1455 Coney Island Avenue Rezoning

Environmental Assessment Statement

CEQR Number: 23DCP018K

Prepared For:

Prospect Park Land LLC

Prepared By:

Environmental Studies Corporation

May 7, 2026

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Section I – EAS Form

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* 1455 Coney Island Avenue

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
23DCP018K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
220449ZMK; N220450ZRK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Dept. of City Planning			Prospect Park Land LL		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, Director, EARD			Hiram Rothkrug, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 55 Water Mill Lane		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP
TELEPHONE (212) 720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 516-487-3630	EMAIL hrothkrug@environmentalstudiescorp.com	

5. *Project Description*

5. Project Description

Prospect Park Lands LLC, (the "Applicant") seeks a zoning map amendment and a zoning text amendment to facilitate the development of Brooklyn Block 6722 Lot 73 and 12, located in in the Midwood section of Brooklyn, Community District 14. The Applicant seeks a zoning map amendment to rezone an R5 district with a C2-3 Overlay to C4-5D and a zoning text amendment pursuant to Appendix F to establish a Mandatory Inclusionary Housing ("MIH") Area coterminous to the area being rezoned (the "Proposed Actions"). The actions described above affect an area that is bound by the Avenue K to the north, the eastern side of Block 6722 to the east, Block 6617, Lot 65 to the south and Coney Island Avenue to the west. The rezoning area consists of Block 6722, Lots 1 (portion of), 73, 71, 70, 69, 67, and portions of 65 (the "Rezoning Area"). Although outside the Rezoning Area, the adjacent Lot 12 is part of the Applicant's development site and would thus be affected by the Proposed Actions. The Rezoning Area and Lot 12 constitute the "Project Area."

With the approval of the Proposed Actions, the Applicant intends to develop a nine-story building with a total of 210,840 gross square feet (gsf) (157,399 zoning square feet (zsf)) (5.56 FAR) on Lots 73 and 12. The building would contain a long-term care facility (Use Group III(A)) with 300 beds, amenity spaces and accessory therapy spaces. In addition to community facility uses the proposed development would also contain 28 accessory parking spaces in the cellar level and first floor, accessed via a ramp behind the building (entrance on Coney Island Avenue).

To ensure a conservative analysis this EAS analyzes two additonal "Projected Development Sites."

On Projected Development Site 2 (Lots 70 and 71), for the purposes of presenting a conservative analysis, a 21,101 gsf (19,880 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. The building on Projected Development Site 2 would include 16,486 gsf (15,265 zsf) of residential floor area (18 dwelling units, 4 or 5 of which would be permanently affordable pursuant to MIH) and 4,615 gsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.60.

On Projected Development Site 3 (Lot 67), for the purposes of presenting a conservative analysis, a 21,101 gsf (19,880 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. The building on Projected Development Site 3 would include 16,486 gsf (15,265 zsf) of residential floor area (18 dwelling units, 4 or 5 of which would be permanently affordable pursuant to MIH) and 4,615 gsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.60.

For the purposes of presenting a conservative analysis, this EAS, uses two With-Action scenarios for the Applicant's Development Site. As an alternative, on Projected Development Site 1 (Lot 73), a 212,028 gsf (158,480 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. This building, the "Mixed-Use Projected Development", is larger and contains different uses than the Applicant's Proposed Development. The Mixed- Use Projected Development would include 138,448 gsf (121,690 zsf) of residential floor area (143 dwelling units, 28 to 42 of which would be permanently affordable pursuant to MIH) and 36,790 gsf of commercial floor area located on the ground and second floor. There would be 61 parking spaces provided (required accessory residential parking spaces; no parking is required for commercial uses) in the cellar level, with an entrance located on Coney Island Avenue. The building's total FAR would be 5.60.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 14	STREET ADDRESS 1455 Coney Island Avenue
TAX BLOCK(S) AND LOT(S) Brooklyn Block 6722, Lots, 73, 71, 70, 69, 67, and portions of Lots 1 and 65		ZIP CODE 11230
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Lots fronting east side of Coney Island Avenue between Avenues L and K		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5/C2-3		ZONING SECTIONAL MAP NUMBER 22d

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

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

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

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

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.): 49,873 Waterbody area (sq. ft) and type: 0

Roads, buildings, and other paved surfaces (sq. ft.): 49,873 Other, describe (sq. ft.): 0

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 210,840; 21,101; 21,101; Total Across PD Sites: 253,042

NUMBER OF BUILDINGS: 3 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 210,840, 21,101, 21,101

HEIGHT OF EACH BUILDING (ft.): 105, 125, 125 NUMBER OF STORIES OF EACH BUILDING: 9, 12, 12

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: 28,300

The total square feet not owned or controlled by the applicant: 21,573

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: 35,360 sq. ft. (width x length) VOLUME OF DISTURBANCE: 353,600 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 35,360 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.)	32,972 or 171,020	9,230 or 46,020	210,840 or 0	
Type (*e.g.*, retail, office, school)	36 or 179 units	retail	long-term care	

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 442 NUMBER OF ADDITIONAL WORKERS: 289

Provide a brief explanation of how these numbers were determined: For the purposes of presenting a conservative analysis, this EAS, uses two With-Action scenarios. The first "Proposed Development-W/Action Scenario" is used to calculate workers as this is more conservative for CEQR. The second, "Mixed-Use Development-W/Action Scenario" is used for calculating residents as this is more conservative for CEQR. 174 D.U. * 2.54 (Average household size of renter occupied units in the Midwood NTA, 2015-2019 ACS Survey) ; 1 worker/ 425 sf incremental commercial retail area (2,130 sf) from Sites 2 and 3 (See Analysis Framework Table) + 1 worker/425 sf incremental community facility area (120,971 sf) (See Analysis Framework Table-Proposed Development With-Action).

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:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2028

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 22

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

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 and/or zoning different from the surrounding area?	☒	☐
(b) Is there the potential to affect an applicable public policy?	☒	☐
(c) If "yes," to (a) and/or (b), complete a preliminary assessment and attach. Attached		
(d) Is the project a large, publicly sponsored project?	☐	☒
o If "yes," complete a OneNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 250 or more residential units?	☐	☒
o Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
o Directly displace more than 500 residents?	☐	☒
o Directly displace more than 100 employees?	☐	☒
o Create a retail concentration?	☐	☒
o Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o 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		
o **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)	☐	☒
o **Public Schools:** Would the project result in 100 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)	☐	☒
o **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)	☐	☒
o **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 a net increase of more than 175 residential units in an existing R1-R4 district or 250 units in an existing R5 or above, C, or M district?		
(c) Would the project generate more than 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in with-action structures of 250 feet or more?	☐	☒
(b) Would the proposed project result in in with-action structures between 50-250 feet and be located adjacent to, within, or across the street from a sunlight-sensitive resource?	☐	☒

	YES	NO
(c) Would the proposed project result in greater than 50 feet of incremental height change or substantial changes in bulk?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. Attached		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project result in a building over 250 feet tall, have a project area greater than 1.5 acres or be classified as a general large-scale development?	☐	☒
(b) Does the project require a special permit to allow the modification of bulk and yard requirements or special uses?	☐	☒
(c) Does the proposed project introduce new, or change the location of, streets or public open spaces?	☐	☒
(d) 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?	☐	☒
o 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?	☐	☒
o 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?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See the attached report.	☒	☐
(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?	☐	☒

	YES	NO
(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?	☐	☒
(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): Proposed Development RWCDS: Residential: 1,271 lbs + Commerical: 1,738 lbs + Long Term Care Facility: 14,280 lbs (280 Beds) = 17,289 lbs		
o 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): (a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): Proposed Development RWCDS: Residential (3.44 BBTUs) + Commerical (0.46 BBTUs)+ LTCF (30.33 BBTUs) = 34.23 BBTUs		
(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:		
o 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.*	☐	☒
o 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?	☐	☐
o 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?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐

	YES	NO
(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?	☐	☒
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.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☐	☒
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☐
o Activities within 400 feet of a historic or cultural resource?	☐	☒
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o 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.

In the With-Action Condition development on Projected Development Sites 1, 2, and 3 is anticipated. It is assumed that all three developments would occur simultaneously, that construction activities on each site would last approximately 22 months, and that the developments would be completed in 2028. The length of construction activity on the Projected Development Sites (both individually and cummultively) is not anticipated to result in significant adverse construction impacts as construction activity would not extend for longer than 24 months. The Proposed Actions would not result in significant construction impacts.

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity

with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

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

APPLICANT/REPRESENTATIVE NAME	DATE
Brian Kintish	May 7, 2026

SIGNATURE

Brian Kintish

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

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

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

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

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

2. Does the project have the potential to disproportionately affect disadvantaged communities, or cause or increase a disproportionate pollution burden on a disadvantaged community. ☐ YES ☒ NO

3. 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.

4. 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.

5. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review	NYC City Planning on behalf of City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	05/07/2026

SIGNATURE Evren Ulker Kacar

NEGATIVE DECLARATION

Statement of No Significant Effect

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

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The proposed actions are a Zoning Map Amendment to rezone Brooklyn Block 6722 Lots 1 (p/o), 73, 71, 70, 69, 67, and 65(p/o) (the "Rezoning Area") from an R5/C2-3 district to C4-5D and a Zoning Text Amendment (the "Proposed Actions") to establish a Mandatory Inclusionary Housing area coterminous with the Rezoning Area in the Midwood neighborhood of Brooklyn Community District 14. The project area (the "Affected Area"), in addition to the Rezoning Area also includes Block 6722, Lot 12 which is not proposed to be rezoned but is part of the applicant-owned Projected Development Site 1 (Block 6722, Lots 73 and 12). The Affected Area is bound by Avenue K to the north, the eastern side of Block 6722 to the east, Block 6617, Lot 65 to the south and Coney Island Avenue to the west. The Proposed Actions would facilitate the development of a nine-story long term care facility with a total of 210,840 gross square feet (gsf) (157,399 zoning square feet (zsf)) (5.56 FAR) on Projected Development Site 1. As part of the Proposed Actions, Projected Development site 2 (Block 6722, Lots 70 and 71) would develop a 21,101 gsf, 12-story mixed-used building containing approximately 18 dwelling units and 4,615 gsf of commercial uses and Projected Development Site 3 (Block 6722, Lot 67) would develop a 21,101 gsf, 12-story mixed-use building containing approximately 18 dwelling units and 4,615 gsf commercial uses, which are found throughout the study area. The study area consists of a 400-foot radius from the site and is generally bound by the midblock of Avenue K to the north; East 14th Street to the east; Avenue L to the south; and East 9th Street to the west. The analysis concluded that the Proposed Actions would not introduce land uses that are different from the surrounding uses or not permitted by existing zoning, with residential, community facility, and mixed-use developments observed throughout the study area. Existing conditions include multifamily apartment buildings and retail uses located along Coney Island Avenue, as well as large community facility uses, with medical office buildings and Yeshivas present. Furthermore, the Proposed Actions would not conflict with the identified public policies, including Housing New York 2.0 and OneNYC. The Proposed Actions would advance several public policy objectives through the inclusion of permanently income-restricted dwelling units and a long-term care facility with therapy and amenity spaces for residents. Therefore, the Proposed Actions would not result in significant adverse impacts to land use, zoning, or public policy.

Shadows

A detailed analysis related to shadows is included in this EAS. Shadows analysis has identified one sunlight sensitive open space resource, P.S. 99 playground, that has the potential to receive incremental shadows. A detailed analysis shows that the Proposed Actions would briefly cast shadows on P.S. 99 Playground for 5, 17, and 30 minutes on March 21st, May 6th, and June 21st analysis days, respectively. Since the shadows cast by Proposed Actions would affect the playground for short periods of time and during times when the resource is generally not in use in the early morning, this would not significantly reduce the amount of sunlight the playground receives or enjoyment of the playground by residents. In addition, other areas within the playground with access to direct sunlight for the whole day contain benches that would provide sufficient opportunities for using the outdoor space with access to sunlight during periods when incremental shadows would be cast. Therefore, the Proposed Actions would not result in significant adverse shadow impacts.

Transportation

A detailed analysis related to transportation is included in this EAS due to two intersections in the study area receiving more than 50 peak hour vehicle trip-ends. The analysis of traffic concluded that none of the lane groups would experience increases in delays that would impact any of the analyzed intersections, and therefore no significant adverse impacts would occur. Pedestrian elements would not be impacted by the proposed actions and would operate at levels of service acceptable during peak hours. The Proposed Actions would result in pedestrian, transit, and traffic conditions that would continue to be considered clearly acceptable as defined by the CEQR Technical Manual. The Proposed Actions would result in excess demand for parking with overflows expected to be accommodated by on-street parking. The total parking available in the study area would accommodate the Proposed Actions' parking demand and it would not result in a parking shortfall. Therefore, the Proposed Actions would not result in significant adverse transportation impacts.

Effects on Disadvantaged Communities

An assessment of the Proposed Actions' potential effects on disadvantaged communities is included in this EAS. The project area is located within a designated disadvantaged community according to the New York State Department of Environmental Conservation Disadvantaged Community Assessment Tool (DACAT). The proposed actions would not result in significant adverse impacts in any technical area analyzed in the EAS. As such, the proposed actions would not disproportionately affect any disadvantaged communities, nor would they cause or increase a disproportionate pollution burden on disadvantaged communities.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-772) related to hazardous materials, air quality, and noise would be established as part of the approval of the Proposed Actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials, air quality, and noise analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials, air quality, or noise.

Project Name: 1455 Coney Island Avenue Rezoning
CEQR # 23DCP018K
SEQRA Classification: Unlisted

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). Should you have any questions pertaining to this Negative Declaration, you may contact Alexander Plackis at +1 212-720-3332.	
TITLE Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME Evren Ulker-Kacar, AICP	DATE 5/7/2026
SIGNATURE Evren Ulker Kacar	
TITLE Chair, City Planning Commission	
NAME Sideya Sherman	DATE 5/11/2026
SIGNATURE Sideya	

Project Name: 1455 Coney Island Avenue Rezoning
CEQR # 23DCP018K
SEQRA Classification: Unlisted

Determination of Significance Appendix

The Proposed Actions were determined to have the potential to result in changes to development on the following sites:

Development Site	Borough	Block and Lot
Projected Development Site 1	Brooklyn	Block 6722, Lot 73, 12
Projected Development Site 2	Brooklyn	Block 6722, Lots 70 and 71
Projected Development Site 3	Brooklyn	Block 6722, Lot 67

(E) Designation Requirements

To ensure that the Proposed Actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-772**) would be established as part of approval of the Proposed Actions on **Projected Development Sites** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1	X	X	X
Projected Development Site 2	X	X	X
Projected Development Site 3	X	X	X

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Sites 1, 2, and 3** for hazardous materials would apply as follows:

Task 1-Sampling Protocol
The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol
A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

Project Name: 1455 Coney Island Avenue Rezoning
CEQR # 23DCP018K
SEQRA Classification: Unlisted

Air Quality

The (E) designation requirements for air quality would apply as follows:

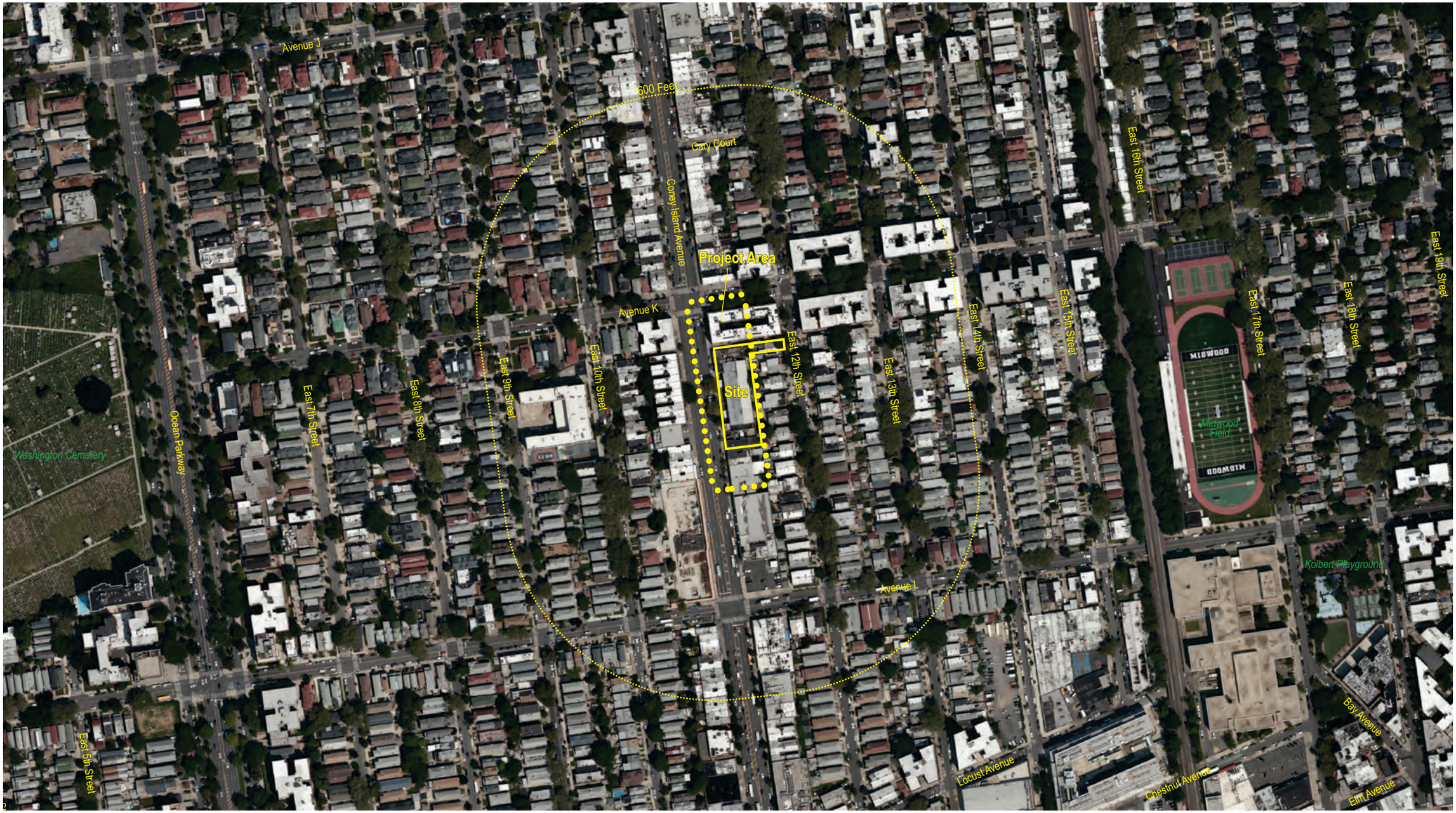
> ***Projected Development Site 1:*** *Any new residential, commercial, or community facility development on the above-referenced property must ensure that the heating, ventilation, air conditioning (HVAC) and hot water system(s) stack is located at the building's highest level or at least 131 feet above grade and that the stack is located at least 130 feet from the southern lot line facing Avenue L to avoid any potential significant adverse air quality impacts.*
>
> ***Projected Development Site 2:*** *Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s) and must be fitted with low NOx (30 ppm) burners, ensure that the stack is located at the building's highest level at a minimum of 133 feet above the grade, and that the stack is located at least 20 feet from the northern lot line facing Avenue K to avoid any potential significant adverse air quality impacts.*
>
> ***Projected Development Site 3****: Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s), ensure that the stack is located at the building's highest level at a minimum of 133 feet above the grade to avoid any potential significant adverse air quality impacts.*

Noise

The (E) designation requirements for noise would apply as follows:

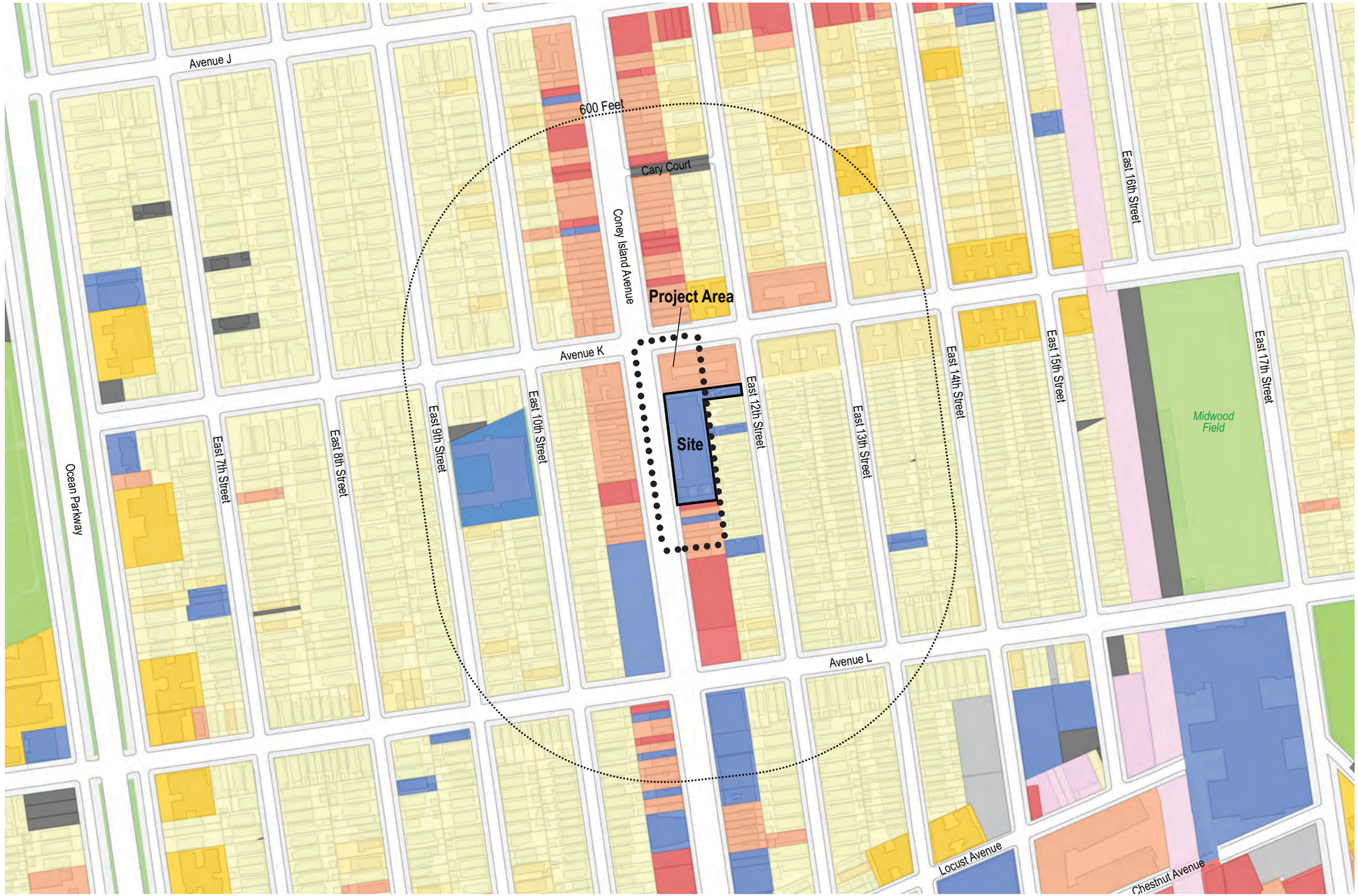
> ***Projected Development Site 1:***
> *To ensure an acceptable interior noise environment, future residential/commercial office/ community facility uses must provide a closed-window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level not greater than 45 dBA for residential/ community facility uses or not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*
> ***Projected Development Site 2:***
>
> *To ensure an acceptable interior noise environment, future residential/commercial office/ community facility uses must provide a closed-window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level not greater than 45 dBA for residential/ community facility uses or not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*
> ***Projected Development Site 3:***
>
> *To ensure an acceptable interior noise environment, future residential/commercial office/ community facility uses must provide a closed-window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level not greater than 45 dBA for residential/ community facility uses or not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*

1455 Coney Island Avenue, Brooklyn

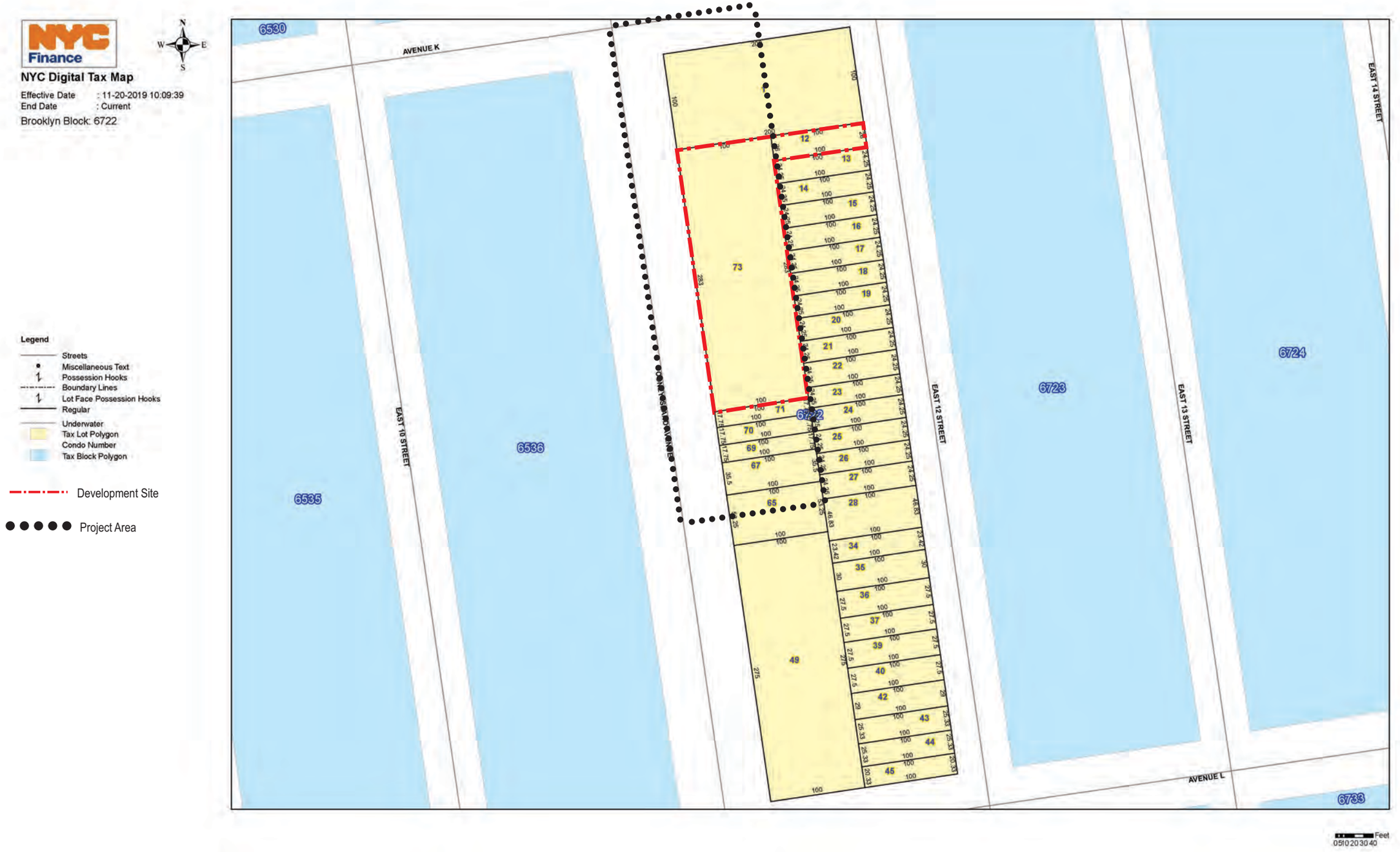


1455 Coney Island Avenue, Brooklyn

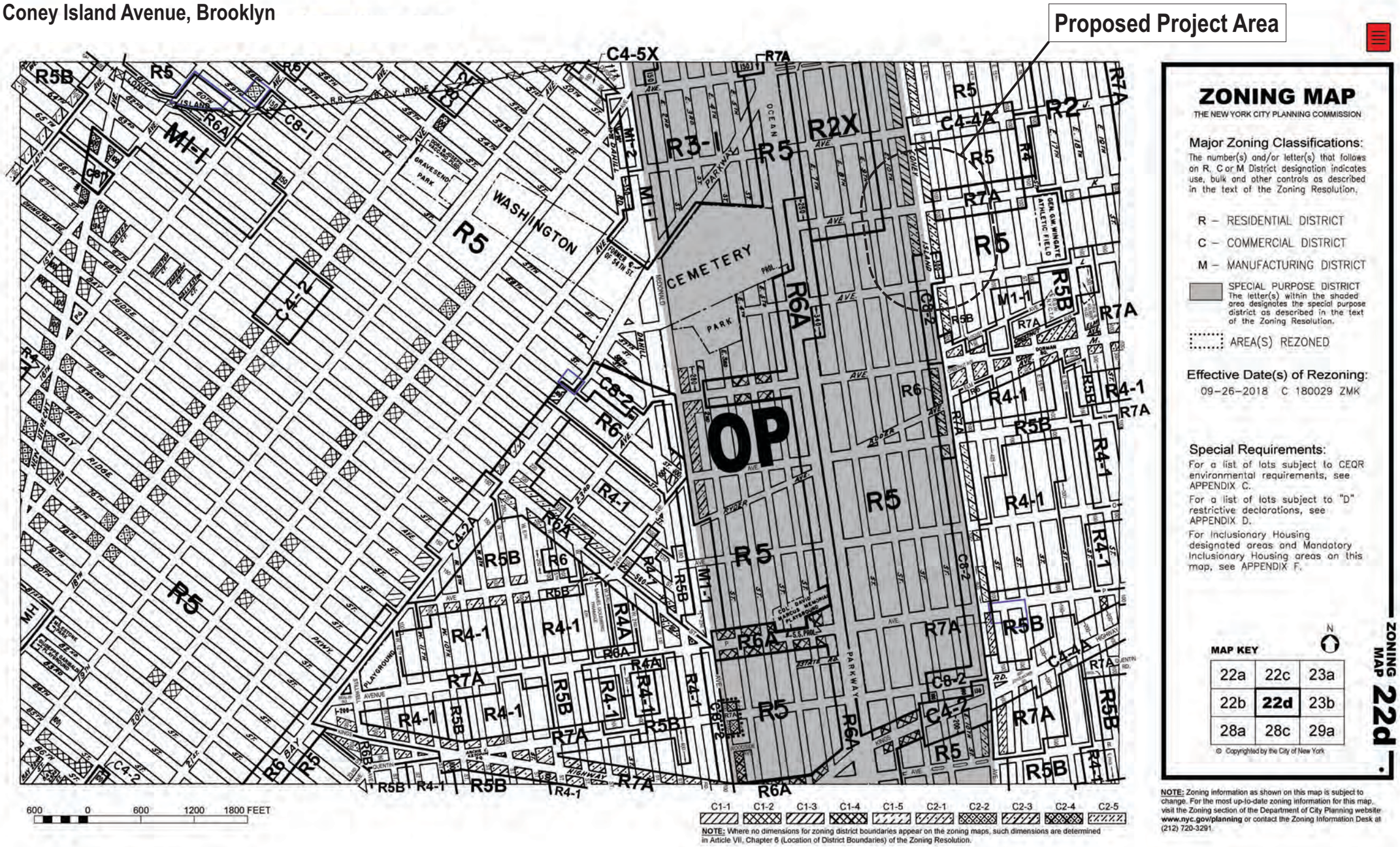
- One & Two Family Residence
- Multi-Family Residence (Walk-up)
- Multi-Family Residence (Elevator)
- Mixed Residential & Commercial
- Commercial Use
- Industrial / Manufacturing
- Transportation / Utility
- Public Facilities & Institutions
- Open Space & Recreation
- Parking
- Vacant Land



1455 Coney Island Avenue, Brooklyn



1455 Coney Island Avenue, Brooklyn



1455 Coney Island Avenue, Brooklyn

Figure 1: Photographs

Urban Cartographics

Photographs taken on October 16, 2025



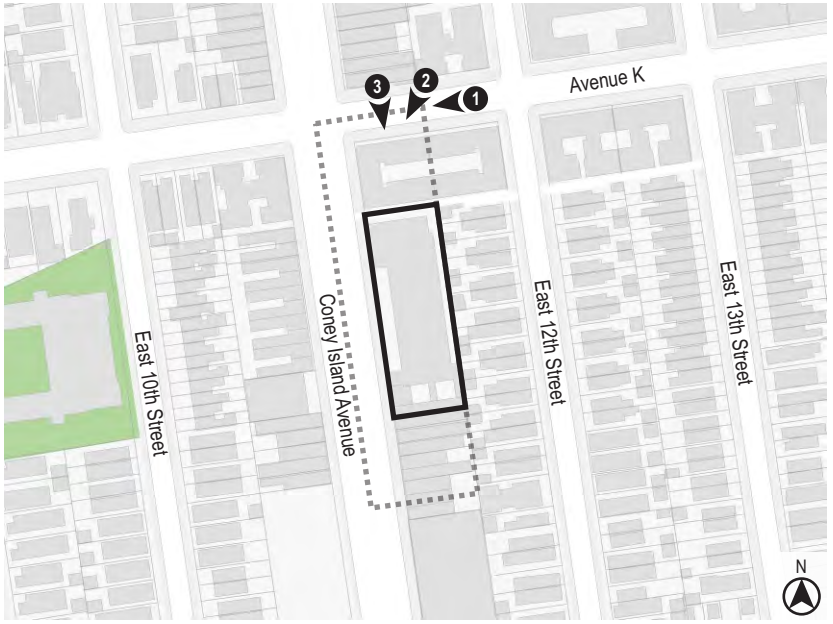
1. View of Avenue K facing west (Project Area at left).



2. View of the Project Area facing southwest from Avenue K.



3. View of the Project Area facing south from Avenue K.



1455 Coney Island Avenue, Brooklyn

Figure 1: Photographs

Urban Cartographics

Photographs taken on October 16, 2025



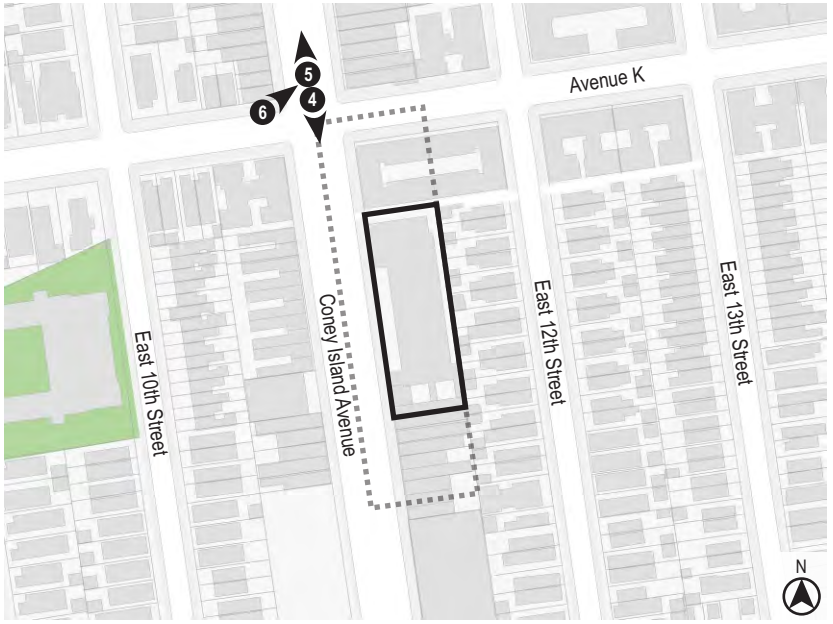
4. View of Coney Island Avenue facing south from Avenue K (Project Area at left).



5. View of Coney Island Avenue facing north from Avenue K.



6. View of the east side of Coney Island Avenue facing northeast from Avenue K.





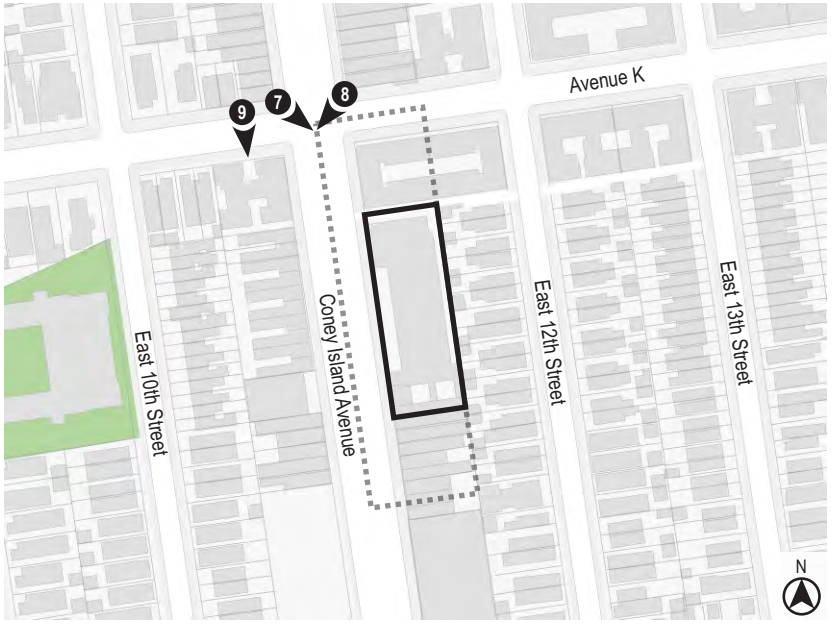
7. View of the Project Area facing southeast from the intersection of Coney Island Avenue and Avenue K.



8. View of the west side of Coney Island Avenue facing southwest from the intersection of Coney Island Avenue and Avenue K.



9. View of the south side of Avenue K facing south between East 10th Street and Coney Island Avenue.





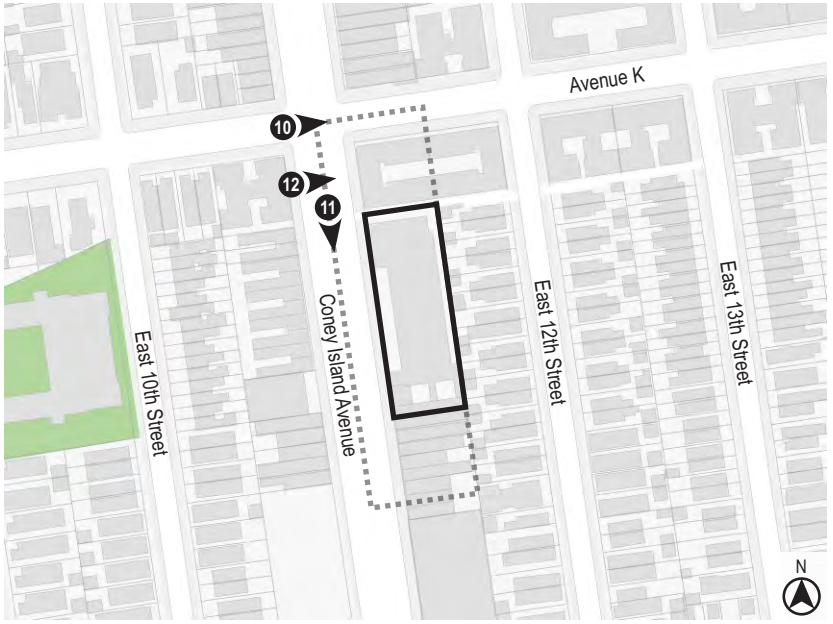
10. View of Avenue K facing east from Coney Island Avenue (Project Area at right).



11. View of Coney Island Avenue facing south (Development Site at left).



12. View of the Project Area facing east from Coney Island Avenue.





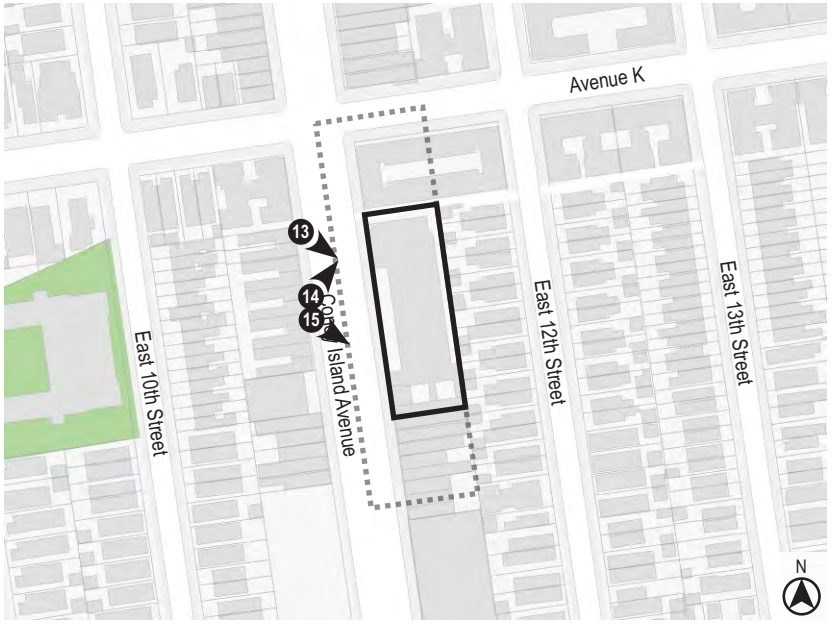
13. View of the Development Site facing southeast from Coney Island Avenue.



14. View of the Development Site facing northeast from Coney Island Avenue.



15. View of the Development Site facing southeast from Coney Island Avenue.





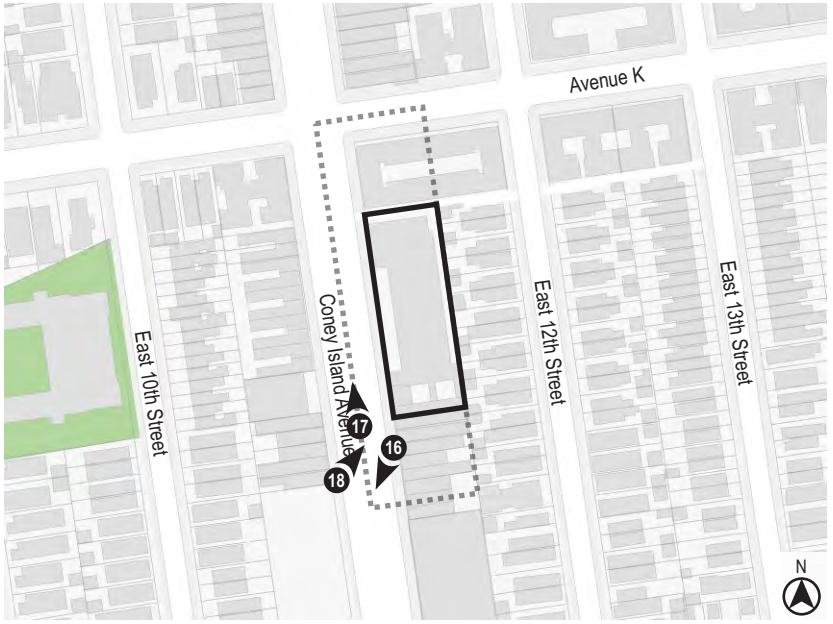
16. View of the west side of Coney Island Avenue facing southwest from the Project Area.



17. View of Coney Island Avenue facing north (Development Site at right).



18. View of the Development Site facing northeast from Coney Island Avenue.





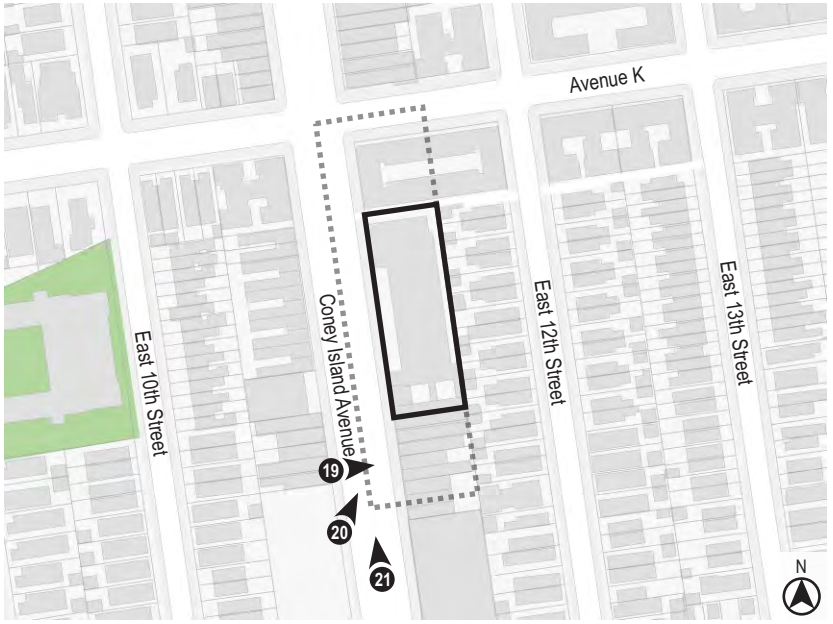
19. View of the Project Area facing east from Coney Island Avenue.



20. View of the Project Area facing northeast from Coney Island Avenue.



21. View of Coney Island Avenue facing north (Project Area at right).





22. View of the west side of Coney Island Avenue facing northwest from the Project Area.



23. View of the west side of Coney Island Avenue facing west from the Project Area.



24. View of the west side of Coney Island Avenue facing southwest from the Development Site.





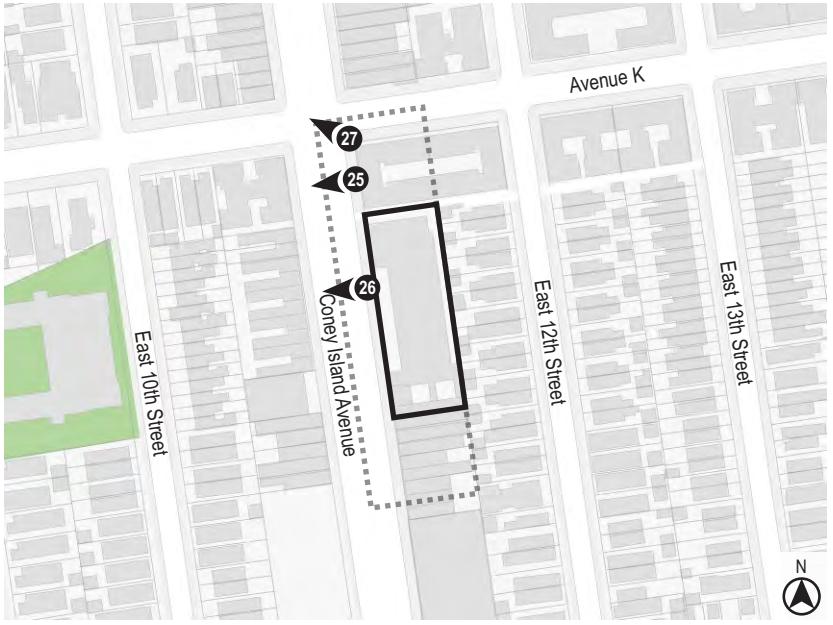
25. View of the west side of Coney Island Avenue facing west from the Project Area.



26. View of the west side of Coney Island Avenue facing west from the Development Site.



27. View of the intersection of Coney Island Avenue and Avenue K facing northwest from the Project Area.



Section II - Project Description

Project Description

Proposed Actions

Prospect Park Lands LLC, (the "Applicant") seeks a zoning map amendment and a zoning text amendment to facilitate the development of a site located in in the Midwood section of Brooklyn, Community District 14. The Applicant seeks the following actions:

1. A zoning map amendment to rezone an R5 district with a C2-3 Overlay to C4-5D

2. A zoning text amendment pursuant to Appendix F to establish a Mandatory Inclusionary Housing ("MIH") Area coterminous to the area being rezoned.

Project Area

The actions described above (collectively the "Proposed Actions") affect an area that is bound by the Avenue K to the north, the eastern side of Block 6722 to the east, Block 6722, Lot 65 to the south and Coney Island Avenue to the west. The rezoning area consists of Block 6722, Lots 73, 71, 70, 69, 67, and portions of Lots 1 and 65 (the "Rezoning Area"). Although outside the Rezoning Area, the adjacent Lot 12 is part of the Applicant's development site and would thus be affected by the Proposed Actions. The Rezoning Area and Lot 12 constitute the "Project Area/ Affected Area." The approval of the Proposed Actions would facilitate development within the Project Area.

The Applicant does not own Brooklyn Block 6722, Lots 1, 71, 70, 69, and 67 although these lots are within the Project Area. These lots are currently under separate ownership and contain a mix of commercial and residential uses in separate buildings (see Reasonable Worst-Case Development Scenario – Existing Conditions below).

The portion of the Project Area that is owned by the Applicant (Brooklyn Block 6722, Lot 73 is referred to as "Projected Development Site 1". The approval of the Proposed Actions would facilitate development on Projected Development Site 1 and on two additional sites. (See Reasonable Worst-Case Development Scenario below).

Proposed Development

With the approval of the Proposed Actions, the Applicant intends to develop a nine-story building with a total of 210,840 gross square feet (gsf) (157,399 zoning square feet (zsf)) (5.56 FAR).

The building would contain a long-term care facility (Use Group III) with amenity spaces and accessory therapy spaces. In addition to the community facility uses the proposed development would also contain 28 accessory parking spaces in the cellar level and first floor, accessed via a ramp behind the building (entrance on Coney Island Avenue).

Purpose and Need

The Proposed Actions are needed to facilitate the proposed development (described above). The current zoning does not allow for an expansion of the existing nursing home. It is the applicant's opinion that an expansion is necessary to meet the growing demand for Long Term Care Facilities. In order to provide a high standard of care, new Long-Term Care Facilities include amenity spaces, spaces for therapy, and other care facilities. A facility that includes these spaces could not be accommodated under the existing zoning district due to limited FAR.

Lastly, it is the applicant's opinion that the Proposed Actions also provide an opportunity to further the goal of creating Transit Oriented Development (TOD) by introducing greater residential density that maximizes the benefits of the nearby B68 bus service on Coney Island Avenue.

