Shadow Screening Assessment, June 21 Analysis Day

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

N

3.4 Detailed Shadows Analysis

The *2021 CEQR Technical Manual* states that a detailed shadow analysis is warranted when the screening analyses do not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadows that fall on a sunlight-sensitive resource as a result of development projected under the Future With-Action Scenario. The detailed shadows analysis accounts for the Future No-Action Scenario shadow conditions at identified sunlight-sensitive resources, measuring new shadow coverage beyond what Future No-Action Scenario development at the Project Site and in the surrounding area would cast on an individual resource.

The results of the detailed shadow analyses on McLaughlin Park and Golconda Playground are summarized in **Table 3-2**. (with illustrative figures of new incremental shadows provided in **Figure 3-7 through Figure 3-9**).

Table 3-2, New Incremental Shadow Durations

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Tier III Shadow Duration	*12:35 PM - 2:53 PM*			*5:57 AM - 6:12 AM*
McLaughlin Park (Map ID No. 1)				
Shadow Entry – Exit Time				No new incremental shadows
Duration				0 minutes
Golconda Playground (Map ID No. 2)				
Shadow Entry – Exit Time	12:35 PM 2:53 PM			
Duration	2 hours, 18 minutes			

As indicated in **Table 3-2**, the Future With-Action Scenario would not result in any new incremental shadows on McLaughlin Park during the June 21 analysis day. This can largely be attributed to the existing 12-story building located southeast of the Project Site at 85 Flatbush Avenue Extension, which is adjacent to McLaughlin Park and itself casts considerable shadows on the park during the identified Tier III shadow duration for the Future With-Action Scenario, precluding any new incremental shadows on McLaughlin Park from new development at the Project Site

New incremental shadows would fall on Golconda Playground from 12:35 PM through 2:53 PM on the December 21 analysis day. These new incremental shadows would travel across the park southwest to northeast and would only slightly augment existing shadows on the park. Golconda Playground is characterized by active, hardscape recreational amenities, including playground areas, handball courts, a skate park, and basketball courts (see **Figure 3-6** for a layout plan of Golconda Playground).

Figure 3-6, Golconda Playground



Facilities

Basketball Courts
Handball Courts
Playgrounds
Public Restrooms
Skate Parks
Spray Showers

Source(s): https://www.nycgovparks.org/parks/golconda-playground, accessed March 6, 2024

Figure 3-7, Golconda Playground December 21 Detailed Analysis

Project Building

Sunlight Sensitive Open Space Resource

Projected Future With-Action Shadow Condition

New Incremental Shadow



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

N

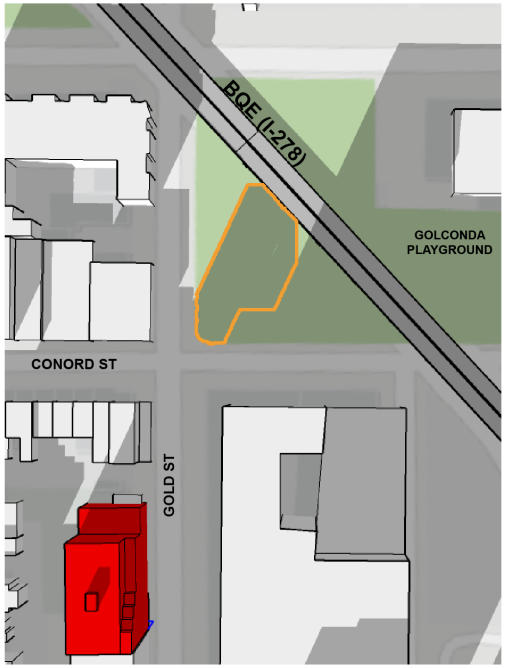
Figure 3-7, Golconda Playground December 21 Detailed Analysis (Continued)

Project Building

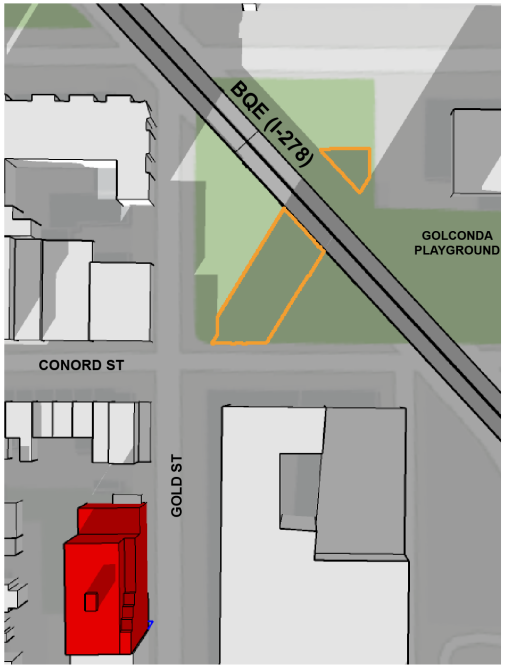
Sunlight Sensitive Open Space Resource

Projected Future With-Action Shadow Condition

New Incremental Shadow



1:45 PM



2:15 PM

Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

N

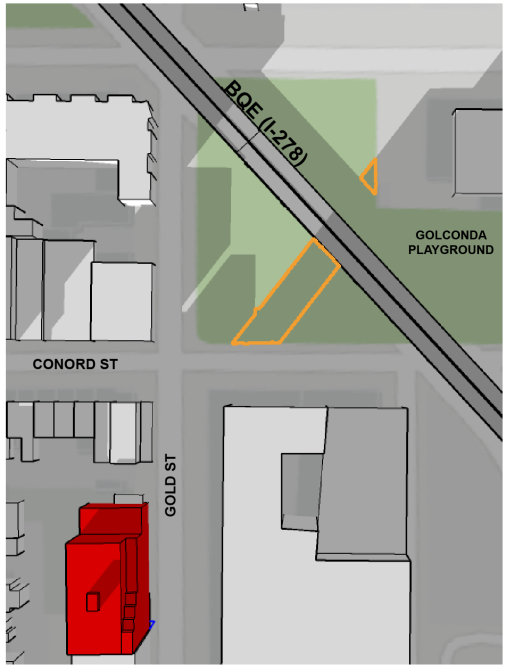
Figure 3-7, Golconda Playground December 21 Detailed Analysis (Continued)

Project Building

Sunlight Sensitive Open Space Resource

Projected Future With-Action Shadow Condition

New Incremental Shadow



2:45 PM

Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

N

3.4.1 Determination of Shadow Impact Significance

The *2021 CEQR Technical Manual* states that the determination of the significance of shadow on a sunlight-sensitive resource is based on: (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. Determining whether this impact is significant or not, under CEQR, depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

For open space and natural resources, the uses and features of a resource are an indicator of its sensitivity to shadows. Shadows occurring during the cold-weather months, for example, generally do not affect the growing season of outdoor vegetation. This sensitivity is assessed for warm-weather-dependent features such as vegetation that could be affected by a loss of sunlight during the growing season, and for features (such as benches) that could be affected by a loss of winter sunlight. Generally, four to six hours a day of sunlight, particularly in the growing season, is often a minimum requirement. Where the incremental shadows from the project fall on sunlight-sensitive features or uses, the analysis assesses the loss of sunlight relative to sunlight that would be available without the project.

As stated in the *2021 CEQR Technical Manual*, to determine impact significance, an incremental shadow is generally not considered significant when its duration is no longer than 10 minutes at any time of year and the resource continues to receive substantial direct sunlight. A significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- Vegetation - A substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the future without the project). Or, a reduction in direct sunlight exposure where the sunlight-sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).
- Open Space Utilization - A substantial reduction in the usability of open space as a result of increased shadow.
- For Any Sunlight-Sensitive Feature of a Resource - Complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

Golconda Playground Incremental Shadows Assessment

As indicated in **Table 3-2**, new incremental shadows from the Future With-Action Scenario would fall on Golconda Playground from 12:35 PM to 2:53 PM (a two-hour, 18-minute duration) during the December 21 analysis day. As visualized in **Figure 3-7**, these shadows would only slightly augment existing shadow conditions (cast from both existing buildings and the elevated Brooklyn-Queens Expressway that bisects the park northwest-southeast), on the park during this timeframe.

As described in the preceding section, Golconda Playground is characterized by active, hardscape recreational amenities, including playground areas, handball courts, a skate park, and basketball courts (see **Figure 3-6** for a layout plan of Golconda Playground), and has minimal vegetation. Further, these new incremental shadows would be cast in December, when any existing vegetation would be dead or dormant (i.e., outside the *2021 CEQR Technical Manual* specified March through October growing season) and park utilization would be lowest due to winter-related weather

conditions. Based on the nature of these areas projected to receive new incremental shadows, the viability of vegetation at and the usability of Golconda Playground would not be jeopardized during the December 21 analysis day.

3.5 Conclusions

Based on the results of detailed shadows analysis, new incremental shadows on Golconda Playground are not anticipated to jeopardize the viability of vegetation at, or the usability of, this open space resource. Therefore, no significant shadow impacts are anticipated such that no further analysis is warranted.

4 HISTORIC AND CULTURAL RESOURCES

4.1 Introduction

An assessment of historic and cultural resources is usually necessary for projects that are located near historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated, according to the *2021 CEQR Technical Manual*.

The term “historic resources” defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural, and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate New York City, New York State, and Federal agencies are consulted. Historic resources include the New York City Landmarks Preservation Commission (LPC) designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Listings on the State and/or National Register of Historic Places and National Historic Landmarks.

4.2 Methodology

Archaeological and architectural resources usually need to be assessed for projects that would result in any in-ground disturbance. In-ground disturbance is any disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site. For projects that may affect historic or cultural resources, the first step in evaluating a project's potential effects on historic resources is to consider what area the project might affect and then identify historic resources—whether officially recognized or eligible for such recognition—within that area. The area of subsurface work for a proposed project is considered the impact area for archaeological resources, while the Study Area for architectural resources is the area in which any resources may be affected by the project, which is defined by the radius of 400 feet from the borders of a site for most proposals.

After the study areas have been established, all known archaeological and architectural resources within the study areas are identified, and the potential for unknown resources is investigated, it is recommended that lead agencies and applicants contact LPC for archaeological and architectural resources review. Based on the report from LPC, if any listed historic or cultural resources are located in the study areas, then further analysis of the project's impact on these resources must be performed. The proposed project's effects on any designated or potential archaeological and architectural resources are then analyzed under existing conditions, Future No-Action Scenario, and Future With-Action Scenario. The assessment specifically considers whether the project may result in the disturbance or destruction of those archaeological and architectural resources as a result of the Proposed Actions.

4.3 Architectural Resources

Per *2021 CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action(s) and an area extending 400 feet from those sites (i.e., the historic resources Study Area). According to the *2021 CEQR Technical Manual*, significant adverse impacts to historic and cultural resources could potentially result if a proposed action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. This section assesses the potential for the Proposed Actions to result in significant adverse impacts on identified historic and cultural resources. Generally, architectural resources should be surveyed and assessed

if the proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

- Construction resulting in ground disturbance, including construction of temporary roads and access facilities, grading, and landscaping.
- Below-ground construction, such as excavation or installation of utilities.
- Physical destruction, demolition, damage, alteration, or neglect of all or part of a historic property.
- Changes to the architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.
- Isolation of the property from, or alteration of, its setting or visual relationship with the streetscape. This includes changes to the resource's visual prominence so that it no longer conforms to the streetscape in terms of height, footprint, or setback; is no longer part of an open setting; or can no longer be seen as part of a significant view corridor.
- Introduction of incompatible visual, audible, or atmospheric elements to a resource's setting.
- Replication of aspects of the resource to create a false historical appearance.
- Elimination or screening of publicly accessible views of the resource.
- Construction-related impacts such as falling objects, vibration, dewatering, flooding, subsidence, or collapse.
- Introduction of significant new shadows, or significant lengthening of the duration of existing shadows, over a historic landscape or a historic structure to the extent that the architectural details that distinguish that resource as significant are obscured.

4.3.1 Direct Impacts

Historic resources could be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of a historic resource. For example, alterations, such as the addition of a new wing to a historic building could result in significant adverse impacts, depending on the design. Direct impacts also include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

NR-listed and eligible resources are given a measure of protection from the effects and impacts of projects sponsored, assisted, or approved by federal agencies under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. S/NR-listed and eligible resources are similarly protected against impacts resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of S/NR-listed and eligible resources using private funds can alter or demolish their properties without such a review process. Privately owned properties that are NYCLs, in LPC-designated historic districts, or pending designation as Landmarks by LPC are protected under the New York City Landmarks Law. The law requires LPC review and approval before any alteration or demolition occurs, regardless of whether the project is publicly or privately funded. Publicly owned resources are also subject to review and advisement by LPC before project implementation.

The LPC was contacted on March 1, 2024, for their initial review of the project's potential to impact historic and cultural resources. In a response dated March 8, 2024, LPC indicated that there were

no properties with architectural significance at the Project Site (see **Appendix A** for a copy of LPC's response).

Based on the foregoing, there would be no direct impacts on architectural resources of significance associated with the Proposed Actions and no further analysis is warranted.

4.3.2 Construction Impacts

The assessment of construction impacts on historic and cultural resources considers the possibility of physical damage to any architectural or archaeological resources identified in the Proposed Project's historic and cultural resources assessment. Pursuant to Chapter 22, Section 300 of the *2021 CEQR Technical Manual*, if a project's construction activities are located within 400 feet of a historic or cultural resource, potential hazards should be assessed, such as whether certain character-defining elements of a structure, including but not limited to rooftops or stained-glass windows, could be impacted by falling objects from an adjacent construction site. The City has two procedures for avoidance of damage to historic structures from adjacent construction.

1. All buildings are provided some protection from accidental damage through New York City Department of Buildings (DOB) controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the code requirements.

2. The second protective measure applies only to designated NYCL and S/NR-listed historic buildings that are located within 90 linear feet of a proposed construction site. For these structures, the DOB's Technical Policy and Procedure Notice (TPPN) #10/88 is applicable. The DOB's TPPN 10/88 supplements the standard building protections afforded by the Building Code C26-112.4 by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet), and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

If the project is not located within 90 feet of a historic or cultural resource that is NYC-landmark eligible, eligible for the State and National Register of Historic Places, or within an eligible New York City Historic District, then no special protections apply. Therefore, the potential for physical disturbance and adverse impacts on those historic and cultural resources should be disclosed. Based on a review of the New York State (NYS) Office of Parks, Recreation, and Historic Preservation's (OPRHP's) Cultural Resources Information System (CRIS), there is one (1) resource within 90 feet of the Project Site, the S/NR of Historic Places-eligible building at 194 Concord Street (USN No. 04701.023076), which is adjacent to the Project Site to the north.

The LPC was contacted on March 1, 2024, for their initial review of the project's potential to impact historic and cultural resources. In a response dated March 8, 2024, LPC indicated that the aforementioned building at 194 Concord Street is an S/NR-eligible resource within the vicinity of the Project Site (see **Appendix A** for a copy of LPC's response).

Per CRIS,[7] this eligible resource is described as "[a] four-bay wide, four-story tall mixed-use building of rectangular plan with a flat roof. The first-floor commercial space retains a rare example of a 19th-

[7] https://cris.parks.ny.gov/, accessed February 22, 2024

century storefront, complete with partially glazed paneled doors, display windows, and transoms set between cast iron posts with engraved decoration. The pressed brick facade of the upper three stories features decorative banks of inset brick and cast-iron moulded lintels with keystones. Windows throughout are six-over-one double-hung sash, which appear to be replacements. The facade is capped with a bracketed cornice with paneled frieze." The historic significance of this resource is described as "[a]n intact representative example of a mixed-use urban structure, incorporating commercial space on the first floor and apartments above. This structure retains a rare example of a 19th-century commercial storefront."

As such, in addition to the standard NYC DOB protection controls described above, the Applicant will implement the NYC DOB's TPPN #10/88, including monitoring programs to reduce the likelihood of construction damage to the S/NR-eligible building at 194 Concord Street, which is within 90 feet of the Project Site.

Based on the foregoing, the Future With-Action Scenario would not result in physical disturbance and adverse impacts on such resources, and no further analysis is required.

4.3.3 Indirect Impacts

As per the *2021 CEQR Technical Manual*, visual and contextual impacts on historic resources can include: the isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; elimination or screening of publicly accessible views of a resource; or introduction of significant new shadows, over a historic landscape or on a historic structure (if the features that make the resource significant depend on sunlight) to the extent that the architectural details that distinguish that resource as significant are obscured.

Architectural Resources within the Study Area

To determine whether the Proposed Actions have the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic and architectural resources. Based on a review of the aforementioned CRIS, the only resource within 400 feet of the Project Site is the aforementioned S/NR-eligible resource at 194 Concord Street, adjacent to the Project Site to the north. Redevelopment of the vacant Project Site, which is situated at the rear of this resource, is not anticipated to result in adverse visual or contextual impacts on existing architectural resources, nor would it eliminate or screen publicly accessible views of these resources, or introduce an incompatible visual, audible, or atmospheric element to this resource's setting. Additionally, this resource does not contain any sunlight-sensitive features (e.g., stained glass windows), such that new shadows from the Future With-Action Scenario would not result in adverse shadows impacts on this resource (see **Section 3, Shadows** for more information).

Based on the foregoing, the Future With-Action Scenario would not result in significant adverse impacts on historic architectural resources, and no further analysis is warranted.

4.4 Archaeological Resources

Unlike the architectural evaluation of a Study Area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts on archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells, and privies. The *2021 CEQR Technical Manual* requires a detailed evaluation of a project's potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated.

The LPC was contacted on March 1, 2024, for their initial review of the project's potential to impact historic and cultural resources. In a response dated March 8, 2024, LPC indicated that all four lots comprising the Project Site contained potential for archaeological sensitivity in the form of remains from 19th Century occupation of the site, based on a review of the previous Phase IA Archaeological Survey that included the lots comprising the Project Site performed as part of the Bridge Plaza Rezoning (03DCP035K). As such, LPC recommended that archaeological field testing be performed at the Project Site to clarify these initial findings and provide the threshold for the next level of review if such review is necessary (see **Appendix A** for a copy of LPC's response).

An archaeological investigation of the Project Site is currently underway; the results of this investigation will be incorporated into later versions of this EAS and the Applicant will adhere to all recommendations of that study, in consultation with the LPC and the NYC DCP and in order to avoid significant adverse impacts, to the maximum extent practical.

4.5 Conclusions

As there is a S/NR-eligible adjacent to the Project Site to the north, the Applicant would adhere to all DOB construction requirements, including standard NYC DOB protection controls as well as the NYC DOB's TPPN #10/88, including monitoring programs to reduce the likelihood of construction damage to contributing structures in the vicinity of the Project Site, as applicable. As there are no known historic and architectural resources at or within the vicinity of the Project Site, no direct, indirect, or construction impacts would result under the Future With-Action Scenario.

LPC indicated that all four lots comprising the Project Site contained potential for archaeological sensitivity in the form of remains from 19th Century occupation of the site, based on a review of the previous Phase IA Archaeological Survey that included the lots comprising the Project Site performed as part of the Bridge Plaza Rezoning (03DCP035K).

An archaeological investigation of the Project Site is currently underway; the results of this investigation will be incorporated into later versions of this EAS and the Applicant will adhere to all recommendations of that study to the maximum extent practical.

Based on the foregoing, the Future With-Action Scenario would not result in significant adverse impacts on historic and cultural resources, and no further analysis is warranted.

5 URBAN DESIGN AND VISUAL RESOURCES

5.1 Introduction

An urban design assessment pursuant to the *2021 CEQR Technical Manual* considers whether and how a project may change the experience of a pedestrian in the study area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment.

An urban design assessment pursuant to the *2021 CEQR Technical Manual* considers whether and how a project may change the experience of a pedestrian in the area of a proposed project. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built and natural environment in the context of the project. The analysis of urban design relies on observations, drawings, maps, renderings, and most importantly, photographs and photographic montages taken from a pedestrian's eye level. These representations allow the public to see what a project would look like in the future.

An assessment of urban design and visual resources is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following:

- Projects that permit the modification of yard, height, and setback requirements; and
- Projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the Proposed Action.

As the Proposed Actions consist of zoning-related discretionary actions that would result in an increase in built floor area beyond what would be allowed 'as-of-right' pursuant to existing mapped zoning an urban design and visual resources analysis is therefore warranted.

5.2 Methodology

Pursuant to the *2021 CEQR Technical Manual* guidelines, the preliminary urban design and visual resources assessment analyzes a 400-foot radius study area where a proposed action would be most likely to influence the built environment. The following preliminary urban design and visual resources assessment follows these guidelines and provides a characterization of existing conditions, a description of urban design under the Future No-Action and With-Action Scenarios, and an analysis determining the extent to which physical changes resulting from the Future With-Action Scenario would alter the pedestrian experience and visual resources.

Pursuant to the *2021 CEQR Technical Manual*, the appropriate study area for an urban design and visual resources analysis is within a 400-foot radius of the Project Site (the Study Area), as visualized in **Figure 5-1** below.

Figure 5-1, Urban Desing Study Area and Photograph Key



Figure 5-2, Urban Design Study Area Photographs



Photo No. 1: View looking northwest from the intersection of Tillary Street and Gold Street.



Photo No. 2: View looking west from the intersection of Tillary Street and Gold Street.



Photo No. 3: View looking northeast from the intersection of Tillary Street and Gold Street.



Photo No. 4: View looking east from the intersection of Tillary Street and Gold Street.

All photographs taken February 22, 2024

Figure 5-2, Urban Design Study Area Photographs (Continued)



Photo No. 5: View looking west from the intersection of Gold Street and Concord Street.



Photo No. 6: View of 194 Concord Street (S/NR-eligible resource).



Photo No. 7: View looking north from the intersection of Gold Street and Concord Street.



Photo No. 8: View looking east from the intersection of Gold Street and Concord Street.

All photographs taken February 22, 2024

Figure 5-2, Urban Design Study Area Photographs (Continued)

	
Photo No. 9: View looking south from the intersection of Concord Street and Prince Street.	**Photo No. 10:** View looking east from the intersection of Concord Street and Prince Street.
	
Photo No. 11: Looking south along Prince Street.	**Photo No. 12:** View looking west along Tillary Street from the southern terminus of Prince Street.

All photographs taken February 22, 2024

Figure 5-2, Urban Design Study Area Photographs (Continued)



Photo No. 13: View looking north from the intersection of Tillary Street and Duffield Street.

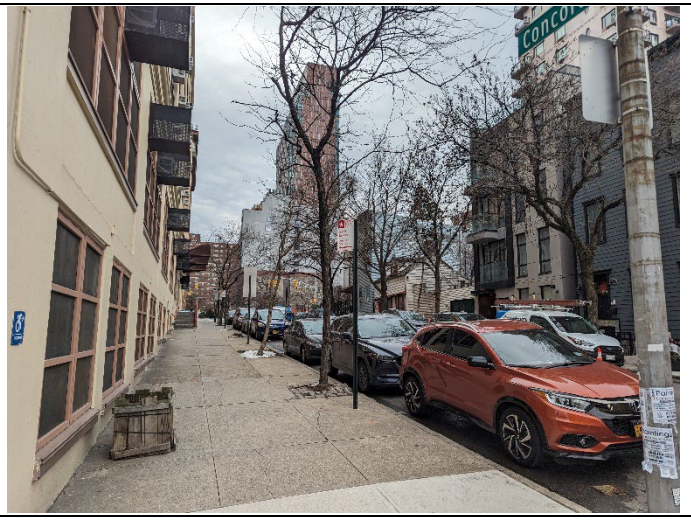


Photo No. 14: View looking west from the intersection of Duffield Street and Concord Street.



Photo No. 15: View looking north from the intersection of Duffield Street and Concord Street.



Photo No. 16: View of Golconda Playground facing northeast from Gold Street.

All photographs taken February 22, 2024

Figure 5-2, Urban Design Study Area Photographs (Continued)



Photo No. 17: View facing east from the intersection of Concord Street and Bridge Street.



Photo No. 18: View facing south from the intersection of the Flatbush Avenue Extension and Concord Street.



Photo No. 19: View facing east from the intersection of the Flatbush Avenue Extension and Tillary Street.



Photo No. 20: View facing north from the intersection of the Flatbush Avenue Extension and Tillary Street.

All photographs taken February 22, 2024

5.3 Preliminary Urban Design and Visual Resources Assessment

5.3.1 Existing Conditions

Project Site

The Project Site is comprised of four (4) separate tax lots located at 236-246 Gold Street (Block 121, Lots 33, 35, 36, and 37) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2. All four (4) lots, which are owned by the Applicant, are separately developed surface parking and storage facilities, described on a lot-by-lot basis below. In total, the Project Site is 11,052 SF in area with 125 feet of frontage along Gold Street.

- Lot 33: A rectangular, 4,433-square-foot (-SF) lot utilized as an unlicensed parking facility. The lot has 50 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- Lot 35 A rectangular, 2,652-SF lot utilized as an unlicensed parking facility. The lot has 30 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- Lot 36 A rectangular, 1,765-SF lot utilized as an unlicensed parking facility. The lot has 20 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- Lot 37 A rectangular, 2,202-SF lot utilized as an unlicensed parking facility. The lot has 25 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.

See **EAS Form Figure 1**, **EAS Form Figure 5**, and **EAS Form Figure 6**, **Photograph Nos. 1 through 4** for a general visualization of the location of the Project Site and the larger Downtown Brooklyn neighborhood, as well as photographs of existing conditions at the Project Site.

Study Area

The existing built form within the 400-foot Study Area is a mixture of lower to moderate and higher-density residential and commercial development. The higher density development is generally concentrated along Tillary, Gold, and Prince Streets, with buildings ranging from seven (7) to eighteen stories with built floor area ratios (FARs) ranging from 5.37 to 12.82 (refer to **EAS Form Figure 6, Photograph Nos. 2 through 4** and **Figure 5-2**, **Photograph Nos. 1 through 4, 9, 11, 12, 19, and 20** for representative photographs of higher density development within the study area). Lower to moderate-density development situated on smaller lots is found throughout the rest of the study area, including along Duffield Street, Concord Street, and the northern Study Area, with building heights generally ranging from one (1) to six (6) stories with built FARs ranging from 0.24 to 4.82 (see **Figure 5-2**, **Photograph Nos. 5 through 8 and 13 through 18** for representative photographs of lower to moderate density development within the study area).

Additionally, the built form in the northeastern study area is characterized by a mix of public infrastructure, including an elevated portion of the Brooklyn-Queens Expressway (BQE) bisecting Golconda Playground, a NYC Department of Parks and Recreations (DPR) owned and operated public space featuring playground equipment, athletic courts, a skate park, and other amenities (see **Figure 5-2**, **Photograph Nos. 8, 10, and 16** for representative photographs of this public infrastructure within the study area).

The street grid within the study area is characterized by the typical New York City north-south and east-west pattern, except the BQE and the Flatbush Avenue extension, the former bisecting the northeastern study area from northwest to southeast while the latter bisects the southwestern study area from northwest to southeast. The BQE is Federal Interstate Highway (I-278), providing three (3) lanes of traffic in each direction within the study area while the Flatbush Avenue Extension is a

major thoroughfare providing three (3) to four (4) lanes of traffic in each direction; the northwest portion of the Flatbush Avenue Extension provides access to the Manhattan Bridge slightly northwest of the study area, connecting to the borough of Manhattan. Tillary Street, generally representing the southern boundary of the study area, is another major thoroughfare in the area, running east-west featuring three (3) to five (5) lanes of traffic in each direction with curbside parking.

Side streets within the study area include Gold Street, Duffield, Prince, Bridge, Concord, and Nassau Streets. Prince and Bridge Streets are one-lane, one-way southbound streets, Bridge Street is a one-lane, one-way northbound street, and Gold Street features one lane of southbound and one lane of northbound traffic, all of which feature curbside parking. Concord Street is an east-west street with one lane of traffic in each direction while Nassau Street is a one-way westbound street, both of which feature curbside parking.

Pedestrian infrastructure within the study area, including sidewalks, crosswalks, lighting, and street trees was observed to be in good condition.

Refer to **EAS Form Figure 6, Photograph Nos. 1 through 4,** and **Figure 5-2**, **Photograph Nos. 1 through 20** for representative photographs of the street grid and pedestrian infrastructure within the study area.

5.3.2 Future No-Action Scenario

Project Site

Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant would redevelop the Project Site pursuant to the existing R6B zoning district with a five-story / 50-foot, 32,500 GSF multi-family residential building (2.0 residential FAR). This Future No-Action Scenario development would feature 32 residential dwelling units, all of which would be market rate, and 16 off-street parking spaces in the cellar of the proposed building, accessed via a curb cut along Gold Street. The Future No-Action Scenario reflects an assumption of one (1) dwelling unit per 1,000 SF of residential floor area (resulting in 32 dwelling units) pursuant to RWCDS guidelines. Refer to Figure 1-1 for a visual massing of the Future No-Action Scenario and Table 1 1 for a quantitative breakdown of the Future No-Action Scenario, including site details, floor areas, and dwelling unit counts.

Renderings depicting street-level pedestrian views of the Future No-Action Scenario development condition at the Project Site are presented in **Figure 5-3**.

Figure 5-3, Future No-Action and With-Action Scenario Renderings



**View 1, Future No-Action Scenario:
Facing Southwest from Golconda Playground**



**View 1, Future West-Action Scenario:
Facing Southwest from Golconda Playground**

5.3.3 Future With-Action Scenario

Project Site

Under the Future With-Action Scenario, the Project Site would be redeveloped with a new 14-story / 145-foot mixed-use multi-family residential, commercial, and community facility building approximately 88,591 gross square feet (GSF) in area at the Project Site (7.2 FAR, pursuant to the C6-2A zoning district proposed as part of the Proposed Actions). The proposed building would contain 117 dwelling units (over 85,051 GSF of residential floor area - 6.88 residential FAR), 25 to 30 percent of which (29 to 35 dwelling units) would be affordable pursuant to MIH at an average of 60 to 80 percent AMI depending on the MIH Option selected. One groundfloor local retail space (1,770 GSF / 0.16 commercial FAR) and one groundfloor community center space (1,770 GSF / 0.16 community facility FAR) would also be provided under the Future With-Action Scenario. No parking for residential uses would be provided under the Future With-Action Scenario, as the Project Site is located within a Transit Zone (such that no parking is required for income-restricted housing units) and the Applicant has requested a parking waiver to forgo parking requirements for market-rate dwelling units. Accessory parking for commercial and community facility uses is not required under the C6-2A zoning district.

Representative views of the Project Site under the Future With-Action Scenario development conditions are provided in **Figure 5-3**.

Study Area

As the Proposed Actions would be limited to the Project Site, there would be no effect on the larger study area.

5.3.4 Conclusions

The development facilitated by the Proposed Actions would be consistent with the existing built form found within the study area, particularly at those tax blocks fronting along Gold and Prince Streets. As previously discussed, development within those specific areas is characterized by denser development with building heights ranging from seven (7) to eighteen stories and built FAR ranging from 5.37 and 12.82; the Future With-Action Scenario proposes a 14-story building with a 7.2 built FAR. Further, the proposed C6-2A district is a contextual zoning district, requiring that new development reflect the built form and character of the surrounding neighborhood.

As such, the Future With-Action Scenario would result in development that reflects and reinforces the urban design character of the area, and it would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or visual character of the area. While the Proposed Actions would permit new development larger in scale and height than could be developed under existing zoning, the proposed development is consistent with development on adjacent tax blocks in terms of scale, density, and height. Additionally, the development with a ground floor community facility and retail uses, would improve walkability and the visual character of the area, and would also provide locally serving retail uses. Therefore, the Proposed Actions would not result in any significant adverse impact on the constituent elements of urban design, and a detailed analysis is not warranted.

6 HAZARDOUS MATERIALS

6.1 Introduction

According to the *2021 CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists on a site, and (b) an action would increase pathways to their exposure, or (c) an action would introduce new activities or processes using hazardous materials.

6.2 Methodology

The hazardous materials assessment begins with a Phase I Environmental Site Assessment (ESA), which is a qualitative evaluation of the environmental conditions present at a site, based on a review of available information, site observations, and interviews. Pursuant to the *2021 CEQR Technical Manual*, the Phase I ESA is conducted in accordance with the standards established by the current ASTM Phase I ESA Standard and includes research and field observations to determine whether the site may contain contamination from either past or present activities on the site or as a result of activities on adjacent or nearby properties. If potential Recognized Environmental Conditions (RECs) are identified during this assessment, then any subsurface investigations are usually conducted as part of a Phase II ESA to confirm the presence and extent of the contamination.

6.3 Historical Hazardous Materials Assessments

As discussed in **Section 1.2, Background and Site History**, all lots comprising the Project Site received an E-Designation for hazardous materials as part of the Bridge Plaza Rezoning (CEQR No. 03DCP035K / ULURP No. C 020263 ZMK, effective August 19, 2003). As subsequently discussed in that section, two separate, as-of-right development projects were proposed at Lots 33 and 35 comprising the Project Site (236 and 242 Gold Street, respectively), that undertook various levels of hazardous materials investigations and testing to fulfill the requirements of the aforementioned E-Designation for hazardous materials. The results of those assessments are described below. It is noted both as-of-right projects were abandoned by the Applicant in favor of the Proposed Project analyzed in this EAS.

6.3.1 236 Gold Street Historical Hazardous Materials Assessments

Phase I ESA, July 2022

A Phase I ESA for 236 Gold Street dated July 2022 was prepared by Tenen Environmental, LLC (Tenen). The report was prepared in accordance with ASTM-E1527-13 Standard. Historically, Lot 33 contained residential and commercial buildings, until all buildings were demolished prior to 1969. Lot 33 remained vacant through 2002 and was identified as parking between 2003 and 2007. Notable occupants included Gold Waste Materials Corp and a blacksmith. Additionally, Lot 33 is E-Designated for hazardous materials and noise. The adjoining and surrounding properties' usage has included residential as well as manufacturing, metalworking, chemical works, a motor freight station, a filling station, automotive repair and wrecking, and gasoline storage. Due to the hydrology and off-site nature of these historic uses, no associated RECs were identified. An EDR Vapor Encroachment Screen identified sixteen potential vapor encroachment conditions but concluded there were no issues. Based on Historical Sanborn maps and City Directories, historical use of Lot 33 for metalworking had been identified as a REC.

Remedial Investigation Report, October 2022

A Remedial Investigation Report (RIR) for 236 Gold Street was prepared by Tenen dated October 2022. The RIR indicated the proposed redevelopment included the construction of a five-story

residential building with a mezzanine level and rear yard on the eastern and western portions of the property, respectively. No basement or cellar is planned and excavation for the building foundation is proposed to be 4 feet below ground surface (bgs) and 8 feet bgs for elevator pits.

Based on the location of historic on-site metalworking, the northeastern portion of Lot 33 was identified as an Area of Concern (AOC). The scope of work included a site inspection, the installation of five soil borings, three groundwater monitoring wells, and three soil vapor probes. A total of eleven soil samples and three groundwater samples were collected to evaluate soil and groundwater quality, respectively. An additional soil sample and three groundwater samples were collected for emerging contaminants (EC) analysis.

The stratigraphy of Lot 33 consisted of up to 10 feet of fill material underlain by native brown, fine to coarse-grained sand, silt, and clay. Depth to groundwater ranged from approximately 25.34 to and 26.41-feet bgs. While soil quality results indicated no volatile organic compounds (VOCs) were detected above Unrestricted Use Soil Cleanup Objectives (UUSCOs), seven semi-volatile organic compounds (SVOCs), including several polyaromatic hydrocarbons (PAHs), were detected above Restricted Residential Soil Cleanup Objectives (RRSCOs) in surface samples from three borings and subsurface samples from an additional boring. Five pesticides and one polychlorinated biphenyl (PCB) were detected above UUSCOs. Eight metals were detected above UUSCOs and four of these metals, including arsenic, barium, lead, and mercury, were detected above RRSCOs in surface samples from three borings and subsurface samples from two borings. Additionally, PFOS and PFOA were detected above NYSDEC unrestricted guidance values.

No VOCs, pesticides, or PCBs were detected in groundwater samples. However, seven SVOCs were detected above Class GA Standards, and four dissolved metals, including antimony, magnesium, manganese, and sodium, were detected above Ambient Water Quality Standards (AWQS). Seven total metals, including iron, lead, magnesium, manganese, mercury, nickel, and sodium, were detected above the AWQS. Several PFAS compounds were detected in groundwater samples, including PFOA and PFOS which were detected above their respective NYSDEC PFAS guidance values.

Soil vapor results indicated there were low levels of petroleum-related VOCs and chlorinated VOCs (CVOCs). Three CVOCs, including 1,1,1-Trichloroethane (111-TCA), Trichloroethylene (TCE), and Tetrachloroethylene (PCE) were detected in the soil vapor samples. TCE was detected in exceedance of the NYSDOH Air Guidance Value (AGV) in two soil vapor samples, however, based on the NYSDOH Air Matrices no further action is required in regard to the CVOCs detected.

Remedial Action Work Plan, March 2024

A Remedial Action Work Plan (RAWP) for 236 Gold Street dated March 2023 was prepared by Tenen. The proposed remedial action included, but was not limited to the performance of the following:

- Community Air Monitoring Program for particulates and VOCs during construction;
- Establishment of Track 4 Site-Specific SCOs;
- Excavation and removal of soil/fill exceeding Track 4 Site-Specific SCOs, including excavation of a small portion of the property to a depth of approximately 8 feet bgs for the elevator pit and a minimum depth of 6 feet bgs for two hotspot areas in the vicinity of RI soil borings SB-1 and SB-2;

- Construction of an engineered composite cover consisting of a 6-inch-thick concrete building slab with a 6-inch clean granular sub-base beneath the building footprint and 4-inch thick asphalt pavement for the rear yard;
- Installation of a vapor barrier system consisting of a vapor barrier beneath the building slab and outside of sub-grade foundation sidewalls to mitigate soil vapor migration into the building.

According to a letter provided by the NYC Office of Environmental Remediation (OER), the RAWP was approved on April 3, 2023.

6.3.2 242 Gold Street Historical Hazardous Materials Assessments

Phase I ESA, March 2023

A Phase I ESA for 242 Gold Street dated March 2023 was prepared by Tenen. The report was prepared in accordance with ASTM-E1527-13 Standard. Historically, Lot 35 contained residential buildings, until all buildings were demolished prior to 1969. Lot 35 remained vacant through 2002 and was identified as parking between 2003 and 2007. Additionally, the Site is E-Designated for hazardous materials and noise. The adjoining and surrounding properties' usage included residential as well as manufacturing, metalworking, a motor freight station, a filling station, automotive repair and wrecking, and gasoline storage. Due to the hydrology and off-site nature of these historic uses, no associated RECs were identified. An EDR Vapor Encroachment Screen identified sixteen potential vapor encroachment conditions but concluded there were no issues. Based on Historical Sanborn maps and City Directories, historical use of the adjoining property to the north for metalworking had been identified as a REC.

Draft Remedial Investigation Report, June 2023

A Draft RIR for 242 Gold Street was prepared by Tenen dated June 2023. The RIR indicated the proposed redevelopment included the construction of a four-story residential building with a mezzanine level and rear yard on the eastern and western portions of the property, respectively. No basement or cellar is planned and excavation for the building foundation is proposed to be 4 feet bgs, 2 feet bgs for the yard, and deeper excavation for the dry well locations in the yard.

Based on the location of historic metalworking at the adjoining property to the north, the northeastern portion of Lot 35 was identified as the AOC. The scope of work included a site inspection, the installation of five soil borings, three groundwater monitoring wells, and four soil vapor probes. A total of eleven soil samples and four groundwater samples were collected to evaluate soil and groundwater quality, respectively. An additional soil sample and three groundwater samples were collected for EC analysis.

The stratigraphy of Lot 35 consisted of up to 10 feet of fill material underlain by native brown, fine to medium-grained sand, silt, and pebbles. Depth to groundwater ranged from approximately 24.61 to and 24.89-feet bgs. While soil quality results indicated no VOCs or PCBs were detected above UUSCOs or RRSCOs, two SVOCs were detected above UUSCOs. Six SVOCs were detected above RRSCOs in shallow samples from four borings and a subsurface sample from an additional boring. Four pesticides were detected above their respective UUSCOs and of the four, one of the pesticides was also detected above its respective RRSCO. Four metals, including barium, cadmium, lead, and mercury, were detected in exceedance of the respective RRSCOs. An additional four metals, including arsenic, copper, nickel, and zinc, were detected above UUSCOs, but below the RRSCOs. Several emerging contaminants were detected, and PFOS was detected above the guidance values.

Sampling indicated no VOCs, pesticides, or PCBs were detected in groundwater samples. Six SVOCs were detected above Class GA Standards and four dissolved metals, including magnesium, manganese, and sodium, were detected above Ambient Water Quality Standards (AWQS). Six total metals, including iron, lead, magnesium, manganese, nickel, and sodium, were detected above the AWQS. Several PFAS compounds were detected in groundwater samples, including PFOA which was detected above their respective NYSDEC PFAS guidance values.

Soil vapor results indicated there were low levels of petroleum-related VOCs. No CVOCs were detected in soil vapor samples.

6.4 Analysis

As discussed in **Section 1, Project Description**, the Proposed Actions would result in the redevelopment of a vacant portion of the Project Site with a mixed-use multi-family residential, commercial, and community facility building. Accordingly, a Phase I ESA was conducted at the Project Site by Matrix in March 2024. The following subsections summarize the findings of that and subsequent hazardous materials studies.

6.4.1 Matrix Phase I ESA, March 2024

The purpose of the Phase I ESA was to determine whether any type of environmental hazard exists within or adjacent to the Applicant's Development Site. Environmental hazards may include, but are not limited to, hazardous/toxic wastes or raw chemicals stored, dumped, or spilled on the site, underground and above ground storage of petroleum or hazardous materials; asbestos within the building materials/structures; and identification of potential off-site sources of hazardous waste contamination, such as industrial facilities adjacent to the development site.

Recognized Environmental Conditions (RECs) are defined as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, past release, or a material threat of a release into structures on the property or into the ground, groundwater or surface waters of the property. De minimis RECs are those that do not present a threat to health or the environment and would not be the subject of an enforcement action by a government agency. All RECs, excluding de minimis RECs, were considered in the Phase I ESA.

Matrix performed a Phase I ESA in March 2024 in conformance with the scope and limitations of ASTM Practice E 1527-13 and E1527-21. A copy of the Phase I ESA can be found in **Appendix B** of this EAS. The Matrix Phase I ESA performed in March 2024 identified the following RECs:

- REC No. 1: Historic Fill (Site-Wide)

  The review of historic topographic maps identified a change in the configuration of contour lines between the years 1947 and 1956. It is apparent that the land, including adjoining and surrounding areas, was likely filled in between the years 1947 and 1956 during urban development. Historic fill in New York City typically is characterized by contaminated soil and groundwater including heavy metals, semi-volatile organic compounds (SVOCs), pesticides, and polychlorinated biphenyls (PCBs). According to Remedial Investigation Reports for 236 and 242 Gold Street, historic fill is present at the Project Site up to 10 feet below ground surface, including but not limited to elevated levels of semi-volatile organic compounds and metals to at least 6 feet below ground surface.
- REC No. 2: Adjoining Upgradient, and Cross-gradient Automotive Operations

  Several historic automotive repair shops and gasoline service stations were identified adjoining, upgradient, and cross-gradient of the Project Site. These facilities were identified

by the regulatory database review, historic Sanborn maps, and City Directories. The potential exists for petroleum and/or hazardous chemicals used by and stored at these facilities to have been released and migrated to the Project Site. These properties include:

- *2A. 198 Concord Street*: North adjoining historic automotive repair shop;
- *2B. 235-263 Gold Street*: East adjoining historic automotive repair, rental, trucking, and motor freight station with five gasoline tanks;
- *2C. 16-28 Prince Steet*: East adjoining historic motor freight station;
- *2D. 169 Tillary Street/260-268 Gold Street*: South adjoining historic automotive service, truck rental, and gasoline filling station;
- *2E. 112 Flatbush Avenue Extension*: Upgradient historic gasoline filling station;
- *2F. 183 Concord Street*: Cross-gradient historic automotive repair and trucking garage with a gasoline tank;
- *2G. 81-85 Flatbush Avenue Extension*: Upgradient historic gasoline filling station with four gasoline tanks;
- *2H. 152-154 Tillary Street*: Upgradient historic automotive repair shop and garage;
- *2I. 185-187 Concord Street*: Cross-gradient historic automotive repair shop with two gasoline tanks and "Motor Freight Station";
- *2J. 52-60 Duffield Street*: Upgradient historic automotive sales and repair shop;
- *2K. 292 Gold Street*: Cross-gradient historic "8 Cars Pit Auto"; and
- *2L. 178 Concord Street*: Cross-gradient historic automotive repair shop

- REC No. 3: Adjoining, Upgradient, and Cross-gradient Industrial Operations

  Several historic industrial operations were identified adjoining, upgradient, and cross-gradient of the Project Site. These facilities were identified by the review of historic Sanborn maps and City Directories. The potential exists for hazardous chemicals and substances used by and stored at these facilities to have been released and migrated to the Site. These properties include:

  - *4A. 16-28 Prince Steet*: East adjoining historic corrugated cork and paper factory;
  - *4B. 235-247 Gold Street*: East adjoining historic paper products manufacturing facility;
  - *4C. 252-258 Gold Street*: South adjoining historic brass foundry;
  - *4D. 260-268 Gold Street*: South adjoining historic furniture, machinery, and lighting manufacturer;
  - *4E. 163 Tillary Street*: South adjoining historic lighting and metals manufacturer;
  - *4F. 11 Duffield Street*: Cross-gradient historic shoe factory;
  - *4G. 160-170 Tillary Street*: Cross-gradient historic laboratory, color mixing, chemical works, manufacturing, and printing facilities;
  - *4H. 193 Bridge Street*: Cross-gradient historic electric sign manufacturing facility;
  - *4I. 177 Concord Street*: Cross-gradient historic manufacturing facility;
  - *4J. 183 Concord Street*: Cross-gradient historic machine shop with a gasoline tank;
  - *4K. 156-158 Tillary Street*: Upgradient historic manufacturing facility; and
  - *4L. 178 Concord Street*: Cross-gradient historic lumber yard and factory building

The NYC DEP reviewed the March 2024 Phase I ESA and this EAS hazardous materials summary and recommended that all future hazardous materials studies be conducted in accordance with E-Designation E-117, including all required testing and mitigation prior to redevelopment, all of which should be coordinated with the Mayor's Office of Environmental Remediation (MOER; see **Appendix B** for a copy of DEP's feedback).

The results of any additional hazardous materials studies will be summarized in this EAS and the Applicant will adhere to the recommendations of those studies to the maximum extent practical.

7 TRANSPORTATION

7.1 Introduction

Pursuant to the *2021 CEQR Technical Manual* methodology, a transportation assessment may be necessary when a proposed action would alter the transportation network by closing, opening, or realigning an element of the transportation system such as a roadway, pedestrian way, or transit route, or if it would generate new trips on the transportation network. The objective of the transportation analyses is to determine whether a proposed project may have a potentially significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement. This chapter assesses the potential for project-generated vehicle, transit, and pedestrian trips to affect the local transportation network.

7.2 Transportation Analysis Framework

7.2.1 Existing Conditions

The Project Site is comprised of four (4) separate tax lots located at 236-246 Gold Street (Block 121, Lots 33, 35, 36, and 37) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2. All four (4) lots, which are owned by the Applicant, are vacant and undeveloped and have been partially prepped for demolition and construction activities associated with separate, previously proposed as-of-right developments at Lots 33 and 35 respectively. A description of each lot is provided below.

- *Lot 33*: A rectangular, 4,433-square-foot (-SF) lot utilized with 50 feet of frontage along Gold Street and is fenced off on all sides and is not publicly accessible.
- *Lot 35*: A rectangular, 2,652-SF lot with 30 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- *Lot 36*: A rectangular, 1,765-SF lot with 20 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- *Lot 37*: A rectangular, 2,202-SF lot with 25 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.

In total, the Project Site is 11,052 SF in area with 125 feet of frontage along Gold Street. See **EAS Form Figure 1** and **EAS Form Figure 5** for a general visualization of the location of the Project Site and its location within the larger Downtown Brooklyn neighborhood.

7.2.2 Future No-Action Scenario

Absent the Proposed Actions, the Applicant could reasonably redevelop the Project Site pursuant to the existing R6B zoning district with a five-story / 50-foot, 32,500 GSF multi-family residential building (2.0 residential FAR). This No-Action development would feature 32 residential dwelling units (reflecting an assumption of one dwelling unit per 1,000 SF of residential floor area), all of which would be market rate, and 16 off-street parking spaces in the cellar of the proposed building, accessed via a curb cut along Gold Street.

7.2.3 Future With-Action Scenario

As a result of the Proposed Actions, the Project Site would be redeveloped with a new 14-story / 145-foot mixed-use multi-family residential, commercial, and community facility building approximately 88,591 GSF in area at the Project Site (7.2 FAR, pursuant to the C6-2A zoning district proposed as part of the Proposed Actions). The proposed building would contain 117 dwelling units

(over 85,051 GSF of residential floor area - 6.88 residential FAR), 29 of which would be made affordable pursuant to the proposed MIH district to be mapped at the Project Site as part of the Proposed Actions. One ground floor local retail space (1,770 GSF / 0.16 commercial FAR) and one ground floor community center space (1,770 GSF / 0.16 community facility FAR) would also be provided under the Future With-Action Scenario. No parking for residential uses would be provided under the Future With-Action Scenario, as the Project Site is located within a Transit Zone (such that no parking is required for income-restricted housing units) and the Applicant is requesting a parking waiver to forego parking requirements for market-rate dwelling units. Accessory parking for commercial and community facility uses is not required under the C6-2A zoning district.

7.3 Preliminary Transportation Assessment

The Project Site is within Traffic Zone 2. According to Table 16-1 of the *2021 CEQR Technical Manual,* in this zone, the development of fewer than 200 residential units, 15,000 square feet of local retail, 25,000 square feet of community facility space, or a weighted average below 1.00, typically does not warrant further assessment of the potential for adverse effects on transportation. The Proposed Actions would result in a net increment of 85 dwelling units, 1,770 GSF of local retail, and 1,770 GSF of community facility. As such, the development thresholds in Table 16-1 of *the 2021 CEQR Technical Manual* would not be exceeded, and no further analysis of transportation conditions is required. However, since the Applicant is requesting a waiver for the residential parking requirements for market-rate dwelling units, travel demand factors and trip generation tables were developed to inform the parking assessment, which is included below.

7.3.1 Travel Demand Factors & Trip Generation

As described below in more detail for individual land uses, the *2021 CEQR Technical Manual*, the East New York Rezoning FEIS, American Community Survey (ACS) 2018-2022 5-year journey-to-work census data for Brooklyn tracts 11, 13, 15.01, 15.02, 23, 29.01, 31.01, and 211, and data provided by the NY DCP were used to develop the Travel Demand Factors as shown in **Table 7-1** below. **Table 7-2** and **Table 7-3** show the person trips, transit and pedestrian trips, and vehicular trips generated based on the travel demand factors presented in **Table 7-1.**

Residential

The daily person trip generation rates, temporal and directional distributions, and truck trip generation rates are based on the *2021 CEQR Technical Manual*. The modal splits and auto vehicle occupancy rate are based on 2018-2022 American Community Survey (ACS) journey-to-work data for census tracts 11, 13, 15.01, 15.02, 23, 29.01, 31.01, and 211, while the taxi vehicle occupancy rate is based on the East New York Rezoning FEIS.

Local Retail

The daily person trip generation rates, temporal and directional distributions, modal splits, and truck trip generation rates are based on the *2021 CEQR Technical Manual* and factors provided by NYC DCP. The vehicle occupancy rates are based on the East New York Rezoning FEIS.

Community Facility (Medical Office)

While the Applicant is not proposing a medical office within the proposed community facility space, medical office factors were assumed for the purposes of a conservative analysis. The daily person trip generation rates, temporal and directional distributions, modal splits, and vehicle occupancy rates are based on the *2021 CEQR Technical Manual* and factors provided by NYC DCP, while the truck trip generation rates and temporal distribution are based on the East New York Rezoning FEIS.