Analysis Year

Based on an estimated duration of six months for the pre-certification process, a seven-month Uniform Land Use Review Procedure (ULURP) and a 22-month construction period, the development facilitated by the approval of the proposed actions is expected to be complete in 2028.

The Build Year, or Analysis Year, used in this EAS reflects the date when all development expected to occur with the approval of the Proposed Actions is completed and occupied. The Build Year, or Analysis Year, used in this EAS is 2028.

Reasonable Worst-Case Development Scenario (RWCDS)

Discretionary actions sometimes permit a range of project characteristics, or development scenarios, to occur even though the action may be sought in order to facilitate a specific development. From the range of possible scenarios that are considered reasonable and likely, the scenario with the worst environmental consequences is chosen to present a conservative analysis. This development scenario is considered to be the Reasonable Worst-Case Development Scenario (RWCDS). By analyzing the potential for adverse impacts of the RWCDS the EAS ensures that, regardless of which scenario occurs, its impacts would be no worse than those considered in the environmental review. The EAS analyzes the incremental differences between the future with approval of the Proposed Actions (where the RWCDS occurs), the "With-Action condition" and the future without the approval of the Proposed Actions (where the RWCDS does not occur), the "No-Action condition"

Development Sites

As discussed above, the Proposed Actions would affect all of the lots within the Project Area. The Project Area consists of Block 6722, Lots 12, 73, 71, 70, 69, 67, and portions of Lots 1 and 65. The Applicant controls only Lot 73 and does not own Brooklyn Block Brooklyn Block 6722, Lots 1, 71, 70, 69, 67, nor 65 although these lots are within the Project Area. Development is expected to occur on some of these lots.

Lot 1 is not entirely contained within the Project Area. Half of Lot 1 is within an R7A district and half is in the existing R5 (w/ C2-3 overlay) district. The Proposed Actions would not increase the available FAR on this lot by more than 50%. No development is anticipated on this lot in the With-Action condition.

Lot 65 is not entirely contained within the Project Area. Half of Lot 65 is within a C8-2 district and half is in the existing R5 (w/ C2-3 overlay) district. The Proposed Actions would increase the available FAR on this lot by more than 50% (the increase is 78%). However, lot coverage requirements in the R7D district would make the increase in available floor area too small to warrant demolishing and rebuilding the existing building. The building has also received permits for renovation works as recently as 2016 further indicating that redevelopment is unlikely. No development is anticipated on this lot in the With-Action condition.

Lot 69 is currently occupied by a Synagogue. The Synagogue has occupied this building since 1965. The CEQR Technical Manual states that "long standing institutional uses with no known development plans" are excluded as "soft sites". No development is anticipated on this lot in the With-Action condition.

The approval of the Proposed Actions would facilitate development on the applicant owned site (Brooklyn Block 6722 Lots 12 and 73), referred to as **Projected Development Site 1.**

In order to present a conservative analysis, the EAS assumes that additional development would occur within the Project Area (on lots not controlled by the Applicant). These are:

Projected Development Site 2: Lots 70 and 71 (combined these lots contain 3,550 sf)

Projected Development Site 3: Lot 67 (this lot contains 3,550 sf)

Existing Conditions

As discussed above the Project Area includes Block 6722, Lots 12, 73, 71, 70, 69, and 67 and portions of Lots 1 and 65. The Project Area is bound by the Avenue K to the north, the eastern side of Block 6722 to the east, Block 6617, Lot 65 to the south and Coney Island Avenue to the west.

Block 6722, Lot 1 (1102 Avenue K) is improved with a four-story apartment building containing 66 residential units in 58,184 gross square feet (2.9 FAR) constructed in 1924.

Block 6722, Lot 73 (1455 Coney Island Avenue) is improved with an existing nursing home (currently vacant) in 37,097 gross square feet (1.31 FAR) constructed in 1925

Block 6722, Lot 71 (1491 Coney Island Avenue) is improved with a two-story commercial building containing real estate offices in 2,340 gross square feet (1.32 FAR) constructed in 1927

Block 6722, Lot 70 (1493 Coney Island Avenue) is improved with a two-story mixed use building containing retail on the first floor and one residential unit in 2,340 gross square feet (1.32 FAR) constructed in 1927

Block 6722, Lot 69 (1495 Coney Island Avenue) is improved with a two-story synagogue in 2,340 square feet (1.32 FAR) constructed in 1927

Block 6722, Lot 67 (1497 Coney Island Avenue) is improved with a two-story mixed use building containing retail on the first floor and four residential units in 5,767 gross square feet (1.62 FAR) constructed in 1927

Block 6722, Lots 65 (1501 Coney Island Avenue is improved with a two-story mixed use building containing retail on the first floor and two residential units in 7,502 gross square feet (1.4 FAR) constructed in 1927

This information is summarized in **Table 1-Applicant Owned Properties** and **Table 2 - Non-Applicant Owned Properties** below.

Table 1 - Applicant Owned Properties

Block	Lot	Projected Development Site	Lot Area (sf)	Land Use	# of Floors	Gross FA (sf)	Res. Floor Area	Com. Floor Area	Manu-Indust. Floor Area	Res. Unit	FAR
6722	73	1	28,300	Com. Facility	4	37,097	0	37,097	0	0	1.31

Table 2 – Non-Applicant Owned Properties

Block	Lot	Projected Development Site	Lot Area (sf)	Land Use	# of Floors	Gross FA (sf)	Res. Floor Area	Com. Floor Area	CF Floor Area	Res. Unit	FAR
6722	1	N/A	20,000	Residential	4	58,184	58,184	0	0	66	2.9
6722	71	2	1775	Commercial	2	2,340	0	2,340	0	0	1.32
6722	70	2	1,775	Commercial Residential	2	2,340	565	1,775	0	1	1.32
6722	69	N/A	1,775	Community Facility	2	2,340	0	0	2,340	0	1.32
6722	67	3	3,550	Commercial Residential	2	5,767	2,217	3,550	0	4	1.62
6722	65	N/A	5,325	Commercial Residential	2	7,502	3,728	3,774	0	2	1.4

Future No Action

In the future, if the Proposed Actions are not approved (the No-Action condition), no development would occur anywhere in the Project Area. As discussed above in the purpose and need section, the current R5 zoning allows for low to medium residential uses though the C2-3 overlay allows for commercial. No expansion of the existing uses could reasonably occur on these sites. The existing zoning does not allow for enough additional FAR to warrant replacing the existing structures and uses.

Future With-Action

In the future, if the Proposed Actions are approved (the With-Action condition), the proposed development described above would be built on the applicant owned Projected Development Site 1. For the purposes of presenting a conservative analysis, the EAS also

includes analysis of an alternate With-Action Scenario that projects a mixed-use development on Projected Development Site 1 instead. Both are described below.

On **Projected Development Site 1** (Lots 12, 73), the Applicant's Proposed Development is expected to be constructed. As discussed above the Proposed Development is a 210.840 gsf (157,399 zsf) nine-story (105 feet tall) long term care facility (nursing home) with 300 beds. The proposed development includes amenities and therapy space accessory to the long-term care facility (Use Group 3). There would be 28 parking spaces provided in the cellar level and first floor, accessed via a ramp behind the building (entrance on Coney Island Avenue). The building's total FAR would be 5.56.

Alternatively, on Projected Development Site 1 (Lots 12, 73), a 212,028 gsf (158,480 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. This building, the "**Mixed-Use Projected Development**", is larger and contains different uses than the Applicant's Proposed Development. The Mixed-Use Projected Development would include 138,448 gsf (121,690 zsf) of residential floor area (143 dwelling units, 28 to 42 of which would be permanently affordable pursuant to MIH) and 36,790 gsf/ zsf of commercial floor area located on the ground and second floor. There would be 61 parking spaces provided (required accessory residential parking spaces; no parking is required for commercial uses) in the cellar level, with an entrance located on Coney Island Avenue. The building's total FAR would be 5.60.

For each analysis section presented in the EAS, the more conservative of either the Proposed Development or the Mixed-Use Development will be used to establish the analysis increment on **Projected Development Site 1**.

Development is also expected to occur on the lots not controlled by the applicant. Some lots are currently under separate ownership. For the purposes of presenting a conservative analysis, the RWCDS assumes that some of these lots would be brought under single ownership and redeveloped.

On **Projected Development Site 2** (Lots 70 and 71), for the purposes of presenting a conservative analysis, a 21,101 gsf (19,880 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. The building on Projected Development Site 2 would include 16,486 gsf (15,265 zsf) of residential floor area (18 dwelling units, 4 or 5 of which would be permanently affordable pursuant to MIH) and 4,615 gsf/zsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.60.

On **Projected Development Site 3** (Lot 67), for the purposes of presenting a conservative analysis, a 21,101 gsf (19,880 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. The

building on Projected Development Site 3 would include 16,486 gsf (15,265 zsf) of residential floor area (18 dwelling units, 4 or 5 of which would be permanently affordable pursuant to MIH) and 4,615 gsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.60.

Table 3 -Analysis Framework below details the increment between the No-Action and the With-Action condition below. This increment is the subject of the analysis presented in Part III (Technical Analysis).

Building Heights

For assessments that consider building heights, the most conservative heights are assumed for their relevant sections with the maximum building envelope considered for assessment of Shadows. Both the proposed and RWCDS building heights are analyzed for Air Quality (Stationary Source).

Description of Existing and Proposed Conditions **Analysis Framework Table**

Mixed-Use Development With-Action

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," specify the following:				
Describe type of residential structure	1-2 Family	1-2 Family	Multifamily	
No. of dwelling units	5	5	179	174
No. of low- to moderate-income unit	0	0	37	37
Gross floor area (sq. ft.)	3,347	3,347	171,200	167,853
Commercial	☑ Yes ☑ No	☑ Yes ☑ No	☑ Yes ☑ No	
If "yes," specify the following:				
Describe type (retail, office, other)	Retail	Retail	Retail	Retail
Gross floor area (sq. ft.)	7,100	7,100	46,020	38,920
Manufacturing/Industrial	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Open storage area (sq. ft.)	N/A	N/A	N/A	
If any enclosed activities, specify:	N/A	N/A	N/A	
Community Facility	☑ Yes ☐ No	☑ Yes ☐ No	☐ Yes ☑ No	
If "yes," specify the following:				
Type of Use	Nursing Home	Nursing Home	N/A	
Gross floor area (sq. ft.)	37,097	37,097	N/A	-37,097
Vacant Land	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes", describe:	N/A	N/A	N/A	
Publicly Accessible Open Space	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☑ No	
If "yes," specify type (mapped City, State, or Federal Parkland, wetland-mapped or otherwise known, other):	N/A	N/A	N/A	
Other Land Uses	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☑ No	
If "yes," describe:	N/A	N/A	N/A	
Parking				
Garages	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	0	
No. of accessory spaces	0	0	61	61
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	Attended	
Lots	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Other (includes street parking)	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No	
If "yes," describe:				
Population				
Residents	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	

Description of Existing and Proposed Conditions **Analysis Framework Table**

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," specify number:	13	13	510	497
Briefly explain how the number of residents was calculated:	Based on 2.85 persons per household in the Midwood Neighborhood Tabulation Area per the 2020 Census			
Businesses	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. and type	Ground floor retail Nursing Home	Ground floor retail Nursing Home	Ground floor retail	0
No. and type of workers by business	18 Retail 87 Nursing Home	18 Retail 87 Nursing Home	92 Retail	-13 Total
No. and type of non-residents who are not workers	N/A	N/A	N/A	N/A
Briefly explain how the number of businesses was calculated:	Workers calculated based on an assumption of 1 employee per 425 sq ft			
Other (students, visitors, concert-goers,	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:				
Zoning				
Zoning classification	R5/C2-3	R5/C2-3	R7D/C2-4	
Maximum amount of floor area that can be developed	1.25 Residential 1.0 Commercial 2.0 Com Fac	1.25 Residential 1.0 Commercial 2.0 Com Fac	5.6 Residential; 2.0 Commercial; 5.6 Com Fac	4.35 Residential; 1.0 Commercial; 3.6 Com Fac
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Single family Residential; Local Retail	Single family Residential; Local Retail	Multifamily Residential; Commerical (retail)	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Section III – Technical Analyses

Based on the criteria in Part II of the Environmental Assessment Statement Short Form, as revised by the 2025 CEQR Technical Manual, the following technical areas require further analysis: land use, zoning, and public policy; shadows; historic and cultural resources; hazardous materials; transportation; air quality; noise; neighborhood character; and effects on a disadvantaged community. These analyses, which follow the guidance in the CEQR Technical Manual, are presented below.

This EAS was originally prepared using the guidance in the 2021 CEQR Technical Manual. It has been updated to comply with the 2025 CEQR Technical Manual.

1. Land Use, Zoning and Public Policy

The analysis of land use, zoning and public policy characterizes the existing conditions of the Project Area and the surrounding study area; anticipates and evaluates those changes in land use, zoning and public policy that are expected to occur independently of the proposed project; and identifies and addresses any potential impacts related to land use, zoning and public policy resulting from the project. Various sources have been used to prepare a comprehensive analysis of land use, zoning and public policy characteristics of the area, including field surveys, studies of the neighborhood, census data, and land use and zoning maps.

Land Use

Study Area

In order to assess the potential for project related impacts, the land use study area has been defined as the area located within a 400-foot radius of the site. Per the CEQR Technical Manual this is the area where land use and land use trends could be affected by the Proposed Development. This 400-foot radius is referred to as the "Study Area" and is generally bounded by the midblock beyond Avenue K to the north; East 14th Street to the east; Avenue L to the South; and East 9th Street to the west; (See Figure 1-1 – Land Use Map).

Existing Conditions

As discussed above the Project Area includes Brooklyn Block 6722, Lots 1 (portion of), 12, 73, 71, 70, 69, 67, and portions of 65. These lots contain commercial offices, local retail uses, community facility uses, and residential use (See RWCDS - Existing Uses).

There are residential, commercial, community facility, and open space uses within the Study Area. The lots within the Study Area that have frontage on Coney Island Avenue contain predominantly commercial/residential mixed use and community facility uses. The portions of the study area that are not immediately adjacent to Coney Island Avenue contain primarily low-density residential uses. There are also a few community facility uses located in the study area. These include: a large public elementary school (P.S. 99), a large medical office building on the northwest corner of Avenue L and Coney Island Avenue, and a large Yeshiva on the southeast corner.

The Study Area contains a range of building types. Outside of the Coney Island Avenue corridor, there are a mix of semi-detached and detached single, two, and multiple family residences. Generally, these do not exceed three floors and include side yards, rear yards and/or front yards. The buildings on Coney Island Avenue are also generally low-rise with all being less than 5 stories. There is a varied street-wall along Coney Island Avenue.

The Study area is bisected by Coney Island Avenue (a four-lane roadway) which runs north-south. Avenue K and Avenue L both run perpendicular to Coney Island Avenue and provide east-west access through the Study Area. The remainder of the streets within the study area are more narrow local streets that form a grid that provide access to the residential areas within the Study Area.

No-Action Condition

As discussed above, if the Proposed Actions are not approved no development is anticipated to occur within the Project Area. The lots within the Project Area are anticipated to remain in their present condition (including those lots not controlled by the Applicant). As such there would be no change to the land use pattern within the Study Area.

With-Action Condition

As discussed above, with the approval of the Proposed Actions, the Applicant intends to develop a community facility building in **Projected Development Site 1**. As discussed above the Proposed Development is a 210,840 gsf (158,068 zsf) nine-story (105 feet tall) long term care facility (nursing home) with 300 beds. The proposed development includes amenities and therapy space accessory to the long-term care facility (Use Group III). There would be 28 parking spaces provided in the cellar level and first floor, accessed via a ramp behind the building (entrance on Coney Island Avenue). The building's total FAR would be 5.56.

To ensure a conservative CEQR analysis, a second With-Action Condition that differs from the applicant's proposed project has been analyzed on Projected Development Site 1, the "**Mixed-Use Development**." This Mixed Use Development is a 212,028 gsf (158,480 zsf) 12-story (125 feet tall) building containing 138,448 gsf (121,690 zsf) residential floor area (pursuant to MIH), 36,790 gsf/zsf of commercial floor area located on the ground and second floor and 61 parking spaces provided (required accessory residential parking spaces; no parking is required for commercial uses) in the cellar level, with an entrance located on Coney Island Avenue. The building's total FAR would be 5.60.

On **Projected Development Site 2** (Lots 70 and 71), for the purposes of presenting a conservative analysis, a 21,101 gsf (19,880 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. The building on Projected Development Site 2 would include 16,486 gsf (15,265 zsf) of residential floor area (18 dwelling units, 4 or 5 of which would be permanently affordable pursuant to MIH) and 4,615 gsf/zsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.60.

On **Projected Development Site 3** (Lot 67), for the purposes of presenting a conservative analysis, a 21,101 gsf (19,880 zsf) 12-story (125 feet tall) mixed use building containing residential and commercial uses would be developed. The building on Projected Development Site 3 would include 16,486 gsf (15,265 zsf) of residential floor area (18 dwelling units, 4 or 5 of which would be permanently affordable pursuant to MIH) and

4,615 gsf/zsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.60.

The Proposed Actions would not introduce any land uses to the Study Area that are not already present in the existing condition. This is true for both the applicant's proposed development and the "mixed use development". Further, there are some mixed-use buildings in the Project Area and the Proposed Action would not result in the development of buildings that are substantially larger than other existing mixed-use buildings. Currently there are multifamily apartment buildings that exceed four floors within the 400ft Study Area.

Conclusion

The Proposed Actions would not introduce land uses that are different from surrounding uses. The Proposed Actions would, however, result in a greater concentration of residential use than is currently observed in the Study Area. The Proposed Actions would also generate new commercial retail space in the "Mixed Use Development" alternative. Local retail uses are already present on Coney Island Avenue, and large community facility uses are located nearby. As discussed above, these include: a large public elementary school (P.S. 99), a large medical office building on the northwest corner of Avenue L and Coney Island Avenue, and a large Yeshiva on the southeast corner.

The introduction of additional local retail space and residential uses would not lead to land uses that are incompatible with existing uses prevalent in the Study Area. The Proposed Actions would not result in significant adverse impacts to land use within the Study Area.

Zoning

Study Area

In order to assess the potential for project related impacts, the zoning study area has been defined as the area located within a 400-foot radius of the site. Per the CEQR Technical Manual this area is coterminous with the land use study area.

Existing Conditions

The Proposed Actions include a zoning map amendment and a zoning text amendment to rezone the Project Area from an R5 district with a C2-3 commercial overlay to an C4-5D. All of the lots within the Project Area are located in this R5 district. There are however several different zoning districts within the Study Area. The R5 District encompasses most of the area in the Study Area and the C2-3 commercial overlay district extends along Coney Island Boulevard in both directions.

A C8-2 district extends along Coney Island Avenue to the south within the Study Area past Avenue L. The northern portion of the Study Area contains an R7A area along Avenue K.

There has been little rezoning within the Study Area since the passage of the 1961 zoning resolution. The Midwood Rezoning in 2006 (06DCP130K) is the only recent rezoning within the Study Area boundaries. The area rezoned extends along Avenue K in the eastern section of the Study Area.

The stated goals of the Midwood Rezoning were to encourage new development on wide streets and reduce capacity on mid-blocks and other residential areas. The rezoning mapped new contextual zones and changes rear and side-yard requirements to ensuring that new development within the district would be contextual throughout the district. The Avenue K commercial corridor was recognized as an area that could support medium-density mixed use development.

The **R7A** district mapped within the Study Area extends along Avenue K from Avenue 16 to Coney Island Avenue. R7A districts permit residential uses. The maximum FAR in R7A districts is 4.6. The maximum height in R7A districts is 90ft or 105ft if providing a qualifying ground floor. One parking space must be provided for every 2 dwelling units although parking is only required for 15% of income-restricted units.

The **C8-2** district mapped within the Study Area extends along Coney Island Avenue from Avenue L to Avenue M. C8-1 districts bridge commercial and manufacturing uses by providing for automotive and other heavy commercial services that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations and car washes—although all commercial uses (except large, open amusements) as well as certain community facilities are permitted in C8 districts. The maximum FAR in C8-1 districts is 1.0 although community facility uses are allowed a maximum FAR of 2.4. Building heights and setbacks are controlled by a sky exposure plane, although few buildings in C8-1 districts rise above two stories. One accessory parking space is required per 300sf.

The **R5** district mapped within the Study Area extends to the east and west and encompasses a large portion of the Study Area and beyond. R5 districts are non-contextual districts that permit all housing types including garden apartments row houses, detached homes, and walk-up apartment buildings. The maximum FAR is 1.25. Minimum lot width and lot area depend upon the housing configuration. Detached structures require a 40-foot lot frontage and 3,800 square feet lot area. All other building types require lots that are at least 18 feet wide with 1,700 square feet of lot area. The

maximum building height is 40 feet. One parking space is required per dwelling unit or 85% of dwelling units if grouped. Community facilities are permitted at an FAR of 2.0.

No-Action Condition

If the Proposed Actions discussed above are not approved, no changes would occur to the zoning on the Project Area. The Project Area would continue to be zoned R5/C2-3. No changes are anticipated to occur within the Project Area or the surrounding Study Area within the Analysis year of 2029.

With-Action Condition

If the Proposed Actions discussed above are approved, the Project Area will be rezoned from an R5 district with a C2-3 commercial overlay to a C4-5D district. All of the lots in the Project Area (Brooklyn Block 6722 Lots 73, 71, 70, 69, and 67 and portions of Lots 1 and 65) would be rezoned. The approval of the Proposed Actions would facilitate development on Projected Development Sites 1, 2, and 3. These developments are described above (see RWCDS – With Action Scenario).

C4-5D districts permit medium density residential buildings. The maximum floor area ratio (FAR) permitted is 5.6 for residential uses. The maximum height is 125ft.

Conclusion

Approval of the Proposed Actions would change the underlying zoning district in the Project Area from an R5 district with a C2-3 commercial overlay to a C4-5D district. The CEQR Technical manual states that an analysis of land use and zoning should," focus on the project's compatibility and consistency with surrounding uses and zoning as they would exist in the future without the project" and determine "whether the project would have the ability to generate land use change in the study area." The new zoning district introduced by Proposed Actions would not introduce any new uses to the Study Area. As discussed above the Study Area contains a mix of community facility, commercial and residential uses. The Proposed Actions would result in the development of buildings that are taller and denser than the existing buildings in the Study Area. The Proposed Actions would not introduce residential or commercial uses that would not be allowed in the No-Action Condition. Further, the Proposed Actions mirror the stated objectives of past city sponsored rezonings such as the 2006 Midwood Rezoning (ULURP No: 060130ZMK; CEQR No: 06DCP030K) by increasing the development potential of the Study Area. The Proposed Actions would increase the

permitted FAR for Community Facility Uses from 2.0 to 4.2 FAR. Further the Project Area is immediately adjacent to an R7A district (Along Avenue K) that allows for similar density of uses as the proposed R7D district. The Proposed Actions would not result in significant adverse impacts related to zoning within the Study Area.

Public Policy

Study Area

Per the CEQR Technical Manual, assessment of public policy accompanies a land use assessment because such policies may help determine whether or where land uses might change as the result of a proposed project. In addition, some projects may affect other specific public planning efforts by changing land uses in the area.

In order to assess the potential for project related impacts, the public policy study area has been defined as the area located within a 400-foot radius of the site. Per the CEQR Technical Manual this area is coterminous with the land use study area.

Existing Conditions

The Project Area is located in Midwood which is within Brooklyn Community District 14. Existing public policies that could affect the Rezoning Area include:

- Housing New York 2.0
- One New York: The Plan for a Strong and Just City (OneNYC)

Housing New York 2.0: Building on the foundation laid through Housing New York, in November 2017 the DeBlasio Administration committed to completing the initial goal of 200,000 affordable homes two years ahead of schedule, by 2022, and generating an additional 100,000 homes over the following four years. To accomplish this accelerated and expanded plan, the DeBlasio administration launched Housing New York 2.0, a roadmap for how the city will help reach a new goal of 300,000 homes by 2026.

The Food Retail Expansion to Support Health (FRESH) Program, designates areas where for zoning as well as tax incentives are available for the development of a grocery store that sells fresh fruits and vegetables.

One New York: The Plan for a Strong and Just City (OneNYC), is the City's strategic plan for inclusive growth and climate action. A major goal of the program is with the creation of new affordable dwelling units.

No other public policies relate to the Project Area or to the surrounding 400-foot radius study area. The Project Area is not located within a Federal Empowerment Zone or covered by any 197-a Community Development Plans, and is not located within a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

No-Action Condition

As discussed above, if the Proposed Actions are not approved, no development is anticipated to occur anywhere within the Project Area. All of the lots in the Project area are anticipated to remain in their current condition.

With-Action Condition

As discussed above, if the Proposed Actions are approved, development is expected to occur on Projected Development Site 1 and Projected Development Site 2 within the Project Area.

Housing New York 2.0

The Proposed Actions include a zoning text amendment to map a Mandatory Inclusionary Housing Area on the Project Area. The Applicant's proposed development is for a community facility use and does not include residential units.

The Proposed Actions would increase the development potential within the Project Area. New development within the Project Area would be subject to Mandatory Inclusionary Housing regulations and therefore require the inclusion of permanently affordable dwelling units. The creation of these units is consistent with this public policy as it furthers the goal of developing affordable units.

One New York: The Plan for a Strong and Just City (OneNYC)

The Proposed Actions would facilitate the development of a new long-term care facility with accessory amenity and therapy spaces. A stated goal of OneNYC 2050 is to create "healthy lives". This is further defined to mean that the city will "reduce inequities in health outcomes by addressing their root causes in residents' daily lives, guaranteeing health care, and facilitating both healthy lifestyles and a healthy physical environment." Further OneNYC has a stated goal of "efficient mobility" which can be achieved by policies that "enable reliable, safe, and sustainable transportation options so that no New Yorker needs to rely on a car." The development of a new long-term care facility with expanded therapy and amenity spaces within a neighborhood that is well served by public transit furthers both the goals of promoting "healthy lives" and "efficient mobility".

Conclusion

As discussed above, the Proposed Actions would advance several public policy objectives. The Proposed Actions would increase the development potential of the Rezoning Area and ensure that future residential development includes the provision of permanently affordable dwelling units per Mandatory Inclusionary Housing regulations. This is supportive of the goals of *Housing 2.0*. Further, the Proposed Actions would advance the stated goals of "Efficient Mobility" and "Healthy Lives" included in OneNYC through the creation of a new long-term care facility with new amenity and therapy spaces within a neighborhood well served by transit.

The Proposed Actions would not introduce residential or commercial uses that would not be allowed in the no action; therefore the Proposed actions would not result in significant adverse impacts to land use or zoning. They would also be consistent with all applicable public policies. No further analysis is warranted.

2 Shadows

Introduction

Per the CEQR Technical Manual, the purpose of a shadows analysis 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.

Sunlight sensitive resources of concern include Open Space Resources, Architectural Resources (specifically features of landmark or historic structures that depend on direct sunlight), Natural Resources (see Natural Resources below), and "Green-streets".

Preliminary Screening Assessment

Per the CEQR Technical Manual, a preliminary assessment of shadows impact, determines whether shadows from a proposed development could reach a sunlight sensitive resource.

Per the CEQR Technical Manual, the first step in conducting the screening assessment is to develop a base map that illustrates the Project Site location in relationship to the sunlight-sensitive resources. This base map is incorporated in **Figure 8-1: Tier I Screening Assessment** and demonstrates that the Proposed Development has the potential to cast shadows on one open space resource (P.S. 99 Playground). The Projected Development is not anticipated to cast shadows on any other sunlight sensitive resources. A Tier I shadow assessment is required.

Tier I Assessment

Per the CEQR Technical Manual, a Tier I shadow assessment creates a longest shadow study area. The longest shadow study area encompasses the Project Area and a perimeter around the area's boundary with a radius equal to the longest shadow that could be cast by the proposed structure. The longest shadow cast by the Proposed Development is 4.3 times the height of the structure: 602 Feet. **Figure 2-1: Tier I Screening Assessment** demonstrates that only one sunlight sensitive resources has the potential to receive

shadows from the Projected Development as a result of the Proposed Actions: P.S. 99 Playground. A Tier II assessment is required.

Tier II Assessment

Per the CEQR Technical Manual, because of the path that the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area between -108 and +108 degrees from true north of any given project site. **Figure 2-2: Tier II Screening Assessment** demonstrates that the sunlight sensitive resource identified above still has the potential to receive shadows as a result of the Proposed Actions. A Tier III assessment is required.

Tier III Assessment

The Tier 3 screening assessment is used to determine whether shadows resulting from the proposed project can reach a sunlight-sensitive resource by introducing the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. 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. Also, because the direction and length of shadows vary throughout the course of the day and the time of the year, the assessment of shadows is focused on representative times of the year relevant to the use and function of the identified sunlight-sensitive resources.

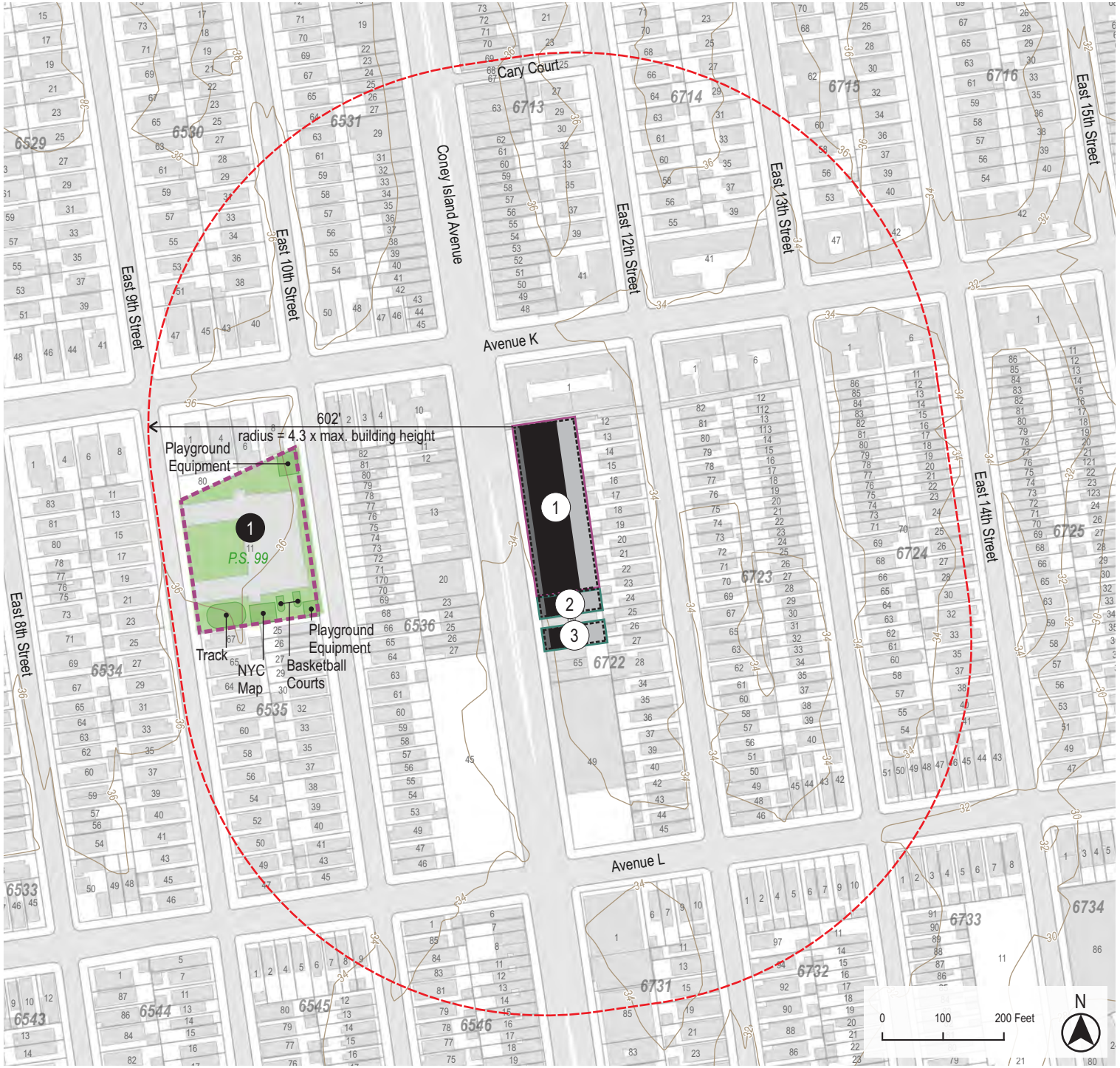
Per the CEQR Technical Manual, the months of interest for an open space resource encompass the growing season (March through October) and one month between November and February (usually December) representing a cold-weather month. Representative days for the growing season are generally the March 21 vernal equinox (or the September 21 autumnal equinox, which is approximately the same), the June 21 summer solstice, and a spring or summer day halfway between the summer solstice and equinoxes such as May 6 or August 6 (which are approximately the same). For the cold weather months, the December 21 winter solstice is usually included to demonstrate conditions during cold weather when people who do use open spaces rely most heavily on available sunlight for warmth. Project shadows that reach a sunlight-sensitive resource during any of these months could be of concern. These months and days are also used for assessing shadows on historic or natural sunlight-sensitive resources as they represent the full range of possible shadows.

The Proposed Actions would facilitate the construction on the Projected Development Sites 1, 2, and 3 within the Project Site. The following figures demonstrate the extent of the shadows cast by these developments throughout the year:

1455 Coney Island Avenue, Brooklyn

Figure 1: Tier 1 Screening Assessment

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- Longest Shadow Study Area Boundary
- Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource

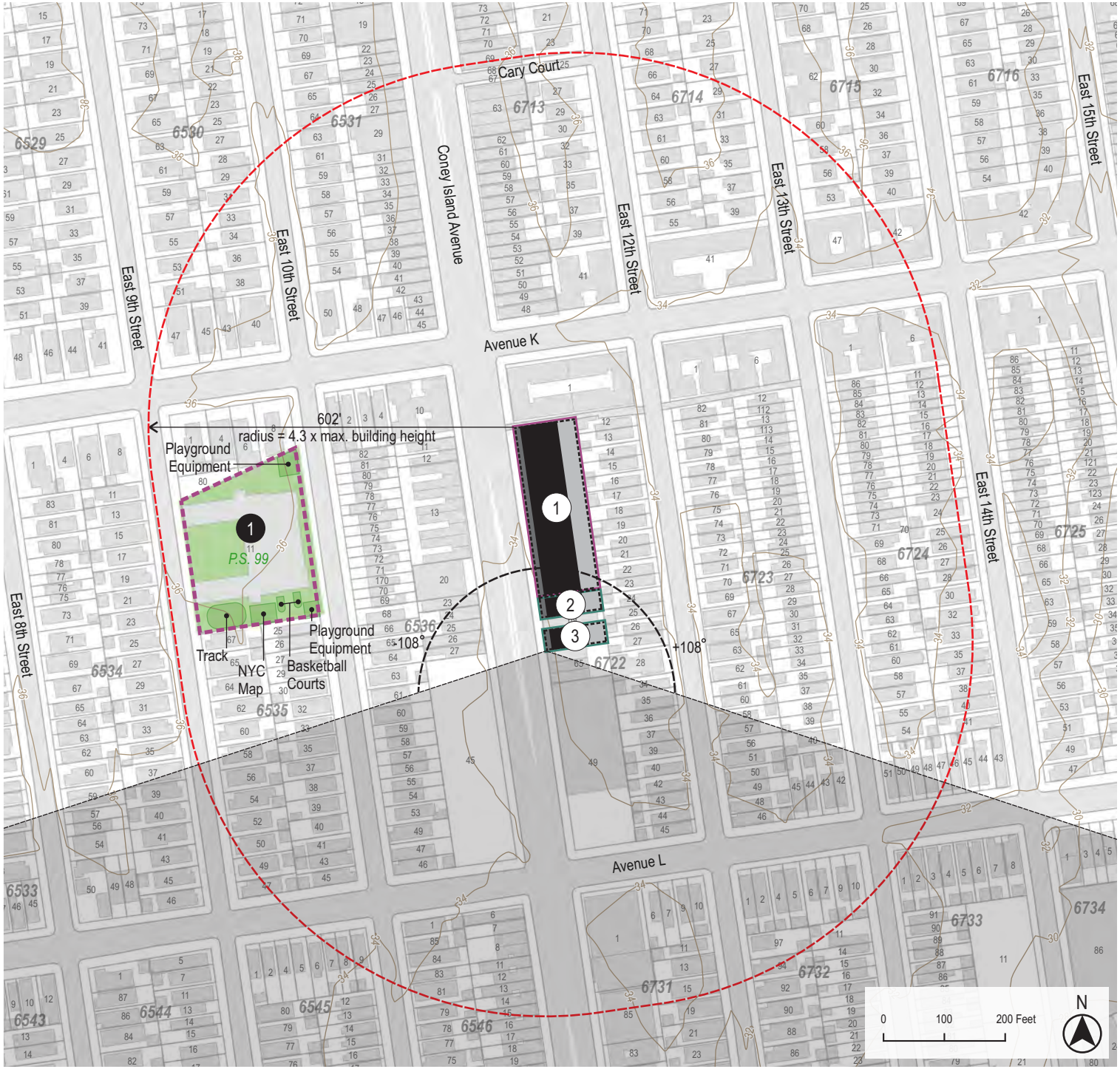


Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 2: Tier 2 Screening Assessment

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- Longest Shadow Study Area Boundary
- Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource
- Area That Cannot Be Shaded by the Proposed Building

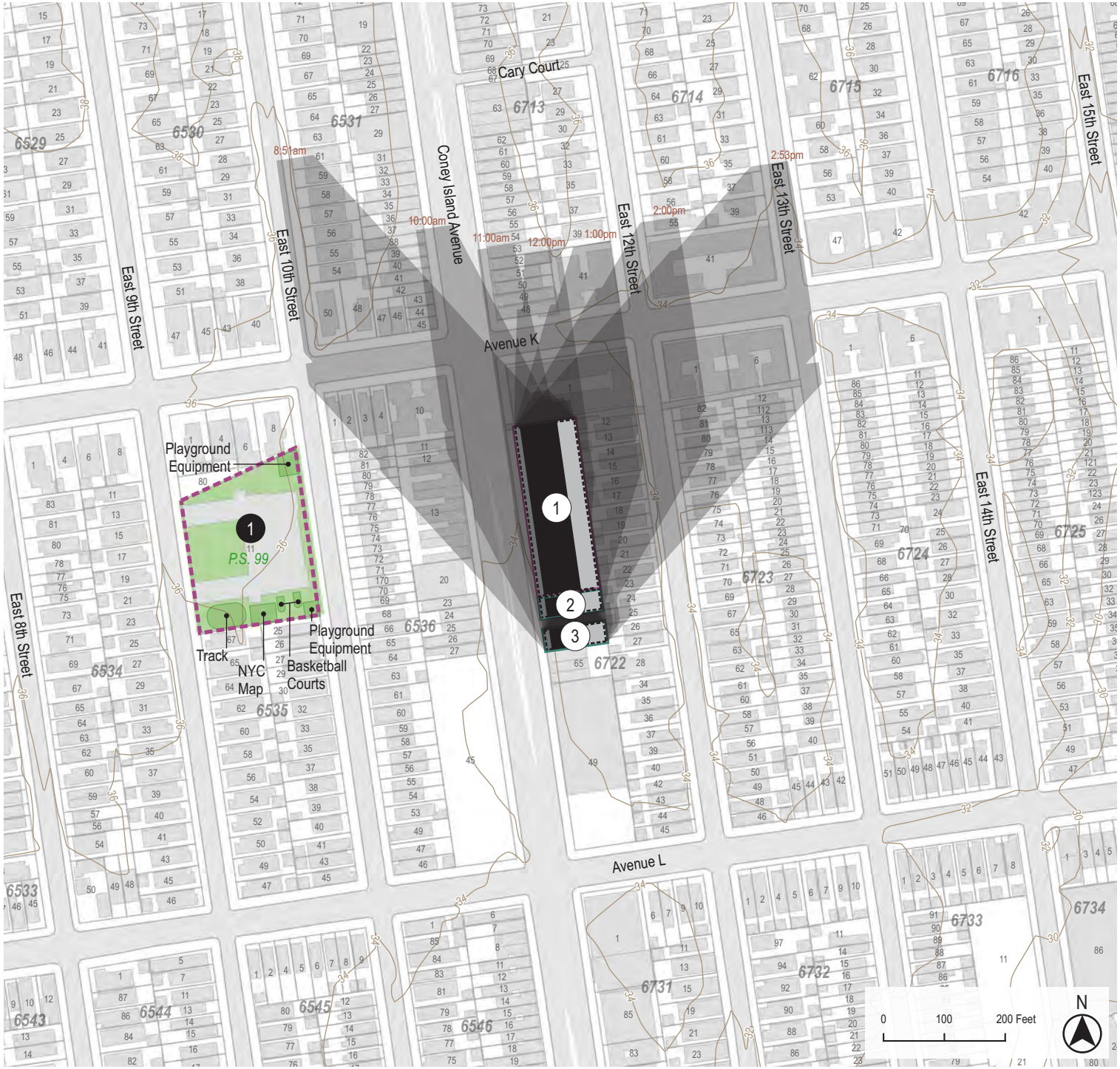


Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 3: Tier 3 Screening Assessment for the December 21 Analysis Day

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- (#) Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- 8:51am Shadow Cast/Analysis Time
- (#) Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource

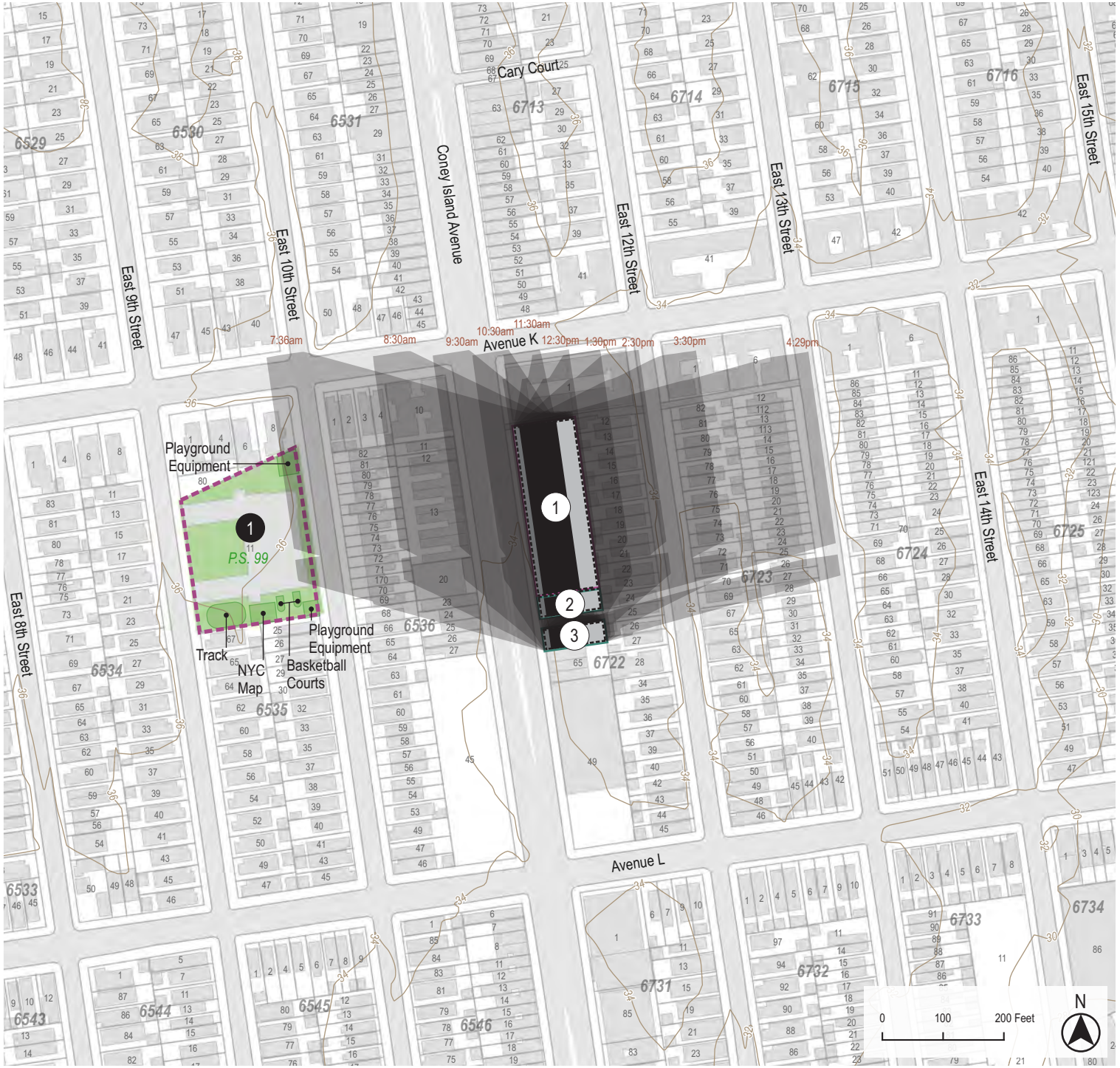


Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 4: Tier 3 Screening Assessment for the March 21 Analysis Day

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- (#) Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- 8:51am Shadow Cast/Analysis Time
- (#) Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource



Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 5: Tier 3 Screening Assessment for the May 6 Analysis Day

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- (#) Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- 8:51am Shadow Cast/Analysis Time
- (#) Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource

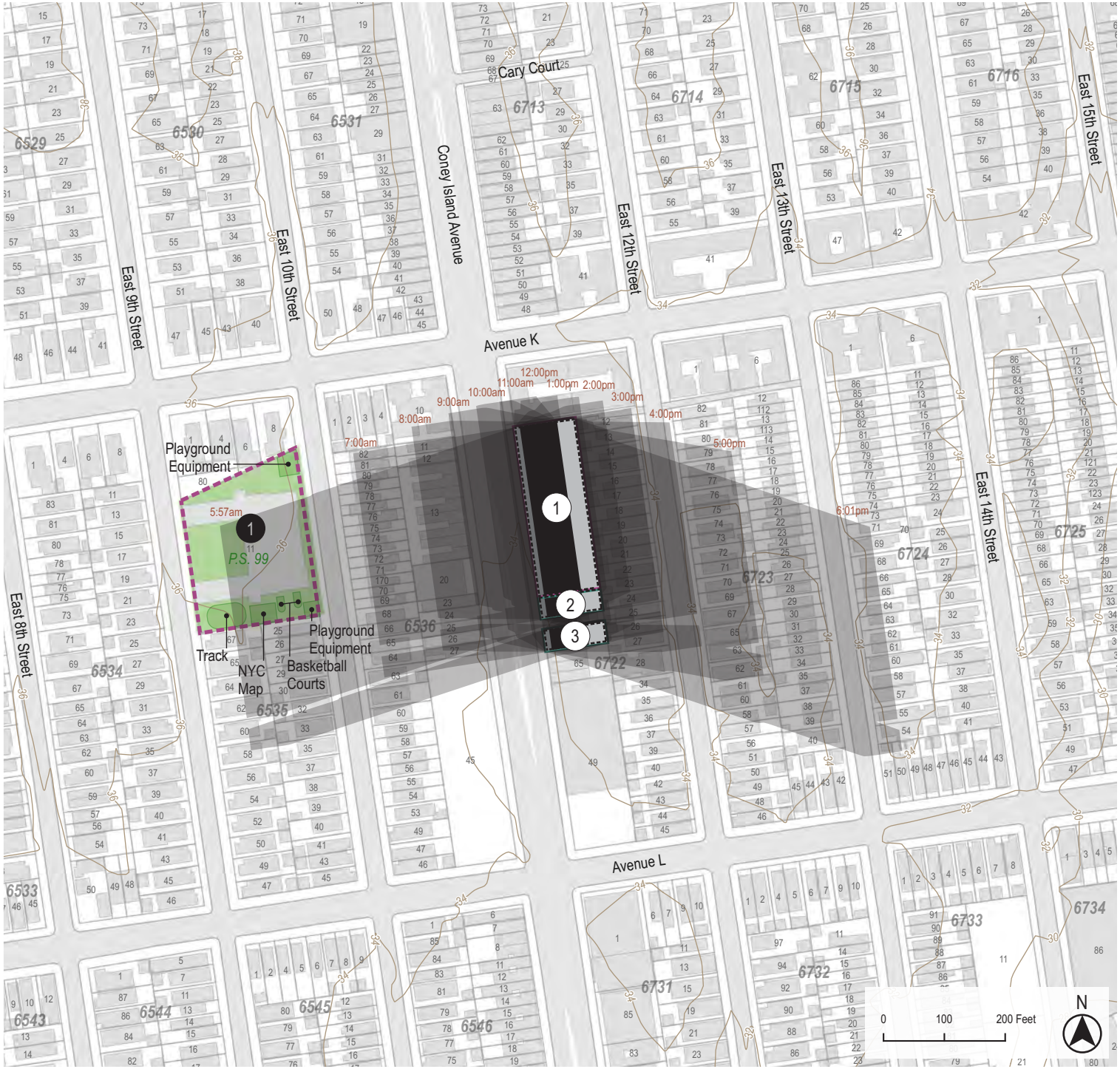


Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 6: Tier 3 Screening Assessment for the June 21 Analysis Day

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- (#) Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- 8:51am Shadow Cast/Analysis Time
- (#) Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource



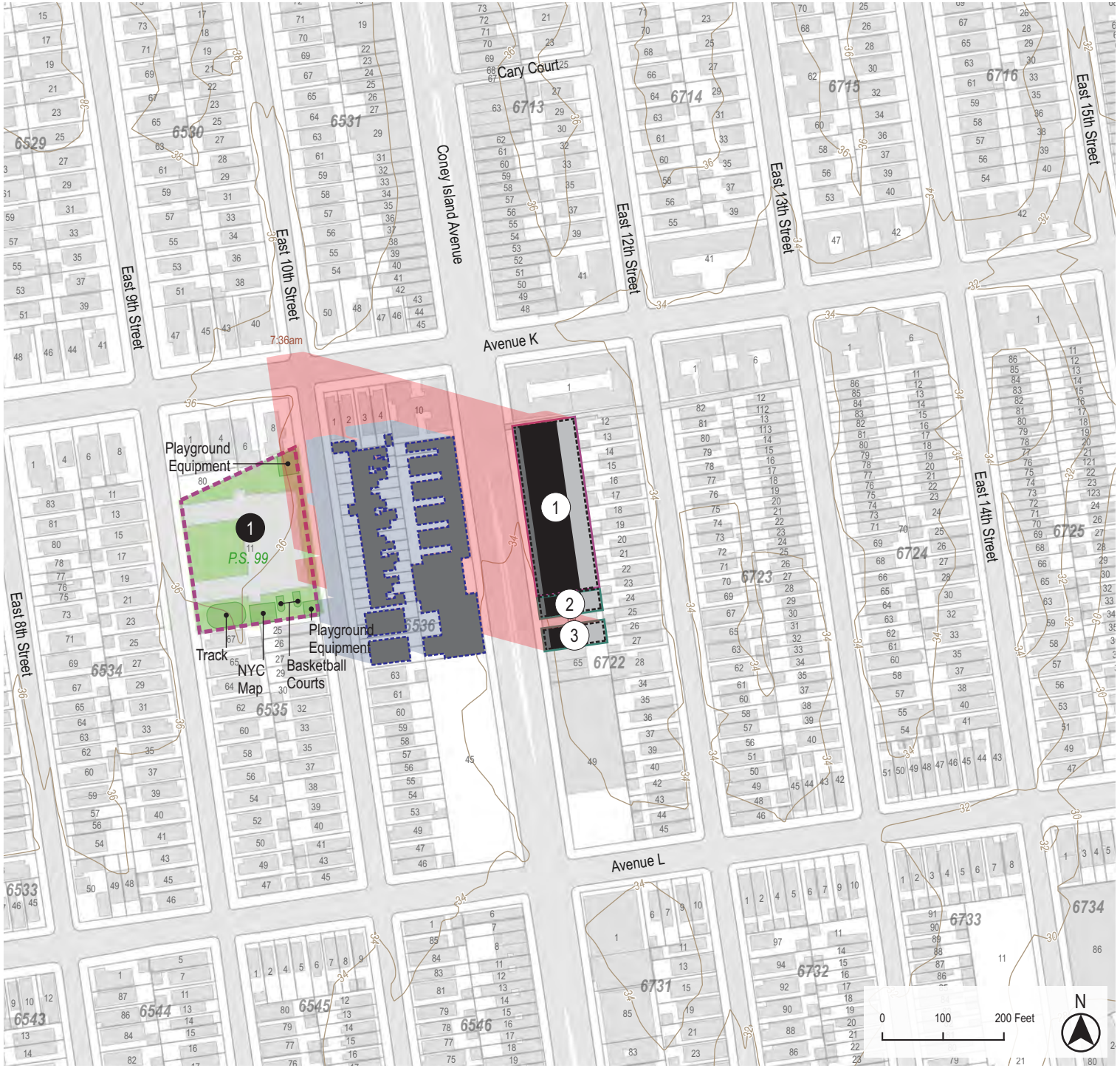
Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 7: Tier 3 Incremental Impact
for the March 21 Analysis Day

	1	2	3
Shadows Cast on Resource 1	7:36am-7:41am	7:36am-7:41am	7:36am-7:41am

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- (#) Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- 8:51am Shadow Cast/Analysis Time
- Footprint of Intervening Building
- Shadow of Intervening Building
- (1) Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource



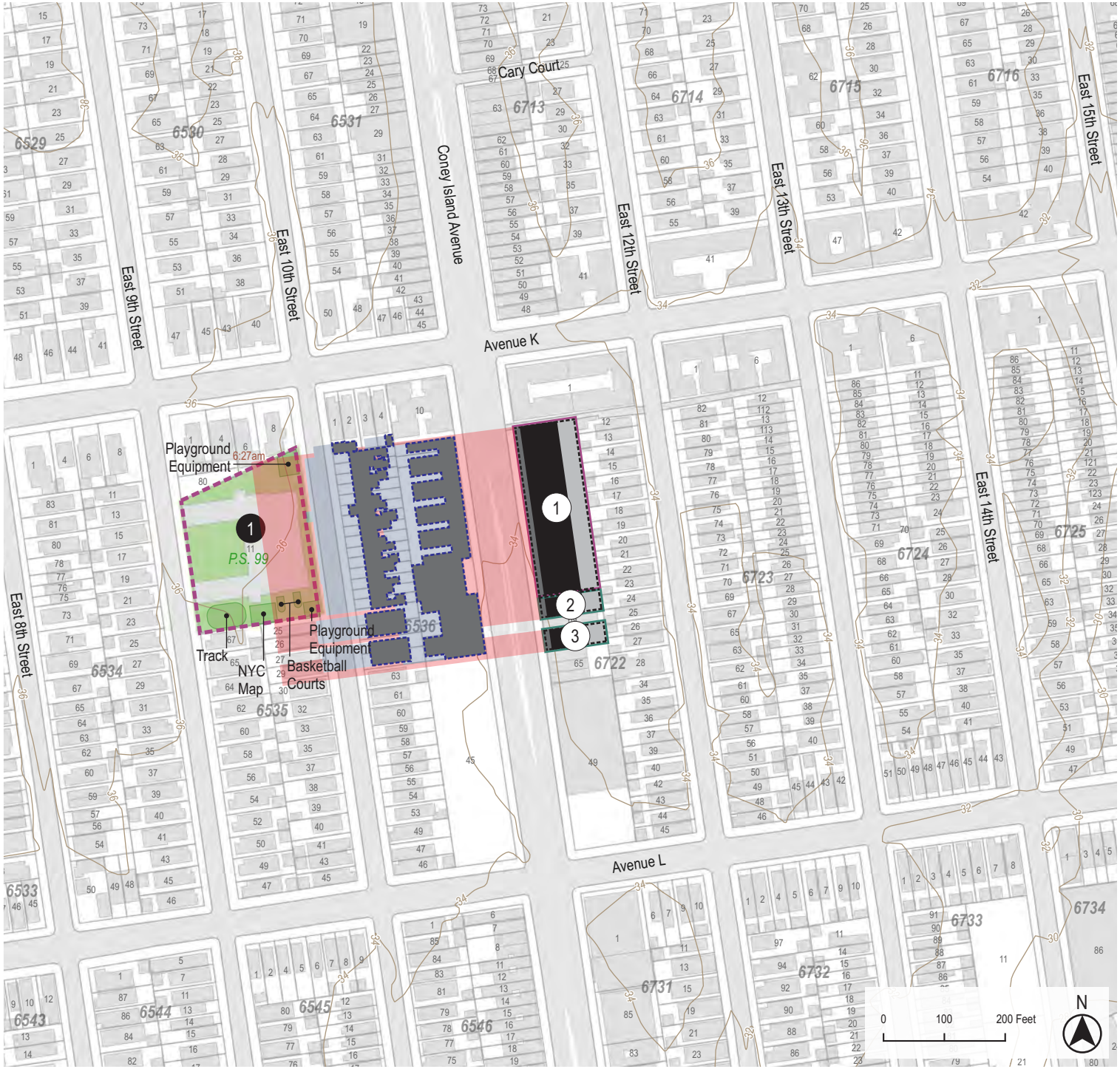
Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 8: Tier 3 Incremental Impact for the May 6 Analysis Day

	1	2	3
Shadows Cast on Resource 1	6:27am-6:44am	n/a	n/a

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- (#) Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- 8:51am Shadow Cast/Analysis Time
- Footprint of Intervening Building
- Shadow of Intervening Building
- (1) Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource



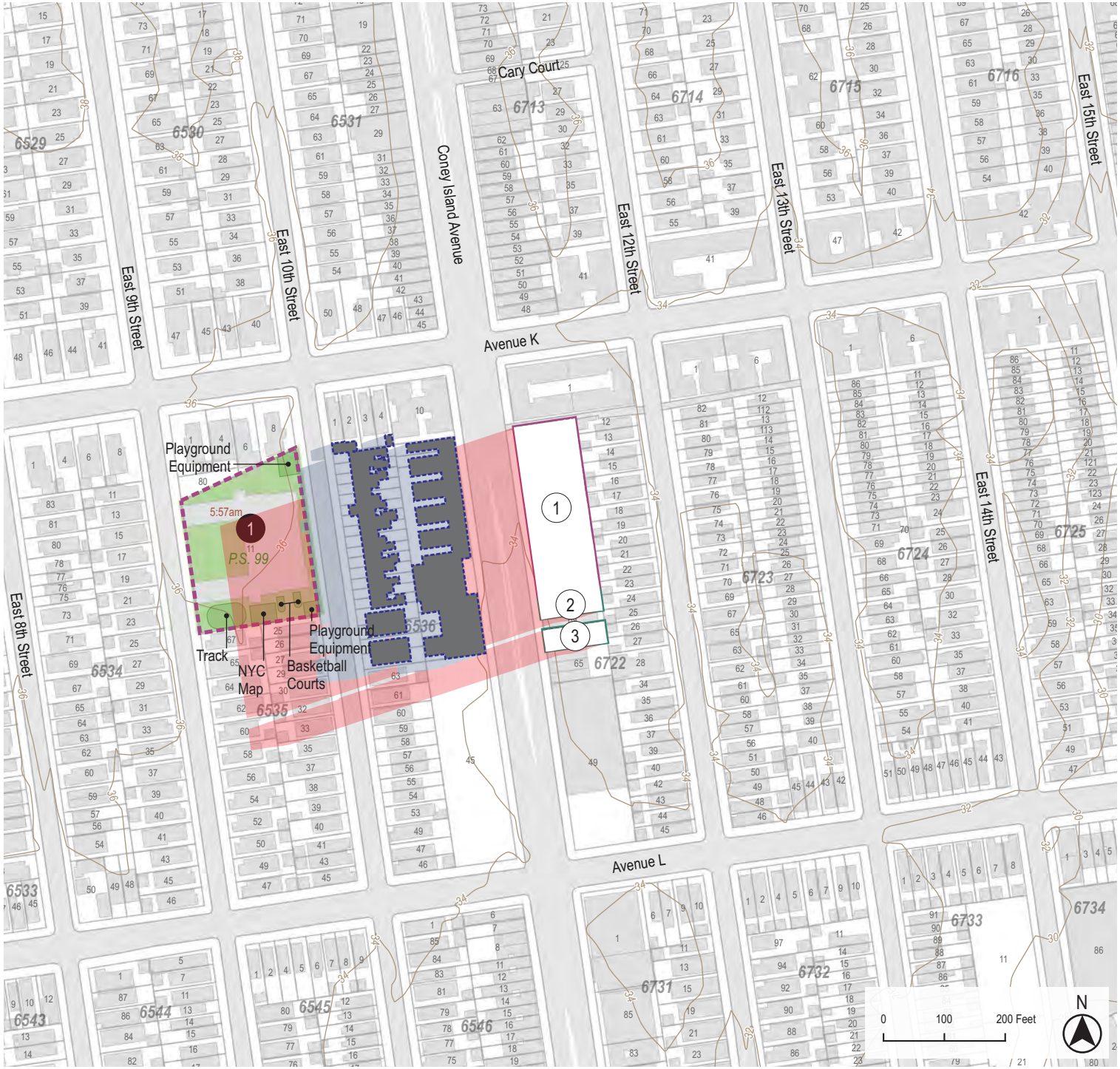
Urban Cartographics

1455 Coney Island Avenue, Brooklyn

Figure 9: Tier 3 Incremental Impact for the June 21 Analysis Day

	1	2	3
Shadows Cast on Resource 1	5:57am-6:27am	n/a	n/a

- Projected Development Site (Applicant-Owned)
- Projected Development Site (Non-Applicant Owned)
- # Projected Building Number
- Projected Building Footprint
- Roof Above Base (95')
- Roof Above Bulkhead (140')
- 8:51am Shadow Cast/Analysis Time
- Footprint of Intervening Building
- Shadow of Intervening Building
- 1 Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource



Urban Cartographics

As demonstrated in **Figure 2-3: Tier III Screening Assessment for Dec. 21st**, Projected Development Sites 1, 2, and 3 will not cast shadows over P.S. 99 Playground at any point throughout the day.

As demonstrated in **Figure 2-4: Tier III Screening Assessment for Mar. 21st**, Projected Development Sites 1, 2, and 3 will cast shadows over P.S. 99 Playground on the eastern edge of the playground early in the day.

As demonstrated in **Figure 2-5: Tier III Screening Assessment for May. 6th**, Projected Development Sites 1, 2, and 3 will cast shadows over P.S. 99 Playground on the eastern half of the playground early in the day.

As demonstrated in **Figure 2-6: Tier III Screening Assessment for Jun. 21st**, Projected Development Sites 1, 2, and 3 will cast shadows over P.S. 99 Playground on the eastern and southern portions of the playground early in the day.

As the Proposed Development sites have the potential to cast shadows on one or more of the analysis days on the sunlight sensitive resource a detailed analysis of shadows is warranted.

Detailed Analysis

Based on CEQR Technical Manual criteria and as shown in the Tier 3 incremental impact screening impact assessment diagrams (**Figures 2-3 through 2-6**), shadows from the proposed buildings on Projected Development Sites 1, 2, and 3 would cover portions of P.S. 99 Playground. The extent of the shadows is summarized in **Table 2-1** below. These new shadows would extend over a period of approximately five minutes on March 21, seventeen minutes on May 6, and thirty minutes on June 21. The longest shadow on the park would occur on June 21 at 5:57 am, when shadows from project-generated development would fall over the eastern and southern portions of the park.

Table 2-1 : Analysis Summary

Analysis Day	Dec. 21st	March 21st	May 6th	June 21st
Enter-Exit Time	N/A	7:36 AM - 7:41 AM	6:27AM - 6:44 AM	5:57 AM to 6:27 AM
Duration	0 Min	5 Min	17 Min	30 Min

The new shadows would fall on the children's play area, basketball courts and running track during spring and summer mornings. The shadows cast are short in duration and occur during a time where there is limited use of the resource.

As demonstrated in **Figure 2-7: Incremental Impact Assessment for Mar. 21st**, the buildings on Projected Development Sites 1, 2, and 3 would cast shadows on the eastern

portion of the playground from 7:36 AM to 7:41 AM. These shadows lasting 5 minutes would cover playground equipment.

As demonstrated in **Figure 2-8: Incremental Impact Assessment for May. 6th**, the buildings on Projected Development Sites 1, 2, and 3 would cast shadows on the eastern portion of the playground from 6:27AM to 6:44 AM. These shadows lasting 17 minutes would cover playground equipment and basketball courts.

As demonstrated in **Figure 2-9: Incremental Impact Assessment for Jun. 21st**, the buildings on Projected Development Sites 1, 2, and 3 would cast shadows on the eastern portion of the playground from 5:57 AM to 6:27 AM. These shadows lasting 30 minutes would cover playground equipment and basketball courts and running track.

Conclusion

The building on Projected Development Sites 1,2 and 3 would cast new shadows on portions of P.S. 99 Playground during the March 21st, May 6th and June 21st Analysis Days. As explained above, the shadows would cover only portions of the playground, and occur at times where the playground is generally not in use (between 5:57 AM and 6:27AM before the school building is open to students). Further, the shadows are generally short in duration moving in and out of the playground in 5, 17, and 30 minutes on the March 21st, May 6th and June 21st Analysis Days respectively. The incremental shadows would thus not significantly reduce the amount of sunlight that this portion of the park would receive nor affect the public's enjoyment of the playground. No other open space on sunlight-sensitive resource would be affected by shadows generated by the Proposed Actions. Therefore, the Proposed Actions would not result in significant shadow impacts, and no further analysis is necessary.

3. Historic and Cultural Resources

Introduction

Historic and cultural resources include both architectural and archaeological resources. The 2020 City Environmental Quality Review (CEQR) Technical Manual identifies historic and cultural resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated New York City Landmarks (NYCL); properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (NYCLPC); properties listed in the State/National Registers of Historic Places (S/NR) or contained within a district listed in or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHL); and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

An assessment of historic/archaeological resources is usually needed for projects that are located adjacent to historic or landmark structures or within historic districts, or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated. As discussed in this chapter, the Project Area contains no individual landmarks and eligible resources however it is located one block to the east of P.S. 99 (1120 East 10 Street) which is State/National Registry Eligible. Therefore, it is necessary to assess the potential impacts of the Proposed Actions on historic architectural resources.

Archaeological resources are considered only in those areas where new excavation or ground disturbance is likely and would result in new in-ground disturbance compared to No-Action conditions; these are limited to any area that may be developed in the Project Area and include projected as well as potential development sites. Because the Proposed Actions would induce development that could result in new in-ground disturbance, they have the potential to affect archaeological resources, and therefore an assessment of the potential effects on archaeological resources is also provided in this chapter.

Study Area

According to CEQR Technical Manual guidance, impacts on historic architectural resources are considered on those sites affected by the Proposed Actions and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned plus an approximate 400-foot radius around the Project Area, which is typically adequate for the assessment of historic architectural resources, in terms of physical, visual, and historical relationship.

Preliminary Assessment

Archaeological Resources

Archaeological resources are the physical remnants, usually buried, of past activities on a site. They can include pre-contact archaeological resources associated with the Native American populations who used or occupied a site, or archaeological resources associated with the historic period, which began with the settlement of Europeans in the New York area beginning in the 17th century. In developed areas and in urban regions, archaeological resources are often disturbed or destroyed by grading, excavation, and the installation and improvement of infrastructure. However, some archaeological resources do survive in an urban environment and are often sealed beneath the surface and protected from further disturbance.

In accordance with CEQR Technical Manual guidance, archaeological resources are assessed only in areas where excavation is likely and would result in new 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 would result in new in-ground disturbance, assessment of both prehistoric and historic archaeological resources is appropriate.

As discussed above, the Proposed Actions would facilitate construction on the Projected Development Sites within the Study Area, resulting in new in-ground disturbances. As such, an assessment of archaeological resources is necessary for the Proposed Actions. As detailed in the CEQR Technical Manual, only the area of subsurface work for a project is considered the impact area for archaeological resources. Environmental review for archaeological resources is a predictive endeavor. For prehistoric resources, it is appropriate to determine whether there are known prehistoric archaeological resources within a half- mile radius of the site. For historic archaeological resources, it is appropriate to determine if there are known historic archaeological resources in the nearby area, such as on the present-day full tax lot or within the boundaries of the nearest adjacent mapped streets.

As discussed above (see Project Description) all lots within the Project Area are currently occupied. However, the Proposed Actions would result in incremental excavation on the Projected Development Site. In a letter dated October 14th, 2022 the New York City Landmarks Preservation Commission (NYCLPC) determined that the Projected Development site consisted of properties with no archeological or architectural significance. This letter is included as Attachment A of this EAS.

Architectural Resources

As discussed above, the Proposed Actions would facilitate development on a site that is immediately adjacent to a Historic Landmark. The NYCLPC designates historically

significant properties in the City as NYCLs and/or Historic Districts, following the criteria provided in the Local Laws of the City of New York, NYC Charter, Administrative Code, Title 25, Chapter 3. Buildings, properties, or objects are eligible for landmark status when a part is at least 30 years old. Landmarks have a special character or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the city, state, or nation. There are four types of landmarks: individual landmark, interior landmark, scenic landmark, and historic district.

The Landmarks Preservation Commission was consulted to determine if the Projected Development Site or adjacent properties had archeological or architectural significance. In a letter dated October 14th, 2022 the New York City Landmarks Preservation Commission (NYCLPC) determined that the Projected Development site consisted of properties with no archeological or architectural significance. The letter identifies P.S. 99 (1120 East 10 Street) as a State/National Registry Eligible site that is within the Study Area. This letter is included as Attachment A in this EAS.

Conclusion

No direct, indirect, or construction related impacts would occur as a result of the approval of the Proposed Actions. As discussed above, the New York City Landmarks Preservation Commission (NYCLPC) determined that the Projected Development site consisted of properties with no archeological or architectural significance. Within the Study Area, P.S. 99 was identified as a S/NR Eligible site. The site is not adjacent to the Rezoning Area and therefore, direct or indirect effects on the site would not occur. The Proposed Actions would not result in significant adverse impacts to historic or cultural resources within the Study Area.

4. Hazardous Materials

Introduction

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include but are not limited to, heavy metals, volatile and semi volatile organic compounds, methane, polychlorinated biphenyls, and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the CEQR Technical Manual, the potential for significant adverse impacts from hazardous materials can occur when:

a) hazardous materials exist 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.

The Proposed Actions would facilitate the redevelopment of Projected Development Site 1, now occupied by a building that covers only a portion of the lot, with a larger building covering the entire lot. It is projected that the Proposed Actions would also lead to the redevelopment of two other sites not controlled by the Applicant. If the Proposed Actions are not approved, redevelopment would not occur on any of the sites. The Proposed Actions could thus result in the opening of new pathways for exposure to any hazardous materials or petroleum-based products located beneath the projected development sites. In accordance with the CEQR Technical Manual guidelines, investigation was undertaken to determine whether the proposed development sites may be subject to subsurface contamination.

Phase I Environmental Site Assessment

Environmental Studies Corp. performed a Phase I Environmental Site Assessment (ESA) of the subject property at 1455 Coney Island Avenue, in the Borough of Brooklyn, in May 2021. This Phase I ESA was prepared in accordance with the latest ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13).

Site Description

The subject property at 1455 Coney Island Avenue and 1114 East 12th Street, Brooklyn, New York was vacant at the time of the site visit. The site was last occupied by a nursing home (Brooklyn Center for Rehabilitation and Healthcare), which vacated in 2020. The property consists of two adjacent tax lots with a total combined area of approximately 30,900 square feet. Lot 12 (1114 East 12th Street) is approximately 2,600 square feet in area, and contains a 2-story (plus basement), former single-family dwelling which was last used as a staff residence and support facilities for the nursing home. There is also a small, 1-story detached garage on this lot.

Lot 73 (1455-1489 Coney Island Avenue) is approximately 28,300 square feet in area and contains a 2-story (plus basement) nursing home and rehabilitation facility. The building contains resident rooms, treatment rooms, a dental facility, recreation rooms,

offices, a kitchen and cafeteria, boiler room, and general storage areas. Heat and hot water for this building are provided by oil-fired systems. There is also a small, 1-story brick building on the northeast corner of the property which was formerly used as a morgue. Exterior portions of this lot consist of a narrow front yard on the west side of the lot, and a narrow, concrete paved yard on the north side. There is also a small, courtyard located on the south side of the site.

Current Operations/Hazardous Substances

At the time of the site visit the project site was vacant and unoccupied. No operations involving the use of hazardous substances were in effect at the time. There were small quantities of typical building maintenance supplies such as cleaners and paints present in the building, however, no staining or indications of recent spills or leaks were observed in the area.

Site History

Research into the history of the project site shows that the subject property was part of a larger fireworks factory in 1906 (Pain's Fireworks Manufacturing Co.). The building was constructed in 1925, as a motion picture theater (Vogue Theater) and ten retail stores. The identified uses in the retail stores include a bicycle and carriage store, a dress shop, a floor covering store, a hat shop, a lamp studio, a radio repair shop, a real estate office, a market, a dry goods store, a dance studio, an art studio, and a ladies' apparel store. The building was used as a theater and retail stores until circa 1958, at which time the use of the building was converted to a rest home/nursing home. The property was used as a nursing home until 2020, at which time it was vacated, and the site has remained vacant since that time. The nursing home contained a small dental facility with an x-ray machine, and it is likely that the operations included the use of x-ray photo developing chemicals, however, and given the relatively small size of this operation, and that the building is connected to the municipal sewer system, it is considered unlikely that the dental operations in the building would have impacted the project site.

Site Drainage

In addition, it is possible that the former fireworks manufacturing operations may have involved the use of hazardous substances, however, and given that the soils at the project site were excavated and removed in 1925 to accommodate the basements and foundations of the existing buildings, it is considered unlikely that impacts to the project site from this former fireworks factory would exist
Typical lavatory drainage structures such as sinks and toilets are present in the building, and several floor drains were noted in the basement of the building. In addition, several storm drains were observed on exterior portions of the property. It is likely that all the drainage structures at the site discharge to the municipal sewer system. No chemical or oil staining, or other indications of spills, leaks or discharges of hazardous substances or petroleum products were observed around any of the drainage structures at the project site.

Petroleum Storage Tanks

There is a 3,000-gallon, Number 4 aboveground fuel oil storage tank (AST) in the basement of the building which was in service at the time of the site visit. This tank is located in a tank vault with a steel door. At the time of the site visit, this door was not accessible and the tank could not be directly viewed. The fillport and vent line for this tank are located outside the west/central wall of the building, in the sidewalk along Coney Island Avenue. In addition to this tank, a second steel door which appeared to be another tank vault was observed in the basement, and it is possible that there is a tank located behind this door. The door was also inaccessible an no inspection of the interior of the vault was made.

A suspected petroleum storage tank vent pipe was observed in the courtyard on the south side of the site. This was a 2-inch diameter pipe which extended above the roof of the building. No tank fillports were observed in this area.

There is an emergency backup diesel generator located on the roof on the building. This generator has an integral 300-gallon diesel fuel tank built into the unit. The fillport and vent line for this tank are located on the side of the unit. No staining or indications of past spills or leaks were observed around this generator.

According to the New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) registration for the property, there was a 275-gallon, aboveground fuel oil storage tank (AST) removed from the property. The date of removal is not specified in the registration.

According to New York City Department of Buildings (NYCDOB) records, there were Oil Burner Applications issued to the property in 1947, 1964, 1971, and 1981. Certificates of Occupancy from 1958, 1959, 1962, 1966, and 1971 state that Fire Department approval was granted for fuel oil storage at the property.

Based on observations made during the site visit, and NYCDOB records, it is possible that one or more out-of-service petroleum storage tanks exist at the property.

Asbestos/Lead-Based Paints/PCBs

Given the age of the buildings (constructed prior to 1970), it is possible that they contain asbestos building materials and lead-based paints. Potential asbestos-containing materials observed in the building on Lot 73 include insulation materials, boiler and pipe insulation, floor tiles, ceiling tiles, roofing materials, wall board and surfacing materials. There is an electrical transformer located in the building on Lot 73. The identification plate on the front of the transformer reads “Dry Type Transformer.” Therefore, it is considered unlikely that this transformer contains PCBs. There are also fluorescent lights located in this building, and it is possible that the ballasts for these lights contain PCBs. No other transformers or large electrical equipment suspected of containing PCBs were observed at the project site.

Regulatory Agency Database Records

The property appears in the NYSDEC PBS database. The property is not identified in any of the other Federal or State environmental databases reviewed, including the United States Environmental Protection Agency (USEPA's) Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Generators list or hazardous waste Treatment/Storage/Disposal Facilities list, or the New York State Department of Environmental Conservation (NYSDEC's) Spill Logs database, Solid Waste Facilities database, Voluntary Cleanup Program or Brownfields databases, or the Registry of Inactive Hazardous Waste Disposal Sites.

Surrounding Land Use

The property is adjoined to the north and south by residential buildings with ground floor retail stores. Adjacent and to the east of the site are dwellings. Adjacent and to the west is Coney Island Avenue, beyond which are residential buildings with ground floor retail stores, and a grocery store.

Land uses in the immediate vicinity of the property (i.e., within approximately 500 feet of the site) are predominantly comprised of residential, with commercial/retail uses located along Coney Island Avenue. There are not any gasoline filling stations or heavy industrial uses located in the immediate vicinity of the project site.

A review of Sanborn historical maps shows that historical land uses in the immediate area of the subject property have been predominantly residential with commercial/retail uses along Coney Island Avenue since at least the 1930s. There are not any gasoline filling stations or heavy industrial uses shown in the immediate vicinity of the property on any of the historical Sanborn maps reviewed.

There were not any off-site, potential sources of contamination which are considered likely to have impacted the project site identified in the information reviewed for this report.

Conclusions

The Phase I ESA revealed the following Recognized Environmental Conditions (RECs):

- The potential for one or more out-of-service petroleum storage tanks at the subject property.

- The potential for site contamination from past spills, leaks or discharges from petroleum storage tanks at the subject property.

(E) Designations

Based on the RECs noted above and due to the close proximity and similar uses contained on Projected Development Sites 1, 2, and 3 it is assumed that these lots will contain similar RECs and the potential for contamination and potentially hazardous building materials. Therefore, prior to any soil disturbance on these properties, an (E) designation (E-772) related to hazardous materials will be assigned to the projected development sites described below.

Block 6722, Lots 12 and 73 (Projected Development Site 1)

Block 6722, Lots 70 and 71 (Projected Development Site 2)

Block 6722, Lot 67 (Projected Development Site 3)

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum-based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

Conclusion

The Phase I ESA identified potential historical land uses involving hazardous materials. Potential impacts relating to these conditions would be addressed through the placement of a hazardous materials (E) designation (E-772) on Block 6722, Lots 12 and 73 (Projected Development Site 1), Block 6722, Lots 70 and 71 (Projected Development Site 2), and Block 6722, Lot 67 (Projected Development Site 3). Compliance in association with the hazardous materials (E) designation on all sites would be conducted under the administration of OER. With the (E) designation in place to ensure that soil, groundwater, and vapor testing and any required remediation would precede redevelopment, no significant adverse impacts related to hazardous materials would occur, and no further analysis is warranted.

5. Transportation

INTRODUCTION

To determine the potential for the Proposed Actions to result in significant adverse transportation impacts, trip generation Level 1 and trip assignment Level 2 screening analyses were performed pursuant to the methodologies identified in the 2025 CEQR *Technical Manual.* Based on the proposed mixed-use development increment trip generation (Level 1) and trip assignment (Level 2) screening analyses results, it was determined that the Proposed Actions would require detailed vehicular traffic and pedestrian analysis as summarized below

EXISTING CONDITIONS

The three (3) Projected Development Sites within the Project Area currently contain a total of 5 residential dwelling units (3,347 gsf), 7,100 gsf of local retail space, and 37,097gsf of Long-Term Care facility, and no parking, as summarized in **Tables 1, and 2.**

NO-ACTION SCENARIO

Absent the Proposed Actions, it is assumed that the developments on the three (3) Projected Development Sites within the Project Area would remain the same as the existing condition, as summarized in **Tables 1, and 2**.

WITH-ACTION SCENARIO

Two scenarios are assumed for the With-Action condition, as described below, and summarized in **Tables 1, and 2**.

Scenario 1
The Proposed Actions would result in a development comprised of 36 residential dwelling units (30,530 gsf), 9,230 gsf of commercial retail (local) space, and a Long-Term Care facility with 280 beds (158,068 gsf), as summarized in **Table1**. The Proposed Actions would also provide an on-site accessory parking garage with 44 spaces. The proposed garage would be accessed via Coney Island Avenue.

Scenario 2
The Proposed Actions would result in a development comprised of 179 residential dwelling units (152,220 gsf), 46,020 gsf of commercial retail (local) space, as summarized in **Table 2**. The Proposed Actions would also provide an on-site accessory parking garage with 44 spaces. The proposed garage would be accessed via Coney Island Avenue.

Table 1 – Existing, No-Action Scenario, With-Action Scenario, and Increment on Projected Development Sites-SCENARIO 1

Land Use	Existing	No-Action	With-Action	Increment
Residential d.u.	**5 d.u. (3,347 gsf)**	**5 d.u. (3,347 gsf)**	**36 d.u. (30,530 gsf)**	**31 d.u. (27,183 gsf)**
Local Retail (gsf)	**7,100 gsf**	**7,100 gsf**	**9,230 gsf**	**2,130 gsf**
Community Facility-Long Term Care facility-(gsf)	**66 beds (37,097 gsf)**	**66 beds (37,097 gsf)**	**280 beds (158,068 gsf)**	**214 beds (120,971 gsf)**
Accessory Parking	**0**	**0**	**44**	**44**

Source: Approved RWCDS.

Table 2 – Existing, No-Action Scenario, With-Action Scenario, and Increment on Projected Development Sites-SCENARIO 2

Land Use	Existing	No-Action	With-Action	Increment
Residential d.u.	**5 d.u. (3, 347 gsf)**	**5 d.u. (3,347 gsf)**	**179 d.u. (152,220 gsf)**	**174 d.u. (148,873 gsf)**
Local Retail (gsf)	**7,100 gsf**	**7,100 gsf**	**46,020 gsf**	**38,920 gsf**
Community Facility-Long Term Care facility-(gsf)	**66 beds (37,097 gsf)**	**66 beds (37,097 gsf)**	**0**	**-66 beds (-37,097 gsf)**
Accessory Parking	**0**	**0**	**44**	**44**

Source: Approved RWCDS.

ANALYSIS FRAMEWORK

The transportation analyses are based on the net difference between the proposed with action and no-action scenarios or build increment.

INCREMENT

Scenario 1

The Proposed Actions would result in an increase of 31 net new residential dwelling units (27,183 gsf), 2,130 gsf of commercial retail (local) space, and a Long-Term Care facility with 214 beds (120,971 gsf), as summarized in **Table 1**. The Proposed Actions would also provide an on-site accessory parking garage with 44 spaces. The proposed garage would be accessed via Coney Island Avenue.

Scenario 2

The Proposed Actions would result in an increase of 174 net new residential dwelling units (148,873 gsf), 38,920 gsf of commercial retail (local) space, and a decrease of 66 (37,097gsf) Long-Term Care beds, as summarized in **Table 2**. The Proposed Actions would also provide an on-site accessory parking garage with 44 spaces. The proposed garage would be accessed via Coney Island Avenue.

PRINCIPAL CONCLUSIONS

The following detailed trip generation (Level-One Screening) and trip assignment (Level-Two Screening) analyses have been conducted for the project increment scenarios, as are summarized in **Tables 1 and 2**.

Scenario 1

Based on the *2025 CEQR Technical Manual thresholds, the* results of trip generation analysis (Level one screening), as shown in **Tables 3 thru 8 (Transportation Appendix)** for Weekday and Saturday peak hours, are summarized in a summary table below for comparison.

Scenario 2

Based on the *2025 CEQR Technical Manual thresholds, the* results of trip generation analysis (Level one screening), as shown in **Tables 9 thru 14 (Transportation Appendix)** for Weekday and Saturday peak hours, are summarized in a summary table below for comparison.
The summary table, as shown below, compares the results of the trip generation analyses for the two proposed scenarios. The trip generation results determine which scenario to be analyzed in detail for the proposed project. As shown in the summary table (below), scenario 2 would generate more person and vehicle trips. Based on the comparison in the summary table, it is concluded that Scenario 2 should be analyzed in detail for the proposed project.

Comparison Summary Table-Trip Generation

Scenario One	Person trips	Vehicle trips	Subway trips	Bus trips	Pedestrian trips
Peak Hour					
AM peak hr.	122	50	19	10	69
MD peak hr.	116	41	14	8	72
PM peak hr.	152	52	19	10	81
Sat.MD peak hr.	164	55	20	11	106

Source: Trip generation Tables 3 thru 8.

Scenario Two

Peak Hour	Person trips	Vehicle trips	Subway trips	Bus trips	Pedestrian trips
AM peak hr.	571	79	59	20	486
MD peak hr.	830	88	49	21	727
PM peak hr.	1146	125	72	30	1000
Sat.MD peak hr.	1334	142	82	35	1165

Source Trip Generation Tables 9 thru 14.

SCENARIO 2

Traffic and Parking

Based on the results of trip generation and trip assignment screening analyses, it is concluded that in the future with the Proposed Actions, two intersections in the study area would experience more than 50 peak hour vehicle trip-ends, as summarized in **Tables 11 and 14 (**Transportation Appendix) and shown in **Figures 4 and 5** (Transportation Appendix) for the weekday PM and Saturday Midday peak hours, respectively. Therefore, in accordance with the *CEQR Technical Manual* 50-vehicle trip-ends threshold, a detailed assessment of traffic and parking impacts will be conducted as detailed below.

Parking

The Proposed Actions would provide an on-site accessory parking garage with 44 spaces. The proposed garage would include an ingress/egress access point via Coney Island Avenue.

Transit

Subway

Based on the results of the trip generation screening analysis, the Proposed Actions would generate fewer subway trips than 200 peak hour subway trip-ends, as summarized in **Tables 10 and 13** (Transportation Appendix) for the weekday AM, Midday, PM, and Saturday Midday peak hour periods, respectively. Therefore, in accordance with the *CEQR Technical Manual* 200 subway trip-ends threshold, the subway trip-ends generated by the Proposed Actions would not result in any conditions requiring a detailed assessment of subway impacts.

Bus

Based on the results of the trip generation screening analysis, the Proposed Actions would generate fewer bus trips than 50 peak hour bus trip-ends during any peak hour, as summarized in **Tables 10 and 13** (Transportation Appendix) for the weekday AM, Midday, PM, and Saturday Midday peak hour periods, respectively. Therefore, in accordance with the *CEQR Technical Manual* 200 bus trip-ends threshold/50 or more peak hour bus trip-ends in one direction along a bus route during any peak hour, the bus trip-ends generated by the Proposed Actions would not result in any conditions requiring a detailed assessment of bus impacts.

Pedestrian

Based on the results of the trip generation **Tables 10 and 13** (Transportation Appendix) and trip assignment **Figures 6 through 9** (Transportation Appendix) analyses, it is concluded that in the future with the Proposed Actions, three (3) pedestrian elements in the Weekday Midday, PM and Saturday Midday peak hour periods would experience 200 or more peak hour pedestrian trip-ends. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip-ends threshold per pedestrian elements, a detailed assessment of pedestrian impacts will be conducted as detailed below.

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the Proposed Actions were determined based on information from the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, U.S. Census Data, trip generation and modal split data provided by the NYCDOT, and other approved EASs and EISs. The travel demand assumptions and trip generation sources are summarized in **Tables 3, 6, 9, and 12** (Transportation Appendix), and detailed below.

Residential Development

The *2025 CEQR Technical Manual Table 16-2* was utilized for trip generation rates, including truck trips, and daily temporal distribution. The *2015-2019 American Community Survey (ACS) Journey-to Work (JTW) data for Census Tract #'s 454, 456, 530, 532, 534, and 768* in the Brooklyn, NY was used for modal split information and auto occupancy rate, as is estimated in **Exhibits A and B,** and summarized in **Tables 3, 6, 9 and 12** (Transportation Appendix).

The estimated modal split data for residential use found that approximately 35.0% would travel by car, 0.6% would travel by taxi, 9.4% would travel by bus, 36.0% would travel by subway, and 19.0% would travel by foot and other mode of travel, such as bicycle, as shown and summarized in **Exhibit A**. The auto occupancy rate is 1.136, based on the *2015-2019 ACS JTW data for Census Tract #'s 454, 456, 530, 532, 534, and 768* in the Brooklyn NY, as summarized in **Exhibit B**.

Local Commercial Retail Development

The *2025 CEQR Technical Manual Table 16-2* was utilized for trip generation rates, including daily temporal distribution, truck trip rates, and modal split information. Vehicle occupancy rates are provided by NYCDOT, based on the survey results for a similar local retail space, located within a ¼-mile radius of a subway station (Brooklyn Transit Zone), as is summarized in **Tables 3, 6, 9, and 12** (Transportation Appendix).
The estimated modal split results for local commercial retail use found that approximately 11% would travel by car, 0% would travel by taxi, 2% would travel by bus, 3% would travel by subway, and 84% would travel by foot.

Long-Term Care Facility Development

Trip generation rates, daily temporal distribution, and truck trip rates are based on the recently approved *2840 Knapp Street, Brooklyn NY EAS, Transportation Section* Table 2 rates. *2012-2016 ACS Reverse-Journey-to Work (RJTW) data for Census Tract #'s 454, 456, 530, 532, 534, and 768* in the Brooklyn, NY was used for modal split information and auto occupancy rates of employee trips of the long-term care facility, as summarized in **Exhibits C and D** (Transportation Appendix). Modal split information and auto occupancy rates of patient and visitor trips of the long-term care facility are based on the rates used for the *2840 Knapp Street, Brooklyn NY EAS*.

The estimated modal split results for employee trips of the long-term care facility use found that approximately 47% would travel by car, 0% would travel by taxi, 12% would travel by bus, 17% would travel by subway, and 24% would travel by foot and other mode of travel, such as bicycle, as shown in **Exhibits C and D and Tables 3, 6, 9, and 12** (Transportation Appendix). The estimated modal split results for patient trips of the long-term care facility use found that approximately 0% would travel by car, 28% would travel by taxi, 0% would travel by bus, 0% would travel by subway, 72% would travel by ambulette, and 0% would travel by foot and other mode of travel, such as bicycle, as shown in **Tables 3, 6, 9, and 12** (Transportation Appendix). The estimated modal split results for visitor trips of the long-term care facility use found that approximately 79% would travel by car, 7% would travel by taxi, 7% would travel by bus, 7% would travel by subway, and 0% would travel by foot and other mode of travel, such as bicycle, as shown in **Tables 3, 6, 9, and 12** (Transportation Appendix).

PERSON AND VEHICULAR TRIPS

Person Trips

The Proposed Actions would generate a total of 571, 830, 1146, and 1334 net person trip ends during the AM, Midday, PM, and Saturday Midday peak hour time periods, respectively, as summarized in **Table 10 and Table 13** (Transportation Appendix).

Vehicle Trips

The Proposed Actions would generate a total of 79 (27 inbound and 52 outbound), 88 (44 inbound and 44 outbound), 125 (69 inbound and 56 outbound), and 142 (73 inbound and 69 outbound) net vehicle trip-ends during the Weekday AM, Midday, PM, and Saturday Midday Peak hour periods, respectively, as summarized in **Table 11 and Table 14** (Transportation Appendix).

PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENTS

The *CEQR Technical Manual* recommends a two-tier screening procedure for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Tier 1) to estimate the volume of person and vehicle trip-ends attributable to the Proposed Actions. If the Proposed Actions are expected to result in fewer than 50 peak hour vehicle trip-ends and fewer than 200 peak hour transit or pedestrian trip-ends, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Tier 2) are performed to estimate the incremental trip-ends at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Actions would result in 50 or more peak hour vehicle trip-ends at an intersection, 200 or more peak hour subway trip-ends at a station, 50 or more peak hour bus trip-ends in one direction along a bus route, or 200 or more peak hour pedestrian trip-ends traversing a pedestrian element, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, and parking.

LEVEL 1 SCREENING ASSESSMENTS

A Level 1 trip generation screening assessment was conducted for the project increment, as summarized in **Table 2,** to estimate the numbers of person and vehicle trip-ends by mode generated by the Proposed Actions during the Weekday AM, midday, PM, and Saturday peak hours, as summarized in **Tables 9 through 14** (Transportation Appendix). These trip estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

The Proposed Actions would generate a total of 571, 830, 1146, and 1334 net person trip-ends, 79 (27 inbound and 52 outbound), 88 (44 inbound and 44 outbound), 125 (69 inbound and 56 outbound), and 142 (73 inbound and 69 outbound) net vehicle trip-ends; 59, 49, 72, and 82 net subway trip-ends; 20, 21, 30, and 35 net bus trip-ends; and 486, 727, 1000, and 1165 net pedestrian trip-ends, during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. Based on the results of trips generated by the Proposed Actions, as summarized in **Tables 9 through 14** (Transportation Appendix), a

Level 2 vehicle and pedestrian assessment would be required for Weekday AM, Midday, PM, and Saturday Midday peak hours, as described below.

LEVEL 2 SCREENING ASSESSMENTS

A Level 2 screening assessment involves the distribution and assignment of projected trips to the transportation network and the determination of whether specific locations are expected to experience incremental trips exceeding *CEQR Technical Manual* thresholds. Typically, if the results of this analysis show that the Proposed Actions would result in 50 or more peak hour vehicle trip-ends through an intersection, 50 or more peak hour bus trip-ends on a bus route in a single direction, 200 or more peak hour subway trip-ends per station, or 200 or more peak hour pedestrian trip-ends per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

VEHICLE TRIPS

Vehicular Trip-Ends

The Proposed Actions would generate a total of 79 (27 inbound and 52 outbound), 88 (44 inbound and 44 outbound), 125 (69 inbound and 56 outbound), and 142 (73 inbound and 69 outbound) net vehicle trip-ends, during the AM, Midday, PM, and Saturday Midday Peak hour periods, respectively. Vehicular trips are assigned conservatively to the Projected Development Sites and the proposed on-site parking garage on Coney Island Avenue, instead of on-street parking supply. Based on trip assignments, and as shown in **Figures 2 through 5** (Transportation Appendix) for Weekday AM, Midday, PM, and Saturday Midday peak hours**,** two intersections in the study area would experience more than 50 vehicle trip-ends (intersection of Avenue K and Coney Island Avenue, and intersection of Avenue L and Coney Island) during Weekday PM and Saturday Midday peak hour). Therefore, in accordance with the *CEQR Technical Manual* 50-vehicle trip-end threshold, a detailed assessment of traffic impacts for the following intersections will be conducted:

- Intersection of Avenue K and Coney Island Avenue (Signalized Intersection);
- Intersection of Avenue L and Coney Island Avenue (Signalized Intersection);

Saturday Midday Peak Hour

- Intersection of Avenue K and Coney Island Avenue (Signalized Intersection);
- Intersection of Avenue L and Coney Island Avenue (Signalized Intersection).

TRANSPORTATION ANALYSIS METHODOLOGIES TRAFFIC OPERATIONS

The operation of all the signalized intersections in the study area were assessed using methodologies presented in the 2000 Highway Capacity Manual (HCM). The

intersections have been analyzed based on the methodologies of the Highway Capacity Software (HCS), Version HCS+5.5. Information derived from the manual relative to the level of service criteria is provided below.

SIGNALIZED INTERSECTIONS

The average control delay per vehicle is the basis for LOS determination for individual lane groups (grouping of movements in one or more travel lanes), the approaches, and the overall intersection. The LOS criteria for signalized intersections are summarized in Table 14.

Table 15 - Signalized and Un-Signalized Level of Service Criteria

Level of Service (LOS)	**Average Delay (Seconds per Vehicle)**
	Signalized Intersections
A	**<=10**
B	**>10-20**
C	**>20-35**
D	**>35-55**
E	**>55-80**
F	**>80**

Although the HCM methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the HCM. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay represents the most efficient condition in terms of traffic engineering standards, where an approach or the whole intersection processes traffic close to its theoretical maximum capacity with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle breakdowns are frequent. The HCM methodology also provides a summary of the total intersection operating conditions. The analysis chooses the two critical movements (the worst case from each roadway) and calculates a summary critical v/c ratio. The overall intersection delay, which determines the intersection's LOS, is based on a weighted average of control delays of the individual lane groups. Per the

CEQR Technical Manual, the LOS D (55 seconds of delay) is generally considered as the threshold.to evaluate traffic significant impacts.

DETERMINATION OF SIGNIFICANT TRAFFIC IMPACTS

Signalized Intersections

Determination of significant impacts for signalized intersections is summarized as follows:

- If a lane group under the With-Action condition is within acceptable LOS A, B C, or D (average control delay less than or equal to 55.0 seconds/vehicle), the impact is not considered significant.
- For a lane group with LOS E under the With-Action condition, an increase in projected delay of 5.0 or more seconds compared to the No-Action condition should be considered significant.
- For a lane group with LOS F under the With-Action condition, an increase in projected delay of 4.0 or more seconds compared to the No-Action condition should be considered significant.

2023 EXISTING CONDITIONS

Traffic data were collected on June 17 through June 28, 2023 for the Weekday AM, Midday, PM, and Saturday Midday peak periods via a combination of video data intersection counts and 24-hour Automatic Traffic Recorder (ATR) counts. These traffic counts were used to develop balanced traffic networks for the Weekday PM and Saturday Midday peak hours, which are generally 5:00 to 6:00 PM and 2:15 to 3:15 PM, respectively.

Inventories of roadway geometry, traffic controls, bus stops, and parking regulations/activities were recorded to provide appropriate inputs for the operational analyses. Official signal timings were measured in the field and obtained from NYCDOT for use in the analysis of the study area signalized intersections. **Figures 6** and **7** (Transportation Appendix) show the 2023 existing traffic volumes for the Weekday PM and Saturday Midday peak hours, respectively.

Levels of Service

A summary of the 2023 existing conditions traffic analysis results with details on level-of-service (LOS), v/c ratios, and average delays are presented in **Table 16**.

According to **Table 16**, one (1) intersection at Coney Island Avenue and Avenue K would experience unacceptable LOS (worse than LOS D), during the Weekday PM peak hour under the 2023 Existing Conditions. Specifically, the westbound through/right turn lane group of the intersection would operate at LOS E (delay of 55.3 sec.); and the southbound left turn lane group of the intersection would operate at LOS F (delay of 95.7 sec.), during the Weekday PM peak hour.

Table 16 - Lane Groups at Analyzed Intersections Under 2023 Existing Conditions

Intersection	Approach	Weekday PM Lane Group	V/C Ratio	Delay Sec/Veh	LOS	Saturday MD Lane Group	V/C Ratio	Delay Sec/Veh	LOS
Coney Island Avenue and Avenue K	Eastbound	L	0.21	39.7	D	L	0.02	23.0	C
		TR	0.72	54.3	D	TR	0.08	23.6	C
	Westbound	L	0.26	41.0	D	L	0.07	23.6	C
		TR	0.75	55.3	E	TR	0.23	25.5	C
	Northbound	L	0.10	53.5	D	L	0.04	37.0	D
		TR	0.37	20.7	C	TR	0.30	22.9	C
	Southbound	L	0.81	95.7	F	L	0.18	39.5	D
		TR	0.39	21.0	C	TR	0.24	22.3	C
Coney Island Avenue and Avenue L	Eastbound	L	0.15	33.7	C	L	0.03	19.7	B
		TR	0.41	36.4	D	TR	0.32	23.4	C
	Westbound	L	0.26	35.9	D	L	0.05	19.9	B
		TR	0.47	37.3	D	TR	0.17	20.8	C
	Northbound	L	0.11	13.6	B	L	0.01	14.6	B
		TR	0.28	14.7	B	TR	0.22	16.3	B
	Southbound	L	0.23	15.2	B	L	0.05	15.0	B
		TR	0.32	15.2	B	TR	0.19	16.0	B

2028 NO-BUILD CONDITIONS

The 2028 No-Build traffic volumes are constructed by:

a). Increasing the existing background traffic volumes by 1.025 (0.50 percent per year in the first 5 years and 0.25 percent per year starting from Year 6 per *CEQR TM* guidelines);
b). Adding vehicle trips generated by a mixed-use development located at 1508 Coney Island Avenue (a 10-story mixed-use building containing 47,714 gsf of local retail use and 125,075 gsf of non-profit office use) in the study area, as is summarized in **Tables AA** and **BB** and **Figures 8** and **9**.