Table 7-1, Travel Demand Factors

	Residential		Community Facility (Medical Office)		Local Retail	
Trip Generation	(1)		(1)		(1)	
Weekday	8.18		74.6		329	
Saturday	9.08		37		358	
	per dwelling unit		per 1,000 sf		per 1,000 sf	
Temporal Distribution	(1)		(1)		(1)	
AM	9.3%		11.0%		4.8%	
MD	5.6%		12.6%		8.0%	
PM	8.5%		8.5%		10.9%	
Sat MD	8.4%		16.6%		11.7%	
Modal Splits	(2)		(3)		(3)	
Auto	11.0%		22.0%		11.0%	
Taxi	4.3%		4.0%		0.0%	
Bus	4.8%		13.0%		2.0%	
Subway	61.5%		13.0%		3.0%	
Walk/Other	18.4%		48.0%		84.0%	
In/Out Splits	In (1)	Out (1)	In (1)	Out (1)	In (1)	Out (1)
AM	22%	78%	62%	38%	52%	48%
MD	50%	50%	53%	47%	50%	50%
PM	62%	38%	39%	61%	50%	50%
Sat MD	55%	45%	54%	46%	50%	50%
Vehicle Occupancy	(2) (4)		(3)		(4)	
Auto	1.09		1.50		2.00	
Taxi	1.30		1.50		2.00	
Truck Trip Generation	(1)		(4)		(1)	
Weekday	0.06		0.29		0.35	
Saturday	0.02		0.29		0.04	
Temporal Distribution	(1)		(4)		(1)	
AM	12.0%		3.0%		8.0%	
MD	9.0%		11.0%		11.0%	
PM	2.0%		1.0%		2.0%	
Saturday	9.0%		0.0%		11.0%	
In/Out Splits	In (1)	Out (1)	In (1)	Out (1)	In (1)	Out (1)
AM/MD/PM/Sat	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes:
(1) 2021 CEQR Technical Manual; (2) JTW ACS 2018-2022 Brooklyn Census Tracts 11, 13, 15.01, 15.02, 23, 29.01, 31.01, and 211; (3) Data provided by NYC DCP; (4) East New York Rezoning FEIS, 2016

Table 7-2, Project Generated Person Trips

	Residential		Community Facility (Medical Office)		Local Retail		Total		
Size (gsf)	85 du		1,770 gsf		1,770 gsf				
Peak Hour Trips									
AM	65		15		28		107		
MD	39		17		47		102		
PM	59		11		63		134		
Sat MD	65		11		74		150		
Person Trips									
AM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	2	6	2	1	2	1	5	8	13
Taxi	1	2	0	0	0	0	1	2	3
Bus	1	2	1	1	0	0	2	3	6
Subway	9	31	1	1	0	0	10	32	42
Walk/Other	3	9	4	3	12	11	19	23	42
Total	14	50	9	6	15	13	33	61	94
MD	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	2	2	2	2	3	3	7	6	13
Taxi	1	1	0	0	0	0	1	1	2
Bus	1	1	1	1	0	0	3	2	5
Subway	12	12	1	1	1	1	14	14	28
Walk/Other	4	4	4	4	20	20	27	27	54
Total	19	19	9	8	23	23	45	44	89
PM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	4	2	1	2	3	3	8	7	16
Taxi	2	1	0	0	0	0	2	1	3
Bus	2	1	1	1	1	1	3	3	6
Subway	23	14	1	1	1	1	24	16	40
Walk/Other	7	4	2	3	27	27	36	34	70
Total	37	22	4	7	32	32	64	54	118
Saturday	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	4	3	1	1	4	4	9	8	18
Taxi	2	1	0	0	0	0	2	1	3
Bus	2	1	1	1	1	1	3	3	6
Subway	22	18	1	1	1	1	24	20	44
Walk/Other	7	5	3	2	31	31	41	39	79
Total	36	29	6	5	37	37	69	63	132

Table 7-3, Project Generated Vehicle Trips

	Residential		Community Facility (Medical Office)		Local Retail		Total		
Vehicle Trips									
AM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	1	5	1	1	1	1	3	7	10
Taxi	0	2	0	0	0	0	0	2	2
Taxi Balanced	2	2	0	0	0	0	2	2	4
Truck	0	0	0	0	0	0	0	0	0
Total	3	7	1	1	1	1	5	9	14
MD	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	2	2	1	1	1	1	4	4	8
Taxi	1	1	0	0	0	0	1	1	2
Taxi Balanced	2	2	0	0	0	0	2	2	4
Truck	0	0	0	0	0	0	0	0	0
Total	4	4	1	1	1	1	6	6	12
PM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	4	2	1	1	2	2	7	5	12
Taxi	1	1	0	0	0	0	1	1	2
Taxi Balanced	2	2	0	0	0	0	2	2	4
Truck	0	0	0	0	0	0	0	0	0
Total	6	4	1	1	2	2	9	7	16
Saturday	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	4	3	1	1	2	2	7	6	13
Taxi	1	1	0	0	0	0	1	1	2
Taxi Balanced	2	2	0	0	0	0	2	2	4
Truck	0	0	0	0	0	0	0	0	0
Total	6	5	1	1	2	2	9	8	17

7.4 Parking Assessment

7.4.1 Existing Conditions

Within the quarter-mile study area surrounding the Project Site, much of the street network is occupied by major arterials and highways, such as the Brooklyn-Queens Expressway, the Manhattan Bridge Approach / Flatbush Avenue, Tillary Street, and their adjacent connectors with limited on-street parking to minimize congestion. Additionally, due to the many commercial and institutional uses in the area, on-street parking is further limited by loading zones, bus stops, and similar curb-side activities resulting in "No Parking" and "No Standing" regulations. Due to this limited availability of legal on-street parking spaces, the parking assessment primarily focuses on off-street parking facilities.

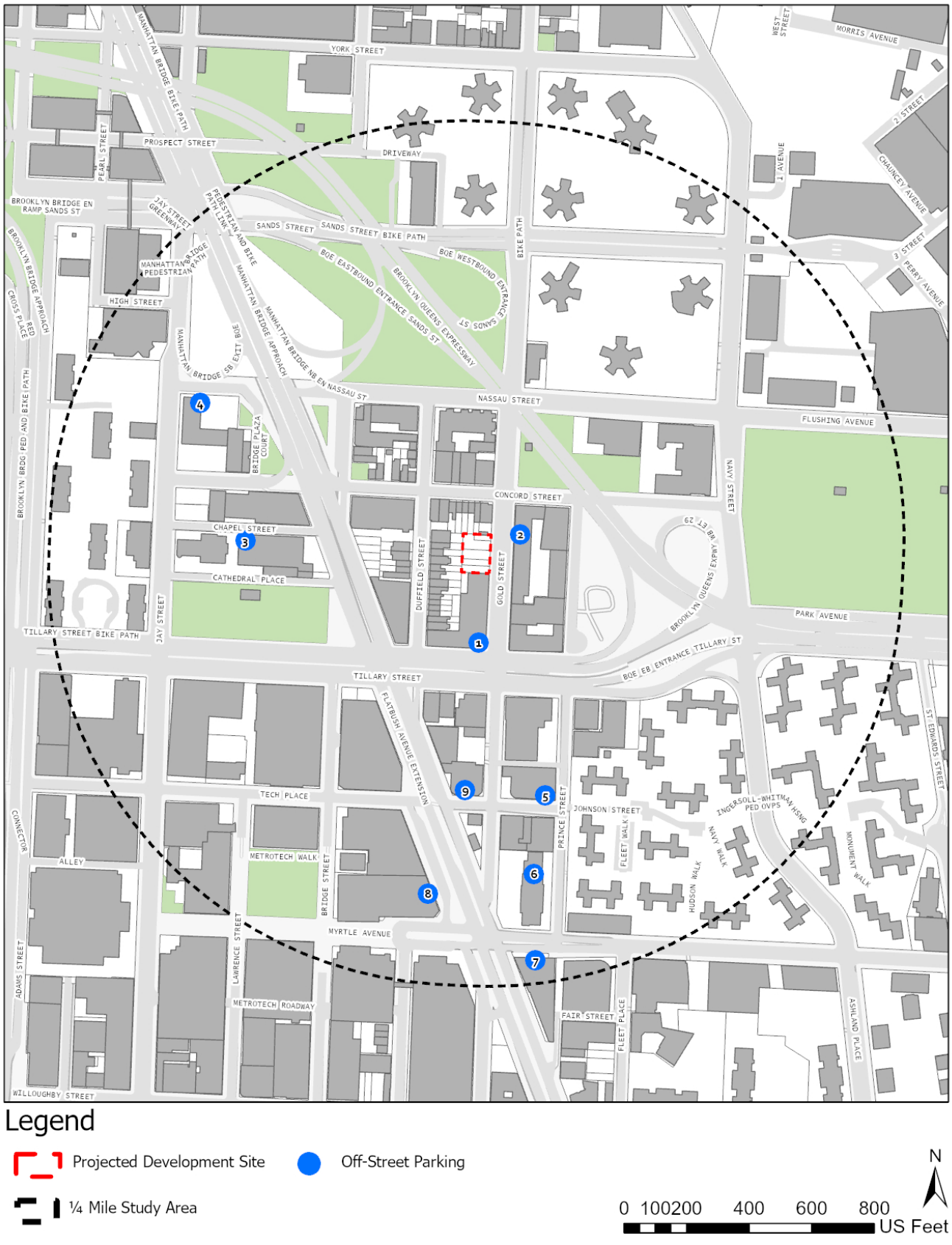
As shown in **Table 7-4** and **Figure 7-1** below, there are a total of nine off-street parking facilities, with a combined capacity of 1,386 parking spaces during the midday period and 1,118 parking spaces during the overnight period, accounting for the facility at 15 Metrotech South. As all of these parking facilities are operated as valet facilities with limited access to outside personnel, utilization data cannot reliably be obtained by conducting counts. However, based on operator interviews, the average peak occupancy during the midday, when demand generated by area commercial and institutional uses is highest, is estimated to be up to approximately 85 percent, while overnight utilization, which is primarily generated by area residents, is estimated to be up to approximately 60 percent. Based on these conservative utilization estimates, approximately 1,178 and 447 off-street parking spaces are occupied during the midday and overnight periods, respectively, leaving approximately 208 and 447 off-street parking spaces available during the midday and overnight periods within the quarter-mile study area.

Table 7-4, Existing Off-Street Public Parking Facilities within ¼-mile Study Area

ID	Address	Name	Capacity	Operating Hours
1	260 Gold Street	Tillary Street Garage LLC	114	6 AM to 12 AM
2	235 Gold Street	257 Gold Street Parking Corp.	150	6 AM to 12 AM
3	22 Chapel Street	22 MP Parking Inc.	88	6 AM to 12 AM
4	203 Jay Street	LAZ Parking NY/NJ LLC	112	7 AM to 11 PM
5	309 Gold Street	Enterprise Gold St Parking LLC	183	24 Hours
6	343 Gold Street	Ft. Greene & Gold Garage LLC	252	24 Hours
7	150 Myrtle Ave	Enterprise Toren Parking LLC	97	7 AM to 11 PM
8	15 Metrotech South	SP Plus Corporation	268	6 AM to 6 PM (closed on Saturday and Sunday)
9	306 Gold Street	Enterprise Gold Garage LLC	122	24 Hours
		Total:	**1,368***	

*Overnight capacity is 1,118 spaces, excluding SP Plus at 15 Metrotech South

Figure 7-1, Existing Off-Street Public Parking Facilities within a Quarter Mile of the Project Site



7.4.2 Future No-Action Scenario

Between 2024 and 2026, it is expected that parking demand in the vicinity of the Project Site will increase due to long-term background growth as well as development that could occur pursuant to existing zoning. **Table 7-5** below lists the No-Action developments that are expected to affect the parking demand and utilization within the quarter-mile study area, including development on the Projected Development site absent the Proposed Actions. As shown in **Table 7-6**, new demand from these No-Action developments is estimated to total approximately 67 and 133 spaces in the midday and overnight periods, respectively. Overall, 209 and 385 off-street parking spaces are expected to remain available within the quarter-mile study area in the midday and overnight peak periods, respectively.

Table 7-5, No-Action Developments within a Quarter-Mile of the Project Site

Address	Proposed Land Uses	Proposed Accessory Off-Street Parking
236 Gold Street (Projected Development Site)	32 Rental Units	16 Spaces
131 Concord Street	73 Rental Units	8 Spaces
9 Chapel Street	27 Condominiums	-
71 Prince Street	465 Rental Units; 4,000 GSF Local Retail	50 Spaces

Table 7-6, No-Action Off-Street Public Parking Capacity, Demand and Utilization within a Quarter-Mile of the Project Site

	Midday	Overnight
Capacity		
Existing Licensed Capacity	1,386	1,118
Additional Projected Capacity from No-Action Developments[1]	74	74
Total No-Action Capacity:	1,460	1,192
Demand		
Existing Demand	1,178	671
Demand from Background Growth[2]	6	3
Projected Demand from No-Action Developments[3]	67	133
Total No-Action Demand:	1,251	807
Utilization		
Utilization	86%	68%
Parking Surplus	209	385

Notes:
[1]Reflects 16 proposed parking spaces at the Projected Site, 8 proposed parking spaces at 131 Concord Street, and 50 proposed parking spaces at 71 Prince Street.
[2]Reflects an annual background growth rate of 0.25 percent per year for the 2024 through 2026 period.
[3]Reflects vehicle ownership rates of 0.25 vehicles per renter-occupied unit at 131 Concord Street, 0.20 vehicles per renter-occupied unit at the Projected Development Site and 71 Prince Street, and 0.55 vehicles per owner-occupied unit at 9 Chapel Street based on 2018-2022 ACS census data.

7.4.3 Future With-Action Scenario

A comparison of estimated Future No-Action Scenario and Future With-Action Scenario parking demand and capacity at study area off-street public parking facilities is provided in **Table 7-8**. Under the Proposed Actions, the 16 parking spaces that would be provided on the Projected Site under the Future No-Action Scenario would be displaced. **Table 7-7** shows the hourly net incremental change in parking demand for each land use under the Proposed Actions.

As shown in **Table 7-8**, the parking demand resulting from the Proposed Actions is anticipated to be readily accommodated by available off-street parking capacity within the quarter-mile study area, leaving a surplus of approximately 183 and 352 available off-street parking spaces in the midday and overnight peak periods, respectively.

Table 7-7, With-Action Net Incremental Weekday Hourly Parking Accumulation by Land Use

Time	Residential (85 Dus)			Community Facility (1,770 GSF)			Local Retail (1,770 GSF)			Total Demand		
	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation
12:00 - 1:00 AM	0	0	17	0	0	0	0	0	0	0	0	17
1:00 - 2:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
2:00 - 3:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
3:00 - 4:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
4:00 - 5:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
5:00 - 6:00 AM	0	1	17	0	0	0	0	0	0	0	1	17
6:00 - 7:00 AM	0	2	15	0	0	0	0	0	0	0	2	15
7:00 - 8:00 AM	0	4	12	0	0	0	0	0	0	1	4	12
8:00 - 9:00 AM	1	6	8	1	1	0	1	1	0	3	7	8
9:00 - 10:00 AM	1	1	8	1	1	1	1	1	0	3	3	9
10:00 - 11:00 AM	2	2	7	1	1	2	1	1	1	4	3	10
11:00 - 12:00 PM	2	1	7	1	1	2	1	1	1	4	3	10
12:00 - 1:00 PM	1	1	7	1	1	1	1	1	1	3	3	10
1:00 - 2:00 PM	2	2	7	1	1	1	3	3	1	6	6	10
2:00 - 3:00 PM	2	1	8	1	1	1	1	1	1	4	3	10
3:00 - 4:00 PM	3	1	10	1	1	2	1	1	1	5	3	12
4:00 - 5:00 PM	4	2	12	1	1	1	1	2	1	6	4	14
5:00 - 6:00 PM	5	3	14	1	1	1	2	2	1	7	6	16
6:00 - 7:00 PM	3	2	16	0	1	0	1	1	1	4	4	17
7:00 - 8:00 PM	2	2	17	0	0	0	1	1	0	3	2	17
8:00 - 9:00 PM	2	2	18	0	0	0	0	1	0	3	2	18
9:00 - 10:00 PM	1	1	18	0	0	0	0	0	0	1	2	18
10:00 - 11:00 PM	1	2	17	0	0	0	0	0	0	1	2	17
11:00 - 12:00 AM	1	1	17	0	0	0	0	0	0	1	1	17

Notes:
- Parking accumulation patterns based on 1045 Atlantic Avenue EAS.
- Residential overnight accumulation reflects a vehicle ownership rate of 0.20 vehicles per renter-occupied unit based on 2018-2022 ACS census data.

Table 7-8, With-Action Off-Street Public Parking Capacity, Demand and Utilization Within a Quarter-Mile of the Project Site

	Midday	Overnight
Capacity		
No-Action Capacity	1,460	1,192
Capacity Displaced by With-Action Development[1]	-16	-16
Total With-Action Capacity:	1,444	1,176
Demand		
No-Action Demand	1,251	807
Incremental Demand from With-Action Development	10	17
Total No-Action Demand:	1,261	824
Utilization		
Utilization	87%	70%
Parking Surplus	183	352

Notes:
[1]Reflects the displacement of 16 parking spaces that would be provided on the Projected Development Site under the No-Action Scenario
[2]Reflects a vehicle ownership rate of 0.20 vehicles per renter-occupied unit based on 2018-2022 ACS census data.

7.5 Conclusions

The proposed development resulting from the Proposed Actions would not exceed the development thresholds in Table 16-1 of *the 2021 CEQR Technical Manual* would not be exceeded, and no further analysis of transportation conditions is required. However, travel demand factors and trip generation tables were developed to inform the parking assessment, which is necessitated by the Applicant requesting a parking waiver to forego the parking requirements for the proposed market-rate residential units. The parking assessment indicates that the parking demand that would be generated as a result of the Proposed Actions could be readily accommodated by the existing off-street parking facilities within the quarter-mile study area. As such, the Proposed Actions, including the parking waiver would not result in significant adverse impacts to transportation (vehicular traffic, pedestrian, and transit) or parking conditions.

8 AIR QUALITY

8.1 Introduction

When assessing the potential for significant impacts on air quality, the *2021 CEQR Technical Manual* seeks to determine a Proposed Action's effect on ambient air quality or the quality of the surrounding air. Ambient air can be affected by motor vehicles, referred to as "mobile sources," or by fixed facilities, referred to as "stationary sources". This can occur during the operation and/or construction of a project being proposed. The pollutants of most concern are carbon monoxide, lead, nitrogen dioxide, ozone, relatively coarse inhalable particulates (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide. The *2021 CEQR Technical Manual* generally recommends an assessment of the potential impact of mobile sources on air quality when an action increases traffic or causes a redistribution of traffic flows, creates any other mobile sources of pollutants (such as diesel train usage), or adds new uses near mobile sources (e.g., roadways, parking lots, garages). The *2021 CEQR Technical Manual* generally recommends assessments when new stationary sources of pollutants are created, when a new use might be affected by existing stationary sources, or when stationary sources are added near existing sources and the combined dispersion of emissions would impact surrounding areas.

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis framework, as mandated by the State Environmental Review Act, follows the *2021 CEQR Technical Manual*.

8.2 Methodology

8.2.1 Mobile Sources

According to the *2021 CEQR Technical Manual*, projects, whether site-specific or generic, may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic; create any other mobile sources of pollutants (such as diesel trains, helicopters, etc.); or add new uses near mobile sources (roadways, garages, parking lots, etc.). Projects requiring further assessment include:

- Projects that would result in the placement of operable windows, balconies, air intakes, or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy-duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles (HDDVs) for paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.
- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.

- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway (the Brooklyn-Queens Expressway (BQE), an elevated thoroughfare considered atypical, is located approximately 260 feet northeast of the Project Site at its closest point – see **Figure 8-1**). It would not result in the creation of a covered roadway or affect any covered roadway. Peak hour trip generation is far below the 160-car threshold for Downtown Brooklyn), as per the transportation section, as potentially warranting further assessment (see EAS Short Form screen). The project would not generate HDDV equivalent traffic volume of more than 12 – 23 per hour depending on the road types. The project would not create a new sensitive receptor adjacent to large parking facilities. The project would not result in any other mobile sources of pollution and would not significantly increase vehicle miles traveled in a large area. Therefore, no further assessment of the potential for mobile source air quality impacts is warranted.

8.2.2 Stationary Sources

According to the *2021 CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occurs:

- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, and other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks so that surrounding uses are affected.
- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).
- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- Operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- New uses created within 400 feet of a stack associated with commercial, institutional, or residential developments (and the height of the new structures would be similar to or greater than the height of the emission stack).
- Potentially significant odors are created.
- New uses near an odor-producing facility are created.
- “Non-point” sources that could result in fugitive dust are created.
- New uses near nonpoint sources are created.
- A generic or programmatic action is introduced that would change or create a stationary source or that would expose new populations to such a station.

8.3 Preliminary Air Quality Analysis

8.3.1 Analysis Framework

The stationary source analysis will study the potential impacts of the Future With-Action Scenario pm nearby receptors. The Future With-Action Scenario would result in the construction of a new 14-story / 145-foot mixed-use multi-family residential, commercial, and community facility building approximately 88,591 gross square feet (GSF) in area at the Project Site (7.2 FAR, pursuant to the C6-2A zoning district proposed as part of the Proposed Actions). The proposed building would contain 117 dwelling units (over 85,051 GSF of residential floor area - 6.88 residential FAR), 29 of which would be made affordable pursuant to the proposed MIH district to be mapped at the Project Site as part of the Proposed Actions. One groundfloor local retail space (1,770 GSF / 0.16 commercial FAR) and one groundfloor community center space (1,770 GSF / 0.16 community facility FAR) would also be provided under the Future With-Action Scenario. No parking for residential uses would be provided under the Future With-Action Scenario, as the Project Site is located within a Transit Zone (such that no parking is required for income-restricted housing units) and the Applicant has requested a parking waiver to forgo parking requirements for market-rate dwelling units. Accessory parking for commercial and community facility uses is not required under the C6-2A zoning district.

8.3.2 Heating and Hot Water Systems

Per the *2021 CEQR Technical Manual*, the HVAC analysis considers the potential for emissions from the HVAC system of the proposed project to significantly impact existing land uses (project-on-existing). Based on CEQR guidelines, a preliminary screening analysis is to be conducted as a first step to predict whether the potential impacts of the heat and hot water system(s) boiler emissions can be significant. The screening analysis determines the threshold of development size below which the action would not have a significant impact. This CEQR screening procedure applies to buildings that are not less than 30 feet from the nearest building of similar or greater height. Otherwise, a detailed dispersion analysis is required.

Screening Assessment

The potential for the heat and hot water system(s) to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used by the HVAC system, the height of the stack venting the emissions, the distance to the nearest building of similar or greater height, the building's use which affects the emissions, and the square footage of the development that would be served by the system. The *2021 CEQR Technical Manual* screening analysis is based on these factors. A detailed analysis is required if the screening analysis fails.

The RWCDS would facilitate the construction of an approximately 145-foot-tall building on the Project Site.

Project-on-Existing

The impact of the Proposed Project on existing land uses is represented by a hypothetical HVAC system serving an approximately 88,591-GSF mixed-use multi-family residential building with ground floor community facility and commercial uses. In 2021, the New York City Council passed legislation to phase fossil fuels out of new construction starting in 2024. Local Law 154 of 2021 prohibits the onsite combustion of fuels that emit more than 25kg CO_2/MMBTU. The law phases out the usage of fossil fuels in new buildings for heating and service hot water. This also impacts appliances such as domestic cooking ranges and clothes dryers. This law means new buildings, with few exceptions, will be all-electric.

However, this prohibition would not take effect until July 2027; as the Proposed Project's build year is 2026, it cannot be assumed the proposed building would be all electric or the purposes of this analysis. To ensure the use of electric system as part of the Proposed Projecy and to avoid any potential significant adverse air quality impacts on the nearby existing sensitive receptors, an new E-Designation for Air Quality at the Project Site is recommended, with the following language:

> *"Block 121, Lots 33, 35, 36, and 37: Any new residential development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only with no venting or stacks, to avoid any potential significant adverse air quality impacts."*

With application of this E-Designation, it will be ensured that the Future With-Action Scenario will utilize an electrical system as opposed to fossil fuels for the proposed HVAC system and, as such, no significant adverse impacts from emissions would result.

8.3.3 Industrial Emissions

The Proposed Actions would introduce sensitive land use into the area. Accordingly, a preliminary screening was conducted to determine if there were any potential sources of industrial process emissions that could affect occupants of the Proposed Project. Industrial sources were identified through a site visit within a 400-foot study area and the NYC DEP Clean Air Tracking System (DEP CATS) search.

400-Foot Study Area

A 400-foot radius from the Project Site was screened for potential sources of industrial emissions and is shown below in **Figure 8-1**. Based on field observations and reviews of DCP land use maps, there are no sites that were identified as potentially containing industrial/manufacturing land uses. However, two active NYC DEP CATS permits were identified within the 400-foot study area, described as follows (copies of both permits are provided in **Appendix D**):

- *277 Gold Street, Brooklyn, New York (Map ID No. 1)*

  Based on the permit details, this permit is for natural gas and no. 2 fuel oil boilers for the residential building at this address (land use confirmed via field observations on February 22, 2024). Pursuant to the *2021 CEQR Technical Manual*, residential boilers are exempt from the industrial source screen.
- *2 Prince Street, Brooklyn, New York (Map ID No. 2)*

  Based on the permit details, this permit is for an onsite energy generation operation (i.e., a generator) for the storage facility at this address (land use confirmed via field observations on February 22, 2024). Pursuant to the *2021 CEQR Technical Manual*, generators are exempt from the industrial source screen.

Based on the foregoing, there are no sources of industrial process emissions that could affect future occupants of the Proposed Project, and no further analysis is warranted.

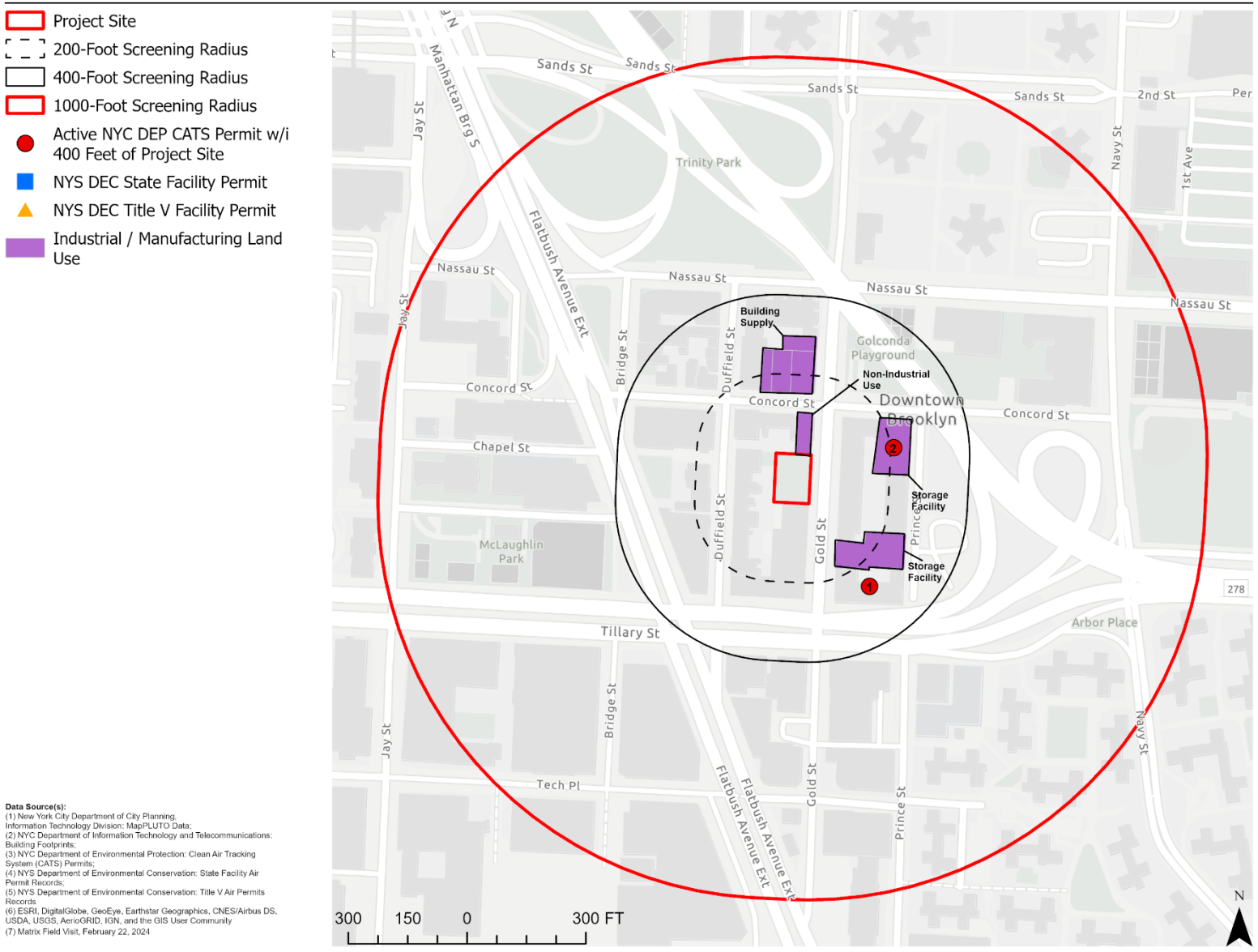
1,000-Foot Study Area

As outlined in the *2021 CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, and odor-producing facilities may result in potentially significant adverse air quality impacts. The study area considers major sources, large sources, and odor-producing facilities within 1,000 feet of the Project Site. Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits; large emission sources are identified as sources located at facilities that require a State facility permit. Solid waste

or medical waste incinerators, asphalt and concrete plants, power generating plants, large boilers of large public facilities, and large industrial facilities are typical types of sources requiring these permits. Odor-producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

A search using the EPA's Envirofacts database was conducted for large or major source emissions. No existing large or major combustion sources, such as power plants, cogeneration facilities, etc. located within 1,000 feet of the Project Site were identified. As such, an analysis of major emission sources is not warranted.

Figure 8-1, Industrial Emissions Screening



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: Building Footprints;
(3) NYC Department of Environmental Protection: Clean Air Tracking System (CATS) Permits;
(4) NYS Department of Environmental Conservation: State Facility Air Permit Records;
(5) NYS Department of Environmental Conservation: Title V Air Permits Records
(6) ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
(7) Matrix Field Visit, February 22, 2024

Conclusions

The impact of the Proposed Project on existing land uses is represented by a hypothetical HVAC system serving an approximately 88,591-GSF mixed-use multi-family residential building with ground floor community facility and commercial uses. In 2021, the New York City Council passed legislation to phase fossil fuels out of new construction starting in 2024. Local Law 154 of 2021 prohibits the onsite combustion of fuels that emit more than 25kg CO_2/MMBTU. The law phases out the usage of fossil fuels in new buildings for heating and service hot water. This also impacts appliances such as domestic cooking ranges and clothes dryers. This law means new buildings, with few exceptions, will be all-electric.

However, this prohibition would not take effect until July 2027; as the Proposed Project's build year is 2026, it cannot be assumed the proposed building would be all electric or the purposes of this analysis. To ensure the use of electric system as part of the Proposed Projecy and to avoid any potential significant adverse air quality impacts on the nearby existing sensitive receptors, an new E-Designation for Air Quality at the Project Site is recommended, with the following language:

> *"Block 121, Lots 33, 35, 36, and 37: Any new residential development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only with no venting or stacks, to avoid any potential significant adverse air quality impacts."*

With application of this E-Designation, it will be ensured that the Future With-Action Scenario will utilize an electrical system as opposed to fossil fuels for the proposed HVAC system and, as such, no significant adverse impacts from emissions would result.

Additionally, there are no active industrial uses within the 400-foot study area. In addition, no large or major industrial emission sources were identified within the 1,000-foot study area. Additionally, there is no evidence present to conclude that there are illegal unpermitted air emissions present in the study area. Therefore, a detailed industrial emission analysis is not warranted.

9 NEIGHBORHOOD CHARACTER

9.1 Introduction

According to the *2021 CEQR Technical Manual*, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. Thus, to determine a project's effects on the neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements may include land use, zoning, and public policy, socioeconomic conditions, community facilities, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise. The study area for a preliminary analysis of neighborhood character is typically consistent with the study areas of the relevant technical areas under CEQR that contribute to the defining elements of the neighborhood. The study area should generally extend to a 400-foot radius from the Project Site.

9.2 Preliminary Neighborhood Character Assessment

9.2.1 Existing Conditions

Project Site

The Project Site is comprised of four (4) separate tax lots located at 236-246 Gold Street (Block 121, Lots 33, 35, 36, and 37) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2. All four (4) lots, which are owned by the Applicant, are vacant and undeveloped and have been partially prepped for demolition and construction activities associated with separate, previously proposed as-of-right developments at Lots 33 and 35 respectively (see **Section 1.2** for more information. A description of each lot is provided below.

- *Lot 33*: A rectangular, 4,433-square-foot (-SF) lot utilized with 50 feet of frontage along Gold Street and is fenced off on all sides and is not publicly accessible.
- *Lot 35*: A rectangular, 2,652-SF lot with 30 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- *Lot 36*: A rectangular, 1,765-SF lot with 20 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.
- *Lot 37*: A rectangular, 2,202-SF lot with 25 feet of frontage along Gold Street is fenced off on all sides and is not publicly accessible.

In total, the Project Site is 11,052 SF in area with 125 feet of frontage along Gold Street. See **EAS Form Figure 1** and **EAS Form Figure 5** for a general visualization of the location of the Project Site and its location within the larger Downtown Brooklyn neighborhood.

Neighborhood Character Study Area

The Project Site is located within Downtown Brooklyn, within Brooklyn Community District 2. Existing land uses within the surrounding area primarily consist of multifamily apartment buildings, mixed commercial and residential buildings, industrial uses, parks, and community facilities. The mixed-residential buildings and multi-family elevator buildings range in height from 12 to 18 stories. There are open space resources nearby including Trinity Park, McLaughlin Park, and Golconda Playground as well as numerous community facilities, including the Brooklyn International High School, the Science Skills Center High School for Science, Technology and Creative Arts, and the Urban Assembly School of Music. Additionally, the Madison Square Boys and Girls Club and P.S. 287 are located to the east of the Project Site.

Refer to **EAS Form Figure 4** and **EAS Form Figure 5** for a visualization of land uses in the vicinity of the Project Site.

9.2.2 Future No-Action Scenario

Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant would redevelop the Project Site pursuant to the existing R6B zoning district with a five-story / 50-foot, 32,500 GSF multi-family residential building (2.0 residential FAR). This no-action development would feature 32 residential dwelling units, all of which would be market rate, and 16 off-street parking spaces in the cellar of the proposed building, accessed via a curb cut along Gold Street. The Future No-Action Scenario reflects an assumption of one (1) dwelling unit per 1,000 SF of residential floor area (resulting in 32 dwelling units) pursuant to RWCDS guidelines. Refer to **Figure 1-1** for a visual massing of the Future No-Action Scenario and **Table 1-1** for a quantitative breakdown of the Future No-Action Scenario, including site details, floor areas, and dwelling unit counts.

9.2.3 Future With-Action Scenario

Under the Future With-Action Scenario, the Project Site would be redeveloped with a new 14-story / 145-foot mixed-use multi-family residential, commercial, and community facility building approximately 88,591 gross square feet (GSF) in area at the Project Site (7.2 FAR, pursuant to the C6-2A zoning district proposed as part of the Proposed Actions). The proposed building would contain 117 dwelling units (over 85,051 GSF of residential floor area - 6.88 residential FAR), 29 of which would be made affordable pursuant to the proposed MIH district to be mapped at the Project Site as part of the Proposed Actions. One groundfloor local retail space (1,770 GSF / 0.16 commercial FAR) and one groundfloor community center space (1,770 GSF / 0.16 community facility FAR) would also be provided under the Future With-Action Scenario. No parking for residential uses would be provided under the Future With-Action Scenario, as the Project Site is located within a Transit Zone (such that no parking is required for income-restricted housing units) and the Applicant has requested a parking waiver to forgo parking requirements for market-rate dwelling units. Accessory parking for commercial and community facility uses is not required under the C6-2A zoning district.

Impact Analysis

In order to determine the potential effects of the Future With-Action Scenario on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered both separately and cumulatively. The examination focuses on whether a defining feature of the neighborhood's character may be significantly affected, as further described below. It is noted that this neighborhood character analysis did not consider socioeconomic conditions, community facilities, or noise impacts, as the Future With-Action Scenario did not meet thresholds for analysis of those resource impact categories.

- **Land Use, Zoning, and Public Policy**: The proposed multi-family residential building would be consistent with the existing land use character of the study area. The Project Site is located close to the Brooklyn central business district and major thoroughfares and is well served by a variety of transit modes. The proposed C6-2A zoning district would maximize housing opportunities in a configuration that is contextual to existing buildings in the Study Area and the wider neighborhood. The existing R6B district is bordered on all sides by medium- to high-density C4 and C6 commercial/residential districts. The R8A residential zoning equivalent is similarly consistent with multi-family buildings on the same block of Gold Street, as well as nearby R6 and R7 zoning districts. The C6-2A zoning district has been

previously mapped in Downtown Brooklyn south of Brooklyn Borough Hall, roughly an equivalent distance from the central business district as the Project Site.

The Future With-Action Scenario would be consistent with and reinforce applicable goals, policies, and objectives of Housing New York and OneNYC 2050. As such, the Proposed Actions are not anticipated to result in any significant adverse public policy impacts and no further analysis is warranted.

- **Shadows**: Based on the results of the shadows analysis, the only sunlight-sensitive resource that would receive new incremental shadows under the Future With-Action Scenario is Golconda Playground during the December 21 analysis day, from 12:35 PM to 2:53 PM (a 2-hour, 18-minute duration). However, the areas projected to receive new incremental shadows are characterized by active, hardscape recreational amenities, including playground areas, handball courts, a skate park, and basketball courts (see **Figure 3-6** for a layout plan of Golconda Playground), and has minimal vegetation. Further, these new incremental shadows would be cast in December, when any existing vegetation would be dead or dormant (i.e., outside the *2021 CEQR Technical Manual* specified March through October growing season) and park utilization would be lowest due to winter-related weather conditions. Based on the nature of these areas projected to receive new incremental shadows, the viability of vegetation at and the usability of Golconda Playground would not be jeopardized during the December 21 analysis day.
- **Historic and Cultural Resources**: As there is an S/NR-eligible adjacent to the Project Site to the north, the Applicant would adhere to all DOB construction requirements, including standard NYC DOB protection controls as well as the NYC DOB's TPPN #10/88, including monitoring programs to reduce the likelihood of construction damage to contributing structures in the vicinity of the Project Site, as applicable. As there are no known historic and architectural resources at or within the vicinity of the Project Site, no direct, indirect, or construction impacts would result under the Future With-Action Scenario.

  LPC indicated that all four lots comprising the Project Site contained potential for archaeological sensitivity in the form of remains from 19th Century occupation of the site, based on a review of the previous Phase IA Archaeological Survey that included the lots comprising the Project Site performed as part of the Bridge Plaza Rezoning (03DCP035K). An archaeological investigation of the Project Site is currently underway; the results of this investigation will be incorporated into later versions of this EAS and the Applicant will adhere to all recommendations of that study to the maximum extent practical.
- **Urban Design and Visual Resources:** The Future With-Action Scenario would result in development that reflects and reinforces the urban design character of the area, and it would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or visual character of the area. While the Proposed Actions would permit new development larger in scale and height than could be developed under existing zoning, the proposed development is consistent with development on adjacent tax blocks in terms of scale, density, and height. Additionally, the development with a ground floor community facility and retail uses, would improve walkability and the visual character of the area, and would also provide locally serving retail uses. Therefore, the Proposed Actions would not result in any significant adverse impact on the constituent elements of urban design, and a detailed analysis is not warranted.
- **Transportation:** The proposed development resulting from the Proposed Actions would not exceed the development thresholds in Table 16-1 of the 2021 CEQR Technical Manual

would not be exceeded, and no further analysis of transportation conditions is required. However, travel demand factors and trip generation tables were developed to inform the parking assessment, which is necessitated by the Applicant requesting a parking waiver to forego the parking requirements for the proposed market-rate residential units. The parking assessment indicates that the parking demand that would be generated as a result of the Proposed Actions could be readily accommodated by the existing off-street parking facilities within the quarter-mile study area. As such, the Proposed Actions, including the parking waiver would not result in significant adverse impacts to transportation (vehicular traffic, pedestrian, and transit) or parking conditions.

Combination of Moderate Effects

Based on the above findings, the effects of the Proposed Project would not reach a level of significant adverse impacts, and there would be no combination of moderate effects resulting from the Proposed Project that cumulatively may affect the character of the neighborhood.

9.3 Conclusions

As discussed above, the Future With-Action Scenario would not in whole or from a specific technical study standpoint result in a significant impact on the neighborhood character, nor would have cumulative effects of two or more of the above technical areas have any significant impacts on the 400-foot study area. As such, no further analysis is required.

APPENDIX A
HISTORIC AND CULTURAL RESOURCES
APPENDIX

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-K
Project: 236 GOLD STREET
Date Received: 3/1/2024

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

Properties with Archaeological and No Architectural significance:

1) 236 GOLD STREET, BBL: 3001210033, ARCHEOLOGY FINDINGS: HISTORIC POTENTIAL, TIME PERIOD: 19th c (unspecified)
2) GOLD STREET, BBL: 3001210035, ARCHEOLOGY FINDINGS: HISTORIC POTENTIAL, TIME PERIOD: 19th c (unspecified)
3) 244 GOLD STREET, BBL: 3001210036, ARCHEOLOGY FINDINGS: HISTORIC POTENTIAL, TIME PERIOD: 19th c (unspecified)
4) 246 GOLD STREET, BBL: 3001210037, ARCHEOLOGY FINDINGS: HISTORIC POTENTIAL, TIME PERIOD: 19th c (unspecified)

Comments:

In the radius: 194 Concord St., S/NR eligible.

LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century occupation on the project site. Accordingly, the Commission recommends that archaeological field testing be performed for this site to clarify these initial findings and provide the threshold for the next level of review if such review is necessary (see CEQR Technical Manual 2021). See: BRIDGE PLAZA REZONING, DEPARTMENT OF CITY PLANNING, CITY OF NEW YORK, BROOKLYN, NEW YORK, PHASE IA ARCHAEOLOGICAL ASSESSMENT REPORT, Bergoffen 2022.

Gina Santucci 3/8/2024

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37254_FSO_DNP_03082024.docx

APPENDIX B
HAZARDOUS MATERIALS APPENDIX

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
alicata@dep.nyc.gov

April 18, 2024

Yuning Feng
Project Manager
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: 236 Gold Street Rezoning
Block 121, Lots 33, 35, 36, and 37
CEQR # 78DCP057K

Dear Ms. Feng:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the March 2024 Environmental Assessment Statement and the March 2024 Phase I Environmental Site Assessment (Phase I) prepared by Matrix New World Engineering, on behalf of 236 Gold LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a series of discretionary approvals from the New York City Department of City Planning (DCP), including: (1) zoning map amendment (from R6B to C6-2A); (2) zoning text amendment (to map a Mandatory Inclusionary Housing); and (3) a Parking Waiver to waive parking requirements to permit the construction of a new 14-story multi-family residential building with 117 dwelling units at 236-244 Gold Street (Block 121, Lots 33, 35, 36, and 37) in the Downtown Brooklyn neighborhood of Brooklyn Community District 2 (Project Site). The Project Site is generally bounded by Gold Street to the east and multi-family residential properties to the north, west, and east.

The March 2024 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential, commercial, and industrial uses including residential buildings, automotive repair shops, gasoline filling stations, a motor freight station, truck rental, automotive sales, a corrugated cork and paper factory, paper products manufacturing facility, auto washing, a brass foundry, a furniture, machinery, and lighting manufacturer, a metals manufacturer, a shoe factory, a laboratory, color mixing, chemical works, printing facilities, electric sign manufacturing, a machine shop, a lumber yard and factory, a community center, a school, a boys and girls club, a handball court, parking, a firehouse, etc. Regulatory databases identified 50 spills, 3 historical auto sites, and 1 historical cleaner site within 1/8 mile; 25 underground storage tank sites, 27 aboveground storage tank sites, and 1 dry cleaner site within 1/4 mile; 55 leaking storage tank sites, 14 voluntary cleanup program sites, and 9 brownfields sites within 1/2 mile; and 4 manufactured gas plant sites within 1 mile of the subject property.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

- The Project Site received an (E) Designation (E-117) for hazardous materials as part of the Bridge Plaza Zoning Map Amendment (CEQR No. 03DCP035K). Therefore, the (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. These measures will ensure that the development is protective of human health and the environment through the Mayor's Office of Environmental Remediation (OER) oversight as part of the New York City Department of Buildings approval process. Further hazardous materials assessments should be coordinated through OER.

Future correspondence and submittals related to this project should include the following CEQR # **78DCP057K**. If you have any questions, you may contact me at (718) 595-4358.

Sincerely,

Wei Yu

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard
T. Estesen
M. Wimbish
S. Shellooe – DCP
E. Ulker Kacar – DCP
M. Bertini – OER

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

GOLD STREET REZONING
236-244 GOLD STREET
BLOCK 121, LOTS 33, 35, 36, and 37
BROOKLYN, KINGS COUNTY, NEW YORK

MATRIXNEWORLD

Engineering Progress

Prepared for:
Yochi Tennenhaus
236 Gold LLC
183 Wilson Street, 133
Brooklyn, New York 11211

Prepared by:
Matrix New World Engineering, Land Surveying
and Landscape Architecture, P.C.
20 West 37th Street, 12th Floor
New York, New York 10018

Matrix Project No. 23-1204

March 2024

MATRIXNEWORLD
Engineering Progress

March 22, 2024

Mr. Yochi Tennenhaus
236 Gold LLC
183 Wilson Street, 133
Brooklyn, New York 11211

Re: PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT
GOLD STREET REZONING
BROOKLYN, NEW YORK
BLOCK 121, LOTS 33, 35, 36, and 37
MATRIX NO. 23-1204

Dear Mr. Tennenhaus:

Matrix New World Engineering (Matrix) is pleased to present this Phase I Environmental Site Assessment (ESA) Report for the above-referenced site.

This report summarizes the findings of the site reconnaissance, the review of historic and current uses of the site to identify contamination by hazardous substances or waste, the review of governmental databases and the review of other pertinent data. No sampling or laboratory analysis of any media was performed as part of this Phase I ESA. As a result of the Phase I ESA three (3) Recognized Environmental Conditions (RECs) were identified in connection with the Site. Matrix recommends completion of a Phase II Environmental Site Investigation to evaluate this RECs as part of the proposed project.

If you have any questions regarding the information contained in this report, please contact us at (212) 324-4251.

Sincerely,



Brian Crespi
Environmental Project Manager

TABLE OF CONTENTS

Section			Page
EXECUTIVE SUMMARY			1
1.0	INTRODUCTION		5
	1.1	Purpose and Scope of Services	5
	1.2	Additional Services	7
	1.3	Deviations to ASTM E1527-21 Phase I Standard	7
2.0	SITE DESCRIPTION		7
	2.1	Site Improvements and Use	7
	2.2	Physical Setting	8
3.0	USER PROVIDED INFORMATION		9
4.0	RECORDS REVIEW		10
	4.1	Database Report & Environmental Record Review	11
		4.1.1 Site Environmental Database Record Review	12
		4.1.2 Adjoining Property Environmental Database Record Review	12
		4.1.3 Surrounding Property Environmental Database Record Review	15
	4.2	Additional Environmental Record Sources	20
	4.3	Historical Use of Site, Adjoining, and Surrounding Properties	25
		4.3.1 Sanborn Maps	25
		4.3.2 Aerial Photographs	29
		4.3.3 Historical Topographic Maps	31
		4.3.4 City Directory	32
		4.3.5 ACRIS	34
5.0	SITE RECONNAISSANCE		34
	5.1	Methodology and Limiting Conditions	34
	5.2	Interior and Exterior Site Observations	34
		5.2.1 Stained Pavement, Solid Waste, and Wells	36
	5.3	Adjoining and Surrounding Properties Reconnaissance	37
	5.3.1	Adjoining Properties	37
	5.3.2	Surrounding Properties	37
6.0	INTERVIEWS		37
7.0	FINDINGS, OPINIONS, AND CONCLUSIONS		37
	7.1	Findings and Opinions	37
		7.1.1 RECs	38
		7.1.2 CRECs	39
		7.1.3 HRECs	39
		7.1.4 *De Minimis* Conditions	39
	7.2	Data Gaps	40
	7.3	Conclusions	40
	7.4	Limiting Conditions	40
		7.4.1 Accuracy and Completeness	40
		7.4.2 Warranties and Representations	42
		7.4.3 Continued Validity of Environmental Site Assessment	42
		7.4.4 Significant Assumptions	43
8.0	ADDITIONAL SERVICES		43

List of Figures

Figure No.	Title
1	Site Location Map
2	Site Plan
3	Recognized Environmental Conditions Map

List of Appendices

Appendix No.	Title
A	Environmental Data Resources, Inc. (EDR) Radius Map Report
B	Freedom of Information Law (FOIL) Requests/Responses & Additional Environmental Records Sources
C	Certified Sanborn Map Report
D	EDR Aerial Photo Decade Package
E	EDR Historical Topographic Map Report
F	City Directory Image Report
G	Photograph Log
H	Other Reference Information
I	User Questionnaire
J	Matrix Staff and Environmental Professional Qualifications/Resumes
K	Environmental Professional Statement

EXECUTIVE SUMMARY

Subject to the qualifications and limitations stated in Section 1 of this report, Matrix New World Engineering, Land Surveying, and Landscape Architecture, P.C. (Matrix) was retained by 236 Gold LLC (also known as "User" to perform a Phase I Environmental Site Assessment (Phase I ESA) of 236-244 Gold Street (also known as NYC Tax ID Block 121, Lots 33, 35, 36, and 37), in Brooklyn, Kings County, New York (herein referred to as the "Site"). The former Lot 32 has been merged with Lot 33 and is included in the assessment. Matrix's assessment was conducted in connection with the User's proposed rezoning and redevelopment of the Site. A Site location map included as Figure 1.

The Phase I ESA described in this report was performed in accordance with the scope and limitations of the ASTM International (ASTM) E1527-21 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM E1527-21 Phase I Standard). Limiting conditions and/or deviations from the ASTM E1527-21 Phase I Standard are described in Sections 1.3, 5.1 and 7.4 of this report, as applicable.

Site Feature	Description
Approximate Site size:	11,054-square feet / 0.25-acres
Current Site operator:	236 Gold LLC, 242 Gold St LLC, and PS Northeast LLC
Current Site owners:	236 Gold LLC, 242 Gold St LLC, and PS Northeast LLC
Site use:	Vacant lots
Buildings (stories):	None
Exterior areas:	Dirt-covered vacant lots enclosed by a wooden construction fence.
On-site roads/rail lines:	None
Other large equipment:	None

As a result of the Phase I ESA, including but not limited to our visual observation of the Site; review of historical information, environmental databases, and information provided the following *recognized environmental conditions* (RECs) associated with the Site, as defined by the ASTM E1527-21 Phase I Standard (see Section 1.1 of the report), were identified:

Recognized Environmental Conditions (RECs)

REC No. 1: *Historic Fill (Site-wide)*

The review of historic topographic maps identified a change in the configuration of contour lines between the years 1947 and 1956. It is apparent that the land, including adjoining and surrounding areas, was likely filled in between the years 1947 and 1956 during urban development. Historic fill in New York City typically is characterized by contaminated soil and groundwater including heavy metals, semi-volatile organic compounds (SVOCs), pesticides, and polychlorinated biphenyls (PCBs). According to Remedial Investigation Reports for 236 and 242 Gold Street, historic fill is present at the Site up to 10 feet below ground surface, including but not limited to elevated levels of semi-volatile organic compounds and metals to at least 6-feet below ground surface.

REC No. 2: *Adjoining Upgradient, and Cross-gradient Automative Operations*

Several historic automative repair shops and gasoline service stations were identified adjoining, upgradient, and cross-gradient of the Site. These facilities were identified by the regulatory database review, historic Sanborn maps, and City Directories. The potential exists for petroleum and/or hazardous chemicals used by and stored at these facilities to have been released and migrated to the Site. These properties include:

2A. 198 Concord Street: North adjoining historic automotive repair shop;

2B. 235-263 Gold Street: East adjoining historic automotive repair, rental, trucking and motor freight station with five gasoline tanks;

2C. 16-28 Prince Steet: East adjoining historic motor freight station;

2D. 169 Tillary Street/260-268 Gold Street: South adjoining historic automotive service, truck rental, and gasoline filling station;

2E. 112 Flatbush Avenue Extension: Upgradient historic gasoline filling station;

2F. 183 Concord Street: Cross-gradient historic automotive repair and trucking garage with a gasoline tank;

2G. 81-85 Flatbush Avenue Extension: Upgradient historic gasoline filling station with four gasoline tanks;

2H. 152-154 Tillary Street: Upgradient historic automotive repair shop and garage;

2I. 185-187 Concord Street: Cross-gradient historic automotive repair shop with two gasoline tanks and “Motor Freight Station”;

2J. 52-60 Duffield Street: Upgradient historic automotive sales and repair shop;

2K. 292 Gold Street: Cross-gradient historic “8 Cars Pit Auto”; and

2L. 178 Concord Street: Cross-gradient historic automotive repair shop

REC No. 3: *Adjoining, Upgradient, and Cross-gradient Industrial Operations*

Several historic industrial operations were identified adjoining, upgradient, and cross-gradient of the Site. These facilities were identified by the review of historic Sanborn maps and City Directories. The potential exists for hazardous chemicals and substances used by and stored at these facilities to have been released and migrated to the Site. These properties include:

3A. 16-28 Prince Steet: East adjoining historic corrugated cork and paper factory;
3B. 235-247 Gold Street: East adjoining historic paper products manufacturing facility;
3C. 252-258 Gold Street: South adjoining historic brass foundry;
3D. 260-268 Gold Street: South adjoining historic furniture, machinery, and lighting manufacturer;
3E. 163 Tillary Street: South adjoining historic lighting and metals manufacturer;
3F. 11 Duffield Street: Cross-gradient historic shoe factory;
3G. 160-170 Tillary Street: Cross-gradient historic laboratory, color mixing, chemical works, manufacturing, and printing facilities;
3H. 193 Bridge Street: Cross-gradient historic electric sign manufacturing facility;
3I. 177 Concord Street: Cross-gradient historic manufacturing facility;
3J. 183 Concord Street: Cross-gradient historic machine shop with a gasoline tank;
3K. 156-158 Tillary Street: Upgradient historic manufacturing facility; and
3L. 178 Concord Street: Cross-gradient historic lumber yard and factory building

Pursuant to the ASTM E1527-21 Phase I Standard, a data gap is defined as *a lack of or inability to obtain information required by [the ASTM E1527-21 Phase I Standard] despite good faith efforts by the environmental professional (EP) to gather such information*. A significant data gap is defined as *a data gap that affects the ability of the environmental professional to identify a REC. A data gap is only significant if other information and/or professional experience raises reasonable concerns involving the effects of that data gap on the ability of the EP to render an opinion regarding whether conditions exist that are indicative of RECs or CRECs.* Pursuant to the ASTM E1527-21 Phase I Standard, the *EP* shall comment in the Opinion section of the *report* how the missing information that caused the *significant data gap* affects the *EP's* ability to provide an opinion as to whether the inquiry has identified conditions indicative of *releases* or threatened *releases* in, on, or at the *subject property*. The term "significant data

gap" does not necessarily imply that the relative liability or potential financial risk of the concern is significant. No *significant* data gaps were noted during this Phase I ESA.

This Executive Summary is part of this complete report; any findings, opinions or conclusions in this Executive Summary are made in context with the complete report. Matrix recommends that the Users read the entire report for all supporting information related to findings, opinions, and conclusions.

Legal Notice

This document was prepared by Matrix solely for the benefit of the Users. With regard to third-party recipients of this document, Matrix does not (a) make any warranty, expressed or implied, with respect to the use of any information or methods disclosed in this document; or (b) assume any liability with respect to the use of any information or methods disclosed in this document. Any third-party recipient of this document, by its acceptance or use of this document, releases Matrix from any liability for direct, indirect, economic, incidental, consequential, or special loss or damage whether arising in contract, warranty, express or implied, tort, or otherwise, and irrespective of fault, negligence, and strict liability.

This report is intended to be used in its entirety. No excerpts may be taken to be representative of the findings of this assessment.