Figures 10 and **11** show the 2028 No-Build traffic volumes for the Weekday PM and Saturday Midday peak hours, respectively.

Levels of Service

The 2028 No-Build conditions traffic analysis results with details on level-of-service (LOS), v/c ratios, and average delays are presented in **Table 17**.

According to **Table 17**, one (1) intersection would experience unacceptable LOS (worse than LOS D) during the Weekday PM peak hour under the 2028 No Build Conditions.

Specifically, the eastbound through/right turn lane group, the westbound through/right turn lane group, and the northbound left turn lane group of the intersection at Coney Island Avenue and Avenue K would operate at LOS E (delay of 59.57, 56.5, and 55.5 seconds, respectively) during the Weekday PM peak hour; the southbound left turn lane group of the intersection at Coney Island Avenue and Avenue K would operate at LOS F (delay of 98.3 second) during the Weekday PM peak hour.

Table 17 - Lane Groups at Analyzed Intersections Under 2028 No Build Conditions

Intersections	Approach	Weekday PM Lane Group	V/C Ratio	Delay Sec/Veh	LOS	Saturday MD Lane Group	V/C Ratio	Delay Sec/Veh	LOS
Coney Island Avenue and Avenue K	Eastbound	L	0.23	40.5	D	L	0.02	23.0	C
		TR	0.78	59.7	E	TR	0.12	24.1	C
	Westbound	L	0.37	45.0	D	L	0.10	24.0	C
		TR	0.77	56.5	E	TR	0.24	25.6	C
	Northbound	L	0.19	55.5	E	L	0.07	37.5	D
		TR	0.40	21.1	C	TR	0.32	23.2	C
	Southbound	L	0.82	98.3	F	L	0.19	39.8	D
		TR	0.41	21.3	C	TR	0.27	22.6	C
Coney Island Avenue and Avenue L	Eastbound	L	0.43	42.1	D	L	0.13	21.0	C
		TR	0.54	39.0	D	TR	0.43	25.4	C
	Westbound	L	0.31	37.8	D	L	0.05	20.0	B
		TR	0.50	37.8	D	TR	0.18	21.0	C
	Northbound	L	0.12	13.6	B	L	0.01	14.6	B
		TR	0.30	15.0	B	TR	0.24	16.5	B
	Southbound	L	0.24	15.5	B	L	0.05	15.0	B
		TR	0.33	15.3	B	TR	0.19	16.1	B

2028 BUILD CONDITIONS

The 2028 Build traffic volumes are prepared by adding the project generated incremental vehicle trips **Figures 4** and **5** (Transportation Appendix) to the no-build traffic volumes **Figures 10** and **11** (Transportation Appendix) as shown in **Figures 12** and **13** (Transportation Appendix)**.** The 2028 Build traffic volumes are shown for the Weekday PM and Saturday Midday peak hours, respectively, in the attached **Figures 12** and **13 (**Transportation Appendix).

Levels of Service

The 2028 Build conditions traffic analysis results with details on level-of-service (LOS), v/c ratios, and average delays are presented in **Table 18**.

According to **Table 18**, one (1) intersection would experience unacceptable LOS (worse than LOS D) during the Weekday PM peak hour under the 2028 Build Conditions. Specifically, the eastbound through/right turn lane group, the westbound through/right turn lane group, and the northbound left turn lane group of the intersection at Coney Island Avenue and Avenue K would operate at LOS E (delayw of 63.7, 56.5 and 57.7 seconds, respectively), during the Weekday PM peak hour; the southbound left turn lane group of the intersection at Coney Island Avenue and Avenue K would operate at LOS F (delay of 98.3 second) during the Weekday PM peak hour.

Table 18 - Lane Groups at Analyzed Intersections Under 2028 Build Conditions

Intersections	Approach	Weekday PM Lane Group	V/C Ratio	Delay Sec/Veh	LOS	Saturday MD Lane Group	V/C Ratio	Delay Sec/Veh	LOS
Coney Island Avenue and Avenue K	Eastbound	L	0.23	40.5	D	L	0.02	23.0	C
		TR	0.82	63.7	E	TR	0.15	24.6	C
	Westbound	L	0.46	49.4	D	L	0.13	24.5	C
		TR	0.77	56.5	E	TR	0.24	25.6	C
	Northbound	L	0.26	57.7	E	L	0.12	38.4	D
		TR	0.41	21.4	C	TR	0.35	23.5	C
	Southbound	L	0.82	98.3	F	L	0.19	39.8	D
		TR	0.42	21.5	C	TR	0.29	22.8	C
Coney Island Avenue and Avenue L	Eastbound	L	0.49	44.9	D	L	0.16	21.4	C
		TR	0.54	39.0	D	TR	0.43	25.4	C
	Westbound	L	0.31	37.8	D	L	0.05	20.0	B
		TR	0.51	38.1	D	TR	0.20	21.1	C
	Northbound	L	0.12	13.7	B	L	0.01	14.6	B
		TR	0.31	15.1	B	TR	0.26	16.7	B
	Southbound	L	0.27	16.1	B	L	0.08	15.3	B
		TR	0.34	15.5	B	TR	0.21	16.3	B

Based on the guidelines outlined in the *CEQR Technical Manual* for assessing significant impacts, a comparison between **Tables 17** and **18** reveals that none of the lane groups with LOS E under the With-Action condition would experience an increase in projected delay of 5.0 or more seconds compared to the No-Action condition, and none of the lane groups with LOS F under the With-Action condition would experience an increase in projected delay of 4.0 or more seconds compared to the No-Action condition, as summarized in **Table 19**. It is concluded that the Proposed Actions would not result in significant adverse impacts on any of the intersections analyzed, therefore, no mitigation measures would be required.

Table 19 – Comparison of Lane Groups with Unacceptable LOS between No-Action & With-Action Conditions

Intersections	Approach	No Action Lane Group	Delay Sec/Veh	LOS	With Action Lane Group	Delay Sec/Veh	LOS	Incremental Delay Sec/Veh
Coney Island Avenue and Avenue K	Eastbound	TR	59.7	E	TR	63.7	E	4.0
	Westbound	TR	56.5	E	TR	56.5	E	0
	Northbound	L	55.5	E	L	57.7	E	2.2
	Southbound	L	98.3	F	L	98.3	F	0

PARKING ASSESSMENT

A survey of nearby on-street supply and utilization within ¼-mile of the Proposed Project was conducted on Thursday, June 22nd 2023 to qualitatively assess the extent of how to accommodate the overflow parking demand from the Development Site.

Existing Conditions

On-street parking survey results in the approximately ¼-mile radius of the Development Site are summarized in **Table 20**, and **Exhibit E** (Transportation Appendix). There is a total of 1,821 parking spaces (parking supply), with utilization rate ranging from a maximum of 93.2% (1,697) to a minimum of 80.4% (1,464), as summarized in **Table 20**.

There is limited on-street parking supply available within ¼-mile of the Development Site, primarily along East 12th Street, East 13th Street, East 14th Street, East 15th Street, and Avenue L. The curbside regulations in the area generally include limited metered parking, no standing or no parking anytime, and alternate-side parking to accommodate street cleaning. On-street parking in this area is historically at or near full utilization during weekday hours, as summarized below in Table 20.

Table 20 - Existing On-Street parking supply, demand and utilization rate

Time	Supply	Demand	Available parking spaces	Utilization Rate
7:00-8:00 AM	1,821	1,697	124	93.2%
8:00-9:00	1,821	1,687	134	92.6%
9:00-10:00	1,821	1,679	142	92.2%
10:00-11:00	1,821	1,650	171	90.6%
11:00-12:00 N	1,821	1,603	218	88%
12:00 N-1:00 PM	1,821	1,571	250	86.3%
1:00-2:00	1,821	1,573	248	86.4%
2:00-3:00	1,821	1,579	242	86.7%
3:00-4:00	1,821	1,584	237	87%
4:00-5:00	1,821	1,579	242	86.7%
5:00-6:00	1,821	1,530	291	84%
6:00-7:00 PM	1,821	1,464	357	80.4%

Source: Exhibit E

The Future without the Proposed Project

Overall On-street parking demand is expected to experience the same growth as projected for traffic (total of 1.025 for five years). The No Build project (1508 Coney Island Avenue) is expected to provide a parking garage facility with 267 spaces, and utilization rate ranging from a maximum of 63.3% (169) to a minimum of 2.6% (7), as shown in **Table 21** and **Exhibit F** (Transportation Appendix).

Table 21 - No-build project (1508 Coney Island Ave) parking supply, and Demand

Time	Inbound	Outbound	Parking Accumulation	Utilization Rate
Capacity				267 parking spaces
7:00-8:00 AM	10	1	8	3%
8:00-9:00	120	64	64	24%
9:00-10:00	101	21	143	53.6%
10:00-11:00	37	32	148	55.4%
11:00-12:00 N	181	192	137	51.3%
12:00 N-1:00 PM	94	96	134	50.2%
1:00-2:00 PM	183	164	154	57.7%
2:00-3:00	87	72	169	63.3%
3:00-4:00	62	63	168	62.9%
4:00-5:00	57	116	109	40.8%
5:00-6:00	127	161	75	28.1%
6:00-7:00	60	97	37	13.9%
7:00-8:00	47	78	7	2.6%
8:00-9:00	37	43	0	0
9:00-10:00	11	11	0	0

Source: Exhibit F

The Future with the Proposed Project

The Proposed Project would include 44 accessory parking spaces on the Development Site. As shown in **Table 22**, and **Exhibit G** (Transportation Appendix), the parking demand generated by the Proposed Project at the Development Site would exceed the on-site capacity for the majority of hours throughout the day, with a peak parking demand of 94 during the 1:00 AM to 4 AM period, resulting in an on-site shortfall of up to 50 spaces, as shown in Table 22.

With nearby on-street parking supply, the overflows in parking demand, at the Development Site are expected to be accommodated by the on-street supply within ¼-mile such that the Proposed Project would not result in a parking shortfall, even if a parking shortfall is predicted to occur, per the *CEQR Technical Manual*, as summarized in **Table 23** for the existing supply, existing demand, no-build supply, no-build project parking demand, total no-build demand, total build supply, build project parking demand, total build parking demand and total available parking supply. **Table 23** shows that the total available parking supply in the parking study area would accommodate the

Proposed Project parking demand, and the Proposed Project would not result in a parking shortfall.

Table 22 - Build project (1455 Coney Island Ave) parking supply, and Demand

Time	Inbound	Outbound	Parking Accumulation	Utilization Rate
Capacity				44
12:00 Mid-1:00 AM	3	1	93	211.4%
1:00-2:00	1	1	94	213.6%
2:00-3:00	1	0	94	213.6%
3:00-4:00	1	1	94	213.6%
4:00-5:00	0	1	93	211.4%
5:00-6:00	1	5	89	202.3%
6:00-7:00	2	17	74	168.2%
7:00-8:00	6	33	47	106.8%
8:00-9:00 AM	40	62	26	59.1%
9:00-10:00	16	27	16	36.4%
10:00-11:00	17	21	11	25%
11:00-12:00 N	165	166	10	22.7%
12:00 N-1:00 PM	32	33	9	20.5%
1:00-2:00	111	111	9	20.5%
2:00-3:00	54	53	10	22.7%
3:00-4:00	58	53	14	31.8%
4:00-5:00	65	56	24	54.5%
5:00-6:00	119	103	40	90.9%
6:00-7:00	83	69	53	120.5%
7:00-8:00	66	57	62	140.9%
8:00-9:00	51	41	73	165.9%
9:00-10:00	26	15	84	190.9%
10:00-11:00	8	4	88	200%
11:00-12:00 Mid	5	2	91	206.8%

Source: Exhibit G.

Table 23-Existing, No-build, Build and Total Available Parking Supply

Time	Existing Supply	Existing Demand	No-Build Supply (1,821+267)=2,088	No-Build Demand	Total No-Build Demand, existing demand*1.025+no-build demand	Total Build Supply (2,088+44) =2,132	Build project Demand	Total build Demand	Total Available Supply
7:00-8:00 AM	1821	1,697	2,088	8	1,747	2,132	47	1,794	338
8:00-9:00	1821	1,687	2,088	64	1,793	2,132	26	1,819	313
9:00-10:00	1821	1,679	2,088	143	1,864	2,132	16	1,880	252
10:00-11:00	1821	1,650	2,088	148	1,839	2,132	11	1,850	282
11:00-12:00 N	1821	1,603	2,088	137	1,780	2,132	10	1,790	342
12:00 N-1:00 PM	1821	1,571	2,088	134	1,744	2,132	9	1,753	379
1:00-2:00	1821	1,573	2,088	154	1,766	2,132	9	1,775	357
2:00-3:00	1821	1,579	2,088	169	1,787	2,132	10	1,797	335
3:00-4:00	1821	1,584	2,088	168	1,792	2,132	14	1,806	326
4:00-5:00	1821	1,579	2,088	109	1,727	2,132	24	1,751	372
5:00-6:00	1821	1,530	2,088	75	1,643	2,132	40	1,683	449
6:00-7:00	1821	1,464	2.088	37	1,538	2,132	53	1,591	532

TRANSIT

Bus Trip-Ends

The Proposed Actions would generate a total of 20, 21, 30, and 35 net bus trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour time periods, respectively, as summarized in **Table 10 and Table 13** (Transportation Appendix). Currently four bus lines serve the Project Area, including bus line B68 which runs along Coney Island Avenue; bus lines B6 and B11 which run along Avenue J; and bus line B9 which runs along Avenue M in the study area. The Proposed Actions would generate less than 50 or more peak hour bus trip-ends in one direction along a bus route during any peak hour time period, and in accordance with the *CEQR Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of bus impacts.

Subway Trip-Ends

The Proposed Actions would generate a total of 59, 49, 72, and 82 net subway trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour time periods, respectively, as summarized in **Table 10 and Table 13** (Transportation Appendix). Currently there are three subway stations in the study area. The Avenue J subway station for the Line Q train, the Avenue M subway station for the Line Q train, and the Bay Parkway subway station for the Line F train are all located within a ½ mile radius of the Project Area (Brooklyn Transit Zone). The Proposed Actions would generate less than 200 subway trip-ends per subway station during any peak hour time periods, and in accordance with CEQR *Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of subway impacts.

PEDESTRIANS

Pedestrian Trip-Ends

The Proposed Actions would generate a total of 486, 727, 1000, and 1165 net pedestrian trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour periods, respectively. Based on the results of the trip generation **Table 10 and Table 13** (Transportation Appendix) and trip assignment **Figures 14 through 17** (Transportation Appendix) analyses, it is concluded that in the future with the Proposed Actions, the following pedestrian elements in the study area would experience 200 or more peak hour pedestrian trip-ends. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip-ends threshold per pedestrian element, a detailed assessment of pedestrian impacts for the following pedestrian elements will be conducted.

Weekday Midday Peak Hour

- Southeast corner of Avenue K and Coney Island Avenue intersection, and
- Northeast corner of Avenue L and Coney Island Avenue intersection, and

East sidewalk of Coney Island Avenue between Avenue K and Avenue L.

Weekday PM Peak Hour

- Southeast corner of Avenue K and Coney Island Avenue intersection, and
- Northeast corner of Avenue L and Coney Island Avenue intersection, and
- East sidewalk of Coney Island Avenue between Avenue K and Avenue L.

Saturday Midday Peak Hour

- Southeast corner of Avenue K and Coney Island Avenue intersection, and

- Northeast corner of Avenue L and Coney Island Avenue intersection, and
- East sidewalk of Coney Island Avenue between Avenue K and Avenue L.

The analysis methodology peak 15-minute pedestrian flow conditions during the Weekday Midday, PM, and Saturday Midday peak hours are analyzed using the Highway Capacity Manual 2010 methodology and procedures outlined in the *CEQR Technical Manual*. Using this methodology, the congestion level of pedestrian facilities is determined by considering pedestrian volumes, measuring the sidewalk or crosswalk width, determining the available pedestrian capacity, and developing a ratio of volume flows to capacity conditions. The resulting ratio is then compared with Levels of Service (LOS) standards for pedestrian flow, which define a qualitative relationship at a certain pedestrian traffic concentration level. The evaluation of street crosswalks and corners is more complicated as these spaces cannot be treated as corridors due to the time incurred for traffic lights. To effectively evaluate these facilities, a "time-space" analysis methodology is employed, which takes into consideration the traffic light cycle at intersections. LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. The LOS criteria are shown below in **Table 24** for pedestrian crosswalk/corner area and sidewalk conditions, as based on the Highway Capacity Manual methodology. The analysis of sidewalk conditions includes a "platoon" factor in the calculation of pedestrian flow to estimate the dynamics of walking more accurately. "Platooning" is the tendency of pedestrians to move in bunched groups or "platoons" once they cross a street where cross traffic required them to wait. Platooning generally results in an LOS one level poorer than that determined for average flow rates.

Table 24 - Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks			Corners Reservoirs and Crosswalks
		Non-Platoon Flow	Platoon Flow	
A	(Unrestricted)	> 60	> 530	> 60
B	(Slightly Restricted)	> 40 to 60	> 90 to 530	> 40 to 60
C	(Restricted but fluid)	> 24 to 40	> 40 to 90	> 24 to 40
D	(Restricted, necessary to continuously alter walking stride and direction)	> 15 to 24	> 23 to 40	> 15 to 24
E	(Severely restricted)	> 8 to 15	> 11 to 23	> 8 to 15
F	(Forward progress only by shuffling; no reverse movement possible)	<8	< 11	<8

Notes:
SEP: square feet per pedestrian.
Source: *CEQR Technical Manual*

2021 EXISTING CONDITIONS

Pedestrian counts were collected on October 5 and October 2, 2021 for the Weekday Midday, PM, and the Saturday Midday peak periods, respectively. These pedestrian counts were used to develop balanced pedestrian networks for the Weekday Midday, and PM peak hours, as well as the Saturday Midday peak hour, which are defined as 1:00 to 2:00 PM, 5:00 to 6:00 PM, and 12:00 to 1:00 PM, respectively.

Inventories of roadway geometry, traffic controls, bus stops, and subway locations were recorded to provide appropriate inputs for the operational analyses. Official signal timings were measured in the field and obtained from NYCDOT for use in the analysis of the study area signalized intersections**. Figure 18 (a,b,c)** (Transportation Appendix) shows measurements for roadway pedestrian elements. **Figures 19 through 21** (Transportation Appendix) show the 2021 existing traffic volumes, which have accounted for a COVID adjustment factor of 1.9 per NYCDOT's recommendation, for the Weekday Midday, PM, and Saturday Midday peak hours, respectively.

Levels of Service (LOS)

Weekday Midday Peak Hour

A summary of the 2021 existing conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 25 and 26**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A or LOS B for the Midday analysis peak hour.

Weekday PM Peak Hour

A summary of the 2021 existing conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 27 and 28**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A or LOS B for the PM analysis peak hour.

Saturday Midday Peak Hour

A summary of the 2021 existing conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 29 and 30**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A for the Saturday Midday analysis peak hour.

2021 Existing Weekday Midday Peak:

Table 25 - 2021 Existing Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Weekday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	171	656.8	A
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	268	451.2	B

Table 26 - 2021 Existing Pedestrian Levels of Service – Corners

Intersection	Corner	Weekday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	311	502.5	A
Coney Island Ave and Ave L	Northeast	352	428.7	A

2021 Existing Weekday PM Peak:

Table 27 - 2021 Existing Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Weekday PM Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	203	631.3	A
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	300	388.7	B

Table 28 - 2021 Existing Pedestrian Levels of Service – Corners

Intersection	Corner	Weekday PM Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	377	382.8	A
Coney Island Ave and Ave L	Northeast	501	262.6	A

2021 Existing Saturday Midday Peak:

Table 29- 2021 Existing Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Saturday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	85	1185.8	A
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	114	896.8	A

Table 30 – 2021 Existing Pedestrian Levels of Service – Corners

Intersection	Corner	Saturday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	241	662.8	A
Coney Island Ave and Ave L	Northeast	253	583.1	A

2028 NO-BUILD CONDITIONS

The 2028 no-build pedestrian volumes are constructed by **a):** increasing the 2021 existing pedestrian volumes by 1.03 (0.50 percent per year for first 5 years and 0.25 per year beyond, per *CEQR Technical Manual* guidelines - Table 16-4, Pages 16-32*)*, **b)**: by adding pedestrian trips generated by a mixed-use development, located at 1508 Coney Island Avenue, planned for construction in the study area, as described below.

- 1508 Coney Island Avenue-A 10-story mixed-use building containing 47,714 gsf of local retail use and 125,075 gsf of non-profit office use.

Pedestrian trips, generated by the 1508 Coney Island Avenue mixed-use development (**Tables AA and BB**), and pedestrian trip assignments (**Figures 22 through 24**) were prepared and added to the 2028 no-build pedestrian volumes (Transportation Appendix).

Figures 25 through 27 (Transportation Appendix) show the 2028 no-build pedestrian volumes for the Weekday Midday, PM, and Saturday Midday peak hours, respectively.

Levels of Service (LOS)

Weekday Midday Peak Hour

A summary of the 2028 no-build conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 31 and 32**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A or LOS B for the Midday analysis peak hour.

Weekday PM Peak Hour

A summary of the 2028 no-build conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 33 and 34**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A or LOS B for the PM analysis peak hour.

Saturday Midday Peak Hour

A summary of the 2028 no-build conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 35 and 36**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A for the Saturday Midday analysis peak hour.

2028 No Build Weekday Midday Peak:

Table 31 - 2028 No Build Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Weekday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	202	556.0	A
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	314	385.1	B

Table 32 - 2028 No Build Pedestrian Levels of Service – Corners

Intersection	Corner	Weekday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	482	318.8	A
Coney Island Ave and Ave L	Northeast	771	201.2	A

2028 No Build Weekday PM Peak:

Table 33 - 2028 No Build Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Weekday PM Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	244	525.2	B
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	359	324.8	B

Table 34 - 2028 No Build Pedestrian Levels of Service – Corners

Intersection	Corner	Weekday PM Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	605	235.8	A
Coney Island Ave and Ave L	Northeast	1048	118.3	A

2028 No Build Saturday Midday Peak:

Table 35 - 2028 No Build Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Saturday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	127	793.6	A
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	168	608.5	A

Table 36 - 2028 No Build Pedestrian Levels of Service – Corners

Intersection	Corner	Saturday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	471	331.3	A
Coney Island Ave and Ave L	Northeast	850	175.8	A

2028 BUILD CONDITIONS

The 2028 build pedestrian volumes are prepared by adding the project generated incremental pedestrian trips **Figures 15 through 17** (Transportation Appendix) to the no-build pedestrian volumes **Figures 25 through 27** (Transportation Appendix) as shown in **Figures 28 through 30** (Transportation Appendix)**.** The 2028 build pedestrian volumes are shown for the Weekday Midday, PM, and Saturday Midday peak hours, respectively, in the attached **Figures 28 through 30 (**Transportation Appendix).

Levels of Service (LOS)

<u>Weekday Midday Peak Hour</u>

A summary of the 2028 build conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 37 and 38**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A or LOS B for the Midday analysis peak hour.

Weekday PM Peak Hour

A summary of the 2028 build conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 39 and 40**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A or LOS B for the PM analysis peak hour.

Saturday Midday Peak Hour

A summary of the 2028 build conditions pedestrian analysis results with details on pedestrian volumes (ped/hr), average pedestrian space (sf/ped), LOS, and LOS adjusted for platoon are presented in **Tables 41 and 42**. Overall, the LOS analysis indicates that all of the study area's pedestrian elements would operate at LOS A or LOS B for the Saturday Midday analysis peak hour.

2028 Build Weekday Midday Peak:

Table 37 - 2028 Build Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Weekday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	573	195.8	B
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	665	181.6	B

Table 38 - 2028 Build Pedestrian Levels of Service – Corners

Intersection	Corner	Weekday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	853	172.2	A
Coney Island Ave and Ave L	Northeast	1122	129.4	A

2028 Build Weekday PM Peak:

Table 39 - 2028 Build Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Weekday PM Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	760	168.4	B
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	835	139.4	B

Table 40 - 2028 Build Pedestrian Levels of Service – Corners

Intersection	Corner	Weekday PM Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	1121	120.3	A
Coney Island Ave and Ave L	Northeast	1524	76.3	A

2028 Build Saturday Midday Peak:

Table 41 - 2028 Build Pedestrian Levels of Service – Sidewalks

Sidewalk	Effective Width (ft)	Saturday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	Platoon ADJ LOS
Coney Island Ave between Ave K and Ave L (east sidewalk north segment)	10	710	141.7	B
Coney Island Ave between Ave K and Ave L (east sidewalk south segment)	10	741	137.7	B

Table 42 - 2028 Build Pedestrian Levels of Service – Corners

Intersection	Corner	Saturday MD Peak Hour		
		Volume (ped/hr)	Average Pedestrian Space (sf/ped)	LOS
Coney Island Ave and Ave K	Southeast	1054	139.3	A
Coney Island Ave and Ave L	Northeast	1423	94.3	A

Overall, the LOS analysis indicates that all the study area's pedestrian elements would operate at LOS B or better for the Weekday Midday, PM, and Saturday Midday analysis peak hour periods.

CONCLUSION

In accordance with the threshold guidelines as detailed in the *2025 CEQR Technical Manual*, the Proposed Actions are not expected to result in significant adverse impacts related to transportation. Specifically, the Proposed Actions would not have a significant adverse impact on the neighborhood traffic, parking, transit, and pedestrian movements.

6. Air Quality

Introduction

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. The analysis followed the *New York City Environmental Quality Review 2021 Technical Manual*.

Air Pollutants and Applicable Standards and Guidelines

Criteria Pollutants

The US Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS) for seven of the most common air pollutants—known as "criteria" pollutants. The presence of these pollutants in ambient air is generally due to numerous diverse and widespread sources of emissions. As required by the Clean Air Act, EPA periodically conducts comprehensive reviews of the scientific literature on health and welfare effects associated with exposure to criteria air pollutants. In addition, the NAAQS have been adopted as the ambient air quality standards for the State of New York.

The New York State Department of Environmental Conservation (NYSDEC) measures air pollutants at more than 50 sites across the state using continuous and/or manual instrumentation. The primary NAAQS and background concentrations of the pollutants for which a dispersion analysis was required are presented in **Table 6-1**.

Table 6-1: NAAQS and Background Concentration

Pollutant	Averaging Period	National and State Standards	Background Concentration	Monitoring Station
$PM_{2.5}$	24-Hour	35 µg/m³	19.0 µg/m³	PS 314, Site No. 36-047-0052
	Annual	9.0 µg/m³	8.0 µg/m³	
NO_2	1-Hour (2)	188 µg/m³	100.8 µg/m³	Queens College, Site No. 36-081-0124
	Annual	100 µg/m³	23.5 µg/m³	

Note:
1. Background concentrations NYSDEC Ambient Air Quality Report 2024,
2. Average of annual 98th Percentile for last 3 years (53.2, 55.7, and 51.9 ppb).

NYC de minimis

In addition to the NAAQS, the city's *de minimis* criteria are used to determine the significance of the incremental increase in pollutant concentrations that would result from a proposed project. The following criteria should be used for the determination of stationary source significant adverse $PM_{2.5}$ incremental impacts (the Proposed Actions air

quality mobile source screened) for projects subject to CEQR:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 µg/m3 at any receptor location for stationary sources.

Noncriteria Pollutants

The NYSDEC Department of Air Resources established short-term (one-hour) and annual concentrations standards for certain noncriteria pollutants. The standards are acceptable ambient levels for these pollutants, which are based on human exposure. The New York State standards for noncriteria pollutants are published in the DAR-1 guidance document (latest version dated Feb. 12, 2021). DAR-1 presents Annual and Short-Term Guideline Concentrations (AGCs and SGCs, respectively) for contaminants that range in toxicity from high to low. The AGCs and SGCs are annual and 1-hour guideline concentrations, respectively, for potentially toxic or carcinogenic air contaminants. In addition, NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic, or duration. The AGC and SGC concentration standards of compounds emitted from manufacturing or processing facilities in the air quality study area are presented in **Table 6-2**.

Table 6-2: Noncriteria Pollutants of Concern

Pollutant Name	CAS Number	SGC (µg/m3)	AGC (µg/m3)
Butoxyethanol, 2	111-76-2	4700.0	1600.0
Acetic Acid	64-19-7	3700.0	60.0
Naphtha (Petroleum), Heavy Straight-Run	64741-41-9	No CAS	No CAS
Poly(Oxy-Ethanediyl)(Nonylphenyl) Hydroxy	9016-45-9	No CAS	No CAS
Methoxypropylacetate	108-65-6	36850.0	2000.0
Naphtha Hydrotreated Heavy	64742-48-9	---	900.0
Naphtha Light Aromatic	64742-95-6	---	100.0
Isopropyl Alcohol	67-63-0	98000.0	7000.0
Naphtha Medium Aliphatic	64742-88-7	---	3200.0
Naphtha Heavy Aromatic	64742-94-5	---	100.0
9-Octadecenamide,N,N-Bis(2-Hydroxgethyl)-,(Z)-	93-83-4	No CAS	No CAS
Triethanolamine Benzene	1886-81-3	No CAS	No CAS
Acetone	67-64-1	180000.0	30000.0
Aliphatic Petrol Distill	64742-89-8	---	3200.0
Dichloromethane (2)	75-09-2	14000.0	46.0
Xylene, M, O & P Mixture (2)	1330-20-7	22000.0	100.0
Notes: 1. Source - NYSDEC, DAR-1 AGC/SGC Tables, Feb. 12, 2021. 2. Hazardous Air Pollutants (HAPs).			

Mobile Source

According to the *CEQR Technical Manual,* projects 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 (e.g., diesel trains, helicopters, boats), or add new uses near mobile sources (e.g., roadways, garages, parking lots). Detailed analyses are required to predict whether a proposed action could potentially result in a significant adverse air quality impact if certain threshold criteria are met or exceeded. Proposed actions that do not meet or exceed the threshold criteria (screen out), are not expected to result in mobile source impacts.

Project-Generated Traffic

Screening analyses for the project's peak hour auto traffic and peak hour heavy-duty diesel vehicle (HDDVs) traffic are presented in this section. Per the *CEQR Technical Manual*, a detailed analysis for carbon monoxide (CO) is required if the generated peak hour auto traffic or diversion of existing peak hour traffic would result in an increment of 170 auto trips (in this area of the city). A detailed analysis for particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$) is required if the generated peak hour HDDVs traffic or its equivalent in vehicular emissions, depending on the type of road, would be met or exceeded.

According to the transportation analysis for this project, the Proposed Actions Scenario 2, the bigger Scenario, would generate a total of 79 (75 cars, 4 trucks), 88 (86 cars, 2 trucks), 125 (125 cars, 0 trucks), and 142 (144 cars, -2 trucks) net vehicle trip ends (inbound and outbound combined) during the AM, Midday, PM, and Saturday Midday peak hour periods, respectively. The peak hours project-generated traffic would not exceed the *CEQR Technical Manual* threshold of 170 vehicular trips. Therefore, no CO detailed analysis is required.

The $PM_{2.5}$ equivalent truck calculation in vehicular emission screen ranges from 12 to 23 HDDVs depending on the type of road. As presented in the **Transportation Chapter**, two intersections in the study area would experience more than 50 vehicle trip-ends (intersection of Avenue K and Coney Island Avenue, and intersection of Avenue L and Coney Island). As such, HDDV screens were conducted for these intersections, based on the Transportation Level 2 screens. For the other intersections in the study area, given the low level of project-generated traffic, the increment in particulate matter (PM) concentration is unlikely to exceed the *de minimis* design value. The HDDV screening assessment was conducted using the New York City Department of City Planning (DCP) procedure, accounting for all traffic entering an intersection. Based on DCP's procedure, each roadway Equivalent Truck Calculation value was divided by the roadway HDDV screening threshold, and the roadway aggregated ratios were added. If the intersection score exceeds 1, the intersection fails the HDDV screen or its equivalent for vehicular emissions, and a detailed analysis is required. The worst-case HDDVs or their equivalent in vehicular emissions would result in a maximum of 6 equivalent trucks. **Table 6-3** shows the Scenario 2 project-generated traffic (inbound and outbound combined) and the results

of the *CEQR Technical Manual* Equivalent Truck Calculation. As seen in **Table 6-3**, the Proposed Actions $PM_{2.5}$ equivalent truck calculations in vehicular emissions do not exceed the HDDVs screening threshold criteria. Therefore, the Proposed Actions project-generated traffic screens out.

Table 6-3: *CEQR Technical Manual* Equivalent Truck Calculations

Peak Hour	Auto Trips	Truck Trips	E-Trucks	HDDV Threshold	Total Trips	E-Trucks	E-Trucks Ratio
	Intersection of Avenue K & Coney Island Avenue						
	Avenue K (Collector)			Coney Island Avenue (Arterial)			
AM	5	2	2.50	31	2	2.78	0.253
Midday	9	1	2.54	34	1	2.20	0.230
PM	17	0	3.38	46	0	2.03	0.2659
Sat Midday	20	-1	3.22	54	-1	1.67	0.2422
	Intersection of Avenue L & Coney Island Avenue						
	Avenue L (Collector)			Coney Island Avenue (Arterial)			
AM	4	2	2.30	31	2	2.78	0.242
Midday	9	1	2.54	32	1	2.12	0.226
PM	16	0	3.18	46	0	2.03	0.255
Sat Midday	19	-1	3.02	53	-1	1.63	0.230

Notes:
Total project- generated trucks distributed evenly on the roadways.

The Proposed Actions With-Action scenario(s) features a total of 61 accessory parking spaces, an increment of 61 spaces compared with the No-Action condition, which is less than DCP's threshold (increment of 85 spaces) that requires a detailed analysis. Furthermore, considering the small number of accessory parking spaces, a significant adverse air quality impact is unlikely. In addition, the Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway, create a covered road or be affected by a covered road, or create a new sensitive receptor adjacent to an existing large parking facility or significantly increase the vehicle miles traveled in a large area. As such, no detailed analysis is warranted.

Stationary Source

According to the *CEQR Technical Manual*, air quality analyses of stationary sources may be warranted if a project would (i) create new stationary sources of pollutants – such as emission stacks of industrial plants, hospitals, other large institutional uses, or even a building's boiler – that may affect surrounding uses; (ii) introduce certain new uses near existing or planned emissions stacks that may affect the use, or (iii) introduce structures near such stacks so that changes in the dispersion of emissions from the stacks may affect surrounding uses.

Heating and Hot Water Systems

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 effects the emissions, and the square footage of the development that would be served by the system. The CEQR Technical Manual screening analysis is based on these factors. A detailed analysis is required if the screening analysis failed.

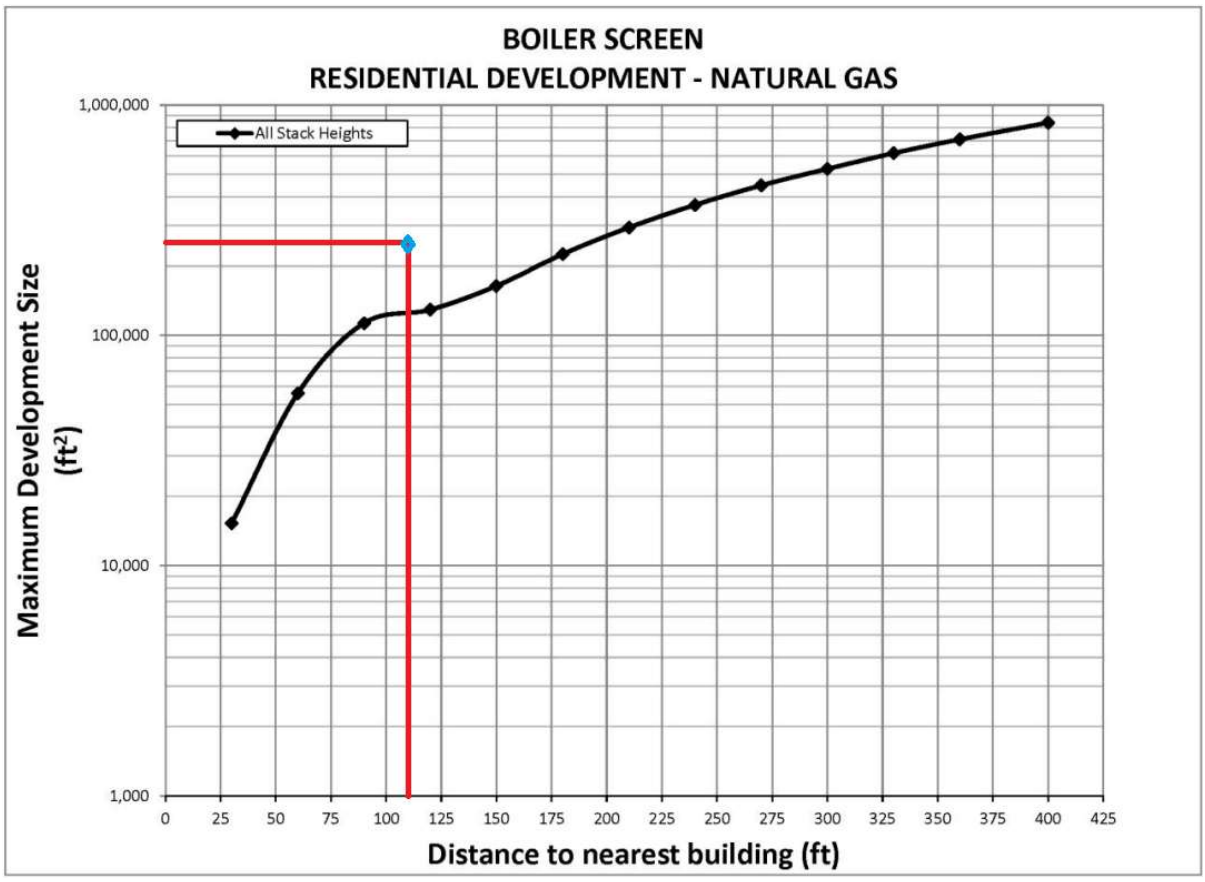
As determined in the analysis, natural gas will be the only fossil fuel used in the HVAC system(s) of the Projected Development Sites 1, 2, and 3. As such, the *CEQR Technical Manual Appendices Figure App 17-2* nomograph was used for the screening assessment. As screening analysis is only applicable to a single smokestack, for the purposes of a cumulative screening analysis emissions from multiple stacks were combined in a single stack situated as close as possible to the receiving building.

Projected Development Site 1 Mixed-Use Development Reasonable Worst Case Development Scenario (RWCDS) would facilitate a 125-foot-tall development. The RWCDS of the Proposed Development on Projected Development Site 1 would facilitate a 105-foot-tall building. The Projected Development Site 1 Mixed-Use Development RWCDS was analyzed because this would result in a higher stack.

Project-on-Project: As each development site is no more than 30 feet from another site, the screening analysis is not applicable (less than 30 feet, which is the minimum distance applicable to HVAC systems screening analysis). Therefore, a detailed analysis is required for the project-on-project scenario.

Project-on-Existing – Projected Development Sites 1, 2, and 3 on existing land uses: Based on the methodology above, Projected Development Sites 1, 2, and 3 RWCDSs gsf floor areas were combined and analyzed as a 115-foot-tall residential building, containing 254,240 gsf. A distance of approximately 110 feet, which is the distance between Projected Development Site 3 and the tower portion of the under-construction development at 1508 Coney Island Avenue (Block 6536, Lot 30), was used in the screening analysis. **Figure 6-1** (using Figure App 17-2 of the *CEQR Technical Manual Appendices*) shows the screening analysis.

Figure 6-1: The Proposed Project Screening Analysis on Existing Land Uses



As seen in the screening analysis (see **Figure 6-1**), using the nomograph provided in the *CEQR Technical Manual*, the Proposed Project (Projected Development Sites 1, 2 and 3 combined) gsf falls above the curve for a natural gas-fired system(s). As such, a detailed analysis is required for the Proposed Actions' potential impact on existing land uses.

HVAC Systems Detailed Analysis

A stationary source modeling was conducted to evaluate the potential impacts associated with the boiler stacks' emissions. Lakes Environmental MPI executable was used in the analysis. The MPI executable takes advantage of computers with multiple processors, significantly reducing the run-time. The latest MPI executable (used in the analysis) modified the EPA's AERMOD latest executable model version 24142. The AERMOD model incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain. The model was run with the regulatory default option and for both with and without downwash effect options, where the Building Profile Input Program (BPIP) was run with the downwash effect enabled. All analyses were conducted using five consecutive years of meteorological data (2017-2021), obtained from the NYSDEC. Surface data used in the analysis is from JFK Airport, upper air data is from Brookhaven station, New York. The meteorological data provided hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over

the 5-year period. The population in New York City was specified to account for the effects of increased surface heating from an urban area on pollutant dispersion under stable atmospheric conditions.

The pollutants of concern for natural gas-fueled boilers are NO_2 and $PM_{2.5}$. The HVAC systems' total energy capacities were calculated based on the RWCDS' gsf and an energy consumption rate of 60.3 thousand Btu per gsf[1] (natural gas consumption rate of 59.1 feet cube per gsf a year, using a natural gas high heating value of 1,020 Btu per feet cube). Emissions were calculated based on emission factors obtained from the EPA's AP-42 manual for external combustion sources.[2] All fuel was assumed to be consumed during the 100-day (or 2,400-hour) heating season. **Table 6-4** shows the boilers' energy intensities and pollutant emission rates.

Table 6-4: RWCDS HVAC Systems Short-term and Annual Emission Rates

Site ID	RWCDS Floor Arae & Building Height	HVAC System	Pollutant	Short-term Emission Rate (g/s)	Annual Emission Rate (g/s)
Projected Development Site 1 (Scenario 2)	212028 (gsf); 125 (ft)	Natural Gas	NO_2	6.58E-02	1.80E-02
			$PM_{2.5}$	5.00E-03	1.37E-03
Projected Development Site 2	21101 (gsf); 125 (ft)	Natural gas Low NOx	NO_2	3.27E-03	8.97E-04
			$PM_{2.5}$	4.98E-04	1.36E-04
Projected Development Site 3	21101 (gsf); 125 (ft)	Natural Gas	NO_2	6.55E-03	1.79E-03
			$PM_{2.5}$	4.98E-04	1.36E-04

The boiler stack diameters and exit temperature were estimated based on values obtained from the DEP "CA Permit" database.[3] The stack exit velocities were calculated based on the fuel dry volume of combustion components per unit of heat content. The boiler stacks were placed at least 3 feet above the roofline and as close as possible to the receiving building. If a significant adverse impact was predicted, the stack was raised higher or setback further from the receiving building.

The Projected Development Sites 1, 2, and 3 were modeled as buildings that cover their entire lot(s) area(s) and rise to their RWCDS heights. Buildings in the surrounding area were accounted for in the downwash effect on plume dispersions (BPIP). Receptors on the receiving building were placed on all wall façades from the ground floor to the rooftop height in spaced intervals. The dimensions and setbacks of the 10-story under-construction building, located at 1508 Coney Island Avenue, were obtained from the New York City Department of Building (DOB) zoning diagram.

[1] Energy Information Administration (2022). "Table US1. Total Energy Consumption, Expenditures, and Intensities, 2005 Part 1: Housing Unit Characteristics and Energy Usage Indicators." *2005 Residential Energy Consumption Survey: Energy Consumption and Expenditures Tables.*

[2] EPA. Compilation of Air Pollutant Emission Factors AP-42 Fifth Edition, Vol. 1: Chapter 1: External Combustion Sources. July 1998.

[3] NYCDEP "CA Permit" database obtained from the New York City Department of City Planning, February 2020.

Building base elevations were processed using the U.S. Geological Survey (USGS) National Elevation Dataset (NED) 1/3 arc-second resolution (GeoTIFF dataset). The base elevations of receptors and sources were set to the base elevation of their buildings. Roof heights of buildings in the area were obtained from the NYC Building Footprint database, and satellite imagery was consulted to identify buildings that were constructed recently or are being developed, such as the under-construction 10-story, 147'-7 ½" building located at 1508 Coney Avenue.

A Tier 2 (ARM 2) approach, applying the national default in-stack and ambient ratios of 0.5 and 0.9, respectively, was used to predict the 1-hour NO_2 concentration at Projected Development Sites 1 and 2; otherwise, a Tier 1 approach was used.

The model was run with the building wake effect enabled/disabled, and the maximum concentrations were used to predict the potential for significant adverse impact. Predicted pollutants' With-Action concentrations (increment plus background concentrations) were evaluated against the NAAQS, and $PM_{2.5}$ increment concentrations were evaluated against the stationary source *de minimis*. The HVAC dispersion analysis results are shown in **Table 6-5**.

Table 6-5: HVAC Dispersion Analysis Results

Scenario	Pollutant	Concentration (µg/m3)				Threshold Standard
		Increment (Modeled) Concentration	Background	With-Action	Standard Design Value	
On Projected D. Site 1	1-Hour NO_2	44.61	100.8	145.4	**188**	NAAQS
	Annual NO_2	0.78	23.5	24.2	**100**	NAAQS
	24-Hour $PM_{2.5}$	1.59	19.0	20.6	**8.00**	*de minimis*
	Annual $PM_{2.5}$	0.10	8.0	8.1	**0.3**	*de minimis*
On Projected D. Site 2	1-Hour NO_2	84.75	100.8	185.5	**188**	NAAQS
	Annual NO_2	1.45	23.5	24.9	**100**	NAAQS
	24-Hour $PM_{2.5}$	2.26	19.0	21.3	**8.00**	*de minimis*
	Annual $PM_{2.5}$	0.11	8.0	8.1	**0.3**	*de minimis*
On Projected D. Site 3	1-Hour NO_2	58.98	100.8	159.8	**188**	NAAQS
	Annual NO_2	0.83	23.5	24.3	**100**	NAAQS
	24-Hour $PM_{2.5}$	1.41	19.0	20.4	**8.00**	*de minimis*
	Annual $PM_{2.5}$	0.07	8.0	8.1	**0.3**	*de minimis*
On Existing	1-Hour NO_2	52.51	100.8	153.3	**188**	NAAQS
	Annual NO_2	0.76	23.5	24.2	**100**	NAAQS
	24-Hour $PM_{2.5}$	0.98	19.0	20.0	**8.00**	*de minimis*
	Annual $PM_{2.5}$	0.06	8.0	8.1	**0.3**	*de minimis*

As seen in **Table 6-5**, the pollutants' future ambient concentrations are within the NAAQS, and the $PM_{2.5}$ increment concentrations do not exceed the *de minimis*. The concentrations shown in **Table 6-5** were predicted with certain restrictions to ensure that no significant adverse air quality impact(s) would occur. The restrictions for the Proposed

As seen in **Table 6-5**, the pollutants' future ambient concentrations are within the NAAQS, and the $PM_{2.5}$ increment concentrations do not exceed the *de minimis*. The concentrations shown in **Table 6-5** were predicted with certain restrictions to ensure that no significant adverse air quality impact(s) would occur. The restrictions for the Proposed Actions are specified in the Air Quality E-Designations that would be placed on the Development Site (s). The E-Designation language related to the heating and hot water systems is as follows:

(E) Designation

Block 6722 Lots 12 and 73 (Projected Development Site 1): Any new residential, commercial, or community facility development on the above-referenced property must ensure that the heating, ventilation, air conditioning (HVAC) and hot water system(s) stack is located at the building's highest level or at least 131 feet above grade and that the stack is located at least 130 feet from the southern lot line facing Avenue L to avoid any potential significant adverse air quality impacts.

Block 6722 Lots 70 and 71 (Projected Development Site 2): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s) and must be fitted with low NOx (30 ppm) burners, ensure that the stack is located at the building's highest level at a minimum of 133 feet above the grade, and that the stack is located at least 20 feet from the northern lot line facing Avenue K to avoid any potential significant adverse air quality impacts.

Block 6722 Lot 67 (Projected Development Site 3): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s), ensure that the stack is located at the building's highest level at a minimum of 133 feet above the grade to avoid any potential significant adverse air quality impacts.

Industrial Source

Identifying Potential Emission Sources

Per the *CEQR Technical Manual*, projects that would result in new uses (particularly schools, hospitals, parks, and residences) within 400 feet of manufacturing processing facilities, may result in potentially significant adverse impacts. The analysis first determines if there are any existing manufacturing uses (in the 400-foot study area) with exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project. An air dispersion analysis is then conducted for any existing industrial source(s) located in the study area; otherwise, no analysis is required.

Existing manufacturing uses with exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project were

identified by reviewing the DEP online Clean Air Tracking System (CATS) database, the NYSDEC map application (DECinfo Locator), and through a field survey. The field survey took place on May 14th, 2021.

The study area encompasses all or part of Blocks 6531, 6535, 6536, 6713, 6714, 6722, and 6723, and includes properties along Coney Island Avenue, Avenue K, Avenue L, East 10th Street, East 12th Street, and East 13th Street. Land uses in the study area are predominantly residential, with commercial/retail uses located along Coney Island Avenue. The results of the study are as follows:

- There is a retail dry cleaner at 1425 Coney Island Avenue, Block 6713, Lot 55 (New Sun Brite Cleaners). New Sun Brite Cleaners has an expired NYCDEP Processing permit (PW006516). This facility also has a current NYSDEC Air Registration Facility Certificate (Registration ID 2-6104-00353/00002). Retail dry cleaners are exempt, and therefore, no analysis of this facility is required.

- There is an active NYSDEC Air Registration Facility Certificate issued to the Brooklyn Center for Rehabilitation and Healthcare at 1455 Coney Island Avenue, Block 6722, Lot 73 (Registration ID 2-6104-00436/00001). The facility at 1455 Coney Island Avenue is the Projected Development Site 1 and the facility was vacant at the time of the field survey. Given that the facility is vacant and scheduled for re-development, this facility will no longer operate, and therefore, no analysis is required.

- There is an active printing facility located at 1440 Coney Island Avenue, Block 6531, Lot 44 (Inkwell Printer). This is a small (less than 1,000 square feet) printing facility that specializes in wedding invitations, rubber stamps and other limited quantity items. While no stacks, odors or emissions were observed at this location during the field survey, a company representative indicated in a phone interview (dated May 21st, 2021) that the facility provides offset printing service onsite as well as digital printing. Therefore, toxics air emission is expected, and an analysis of this facility is included below:

No other potential sources of toxic air emission were identified in the study area.

Inkwell Printer Facility Emission Profile

The Inkwell Printer facility provides offset printing services. The facility is located on the north west corner of Coney Island Avenue and Avenue K and approximately 220 feet from Projected Development Site 1. The facility operates from the ground floor of 2-story, 1,680 gsf, mixed use residential and commercial, building. Hence, the Inkwell Printer facility occupies approximately half of the total building gsf (840 gsf). The facility does not have a DEP certificate to operate or NYSDEC air facility registration certificate (facilities do not necessarily require to obtain a permit to operate). Therefore, representative short-term (maximum 1-hour) emission profile was obtained from the DEP permit application PA038699 for an off-set printing facility. The work floor area associated with permit application PA038699 is approximately 10,000 gsf, much larger than the Inkwell Printer facility, and therefore, a conservative emission profile. The Inkwell Printer annual emission rates were calculated

based on 8 hours per day, 275 days per year activity. **Table 6-6** shows the Inkwell Printer emission profile.

Table 6-6: Inkwell Printer Facility - Emission Profile

Pollutant Name	CAS No.	Emission	
		(lb/hr)	(lb/yr) [1]
Butoxyethanol, 2	111-76-2	0.405	891
Acetic Acid	64-19-7	0.026	57.2
Naphtha (Petroleum), Heavy Straight-Run	64741-41-9	0.928	2041
Poly(Oxy-Ethanediyl)(Nonylphenyl) Hydroxy	9016-45-9	0.115	253
Methoxypropylacetate	108-65-6	0.012	2.58
Naphtha Hydrotreated Heavy	64742-48-9	0.119	261
Naphtha Light Aromatic	64742-95-6	0.909	1997
Isopropyl Alcohol	67-63-0	0.249	547
Naphtha Medium Aliphatic	64742-88-7	0.052	113.3
Naphtha Heavy Aromatic	64742-94-5	0.014	3.09
9-Octadecenamide,N,N-Bis(2-Hydroxgethyl)-,(Z)-	93-83-4	0.014	3.09
Triethanolamine Benzene	1886-81-3	0.005	1.03
Acetone	67-64-1	0.486	1067
Aliphatic Petrol Distill	64742-89-8	0.398	875
Dichloromethane	75-09-2	0.087	190
Xylene, M, O & P Mixture	1330-20-7	0.019	4.08
Misc. VOC [2]	NY998-00-0	0.262	577.5

Note:
1. Annual emission rate based on 8 hours per day, 275 days per year activity rate.
2. Misc. VOC, New York identification number NY998-00-0, represent the group of VOC chemicals combined, not a specific chemical.

Inkwell Printer Facility Dispersion Analysis

The *CEQR Technical Manual* industrial source screen was used to predict the pollutants concentrations emitted from the Inkwell Printer facility. The *CEQR Technical Manual* industrial source screen can be used to estimate maximum short-term and annual average concentration values at various distances (from 30 to 400 feet) from a single emission source.

The noncriteria pollutants predicted concentrations were evaluated with the NYSDEC SGC/AGC design values. The results of the Inkwell Printer facility noncriteria pollutants air dispersion analysis is displayed in **Table 6-7**.

Table 6-7: Noncriteria Pollutants – Inkwell Printer facility *CEQR Industrial Source Screen* Dispersion Analysis Result

Contaminant name	CAS No.	1-Hour ($\mu g/m^3$)	SGC ($\mu g/m^3$)	Annual ($\mu g/m^3$)	AGC ($\mu g/m^3$)
Butoxyethanol, 2	111-76-2	132.7	4700.0	1.77	1600.0
Acetic Acid	64-19-7	8.5	3700.0	0.11	60.0
Naphtha (Petroleum), Heavy	64741-41-9	304.2	No CAS	4.054	No CAS
Poly(Oxy-Ethanediyl)(Nonylphenyl)	9016-45-9	37.7	No CAS	0.50	No CAS
Methoxypropylacetate	108-65-6	3.9	36850.0	0.01	2000.0
Naphtha Hydrotreated Heavy	64742-48-9	39.0	---	0.52	900.0
Naphtha Light Aromatic	64742-95-6	297.9	---	3.97	100.0
Isopropyl Alcohol	67-63-0	81.6	98000.0	1.09	7000.0
Naphtha Medium Aliphatic	64742-88-7	17.0	---	0.23	3200.0
Naphtha Heavy Aromatic	64742-94-5	4.6	---	0.01	100.0
9-Octadecenamide,N,N-Bis(2-	93-83-4	4.6	No CAS	0.01	No CAS
Triethanolamine Benzene	1886-81-3	1.6	No CAS	0.002	No CAS
Acetone	67-64-1	159.3	180000.0	2.12	30000.0
Aliphatic Petrol Distill	64742-89-8	130.4	---	1.74	3200.0
Dichloromethane	75-09-2	28.5	14000.0	0.38	46.0
Xylene, M, O & P Mixture	1330-20-7	6.2	22000.0	0.01	100.0

As seen in **Table 6-7**, the pollutants concentrations are within the SGC/AGC design values. In addition, the inhalation risk for HAPs (Dichloromethane and Xylene, M, O & P Mixture are HAPs) is 0.008 (less than 1) and the hazardous Index for non-carcinogenic pollutants is 0.04 (less than 1).

Therefore, no adverse air quality impact is predicted from industrial sources in the study area.

Major and Large Source

Per the *CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, or 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 proposed project. Major emission sources are identified as those sources located at Air Title V facilities; large emission sources are identified as sources located at facilities that require an Air State Facility permit. Solid waste or medical waste incinerators, asphalt and concrete plants, power generating plants, large boilers of large public facilities for example, 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.

No existing large combustion source(s), such as power plants, cogeneration facilities, etc., located within 1,000 feet of the Proposed Project, were identified in the study area. The nearest major/large source is the Brooklyn College Air State Facility, which is located

approximately 3,400 feet of the Proposed Project. In addition, no odor producing facility was identified in the 1,000 feet study area. As such, no analysis was warranted, and no significant adverse air quality impact is predicted from these types of facilities.

Conclusion

Based on the analysis, conditions associated with the Proposed Actions would not result in any violations of the ambient air quality standards. Therefore, the proposed actions would not result in significant adverse impacts to stationary or mobile source air quality impacts and further assessment is not warranted.

7. Noise

Introduction

With the approval of the Environmental Assessment and Review Division of the NYC Dept. of City Planning. This EAS includes the below noise section from another recently approved project. The noise analysis and conclusions used in the 1880 Coney Island Rezoning (20DCP131K) is presented below. It is not uncommon nor unprecedented for an EAS to use the data collected from another (nearby) noise analysis to make determinations on the potential for significant adverse noise impacts.

Equity Environmental Engineering, LLC (Equity) conducted noise monitoring on Thursday, January 7th, 2021 in support of a zoning map amendment to allow the development of two (2) eight-story mixed use commercial/residential buildings at 1880 Coney Island Avenue.

The Proposed Actions would create noise-sensitive residential development. Therefore, an assessment of the potential for adverse effects on project occupants from ambient noise is warranted. With the relatively moderate to high number of existing traffic in the immediate area, the Proposed Building would not result in a doubling of noise passenger car equivalents (PCEs) under the With-Action condition and, therefore, the Proposed Action would not cause a significant adverse vehicular noise impact to existing receptors. The projected development would not create a significant stationary noise generator. Therefore, this noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development. The predominant noise source at the Project Area is vehicular traffic on surrounding streets and rail movements.

Framework of Noise Analysis

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

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

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range.

Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common frequency weightings used are the A- and C-weightings. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighting is the most commonly used for environmental measurements, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C-weighting.

Table 7-1: Noise Levels of Common Sources

Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Notes: A change in 3 dB(A) is a just noticeable change in SPL. A change in 10 dB(A) is perceived as a doubling or halving in SPL.

Sources: Cowan, James P. Handbook of Environmental Acoustics. Van Nostrand Reinhold, New York, 1994. Egan, M. David, Architectural Acoustics. McGraw-Hill Book Company, 1988.

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

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

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

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

- Lmax is the highest SPL measured during a given period of time. It is useful in evaluating Leqs for time periods that have an especially wide range of noise levels.

- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

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

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

Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Quality Review (CEQR) noise exposure guidelines for exterior noise levels. As shown in Table 9-2 below, noise standards classify noise exposure into four categories based on noise level limits and land use, for vehicular traffic, rail, and aircraft noise sources: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable, Table 9-3 below defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA (*L10 or Ldn, depending on the source*) or below.

Table 7-2: Noise Exposure Guidelines for Use in CEQR

Table 19-2

Noise Exposure Guidelines For Use in City Environmental Impact Review[1]

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

Notes:

(i) In addition, any new activity shall comply with Impact Thresholds detailed in Section 410.

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

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

[3] One may use the FAA-approved DNL contours supplied by the Port Authority of New York and New Jersey (PANYNJ), or the noise contours may be computed from the federally approved Aviation Environmental Design Tool (AEDT) Computer Model using flight data supplied by the PANYNJ.

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

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

Table 7-3: Required Attenuation Values to Achieve Acceptable Interior Noise Levels

Table 19-3
Required Attenuation Values To Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	$70<L_{10}\leq73$	$73<L_{10}\leq76$	$76<L_{10}\leq78$	$78<L_{10}\leq80$	$80<L_{10}$
Aircraft[A]	$65<DNL\leq68$	$68<DNL\leq71$	$71<DNL\leq73$	$73<DNL\leq75$	$75<DNL$
Train	$65<L_{dn}\leq68$	$68<L_{dn}\leq71$	$71<L_{dn}\leq73$	$73<L_{dn}\leq75$	$75<L_{dn}$
Attenuation[B]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	See note [C]

Note:

[A] DNL descriptor based on average values of L_{dn} over a year period.

[B] The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.

[C] The required attenuation value is the difference between L_{build} and $L_{interior,}$, using the appropriate noise descriptor

Where:

L_{build} is the projected noise level under the build condition rounded up to the whole number

$L_{interior}$ is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

Source: New York City Department of Environmental Protection

Measurement Location and Equipment

Because an elevated rail line is located within 1,500-feet of the Project Site (1193 feet), 1-hour noise monitoring periods were conducted pursuant to CEQR methodologies. The predominant noise sources in the area of the proposed project consist of vehicular traffic and rail noise. Noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day. Location One (1) was at the frontage of the Project Site at the intersection of Avenue O and Coney Island Avenue; Location Two (2) was at the frontage of the Project Site along Coney Island Avenue. The noise monitoring locations are shown in Figure 7-1 and Photos 7-1 and 7-2 below.

Noise monitoring was conducted using a using Type 1 Casella CEL-633 sound level meter with wind screen. The monitor was placed on a tripod at a height of approximately four feet above the ground, away from any other noise-reflective surfaces. The monitor was calibrated prior to and following each monitoring session. Periods of peak vehicular traffic around the Project Area constitute a worst-case condition for noise. Noise meter calibration certification and back up data are provided as an appendix to this EAS.

Photo 7-1: ***Noise Monitoring Location One (1)***
Intersection of Avenue O and Coney Island Avenue



Photo 7-2: ***Noise Monitoring Location Two***
(2) Coney Island Avenue



Figure 7-1: Noise Monitoring Location

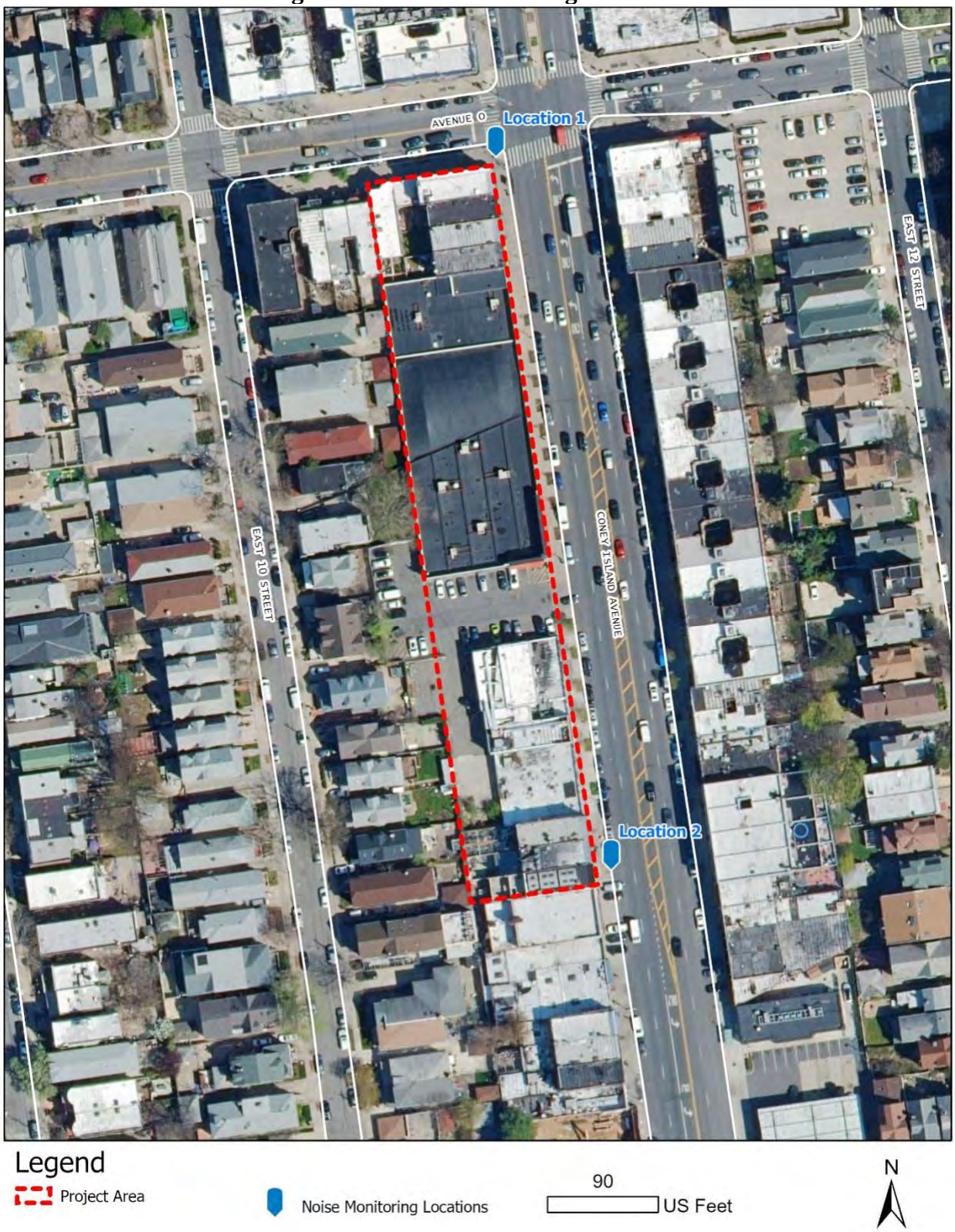


Table 7-6 and 7-7 *below contains the traffic counts and vehicle classifications during each monitoring period for 60 minutes:*

Table 7-6 ***Location 1: Traffic volumes and vehicle classifications***			
	7:30 am – 8:30 am	**12:00 pm – 1:00 p m**	**4:30 pm – 5:30 pm**
Car/Taxi	**475**	**473**	**645**
Van/Light Truck/SUV	**739**	**605**	**609**
Medium Truck	**49**	**65**	**34**
Heavy Truck	**18**	**18**	**12**
Bus	**94**	**17**	**29**
Train	**0**	**0**	**0**

Table 7-7 ***Location 2: Traffic volumes and vehicle classifications***			
	7:30 am – 8:30 am	**12:00 pm – 1:00 p m**	**4:30 pm – 5:30 pm**
Car/Taxi	**423**	**453**	**613**
Van/Light Truck/SUV	**528**	**474**	**538**
Medium Truck	**48**	**60**	**23**
Heavy Truck	**15**	**15**	**7**
Bus	**51**	**15**	**25**
Train	**0**	**0**	**0**

Determination of Impacts/Building Attenuation Requirements

The 2025 CEQR *Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an L10 of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. An L10 of between 70 and 80 dB(A) is identified as marginally unacceptable general external exposure. The highest recorded L10 at Location One (1) of the subject property was 75.0 dB(A) during the AM monitoring period. The highest recorded L10 at Location Two (2) of the subject property was 74.5 dB(A) during the AM monitoring period.

Based on the results of the noise monitoring, a 31 dB(A) window/wall attenuation would be required at the Project Site. With this level of attenuation, there would be no potential for adverse impacts related to ambient noise.

With this level of noise attenuation incorporated into future development of the project site, there would be no potential for significant adverse impacts related to noise.

To ensure that the required noise attenuation is provided, an (E) designation Will be established on Projected Development Site 1 (Block 6722, Lots 12 and 73), Projected Development Site 2 (Block 6722, Lots 70 and 71), and Projected Development Site 3 (Block 6722, Lot 67) The text of the (E) designation (E-772) will state the following:

Projected Development Site 1 (Block 6722, Lots 12 and 73)

To ensure an acceptable interior noise environment, future residential/commercial office/ community facility uses must provide a closed-window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level not grater than 45 dBA for residential/ community facility uses or not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Projected Development Site 2 (Block 6722, Lots 70 and 71)

To ensure an acceptable interior noise environment, future residential/commercial office/ community facility uses must provide a closed-window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level not grater than 45 dBA for residential/ community facility uses or not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Projected Development Site 3 (Block 6722, Lot 67

To ensure an acceptable interior noise environment, future residential/commercial office/ community facility uses must provide a closed-window condition with a minimum of 31 dBA window/wall attenuation on all facades to maintain an interior noise level not grater than 45 dBA for residential/ community facility uses or not greater than 50 dBA for commercial office uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Stationary Source

The Proposed Actions would not include any unenclosed mechanical equipment for building ventilation purposes and would not include any active outdoor recreational space that could result in stationary source noise impacts to the surrounding area. All mechanical equipment would be located either inside the building or would be enclosed on the roof of the structures and would be designed to meet all applicable noise regulations and requirements. It is assumed that the building mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and

to avoid producing levels that would result in any significant increase in ambient noise levels.

Therefore, the Proposed Actions would not result in any significant increase in ambient noise levels in the vicinity of the Project Area or the surrounding study area.

Conclusion

The noise analysis in the EAS focused on the level of building attenuations necessary to ensure that interior noise levels within the Proposed Development would satisfy applicable interior noise criteria. The Proposed Development would be designed to meet all applicable noise regulations. Based on the results of the noise monitoring, a 31 dB(A) window/wall attenuation would be required at the Project Site. With this level of attenuation, there would be no potential for adverse impacts related to ambient noise.

8. Neighborhood Character

Introduction

According to the CEQR Technical Manual, an assessment of neighborhood character 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. The assessment focuses on how proposed project may have the potential to alter long established characteristics of a neighborhood. Per the CEQR Technical Manual, if a project has the potential to result in significant adverse impacts to Land Use, Zoning and Public Policy; Socioeconomic Conditions; Community Facilities; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; or Noise it may have the potential to result in an impact to neighborhood character. An impact in any one of these categories, analyzed elsewhere in this EAS, does not automatically result in an impact to neighborhood character.

There are no significant adverse impacts identified in the technical chapters described above. This chapter will consider whether there is the possibility for a combination of moderate effects to result in a significant adverse impact to Neighborhood Character.

In the With-Action Condition, on Projected Development Site 1 (Lot 73), the Proposed Development is a 158,068 gsf nine-story (105 feet tall) long term care facility (nursing home) with 280 beds. The proposed development includes amenities and therapy space accessory to the long-term care facility (Use Group 3). There would be 44 parking spaces provided in the cellar level and first floor, accessed via a ramp behind the building (entrance on Coney Island Avenue). The building's total FAR would be 5.6.

On Projected Development Site 2 (Lots 70 and 71), for the purposes of presenting a conservative analysis, a 19,880 gsf 11-story (115 feet tall) mixed use building containing residential and commercial uses would be developed. The building on Projected Development Site 2 would include 15,265 gsf of residential floor area (18 dwelling units, 4 of which would be permanently affordable pursuant to MIH) and 4,615 gsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.6.

On Projected Development Site 3 (Lot 67), for the purposes of presenting a conservative analysis, a 19,880 gsf 11-story (115 feet tall) mixed use building containing residential and commercial uses would be developed. The building on Projected Development Site 2 would include 15,265 gsf of residential floor area (18 dwelling units, 4 of which would be permanently affordable pursuant to MIH) and 4,615 gsf of commercial floor area located on the ground and second floor. There would be no parking spaces provided as none are required. The building's total FAR would be 5.6.

Principal Conclusions

No significant adverse impacts to neighborhood character would occur as a result of development facilitated by the approval of the Proposed Actions. As discussed above, the Proposed Actions would facilitate the development of a Long-Term Care Facility in the Study Area. As discussed in the relevant sections of this EAS and below, the Proposed Actions would not result in significant adverse impacts to Land Use, Zoning and Public Policy; Socioeconomic Conditions; Community Facilities; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; or Noise. When considered cumulatively, the effects of the Proposed Actions do not alter the surrounding neighborhoods context or feeling as discussed in the preliminary assessment below.

Methodology

Per the CEQR Technical Manual, a preliminary assessment of the potential for the Proposed Actions to result in significant adverse impacts to neighborhood character will answer the following questions:

1. What are the defining features of the neighborhood?

2. Does the project have the potential to affect the defining features of the neighborhood, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas?

As described in the CEQR Technical Manual, a neighborhood's character is the result of the combination of various contributing elements. This chapter will identify the salient features of the neighborhood. This analysis will identify the major characteristics of the neighborhood and discuss how they relate to the area's overall character.

Preliminary Assessment

Study Area

Per the CEQR Technical Manual, the study area for an assessment of neighborhood character resources is a 400ft radius around the Project Site. This area is generally bounded by Avenue J to the north; 14th Street to the east; Avenue L to the South; and 9th Street to the west; (See Figure 4-1 – Land Use Map).

Defining Neighborhood Features

The lots within the larger Study Area contain residential, commercial, community facility, light manufacturing and transportation uses. The lots within the Study Area that are east of Linden Place contain both medium and low-density residential uses. The lots within the study area that are along Coney Island Avenue contain commercial, community facility and medium density residential uses. Lots facing 9th, 10th, 12th, and 13th Streets mainly contain low density residential uses.

Generally, the neighborhood is characterized by a mix of commercial and community facility, and low density residential uses. There is an increasing number of residential uses to the south of the Study Area. Further, a large mixed-use (community facility and commercial) building is being constructed at 1508 Coney Island Avenue within the Study Area.

Land Use, Zoning Public Policy

As discussed above the Proposed Actions would not create a significant impact to Land Use, Zoning or Public Policy. The Proposed Actions would facilitate development within the Study Area that is compatible with existing land uses.

Open Space

As discussed above the Proposed Actions would not create a significant impact Open Space. Although the Proposed Actions will reduce the "Total" and "Active" Open Space Ratios of the Study Area the reduction would not result in a significant impact. The qualitative assessment of Open Space resources in the Study Area also supports the determination that the Proposed Actions are not anticipated to create a significant adverse impact to Open Space.

Shadows

As discussed above the Proposed Actions would not create a significant impact to Shadows.

Historic and Cultural Resources

As discussed above, there are no significant historic or cultural resources in the Study Area. As such, the defining neighborhood features in the Study Area are not defined by the presence of historical or architectural landmarks. As discussed above the Proposed Actions would not create a significant impact to Historic and Cultural Resources.

Urban Design and Visual Resources

As discussed above, there are no significant visual resources in the Study Area. The Proposed Actions would not adversely affect urban design or visual resources in the Study Area.

Transportation

As discussed above the Proposed Actions would not create a significant impact to Transportation.

Cumulative Analysis

As discussed above, the Study Area is characterized by a mix of commercial, community facility, and residential uses. In the With-Action Condition, residential and commercial density would increase within the Study Area and the existing Long-Term Care Facility on Projected Development Site 1 would be renovated and expanded. As discussed in the respective EAS sections above, this increase in density would not result in any significant adverse impacts. The CEQR Technical Manual considers that, "the more uniform and consistent the existing neighborhood context, the more sensitive it is to change" and that "a neighborhood that has a more varied context is typically able to tolerate greater changes without experiencing significant impacts". Coney Island Avenue is a wide street, containing a variety of commercial, residential, mixed-use and community facility uses. The moderate effects of the Proposed Actions to the impact categories defined above would not change these elements of the neighborhood character within the Study Area.

Conclusion

The Proposed Actions would not result in significant impacts to Neighborhood Character. When considered cumulatively, the Proposed Project does not have the potential to result in an impact to neighborhood character as the Proposed Actions would facilitate development of community facility and mixed-use developments that would be compatible with the surrounding area.

9. EFFECTS ON DISADVANTAGED COMMUNITIES

Introduction

Effective 30 December 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that environmental impact assessments include a statement of the effects of the proposed actions on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden. The *2021 CEQR Technical Manual* predates these revisions to the Environmental Conservation Law and does not provide guidance regarding the scope of this analysis. On January 29, 2025, the New York State Department of Environmental Conservation (NYSDEC) proposed draft revisions to its State Environmental Quality Review Act (SEQRA) regulations (6 NYCRR Part 617) to implement this new statutory provision. This assessment considers the impacts that have been identified pursuant to the *CEQR Technical Manual* as well as applicable guidance from NYSDEC in determining whether the Proposed Actions would result in disproportionate impacts on disadvantaged communities.

Identification of Disadvantaged Communities

In 2023 the Climate Justice Working Group (CJWG) used 45 indicators to identify disadvantaged communities (DAC) in New York State. Approximately 35 percent of New York State census tracts were identified as DAC. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change. Each Census Tract was scored based on relative burden, risk, vulnerability, or sensitivity. Specifically, the percentile ranks of the indicators for each census tract were combined to produce a value measuring a census tract's relative level of "Environmental Burdens and Climate Change Risks" as well as "Population Characteristics and Health Vulnerabilities" relative to other census tracts. Census tracts with higher scores relative to other census tracts statewide or to their region (i.e., New York City) were identified as DACs.

NYSDEC's Disadvantaged Community Assessment Tool (DACAT) compares three scores (Combined Score, Burden Component Score, and Vulnerability Component Score) for each Census Tract to non-DAC comparison scenarios (statewide urban, statewide rural, and urban/rural for each of the ten regions). The Tool then selects the lowest score in each of the comparison scenarios, called the "aggregate denominator." It also displays the percent difference between the three scores and the statewide mean or median for each. The DACAT compares the three scores with the identified aggregate denominators. If the Combined Score is 25 percent higher than its aggregate denominator, and one or both the Burden and Vulnerability Component Scores are 35 percent higher than their aggregate denominators, then DACAT highlights the Census Tract as having comparatively higher existing burdens or vulnerabilities. This indicates an increased likelihood that a proposed action may have a moderate or large impact on the DAC. If the conditions above are not met, then the DACAT highlights the Census Tract as having comparatively lower existing burdens or vulnerabilities, and therefore a decreased likelihood that a proposed action may have a moderate or large impact on the DAC.

Analysis Framework

This assessment is structured around the Draft SEQRA Guidance document issued by NYSDEC, which proposes new applicant questions for inclusion in the Short and Full Environmental Assessment Forms (EAFs) in order to comply with relevant regulations related to DACs. The questions are as follows:

Question E.4.a: Is the project located within, or within ½-mile of, a disadvantaged community?

Question E.4.b: Will there be direct or indirect impacts that may affect a disadvantaged community, such as those listed below?

› New noise sources or expansions/modification of existing noise sources;

- noise from operational sources
- noise from construction activities

› emissions of air pollutants including mobile emissions;

› wastewater discharges;

› generation of odors;

› light pollution;

› new or modified radiation sources;

› new or modified sources of solid waste generation, management, or disposal.

Question E.4.c: Do any of the required approvals include any of the following DEC permits?

› State Pollutant Discharge Elimination System (SPDES)

› Solid Waste Management Facility

› Hazardous Waste Management Facility

› Air Pollution Control (Title V or Air State Facility)

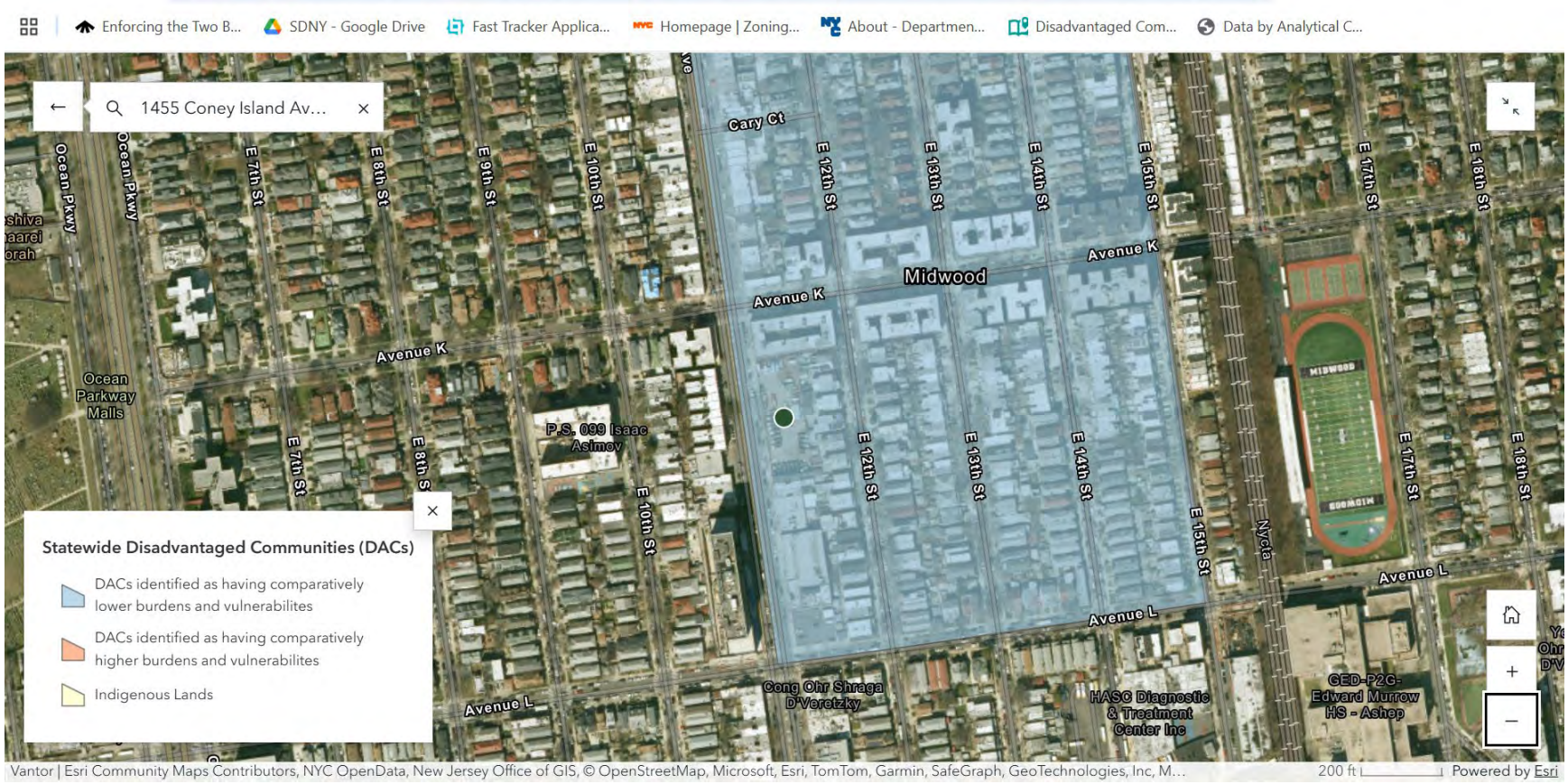
› Water Withdrawal over 20 MGD for Cooling Water

› Waste Transporter

Question E.4.a: Site Location

As shown in **Figure 9-1**, the Project Area is within a census tract that has been identified as a DAC having comparatively lower burdens and vulnerabilities. A disadvantaged community assessment is therefore warranted.

Figure 9-1: Disadvantaged Communities Map



Question E.4.b: Potential Environmental Impacts

As discussed in the foregoing sections of this EAS, the Proposed Actions would not cause any significant adverse impacts related to any of the technical areas studied pursuant to CEQR Technical Manual guidance. Descriptions of the Proposed Actions' potential effects with respect to pollution, including the areas listed above, are provided below.

Hazardous Materials

The Proposed Actions would not result in any activities that would involve hazardous waste generation, transport, or disposal within or through a disadvantaged community.

(E) designations for hazardous materials have been placed on the zoning map for the lots in Projected Development Sites 1, 2, and 3 on which construction would occur, requiring that soil, groundwater, and vapor sampling and testing and necessary hazardous materials remediation be performed, to the satisfaction of the Mayor's Office of Environmental Remediation (OER), before DOB issues permits for excavation and construction. The (E) designations also require that a construction-related health and safety plan should be submitted to OER and be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. With the (E) designations in place, the Proposed Actions would not result in significant adverse hazardous materials impacts during construction.

Air Quality

Based on the analysis, conditions associated with the Proposed Actions would not result in any violations of the ambient air quality standards. Therefore, the Proposed Actions would not result in any potentially significant adverse stationary or mobile source air quality impact(s), and further assessment is not warranted.

Noise

Vehicular traffic is the predominant source of noise in the area. Noise monitoring conducted at the edges of the Project Area revealed ambient noise levels that are marginally unacceptable.

The Proposed Actions would not introduce new stationary or mobile source noise sources and would therefore not cause a significant adverse impact on Study Area ambient noise levels.

Light

The Proposed Actions would result in the development of a predominantly residential building with ground floor local commercial and community facility space. They would not introduce industrial or commercial lighting that would be detrimental to community residents.

Construction

Possible impacts on local air quality during construction include fugitive dust (particulate) emission from land clearing operation and mobile source emissions, including hydrocarbons, nitrogen oxide, and carbon monoxide.

Fugitive dust emissions from land clearing operations can occur from excavation, hauling, dumping, spreading, grading, compaction, wind erosion, and traffic over unpaved areas and would be of short duration for the projected developments. Actual quantities of emissions

depend on the extent and nature of the clearing operations, the type of equipment employed, the physical characteristics of the underlying soil, the speed at which construction vehicles are operated, and the type of fugitive dust control methods employed. Much of the fugitive dust generated by construction activities consists of relatively large-size particles, which are expected to settle within a short distance from the construction site (and would largely be contained within the site itself) and to not significantly impact nearby buildings or people. All appropriate fugitive dust control measures, including watering of exposed areas and dust covers for trucks, would be employed, at least on the Applicant-controlled Projected Development 1. Therefore, the fugitive source emissions generated by the Proposed Actions would not be significant.

Mobile source emissions may result from the operation of construction equipment, trucks delivering materials and removing debris, workers' private vehicles, or occasional disruptions in traffic near the construction site. Given the moderate sizes of the projected developments, the number of construction-related vehicle trips generated by the Proposed Actions would be relatively small. and the emissions from such vehicles as well as construction equipment would occur over two limited periods that together would amount to less than two years. The mobile-source emissions generated by the Proposed Actions would not be significant.

Overall, the Proposed Actions would not result in significant adverse construction era air quality impacts.

Noise and vibration from construction equipment operation and noise from construction workers' vehicles and delivery vehicles traveling to and from construction sites can affect community noise levels. The severity of impact of these noise sources would depend on the noise characteristics of the equipment, activities involved, the construction schedule, and the location of potentially sensitive noise receptors. Noise and vibration levels at a given location would be dependent on the kind and number of pieces of construction equipment being operated, as well as the distance of the location from the construction site and the types of structures, if any, between the location and the noise source. Noise levels caused by construction activities can vary widely, depending on the phase of construction (e.g. demolition, land clearing and excavation, foundation, erection of structure, construction of exterior walls) and the specific task being undertaken. Construction noise associated with the Proposed Actions is expected to be similar to noise generated by similar construction projects in the city. Increased noise level caused by construction activities can be expected to be more significant during early excavation phases of construction and would be of relatively short duration. Increases in noise levels caused by delivery trucks and other construction vehicles would not be significant. As construction would occur over two limited periods that together would amount to less than two years, the level and duration of construction noise would not be significant. Construction noise is regulated by the New York City Noise Control Code and by the Environmental Protection Agency (EPA) noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction material be handled and transported in such a manner as not to create unnecessary noise. In addition, whenever possible, appropriate low noise emission level equipment and operational procedures can be utilized to minimize noise and its effect on adjacent uses. Thus, these regulations would be followed in such a manner that no significant adverse construction era noise impacts would result from the Proposed Actions, and no further analysis is warranted.

Question E.4.c: DEC Permits

No state agency approvals, nor any of the above permits, are being requested in connection with the Proposed Actions.

Conclusion

Although the Project Area is located within a disadvantaged community, the Proposed Actions would not contribute to the community's environmental burdens. Accordingly, the Proposed Actions would not disproportionately affect disadvantaged communities and would not cause or increase a disproportionate pollution burden on disadvantaged communities. No further assessment is warranted.

Attachment A:
NYC Landmarks Preservation Commission Letter

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: 1455 CONEY ISLAND AVENUE
Date Received: 10/14/2022

Properties with no Architectural or Archaeological significance:

1) 1102 AVENUE K, BBL: 3067220001
2) 1501 CONEY ISLAND AVENUE, BBL: 3067220065
3) 1497 CONEY ISLAND AVENUE, BBL: 3067220067
4) 1495 CONEY ISLAND AVENUE, BBL: 3067220069
5) 1493 CONEY ISLAND AVENUE, BBL: 3067220070
6) 1491 CONEY ISLAND AVENUE, BBL: 3067220071
7) 1455 CONEY ISLAND AVENUE, BBL: 3067220073

Comments:

S/NR ELIGIBLE P.S. 99, 1120 EAST 10 STREET WITHIN RADIUS. No impact anticipated.

Gina Santucci 10/21/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 36687_FSO_DNP_10212022.docx

Attachment B:
Phase I-ESA

PHASE I ENVIRONMENTAL SITE ASSESSMENT

INTRODUCTION

Environmental Studies Corp. has performed a Phase I Environmental Site Assessment (ESA) of the subject property at 1455 Coney Island Avenue, in the Borough of Brooklyn, New York City, New York. This Phase I ESA was prepared in accordance with the latest ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13).

The Standard Practice E 1527-13 defines good commercial and customary practice for conducting an environmental site assessment (ESA) of a parcel of commercial real estate with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and petroleum products. As such, the Practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability (referred to as landowner liability protections or LLPs); that is, the practice that constitutes all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial and customary practice.

The goal of an ESA is to identify, to the extent feasible in accordance with ASTM E 1527-13, *Recognized Environmental Conditions (RECs)* in connection with the property. The term *Recognized Environmental Condition* means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not *Recognized Environmental Conditions*. The term *de minimis* condition means a condition 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. The presence or likely presence of hazardous substances or petroleum products at a site includes any form, such as solid or liquid at the surface or subsurface, and vapor in the subsurface.

The Practice also defines two additional *RECs*; *Controlled Recognized Environmental Conditions* and *Historical Recognized Environmental Conditions*. The term *Controlled Recognized Environmental Conditions* means a *Recognized Environmental Condition* resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

The term *Historical Recognized Environmental Condition* means a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been address to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

Recognized Environmental Conditions are identified through a review of pertinent records for the project site and nearby properties, a site reconnaissance and interviews. The records review includes a review of *Standard Historical Sources* of information to determine the history of the property. Such sources include historical aerial photographs, fire insurance maps such as those published by the Sanborn Map Company, reverse telephone directories, building department records such as Certificates of Occupancy, building and demolition permits, etc., property tax records, recorded land title records, previous environmental reports and others. The records review also includes regulatory agency lists and databases of documented hazardous waste sites, spill incidents, registered storage tanks and others.

The non-invasive site reconnaissance is performed to identify potential sources of contamination at the project site and in the immediate vicinity of the site. Such potential sources of contamination include operations involving the storage or use of hazardous substances or petroleum products, the presence of petroleum storage tanks, drainage structures, chemical/oil staining, dead or dying vegetation and others.

Interviews are conducted, whenever possible, with site owners, operators, tenants, local government officials, and others with knowledge of the site and information regarding potential RECs at a property. Finally, several ASTM "Non-Scope" items including asbestos-containing materials, lead-based paints, and radon are also discussed. A detailed scope of work is included in Section D of this report.

Sanborn atlases and other pertinent figures are included in Attachment A. Photographs are located in Attachment B. Regulatory agency database information from Environmental Data Resources, Inc. (EDR) is included in Attachment C. The City Directory Abstract report from EDR is included in Attachment D, and User provided information is included in Attachment E, including the User Questionnaire.

EXECUTIVE SUMMARY

Site Description

The subject property at 1455 Coney Island Avenue and 1114 East 12th Street, Brooklyn, New York was vacant at the time of the site visit. The site was last occupied by a nursing home (Brooklyn Center for Rehabilitation and Healthcare), which vacated in 2020. The property consists of two adjacent tax lots with a total combined area of approximately 30,900 square feet. Lot 12 (1114 East 12th Street) is approximately 2,600 square feet in area, and contains a 2-story (plus basement), former single-family dwelling which was last used as a staff residence and support facilities for the nursing home. There is also a small, 1-story detached garage on this lot.

Lot 73 (1455-1489 Coney Island Avenue) is approximately 28,300 square feet in area and contains a 2-story (plus basement) nursing home and rehabilitation facility. The building contains resident rooms, treatment rooms, a dental facility, recreation rooms, offices, a kitchen and cafeteria, boiler room, and general storage areas. Heat and hot water for this building are provided by oil-fired systems. There is also a small, 1-story brick building on the northeast corner of the property which was formerly used as a morgue. Exterior portions of this lot consist of a narrow front yard on the west side of the lot, and a narrow, concrete paved yard on the north side. There is also a small, courtyard located on the south side of the site.

Current Operations/Hazardous Substances

At the time of the site visit the project site was vacant and unoccupied. No operations involving the use of hazardous substances were in effect at the time. There were small quantities of typical building maintenance supplies such as cleaners and paints present in the building, however, no staining or indications of recent spills or leaks were observed in the area.

Site History

Research into the history of the project site shows that the subject property was part of a larger fireworks factory in 1906 (Pain's Fireworks Manufacturing Co.). The building was constructed in 1925, as a motion picture theater (Vogue Theater) and ten retail stores. The identified uses in the retail stores include a bicycle and carriage store, a dress shop, a floor covering store, a hat shop, a lamp studio, a radio repair shop, a real estate office, a market, a dry goods store, a dance studio, an art studio, and a ladies' apparel store. The building was used as a theater and retail stores until circa 1958, at which time the use of the building was converted to a rest home/nursing home. The property was used as a nursing home until 2020, at which time it was vacated, and the site has remained vacant since that time. The nursing home contained a small dental facility with an x-ray machine, and it is likely that the operations included the use of x-ray photo developing chemicals, however, and given the relatively small size of this operation, and that the building is connected to the municipal sewer system, it is considered unlikely that the dental operations in the building would have impacted the project site.

Site Drainage

In addition, it is possible that the former fireworks manufacturing operations may have involved the use of hazardous substances, however, and given that the soils at the project site were excavated and removed in 1925 to accommodate the basements and foundations of the existing buildings, it is considered unlikely that impacts to the project site from this former fireworks factory would exist

Typical lavatory drainage structures such as sinks and toilets are present in the building, and several floor drains were noted in the basement of the building. In addition, several storm drains were observed on exterior portions of the property. It is likely that all the drainage structures at the site discharge to the municipal sewer system. No chemical or oil staining, or other indications of spills, leaks or discharges of hazardous substances or petroleum products were observed around any of the drainage structures at the project site.

Petroleum Storage Tanks

There is a 3,000-gallon, Number 4 aboveground uel oil storage tank (AST) in the basement of the building which was in service at the time of the site visit. This tank is located in a tank vault with a steel door. At the time of the site visit, this door was not accessible and the tank could not be directly viewed. The fillport and vent line for this tank are located outside the west/central wall of the building, in the sidewalk along Coney Island Avenue. In addition to this tank, a second steel door which appeared to be another tank vault was observed in the basement, and it is possible that there is a tank located behind this door. The door was also inaccessible an no inspection of the interior of the vault was made.

A suspected petroleum storage tank vent pipe was observed in the courtyard on the south side of the site. This was a 2-inch diameter pipe which extended above the roof of the building. No tank fillports were observed in this area.

There is an emergency backup diesel generator located on the roof on the building. This generator has an integral 300-gallon diesel fuel tank built into the unit. The fillport and vent line for this tank are located on the side of the unit. No staining or indications of past spills or leaks were observed around this generator.

According to the New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) registration for the property, there was a 275-gallon, aboveground fuel oil storage tank (AST) removed from the property. The date of removal is not specified in the registration.

According to New York City Department of Buildings (NYCDOB) records, there were Oil Burner Applications issued to the property in 1947, 1964, 1971, and 1981. Certificates of Occupancy from 1958, 1959, 1962, 1966, and 1971 state that Fire Department approval was granted for fuel oil storage at the property.

Based on observations made during the site visit, and NYCDOB records, it is possible that one or more out-of-service petroleum storage tanks exist at the property.

Asbestos/Lead-Based Paints/PCBs

Given the age of the buildings (constructed prior to 1970), it is possible that they contain asbestos building materials and lead-based paints. Potential asbestos-containing materials observed in the building on Lot 73 include insulation materials, boiler and pipe insulation, floor tiles, ceiling tiles, roofing materials, wall board and surfacing materials. There is an electrical transformer located in the building on Lot 73. The identification plate on the front of the transformer reads "Dry Type Transformer." Therefore, it is considered unlikely that this transformer contains PCBs. There are also fluorescent lights located in this building, and it is possible that the ballasts for these lights contain PCBs. No other transformers or large electrical equipment suspected of containing PCBs were observed at the project site.

Regulatory Agency Database Records

The property appears in the NYSDEC PBS database. The property is not identified in any of the other Federal or State environmental databases reviewed, including the United States Environmental Protection Agency (USEPA's) Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Generators list or hazardous waste Treatment/Storage/Disposal Facilities list, or the New York State Department of Environmental Conservation (NYSDEC's) Spill Logs database, Solid Waste Facilities database, Voluntary Cleanup Program or Brownfields databases, or the Registry of Inactive Hazardous Waste Disposal Sites.

Surrounding Land Use

The property is adjoined to the north and south by residential buildings with ground floor retail stores. Adjacent and to the east of the site are dwellings. Adjacent and to the west is Coney Island Avenue, beyond which are residential buildings with ground floor retail stores, and a grocery store.

Land uses in the immediate vicinity of the property (i.e., within approximately 500 feet of the site) are predominantly comprised of residential, with commercial/retail uses located along Coney Island Avenue. There are not any gasoline filling stations or heavy industrial uses located in the immediate vicinity of the project site.

A review of Sanborn historical maps shows that historical land uses in the immediate area of the subject property have been predominantly residential with commercial/retail uses along Coney Island Avenue since at least the 1930s. There are not any gasoline filling stations or heavy industrial uses shown in the immediate vicinity of the property on any of the historical Sanborn maps reviewed.

There were not any off-site, potential sources of contamination which are considered likely to have impacted the project site identified in the information reviewed for this report.

Conclusions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of 1455 Coney Island Avenue and 1114 East 12th Street, Brooklyn, New York, the property. Any exceptions to or deletions from this standard are described in section C of this report. This assessment has revealed no evidence of *Historical Recognized Environmental Conditions* or *Controlled Recognized Environmental Conditions* in connection with the property. This assessment has revealed no evidence of *Recognized Environmental Conditions* in connection with the property, with the following exceptions:

- The potential for one or more out-of-service petroleum storage tanks at the subject property.
- The potential for site contamination from past spills, leaks or discharges from petroleum storage tanks at the subject property.

Environmental Professional Statement

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in 312.1 of 40 CFR 312 and we have the specified qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquires in conformance with the standards and practices set forth in 40 CFR Part 312.

Respectfully Submitted,

_____

Hiram A. Rothkrug, Director
Environmental Studies Corp.

REPORT OF FINDINGS

The subject property was visited on December 3rd, 2020 by Environmental Studies Corp. Project Manager Todd McArthur. Mr. Laizer Taub, a representative for the owner of the project site, was present to provide access to the building and property grounds, and information regarding past and present uses of the project site.

Property Description

Property Address and Location

Subject Property:

1455 Coney Island Avenue (A.K.A. 1455-1489 Coney Island Avenue) &
1114 East 12th Street
Brooklyn, New York 11230
Block 6722, Lots 12 and 73

The property is located on the block bounded by Avenue K to the north, Avenue L to the south, East 12th Street to the east, and Coney Island Avenue to the west, in the Borough of Brooklyn, New York City, New York. The property appears on the USGS 7.5 Minute Series Topographic Map, Coney Island, New York Quadrangle (see Attachment A). The property is located in R5 and C2 zoning districts, which are residential zones with commercial overlays (i.e., commercial zones mapped in residential districts).