1.0 INTRODUCTION

Matrix New World Engineering, Land Surveying, and Landscape Architecture, P.C. (Matrix) was retained by 236 Gold LLC (also known as "User" to perform a Phase I Environmental Site Assessment (Phase I ESA) of 236-244 Gold Street (also known as NYC Tax ID Block 121, Lots 33, 35, 36, and 37), in Brooklyn, Kings County, New York (herein referred to as the "Site"). The former Lot 32 has been merged with Lot 33 and is included in the assessment. Matrix's assessment was conducted in connection with the User's proposed rezoning and redevelopment of the Site. A Site location map included as **Figure 1**.

This report was prepared for and may be relied upon by the User(s) for the purposes set forth herein; it may not be relied on by any party other than the User(s) and reliance may not be assigned without the express approval of Matrix. Authorization for third party reliance on this report will be considered by Matrix if requested by the User(s). Matrix reserves the right to deny reliance on this report by third parties.

1.1 Purpose and Scope of Services

This Phase I ESA has been prepared by Matrix in accordance with the ASTM International (ASTM) E1527-21 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM E1527-21 Phase I Standard) and is intended for the sole use of the above-listed User(s).

The purpose of this assessment is to identify *Recognized Environmental Conditions* (RECs) at the Site, as defined by the ASTM E1527-21 Phase I Standard, as follows:

> Recognized Environmental Conditions (RECs) are defined as (1) the presence of *hazardous substances* or *petroleum products* in, on, or at the *subject property* due to a *release* to the *environment*; or likely presence of any *hazardous substances* or *petroleum products* in, on, or at a *property*; (2) the likely presence of *hazardous substances* or *petroleum products* in, on, or at the *subject property* due to a *release* or likely *release* to the *environment*; or (3) the presence of *hazardous substances* or *petroleum products* in, on, or at the *subject property* under conditions that pose a *material threat* of a future *release* to the *environment*.
>
> Controlled Recognized Environmental Conditions (CRECs) are defined as a REC affecting the *subject property* that has been addressed to the satisfaction of the applicable regulatory authority or authorities with *hazardous substances* or *petroleum products* allowed to remain in place subject to implementation of required controls (for example, *activity and use limitations* or *other property use limitations*).
>
> Historical Recognized Environmental Conditions (HRECs) are defined as a previous *release* of *hazardous substances* or *petroleum products* affecting the *subject property* that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or

authorities without subjecting the *subject property* to any controls (for example, *activity and use limitations* or other *property use limitations*).

De minimis conditions are defined as a condition related to a *release* that generally does not present a threat to human health or the *environment* and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis conditions* are not RECs nor CRECs.

The completion of this Phase I ESA report may be used to satisfy one of the requirements for the User(s) to qualify for the *innocent landowner*, *contiguous property owner*, or *bona fide prospective purchaser* limitations pursuant to the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), thereby constituting *all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial or customary standards and practices* as defined by 42 U.S.C. §9601(35)(B) of CERCLA, and by the United States Environmental Protection Agency's (EPA) Final Rule for All Appropriate Inquiry (AAI).

The Scope of Services for this Phase I ESA included the following tasks:

- Site and vicinity reconnaissance;
- Preparation of Site and vicinity description and physical setting summary;
- Historical source review and description of historical Site conditions;
- Interviews with owners, operators, and/or occupants of the Site, and/or local officials;
- Review of environmental databases and regulatory agency records;
- Review of previous environmental reports/documentation, as applicable;
- Review of environmental liens, if provided or authorized to obtain by the User; and
- Preparation of a report summarizing findings, opinions, and conclusions.

Pursuant to the ASTM E1527-21 Phase I Standard, recommendations to conduct Phase II sampling or other assessment activities are not required in a Phase I. Additionally, an evaluation of business environmental risks associated with a parcel of commercial real estate, as described in Sections 1.4 and 13 in the ASTM E1527-21 Phase I Standard, are not included in the scope of this Phase I report.

Also, the ASTM E1527-21 Phase I Standard does not address whether requirements in addition to AAI have been met in order to qualify for the Landowner Liability Protection (LLPs); for example, the duties specified in 42 U.S.C. 9607(b)(3)(a) and (b) and cited in Appendix X1 of the ASTM E1527-21 Phase I Standard, including the continuing obligation not to impede the integrity and effectiveness of activity and use limitations (AULs), or the duty to take reasonable steps to prevent releases, or the duty to comply with legally required release reporting obligations.

This review is not intended as legal advice, nor is it an exhaustive review of Site conditions or regulatory compliance.

1.2 Additional Services

Items outside the scope of the ASTM E1527-21 Phase I Standard include, but are not limited to, the following:

- Asbestos-containing building materials unrelated to *releases* into the *environment*
- Biological agents
- Cultural and historic resources
- Ecological resources
- Endangered species
- Health and safety
- Indoor air quality unrelated to *releases* of *hazardous substances* or *petroleum products* into the *environment*
- Industrial hygiene
- Lead-based paint unrelated to *releases* into the *environment*
- Lead in drinking water
- Mold or microbial growth conditions
- PCB-containing building materials (for example, interior fluorescent light ballasts, paint, and caulk)
- Naturally-occurring radon
- Regulatory compliance
- Substances not defined as *hazardous substances* (including some substances sometimes generally referred to as emerging contaminants) unless or until such substances are classified as a CERCLA *hazardous substance*
- Wetlands

Additional services, if performed, are discussed in Section 8.0.

1.3 Deviations to ASTM E1527-21 Phase I Standard

Notwithstanding additions to the ASTM E1527-21 Phase I Standard, as listed in Sections 1.2 and 8, if applicable, and limiting conditions, as listed in Section 5.1, if applicable, no significant deviations or deletions to the ASTM E1527-21 Phase I Standard were made during this Phase I ESA.SITE DESCRIPTION

2.0 SITE DESCRIPTION

2.1 Site Improvements and Use

Current Site information and on-site improvements are listed in the following table. A Site plan is included as **Figure 2**.

Site Feature	Description
Approximate Site size:	11,054-square feet / 0.25-acres
Current Site operator:	236 Gold LLC, 242 Gold St LLC, and PS Northeast LLC
Current Site owners:	236 Gold LLC, 242 Gold St LLC, and PS Northeast LLC
Site use:	Vacant lots

Site Feature	Description
Buildings (stories):	None
Exterior areas:	Dirt-covered vacant lots enclosed by a wooden construction fence.
On-site roads/rail lines:	None
Other large equipment:	None

The most current Site utility information is listed in the following table:

Utility Information		
Utility	**Source**	**Description**
Electricity Supplier	Visual observation	None
Natural Gas Supplier	Visual observation	None
Water Supplier	Visual observation	None
Sanitary Sewer (and age/installation date)	Visual observation	None
Stormwater Sewer	Visual observation	None
Septic Systems	Visual observation	None
Heating system type and fuel source(s):	Visual observation	None
Back-Up Fuel Source	Visual observation	None

2.2 Physical Setting

Current information of the Site's physical setting is provided in the following table:

Physical Setting		
Conditions	**Source**	**Description**
Topography		
Elevation (above mean sea level)	USGS topographic map (Brooklyn, NY; 2019, 7.5-minute)	Approximately 31 feet above mean sea level (amsl)
Topographic Gradient	USGS topographic map (Brooklyn, NY; 2019, 7.5-minute)	On-Site topographic is relatively flat in all areas of the Site. The regional topographic gradient is generally east.
Hydrology		
Surface Water Runoff	Visual observations	Surface water runoff presumably runs into public storm drains and catch basins located in surrounding streets,
Nearest Surface Water Body to the Site	EDR Database report, Google Earth, Visual observations	The nearest surface water body is the Navy Yard Basin, a tributary to the East River located approximately 0.43-mile northeast of the Site.

Physical Setting		
Conditions	**Source**	**Description**
Topography		
Geology and Hydrogeology		
Presumed Direction of Shallow Groundwater Flow	USGS topographic map (Brooklyn, NY; 2019, 7.5-minute)	Based on the topographic gradient and the location of the nearest surface water body, shallow groundwater likely flows to the northeast.
Depth to Groundwater	EDR Database report, USGS topographic map (Brooklyn, NY; 2019, 7.5-minute),	Specific information regarding depth to shallow groundwater was not readily available.
On-site Wells	Visual observations	A temporary groundwater well was observed on the northern portion of the Site.
Nearest Groundwater Supply Wells	EDR database report	The nearest USGS well is located 0.07 miles west-southwest of the Site.
Geologic Conditions	USDA NRCS WSS	According to the Web Soil Survey, the Site is made up of Urban land-till substratum with 3 to 8 percent slopes.
Notes: * - Source was provided in the EDR database report. [1] - https://waterdata.usgs.gov/nwis		

The database radius report supplied by Environmental Data Resources, Inc. (EDR) of Shelton, Connecticut was reviewed to obtain information regarding the dominant soil composition in the Site vicinity and is included as **Appendix A**. Additional sources of information regarding geologic, hydrogeologic, hydrologic, or topographic characteristics of the Site, if reviewed, are listed in the table above or in Section 4.0, and are discussed in this report where applicable.

3.0 USER PROVIDED INFORMATION

According to the ASTM E1527-21 Phase I Standard, certain tasks that may help identify the presence of RECs associated with the Site are generally conducted by the Phase I ESA User(s). These tasks include: providing, or authorizing the *EP* to obtain, recorded land title records and judicial records for environmental liens and activity and land use limitations (AULs); providing specialized knowledge or experience related to RECs at the Site (e.g., information about previous ownership or environmental litigation); providing commonly known or *reasonably ascertainable* information within the local community about the Site that is material to RECs in connection with the Site; and informing the *EP* if, as believed by the User(s), the purchase price of the Site is lower than the fair market value due to contamination A User Questionnaire was provided to the User and the completed User Questionnaire is included as **Appendix I**.

4.0 RECORDS REVIEW

Information regarding Site and vicinity historical uses and releases, including RECs, as applicable, was obtained from various publicly available and practically reviewable sources including but not limited to aerial photographs; fire insurance maps; topographic maps; city directories; local municipal records; an environmental database report; property tax files; recorded land title records; building department records; zoning/land use records; previous environmental reports; other historical sources; and/or interviews with Site representative(s) and regulatory agency official(s), as necessary. Information from these sources is incorporated in this report, as applicable.

Description/Title of Document(s) Received or Agency Contacted	Date Information Request Filled	Most Recent Update	Reference Source
EDR environmental database report	February 22, 2024	See **Appendix A**	Environmental Data Resources, Inc. (EDR)
Sanborn fire insurance maps dated 1887, 1904, 1915, 1938, 1950, 1969, 1977, 1979, 1980, 1981, 1982, 1986, 1987, 1988, 1989, 1991, 1992, 1993, 1995, 1996, 2001, 2002, 2003, 2004, 2005, 2006, and 2007. (see **Appendix C**)	February 22, 2024	N/A	EDR
Aerial photographs 924, 1943, 1951, 1954, 1961, 1966, 1971, 1974, 1980, 1984, 1991, 1994, 2006, 2011, 2015, and 2019. (see **Appendix D**)	February 21, 2024	N/A	EDR
Topographic maps dated 1897, 1898, 1900, 1947, 1956m 1967, 1979, 1995, 2014, 2016, and 2019 (see **Appendix E**)	February 21, 2024	N/A	EDR
City directories dated 1928, 1934, 1940, 1945, 1949, 1960, 1965, 1970, 1973, 1976, 1980, 1985, 1992, 1995, 1997, 2000, 2005, 2010, 2014, 2017, and 2020 (see **Appendix F**)	February 22, 2024	N/A	EDR
NYC Searchable Property Environmental E-Database (SPEED) (see **Appendix H**)	February 27, 2024	N/A	SPEED 2.0 https://speed.cityofnewyork.us
DECinfo Locator – Environmental Quality, Permits and Registrations; Environmental Cleanup; Environmental Monitoring (see **Appendix H**)	February 27, 2024	N/A	NYSDEC https://gisservices.dec.ny.gov/gis/dil/
New York State Department of Environmental Conservation (NYSDEC) Spills Database (see **Appendix H**)	February 27, 2024	N/A	NYSDEC https://www.dec.ny.gov/cfmx/extapps/derexternal/index.cfm?pageid=2

Description/Title of Document(s) Received or Agency Contacted	Date Information Request Filled	Most Recent Update	Reference Source
New York City Department of Finance (NYCDOF) Automated City Register Information System (ACRIS) (see **Appendix H**)	February 28, 2024	N/A	ACRIS Search https://a836-acris.nyc.gov/CP/
United State Environmental Protection Agency (USEPA) Envirofacts My Property Database (see **Appendix H**)	February 28, 2024	N/A	USEPA Multisystem Search https://enviro.epa.gov/facts/multisystem.html
United State Environmental Protection Agency (USEPA) Freedom of Information Act (FOIA) Request	February 21, 2024	February 26, 2024	FOIA Request https://foiaonline.gov/foiaonline/action/public/request
New York State Department of Environmental Conservation (NYSDEC) Freedom of Information Law (FOIL) Request	February 21, 2024	February 27, 2024	FOIL Request https://openfoil.ny.gov/#/newfoilrequest
New York State Department of Health (NYSDOH) FOIL Request	February 21, 2024	February 28, 2024	FOIL Request https://openfoil.ny.gov/#/newfoilrequest
New York City Department of Environmental Protection (NYCDEP) FOIL Request	February 21, 2024	February 22, 2024	FOIL Request https://a860-openrecords.nyc.gov/request/new
New York City Department of Health and Mental Hygiene (NYCDOHMH) FOIL Request	February 21, 2024	February 22, 2024	FOIL Request https://a860-openrecords.nyc.gov/request/new
Mayor's Office of Environmental Remediation (OER) FOIL Request	February 21, 2024	February 21, 2024	FOIL Request https://a860-openrecords.nyc.gov/request/new
New York City Fire Department (FDNY) FOIL Request	February 21, 2024	February 28, 2024	FOIL Request https://a860-openrecords.nyc.gov/request/new

4.1 Database Report & Environmental Record Review

A database search report that identifies properties listed on state and federal databases within the ASTM-required radii of the Site was obtained from EDR and is included in **Appendix A**. The purpose of the regulatory file review is to obtain sufficient information to assist the *EP* in determining if a REC, CREC, HREC, and/or *de minimis* condition exists at the Site in connection with the listing. Pertinent and/or alternative regulatory files and/or records reviewed are listed in Section 4.0 and are summarized in Section 7, as applicable.

The environmental database search identified 468 listings of mapped properties including the Site and/or surrounding properties, plus (16) properties that could not be mapped (i.e., orphan properties).

4.1.1 Site Environmental Database Record Review

The Site was included in the regulatory agency database report and the information is summarized in the following table:

Address & Facility Name	236 Gold Street: "Lots 32, 33, 35, 36, and 37, Tax block 121" 236 Gold LLC
Radius Map Number(s)	A1, A3, A4, A5, A6, A8, A9, and A10
Distance from Site and Hydraulic Gradient	Target Property
Database(s)/ID No(s).	RCRA EPA ID: NYR000260729 NYCOER Project Nos. 22TMP1768K, 22EH-N408K,23CVCP030K ECHO Registry ID: 110071424309 / Envid: 1000553155 FINDS Registry ID: 110071424309 E-Designation / E-117
Database Review Summary	This facility was identified as a large quantity generator (RCRA-LQG) which produced lead (Waste Code D008). No violations or evidence of spills or releases were identified. The Site is in the Approved Remedial Plan phase with NYCOER oversight. See Section 4.2, for additional information regarding the on-site remedial investigation. The Site was identified with an E-Designation including "Underground Gasoline Storage Tanks* Testing Protocol" and "Window Wall Attenuation & Alternate Ventilation".
REC(s) identified:	The presence of contamination and ongoing remediation at the Site represents a REC.

4.1.2 Adjoining Property Environmental Database Record Review

The following adjoining properties were listed in the regulatory agency database report:

- 194 Concord Street
- Numerous Con Edison vaults, manholes, and service boxes at the intersection of Gold Street and Concord Street. These listings have been reviewed and do not represent environmental concerns with respect to the Site.
- 235-263 Gold Street – "Commercial Facility", "Manhole #712"
- 169 Tillary Street – "Gold A A Inc" and "McDonalds"
- 35-37 Duffield Street – "180 Concord LLC"

Information for adjoining properties included in the regulatory agency database report was reviewed and is summarized in the following tables:

Address & Facility Name	194 Concord Street "Lot 28, Tax Block 121"
Radius Map Number(s)	A15
Distance from Site and Hydraulic Gradient	Adjoining, north, downgradient
Database(s)/ID No(s).	E-Designation / E-117 NYC Land Use
Database Review Summary	The property was identified with an E-Designation including "Underground Gasoline Storage Tanks* Testing Protocol" and "Window Wall Attenuation & Alternate Ventilation". The property is identified with an F9 factory and industrial building class.
REC(s) identified:	Information in the databases does not suggest contamination, and there is limited potential to impact the Site.

Address & Facility Name	235-263 Gold Street 1. Gold Street Holdings / Urban Classics Ltd. 2. 257 Gold Street 3. Lot 13, Tax Block 122 4. Commercial Facility 5. Manhole #712 (259 Gold Street)
Radius Map Number(s)	A11, A21, A30, A31
Distance from Site and Hydraulic Gradient	Adjoining, east; downgradient
Database(s)/ID No(s).	1. RCRA VSQG – EPA ID: NYD986955672 NJ Manifest EPA ID NYD986955672 FINDS Registry ID: 110004468406 ECHO Registry ID: 110004468406, Envid: 1000553155 2. NY AST (Aboveground Storage Tank) – Facility ID: 2-611747 3. NY Spills / Spill No. 0703925 NY Manifest EPA ID: NYP004154035 4. NY Spills / Spill No. 0507393 5. NY Spills / Spill No. 0011044
Database Review Summary	1. This facility was listed as Urban Classics Ltd. And identified as a RCRA-LQG, which produced lead (Waste Code D008) and cadmium (Waste Code D006) in 1991 and a RCRA non-generator in 1999. This facility was also listed as Gold Street Holdings and identified as a RCRA-LQG in 2007 and a RCRA-Conditionally Exempt Small Quantity Generator (RCRA-CESG). According to the NJ Manifest database, the property produced 438,900 P. of lead in 2007. No violations or evidence of spills or releases were identified. 2. This property was identified as an active PBS (petroleum bulk storage) facility. Records identified an in-service 7,500-gallon #2 fuel oil (on-site consumption) AST associated with the property. 3. On July 7, 2007, Con Edison identified a problem in cracked concrete structure in Manhole 712. Two-gallons of petroleum spilled on 300-gallons of water. The spill was closed on July 23, 2007. Approximately 200 kg of lead disposed of in 2018. 4. On September 20, 2005, high levels of SVOC contamination in soil and

	groundwater were reported during an environmental investigation of the property, which has a history of manufacturing. Remedial action included excavation of contaminated soil, groundwater monitoring, and the installation of a vapor barrier. Based on the soil excavation report, endpoint series soil analytical and groundwater analytic results, and the vapor barrier specifications, the spill was closed on November 6, 2007. 5. On January 9, 2001, approximately 2-gallons of petroleum were reported spilled due to an unknown cause. DEC Memo notes "Con Ed #135031". Report remarks do not indicate any additional information, and the spill was closed on August 17, 2001.
REC(s) identified:	Historic use of the property as a manufacturing facility and petroleum bulk storage facility adjoining the Site represents a REC.

Address & Facility Name	169 Tillary Street Gold A A Inc. McDonalds
Radius Map Number(s)	A53 and A54
Distance from Site and Hydraulic Gradient	Adjoining, south, upgradient
Database(s)/ID No(s).	EDR Hist Auto NY Spills / Spill No. 9713227
Database Review Summary	Historical gasoline service stations, including "Gold A A Inc" and "Z&B Texaco Auto Service Center" were identified at the property from 1973 through 1995. NYSDEC Spill No. 9713227 was opened and closed on February 26, 1998. The DEC Memo indicates there was a historic petroleum spill at the property that affected groundwater and clean-up was completed. The spill number is for record purposes.
REC(s) identified:	Historic use of the property as a gasoline service station and auto service center upgradient and adjoining the Site represents a REC.

Address & Facility Name	35-37 Duffield Street "Lot 18, Tax Block 121" 180 Concord LLC
Radius Map Number(s)	A12, A13, A14, A19, and A20
Distance from Site and Hydraulic Gradient	Adjoining, west, upgradient
Database(s)/ID No(s).	RCRA NonGen/NLR – EPA ID: NYR000227835 NY Manifest EPA ID: NYR000227835 E-Designation / E-117 NYCOER Project Nos. 15TMP0162K,15EH-N162K,15CVCP098K NYC VCP Project ID: 15TMP0162K,15EH-N162K,15CVCP098K
Database Review Summary	This facility was listed 180 Concord LLC. And identified as a RCRA-LQG in 2016. The type of waste produced is not listed. In 2017, the facility was identified as a RCRA non-generator. No violations or evidence of spills or releases were identified. The property was identified with an E-Designation including "Underground Gasoline Storage Tanks* Testing Protocol" and "Window Wall Attenuation & Alternate Ventilation".

	Redevelopment and remedial activities were conducted under NYCOER oversight. The Remedial Investigation addressed the site-wide presence of historic fill to depths as great as 5 feet. The scope of work included the sampling and evaluation of soil, groundwater, and soil vapor. Soil sampling results indicated toluene was detected above Unrestricted Use SCOs (UUSCOs) in one shallow soil sample, six SVOCs were detected within three of four shallow samples exceeding Restricted Residential SCOs (RRSCOs), two pesticides were detected above UUSCOs in three of four shall soil samples, and several metals exceeded UUSCOs. Soil results were consistent with historic fill material in NYC. Groundwater results indicated four metals exceeded their respects groundwater quality standards (GQS). While CVOCs were detected in soil vapor, concentrations were all below the NYSDOH guidance matrix. Remedial action included, but was not limited to, excavation to a depth of 11 feet below grade for 60% of the property for the building cellar and up to 2 feet below grade for the yard area, collection of endpoint samples, and installation of an engineered composite cover system and a vapor barrier system beneath the cellar slab and behind all foundation walls and elevator pits. Track 4 SCOs were achieved. Operation and maintenance of engineering controls, including a cover system and vape or barrier system, is on-going. Institutional controls such as E-designation and a Site Management plan are also in effect.
REC(s) identified:	Because remediation being performed to the satisfaction of NYSDEC, there is limited potential to impact the Site.

4.1.3 Surrounding Property Environmental Database Record Review

The following factors were evaluated with respect to the potential for contaminant migration to the Site from surrounding properties to determine whether a summary of the regulatory agency database listing should be included in this report:

- Location of the property compared to the Site vis-à-vis groundwater migration based on the local topography and the assumed groundwater depth and north-northwest shallow groundwater flow direction;
- Location of the property compared to the Site vis-à-vis vapor migration based on readily available information pursuant to the ASTM E 1527-21 standard including soil and geological characteristics; contaminant characteristics; contaminated plume migration data; and significant conduits that might provide preferential pathways for vapor migration such as major utility corridors, sanitary sewers, storm sewers, and significant natural conduits;
- Status of listing (e.g., whether the applicable regulatory authority has issued a No Further Action letter or other similar closure document);
- Type of database and whether the presence of contamination is known; and
- The distance between the listed property and the Site.

Based on this evaluation, the review of additional environmental records has been limited to the properties listed below, since contamination at the other properties identified by the regulatory agency database report is unlikely to migrate to the Site and, therefore, unlikely to impact the environmental integrity of the Site.

Address & Facility Name	49 Duffield Street, ""Lot 12, Tax Block 121" Vacant Lot
Radius Map Number(s)	A16 and A17
Distance from Site and Hydraulic Gradient	0.014 miles, south, upgradient.
Database(s)/ID No(s).	E-Designation / E-117 NYC Land Use NY Spills / Spill No. 0413040
Database Review Summary	The property was identified with an E-Designation including "Underground Gasoline Storage Tanks* Testing Protocol" and "Window Wall Attenuation & Alternate Ventilation". The property is identified as a C1 walk-up apartments building class. On March 15, 2005, a spill was reported when fuel products and metals were found while soil testing. A Phase II Investigation was performed, and no visual or olfactory evidence of petroleum contamination was observed in any of the soil retrieved. Elevated SVOCs in soil were attributed to historic fill. After excavation, endpoint samples came back clean. The spill was closed on March 28, 2007.
REC(s) identified:	Information obtained does not suggest contamination, and there is limited potential to impact the Site.

Address & Facility Name	75 and 85 Flatbush Avenue Extension 1. Sunoco Service Station 2. SUNOCO #0007-1548 3. Lot 13 and 45, Tax Block 120 4. Con Edison 5. Carl's Service Station Inc
Radius Map Number(s)	A43. 47, A48, A49, A50, A51, and A52
Distance from Site and Hydraulic Gradient	0.049 miles, southwest, upgradient.
Database(s)/ID No(s).	1. RCRA NonGen/NLR, EPA ID: NYD982721599 NY Manifest EPA ID: NYD982721599 2. UST Finder Facility ID: NY16389 LTANKS / Spill No. 0008991 NY UST Facility ID: 2-339822 NY Spills / Spill No. 9501269 NY Manifest EPA ID: NYP005218256 3. E-Designation / E-117 NYCOER Project Nos. 1 11TMP0167K,11EH-N167K 4. RCRA NonGen / NLR, EPA ID: NYP004802716 FINDS Registry ID: 110069657990 ECHO Registry ID: 110069657990, Envid: 1019904836 NY Manifest EPA ID: NYP004802716 5. EDR Hist Auto
Database Review Summary	1. This facility was identified as a RCRA-CESQG of ignitable waste (Waste Code D001) and benzene (Waste Code D0018) in 1998. In 2006, the facility was identified as a RCRA non-generator. No violations were identified. The NY Manifest database indicates the facility generated 2000 lbs. and 50 gallons of ignitable waste in 1989 and 100 gallons of lead in 2015.

	2. CLOSED TANK DATA Tank 001-A/ 77424 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 007/31398 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 008/31399 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 010/31401 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 012/31403 – 550-gallon #2 fuel oil UST, closed prior to micro conversion 03/91 Tank 1/77137 – 4,000-gallon gasoline UST, closed/removed Tank 2/77582 – 4,000-gallon gasoline UST, closed/removed Tank 31/77603 – 4,000-gallon gasoline UST, closed/removed Tank 4/31395 – 550-gallon gasoline UST, closed/removed Tank 5/31396 – 550-gallon gasoline UST, closed/removed On April 30, 1995, a 10-gallon petroleum spill caused by equipment failure was reported. The fire department responded and cleaned up the spill which was closed the same day. On October 7, 2004, the DEC was received a Phase II Investigation Report that groundwater contamination with BTEX and MTBE concentrations in excess of NYS Water Quality Standards was present at the property. Soil and groundwater sampling for delineation of contamination was performed. Remediation under NYSDEC oversight included site excavation for the new building, installation of monitoring wells, collection of groundwater samples, injections of chemical oxidant and groundwater sampling. All tanks had been properly removed, the majority of the property was excavated to a depth immediately above the groundwater table, and the concentrations of gasoline related VOCs in groundwater had decreased significantly following chemical oxidant injections. The spill was closed on September 25, 2015. 3. The property was identified with an E-Designation including “Underground Gasoline Storage Tanks* Testing Protocol” and “Window Wall Attenuation & Alternate Ventilation”. Remediation at the property has been completed with NYCOER oversight. Engineering controls, including a cover system, vapor barrier system, sub-grade ventilated parking system, and active sub-slab depressurization system, as well as institutional controls, including E-designation and a site management plan, are in place. 4. This facility was identified as a RCRA non-generator in 2015. No violations were identified. 5. Historical gasoline service stations, including “Carl’s Service Station” and “Flatbush Sunoco Inc” were identified at the property from 1972 through 2008.
REC(s) identified:	The presence of a historic gasoline service station with potential residual contamination, upgradient from the Site, represents a REC.