Site Description

At the time of the site visit, the property was vacant. The site was last occupied by a nursing home (Brooklyn Center for Rehabilitation and Healthcare), which vacated the property in 2020. The project site consists of two adjacent tax lots with a total combined area of approximately 30,900 square feet. Lot 12 is approximately 2,600 square feet in area, and contains a 2-story (plus basement), former single-family dwelling which was last used for a staff residence and support facilities for the nursing home. There is also a small, 1-story detached garage on this lot. The buildings on this lot were inaccessible at the time of the site visit and no interior inspections of these structures were performed.

Lot 73 is approximately 28,300 square feet in area and contains a 2-story (plus basement) nursing home and rehabilitation facility. The building contains resident rooms, treatment rooms, a dental facility, recreation rooms, offices, a kitchen and cafeteria, boiler room, and general storage areas. Heat and hot water for this building are provided by oil-fired systems. There is also a small, 1-story brick building on the northeast corner of the property which was inaccessible at the time of the site visit. No interior inspection of this structure was performed. According to Sanborn historical maps, this building was formerly a morgue. Exterior portions of this lot consist of a narrow front yard on the west side of the lot, and a narrow, concrete paved yard on the north side. There is also a small, exterior courtyard located on the south side of the site.

Site History

Information regarding site history was obtained from a variety of standard historical sources including historical land use/fire insurance atlases such as those produced by Sanborn, Bromley and/or Belcher Hyde, New York City Buildings Department information including Certificates of Occupancy (CO), Building Permits, Alteration Permits, etc., and interviews with site owners, occupants or local residents. Additionally, a city directories abstract search was obtained from EDR, Inc.

Historical Maps

The 1906, 1930, 1950, 1968, 1969, 1977, 1979, 1980, 1981, 1983, 1986, 1987, 1989, 1990, 1992, 1993, 1994, 1995, 1996, 2001, 2003, 2004, 2005, 2006, and 2007 Sanborn fire insurance/real estate maps were reviewed (see Attachment A). These maps provide information on the history of structures at the site, and may show property use including operations involving the storage or use of hazardous substances, and the presence of buried gasoline tanks.

The 1906 Sanborn map shows that the subject property was at that time part of a larger fireworks factory (Pain's Fireworks Manufacturing Co.), which extended from the project site to the northeast. The existing buildings appear at the project site on the remaining Sanborn maps reviewed. The building on Lot 12 is shown as a 2-story dwelling on these maps. The uses of the building on Lot 73 are shown as a moving picture theater and retail stores on the 1930 and 1950 Sanborn maps. These maps indicate that the building was constructed in 1925. The use in the building is shown as a rest home on the 1968 through 2007 Sanborn maps. The use of the small, brick structure on the northeast corner of Lot 73 is shown as a morgue on these maps.

N.Y.C. Department of Buildings

The New York City Department of Buildings (NYCDOB) on-line Building Information System (BIS) records were reviewed for Certificates of Occupancy (CO), New Building permits, Demolition permits, Alteration permits, Oil Burner Applications, and other pertinent information regarding the history of the site.

Lot 12

There are two COs on file for this lot. CO 205192 was issued on 2/11/1971. The permissible use listed on the CO is linen storage accessory to nursing home. CO 205377 was issued on 3/22/1971. The permissible uses listed on the CO are boiler room and laundry room accessory to nursing home, 1-family duplex apartment caretakers residence accessory to nursing home. A notation on this CO states "Fire Department approval dated March 19, 1971 (fuel oil)." There is one Oil Burner Application on file for this lot, which was issued on 2/2/1971 (FO 84-1114). There are two Alteration permits on file for unspecified alterations to the lot, one issued in 1969 (ALT 1261-071569), and one issued in 1970 (ALT 1528REAR-1114). There are not any New Building permits or Demolition permits found on file for Lot 12. The Department of Finance Building Classification for this lot is I9 - Hospitals and Health. The DOB records show that this lot does not contain an E-Designation, which is a NYC Zoning Map designation that indicates the presence of an environmental requirement pertaining to potential hazardous substances, noise or air quality impacts on a particular tax lot.

Lot 73 (Former Lots 72 & 171)

The following COs were found on file for this lot:

- CO 38326 was issued on 2/30/1926. The permissible uses listed on the CO are motion picture theater with 1771 seat, and ten stores.
- Temporary CO 160135 was issued on 4/15/1958. The permissible uses listed on the CO are boiler room, storage room, kitchens, helps toilets, dress room, and nursing home. A notation on the CO states "Fire Department Approval Dated March 27, 1958 (fuel oil). This CO expired on 7/15/1958.
- Temporary CO 161607 was issued on 7/16/1958. The permissible uses listed on the CO are boiler room, storage room, kitchens, helps toilets, dress room, and nursing home. A notation on the CO states "Fire Department Approval Dated March 27, 1958 (fuel oil). This CO expired on 10/13/1958.
- CO 162600 was issued on 10/8/1958. The permissible uses listed on the CO are boiler room, storage room, kitchens, helps toilets, dress room, and nursing home. The permissible uses listed in the rear building are morgue and soiled linen room. A notation on the CO states "Fire Department Approval Dated March 27, 1958 (fuel oil).
- CO 169304 was issued on 2/3/1960. The permissible uses listed on the CO are boiler room, storage room, kitchens, helps toilets, dress room, and nursing home. The permissible uses listed in the rear building are morgue and soiled linen room. A notation on the CO states "Fire Department Approval Dated March 27, 1959 (fuel oil).
- CO 180064 was issued on 6/14/1962 to Lot 171. The permissible uses listed on the CO are boiler and storage, dance and dramatic studio, and one family dwelling. A notation on the CO states "Fire Department approval dated June 6, 1962 (fuel oil).
- CO 197483 was issued on 7/7/1967 to Lot 171. The permissible uses listed on the CO are boiler and storage, employee's dining room, toilet rooms, laundry room and storage (accessory to nursing home), and two apartments. A notation on the CO states "Fire Department Account #C678281 issued August 8, 1966 (fuel oil).
- CO 206933 was issued on 1/28/1972. The permissible uses listed on the CO are boiler room, storage rooms, kitchens, helps toilets, dress room, and proprietary nursing home with accessory uses.
- CO 211922 was issued on 3/10/1975. The copy of CO on file is only partially legible. The legible portions of the CO state that the permissible uses include accessory storage, employee's dining room accessory to proprietary nursing home and two apartments for employees of proprietary nursing home.

There are five New Building permits on file for this lot, one issued in 1923 (NB 11519-1923), two issued in 1925 (NB 5679-25 and NB 6177-25), and two issued in 1926 (NB 11986-26 and NB 9118-26).

There are three Oil Burner Applications on file for this lot, one issued in 1947 (FO 7853-090247), one issued in 1964 (FO 2118-1455), and one in 1981 (FO 787-1455).

On 10/1/1993 an application was approved to install an emergency generator on the roof of the building (Job Number 300243886). The fuel oil burner and fuel oil storage are integral to the generator. This application was signed off on 12/15/1993. On 4/7/2005 an application was approved to install an emergency generator in the basement of the building (Job Number 301922631). This application was signed off on 8/22/2006.

The Department of Finance Building Classification for this lot is I6 – Hospitals and Health. The DOB records show that this lot does not contain an E-Designation.

N.Y.C. Department of Finance

The New York City Department of Finance Automated City Register Information System (ACRIS) database was reviewed for historical deed information for the project site. Historical deed information can help identify former property owners whose operations may have potentially involved the storage or use of hazardous materials or petroleum products. In addition, it can aid in identifying Environmental Liens or Activity and Use Limitations (AULs) at a property.

An Environmental Lien is a charge, security or encumbrance upon title to a property to secure the payment of a cost, damage, debt or obligation arising out of response actions, cleanup or other remediation of hazardous substances or petroleum products upon a property. AULs are legal or physical restrictions or limitations on the use of, or access to, a site.

The Department of Finance Historical Tax Map Alteration Books show that Lot 171 on Block 6722 was incorporated into Lot 73 on December 30th, 1965 and that Lot 72 on Block 6722 was incorporated into Lot 73 on September 30th, 1967.

The following table summarizes the deed information for the project site from the NYC Department of Finance records reviewed.

Date Recorded	Party 1	Party 2
12/8/1980	Kupperman, Spencer as Referee	Ninth Federal Savings and Loan Association of New York
12/10/1980	Ninth Federal Savings and Loan Association of New York	1455 Coney Island Ave. Limited
2/5/1982	1455 Coney Island Ave. Limited	Ninth Federal Savings and Loan Association of New York
2/5/1982	Ninth Federal Savings and Loan Association of New York	Prospect Park Nursing Home, Inc.
6/15/2007	Prospect Park Nursing Home, Inc.	Prospect Park Land, LLC

There were not any indications of the presence of Environmental Liens or Activity and Use Limitations (AULs) found on file for the project site in the Department of Finance records reviewed.

Historical Aerial Photographs

Historical aerial photographs of the site for the years 1924, 1951, 1954, 1961, 1966, 1974, 1976, 1980, 1984, 1994, 2006, 2009, 2013 and 2017, provided by EDR, Inc, were reviewed (see Attachment A). Historical aerial photographs are another source for site history, and may show on-site development, excavations, debris piles, pits, lagoons, etc.

The property appears to be an undeveloped lot covered with low vegetation such as grass or weeds on the 1924 historical aerial photograph. The existing building appears at the site on all remaining aerial photographs reviewed. There are not any indications of excavations, debris piles, pits, lagoons or other visible evidence of dumping or waste disposal at the subject property on any of the historical aerial photographs reviewed.

Interviews

Mr. Laizer Taub, a representative for the owner of the project site, was interviewed regarding past and present uses of the subject property. To the best of his knowledge, the property has been occupied by a nursing home since the 1950s, and the building was previously occupied by a theater. Mr. Taub has no knowledge of any past businesses or operations at the project site which involved the storage or use of hazardous substances.

City Directory Abstract

A city directory abstract for the range of addresses of the subject property was reviewed (i.e., 1455 through 1489 Coney Island Avenue). A city directory abstract is a review of city directories, cross reference and telephone directories which list occupants at a corresponding address. These directories are reviewed at approximately five-year intervals from the 1920s to 2017. The following tables summarize the findings of the City Directory Abstract.

1455 Coney Island Avenue

Year	Listing/Occupant
1934	Sang Frank
1940, 1945	Vogue Theater Manor Bicycle & Carriage Co., Inc.
1949	Century Theaters Vogue Theater Manor Bicycle & Carriage Co., Inc.
1960, 1965, 1970, 1973, 1976	Park Lane Nursing Home
1985, 1994, 1999	Prospect Park Nursing Home Corp.
1992	Prospect Park Nursing Home Corp. Brady A Goldstein Santa Nowak M
1997	Prospect Park Nursing Home Corp.

Year	Listing/Occupant
	Allen Josephine
2000	Prospect Park Nursing Home Corp. A Kelly
2004	Prospect Park Nursing Home Corp. Prospect Heart Care Center Irene Dean
2005	Prospect Park Care Center Powell Aldith Reale V Kalisiak Phillip
2009	Prospect Park Care Center, Inc. Brooklyn Center for Rehabilitation
2014	Brooklyn Center Prospect Park Nursing Home Corp.
2017	Brooklyn Center Brooklyn Center for Rehabilitation Available 24 HR Locks & Locksmith

1459 Coney Island Avenue

Year	Listing/Occupant
1940, 1945	Sedley's Floor Covering

1469 Coney Island Avenue

Year	Listing/Occupant
1934	Milne Kenneth S

1473 Coney Island Avenue

Year	Listing/Occupant
1934	Flo's Hat Shoppe
1940	Lee's Dress Shop

1475 Coney Island Avenue

Year	Listing/Occupant
1934	Strumpf Radio Service
1949	Angel Lamp Studio

1485 Coney Island Avenue

Year	Listing/Occupant
1934	Halpern, Jacob
1949	Radio Mart

1487 Coney Island Avenue

Year	Listing/Occupant
1949	Manor Realty Co.

1489 Coney Island Avenue

Year	Listing/Occupant
1934	Kock, Leo
1940	Consolidated Radio Stores Sandler, Aaron
1945	Mack's Market
1949	Art Center Studio Frank Saml dry goods Markowitz, M
1960	Friend, Max
1965	Brandts Ladies Apparel
1970	Moskovitz, Gabriel

User Provided Information

Previous Environmental Reports

No previous environmental reports for the project site were provided to Environmental Studies Corp. for review.

User Questionnaire

As required by 40CFR, Part 312, the User of the ESA (Prospect Park Land, LLC) was provided with the following questionnaire designed to help the environmental professional identify Recognized Environmental Conditions at the project site (see Attachment E). The responses to the questionnaire from the respondent have not been received to date.

Question	(Yes/No)	Detail
1. Environmental liens that are filed or recorded against the property (40CFR 312.25). Did a search of recorded land title records (or judicial records where appropriate) identify any environmental liens filed or recorded against the property under federal, tribal, state or local law?		
2. Activity and use limitations (AULs) that are in place on the property or that have been filed or recorded against the property (40CFR 312.26(a)(1)(v) and (vi)). Did a search of recorded land title records (or judicial records where appropriate) identify any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the property and/or have been filed or recorded against the property under federal, tribal, state or local law?		
3. Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28). Do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining		

Question	(Yes/No)	Detail
property so that you would have specialized knowledge of the chemicals and processes used by this type of business?		
4. Relationship of the purchase price to the fair market value of the property if it were not contaminated (40CFR 312.29). Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property?		
5. Commonly known or reasonably ascertainable information about the property (40 CFR 312.29). Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example: Do you know the past uses of the property? Do you know of specific chemicals that are present or once were present at the property? Do you know of spill or other chemical releases that have taken place at the property? Do you know of any environmental cleanups that have taken place at the property?		
6. The degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation (40CFR 312.31). Based on your knowledge and experience related to the property are there any obvious indicator that point to the presence or likely presence of releases at the property?		
7. Reason why the Phase I is being performed?		

Data Gaps

The ASTM Standard Practice E 1527-13 requires a discussion of any identified data gaps as defined by the Practice. The responses to the User questionnaire have not been received to date. However, the history of uses of the project site has been well established from other standard historical sources of information. Therefore, this data gap is not considered significant because it is unlikely to alter the findings or conclusions of this report.

Site Inspection

The property was inspected in order to identify potential recognized environmental conditions which may exist at the site. Such conditions include the on-site storage/use of hazardous substances, petroleum storage tanks, asbestos-containing materials, lead-based paints, as well as any visible indications of the past on-site storage/use/disposal of hazardous substances, etc.

Current Operations/Hazardous Substances

At the time of the site visit the project site was vacant and unoccupied. No operations involving the use of hazardous substances were in effect at the time. There were small quantities of typical building

maintenance supplies such as cleaners and paints present in the building, however, no staining or indications of recent spills or leaks were observed in the area.

The building contains a dental facility with an x-ray machine, and therefore, it is likely that the operations in the building included x-ray film photo developing and the use of photo developing chemicals. No photo developing chemicals were observed in the building at the time of the site visit, and no staining or other indications of recent spills or leaks of such materials were observed in the dental facility. In addition, there were not any indications of the past storage or use of hazardous substances observed at the property during the site visit (e.g., chemical/oil-stained surfaces, dead or dying vegetation, debris or soil piles, discarded drums or chemical containers, etc.)

Drainage Structures

Typical lavatory drainage structures such as sinks and toilets are present in the building, and several floor drains were noted in the basement of the building. In addition, several storm drains were observed on exterior portions of the property. It is likely that all the drainage structures at the site discharge to the municipal sewer system. No chemical or oil staining, or other indications of spills, leaks or discharges of hazardous substances or petroleum products were observed around any of the drainage structures at the project site.

Petroleum Storage Tanks

There is a 3,000-gallon, Number 4 aboveground fuel oil storage tank (AST) in the basement of the building which was in service at the time of the site visit. This tank is located in a tank vault with a steel door. At the time of the site visit, this door was not accessible and the tank could not be directly viewed. The fillport and vent line for this tank are located outside the west/central wall of the building, in the sidewalk along Coney Island Avenue. In addition to this tank, a second steel door which appeared to be another tank vault was observed in the basement, and it is possible that there is a tank located behind this door. The door was also inaccessible an no inspection of the interior of the vault was made.

A suspected petroleum storage tank vent pipe was observed in the courtyard on the south side of the site. This was a 2-inch diameter pipe which extended above the roof of the building. No tank fillports were observed in this area.

There is an emergency backup diesel generator located on the roof on the building. This generator has an integral 300-gallon diesel fuel tank built into the unit. The fillport and vent line for this tank are located on the side of the unit. No staining or indications of past spills or leaks were observed around this generator.

There is a second backup generator located in the basement of the subject building. This generator also uses an internal combustion engine; however, this engine is powered by natural gas and there is no petroleum storage tank associated with this generator.

Polychlorinated Biphenyls (PCBs)

Prior to 1979, PCBs were widely used in electrical equipment such as transformers, capacitors, fluorescent light ballasts, etc., for their cooling and insulating properties. The manufacture,

processing and commercial distribution of PCBs was banned in 1979, under the Toxic Substances Control Act (40 CFR Part 761). There is an electrical transformer located in the building on Lot 73. The identification plate on the front of the transformer reads "Dry Type Transformer." Therefore, it is considered unlikely that this transformer contains PCBs. There are fluorescent lights located in the building, and it is possible that the ballasts for these lights contain PCBs. No other transformers or large electrical equipment suspected of containing PCBs were observed in the building.

Asbestos-Containing Materials

Asbestos is a natural mineral fiber which was widely used in the manufacture of building and insulating materials prior to the late 1970s, primarily due to its good insulation and mechanical resistance properties. Materials made with asbestos include thermal system insulation (TSI), such as aircell pipe wrap, boiler insulation and breaching, hot water/expansion tank insulation, castable elbow packing, magnesia block insulation, etc., surfacing materials, such as spray-on fire proofing and sound proofing, and miscellaneous materials such as floor tiles and roofing materials.

Given the age of the buildings (constructed prior to 1970), it is possible that they contain asbestos building materials. Potential asbestos-containing materials observed in the building on Lot 73 include insulation materials, boiler and pipe insulation, floor tiles, ceiling tiles, roofing materials, wall board and surfacing materials.

Lead-Based Paint

Lead-based paint is hazardous when in a deteriorating condition (i.e., chipped, broken, crumbling, pulverized); and lead-based paint debris removed during construction/renovation work may be required to be disposed of as hazardous waste.

Given the age of the buildings (constructed prior to 1970), it is possible that they contain lead-based paints.

Potable Water Supply

Potable water is supplied to the area of the subject site through the New York City Municipal water supply system, which obtains water from upstate reservoirs. The local groundwater is not used as a potable water source.

Surrounding Land Use

The property is adjoined to the north and south by residential buildings with ground floor retail stores. Adjacent and to the east of the site are dwellings. Adjacent and to the west is Coney Island Avenue, beyond which are residential buildings with ground floor retail stores, and a grocery store.

Land uses in the immediate vicinity of the property (i.e., within approximately 500 feet of the site) are predominantly comprised of residential, with commercial/retail uses located along Coney Island Avenue. There are not any gasoline filling stations or heavy industrial uses located in the immediate vicinity of the project site.

A review of Sanborn historical maps shows that historical land uses in the immediate area of the subject property have been predominantly residential with commercial/retail uses along Coney Island Avenue since at least the 1930s. There are not any gasoline filling stations or heavy industrial uses in the immediate vicinity of the property shown on any of the historical Sanborn maps reviewed.

Site Topography, Geology and Hydrology

The subject property is mapped on the USGS 7.5 Minute Series Topographic Map, Coney Island, N.Y. Quadrangle (2013). The general elevation for the site is depicted as approximately 35 feet above mean sea-level. The topography in the area of the property has a slight downward slope to the south/southeast. The Atlantic Ocean is located approximately 3 miles south of the project site. The geology in the area of the property generally consists of unconsolidated glacial deposits of sand, gravel, silt, and clay, often with historical urban fill materials near the surface. Bedrock is likely located more than 100 feet below the surface.

Based on the elevation of the project site, the topography in the area, and the location of the Atlantic Ocean, it is considered likely that the direction of groundwater flow in the area of the property is in a southerly direction, towards the Atlantic Ocean. However, the property is located in an area of complex topography, geology, and urban infrastructure, and precise geology and hydrology, including groundwater depths and flow directions, can only be determined through the installation and survey of soil borings and groundwater monitoring wells. Actual local groundwater depths and flow directions can be influenced by such factors as topography, underground structures and utilities, seasonal and tidal fluctuations, soil and bedrock geology, production wells, and de-watering operations, and others. The local groundwater is not utilized for the public water supply.

Regulatory Agency Information and Databases

Regulatory agency environmental database information regarding known or suspected hazardous waste storage or disposal sites, reported spill incidents, registered petroleum storage tanks, solid waste facilities and landfills, etc. for the subject properties and surrounding area is obtained from Environmental Data Resources, Inc. (EDR) of Milford, Ct. These documented sites and incidents are listed in the following section for descriptive purposes. Their inclusion does not necessarily suggest any potential impacts to the subject property, but provides an indication of the potential for general groundwater and soil contamination in the larger area.

Federal Databases

Superfund Sites

The U.S. Environmental Protection Agency's (USEPA) National Priorities List identifies confirmed hazardous waste sites, (Superfund sites) that are ranked for clean-up under the

federal Superfund program. This program was authorized by the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA).

The property is not on the USEPA National Priorities List. There are not any USEPA Superfund sites identified within an approximate one-mile radius of the site.

CERCLIS Sites

A check was made of the USEPA's CERCLA Information System (CERCLIS). The CERCLIS is a comprehensive database and management system that inventories and tracks sites addressed or needing to be addressed by the Superfund program. Sites that the USEPA decide do not warrant further evaluation under the Superfund program are delisted and given a No Further Remedial Action Planned (NFRAP) designation.

The property is not on the USEPA's CERCLA Information System (CERCLIS) list. There are not any CERCLIS sites identified within ½ mile of the site.

RCRA Treatment/Storage/Disposal Facilities

The USEPA's RCRA hazardous waste Treatment/Storage/Disposal (TSD) Facilities database includes facilities that transport, treat, store and/or dispose of hazardous wastes, or have engaged in these activities in the past. TSDF operators, as with hazardous waste transporters or generators, are regulated under the Resource Conservation and Recovery Act (RCRA).

The property is not on the USEPA's RCRA hazardous waste TSD Facilities database list. There are not any RCRA TSD facilities listed within ½ mile of the site.

RCRA CORRACTS

CORRACTS is a list of hazardous waste handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

The property is not on the list. There are not any RCRA CORRACTS facilities identified within one mile of the site.

RCRA Hazardous Waste Generators

RCRA Hazardous Waste Generators are regulated by the federal government under the Resource Conservation and Recovery Act (RCRA). An inventory of hazardous waste generators is useful to assess the kinds of hazardous substances/wastes that are handled, stored, and/or transported in the vicinity of the site, as well as on the property.

The subject property and adjoining properties are not identified in the RCRA Hazardous Waste Generator database. There are eight RCRA Hazardous Waste Generators identified within ¼ mile of the project site, six of which are located more than 1/8 mile from the property (see Attachment C).

Emergency Response Notification System

USEPA's Emergency Response Notification System (ERNS) database contains information from federal agencies on CERCLA hazardous substance releases or spills in quantities greater than the reportable quantity.

There are no reported ERNS releases or spills listed at the site.

U.S. Institutional/Engineering Controls Lists

The U.S. Institutional Controls List is a database of sites with institutional controls in place, typically administrative controls such as groundwater use restrictions, construction restrictions, property use restrictions and post remediation care requirements intended to prevent exposure to contaminants remaining at a site. The U.S. Engineering Controls List is a database of site with engineering controls in place such as various forms of caps, building foundations, liners and/or treatment methods to prevent contaminants from entering environmental media or affect human health.

The subject property and adjoining properties are not listed in the U.S. Institutional Controls or the U.S. Engineering Controls databases. There are not any facilities identified in the U.S. Institutional Controls or the U.S. Engineering Controls databases within ½ mile of the site.

State Databases

Inactive Hazardous Waste Disposal Sites

A NYSDEC's Inactive Hazardous Waste Disposal Sites Registry contains information on potentially hazardous waste sites in New York State.

The property is not included in the Registry. There are not any Inactive Hazardous Waste Disposal sites identified within one-mile of the project site.

State Institutional/Engineering Controls Lists

The State Institutional Controls List is a database of sites with institutional controls in place, typically administrative controls such as groundwater use restrictions, construction restrictions, property use restrictions and post remediation care requirements intended to prevent exposure to contaminants remaining at a site. The State Engineering Controls List is a database of site with engineering controls in place such as various forms of caps, building foundations, liners and/or treatment methods to prevent contaminants from entering environmental media or affect human health.

The subject property and adjoining properties are not listed in the State Institutional Controls or the State Engineering Controls Lists. There are not any State Institutional Controls/Engineering Controls sites identified within ½ mile of the site.

Spill Logs

The NYSDEC Spill Logs database was checked for reported spills of toxic or hazardous substances (including petroleum products) within ½ mile of the subject property. Spill incidents listed as "Active" indicate that the spill is either still undergoing remediation, or

awaiting completion of paperwork for closure. Spill incidents listed as "Closed" indicate that the NYSDEC required no additional remedial measures at the time of spill closure. Spills listed as tank failures or tank test failures indicate the possibility of oil or gasoline seepage to the surrounding soils or groundwater. Other spills (i.e., accidents, sloppy housekeeping, equipment failures, etc.) may only affect surface soils.

The project site is not identified in the NYSDEC Spill Logs database. There are 25 Leaking Tank spill incidents identified within ½ mile of the project site, 24 of which have been closed by the NYSDEC (see Attachment C). The one Leaking Tank spill incident that has not been closed by the NYSDEC occurred at 1494-1504 Ocean Avenue, which is located approximately ½ mile northeast of the project site (Spill Number 1910858). According to information in the Spill Report, Spill Number 1910858 was reported on 2/24/2020 when an underground fuel oil tank at an apartment building failed a tightness test. The cause of the test failure is believed to be from a leaking manway gasket. A proposal is in the works to repair the tank and re-test it. Based on this information, and the distance and direction of Spill Number 1910858 from the subject property, it is considered unlikely that this spill incident would have impacted the project site.

In addition to the Leaking Tank spill incidents, there are seven spill incidents from other causes identified within 1/8 mile of the site, all of which have also been closed by the NYSDEC.

Based on a review of the identified spill incidents in the vicinity of the project site, none are considered likely to have impacted the property.

Petroleum Bulk Storage Facilities

A check was made of the most recent NYSDEC Petroleum Bulk Storage (PBS) database. Petroleum bulk storage facilities have petroleum storage capacities in excess of eleven hundred (1,100) gallons, and less than four hundred thousand (400,000) gallons.

The subject property is identified in the PBS database (see Attachment C). The PBS Facility ID for the project site is 2-106887. There are three petroleum storage tanks registered at the property. The first is a 3,000-gallon, Number 4 fuel oil aboveground storage tank (AST). This tank is currently in service. The second is a 275-gallon No. 2 fuel oil AST which was closed-removed. The third is a 300-gallon diesel fuel AST which is integral to the emergency diesel generator located on the roof of the building.

In addition to the subject property, there are six PBS facilities with underground storage tanks (USTs), and 25 PBS facilities with ASTs, identified within ¼ mile of the property (see Attachment C).

Major Oil Storage Facilities

The NYSDEC Major Oil Storage Facilities (MOSF) database, which lists all facilities (onshore facilities or vessels) with petroleum storage capacities of 400,000 gallons or greater, was reviewed.

The property is not identified in this database. There are not any NYSDEC MOSF sites identified within an approximate ½ -mile radius of the site.

Chemical Bulk Storage Facilities

The NYSDEC Chemical Bulk Storage (CBS) database was reviewed. Chemical bulk storage facilities store regulated hazardous substances in aboveground tanks with capacities of one hundred eighty-five (185) gallons or greater, and/or in underground tanks of any size. The property does not appear in the CBS database. There are not any CBS sites identified within ¼ mile of the property.

Solid Waste Facilities

A check was made of the NYSDEC database of solid waste facilities, including, but not limited to, landfills, incinerators, transfer stations, recycling centers.

The project site is not identified in this database. There are not any Solid Waste Facility sites identified within ½ mile of the property.

Voluntary Cleanup Program Sites

The New York State database of sites with Voluntary Cleanup Agreements was reviewed. The Voluntary Cleanup Program (VCP) was established to address the environmental, legal and financial barriers that often hinder the re-development and re-use of contaminated properties. The VCP enhances private sector cleanup of contaminated sites by enabling parties to remediate sites using private rather than public funds.

The property is not identified on the VCP database. There are four VCP sites identified within ½ mile of the property (see Attachment C). All four of these sites are located more than ¼ mile from the property, and three of the four are located more than four-tenths of a mile from the project site. Given the distance of these sites from the property, it is considered unlikely that they would have impacted the project site.

Brownfield Site List

The New York State list of Brownfield sites was reviewed. A Brownfield is any real property where re-development or re-use may be complicated by the presence or potential presence of a hazardous waste, petroleum, pollutant or contaminant.

The property is not on the list. There is one Brownfield site identified within ½ mile of the property (see Attachment C). This site is located more than four-tenths of a mile from the property. Given the distance of this site from the property, it is considered unlikely that it would have impacted the project site.

Registered/Historical Dry Cleaners

The New York State list of Registered Dry Cleaners was reviewed for dry cleaners within ¼ mile of the project site. EDR's list of Historical Dry Cleaners were reviewed for dry cleaners within 1/8 mile of the project site.

The subject property and adjoining properties are not identified in the databases. There are three Registered Dry Cleaners identified within ¼ mile of the project site, and three historical dry cleaners identified within 1/8 mile of the project site (see Attachment C). There are not any NYSDEC-reported spill incidents, investigations or remedial actions identified at these locations. Given this information, it is considered unlikely that these dry cleaners would have impacted the project site.

New York City Databases

New York City Department of City Planning

The New York City Department of City Planning's E-Designation Site Listing was reviewed (see Attachment C). An E-Designation is a NYC Zoning Map designation that indicates the presence of an environmental requirement pertaining to potential hazardous substances, noise or air quality impacts on a particular tax lot. An E-Designation may require special activities coordinated through the New York City Office of Environmental Remediation to be performed on a particular lot, including subsurface investigations, preparation of remedial action work plans, health and safety plans and others.

The subject property and adjoining properties are not identified in the E-Designation Site Listing.

Radon

Radon, a naturally occurring radioactive gas, is the product of the decay of radium. It is found most frequently in relatively high concentrations in rock formations containing uranium, granite, shale, phosphate, and pitchblende. Radon may also be found in soils contaminated with industrial waste from uranium and phosphate mining. Radon as a gas can move through the soil and water, and into the atmosphere, and is a potential health concern if confined in sufficiently high concentrations in indoor environments. The U.S. Environmental Protection Agency (USEPA) has set an "action level" of 4.0 picocuries per liter for continuous long-term exposure to radon gas. If radon gas is measured above this level, USEPA suggests follow-up testing and remediation measures.

According to data compiled by the Bureau of Radiation Protection, New York State Department of Health, Kings County (Brooklyn) has an average basement radon concentration of 2.42 picocuries per liter. Based on these low average levels for Kings County, it is unlikely that radon gas levels at the subject property exceed the USEPA action level of 4.0 picocuries per liter, and therefore radon testing is typically not recommended.

SCOPE OF WORK

Historical site research is important in the assessment of the likelihood of past releases of hazardous substances (which include petroleum products). Sources of historical information for the subject property include:

- Local library documents (historical, maps, atlases, address directories).
- Interviews with site contacts, current site operators, and site owners.
- USGS topographic maps, land use and zoning maps, flood plain maps.
- New York City Buildings Department for building history including construction, demolition, and alteration permits.

The following regulatory agency lists and databases of documented hazardous waste sites, waste handlers, and spills are checked for the vicinity of the subject property:

- U.S. Environmental Protection Agency for Superfund and CERCLIS sites, ERNS database, CORRACTS facilities, RCRA Hazardous Waste Generators and Treatment/Storage/ Disposal Facilities (TSDF), and others.

- New York State Department of Environmental Conservation for spill logs, Inactive Hazardous Waste Disposal Sites, Brownfield Cleanup Program Sites, Voluntary Cleanup Program sites, registered tank lists, Solid Waste Facilities, and others.

The site visit involves a review of current operations, interviews with knowledgeable on-site occupants or building managers, and inspection of accessible areas of the building and inspection of the property for visible indications of any significant contamination by toxic or hazardous substances. The investigation includes the following objectives:

- To identify sources of potential on-site contamination, such as underground storage tanks, dry wells, interior floor drains, transformers (which may contain PCBs), suspected asbestos-containing materials, and suspected lead-based paints, etc.
- To examine the property for signs of potential contamination: stained soils, unusual odors, stressed or dead vegetation, improperly stored drums, oil slicks, on-site waste disposal/dumping, etc.
- To identify the quantity and type of toxic or hazardous substances (if any) used in the on-site operations.
- To determine if any on-site toxic and hazardous substances are stored, handled and disposed of in accordance with good practice, minimizing the potential for contamination.
- To identify potential off-site sources of contamination. Adjacent uses are noted, particularly auto-related and industrial sites.
- To identify on-site or adjacent off-site sensitive receptors, such as wetlands, surface waters, drinking water wells.

Not all of the objectives described above are applied to every site; investigations are tailored to the particular nature of the site. It should be noted that information requested from regulatory agencies may be incomplete or unavailable within a reasonable time period.

QUALIFICATIONS

Environmental Studies Corp. is an environmental consulting firm that has undertaken environmental site assessment studies since 1987. These site evaluation studies have been prepared for major lenders, public corporations, businesses, and governmental agencies.

Individual qualifications of personnel, including specific credentials of persons involved in the preparation of this report, can be provided upon request.

DISCLAIMER

This report is for use by Prospect Park Land, LLC, and is only to be used as a guide in determining the potential for contamination by toxic or hazardous substances on the subject property at the time of the site visit. This Phase I Environmental (ESA) is based principally on the review of historic and regulatory records (made available within a reasonable time period), relating to past occupants and usage of the subject property, as well as activities at nearby sites, and upon a visual assessment of the subject property, and makes no determinations with respect to portions of the subject property and its structures which were not inspected.

This Phase I ESA does not involve any sampling, testing, or laboratory analysis of subsurface soils, groundwater or building materials or other substances on-site, but constitutes only the professional opinion of our staff based on established procedures and protocols. This Phase I ESA is not, and should not be construed as, a guaranty, warranty, or certification of the presence or absence of toxic or hazardous substances, which can be made only with testing, and contains no formal plans or recommendations to rectify or remediate the presence of any toxic or hazardous substances, which may be subject to regulatory approval.

Any and all liability shall be limited solely to the cost of this Environmental Site Assessment report. Environmental Studies Corp., shall have no liability for any other damages, whether consequential, compensatory, punitive, or special, arising out of incidental to, or as a result of, this assessment. We assume no liability for the use of this report by any person or entity other than the institution and/or entities or persons for whom it has been prepared.

1455 Coney Island Avenue & 1114 East 12th Street
Brooklyn, New York 11230
Block 6722, Lots 12 & 73

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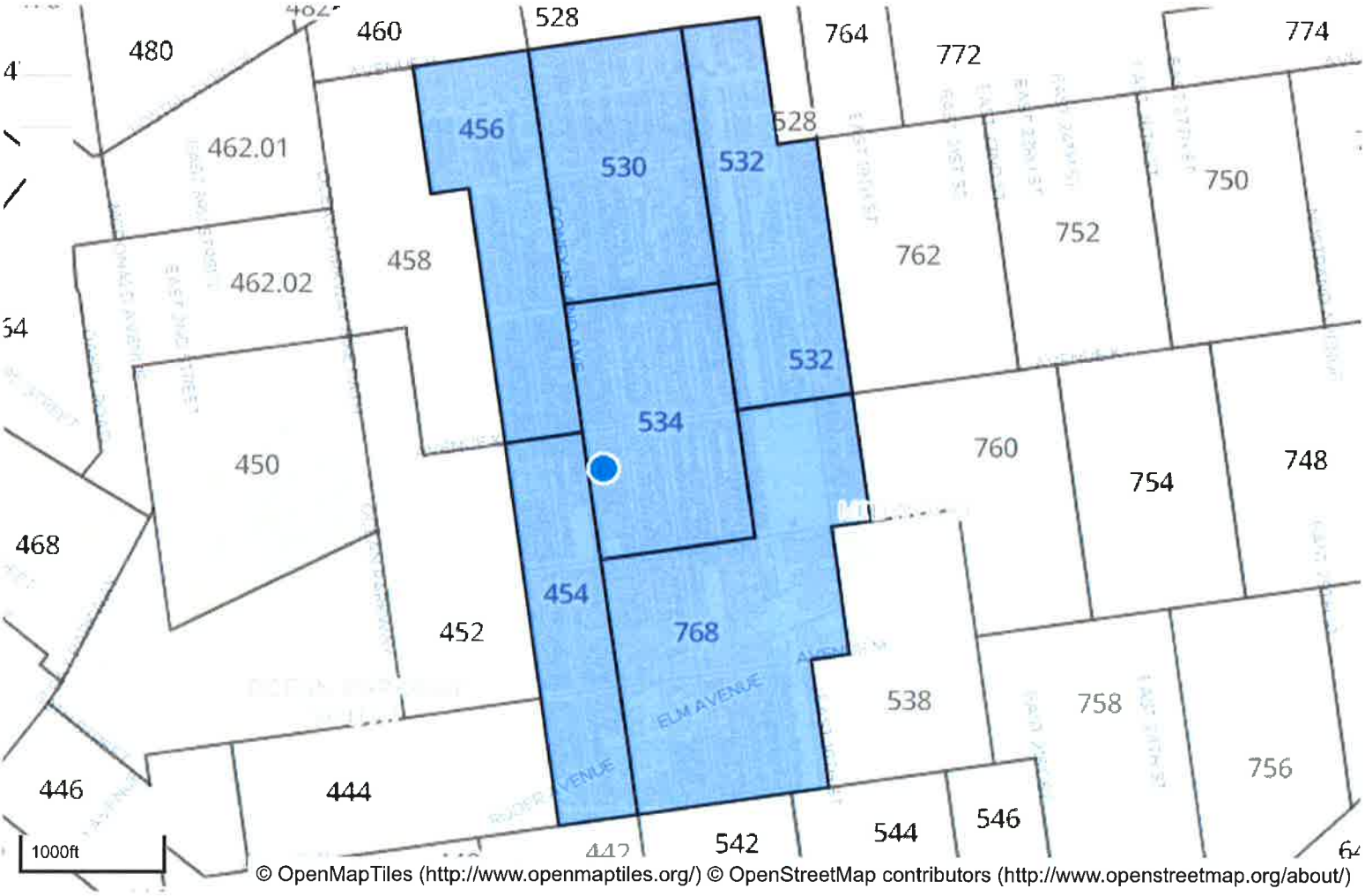
Attachment C
Transportation Backup Materials

NYC PLANNING (http://www1.nyc.gov/site/planning/index.page) **Population FactFinder (/)**

Census Block | Census Tract | Neighborhood (NTA) | PUMA



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Draw

Select individual census tracts to add them to the profile.

Polygon Radius

View Profile

6 Tracts

Advanced Options

Clear Selection

Table 3 : Transportation Planning Factors

1455 Coney Island Avenue, Brooklyn NY

Scenario One-Weekday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*
	Employee	*Patient*	*Visitor*		
		Bed		**Unit**	**gsf**
Size/Units:		**214**		**31**	**2,130**
Trip Generation:	**(1)**	**(1)**	**(1)**	**(3)**	**(3)**
Weekday	3.05	0.37	1.38	8.18	329
	per bed	per bed	per bed	per unit	per 1,000 gsf
%Linked-Trips	0%	0%	0%	0%	25%
Temporal Distribution:	**(1)**	**(1)**	**(1)**	**(3)**	**(3)**
AM Peak Hour	7.0%	7.0%	7.0%	9.3%	4.8%
MD Peak Hour	5.8%	5.8%	5.8%	5.6%	8.0%
PM Peak Hour	7.1%	7.1%	7.1%	8.5%	10.9%
	(2)	**(1)**	**(1)**	**(4)**	**(6)**
Modal Split :	All time	All time	All time	All time	All time
Auto	47%	0%	79%	35.0%	11%
Auto Pick-up/Drop-off/Taxi	0%	28%	7%	0.6%	0%
Subway	17%	0%	7%	36.0%	3%
Bus	12%	0%	7%	9.4%	2%
Ambulette	0%	72%	0%	0.0%	0%
Walk & Other	24%	0%	0%	19.0%	84%
Total	100%	100%	100%	100%	100%
	(1)	(1)	(1)	**(3)**	**(3)**
In/Out Splits:	In/Out	In/Out	In/Out	In/Out	In/Out
AM Peak Hour	63/37	63/37	63/37	22/78	52/48
MD Peak Hour	50/50	50/50	50/50	50/50	50/50
PM Peak Hour	25/75	25/75	25/75	62/38	50/50
Vehicle Occupancy:	**(2, 1 & 1)**	**(1)**	**(1)**	**(4&5)**	**(6)**
Auto	1.1	n/a	1.3	1.15	1.2
Auto Pick-up/Drop-off/Taxi	1.27	2.35	1.18	1.3	1.2
Ambulette	1.00	2.53	n/a	n/a	n/a
Truck Trip Generation:		**(1)**		**(3)**	**(3)**
		0.06		0.06	0.35
		per bed		per unit	per 1,000 gsf
AM Peak Hour		9.6%		12%	8%
MD Peak Hour		23.1%		9%	11%
PM Peak Hour		5.8%		2%	2%
AM/MD/PM		50/50		50/50	50/50

Sources:

(1)-2840 Knapp Street, Brooklyn NY EAS, Transportation section,Table 2.

(2)-2012-2016 (ACS)-Reverse-Journey-to-Work (RJTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 3, and 4.

(3)-2021 CEQR Technical Manual, Table 16-2.

(4)-2015-2019 (ACS)-Journey-to-Work (JTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 1 and 2.

(5)-Gowanus Neighborhood Rezoning and Related Actions, Table 14-8.

(6)-Provided by NYCDOT.

Table 4 : Estimated Person Trips

1455 Coney Island Avenue, Brooklyn NY

Scenario One-Weekday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*		
	Employee	*Patient*	*Visitor*			**Net**	*Transit*
		Bed		**Unit**	**gsf**	**Total**	**Walk/Other**
Size/Units:		**214**		**31**	**2,130**		***Pedestrian***
Peak hour Trips							***Volumes***
AM Peak Hour	46	6	21	24	25	122	
Midday Peak Hour	38	5	17	14	42	116	
PM Peak Hour	46	6	21	22	57	152	
Person Trips:							
AM Peak Hour							
Auto	22	0	17	8	3	50	
Auto Pick-up/Drop-off/Taxi	0	2	1	0	0	3	
Subway	8	0	1	9	1	19	19
Bus	6	0	1	2	1	10	10
Ambulette	0	4	0	0	0	4	4
Walk & Other	11	0	0	5	21	37	37
Total	**46**	**6**	**21**	**24**	**25**	122	**69**
MD Peak Hour							
Auto	18	0	13	5	5	41	
Auto Pick-up/Drop-off/Taxi	0	1	1	0	0	3	
Subway	6	0	1	5	1	14	14
Bus	5	0	1	1	1	8	8
Ambulette	0	3	0	0	0	3	3
Walk & Other	9	0	0	3	35	47	47
Total	**38**	**5**	**17**	**14**	**42**	116	**72**
PM Peak Hour							
Auto	22	0	17	8	6	52	
Auto Pick-up/Drop-off/Taxi	0	2	1	0	0	3	
Subway	8	0	1	8	2	19	19
Bus	6	0	1	2	1	10	10
Ambulette	0	4	0	0	0	4	4
Walk & Other	11	0	0	4	48	63	48
Total	**46**	**6**	**21**	**22**	**57**	152	**81**

Table 5 : Estimated Vehicular Trips

1455 Coney Island Avenue, Brooklyn NY

Scenario One-Weekday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*	
	Employee	*Patient*	*Visitor*			**Net**
		Bed		**Unit**	**gsf**	**Total**
Size/Units:		**214**		**31**	**2,130**	
Vehicular Trips						
AM Peak Hour						
Auto	19	0	13	7	3	42
Auto Pick-up/Drop-off/Taxi	0	1	1	0	0	2
(Balanced)	0	2	2	0	0	4
Ambulette	0	2	0	0	0	2
Truck	0	1	0	0	0	1
(Balanced)	0	2	0	0	0	2
Total	19	6	15	7	3	50
In & Out	***12/7***	***3/3***	***9/6***	***2/5***	***2/1***	**28/22**
Midday Peak Hour						
Auto	16	0	10	4	4	34
Auto Pick-up/Drop-off/Taxi	0	0	1	0	0	1
(Balanced)	0	0	2	0	0	2
Ambulette	0	1	0	0	0	1
Truck	0	3	0	0	0	3
(Balanced)	0	4	0	0	0	4
Total	16	5	12	4	4	41
In & Out	***8/8***	***3/2***	***6/6***	***2/2***	***2/2***	**21/20**
PM Peak Hour						
Auto	19	0	13	7	5	44
Auto Pick-up/Drop-off/Taxi	0	1	1	0	0	2
(Balanced)	0	2	2	0	0	4
Ambulette	0	2	0	0	0	2
Truck	0	1	0	0	0	1
(Balanced)	0	2	0	0	0	2
Total	19	6	15	7	5	52
In & Out	***5/14***	***3/3***	***4/11***	***4/3***	***3/2***	**19/33**

Table 6 : Transportation Planning Factors

1455 Coney Island Avenue, Brooklyn NY

Scenario One-Saturday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*
	Employee	*Patient*	*Visitor*		
		Bed		**Unit**	**gsf**
Size/Units:		**214**		**31**	**2,130**
Trip Generation:	**(1)**	**(1)**	**(1)**	**(3)**	**(3)**
Saturday	3.05	0.37	1.38	9.08	358
	per bed	per bed	per bed	per unit	per 1,000 gsf
%Linked-Trips	0%	0%	0%	0%	25%
Temporal Distribution:	**(1a)**	**(1a)**	**(1a)**	**(3)**	**(3)**
MD Peak Hour	7.1%	7.1%	7.1%	8.4%	11.7%
	(2)	**(1a)**	**(1a)**	**(4)**	**(6)**
Modal Split :	All time	All time	All time	All time	All time
Auto	47%	0%	79%	35.0%	11%
Auto Pick-up/Drop-off/Taxi	0%	28%	7%	0.6%	0%
Subway	17%	0%	7%	36.0%	3%
Bus	12%	0%	7%	9.4%	2%
Ambulette	0%	72%	0%	0.0%	0%
Walk & Other	24%	0%	0%	19.0%	84%
Total	100%	100%	100%	100%	100%
	(1)	**(1)**	**(1)**	**(3)**	**(3)**
In/Out Splits:	In/Out	In/Out	In/Out	In/Out	In/Out
MD Peak Hour	50/50	50/50	50/50	55/45	50/50
Vehicle Occupancy:	**(2, 1 &1)**	**(1)**	**(1)**	**(4&5)**	**(6)**
Auto	1.1	n/a	1.3	1.15	1.2
Auto Pick-up/Drop-off/Taxi	1.27	2.35	1.18	1.3	1.2
Ambulette	1.00	2.53	n/a	n/a	n/a
Truck Trip Generation:		**(1)**		**(3)**	**(3)**
Saturday		0.06		0.02	0.04
		per bed		per unit	per 1,000 gsf
MD Peak Hour		23.1%		9%	11%
Sat.MD		50/50		50/50	50/50

Sources:

(1)-2840 Knapp Street, Brooklyn NY EAS, Transportation Section, Table 5.

(1a)-Weekday PM (highest peak hour temeral distribution) was assumed for Saturday Midday Peak Hour.

(2)-2012-2016 (ACS)-Reverse-Journey-to-Work (RJTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 3, and 4.

(3)-2021 CEQR Technical Manual, Table 16-2.

(4)-2015-2019 (ACS)-Journey-to-Work (JTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 1 and 2.

(5)-Gowanus Neighborhood Rezoning and Related Actions, Table 14-8.

(6)-Provided by NYCDOT.

Table 7 : Estimated Person Trips-Revised

1455 Coney Island Avenue, Brooklyn NY

Scenario One-Saturday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*		
	Employee	*Patient*	*Visitor*			**Net**	*Transit*
		Bed		**Unit**	**gsf**	**Total**	*Pedestrian*
Size/Units:		**214**		**31**	**2,130**		*Volumes*
Peak hour Trips							
Saturday Midday Peak Hour	46	6	21	24	67	164	
Person Trips:							
MD Peak Hour							
Auto	22	0	17	8	7	54	
Auto Pick-up/Drop-off/Taxi	0	2	1	0	0	3	
Subway	8	0	1	9	2	20	20
Bus	6	0	1	2	1	11	11
Ambulette	0	4	0	0	0	4	4
Walk & Other	11	0	0	5	56	72	72
Total	**46**	**6**	**21**	**24**	**67**	164	**106**

Table 8 : Estimated Vehicular Trips-Revised

1455 Coney Island Avenue, Brooklyn NY

Scenario One-Saturday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*	
	Employee	*Patient*	*Visitor*			**Net**
		Bed		**Unit**	**gsf**	**Total**
Size/Units:		**214**		**31**	**2,130**	
Vehicular Trips						
Midday Peak Hour						
Auto	19	0	13	7	6	45
Auto Pick-up/Drop-off/Taxi	0	1	1	0	0	2
(Balanced)	0	2	2	0	0	4
Ambulette	0	2	0	0	0	2
Truck	0	3	0	0	0	3
(Balanced)	0	4	0	0	0	4
Total	19	8	15	7	6	55
In & Out	***9/10***	***4/4***	***8/7***	***4/3***	***3/3***	**28/27**

Table 9 : Transportation Planning Factors

1455 Coney Island Avenue, Brooklyn NY

Scenario Two-Weekday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*
	Employee	*Patient*	*Visitor*		
		Bed		**Unit**	**gsf**
Size/Units:		**-66**		**174**	**38,920**
Trip Generation:	**(1)**	**(1)**	**(1)**	**(3)**	**(3)**
Weekday	3.05	0.37	1.38	8.18	329
	per bed	per bed	per bed	per unit	per 1,000 gsf
%Linked-Trips	0%	0%	0%	0%	25%
Temporal Distribution:	**(1)**	**(1)**	**(1)**	**(3)**	**(3)**
AM Peak Hour	7.0%	7.0%	7.0%	9.3%	4.8%
MD Peak Hour	5.8%	5.8%	5.8%	5.6%	8.0%
PM Peak Hour	7.1%	7.1%	7.1%	8.5%	10.9%
	(2)	**(1)**	**(1)**	**(4)**	**(6)**
Modal Split :	All time	All time	All time	All time	All time
Auto	47%	0%	79%	35.0%	11%
Auto Pick-up/Drop-off/Taxi	0%	28%	7%	0.6%	0%
Subway	17%	0%	7%	36.0%	3%
Bus	12%	0%	7%	9.4%	2%
Ambulette	0%	72%	0%	0.0%	0%
Walk & Other	24%	0%	0%	19.0%	84%
Total	100%	100%	100%	100%	100%
	(1)	(1)	(1)	**(3)**	**(3)**
In/Out Splits:	In/Out	In/Out	In/Out	In/Out	In/Out
AM Peak Hour	63/37	63/37	63/37	22/78	52/48
MD Peak Hour	50/50	50/50	50/50	50/50	50/50
PM Peak Hour	25/75	25/75	25/75	62/38	50/50
Vehicle Occupancy:	**(2, 1 & 1)**	**(1)**	**(1)**	**(4&5)**	**(6)**
Auto	1.1	n/a	1.3	1.15	1.2
Auto Pick-up/Drop-off/Taxi	1.27	2.35	1.18	1.3	1.2
Ambulette	1.00	2.53	n/a	n/a	n/a
Truck Trip Generation:		**(1)**		**(3)**	**(3)**
		0.06		0.06	0.35
		per bed		per unit	per 1,000 gsf
AM Peak Hour		9.6%		12%	8%
MD Peak Hour		23.1%		9%	11%
PM Peak Hour		5.8%		2%	2%
AM/MD/PM		50/50		50/50	50/50

Sources:

(1)-2840 Knapp Street, Brooklyn NY EAS, Transportation section,Table 2.

(2)-2012-2016 (ACS)-Reverse-Journey-to-Work (RJTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 3, and 4.

(3)-2021 CEQR Technical Manual, Table 16-2.

(4)-2015-2019 (ACS)-Journey-to-Work (JTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 1 and 2.

(5)-Gowanus Neighborhood Rezoning and Related Actions, Table 14-8.

(6)-Provided by NYCDOT.

Table 10 : Estimated Person Trips

1455 Coney Island Avenue, Brooklyn NY

Scenario Two-Weekday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*		
	Employee	*Patient*	*Visitor*			**Net**	*Transit*
		Bed		**Unit**	**gsf**	**Total**	**Walk/Other**
Size/Units:		**-66**		**174**	**38,920**		*Pedestrian*
Peak hour Trips							*Volumes*
AM Peak Hour	-14	-2	-6	132	461	571	
Midday Peak Hour	-12	-1	-5	80	768	830	
PM Peak Hour	-14	-2	-6	121	1047	1146	
Person Trips:							
AM Peak Hour							
Auto	-7	0	-5	46	51	86	
Auto Pick-up/Drop-off/Taxi	0	0	0	1	0	0	
Subway	-2	0	0	48	14	59	59
Bus	-2	0	0	12	9	20	20
Ambulette	0	-1	0	0	0	-1	-1
Walk & Other	-3	0	0	25	387	409	409
Total	**-14**	**-1**	**-6**	**132**	**461**	572	**486**
MD Peak Hour							
Auto	-6	0	-4	28	85	103	
Auto Pick-up/Drop-off/Taxi	0	0	0	0	0	0	
Subway	-2	0	0	29	23	49	49
Bus	-1	0	0	8	15	21	21
Ambulette	0	-1	0	0	0	-1	-1
Walk & Other	-3	0	0	15	645	658	658
Total	**-12**	**-1**	**-5**	**80**	**768**	830	**727**
PM Peak Hour							
Auto	-7	0	-5	42	115	146	
Auto Pick-up/Drop-off/Taxi	0	0	0	1	0	0	
Subway	-2	0	0	44	31	72	72
Bus	-2	0	0	11	21	30	30
Ambulette	0	-1	0	0	0	-1	-1
Walk & Other	-3	0	0	23	879	899	899
Total	**-14**	**-1**	**-6**	**121**	**1047**	1146	**1000**

Table 11 : Estimated Vehicular Trips

1455 Coney Island Avenue, Brooklyn NY

Scenario Two-Weekday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*	
	Employee	*Patient*	*Visitor*			**Net**
		Bed		**Unit**	**gsf**	**Total**
Size/Units:		**-66**		**174**	**38,920**	
Vehicular Trips						
AM Peak Hour						
Auto	-6	0	-4	40	43	73
Auto Pick-up/Drop-off/Taxi	0	0	0	1	0	1
(Balanced)	0	0	0	2	0	2
Ambulette	0	0	0	0	0	0
Truck	0	0	0	1	1	2
(Balanced)	0	0	0	2	2	4
Total	-6	0	-4	44	45	79
In & Out	***-4/-2***	***0/0***	***-3/-1***	***11/33***	***23/22***	**27/52**
Midday Peak Hour						
Auto	-5	0	-3	24	70	86
Auto Pick-up/Drop-off/Taxi	0	0	0	0	0	0
(Balanced)	0	0	0	0	0	0
Ambulette	0	0	0	0	0	0
Truck	0	-1	0	1	1	1
(Balanced)	0	-2	0	2	2	2
Total	-5	-2	-3	26	72	88
In & Out	***-3/-2***	***-1/-1***	***-1/-2***	***13/13***	***36/36***	**44/44**
PM Peak Hour						
Auto	-6	0	-4	37	96	123
Auto Pick-up/Drop-off/Taxi	0	0	0	1	0	1
(Balanced)	0	0	0	2	0	2
Ambulette	0	0	0	0	0	0
Truck	0	0	0	0	0	0
(Balanced)	0	0	0	0	0	0
Total	-6	0	-4	39	96	125
In & Out	***-2/-4***	***0/0***	***-1/-3***	***24/15***	***48/48***	**69/56**

Table 12 : Transportation Planning Factors

1455 Coney Island Avenue, Brooklyn NY

Scenario Two-Saturday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*
	Employee	*Patient*	*Visitor*		
		Bed		**Unit**	**gsf**
Size/Units:		**-66**		**174**	**38,920**
Trip Generation:	**(1)**	**(1)**	**(1)**	**(3)**	**(3)**
Saturday	3.05	0.37	1.38	9.08	358
	per bed	per bed	per bed	per unit	per 1,000 gsf
%Linked-Trips	0%	0%	0%	0%	25%
Temporal Distribution:	**(1a)**	**(1a)**	**(1a)**	**(3)**	**(3)**
MD Peak Hour	7.1%	7.1%	7.1%	8.4%	11.7%
	(2)	**(1a)**	**(1a)**	**(4)**	**(6)**
Modal Split :	All time	All time	All time	All time	All time
Auto	47%	0%	79%	35.0%	11%
Auto Pick-up/Drop-off/Taxi	0%	28%	7%	0.6%	0%
Subway	17%	0%	7%	36.0%	3%
Bus	12%	0%	7%	9.4%	2%
Ambulette	0%	72%	0%	0.0%	0%
Walk & Other	24%	0%	0%	19.0%	84%
Total	100%	100%	100%	100%	100%
	(1)	**(1)**	**(1)**	**(3)**	**(3)**
In/Out Splits:	In/Out	In/Out	In/Out	In/Out	In/Out
MD Peak Hour	50/50	50/50	50/50	55/45	50/50
Vehicle Occupancy:	**(2, 1 &1)**	**(1)**	**(1)**	**(4&5)**	**(6)**
Auto	1.1	n/a	1.3	1.15	1.2
Auto Pick-up/Drop-off/Taxi	1.27	2.35	1.18	1.3	1.2
Ambulette	1.00	2.53	n/a	n/a	n/a
Truck Trip Generation:		**(1)**		**(3)**	**(3)**
Saturday		0.06		0.02	0.04
		per bed		per unit	per 1,000 gsf
MD Peak Hour		23.1%		9%	11%
Sat.MD		50/50		50/50	50/50

Sources:

(1)-2840 Knapp Street, Brooklyn NY EAS, Transportation Section, Table 5.

(1a)-Weekday PM (highest peak hour temeral distribution) was assumed for Saturday Midday Peak Hour.

(2)-2012-2016 (ACS)-Reverse-Journey-to-Work (RJTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 3, and 4.

(3)-2021 CEQR Technical Manual, Table 16-2.

(4)-2015-2019 (ACS)-Journey-to-Work (JTW)Census tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 1 and 2.

(5)-Gowanus Neighborhood Rezoning and Related Actions, Table 14-8.

(6)-Provided by NYCDOT.

Table 13 : Estimated Person Trips-Revised

1455 Coney Island Avenue, Brooklyn NY

Scenario Two-Saturday

Land Use:	***Nursing Home***			***Residential***	***Local Retail***		
	Employee	***Patient***	***Visitor***			**Net**	***Transit***
		Bed		**Unit**	**gsf**	**Total**	***Pedestrian***
Size/Units:		**-66**		**174**	**38,920**		***Volumes***
Peak hour Trips							
Saturday Midday Peak Hour	-14	-2	-6	133	1223	1334	
Person Trips:							
MD Peak Hour							
Auto	-7	0	-5	47	134	170	
Auto Pick-up/Drop-off/Taxi	0	-1	0	1	0	0	
Subway	-2	0	0	48	37	82	82
Bus	-2	0	0	13	24	35	35
Ambulette	0	-1	0	0	0	-1	-1
Walk & Other	-3	0	0	25	1027	1049	1049
Total	**-14**	**-2**	**-6**	**133**	**1223**	1334	**1165**

Table 14 : Estimated Vehicular Trips-Revised

1455 Coney Island Avenue, Brooklyn NY

Scenario Two-Saturday

Land Use:	*Nursing Home*			*Residential*	*Local Retail*	
	Employee	*Patient*	*Visitor*			**Net**
		Bed		**Unit**	**gsf**	**Total**
Size/Units:		**-66**		**174**	**38,920**	
Vehicular Trips						
Midday Peak Hour						
Auto	-6	0	-4	40	112	142
Auto Pick-up/Drop-off/Taxi	0	0	0	1	0	1
(Balanced)	0	0	0	2	0	2
Ambulette	0	0	0	0	0	0
Truck	0	-1	0	0	0	0
(Balanced)	0	-2	0	0	0	-2
Total	-6	-2	-4	42	112	142
In & Out	*-3/-3*	*-1/-1*	*-2/-2*	*23/19*	*56/56*	**73/69**

Table AA : Transportation Planning Factors

1508 Coney Island Avenue, Brooklyn NY

Land Use:	***Local Retail***		***Office***	
	gsf		***gsf***	
Size/Units:	***47,714***		***125,075***	
	(1)		**(1)**	
Trip Generation:				
Weekday	329		18	
Saturday	358		3.9	
	per 1,000 gsf		per 1,000 gsf	
Linked-Trip:	25%		0%	
Temporal Distribution:	**(1)**		**(1)**	
AM Peak Hour	4.8%		12.4%	
MD Peak Hour	8%		11%	
PM Peak Hour	10.9%		10.5%	
Saturday Midday Peak Hour	11.7%		14.1%	
	(1)		**(2)**	
Modal Split :	All Periods		All Periods	
Auto	11%		47%	
Taxi	0%		0%	
Subway	3%		17%	
Bus	2%		12%	
Walk & Other	84%		24%	
Total	100%		100%	
	(1)		**(1)**	
In/Out Splits:	In	Out	In	Out
AM Peak Hour	52%	48%	86%	14%
MD Peak Hour	50%	50%	52%	48%
PM Peak Hour	50%	50%	16%	84%
Saturday Midday Peak Hour	50%	50%	48%	52%
Vehicle Occupancy:	**(3)**		**(2 & 4)**	
Auto	1.2		1.11	
Taxi	1.2		1.26	
Truck Trip Generation:	**(1)**		**(1)**	
Weekday	0.35		0.32	
Saturday	0.04		0.01	
	per 1,000 gsf		per 1,000 gsf	
	(1)		**(1)**	
AM Peak Hour	8%		10%	
MD Peak Hour	11%		11%	
PM Peak Hour	2%		2%	
Saturday Midday Peak Hour	11%		11%	
Truck In/Out Splits:	In	Out	In	Out
AM/MD/PM/Sat.Midday	50%	50%	50%	50%

Sources:

(1)-2021 CEQR Technical Manual, Table 16-2.

(2)-2012-2016 American Community Survey (ACS)-Reverse- Journey-to-Work (RJTW) Census Tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY-Exhibits 3 and 4.

(3)-Provided by NYCDOT/DCP

(4)-Gowanus Neighborhood Rezoning and Related Actions, Table 14-8.

Table BB : Estimated Person Trips

1508 Coney Island Avenue, Brooklyn NY

Land Use:	***Local Retail***		***Office***		Total Net Demand		subway
	gsf		***gsf***				bus
Size/Units:	***47,714***		***125,075***				walk
							Pedestrian
Peak hour Trips							volumes
AM Peak Hour	565		279		844		
Midday Peak Hour	942		248		1190		
PM Peak Hour	1283		236		1520		
Saturday Midday Peak Hour	1499		69		1568		
Person Trips:							
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	32	30	113	18	145	48	
Taxi	0	0	0	0	0	0	
Subway	9	8	41	7	50	15	65
Bus	6	5	29	5	35	10	45
Walk & Other	247	228	58	9	305	237	542
Total	294	271	241	39	535	310	652
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	52	52	61	56	113	108	
Taxi	0	0	0	0	0	0	
Subway	14	14	22	20	36	34	70
Bus	9	9	15	14	24	23	47
Walk & Other	396	396	31	29	427	425	852
Total	471	471	129	119	600	590	969
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	71	71	18	93	89	164	
Taxi	0	0	0	0	0	0	
Subway	19	19	6	34	25	53	78
Bus	13	13	5	24	18	37	55
Walk & Other	539	539	9	48	548	587	1135
Total	642	642	38	199	680	841	1268
Saturday Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	82	82	16	17	98	99	
Taxi	0	0	0	0	0	0	
Subway	22	22	6	6	28	28	56
Bus	15	15	4	4	19	19	38
Walk & Other	630	630	8	9	638	639	1277
Total	749	749	34	36	783	785	1371

Table CC : Estimated Vehicular Trips
1508 Coney Island Avenue, Brooklyn NY

Land Use:	*Local Retail*		*Office*		**Total Net Demand**		
	gsf		*gsf*				
Size/Units:	*47,714*		*125,075*				
Vehicular Trips							
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	27	25	102	16	129	41	
Taxi	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	
Truck (Balanced)	1	1	2	2	3	3	
Total	28	26	104	18	**132**	**44**	**176**
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	43	43	55	50	98	93	
Taxi	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	
Truck (Balanced)	1	1	2	2	3	3	
Total	44	44	57	52	**101**	**96**	**197**
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	59	59	16	84	75	143	
Taxi	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	
Truck (Balanced)	0	0	0	0	0	0	
Total	59	59	16	84	**75**	**143**	**218**
Saturay Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	68	68	14	15	82	83	
Taxi	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	
Truck (Balanced)	0	0	0	0	0	0	
Total	68	68	14	15	**82**	**83**	**165**

Exhibit A

Modal Split Data

2015-2019 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 454, 456, 530, 532, 534, and 768 in Brooklyn, NY

1455 Coney Island Avenue, Brooklyn NY

2016-2020 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
454	731	282	41	44	0	233	0	0	9	0	34	84	0	4	731
456	732	186	90	88	0	281	0	0	0	0	0	45	0	42	732
530	1546	465	60	203	0	521	16	0	15	0	18	189	0	59	1,546
532	1154	250	31	122	0	513	0	0	18	9	0	153	4	54	1,154
534	1379	273	176	108	0	507	0	0	0	0	0	156	38	121	1,379
768	1285	410	126	75	0	379	9	0	0	0	9	214	2	61	1,285
Total	6,827	1,866	524	640	0	2,434	25	0	42	9	61	841	44	341	6,827
		0.273	***0.077***	***0.094***	***0.00***	***0.357***	***0.004***	***0.00***	***0.01***	***0.00***	***0.01***	***0.123***	***0.01***	***0.050***	***1.00***

Exhibit B

Auto Occupancy Rate Data

2015-2019 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 454, 456, 530, 532, 534, and 768 in Brooklyn, NY

2016-2020 ACS-5 Year (JTW), Auto Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person carpool	3 Person	4 Person	5 or 6 Persor	7 or more Person	Total
454	323	282	41	26	0	15	0	0	41
456	276	186	90	52	24	14	0	0	90
530	525	465	60	18	17	11	4	10	60
532	281	250	31	31	0	0	0	0	31
534	449	273	176	113	24	39	0	0	176
768	536	410	126	70	30	20	0	6	126
persons	2,390	1,866	524	310	95	99	4	16	524
cars		1866		155	32	25	1	2	2,080

Modal Split Data summary

Auto	**0.350**
Taxi	**0.006**
Bus	**0.094**
Subway	**0.360**
Walk	**0.123**
Other	**0.067**
Total	**1.000**
Vehicle Occupancy =	**1.15**

Exhibit C

Modal Split Data

2012-2016 ACS 5-YEAR Reverse-Journey-to-Work (R JTW) for Census Tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY

1455 Coney Island Avenue, Brooklyn New York

2012-2016 ACS 5-Year, Reverse-Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Bicycle	walk	taxi	motor cycle	Other Means	Worked @ Home	Total
454	**999**	**330**	**95**	**140**	**10**	**185**	**0**	**0**	**40**	**195**	**4**	**0**	**0**	**0**	999
456	**597**	**265**	**109**	**15**	**0**	**50**	**4**	**0**	**4**	**135**	**0**	**0**	**0**	**15**	597
530	**714**	**225**	**74**	**70**	**0**	**105**	**0**	**0**	**15**	**165**	**10**	**0**	**0**	**50**	714
532	**449**	**200**	**14**	**55**	**0**	**70**	**0**	**0**	**10**	**60**	**0**	**0**	**0**	**40**	449
534	**839**	**280**	**64**	**70**	**0**	**230**	**20**	**0**	**0**	**50**	**0**	**0**	**0**	**125**	839
768	**1934**	**830**	**110**	**285**	**0**	**265**	**25**	**0**	**15**	**325**	**10**	**0**	**4**	**65**	1,934
Total	5,532	2,130	466	635	10	905	49	0	84	930	24	0	4	295	5,532
% Mode of Travel		***0.385***	***0.084***	***0.115***	***0.00***	***0.164***	***0.009***	***0.00***	***0.02***	***0.17***	***0.00***	***0.000***	***0.00***	***0.053***	***1.00***

Exhibit D

Vehicle Occupancy Rate Data

2012-2016 ACS 5-YEAR Reverse-Journey-to-Work (R JTW) for Census Tract #'s 454, 456, 530, 532, 534, and 768 in Brooklyn NY

2012-2016 ACS-5 Year (RJTW), Vehicle Occupancy Rate:

Census Tract	Total Drove Alone & Car Pool	Drove alone	Total car pool	carpool 2person	3 Person	4 Person	5 or 6 Person	7 or more Person	Total
454	425	330	95	65	10	10	0	10	95
456	374	265	109	105	4	0	0	0	109
530	299	225	74	70	4	0	0	0	74
532	214	200	14	10	4	0	0	0	14
534	344	280	64	60	4	0	0	0	64
768	940	830	110	50	25	20	15	0	110
Persons	2,596	2,130	466	360	51	30	15	10	466
Cars		2130		180	17	8	3	1	2,339

Modal Split summary

Auto	**0.47**
Taxi	**0.00**
Bus	**0.12**
Subway	**0.17**
Walk	**0.17**
Other	**0.07**
Total	**1.00**

Vehicle Occupancy = 1.10

Table 2 : Transportation Planning Factors-Revised

2840 Knapp Street, Brooklyn NY

Weekday

Land Use:	*Nursing Home*			*Residential*	*Medical Office*
	Employee	*Patient*	*Visitor*		
		Bed		Unit	gsf
Size/Units:		-200		130	10,320
Trip Generation:	(1)	(1)	(1)	(3)	(6)
Weekday	3.05	0.37	1.38	8.075	76
	per bed	per bed	per bed	per unit	per 1,000 gsf
%Linked-Trips	0%	0%	0%	0%	0%
Temporal Distribution:	(1)	(1)	(1)	(3)	(6)
AM Peak Hour	7.0%	7.0%	7.0%	10%	11%
MD Peak Hour	5.8%	5.8%	5.8%	5%	13%
PM Peak Hour	7.1%	7.1%	7.1%	11%	9%
	(2)	(1)	(1)	(4)	(6)
Modal Split :	All time	All time	All time	All time	All time
Auto	49%	0%	79%	49%	58%
Auto Pick-up/Drop-off/Taxi	0%	28%	7%	0%	15%
Subway	15%	0%	7%	13%	7%
Bus	16%	0%	7%	26%	8%
Ambulette	0%	72%	0%	0%	0%
Walk & Other	20%	0%	0%	12%	12%
Total	100%	100%	100%	100%	100%
	(1)	(1)	(1)	(6)	(6)
In/Out Splits:	In/Out	In/Out	In/Out	In/Out	In/Out
AM Peak Hour	63/37	63/37	63/37	24/76	62/38
MD Peak Hour	50/50	50/50	50/50	50/50	47/53
PM Peak Hour	25/75	25/75	25/75	61/39	35/65
Vehicle Occupancy:	(2, 1 & 1)	(1)	(1)	(4&5)	(6)
Auto	1.07	n/a	1.3	1.11	1.5
Auto Pick-up/Drop-off/Taxi	1.27	2.35	1.18	1.3	1.5
Ambulette	1.00	2.53	n/a	n/a	n/a
Truck Trip Generation:		(1)		(3)	(3)
		0.06		0.06	0.32
		per bed		per unit	per 1,000 gsf
AM Peak Hour		9.6%		12%	10%
MD Peak Hour		23.1%		9%	11%
PM Peak Hour		5.8%		2%	2%
AM/MD/PM		50/50		50/50	50/50

Sources:

(1)-Hebrew Home For The Aged EAS, Table 2.8-1- CEQR # 18DCP134X.

(2)-2012-2016 (ACS)-Reverse-Journey-to-Work (RJTW)Census tract #'s 598, 608, 622, 628, and 666 in Brooklyn NY.

(3)-2014 CEQR Technical Manual, Table 16-2.

(4)-2013-2017 (ACS)-Journey-to-Work (JTW)Census tract #'s 598, 608, 622, and 628 in Brooklyn NY.

(5)-East New York FEIS, Table 13-8.

(6)-Provided by NYCDOT.

Table 14-8
Transportation Planning Factors

Land Use:	Local Retail	Office		Residential	Destination Retail		Restaurant	Supermarket		Auto Repair
Trip Generation:	(1)	(1)		(1)	(1)		(9)	(1)		(3)
Weekday	205.0	18.0		8.075	78.2		179.5	175.0		19.42
Saturday	240.0	3.9		9.6	92.5		195.8	231.0		19.42
	per 1,000 sf	per 1,000 sf		per DU	per 1,000 sf		per 1,000 sf	per 1,000 sf		per 1,000 sf
Temporal Distribution:	(1)	(1)		(1)	(1)		(9)	(1)		(3)
AM	3.0%	12.0%		10.0%	3.0%		3.0%	5.0%		13.2%
MD	19.0%	15.0%		5.0%	9.0%		13.0%	6.0%		11.0%
PM	10.0%	14.0%		11.0%	9.0%		10.0%	10.0%		14.2%
SAT	10.0%	17.0%		8.0%	11.0%		9.0%	9.0%		10.7%
Modal Splits:	(2)	(24)	(4)	(5)	(20)		(3)	(2)		(3)
	All Periods	AM/PM/SAT	MD	All Periods	AM/MD/PM	SAT	All Periods	AM/MD/PM	SAT	All Periods
Auto	11.0%	28.7%	2.0%	10.8%	59.0%	59.0%	30.0%	21.0%	14.0%	85.0%
Taxi	0.0%	4.9%	1.0%	0.4%	3.0%	5.0%	5.0%	3.0%	5.0%	5.0%
Subway/Railroad	3.0%	32.1%	7.0%	74.8%	18.0%	18.0%	15.0%	14.0%	8.0%	1.0%
Bus	2.0%	12.7%	7.0%	2.1%	15.0%	13.0%	15.0%	4.0%	6.0%	1.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Walk/Other	84.0%	21.6%	83.0%	11.9%	5.0%	5.0%	35.0%	58.0%	67.0%	8.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
In/Out Splits:	(3)	(4)		(6)	(8)		(10)	(11,12)		(3)
	In Out	In	Out	In Out	In	Out	In Out	In	Out	In Out
AM	50% 50%	94%	6%	24% 76%	61%	39%	50% 50%	57%	43%	65% 35%
MD	50% 50%	39%	61%	50% 50%	55%	45%	50% 50%	46%	54%	50% 50%
PM	50% 50%	5%	95%	61% 39%	47%	53%	67% 33%	47%	53%	50% 50%
SAT	55% 45%	60%	40%	45% 55%	55%	45%	50% 50%	51%	49%	50% 50%
Vehicle Occupancy:	(3)	(4)		(3,5,7)	(8)		(10)	(2)		(3)
				AM/PM MD/SAT	AM/MD/PM	SAT		AM/MD/PM	SAT	
Auto	2.00	1.26		1.12 1.57	2.00	2.70	2.20	1.58	1.90	1.30
Taxi	2.00	1.26		1.30 1.82	2.00	2.80	2.30	1.58	1.90	1.30
School Bus										
Truck Trip Generation:	(1)	(1)		(1)	(8)		(10)	(11)		(3)
Weekday	0.35	0.32		0.06	0.35		3.60	0.35		0.89
Saturday	0.04	0.01		0.02	0.02		3.60	0.04		0.89
	per 1,000 sf	per 1,000 sf		per DU	per 1,000 sf		per 1,000 sf	per 1,000 sf		per 1,000 sf
Truck Temporal Distribution:	(1)	(1)		(1)	(8)		(10)	(11,12)		(3)
AM	8.0%	10.0%		12.0%	7.7%		0.0%	8.0%		14.0%
MD	11.0%	11.0%		9.0%	11.0%		6.0%	11.0%		9.0%
PM	2.0%	2.0%		2.0%	1.0%		1.0%	2.0%		1.0%
SAT	11.0%	11.0%		9.0%	11.0%		0.0%	11.0%		0.0%
Truck In/Out Splits:	In Out	In	Out	In Out	In	Out	In Out	In	Out	In Out
All Periods	50.0% 50.0%	50.0%	50.0%	50.0% 50.0%	50.0%	50.0%	50.0% 50.0%	50.0%	50.0%	50.0% 50.0%

Table 14-8 (cont'd)
Transportation Planning Factors

Land Use:	Innovation Economy		Light Industrial		Warehouse	Medical Office	School (Grade K-5 Students)		School Staff	Parents (Grades K-5 Students)	Community Center	Waterfront Park	
Trip Generation:	(13)		(3)		(15)	(16)	(21) (22)		(21)	(22)	(1)	(1)	(1)
Weekday	18.0		14.7		10.4	See note (16)	2.0		2.0	4.0	44.7	44.0	139.0
Saturday	3.9		2.2		3.6	39.0	0.0		0.0	0.0	26.1	62.0	196.0
	per 1,000 sf		per 1,000 sf		per 1,000 sf	per 1,000 sf	per Student		per Staff	per Parents	per 1,000 sf	per acre	per acre
Temporal Distribution:	(13)		(3)		(15)	(16)	(21)		(21)	(21)	(1)	(1)	(1)
AM	12.0%		13.2%		13.2%	11.0%	50.0%		50.0%	50.0%	4.0%	3.0%	3.0%
MD	15.0%		11.0%		11.0%	13.0%	0.0%		0.0%	0.0%	9.0%	5.0%	5.0%
PM	14.0%		14.2%		14.1%	9.0%	5.0%		50.0%	5.0%	5.0%	6.0%	6.0%
SAT	17.0%		10.7%		11.0%	17.0%	0.0%		0.0%	0.0%	9.0%	6.0%	6.0%
Modal Splits:	(13)		(14)	(4)	(14)	(16)	(23)		(14)	(23)	(17)	(18)	(18)
	AM/PM/SAT	MD	AM/PM/SAT	MD	All Periods	All Periods	AM/MD/SAT	PM	All Periods	All Periods	All Periods	All Periods	All Periods
Auto	28.7%	2.0%	32.2%	2.0%	32.2%	24.0%	21.7%	21.7%	32.2%	0.0%	5.0%	20.0%	20.0%
Taxi	4.9%	1.0%	0.8%	1.0%	0.8%	6.0%	0.0%	0.0%	0.8%	0.0%	1.0%	1.0%	1.0%
Subway/Railroad	32.1%	7.0%	40.3%	7.0%	40.3%	59.0%	5.7%	5.7%	40.3%	8.0%	3.0%	12.0%	12.0%
Bus	12.7%	7.0%	8.8%	7.0%	8.8%	9.0%	2.1%	2.1%	8.8%	3.0%	6.0%	11.0%	11.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Walk/Other	21.6%	83.0%	17.9%	83.0%	17.9%	2.0%	68.5%	68.5%	17.9%	89.0%	85.0%	56.0%	56.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
In/Out Splits:	(13)		(3)		(15)	(16)	(21)		(21)	(21)	(17)	(18,19)	(18,19)
	In	Out	In	Out	In Out	In Out	In	Out	In Out	In Out	In	Out	In Out	In Out
AM	94.0%	6%	88%	12%	88% 12%	62% 38%	100%	0%	100% 0%	50% 50%	61%	39%	55% 45%	55% 45%
MD	39.0%	61%	50%	50%	50% 50%	47% 53%	100%	0%	100% 0%	50% 0%	55%	45%	50% 50%	50% 50%
PM	5.0%	95%	12%	88%	12% 88%	35% 65%	0%	100%	0% 100%	50% 50%	29%	71%	45% 55%	45% 55%
SAT	60.0%	40%	47%	53%	50% 50%	49% 51%	100%	0%	100% 0%	50% 0%	49%	51%	50% 50%	50% 50%
Vehicle Occupancy:	(13)		(3)		(15)	(16)	(21)		(21)		(17)	(18)	(18)
Auto	1.26		1.20		1.30	1.50	1.30		1.20	N/A	1.65	2.90	2.90
Taxi	1.26		1.20		1.30	1.50	1.30		1.20	N/A	1.40	3.00	3.00
School Bus							35.0						
Truck Trip Generation:	(13)		(3)		(15)	(3)	(21)				(17)	(18,19)	(18,19)
Weekday	0.32		0.67		0.67	0.29	0.03		N/A	N/A	0.29	0.01	0.01
Saturday	0.01		0.67		0.02	0.29	0.03		N/A	N/A	0.29	0.01	0.01
	per 1,000 sf		per 1,000 sf		per 1,000 sf	per 1,000 sf	per 1,000 sf				per 1,000 sf	per 1,000 sf	per 1,000 sf
Truck Temporal Distribution:	(13)		(3)		(15)	(3)	(21)				(17)	(18,19)	(18,19)
AM	10.0%		14.0%		14.0%	3.0%	9.6%		N/A	N/A	9.6%	6.0%	6.0%
MD	11.0%		9.0%		9.0%	11.0%	11.0%		N/A	N/A	11.0%	6.0%	6.0%
PM	2.0%		1.0%		1.0%	1.0%	1.0%		N/A	N/A	1.0%	1.0%	1.0%
SAT	11.0%		0.0%		9.0%	0.0%	0.0%		N/A	N/A	0.0%	6.0%	6.0%
Truck In/Out Splits:	In	Out	In	Out	In Out	In Out	In	Out	In Out	In Out	In	Out	In Out	In Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0% 50.0%	50% 50%	50.0%	50.0%	N/A N/A	N/A N/A	50.0%	50.0%	50.0% 50.0%	50.0% 50.0%

Notes:

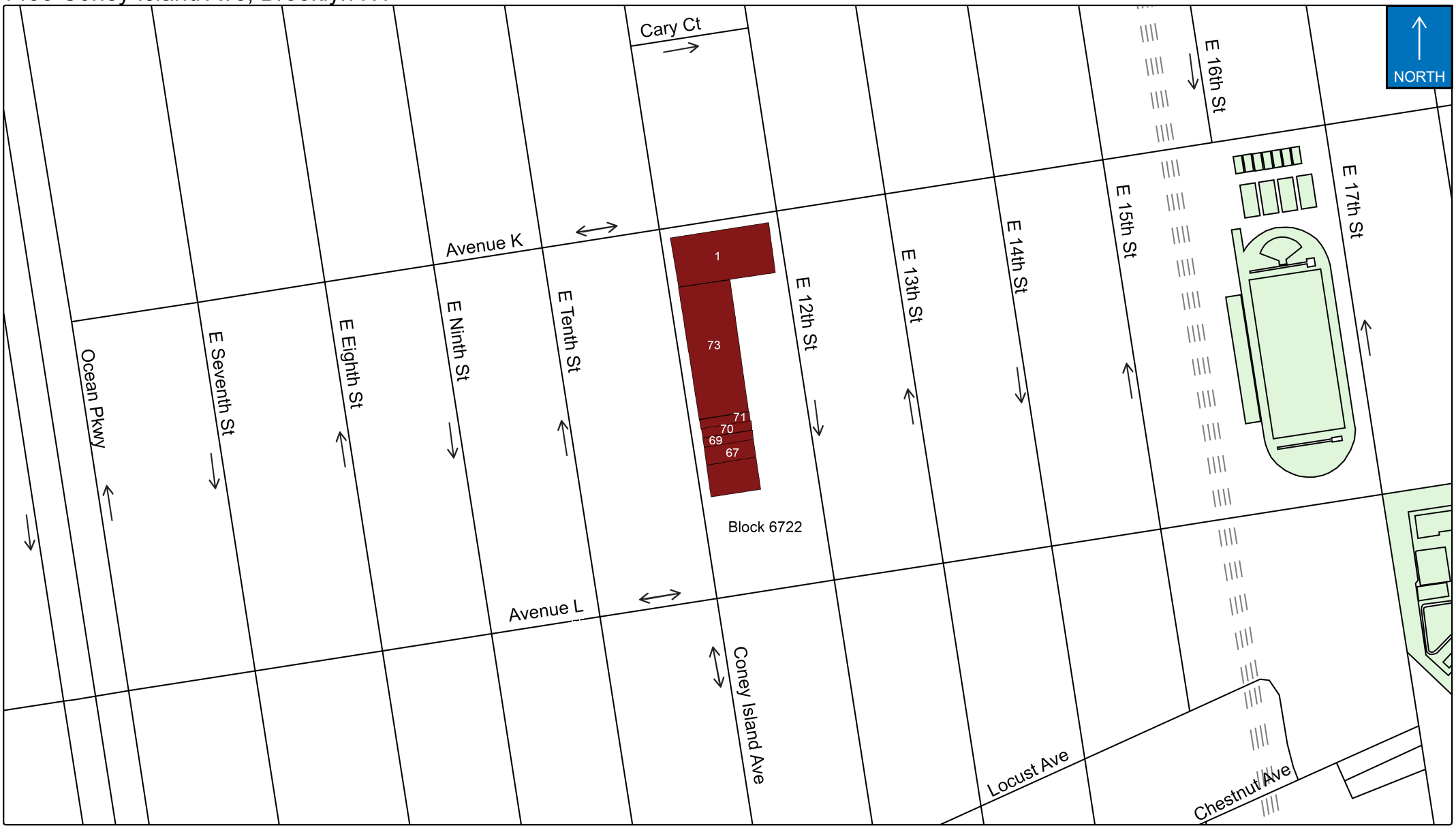
(1) Based on data from the 2020 *City Environmental Quality Review* (CEQR) *Technical Manual*.
(2) Based on NYCDOT mode split and vehicle occupancy survey data.
(3) Based on data from the 2015 *East New York Rezoning Proposal FEIS*.
(4) Based on data from the 2016 *25 Kent Avenue EAS*.
Based on American Community Survey journey-to-work 5-Year (2013-2017) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139.
(5) 141.
(6) Based on NYCDOT citywide residential survey data.
(7) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.
(8) Based on data from the 2017 *East Harlem Rezoning FEIS*.
(9) Based on data from *ITE Trip Generation Manual, 10th Edition*, Land Use Code 932 (High-Turnover Restaurant). Person trip rate= ITE Trip Rate x 1.52/0.95.
(10) Based on data from the 2015 *Vanderbilt Corridor and One Vanderbilt FEIS*.
(11) Based on data from the 2017 Boulevard at Hylan Plaza Proposal FEIS.
(12) AM data is based on data from the 2014 *Astoria Cove Development FEIS*.
(13) Factors assumed to be similar to those used for the office use.
(14) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 14
(15) Based on data from the 2010 *Domino Sugar Rezoning FEIS*.
(16) Based on NYCDOT medical office trip generation and mode choice data. Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousand
(17) Based on data from the 2007 *Jamaica Plan Rezoning FGEIS*.
(18) Based on data from the 2005 *Brooklyn Bridge Park FEIS*.
(19) Assumes Saturday person in/out splits; and truck trip generation rates and temporal distributions are similar to does applied to the weekday midday.
(20) Based on data from the 2017 Industry City Redevelopment FEIS.
(21) Based on data from the 2011 *Brownsville Ascend Charter School Assessment*.
(22) Assumes 5% absentee rate, and a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.
(23) Based on data provided by NYCDOT.
(24) Based on NYCDCP ZED mode choice survey data.

Local Retail_BK_NTZ

Local Retail	Brooklyn – Transit zone
	Weekday
Auto	11%
Bike	0%
bus	2%
Subway	3%
walk only	84%