Address & Facility Name	112 Flatbush Avenue Extension 1. A & P Service Center 2. Shell Service Station 3. Shell
Radius Map	A133, A134, A135, A136

Number(s)	
Distance from Site and Hydraulic Gradient	0.094 miles, southwest, upgradient.
Database(s)/ID No(s).	1. EDR Hist Auto 2. RCRA NonGen/ NLR 3. UST Finder Facility ID: NY5936 UST, PBS Facility ID: 2-191086
Database Review Summary	1. Historical gasoline service station, "A & P Service Center" were identified at the property from 1988 through 1992. 2. This facility was identified as a RCRA non-generator of ignitable waste (Waste Code D001 in 2007. No violations were identified. 3. CLOSED TANK DATA Tank 001/7390 – 4,000-gallon gasoline UST, closed/removed Tank 002/7391 – 4,000-gallon gasoline UST, closed/removed Tank 003/7392 – 4,000-gallon gasoline UST, closed/removed Tank 004/7393 – 550-gallon UST, unlisted material, closed/removed Tank 005/7394 – 550-gallon #2 fuel oil UST, closed/removed Tank 006/7395 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 007/7396 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 008/7397 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 009/7398 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 010/7399 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 011/7400 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 012/7401 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 013/7402 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 014/7403 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 015/7404 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 016/7405 – 550-gallon gasoline UST, closed prior to micro conversion 03/91 Tank 017/7406 – 550-gallon gasoline UST, closed prior to micro conversion 03/91
REC(s) identified:	The presence of a historic gasoline service station station with potential residual contamination upgradient from the Site represents a REC.

Address & Facility Name	11 Metrotech Center
Radius Map Number(s)	A77
Distance from Site and Hydraulic Gradient	0.069 miles, southwest, upgradient.
Database(s)/ID No(s).	NY Spills / Spill No. 9100147
Database Review	On April 3, 1991, 300-gallons of petroleum product were encountered in an

Summary	excavation pit and an explosion occurred. During demolition of a gasoline service station a large pit at the excavation site was filled with gasoline and groundwater. Absorbent pads were applied to soak up free product and the Fire Department applied foam to prevent flare-ups. Additional remediation information was not readily available. In September 2009, the new construction at the site was inspected. The garage with ventilation occupies the entire basement floor of the building and as such possible soil vapor and indoor air effects (if remediation was never performed) was not a concern. The building was also installed with a moisture barrier as per the building manager and as such product infiltration was also deemed not a concern. The lowest room in the building, the tank room, was inspected and the sump pit was dry. The large height of the building and deep foundation suggests that excavation was performed far below the water table throughout the entire block as such removing all remaining soil sources. The spill was closed on December 30, 2009.
REC(s) identified:	Based on the spill closure and redevelopment of the property, there is limited potential to impact the Site.

Address & Facility Name	132 Flatbush Avenue Extension Merit Flabush
Radius Map Number(s)	A164 and A165
Distance from Site and Hydraulic Gradient	0.121 miles, south-southwest, upgradient.
Database(s)/ID No(s).	RCRA -VSQG, EPA ID: NYD982185886 US AIRS MINOR Facility Registry ID: 110001572619, Envid: 1000263793 FINDS Registry ID: 110001572619 ECHO Registry ID: 110001572619, Envid: 1000263793 NY Manifest. EPA ID: NYD982185886
Database Review Summary	This facility was identified as a RCRA-LQG in 1987 and a RCRA non-generator in 1999. In 2006 and 2007, the facility is identified as a RCRA-CESQG. No violations were identified. The NY Manifest database indicates the facility produced 471-gallons and 20-gallons of ignitable waste in 1990 and 2005, respectively.
REC(s) identified:	Information obtained does not suggest contamination, and there is limited potential to impact the Site.

Address & Facility Name	65 Tillary Street Concord Cleaners
Radius Map Number(s)	A277 and A278
Distance from Site and Hydraulic Gradient	0.212 miles, west-southwest, upgradient.
Database(s)/ID No(s).	RCRA-VSQG, EPA ID: NYD981077308 ICIS Enforcement Action ID: NY000A0000261010072600317 US AIRS Envid: 1000180267 FINDS Registry ID: 110001610819 ECHO Registry ID: 110001610819, Envid: 1000180267 NY Manifest, EPA ID: NYD981077308 NY DRYCLEANERS, Facility ID: 2-6101-00726
Database Review Summary	This facility was identified as a RCRA-SQG of spent halogenated solvents (Waste Code F002) in 1995. In 2006 and 2007, the facility was identified as a RCRA-CESQG. The NY Manifest database indicates the facility generated 80 lbs. of halogenated solvents in 1987, 80 lbs. in 1988, 60 lbs. in 1990, 60 lbs in 1991, 60

	lbs. in 1995, 195 lbs. of halogenated solvents in 1997, and 160 lbs in 2007. No violations were identified.
REC(s) identified:	Based on the property's non-proximate location, there is limited potential to impact the Site.

Unless otherwise noted, the information obtained from the files/records review was sufficient to evaluate the existence of RECs, HRECs, CRECs, and/or *de minimis* conditions in connection with the Site.

4.2 Additional Environmental Record Sources

Matrix contacted the USEPA, NYSDEC, NYSDOH, NYCDEP, NYCDHMH, OER, and FDNY regarding environmental files associated with the Site. Copies of FOIL requests and responses and property documentation are provided in **Appendix B** and are summarized below.

- USEPA – A FOIA request was submitted on February 21, 2024, to the USEPA with reference number 2024-EPA-02225. The USEPA closed the FOIA request on February 23, 2024, and referred Matrix to the USEPA MyProperty tool on their website. No information was found on the USEPA MyProperty website.

- NYSDEC – A FOIL request was submitted on February 21, 2024, to the NYSDEC with reference number W127266-022124. The NYSDEC closed the FOIL request on February 27, 2024, and referred Matrix to the DEC's online FOIL request system. Petroleum Bulk Storage (PBS) records for the adjoining property to the east of the Site were provided by DEC. The adjoining property is listed as PBS Facility No. 2-611747. Documentation dated between 2012 through 2024 including PBS applications, monthly inspection forms, and certificates were reviewed. A letter dated July 21, 2016, identified the PBS facility incurred three violations related to maintenance of spill prevention equipment, fill port color coding, and monthly inspection documentation. By August 11, 2016, additional documentation indicating correction of these PBS violations and photo evidence was submitted. The violation case for the monthly inspection documentation was closed on September 27, 2016. DEC also provided closure documentation for NYSEC Spill No. 0507393. The information was also identified by the regulatory database review (See Section 4.1.2). Based on the information provided, no additional RECs were identified.

- NYSDOH – A FOIL request was submitted on February 21, 2024, to the NYSDOH with reference number R000619-022124. The NYSDOH acknowledged the request by email on February 28, 2024, stating that the request has been forwarded to the appropriate program area(s) to identify documents that are responsive to the request. The record request remains open.

- NYCDEP – A FOIL request as submitted on February 21, 2024, to the NYCDEP with tracking number FOIL-2023-826-03405. The NYCDEP responded by email on February 21, 2024, stating after a diligent search, no records relevant to the request were found. The record request was closed.

- NYCDOHMH – A FOIL request was submitted on February 21, 2024, to the DOHMH with FOIL Control request numbers: 2023FR01431. The NYCDOHMH responded by mail on February 22, 2024, and referred Matrix to the NYC OpenData DOHMH Indoor Environmental Complaints Online Database. No records were identified associated with the Site on the online database.

- NYCOER – A FOIL request was submitted on February 21, 2024, to the OER with request number FOIL-2023-002-00629. The NYCOER responded by email on February 21, 2024, and referred Matrix to the EPIC Environment Document Repository. The record request was closed. The provided documents are summarized below:

  236 Gold Street

  Phase I ESA

  A Phase I ESA for 236 Gold Street (Block 121, Lots 32 and 33) dated July 2022 was prepared by Tenen Environmental, LLC (Tenen). The report was prepared in accordance with ASTM-E1527-13 Standard. Historically, the Site contained residential and commercial buildings, until all buildings were demolished prior to 1969. The Site remained vacant through 2002 and was identified as parking between 2003 and 2007. Notable occupants of included Gold Waste Materials Corp and a blacksmith. Additionally, the Site is E-Designated for hazardous materials and noise. The adjoining and surrounding properties' usage has included residential as well as manufacturing, metalworking, chemical works, a motor freight station, filling station, automotive repair and wrecking, and gasoline storage. Due to the hydrology and off-site nature of these historic uses, no associated RECs were identified. An EDR Vapor Encroachment Screen identified sixteen potential vapor encroachment conditions, but concluded there were no issues. Based on Historical Sanborn maps and City Directories, historical use of the Site for metalworking had been identified as a REC.

  Remedial Investigation Report

  A Remedial Investigation Report (RIR) for 236 Gold Street (Block 121, Lots 32 and 33) was prepared by Tenen dated October 2022. The RIR indicated the proposed redevelopment included

the construction of a five-story residential building with a mezzanine level and rear yard on the eastern and western portions of the property, respectively. No basement or cellar is planned and excavation for the building foundation is proposed to 4-feet below ground surface (bgs) and 8-feet bgs for elevator pits.

Based on the location of historic on-site metalworking, the northeastern portion of the Site was identified as the Area of Concern (AOC). The scope of work included a site inspection, the installation of five soil borings, three groundwater monitoring wells, and three soil vapor probes. A total of eleven soil samples and three groundwater samples were collected to evaluate soil and groundwater quality, respectively. An additional soil sample and three groundwater samples were collected for emerging contaminants (EC) analysis.

Stratigraphy of the Site consisted of up to 10 feet of fill material underlain by native brown, fine to coarse-grained sand, silt, and clay. Depth to groundwater ranged from approximately 25.34 and 26.41-feet bgs. While soil quality results indicated no volatile organic compounds (VOCs) were detected above Unrestricted Use Soil Cleanup Objectives (UUSCOs), seven semi-volatile organic compounds (SVOCs), including several polyaromatic hydrocarbons (PAHs), were detected above Restricted Residential Soil Cleanup Objectives (RRSCOs) in surface samples from three borings and subsurface samples from an additional boring. Five pesticides and one polychlorinated biphenyl (PCB) was detected above UUSCOs. Eight metals were detected above UUSCOs and four of these metals, including arsenic, barium, lead, and mercury, were detected above RRSCOs in surface samples from three borings and subsurface samples from two borings. Additionally, PFOS and PFOA were detected above NYSDEC unrestricted guidance values.

No VOCs, pesticides, or PCBs were detected in groundwater samples. However, seven SVOCs were detected above Class GA Standards and four dissolved metals, including antimony, magnesium, manganese, and sodium, were detected above Ambient Water Quality Standards (AWQS). Seven total metals, including iron, lead, magnesium, manganese, mercury, nickel, and sodium, were detected above the AWQS. Several PFAS compounds were detected in groundwater samples, including PFOA and PFOS which were detected above their respective NYSDEC PFAS guidance values.

Soil vapor results indicated there were low levels of petroleum-related VOCs and chlorinated VOCs (CVOCs). Three CVOCs, including 1,1,1-Trichloroethane (111-TCA), Trichloroethylene (TCE) and Tetrachloroethylene (PCE) were detected in the soil vapor samples. TCE was detected

in exceedance of the NYSDOH Air Guidance Value (AGV) in two soil vapor samples, however, based on the NYSDOH Air Matrices no further action is required in regard to the CVOCs detected.

Remedial Action Work Plan

A Remedial Action Work Plan (RAWP) for 236 Gold Street (Block 121, Lots 32 and 33) dated March 2023 was prepared by Tenen. The proposed remedial action included, but was not limited to the performance of the following:

- Community Air Monitoring Program for particulates and VOCs during construction;
- Establishment of Track 4 Site-Specific SCOs;
- Excavation and removal of soil/fill exceeding Track 4 Site-Specific SCOs, including excavation of a small portion of the property to a depth of approximately 8-feet bgs for the elevator pit and a minimum depth of 6-feet bgs for two hotspot areas in the vicinity of RI soil borings SB-1 and SB-2;
- Construction of an engineered composite cover consisting of a 6-inch-thick concrete building slab with a 6-inch clean granular sub-base beneath the building footprint and 4-inch thick asphalt pavement for the rear yard;
- Installation of a vapor barrier system consisting of vapor barrier beneath the building slab and outside of sub-grade foundation sidewalls to mitigate soil vapor migration into the building.

According to a letter provided by NYCOER, the RAWP was approved on April 3, 2023.

242 Gold Street

Phase I ESA

A Phase I ESA for 242 Gold Street (Block 121, Lot 35) dated March 2023 was prepared by Tenen. The report was prepared in accordance with ASTM-E1527-13 Standard. Historically, the Site contained residential buildings, until all buildings were demolished prior to 1969. The Site remained vacant through 2002 and was identified as parking between 2003 and 2007. Additionally, the Site is E-Designated for hazardous materials and noise. The adjoining and surrounding properties' usage had included residential as well as manufacturing, metalworking, a motor freight station, filling station, automotive repair and wrecking, and gasoline storage. Due to the hydrology and off-site nature of these historic uses, no associated RECs were identified. An EDR Vapor Encroachment Screen identified sixteen potential vapor encroachment conditions,

but concluded there were no issues. Based on Historical Sanborn maps and City Directories, historical use of the adjoining property to the north for metalworking had been identified as a REC.

Draft Remedial Investigation Report

A Draft RIR for 242 Gold Street (Block 121, Lot 35) was prepared by Tenen dated June 2023. The RIR indicated the proposed redevelopment included the construction of a four-story residential building with a mezzanine level and rear yard on the eastern and western portions of the property, respectively. No basement or cellar is planned and excavation for the building foundation is proposed to 4-feet bgs, 2-feet bgs for the yard, and deeper excavation for the dry well locations in the yard.

Based on the location of historic metalworking at the adjoining property to the north, the northeastern portion of the Site was identified as the AOC. The scope of work included a site inspection, the installation of five soil borings, three groundwater monitoring wells, and four soil vapor probes. A total of eleven soil samples and four groundwater samples were collected to evaluate soil and groundwater quality, respectively. An additional soil sample and three groundwater samples were collected for EC analysis.

Stratigraphy of the Site consisted of up to 10 feet of fill material underlain by native brown, fine to medium-grained sand, silt, and pebbles. Depth to groundwater ranged from approximately 24.61 and 24.89-feet bgs. While soil quality results indicated no VOCs or PCBs were detected above UUSCOs or RRSCOs, two SVOCs, were detected above UUSCOs. Six SVOCs were detected above RRSCOs in shallow samples from four borings and a subsurface sample from an additional boring. Four pesticides were detected above their respective UUSCOs and of the four, one of the pesticides was also detected above is respective RRSCO. Four metals, including barium, cadmium, lead, and mercury, were detected in exceedance of the respective RRSCOs. An additional four metals, including arsenic, copper, nickel, and zinc, were detected above UUSCOs, but below the RRSCOs. Several emerging contaminants were detected, and PFOS was detected above the guidance values.

Sampling indicated no VOCs, pesticides, or PCBs were detected in groundwater samples. Six SVOCs were detected above Class GA Standards and four dissolved metals, including magnesium, manganese, and sodium, were detected above Ambient Water Quality Standards (AWQS). Six total metals, including iron, lead, magnesium, manganese, nickel, and sodium, were detected above the AWQS. Several PFAS compounds were detected in groundwater samples, including PFOA which was detected above their respective NYSDEC PFAS guidance values.

Soil vapor results indicated there were low levels of petroleum-related VOCs. No CVOCs were detected in soil vapor samples.

- FDNY – A FOIL request was resubmitted on February 21, 2024, to FDNY with request number FOIL-2024-057-01865. The FDNY acknowledged the request by email on February 28, 2024. The record request remains open.

Matrix performed a search of the USAEPA Anirolac's My Property Database, the NYCDEP Searchable Property Environmental E-Database (SPEED), and the DECinfo Locator Database. Records identified were consistent with findings in the Environmental Database Report and are discussed in Section 4.1.

The review of USEPA's Envirofacts My Property database did not identify any additional environmental concerns related to the Site. A copy of the USEPA Envirofacts Search Results is provided in **Appendix H.**

Other NYSDEC spills identified on adjoining properties were also identified by the regulatory database review (See Section 4.1.2). A copy of the NYC SPEED results is provided in **Appendix H.**

4.3 Historical Use of Site, Adjoining, and Surrounding Properties

Past uses and conditions of the Site and adjoining and surrounding properties identified during the historical information review described herein, including interviews, are summarized below:

4.3.1 Sanborn Maps

A search was completed through EDR for historical Sanborn Fire Insurance (Sanborn) maps for the Site. Fire insurance maps were initially produced by private companies for the insurance industry to provide information on fire risks to buildings and other structures. Fire insurance maps serve as an historical resource for evaluating the potential for Site contamination based on history of past use. As a result of the search, Sanborn maps for the years 1887, 1904, 1915, 1938, 1950, 1969, 1977, 1979, 1980, 1981, 1982, 1986, 1987, 1988, 1989, 1991, 1992, 1993, 1995, 1996, 2001, 2002, 2003, 2004, 2005, 2006, and 2007. were available for the Site and surrounding area. A copy of the Sanborn Map Report is included in **Appendix D**.

<u>On-Site</u>

The Site was developed as early as 1887 with a two-story commercial building identified as the Brooklyn Fire Department and a tin smith at 236 Gold Street on the northeastern portion of the Site. Five two to four-story residential buildings, a three-story structure, and a shed were identified on the remainder of the Site. By 1904, the three-story structure had been identified as a residential property. The fire

department and tin smith were reidentified as a wagon house. By 1915, the wagon house had been labelled as a wagon builder. The southernmost residential building had been identified as commercial and in 1938 the building had been demolished. By 1950, the wagon builder had been identified as “Rags”. By 1969, all buildings had been demolished and the lot remained unchanged, until 2003, when parking had been identified throughout the Site. No other significant changes were apparent through the 2007 Sanborn map.

Adjoining Properties

North:

As early as 1887, the Site was adjoined by five two and three-story residential properties and three one to three-story commercial buildings including a ward hall. By 1904, the ward hall had been replaced by a four-story wagon house and shed. By 1915, the westernmost building had been identified as commercial. By 1938, a one-story garage had been constructed. By 1950, the shed had been demolished, the wagon house had been identified as a crate warehouse, and an automotive repair facility had been identified at 198 Concord Street on the northeastern portion of the property. By 1969, the warehouse was identified as mixed-use and four of the buildings on the eastern side of the property, including the automotive repair, had been demolished. The property had been narrowed with the expansion of Gold Street to the east. By 1977, the mixed-use building had been identified as a warehouse. By 2003, junk had been identified on the southeastern corner of the property. No other significant changes were apparent through the 2007 Sanborn map.

East:

As early as 1887, the Site was adjoined by several two- to five-story residential and commercial buildings. A corrugated cork & paper factory was identified at 16-28 Prince Street on the eastern side of the property and bakery and glass annealing were identified on the western side at 253 and 263 Gold Street, respectively. By 1904, glass annealing and the bakery were no longer identified, while a woodcarving shop was identified at 245 Gold Street. By 1915, several buildings including the woodcarving shop had been demolished and a driven well had been identified. By 1938, the buildings on the western side of the property and the driven well had been replaced by four one-story garages occupied by Metropolitan Distributors Commercial Auto Renting at 235-263 Gold Street and five gasoline tanks were identified. A paper warehouse with two gasoline tanks had been identified at 16-28 Prince Street on the eastern side of the property. By 1950, the whole property was occupied by Motor Freight Station. By 1969, 239-247 Gold Street, on the

northern portion of the property, was occupied by a paper products manufacturing facility and a warehouse was identified at 249-258 Gold Street on the central portion of the property. By 1992, automotive repair shops occupied 239-257 Gold Street on the western side of the property. By 2001, Motor Freight Station was no longer identified, 249-257 Gold Street was occupied by a warehouse and 259-263 Gold Street had been identified as an automotive repair shop. No other significant changes were apparent through the 2007 Sanborn map.

South:

As early as 1887, the Site was adjoined to the south by several three- to four-story residential and commercial buildings. A brass foundry at 252-258 Gold Street and a furniture factory at 260-268 Gold Street were present on the property. By 1904, the brass foundry has been identified as a lumber shed, and by 1915, the furniture factory had been replaced by Underwood Computing Machine Co. the lumber shed had been identified as box shed. By 1938, the box shed was no longer identified, and the machine company had been replaced by Central Chair Co., a chair and table manufacturing facility and spray booths had been identified. By 1950, the chair company was no longer present and glass storage had been identified. By 1969, all but two residential properties located on the southwestern portion of the property had been demolished. By 1977, the residential properties were demolished, and a filling station had been constructed at 260-268 Gold Street on the southeastern portion of the property. By 1988, the filling station had been replaced by parking. By 1989, a one-story commercial building had been constructed. By 2003, parking had been identified on the northern portion of the property. No other significant changes were apparent through the 2007 Sanborn map.

West:

As early as 1887, the Site was adjoined by five three- to four-story residential buildings and a three-story commercial building. By 1950, a residential building had been demolished, and by 1977, an additional residential building had been demolished. By 1981, a residential building had been demolished, and by 1982, a three-story residential building had been constructed. No other significant changes were apparent through the 2007 Sanborn map.

<u>Surrounding Properties</u>

As early as 1887, the surrounding areas north, south, east, and west of the Site were well-developed with streets and properties including multi-family residences and commercial businesses. A shoe factory was identified at 11 Duffield Street, 162-170 Tillary Street was occupied by a laboratory and color mixing. By

1904, the shoe factory had no longer been identified. By 1915, 160-170 Tillary Street was occupied by a chemical works facility and a surgical dressing manufacturer had been identified at 11 Duffield Street.

By 1938, an electric sign manufacturing facility at 193 Bridge Street and a manufacturing building at 177 Concord Street to the northeast, machine shop and automotive repair shop with an underground gasoline storage tank had been identified to the northwest at 183 Concord Street and a manufacturing facility had been identified to the south at 160-170 Tillary Street. A filling station with four underground gasoline storage tanks at 81-85 Flatbush Avenue Extension, a garage and automotive repair shop at 152-154 Tillary Street, and Manhattan Drug Co. at 156-158 Tillary Street had been identified. By 1950, automotive repair with underground storage tanks at 185-187 Concord Street and a Department of Sanitation station at 183 Concord Street to the north and a lumber yard at 178 Concord Street to the northwest had been identified. Auto sales and auto repair at 52-60 Duffield Street to the southwest and a manufacturing building at 156-158 Tillary Street was also identified. By 1969, Gold Street to the east of the Site had been expanded and the Brooklyn-Queens Highway had been constructed in the northeastern vicinity of the Site. Motor Freight Station had been identified at 185-187 Concord Street and a factory building had been identified at 178 Concord Street. Additionally, a printing facility had been identified at 160-170 Tillary Street. By 1977, “8 Cars Pit Auto” was identified at 292 Gold Street. By 1982, an automotive repair shop was located on the northwestern portion of the Site block at 178 Concord Street, and by 1993 this building is identified as storage. No other significant changes were apparent in the surrounding area through the 2007 Sanborn map.

The review of the historical Sanborn maps identified the following RECs:

- Adjoining automotive operations, including:
    - An auto repair shop at 198 Concord Street in 1950
    - “Metropolitan Distributors Commercial Auto Renting” with five gasoline tanks at 235-263 Gold Street
    - “Motor Freight Station” with a total of five gasoline tanks at 235-263 Gold Street and 16-28 Prince Street in 1950
    - “Motor Freight Station” with two gasoline tanks at 16-28 Prince Street from 1969 to 1996
    - An automotive repair shop at 239-247 Gold Street from 1992 to 2007
    - An automotive repair shop at 249-257 Gold Street from 1992 to 1996
    - An automotive repair shop at 259-263 Gold Street from 2001 to 2007
    - A gasoline filling station at 260-268 Gold Street from 1977 to 1986
- Adjoining industrial operations, including:

  - A brass foundry at 252-258 Gold Street from 1887 to 1904
  - A corrugated cork and paper factory at 16-28 Prince Street from 1887 to 1915
  - A paper products manufacturing facility at 239-247 Gold Street from 1969 to 1991
  - A furniture and machinery manufacturing at 260-268 Gold Street from 1887 to 1950
- Surrounding automotive operations, including:
  - An automotive repair shop with a gasoline tank at 183 Concord Street in 1938
  - A gasoline filling station with four gasoline tanks at 81-85 Flatbush Avenue Extension from 1938 to 2005
  - An automotive repair shop at 152-154 Tillary Street from 1938 to at least 2007
  - An automotive repair shop with two gasoline tanks and "Motor Freight Station" at 185-187 Concord Street from 1950 to 1969
  - An automotive sales and repair shop at 52-60 Duffield Street from 1950 to 1980
  - "8 Cars Pit Auto" at 292 Gold Street from 1977 to at least 2007
  - An automotive repair shop at 178 Concord Street from 1982 to 1992
  - A gasoline filling station, garage, and auto washing at 112 Flatbush Avenue Extension from 1938 to 1989
- Surrounding industrial operations, including:
  - A shoe factory at 11 Duffield Street in 1887
  - A laboratory, color mixing facility, chemical works, manufacturing, and printing facilities at 160-170 Tillary Street from 1887 to at least 2007
  - An electric signs manufacturer at 193 Bridge Street in 1938
  - A manufacturing facility at 177 Concord Street from 1938 to at least 2007
  - A machine shop with a gasoline tank in 1938
  - A manufacturing facility at 156-158 Tillary Street from 1938 to at least 2007

4.3.2 Aerial Photographs

A search was completed through EDR for historical aerial photographs for the Site. Aerial photographs were reviewed for the years 1924, 1943, 1951, 1954, 1961, 1966, 1971, 1974, 1980, 1984, 1991, 1994, 2006, 2011, 2015, and 2019. Each aerial photograph is scaled at 1" = 500'. These photographs were used to determine prior land usage and major improvements to the Site and surrounding area. A copy of the Aerial Photograph Report is included in **Appendix E**.

<u>On-Site</u>

As early as 1924, the Site was occupied by a total of four structures; one on the northeastern portion

followed by undeveloped land and three structures on the southeastern portion of the Site. By 1951, an additional structure was present on the northwestern portion of the Site. By 1961, the northwestern structure was no longer present and several cars were identified throughout the Site. By 1971, no structures were identified and several trucks were parked along the southern property boundary. By 1974, tree coverage along the western property boundary was identified and several cars and trucks were parked throughout the Site. No other significant changes were apparent on-Site through the 2019 aerial image.

Adjoining Properties

North:

As early as 1924, the Site was adjoined to the north by three buildings with rear yards on the western side of the property and three buildings located on the easternmost lot. By 1951, cars were present on the southern side of the buildings. By 1961, cars were no longer present. Sheds and storage were identified on the southern side of the buildings. By 1971, the three buildings on the easternmost lot were replaced by a single building and storage was present on the southern side of the building. By 1974, cars were present on the southeastern portion of the property. By 2006, trees were present along the southern property boundary and a shed extension was identified on the eastern side of the property. No other significant changes were apparent through the 2019 aerial image.

East:

As early as 1924, the Site was adjoined to the east by several buildings throughout the lot. By 1951, the buildings had been replaced by four single-story commercial structures. By 2011, the buildings had been replaced by a large multi-story building. No other significant changes were apparent through the 2019 aerial image.

South:

As early as 1924, the Site was adjoined to the south by several buildings throughout the lot. By 1971, the buildings had been demolished and several trucks were parked on the asphalt-paved northern portion of the property. The southern portion of the property consisted of dirt-covered ground surface. By 1974, the northern portion of the property consisted of continued vehicle parking and the southern portion of the property consisted of asphalt-paved ground surface and a filling station and three tank pad structures were identified. By 1991, the tank pad structures were no longer present, and the filling structure had been replaced by a building. By 2011, the building had been demolished and the property consisted of an undeveloped, unpaved surface.

By 2015, the property consisted of an asphalt-paved parking lot with cars and trucks throughout. By 2019, the parking lot had been replaced by a large multi-story building on the eastern side of the property and the southwestern portion of the property consisted appeared to be unpaved.

West:

As early as 1924, the Site was adjoined to the west by three buildings. By 1951, an additional building had been constructed. By 1961, a building had been demolished, and by 1971, a building had been constructed in its place. By 2006, tree coverage was present on the eastern side of the property and by 2011, the northernmost building had been replaced by a building. By 2019, a building had been constructed in the northernmost lot.

Surrounding Properties

The surrounding properties historically comprised of structures resembling single-family and multi-family residences, apartment complexes, commercial buildings. The area was densely developed as early as 1924.

The review of the historical aerial photographs identified the following RECs:

- Historical gasoline filling station at the adjoining property to the south

4.3.3 Historical Topographic Maps

An inquiry was made with EDR to obtain historical USGS topographic maps for the Site. Historical topographic maps were reviewed for the following quadrant(s) and years: Brooklyn, New York (1:62,500 feet) 1897, 1898, and 1900; Staten Island, New York (1:62,500 feet) 1898 and 1900; Brooklyn, New York (1:24,000 feet) 1947, 1956, 1967, 1979, 1995, 2013, 2016, and 2019; and Jersey City, New Jersey (1:24,000 feet) 1947, 1967, 2014, 2016, and 2019. Copies of the historical topographic maps can be found in **Appendix F**.

On-Site

As early as 1897 through 1900, the Site consisted of undeveloped land. By 1947, the Site was developed with structures across the Site. In 1956, the contour lines appeared to have changed at the Site, indicating the potential presence of historic fill. The 1956 through 1995 maps did not depict structures at the Site; however, the Site was identified as highly developed. The 2013 through 2019 maps no longer depicted the Site as highly developed and did not identify any buildings. No changes in development were identified since 1956.

Adjoining Properties

In 1897, the Site was adjoined by undeveloped lots to the north and west and by a roadway followed by an undeveloped lot to the east. Undeveloped lots bisected by a roadway adjoined the Site to the south. The 1897 through 1900 maps did not depict any structures at the adjoining properties. By 1947, the adjoining properties were developed with structures and the roadway bisecting the adjoining property south of the Site was no longer present. In 1956, the contour lines appeared to have changed in the adjoining areas north and south of the Site, indicating the potential presence of historic fill. The 1956 through 1995 maps did not depict any structures at the adjoining properties; however, the area was identified as highly developed. The 2013 through 2019 maps no longer depicted areas as highly developed and did not identify any buildings. No changes in development were identified since 1956.

Surrounding Properties

The 1897 topographic map did not include coverage of the westernmost portion of the surrounding area. The 1897 through 1900 maps depicted several structures surrounding the Site in areas north, south, and west; denser development was to the north along the shoreline. A Navy Yard was noted north of the Site, followed by the Wallabout Bay and East River. By 1947, the surrounding roadways had been expanded and reconfigured. The area was densely developed and major roadways such as Flatbush Avenue Extension, located west of the Site, were identified. The Navy Yard north of the Site was further developed and portions of the Wallabout Bay had been reclaimed to create several Piers and the Navy Yard Basin. The 1956 topographic map did not include coverage of the westernmost portion of the surrounding area and the Brooklyn-Queens Expressway, located north of the Site, was identified. Most structures were not depicted and were instead identified as highly developed land and the contour lines appeared to have changed to the north, south, east, and west. By 1967, several major highways were depicted north and east of the Site. The 2013 through 2019 maps no longer depicted areas as highly developed and did not identify any buildings other than the locations of schools and institutional facilities. No significant changes in development were identified in the surrounding area since 1967.

The review of the historical topographic maps identified the following REC:

- The potential presence of historic fill Site-wide and throughout the adjoining and surrounding properties.

4.3.4 City Directory

City directories serve as a historical resource by listing the name of a resident or the name and type of a business at a particular address. A search was made by EDR for historical city directories of the Site and immediately adjacent properties. As a result of the search, the city directories were reviewed for the years

1928, 1934, 1940, 1945, 1949, 1960, 1965, 1970, 1973, 1976, 1980, 1985, 1992, 1995, 1997, 2000, 2005, 2010, 2014, 2017, and 2020. Sources of the reviewed city directories include New York Telephone Company, NYNEX, NYNEX Information Resources Company, Cole Information, Hill-Donnelly Corporation, R.L. Polk & Co. and EDR Digital Archive. A copy of the City Directory Abstract Report is included in **Appendix G**.

Based on a review of the City Directory Image Report, the Site was identified in the EDR City Directory Abstract with historical residential use. Additionally, the following uses that represent on-Site RECs were identified:

Use	Address	Year(s)
Goldman J Blacksmith & Wagon Builder	236 Gold Street	1928, 1934
Gold Waste Materials Corp		1949, 1960

The review of the City Directory identified the following uses of adjoining addresses that represent RECs to the Site:

Adjoining	Use	Address	Year(s)
EAST	Frank's Trucking Corp	16 Prince Street	1965, 1970, 1973, 1976
	Beegee Transportation Corp	235 Gold Street	1960, 1965
	NY Delivery & Rental Corp Truck Rental		1965
	Tillary Service		2000
	Bridge Auto Service Corporation		2000, 2005
	Eurosport Auto Service/Eurosport Rally		2005
	Urban Classics Ltd		1992, 1995, 1997, 2000
	Bay Paper Corp		1985
	Graphcoat Industries Inc.		1970, 1973
	Goodman Press Inc.		1970, 1973
	Expert Truck Repair Incorporated	247 Gold Street	2000
	Ficke Ted Trucking	249 Gold Street	1960
	Tillary Auto Body Inc.		1992, 1995, 1997, 2000, 2005
	Pride Collision Corp	259 Gold Street	1992, 1995, 1997, 2000, 2005
SOUTH	Lorraine Lighting Products Co.	163 Tillary Street	1960
	Lorraine Metal Specialties Co.		1960, 1965

Adjoining	Use	Address	Year(s)
	Z & B Texaco Auto Service	169 Tillary Street	1976, 1980, 1985
	Budget Tuck Rental		2014, 2017
	Vertical Parking System LLC		2014, 2017
	Lorraine Lighting Products Co.	260 Gold Street	1949
	Metropolitan Manufacturing Corp		1949

Antico Manufacturing Co Inc Auto Parts at 212 Concord Street is listed in the Historical City Directory dated 1949. The property is located down-gradient from the Site. Brooklyn Cleaners at 269 Gold Street is listed in the Historical City Directories dated 2014 and 2017. The property is located cross-gradient from the Site. Due to the hydrogeology and non-proximate locations of these properties relative to the Site, there is limited potential to impact the Site.

4.3.5 ACRIS

Matrix performed a search of the New York City Department of Finance Automated City Register Information System (ACRIS) on February 28, 2024. The results of the ACRIS search did not identify any uses that represent RECs to the Site. A copy of the ACRIS search results is included in **Appendix H**.

5.0 SITE RECONNAISSANCE

5.1 Methodology and Limiting Conditions

Site reconnaissance performed by:	Ray Buzeta
Methodology:	Walkthrough Site reconnaissance (a photograph log is included as **Appendix G**)
Reconnaissance date:	February 29, 2024
Limiting condition(s):	None.

5.2 Interior and Exterior Site Observations

The Site is comprised of two vacant lots surrounded by a chain-link and wooden construction fence. The Site is accessible through two sliding chain-link gates on the eastern side of the Site along Gold Street. The northern portion of the property is also accessible via two doors with pushbutton locks. The northern portion of the Site is comprised of a vacant lot with asphalt and gravel-covered ground surface. The asphalt was observed in poor to fair condition with significant cracks and degradation noted throughout the ground surface. Broken concrete, degraded asphalt, fire extinguishers, and building materials

including wooden pallets, piping, buckets of joint compound and paint, and tubes of roofing sealant were discarded throughout the Site. The landscape of the lot was relatively flat with two shallow holes. Dead vegetation is present throughout.

A wooden construction fence linking a chain-link fence topped with barbed wire divides the Site. The southern portion of the Site is comprised of a vacant lot with asphalt-covered ground surface observed in fair condition. Apparent paint spills and splatter and tar were observed on the asphalt-covered ground surface. Additionally, various litter and debris were scattered across the lots, including plastic bags, food containers, and plastic bottles were located throughout the Site.

Unless otherwise noted, the items listed in the table below appeared in good condition with no visual evidence of staining, deterioration, or a discharge of hazardous materials and/or petroleum products; and there are no records of a release in these areas. Items where further description is warranted are discussed in the section(s) following the table.

Item	Identified (Y/N/P*)	Currently Present	Historically Present	Description
Hazardous Substances and Petroleum Products in Connection with Identified Uses	N	N	N	None observed.
Aboveground storage tanks (ASTs) and associated piping	N	N	N	None observed.
Underground storage tanks (USTs) and associated piping	N	N	N	None observed.
Strong, Pungent, or Noxious Odors and Their Sources	N	N	N	None observed.
Standing Surface Water and Pools or Sumps Containing Liquids Likely to be Hazardous Substances or Petroleum Products	N	N	N	None observed.
Drums, Totes, and Intermediate Bulk Containers	N	N	N	None observed.
Hazardous Substance and Petroleum Product Containers Not in Connection with Identified Uses	Y	Y	N	
Unidentified Substance Containers	N	N	N	None observed.
Polychlorinated Biphenyls (PCBs)-Containing Items	N	N	N	None observed.

Item	Identified (Y/N/P*)	Currently Present	Historically Present	Description
Heating/Cooling	N	N	N	None observed.
Stains or Corrosion on Floors, Walls, or Ceilings (except for staining from water)	N	N	N	None observed.
Drains and Sumps	N	N	N	None observed.
Pits, Ponds, or Lagoons	N	N	N	None observed.
Stained Soil or Pavement	Y	Y	N	(See Section 5.2.1.)
Stressed Vegetation (from something other than insufficient water)	N	N	N	None observed.
Solid waste, historic fill, or any other fill material	Y	Y	N	(See Section 5.2.1.)
Water/Wastewater (including storm water or any discharge into a drain, ditch, underground injection system, or stream on or adjacent to the Site)	N	N	N	None observed.
Wells (including dry wells, irrigation wells, injection wells, abandoned wells, or other wells)	Y	Y	N	(See Section 5.2.1.)
Septic systems or cesspools	N	N	N	None observed.

*Y = Yes
N = No
P = Potential (i.e., confirmed presence or absence unable to be determined during the assessment)

5.2.1 Stained Pavement, Solid Waste, and Wells

The asphalt-paved surface cover of the southern portion of the Site was observed to be in fair condition with apparent paint spills and splatter and tar were observed on the ground surface.

Broken concrete, degraded asphalt, fire extinguishers, and building materials including wooden pallets, piping, buckets of joint compound and paint, and tubes of roofing sealant were discarded throughout the northern portion of the Site.

A narrow, capped PVC pipe indicative of a temporary groundwater monitoring well was observed on the southwestern portion of the northern lot. Two open boring holes, an open foundational casing, and what appears to be foundational structures consisting of concrete and rebar protruding from the ground surface were also observed in several areas on the northern portion of the property.

5.3 Adjoining and Surrounding Properties Reconnaissance

5.3.1 Adjoining Properties

During the Site reconnaissance, Matrix viewed the adjoining properties from the Site and publicly accessible areas (e.g., public roadways, etc.).

Direction from Site	Current Land Use Description
North	A mixed-use apartment building and residential properties.
East	Gold Street, followed by a mixed-use apartment building.
South	A residential apartment building.
West	Residential properties.

5.3.2 Surrounding Properties

Surrounding properties generally include residential, commercial, and mixed-use properties to the north, south, east, and west.

6.0 INTERVIEWS

No Site users, owners, managers, or operators were available to be interviewed as part of this Phase I ESA.

7.0 FINDINGS, OPINIONS, AND CONCLUSIONS

7.1 Findings and Opinions

Potential findings can include known or suspect RECs, historical RECs (HRECs), controlled RECs (CRECs) and *de minimis* conditions, pursuant to the ASTM E1527-21 Phase I Standard (see Section 1.1 above). Unless otherwise noted, the information obtained during the files/records review of this Phase I ESA was sufficient to evaluate the existence of RECs, HRECs, CRECs, and *de minimis* conditions. The locations of identified RECs are provided in **Figure 3**.

The EP who prepared this Phase I report was Brian Crespi, Matrix Environmental Project Manager, see **Appendices J** and **K**.

Deviations from the ASTM E1527-21 Phase I Standard are described in Sections 1.3, 5.1, and 7.4 of this report, as applicable.

7.1.1 RECs

REC No. 1: *Historic Fill (Site-wide)*

The review of historic topographic maps identified a change in the configuration of contour lines between the years 1947 and 1956. It is apparent that the land, including adjoining and surrounding areas, was likely filled in between the years 1947 and 1956 during urban development. Historic fill in New York City typically is characterized by contaminated soil and groundwater including heavy metals, semi-volatile organic compounds (SVOCs), pesticides, and polychlorinated biphenyls (PCBs). According to the Remedial Investigation Reports for 236 and 242 Gold Street, historic fill is present at the Site up to 10 feet below ground surface, including but not limited to elevated levels of semi-volatile organic compounds and metals to at least 6-feet below ground surface.

REC No. 2: *Adjoining Upgradient, and Cross-gradient Automative Operations*

Several historic automative repair shops and gasoline service stations were identified adjoining, upgradient, and cross-gradient of the Site. These facilities were identified by the regulatory database review, historic Sanborn maps, and City Directories. The potential exists for petroleum and/or hazardous chemicals used by and stored at these facilities to have been released and migrated to the Site. These properties include:

2A. 198 Concord Street: North adjoining historic automotive repair shop;

2B. 235-263 Gold Street: East adjoining historic automotive repair, rental, trucking and motor freight station with five gasoline tanks;

2C. 16-28 Prince Steet: East adjoining historic motor freight station;

2D. 169 Tillary Street/260-268 Gold Street: South adjoining historic automotive service, truck rental, and gasoline filling station;

2E. 112 Flatbush Avenue Extension: Upgradient historic gasoline filling station;

2F. 183 Concord Street: Cross-gradient historic automotive repair and trucking garage with a gasoline tank;

2G. 81-85 Flatbush Avenue Extension: Upgradient historic gasoline filling station with four gasoline tanks;

2H. 152-154 Tillary Street: Upgradient historic automotive repair shop and garage;

2I. 185-187 Concord Street: Cross-gradient historic automotive repair shop with two gasoline tanks and “Motor Freight Station”;

2J. 52-60 Duffield Street: Upgradient historic automotive sales and repair shop;

2K. 292 Gold Street: Cross-gradient historic “8 Cars Pit Auto”; and

2L. 178 Concord Street: Cross-gradient historic automotive repair shop

REC No. 3: *Adjoining, Upgradient, and Cross-gradient Industrial Operations*

Several historic industrial operations were identified adjoining, upgradient, and cross-gradient of the Site. These facilities were identified by the review of historic Sanborn maps and City Directories. The potential exists for hazardous chemicals and substances used by and stored at these facilities to have been released and migrated to the Site. These properties include:

3A. 16-28 Prince Steet: East adjoining historic corrugated cork and paper factory;
3B. 235-247 Gold Street: East adjoining historic paper products manufacturing facility;
3C. 252-258 Gold Street: South adjoining historic brass foundry;
3D. 260-268 Gold Street: South adjoining historic furniture, machinery, and lighting manufacturer;
3E. 163 Tillary Street: South adjoining historic lighting and metals manufacturer;
3F. 11 Duffield Street: Cross-gradient historic shoe factory;
3G. 160-170 Tillary Street: Cross-gradient historic laboratory, color mixing, chemical works, manufacturing, and printing facilities;
3H. 193 Bridge Street: Cross-gradient historic electric sign manufacturing facility;
3I. 177 Concord Street: Cross-gradient historic manufacturing facility;
3J. 183 Concord Street: Cross-gradient historic machine shop with a gasoline tank;
3K. 156-158 Tillary Street: Upgradient historic manufacturing facility; and
3L. 178 Concord Street: Cross-gradient historic lumber yard and factory building

7.1.2 CRECs

No known or suspected CRECs in connection with the Site were identified during this Phase I.

7.1.3 HRECs

No known or suspected HRECs in connection with the Site were identified during this Phase I.

7.1.4 *De Minimis* Conditions

No known or suspected *de minimis conditions* in connection with the Site were identified during this Phase I.

7.2 Data Gaps

Pursuant to the ASTM E1527-21 Phase I Standard, a data gap is defined as *a lack of or inability to obtain information required by [the ASTM E1527-21 Phase I Standard] despite good faith efforts by the environmental professional to gather such information*. A *significant* data gap is defined as *a data gap that affects the ability of the environmental professional to identify a REC*. *A data gap is only significant if other information and/or professional experience raises reasonable concerns involving the effects of that data gap on the ability of the EP to render an opinion regarding whether conditions exist that are indicative of RECs or CRECs.* Pursuant to the ASTM E1527-21 Phase I Standard, the *EP* shall comment in the Opinion section of the *report* how the missing information that caused the *significant data gap* affects the *EP's* ability to provide an opinion as to whether the inquiry has identified conditions indicative of *releases* or threatened *releases* in, on, or at the *subject property*. The term "significant data gap" does not necessarily imply that the relative liability or potential financial risk of the concern is significant.

Matrix has made an appropriate inquiry into the commonly known and reasonably ascertainable resources concerning the historical ownership and use of the Site back to the first development per 40 CFR Part 312.24 (*Reviews of Historical Sources of Information*). Data gaps were not identified during this assessment.

7.3 Conclusions

Matrix has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-21 of the property located at 236-244 Gold Brooklyn, Kings County, New York. Any exceptions to, or deletions from, this practice are described in Sections 1.3, 5.1 and 7.4 of this report, as applicable. This assessment has revealed no evidence of recognized environmental conditions in connection with the Site. This assessment has revealed evidence of following RECs that warrant further investigation in connection with the Site:

- REC-1: Historic Fill (Site-wide)
- REC-2: Adjoining, Upgradient, and Cross-gradient Automotive Operations
- REC-3: Adjoining, Upgradient, and Cross-gradient Industrial Operations

7.4 Limiting Conditions

7.4.1 Accuracy and Completeness

The ASTM E1527-21 Phase I Standard recognizes inherent limitations for Phase I ESAs that apply to this report, including:

- **Uncertainty Not Eliminated** – No Phase I ESA can wholly eliminate uncertainty regarding the potential for RECs in connection with a property. Data gaps identified during this Phase I ESA are listed in Section 7.2.

- **Not Exhaustive** – A Phase I ESA is not an exhaustive investigation.

- **Past Uses of the Property** – A review of standard historical sources at intervals less than five years is not required.

The Client is advised that the Phase I ESA conducted at the Site is a limited inquiry into a property's environmental status, cannot wholly eliminate uncertainty, and is not an exhaustive assessment to discover every potential source of environmental liability at the Site. Therefore, notwithstanding the conclusions included in this report, Matrix does not make a statement of warranty or guarantee, express or implied, for any specific use that i) the Site is free of RECs or environmental impairment other than those included in Section 7 of this report; ii) the Site is "clean"; or that iii) impairments, if any, are limited to those that were discovered while Matrix was performing the Phase I ESA. This limiting statement is not meant to compromise the findings of this report; rather, it is meant as a statement of limitations within the ASTM E1527-21 Phase I Standard and intended scope of this assessment. Specific limiting conditions identified during the Site reconnaissance are described in Section 5.1. Subsurface conditions may differ from the conditions implied by surface observations and can be evaluated more thoroughly via intrusive techniques that are beyond the scope of a Phase I ESA. Additional information may be necessary prior to the commencement of demolition, renovation, or other construction activities at the Site.

This report presents Matrix's Site reconnaissance observations, findings, and conclusions as they existed at the time of the Site reconnaissance. Matrix makes no representation or warranty that the past or current operations at the Site are, or have been, in compliance with all applicable federal, state, and local laws, regulations and codes. Matrix makes no guarantees as to the accuracy or completeness of information obtained from others during the course of this Phase I ESA report. It is possible that information exists beyond the scope of this assessment, or that information was not provided to Matrix. Additional information subsequently provided, discovered, or produced may alter findings or conclusions made in this Phase I ESA report; Matrix is under no obligation to update this report to reflect such subsequent information. The findings presented in this report are based upon reasonably ascertainable information and observed Site conditions at the time of the assessment.

This report does not warrant against future operations or conditions, nor does it warrant against operations or conditions present of a type or at a location not assessed. Regardless of the findings stated in this report, Matrix is not responsible for consequences or conditions arising from facts that were not fully disclosed to Matrix during the assessment.

An independent data research company provided the government agency database referenced in this report. Information regarding surrounding area properties was requested for approximate minimum search distances and was assumed to be correct and complete unless obviously contradicted by Matrix's observations or other credible referenced sources reviewed during the assessment.

Matrix is not a professional title insurance firm and makes no guarantee, explicit or implied, that any land title records acquired or reviewed represent a comprehensive definition of property ownership. The Site comprises the area described by the Client as defined and outlined in the authorized proposal.

7.4.2 Warranties and Representations

This report does not warrant against: (1) operations or conditions which were not evident from visual observations or historical information provided; (2) conditions which could only be determined by physical sampling or other intrusive investigation techniques, if no such activities were conducted during this assessment; (3) locations other than the client-provided addresses and/or legal parcel description; or (4) information regarding off-site location(s) (with possible impact to the Site) not published in publicly available records unless indicated in this report.

7.4.3 Continued Validity of Environmental Site Assessment

This report is presumed to be valid, in accordance with, and subject to, the limitations specified in the ASTM E1527-21 Phase I Standard, for a period of 180 days from completion of the **earliest** of the following five items, or until the Client obtains specific information that may materially alter a finding, opinion, or conclusion in this report, or until the Client is notified by Matrix that it has obtained specific information that may materially alter a finding, opinion, or conclusion in this report:

(i) interviews with owners, operators, and occupants;
(ii) searches for recorded environmental cleanup liens;
(iii) searches of federal, tribal, state, and local government records;
(iv) visual inspections of the property and of adjoining properties; and

(v) the declaration by the environmental professional responsible for the assessment or update.

Additionally, pursuant to the ASTM E1527-21 Phase I Standard, this report is presumed valid if completed less than 180 days prior to the date of acquisition of the property or (for transactions not involving an acquisition) the date of the intended transaction.

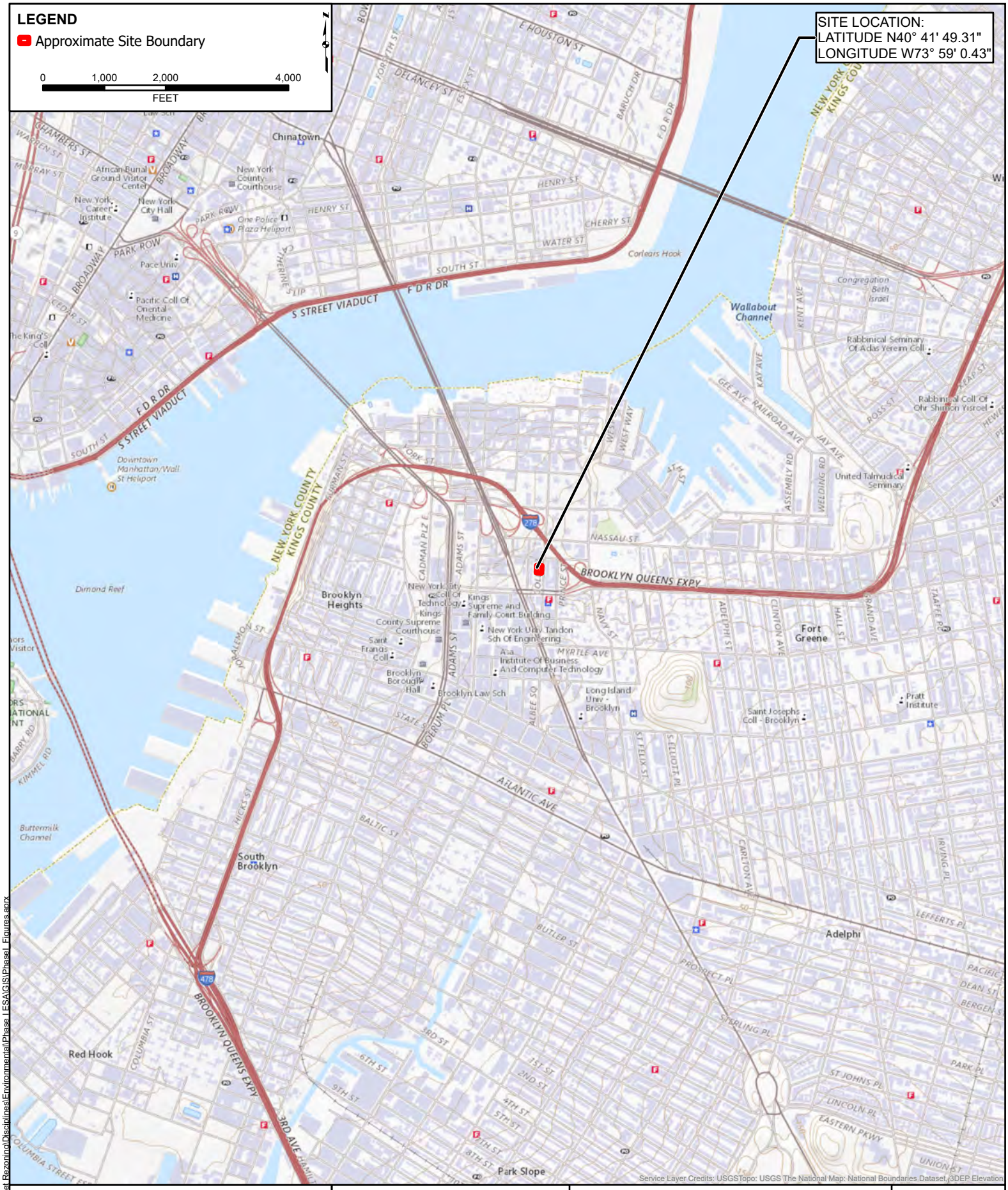
7.4.4 Significant Assumptions

During this Phase I ESA, Matrix relied on database information; interviews with Site representatives, regulatory officials, and other individuals having knowledge of Site operations; and information provided by the User(s) as requested in our authorized Scope of Work. Matrix has assumed that the information provided is true and accurate. Reliance on electronic database search reports is subject to the limitations set forth in those reports. Matrix did not independently verify the information provided; Matrix found no reason to question the validity of the information received unless explicitly noted elsewhere in this report. If other information is discovered and/or if previous reports exist that were not provided to Matrix, our conclusions may not be valid.

8.0 ADDITIONAL SERVICES

No additional services were performed during this Phase I ESA.

FIGURES



GOLD STREET REZONING
236-244 GOLD STREET
BLOCK 121, LOTS 33, 35, 36, & 37
BROOKLYN, KINGS COUNTY, NEW YORK

MATRIXNEWORLD
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matrixneworld.com
STATE OF NEW YORK CERTIFICATE OF AUTHORIZATION No. 17-082661

SITE LOCATION MAP

PROJECT NO:	DATE:	SCALE:
23-1204	03-19-2024	1:24,000

FIGURE: 1

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GOLD STREET REZONING
236-244 GOLD STREET
BLOCK 121, LOTS 33, 35, 36, & 37
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STATE OF NEW YORK CERTIFICATE OF AUTHORIZATION No. 17-082661

SITE PLAN

FIGURE: 2

PROJECT NO:	DATE:	SCALE:
23-1204	03-19-2024	1:180

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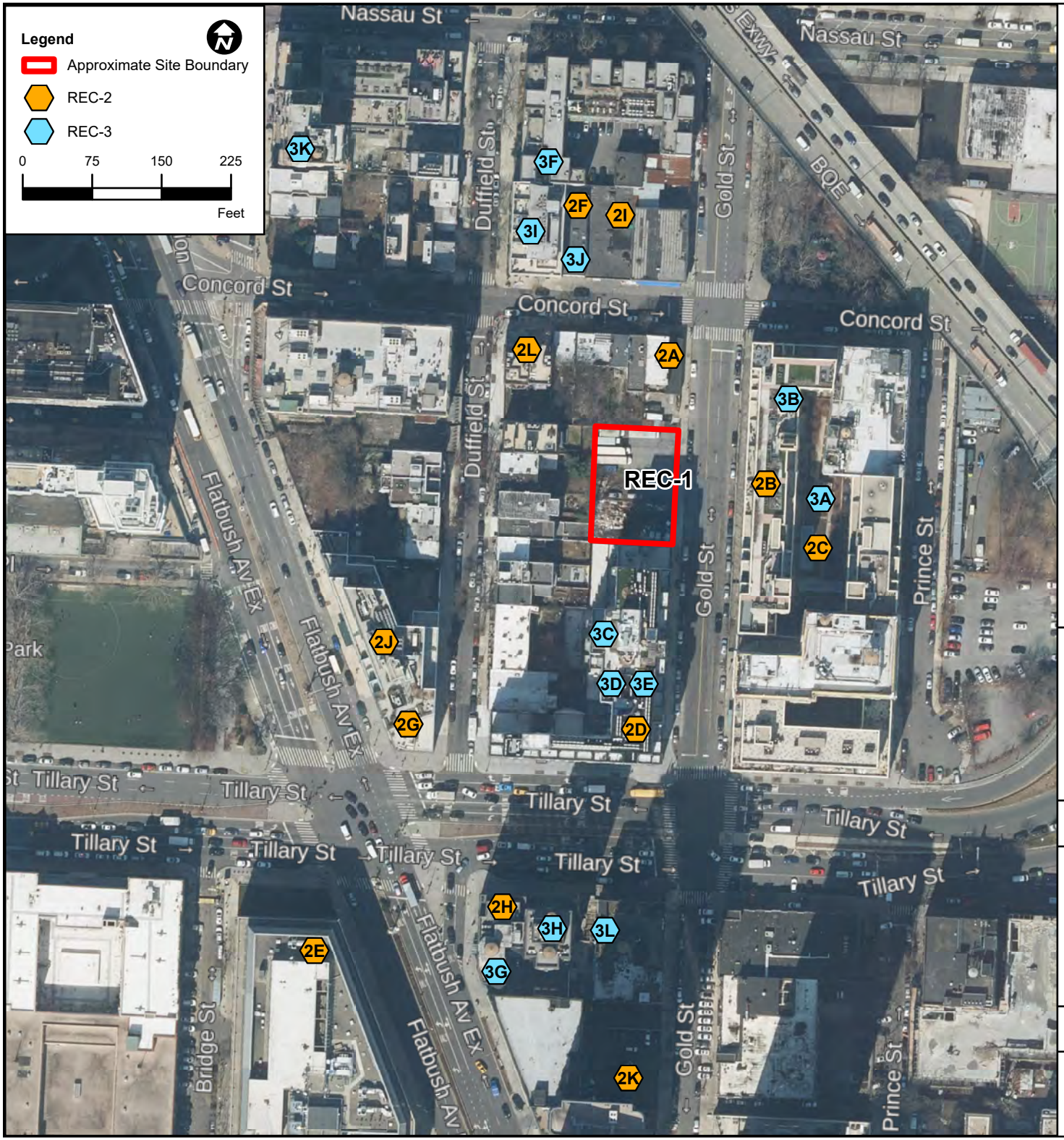

Notes:

REC: Recognized Environmental Condition
REC-1: Historic Fill (Site-Wide)
REC-2: Adjoining, Upgradient, & Cross-Gradient Automotive Operations
- 2A: 198 Concord St: Historic Auto Repair Shop
- 2B: 235-263 Gold St: Historic Auto Repair, Rental, Trucking, & Motor Freight Station
- 2C: 16-28 Prince St: Historic Motor Freight Station
- 2D: 169 Tillary St/260-268 Gold St: Historic Auto Service, Truck Rental, & Gasoline Filling Station
- 2E: 112 Flatbush Ave Ext: Historic Gasoline Filling Station
- 2F: 183 Concord St: Historic Auto Repair & Trucking Garage
- 2G: 81-85 Flatbush Ave Ext: Historic Gasoline Filling Station
- 2H: 152-154 Tillary St: Historic Auto Repair Shop & Garage
- 2I: 185-187 Concord St: Historic Auto Repair Shop & Motor Freight Station
- 2J: 52-60 Duffield St: Historic Auto Sales & Repair Shop
- 2K: 292 Gold St: Historic "8 Cars Pit Auto"
- 2L: 178 Concord St: Historic Auto Repair & Trucking Garage

REC-3: Adjoining, Upgradient, & Cross-gradient Industrial Operations
- 3A: 16-28 Prince St: Historic Corrugated Cork and Paper Factory
- 3B: 235-247 Gold St: Historic Paper Products Manufacturer
- 3C: 252-258 Gold St: Historic Brass Foundry
- 3D: 260-268 Gold St: Historic Furniture, Machinery, & Lighting Manufacturer
- 3E: 163 Tillary St: Historic Lighting & Metals Manufacturer
- 3F: 11 Duffield St: Historic Shoe Factory
- 3G: 160-170 Tillary St: Historic Laboratory, Color Mixing, Chemical Works, Manufacturing, & Printing Facilities
- 3H: 193 Bridge St: Historic Electric Sign Manufacturing
- 3I: 177 Concord St: Historic Manufacturing
- 3J: 183 Concord St: Historic Machine Shop
- 3K: 156-158 Tillary St: Historic Manufacturing
- 3L: 178 Concord St: Historic Lumber Yard and Factory

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REC MAP

PHASE I ENVIRONMENTAL SITE ASSESSMENT
GOLD STREET REZONING
236-244 GOLD STREET
BLOCK 121, LOTS 33, 35, 36, & 37
BROOKLYN, KINGS COUNTY, NEW YORK

JOB NO.:	DATE:	FIGURE:
23-1204	MARCH 2024	3

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APPENDIX C
TRANSPORTATION APPENDIX

	Census Tract 11; Kings County; New York	Census Tract 13; Kings County; New York	Census Tract 15.01; Kings County; New York	Census Tract 15.02; Kings County; New York	Census Tract 23; Kings County; New York	Census Tract 29.01; Kings County; New York	Census Tract 31.01; Kings County; New York	Census Tract 211; Kings County; New York							
Label	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**							
Total:	853	1,187	2,217	2,867	1,522	1,442	1,465	1,121							
Owner occupied:	93	926	221	467	55	23	593	247							
No vehicle available	64	513	120	408	55	0	202	125							
1 vehicle available	29	379	81	59	0	0	380	46							
2 vehicles available	0	34	20	0	0	23	11	76							
3 vehicles available	0	0	0	0	0	0	0	0							
4 vehicles available	0	0	0	0	0	0	0	0							
5 or more vehicles available	0	0	0	0	0	0	0	0							
Renter occupied:	760	261	1,996	2,400	1,467	1,419	872	874	10049						
No vehicle available	625	196	1,683	1,920	1,318	1,235	696	663	8336	0					
1 vehicle available	135	65	278	377	121	184	152	187	1499	1499					
2 vehicles available	0	0	35	65	0	0	24	24	148	296					
3 vehicles available	0	0	0	38	14	0	0	0	52	156					
4 vehicles available	0	0	0	0	14	0	0	0	14	56					
5 or more vehicles available	0	0	0	0	0	0	0	0	0	0					
										2007	**0.20**	vehicles per renter occupied household			
											For Project Site and 71 Prince Street				

	Census Tract 1; Kings County; New York	Census Tract 5.02; Kings County; New York	Census Tract 11; Kings County; New York	Census Tract 13; Kings County; New York	Census Tract 15.01; Kings County; New York	Census Tract 15.02; Kings County; New York	Census Tract 21; Kings County; New York	Census Tract 23; Kings County; New York								
Label	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**	**Estimate**								
Total:	2,579	1,467	853	1,187	2,217	2,867	2,312	1,522								
Owner occupied:	1,497	645	93	926	221	467	1,110	55	5014							
No vehicle available	570	422	64	513	120	408	317	55	2469	0						
1 vehicle available	883	212	29	379	81	59	682	0	2325	2325						
2 vehicles available	44	11	0	34	20	0	111	0	220	440						
3 vehicles available	0	0	0	0	0	0	0	0	0	0						
4 vehicles available	0	0	0	0	0	0	0	0	0	0	2765					
5 or more vehicles available	0	0	0	0	0	0	0	0	0	0	**0.551456**	owner occupied		for 9 Chapel Street		
Renter occupied:	1,082	822	760	261	1,996	2,400	1,202	1,467	9990							
No vehicle available	715	647	625	196	1,683	1,920	772	1,318	7876	0						
1 vehicle available	313	175	135	65	278	377	336	121	1800	1800						
2 vehicles available	38	0	0	0	35	65	94	0	232	464						
3 vehicles available	16	0	0	0	0	38	0	14	68	204						
4 vehicles available	0	0	0	0	0	0	0	14	14	56						
5 or more vehicles available	0	0	0	0	0	0	0	0	0	0						
										2524	**0.25**	renter occupied		for 131 Concord Street		

			On-Site			131 Concord			9 Chapel Street			71 Prince Street		
Vehicle Ownership pe	0.20		Dwelling Units =	32		Dwelling Units =	73		Dwelling Units =	27		Dwelling Units =	465	
	0.25		Person Trips/DU/Day =	8.18		Person Trips/DU/Day =	8.18		Person Trips/DU/Day =	8.18		Person Trips/DU/Day =	8.18	
Vehicle ownership pe	0.55		Daily Person Trips =	262		Daily Person Trips =	597		Daily Person Trips =	221		Daily Person Trips =	3,804	
			Percent Auto Use =	11.02%		Percent Auto Use =	11.02%		Percent Auto Use =	11.02%		Percent Auto Use =	11.02%	
			Auto Occupancy =	1.09		Auto Occupancy =	1.09		Auto Occupancy =	1.09		Auto Occupancy =	1.09	
			Daily Vehicle Trips =	27		Daily Vehicle Trips =	61		Daily Vehicle Trips =	22		Daily Vehicle Trips =	386	
Time	Entering	Exiting	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation
12:00 - 1:00 AM	1.1%	0.0%	0	0	7	0	0	19	0	0	15	2	0	95
1:00 - 2:00 AM	1.1%	0.0%	0	0	7	0	0	19	0	0	15	2	0	97
2:00 - 3:00 AM	0.0%	0.0%	0	0	7	0	0	19	0	0	15	0	0	97
3:00 - 4:00 AM	0.0%	0.0%	0	0	7	0	0	19	0	0	15	0	0	97
4:00 - 5:00 AM	0.0%	0.0%	0	0	7	0	0	19	0	0	15	0	0	97
5:00 - 6:00 AM	1.1%	2.2%	0	0	7	0	1	19	0	0	15	2	4	95
6:00 - 7:00 AM	1.1%	6.7%	0	1	6	0	2	17	0	1	14	2	13	84
7:00 - 8:00 AM	1.1%	10.1%	0	1	5	0	3	14	0	1	13	2	19	67
8:00 - 9:00 AM	3.9%	16.2%	1	2	3	1	5	10	0	2	12	8	31	43
9:00 - 10:00 AM	2.8%	3.9%	0	1	3	1	1	10	0	0	12	5	8	41
10:00 - 11:00 AM	4.5%	5.6%	1	1	3	1	2	10	1	1	12	9	11	39
11:00 - 12:00 PM	4.5%	3.9%	1	1	3	1	1	10	1	0	12	9	8	40
12:00 - 1:00 PM	3.9%	3.9%	1	1	3	1	1	10	0	0	12	8	8	40
1:00 - 2:00 PM	5.0%	5.0%	1	1	3	2	2	10	1	1	12	10	10	40
2:00 - 3:00 PM	5.0%	3.4%	1	0	3	2	1	10	1	0	12	10	6	43
3:00 - 4:00 PM	7.3%	2.2%	1	0	4	2	1	12	1	0	13	14	4	53
4:00 - 5:00 PM	11.2%	4.5%	1	1	5	3	1	14	1	1	13	22	9	66
5:00 - 6:00 PM	14.5%	7.8%	2	1	5	4	2	16	2	1	14	28	15	79
6:00 - 7:00 PM	9.5%	4.5%	1	1	6	3	1	18	1	1	15	18	9	89
7:00 - 8:00 PM	6.7%	4.5%	1	1	6	2	1	18	1	1	15	13	9	93
8:00 - 9:00 PM	6.7%	4.5%	1	1	7	2	1	19	1	1	15	13	9	97
9:00 - 10:00 PM	3.4%	3.9%	0	1	7	1	1	19	0	0	15	6	8	96
10:00 - 11:00 PM	3.4%	4.5%	0	1	6	1	1	18	0	1	15	6	9	94
11:00 - 12:00 AM	2.2%	2.8%	0	0	6	1	1	18	0	0	15	4	5	93
				13	13		30	30		11	11		193	193

71 Prince Street

Local Retail GSF =	4,000
Person Trips/1000 GSF/Day =	329
Daily Person Trips =	1,316
Percent Auto Use =	11.0%
Auto Occupancy =	2.00
Daily Vehicle Trips =	72

Time	Entering	Exiting	In	Out	Accumulation
12:00 - 1:00 AM	0.0%	0.0%	0	0	0
1:00 - 2:00 AM	0.0%	0.0%	0	0	0
2:00 - 3:00 AM	0.0%	0.0%	0	0	0
3:00 - 4:00 AM	0.0%	0.0%	0	0	0
4:00 - 5:00 AM	0.0%	0.0%	0	0	0
5:00 - 6:00 AM	0.0%	0.0%	0	0	0
6:00 - 7:00 AM	0.0%	0.0%	0	0	0
7:00 - 8:00 AM	1.6%	0.8%	1	0	0
8:00 - 9:00 AM	3.3%	3.3%	1	1	0
9:00 - 10:00 AM	6.6%	4.5%	2	2	1
10:00 - 11:00 AM	6.6%	3.3%	2	1	2
11:00 - 12:00 PM	7.0%	5.3%	3	2	3
12:00 - 1:00 PM	7.0%	7.8%	3	3	3
1:00 - 2:00 PM	18.9%	18.9%	7	7	3
2:00 - 3:00 PM	8.2%	8.2%	3	3	3
3:00 - 4:00 PM	8.2%	8.2%	3	3	3
4:00 - 5:00 PM	8.2%	9.5%	3	3	2
5:00 - 6:00 PM	9.9%	9.9%	4	4	2
6:00 - 7:00 PM	7.0%	8.2%	3	3	2
7:00 - 8:00 PM	3.7%	5.8%	1	2	1
8:00 - 9:00 PM	2.9%	4.1%	1	1	0
9:00 - 10:00 PM	0.8%	2.1%	0	1	0
10:00 - 11:00 PM	0.0%	0.0%	0	0	0
11:00 - 12:00 AM	0.0%	0.0%	0	0	0
			36	36	

Time	Residential			Local Retail			Total Demand		
	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation
12:00 - 1:00 AM	3	0	135	0	0	0	3	0	135
1:00 - 2:00 AM	3	0	138	0	0	0	3	0	138
2:00 - 3:00 AM	0	0	138	0	0	0	0	0	138
3:00 - 4:00 AM	0	0	138	0	0	0	0	0	138
4:00 - 5:00 AM	0	0	138	0	0	0	0	0	138
5:00 - 6:00 AM	3	6	135	0	0	0	3	6	135
6:00 - 7:00 AM	3	17	121	0	0	0	3	17	121
7:00 - 8:00 AM	3	25	99	1	0	0	3	25	100
8:00 - 9:00 AM	10	40	69	1	1	0	11	41	69
9:00 - 10:00 AM	7	10	66	2	2	1	9	11	67
10:00 - 11:00 AM	11	14	63	2	1	2	13	15	65
11:00 - 12:00 PM	11	10	65	3	2	3	14	12	67
12:00 - 1:00 PM	10	10	65	3	3	3	12	13	67
1:00 - 2:00 PM	12	12	65	7	7	3	19	19	67
2:00 - 3:00 PM	12	8	69	3	3	3	15	11	71
3:00 - 4:00 PM	18	6	81	3	3	3	21	9	84
4:00 - 5:00 PM	28	11	98	3	3	2	31	15	100
5:00 - 6:00 PM	36	19	114	4	4	2	40	23	117
6:00 - 7:00 PM	24	11	127	3	3	2	26	14	129
7:00 - 8:00 PM	17	11	133	1	2	1	18	13	133
8:00 - 9:00 PM	17	11	138	1	1	0	18	13	138
9:00 - 10:00 PM	8	10	137	0	1	0	9	10	137
10:00 - 11:00 PM	8	11	134	0	0	0	8	11	134
11:00 - 12:00 AM	6	7	133	0	0	0	6	7	133

Residential

Vehicle Ownershi	0.20

Dwelling Units =	85
Person Trips/DU/Day =	8.18
Daily Person Trips =	695
Percent Auto Use =	11.02%
Auto Occupancy =	1.09
Daily Vehicle Trips =	71

Time	Entering	Exiting	In	Out	Accumulation
12:00 - 1:00 AM	1.1%	0.0%	0	0	17
1:00 - 2:00 AM	1.1%	0.0%	0	0	18
2:00 - 3:00 AM	0.0%	0.0%	0	0	18
3:00 - 4:00 AM	0.0%	0.0%	0	0	18
4:00 - 5:00 AM	0.0%	0.0%	0	0	18
5:00 - 6:00 AM	1.1%	2.2%	0	1	17
6:00 - 7:00 AM	1.1%	6.7%	0	2	15
7:00 - 8:00 AM	1.1%	10.1%	0	4	12
8:00 - 9:00 AM	3.9%	16.2%	1	6	8
9:00 - 10:00 AM	2.8%	3.9%	1	1	8
10:00 - 11:00 AM	4.5%	5.6%	2	2	7
11:00 - 12:00 PM	4.5%	3.9%	2	1	7
12:00 - 1:00 PM	3.9%	3.9%	1	1	7
1:00 - 2:00 PM	5.0%	5.0%	2	2	7
2:00 - 3:00 PM	5.0%	3.4%	2	1	8
3:00 - 4:00 PM	7.3%	2.2%	3	1	10
4:00 - 5:00 PM	11.2%	4.5%	4	2	12
5:00 - 6:00 PM	14.5%	7.8%	5	3	14
6:00 - 7:00 PM	9.5%	4.5%	3	2	16
7:00 - 8:00 PM	6.7%	4.5%	2	2	17
8:00 - 9:00 PM	6.7%	4.5%	2	2	18
9:00 - 10:00 PM	3.4%	3.9%	1	1	18
10:00 - 11:00 PM	3.4%	4.5%	1	2	17
11:00 - 12:00 AM	2.2%	2.8%	1	1	17
			35	35	

Local Retail GSF =	1,770
Person Trips/1000 GSF/Day =	329
Daily Person Trips =	582
Percent Auto Use =	11.0%
Auto Occupancy =	2.00
Daily Vehicle Trips =	32

Time	Entering	Exiting	In	Out	Accumulation
12:00 - 1:00 AM	0.0%	0.0%	0	0	0
1:00 - 2:00 AM	0.0%	0.0%	0	0	0
2:00 - 3:00 AM	0.0%	0.0%	0	0	0
3:00 - 4:00 AM	0.0%	0.0%	0	0	0
4:00 - 5:00 AM	0.0%	0.0%	0	0	0
5:00 - 6:00 AM	0.0%	0.0%	0	0	0
6:00 - 7:00 AM	0.0%	0.0%	0	0	0
7:00 - 8:00 AM	1.6%	0.8%	0	0	0
8:00 - 9:00 AM	3.3%	3.3%	1	1	0
9:00 - 10:00 AM	6.6%	4.5%	1	1	0
10:00 - 11:00 AM	6.6%	3.3%	1	1	1
11:00 - 12:00 PM	7.0%	5.3%	1	1	1
12:00 - 1:00 PM	7.0%	7.8%	1	1	1
1:00 - 2:00 PM	18.9%	18.9%	3	3	1
2:00 - 3:00 PM	8.2%	8.2%	1	1	1
3:00 - 4:00 PM	8.2%	8.2%	1	1	1
4:00 - 5:00 PM	8.2%	9.5%	1	2	1
5:00 - 6:00 PM	9.9%	9.9%	2	2	1
6:00 - 7:00 PM	7.0%	8.2%	1	1	1
7:00 - 8:00 PM	3.7%	5.8%	1	1	0
8:00 - 9:00 PM	2.9%	4.1%	0	1	0
9:00 - 10:00 PM	0.8%	2.1%	0	0	0
10:00 - 11:00 PM	0.0%	0.0%	0	0	0
11:00 - 12:00 AM	0.0%	0.0%	0	0	0
			16	16	

Community Facilit GSF =	1,770
Person Trips/1000 GSF/Day =	74.6
Daily Person Trips =	132
Percent Auto Use =	22.0%
Auto Occupancy =	1.50
Daily Vehicle Trips =	19

Time	Entering	Exiting	In	Out	Accumulation
12:00 - 1:00 AM	0.0%	0.0%	0	0	0
1:00 - 2:00 AM	0.0%	0.0%	0	0	0
2:00 - 3:00 AM	0.0%	0.0%	0	0	0
3:00 - 4:00 AM	0.0%	0.0%	0	0	0
4:00 - 5:00 AM	0.0%	0.0%	0	0	0
5:00 - 6:00 AM	0.0%	0.0%	0	0	0
6:00 - 7:00 AM	0.0%	0.0%	0	0	0
7:00 - 8:00 AM	0.0%	0.0%	0	0	0
8:00 - 9:00 AM	12.7%	9.1%	1	1	0
9:00 - 10:00 AM	14.5%	5.5%	1	1	1
10:00 - 11:00 AM	12.7%	7.3%	1	1	2
11:00 - 12:00 PM	9.1%	10.9%	1	1	2
12:00 - 1:00 PM	5.5%	7.3%	1	1	1
1:00 - 2:00 PM	12.7%	12.7%	1	1	1
2:00 - 3:00 PM	9.1%	9.1%	1	1	1
3:00 - 4:00 PM	9.1%	7.3%	1	1	2
4:00 - 5:00 PM	9.1%	10.9%	1	1	1
5:00 - 6:00 PM	5.5%	12.7%	1	1	1
6:00 - 7:00 PM	0.0%	7.3%	0	1	0
7:00 - 8:00 PM	0.0%	0.0%	0	0	0
8:00 - 9:00 PM	0.0%	0.0%	0	0	0
9:00 - 10:00 PM	0.0%	0.0%	0	0	0
10:00 - 11:00 PM	0.0%	0.0%	0	0	0
11:00 - 12:00 AM	0.0%	0.0%	0	0	0
			10	10	

Time	Residential (85 Dus)			Community Facility (1,770 GSF)			Local Retail (1,770 GSF)			Total Demand		
	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation
12:00 - 1:00 AM	0	0	17	0	0	0	0	0	0	0	0	17
1:00 - 2:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
2:00 - 3:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
3:00 - 4:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
4:00 - 5:00 AM	0	0	18	0	0	0	0	0	0	0	0	18
5:00 - 6:00 AM	0	1	17	0	0	0	0	0	0	0	1	17
6:00 - 7:00 AM	0	2	15	0	0	0	0	0	0	0	2	15
7:00 - 8:00 AM	0	4	12	0	0	0	0	0	0	1	4	12
8:00 - 9:00 AM	1	6	8	1	1	0	1	1	0	3	7	8
9:00 - 10:00 AM	1	1	8	1	1	1	1	1	0	3	3	9
10:00 - 11:00 AM	2	2	7	1	1	2	1	1	1	4	3	10
11:00 - 12:00 PM	2	1	7	1	1	2	1	1	1	4	3	10
12:00 - 1:00 PM	1	1	7	1	1	1	1	1	1	3	3	10
1:00 - 2:00 PM	2	2	7	1	1	1	3	3	1	6	6	10
2:00 - 3:00 PM	2	1	8	1	1	1	1	1	1	4	3	10
3:00 - 4:00 PM	3	1	10	1	1	2	1	1	1	5	3	12
4:00 - 5:00 PM	4	2	12	1	1	1	1	2	1	6	4	14
5:00 - 6:00 PM	5	3	14	1	1	1	2	2	1	7	6	16
6:00 - 7:00 PM	3	2	16	0	1	0	1	1	1	4	4	17
7:00 - 8:00 PM	2	2	17	0	0	0	1	1	0	3	2	17
8:00 - 9:00 PM	2	2	18	0	0	0	0	1	0	3	2	18
9:00 - 10:00 PM	1	1	18	0	0	0	0	0	0	1	2	18
10:00 - 11:00 PM	1	2	17	0	0	0	0	0	0	1	2	17
11:00 - 12:00 AM	1	1	17	0	0	0	0	0	0	1	1	17

APPENDIX D
AIR QUALITY APPENDIX

Permit Details

Premise Info

Address: 2 Prince Street, Brooklyn
Bin: 3000241
Block: 00122
Lot: 0032

Application Info

Application ID: PR039718
Expiration Date: 01/08/2025
Application Type: Registration - Industrial

Industrial Registration Info

Type Of Process:
Equipment Make / Model: MTU Onsite Energy VER50PGC6NLT1
Number of Identical Units: 1
Fuel Type: NaturalGas

New Tab Close

Permit Details

Premise Info

Address: 277 Gold Street, Brooklyn
Bin: 3403907
Block: 00122
Lot: 0005

Application Info

Application ID: CB153009
Expiration Date: 11/08/2025
Application Type: Certificate To Operate - Boiler

Boiler Info

Boiler Make / Model: Burnham 3L-150-50-15-G0-GP
Burner Make / Model: Gordon Piatt F12-GO-50
Number of Identical Units: 2
Fuel Type 1: NaturalGas
Fuel Type 2: No2Fuel
Heat Input (Million BTU/Hr.): 6.3

New Tab Close