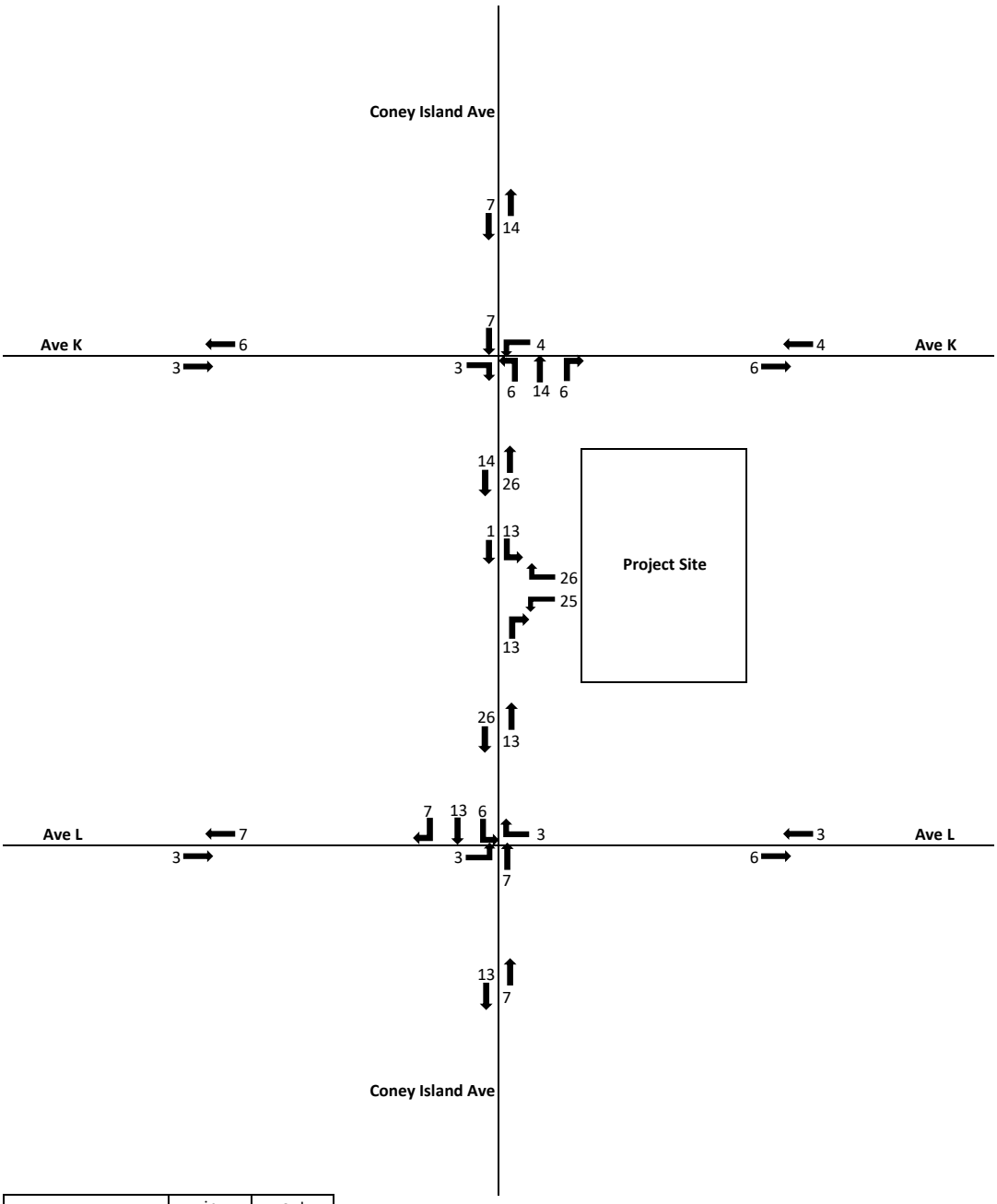
Source: NYCDOT

1455 Coney Island Ave, Brooklyn NY



Block 6722: Lots 65, 67, 69, 70, 71, 73 and 1

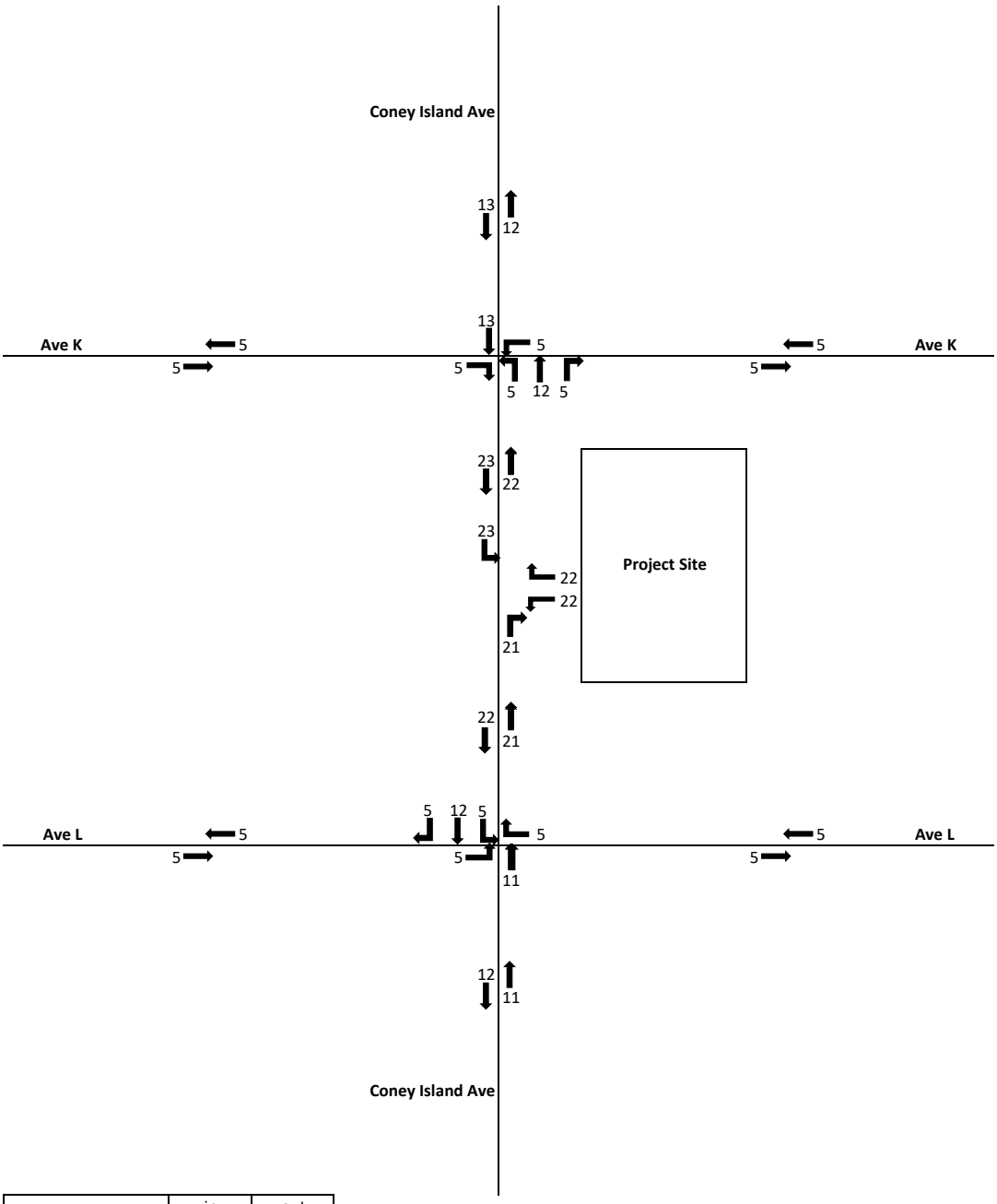
Figure 1



	in	out
Total Vehicle Trips	27	52

Project Generated Vehicle Trips
Weekday AM Peak Hour

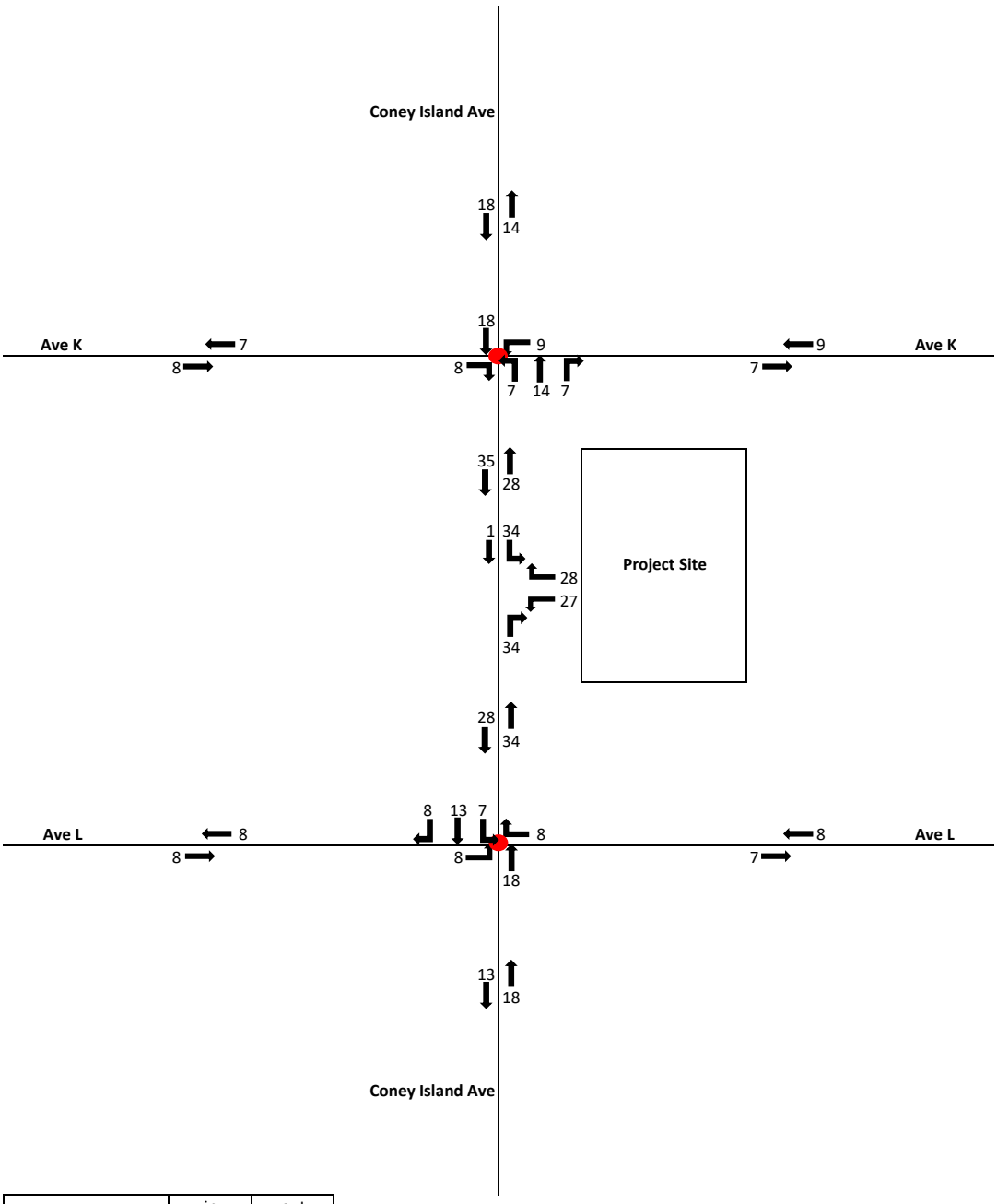
Figure 2



	in	out
Total Vehicle Trips	44	44

Project Generated Vehicle Trips
Weekday MD Peak Hour

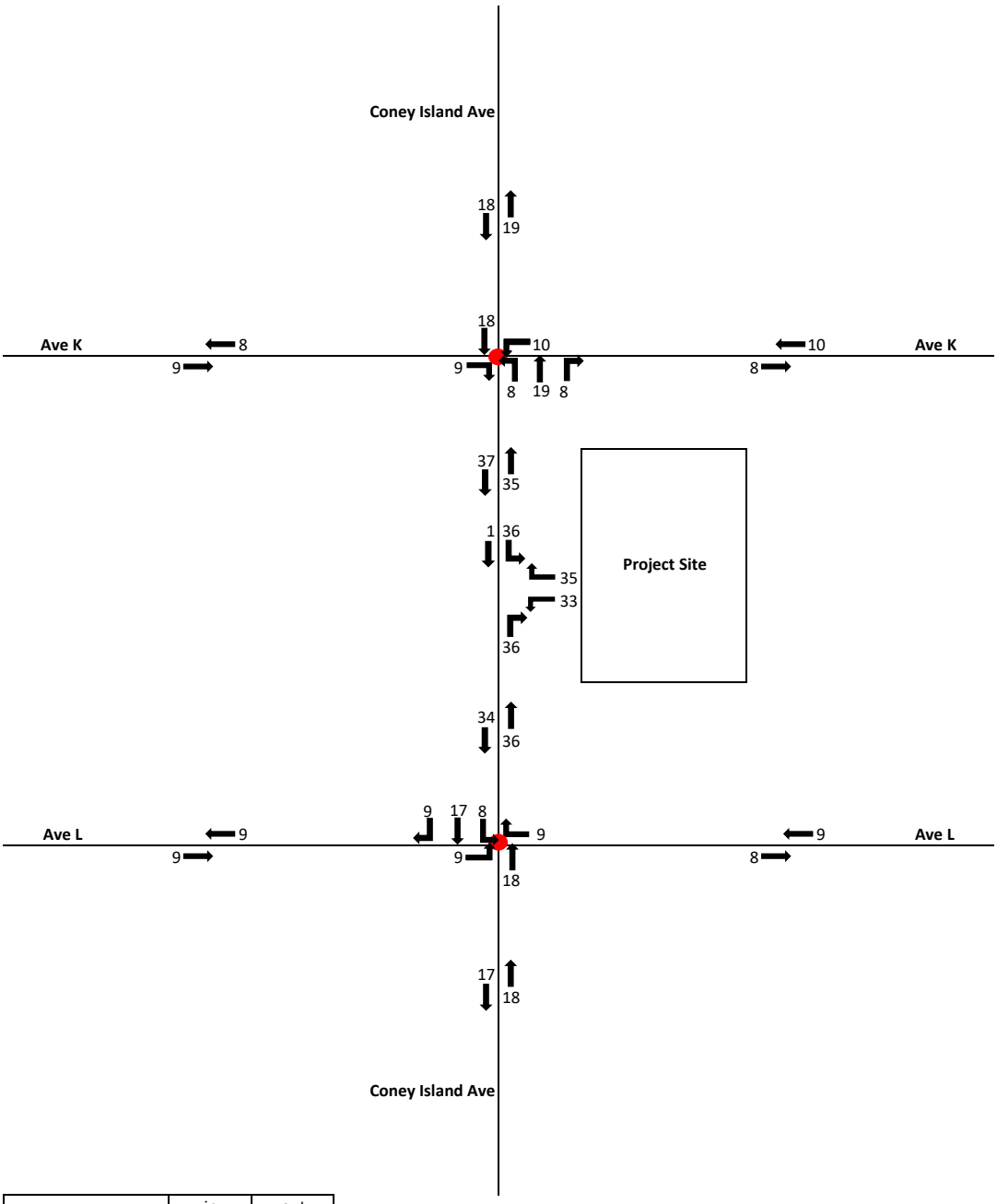
Figure 3



	in	out
Total Vehicle Trips	69	56

Project Generated Vehicle Trips
Weekday PM Peak Hour

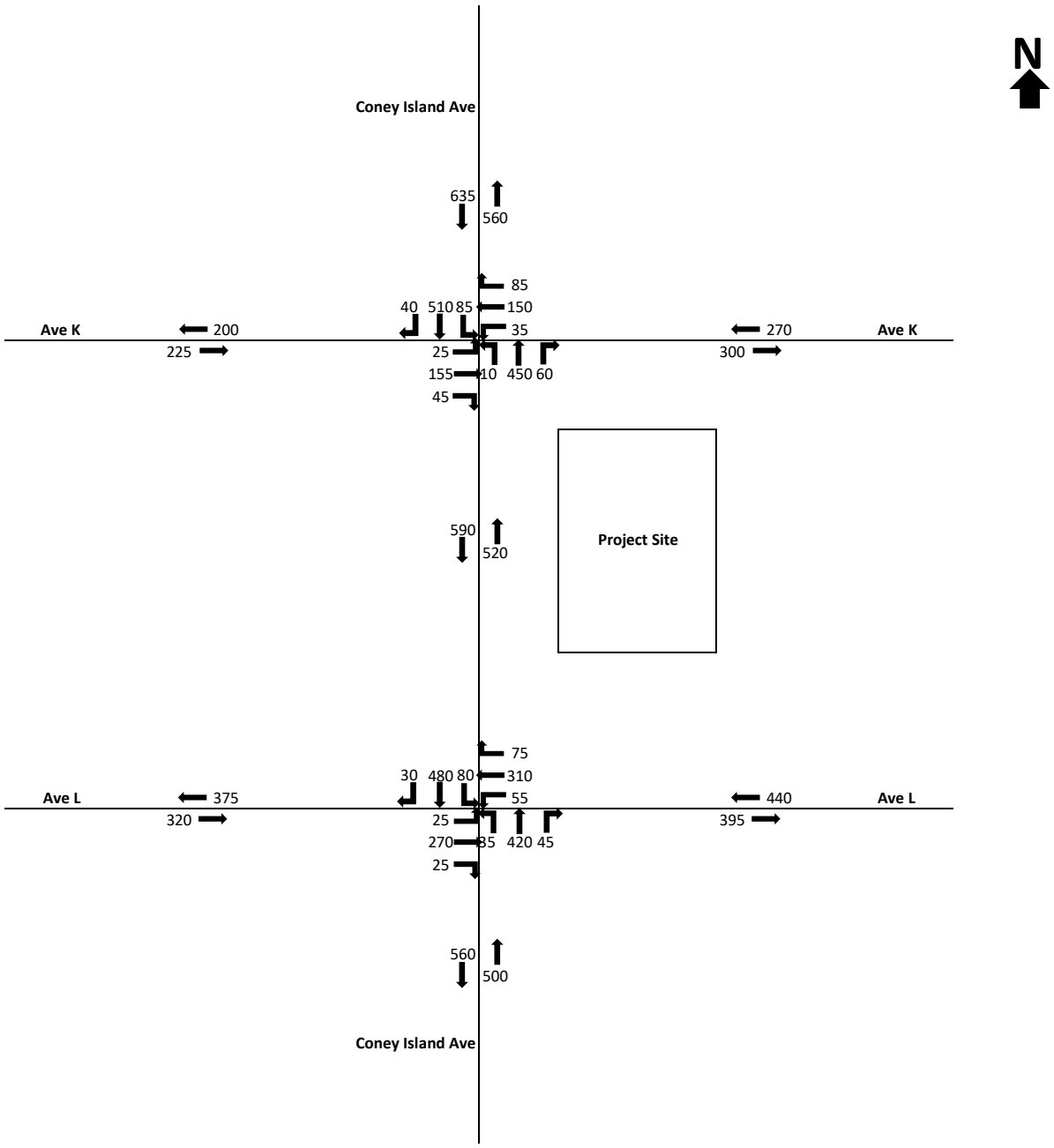
Figure 4



	in	out
Total Vehicle Trips	73	69

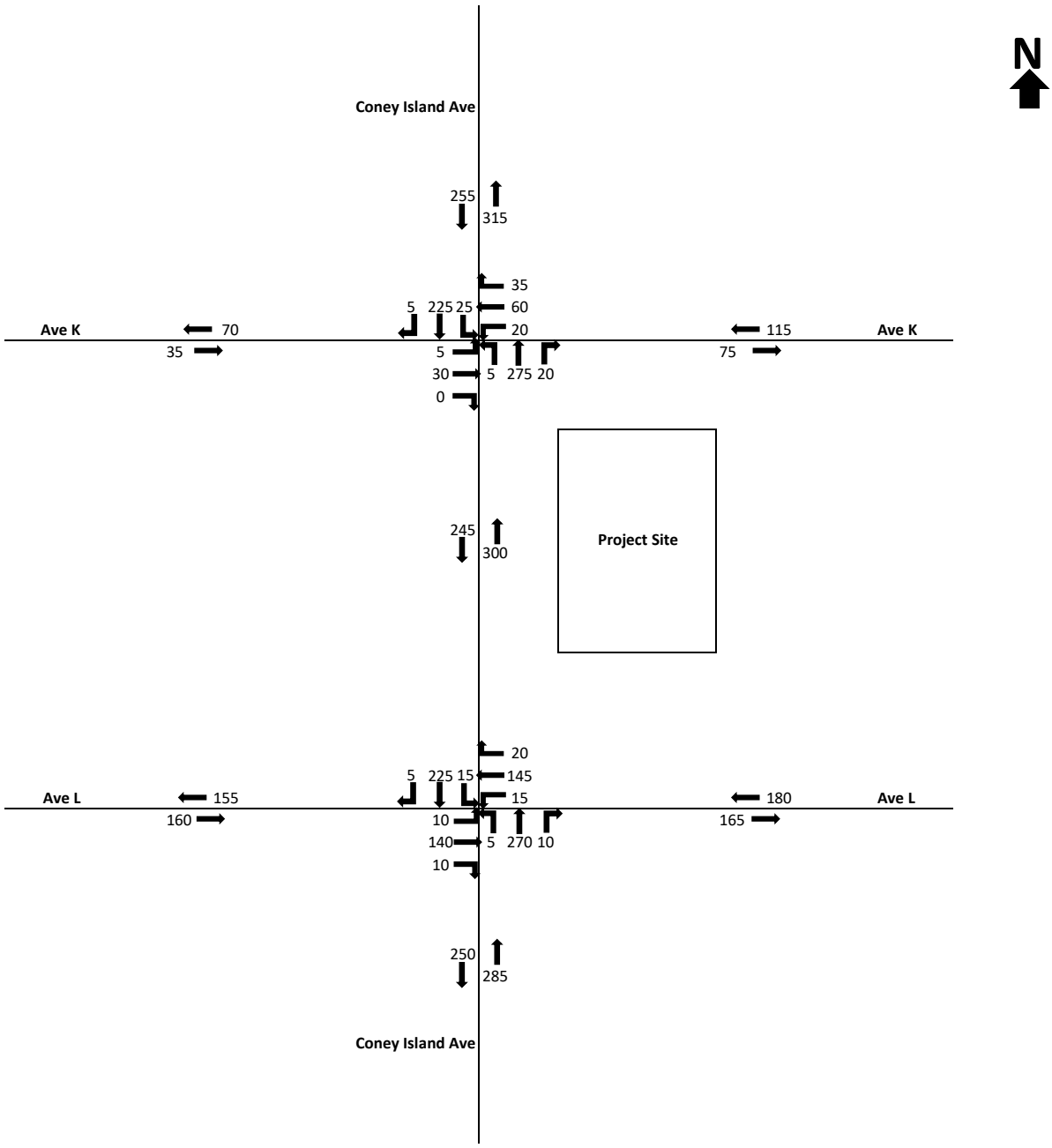
Project Generated Vehicle Trips
Saturday MD Peak Hour

Figure 5



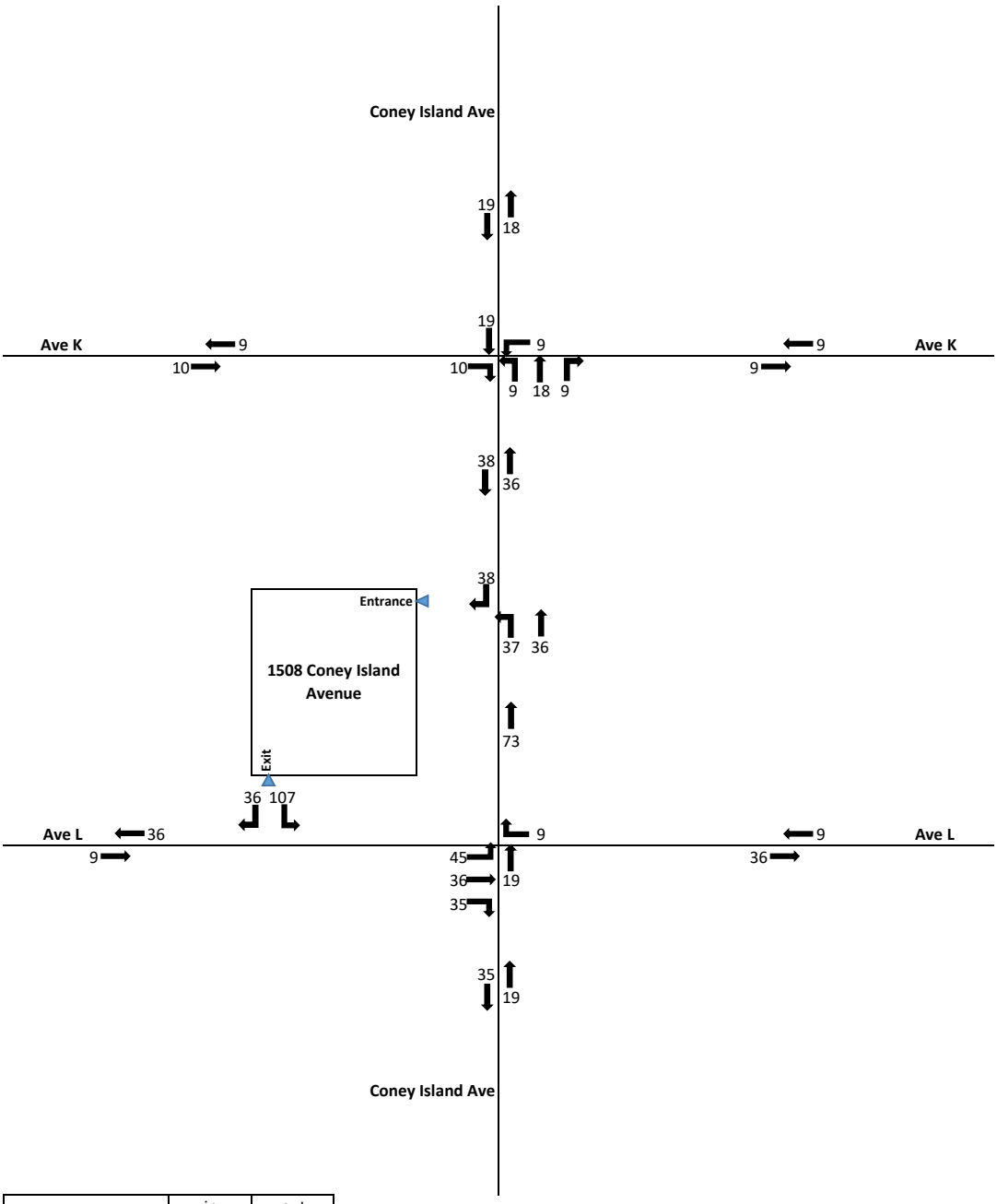
Existing Vehicle Volume Weekday PM Peak Hour

Figure 6



Existing Vehicle Volume Saturday MD Peak Hour

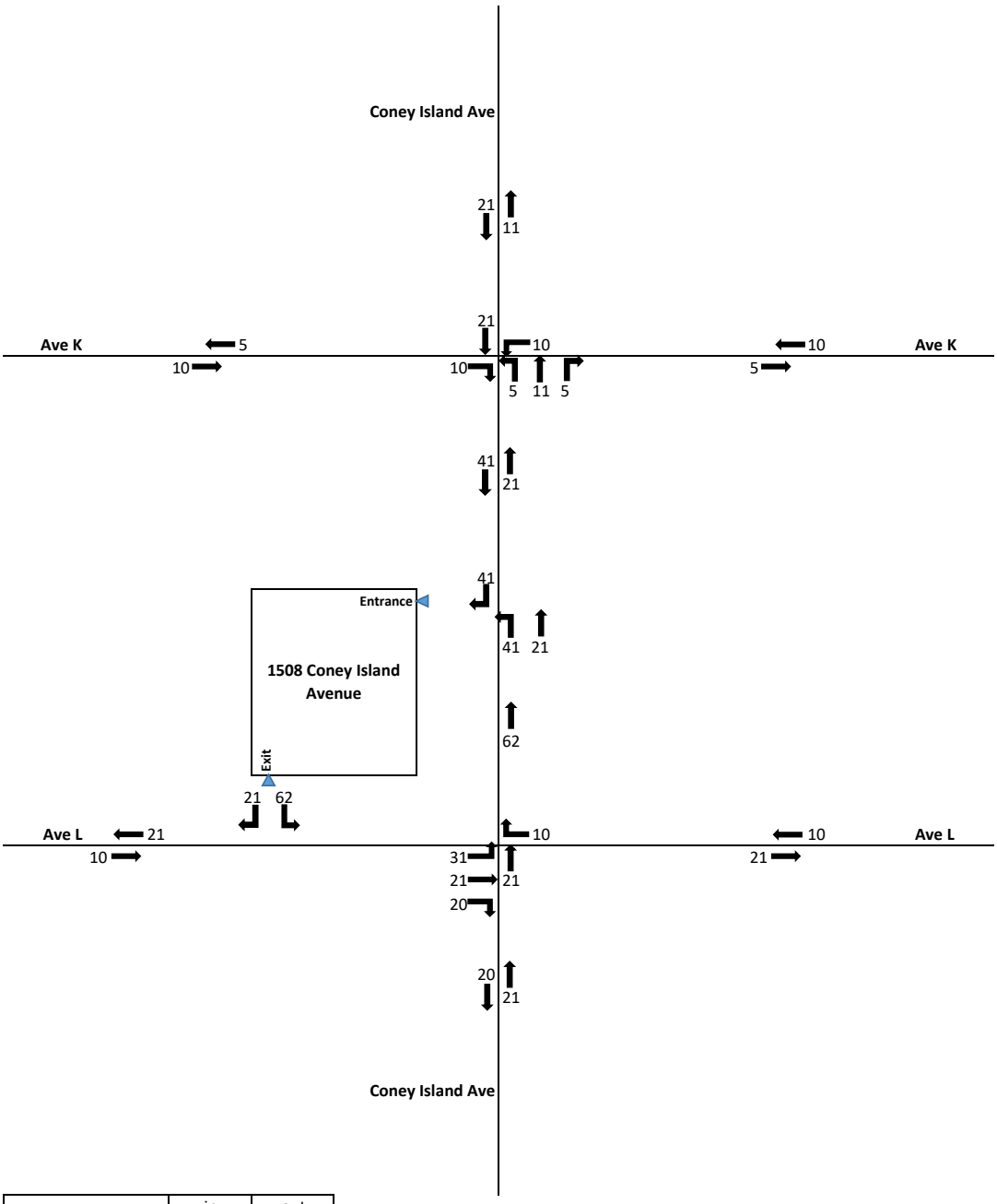
Figure 7



	in	out
Total Vehicle Trips	75	143

1508 Coney Island Avenue Project Generated Vehicle Trips Weekday PM Peak Hour

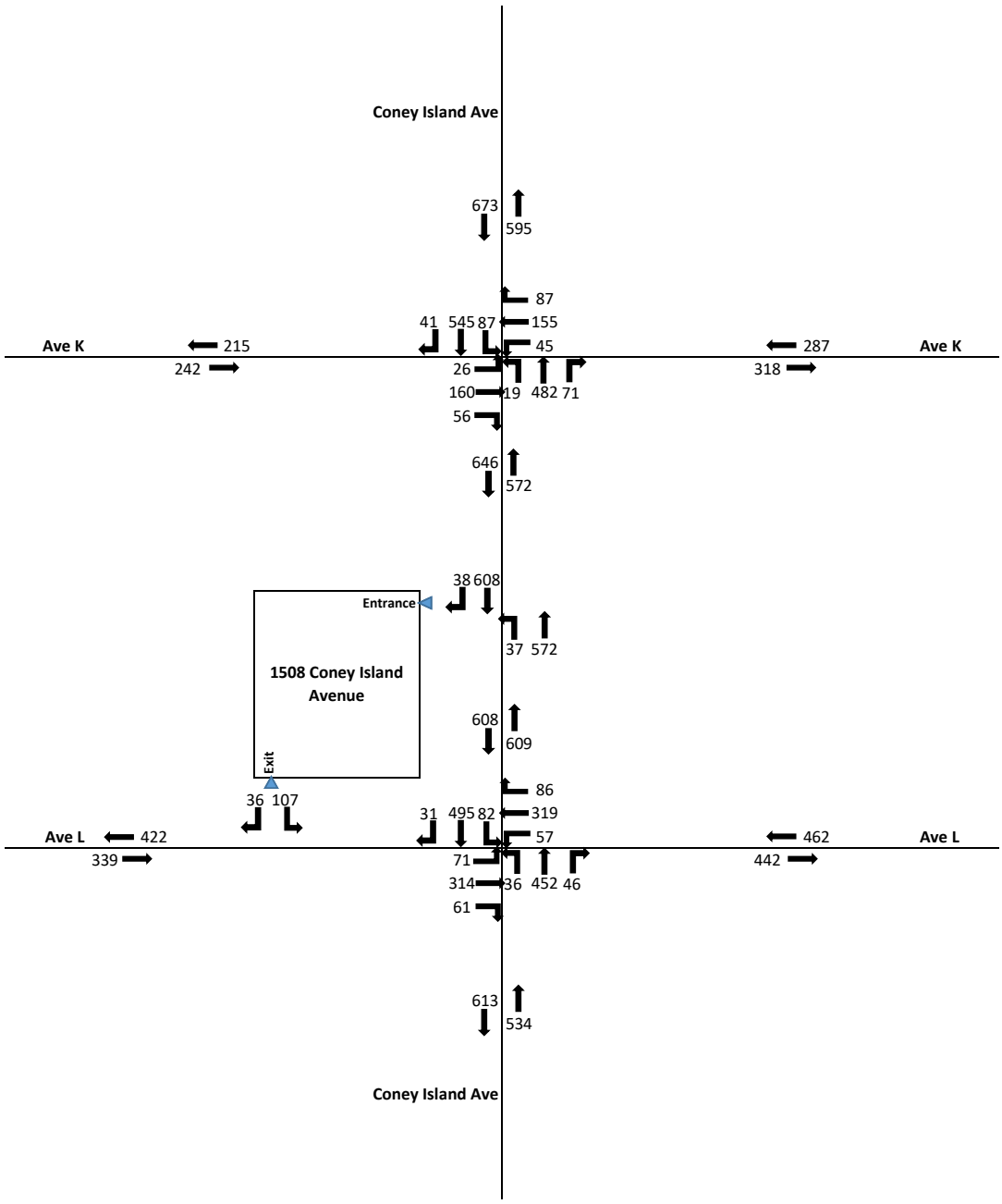
Figure 8



	in	out
Total Vehicle Trips	82	83

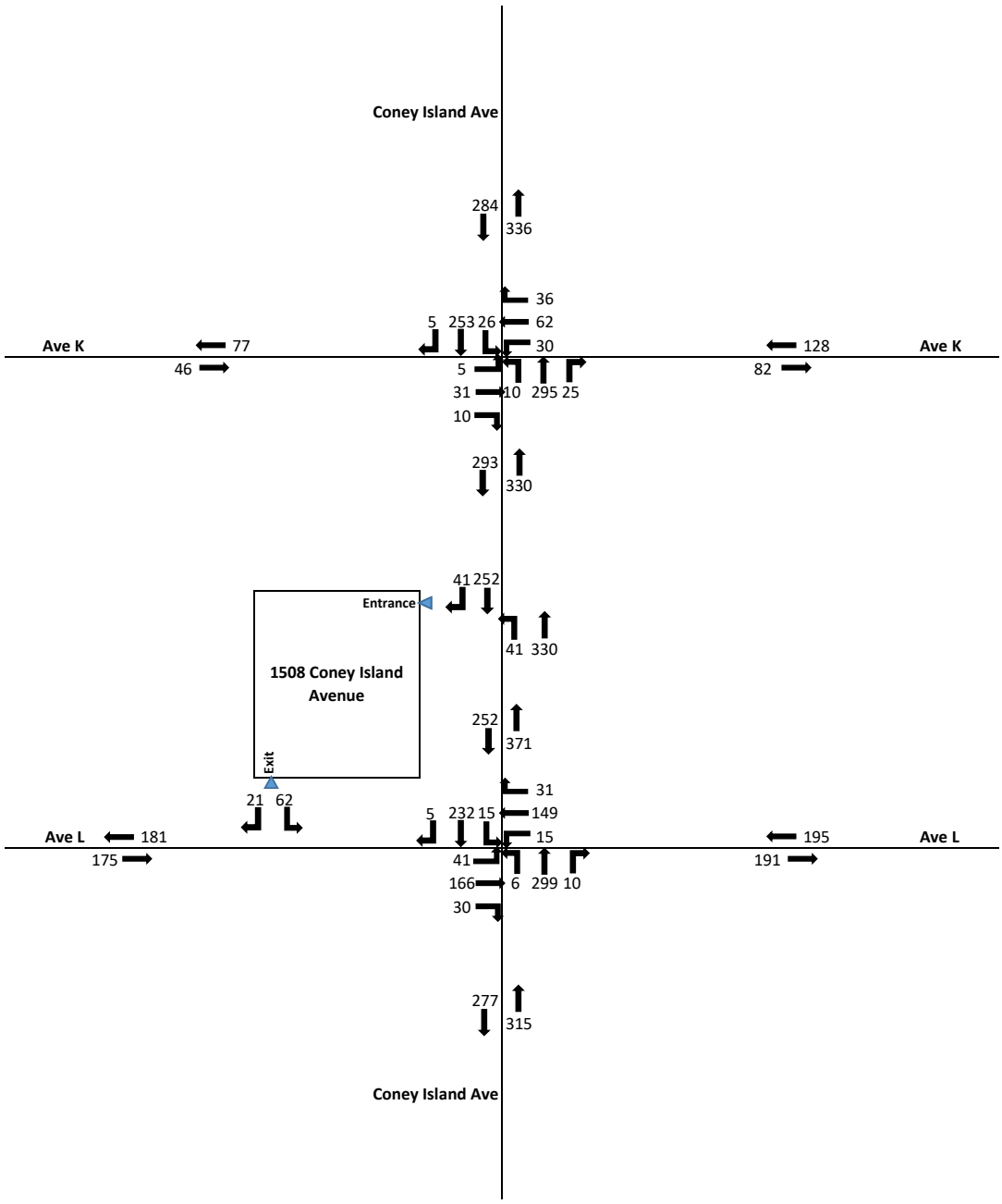
1508 Coney Island Avenue Project Generated Vehicle Trips Saturday MD Peak Hour

Figure 9



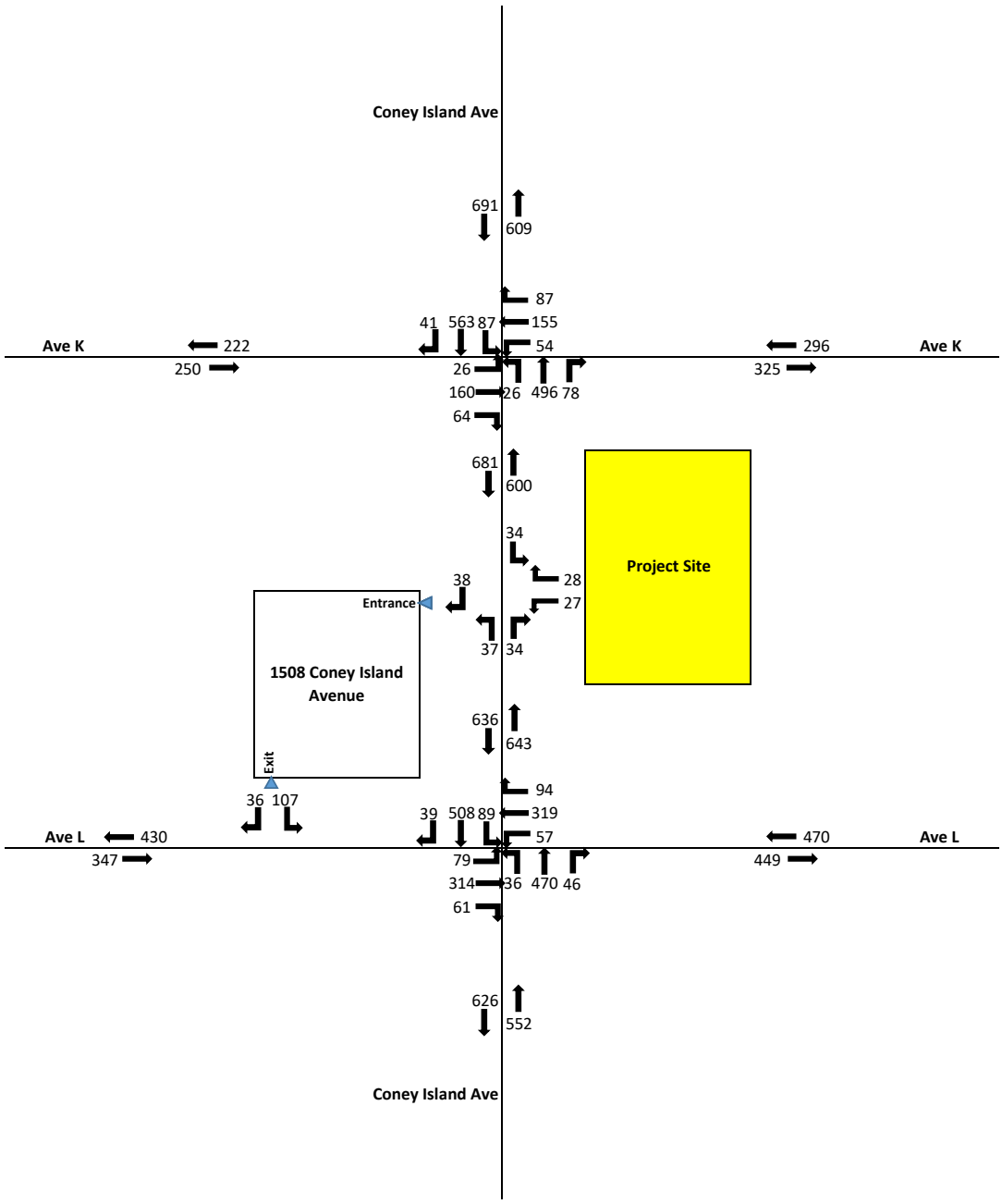
2030 No Build Vehicle Traffic Volume Weekday PM Peak Hour

Figure 10



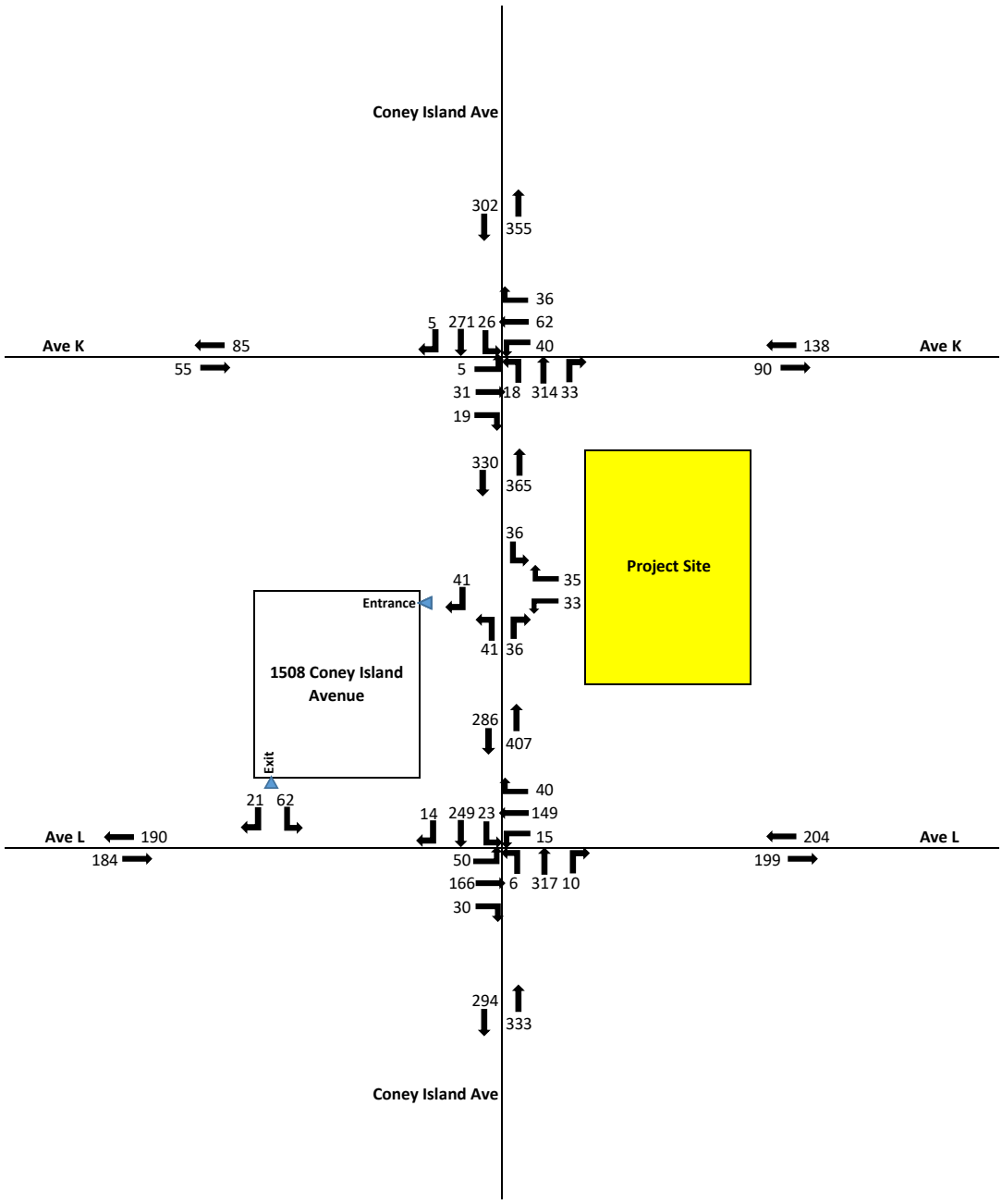
2030 No Build Vehicle Traffic Volume Saturday MD Peak Hour

Figure 11



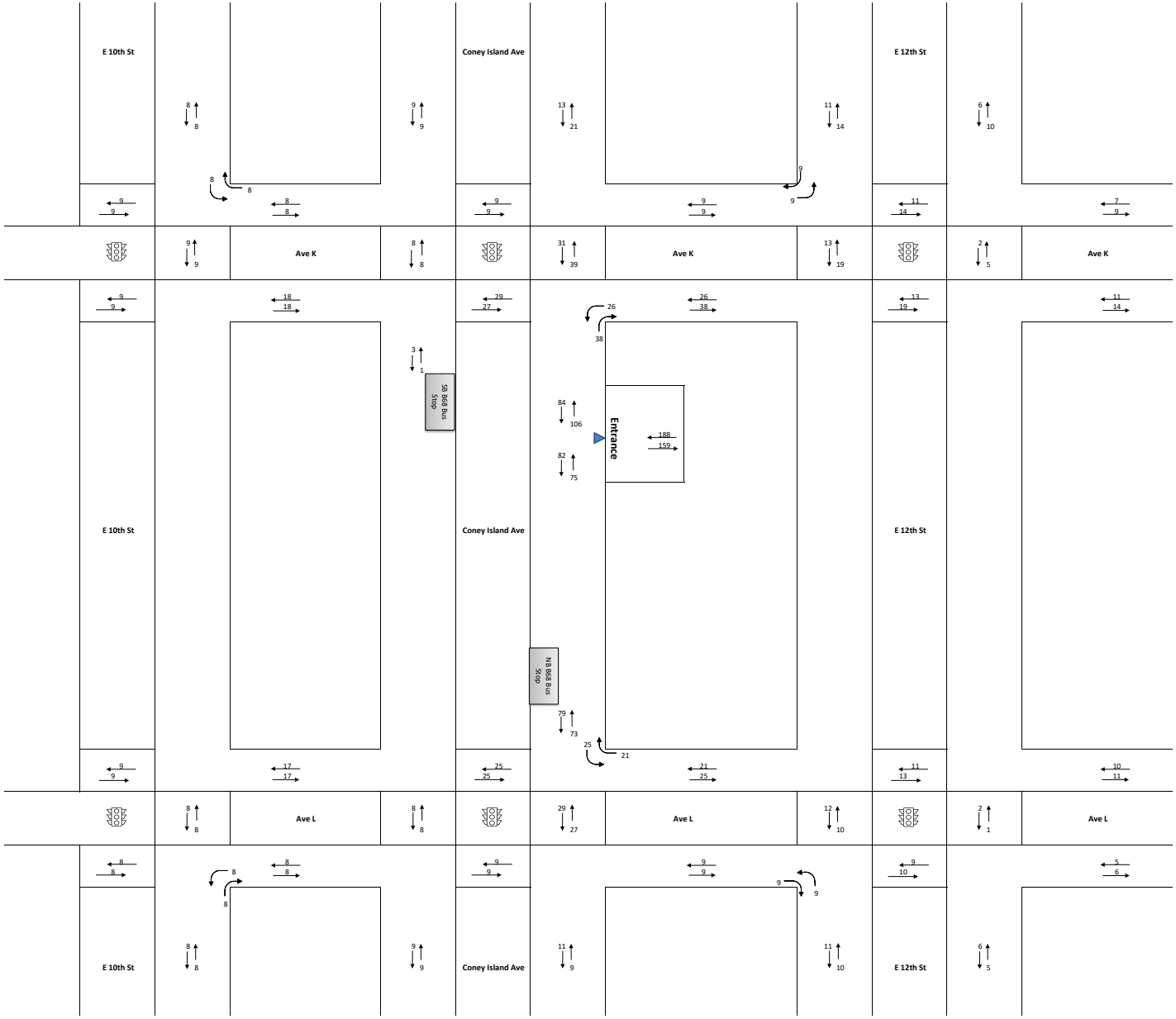
2030 Build Vehicle Traffic Volume Weekday PM Peak Hour

Figure 12



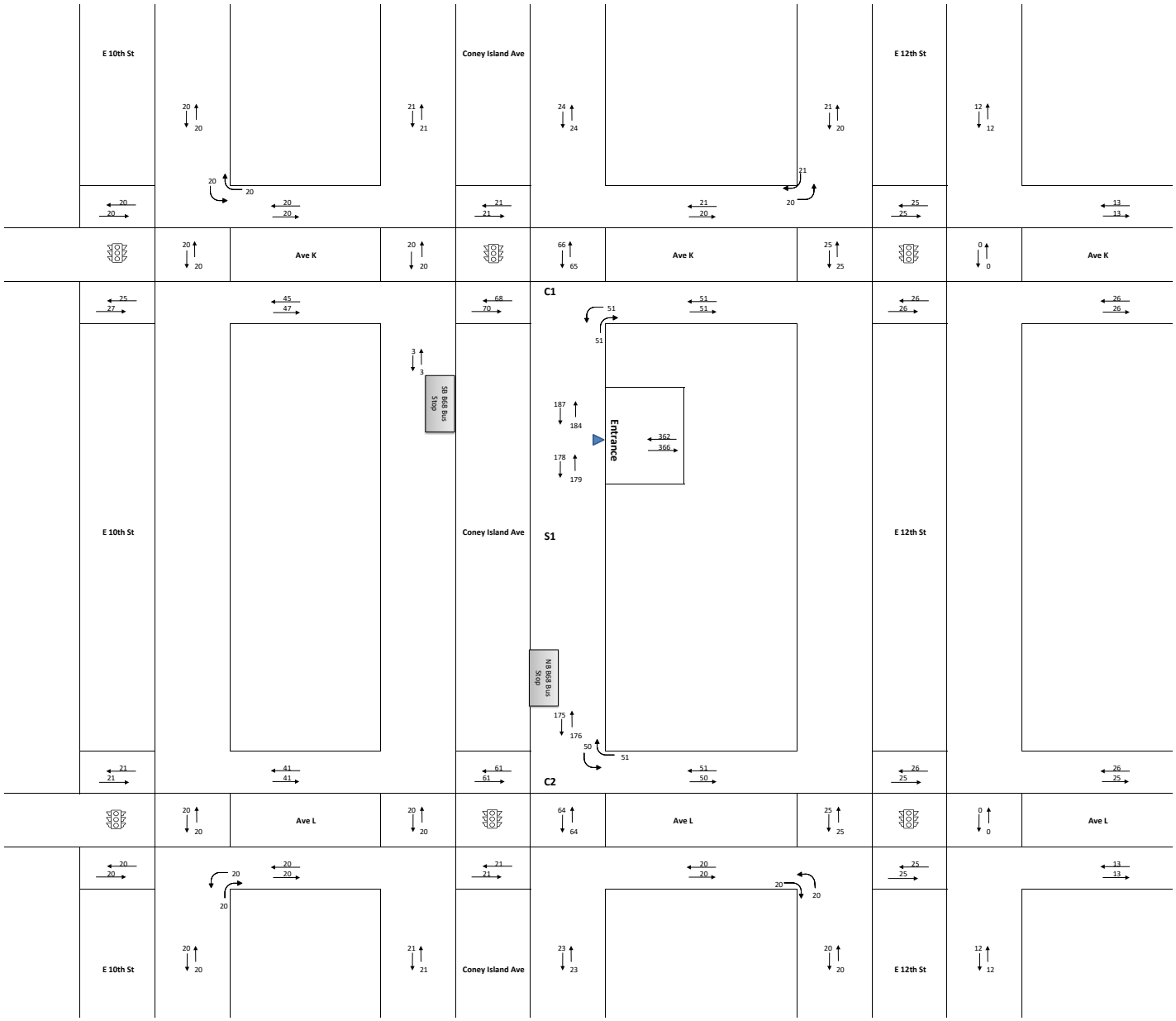
2030 Build Vehicle Traffic Volume Saturday MD Peak Hour

Figure 13



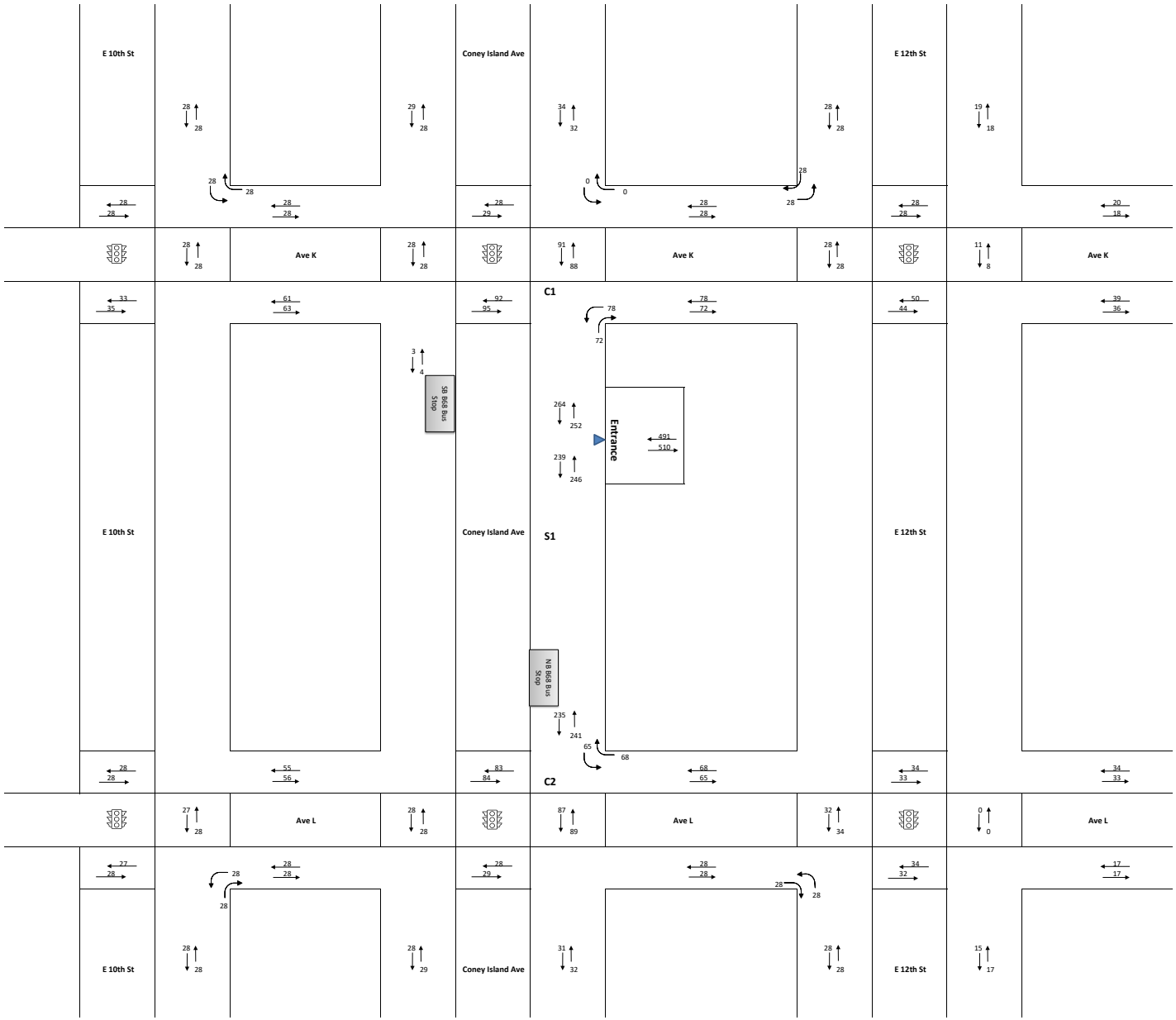
	Ped Trips	in/out	in	out
Residential	85	22/78	18	64
Local Retail	402	52/48	141	124
Total Pedestrian	487		159	188

Project Generated Pedestrian Trips
Weekday AM Peak Hour
Figure 14



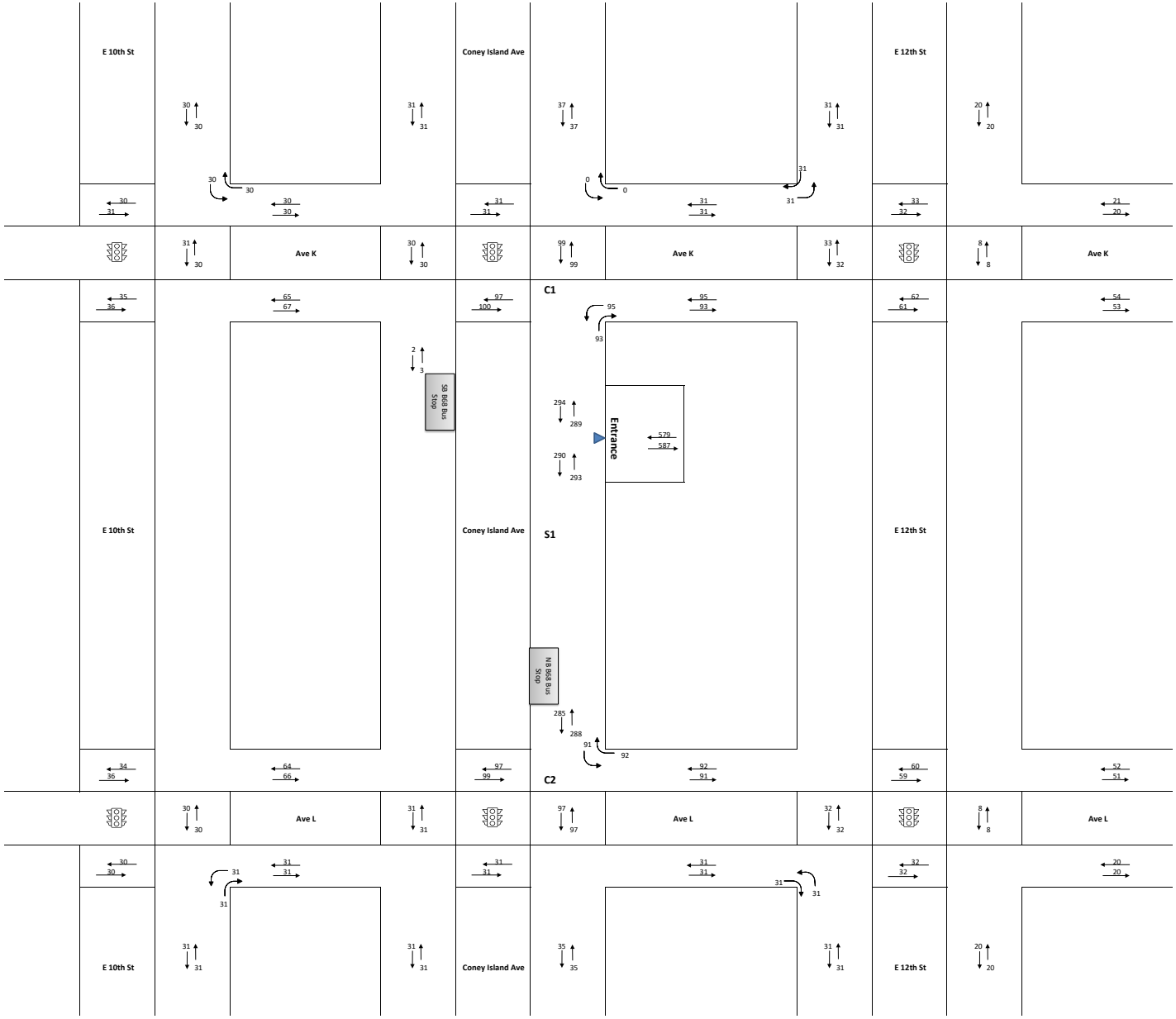
	Ped Trips	in/out	in	out
Residential	52	50/50	27	25
Local Retail	676	50/50	339	337
Total Pedestrian	728		366	362

Project Generated Pedestrian Trips
Weekday MD Peak Hour
Figure 15



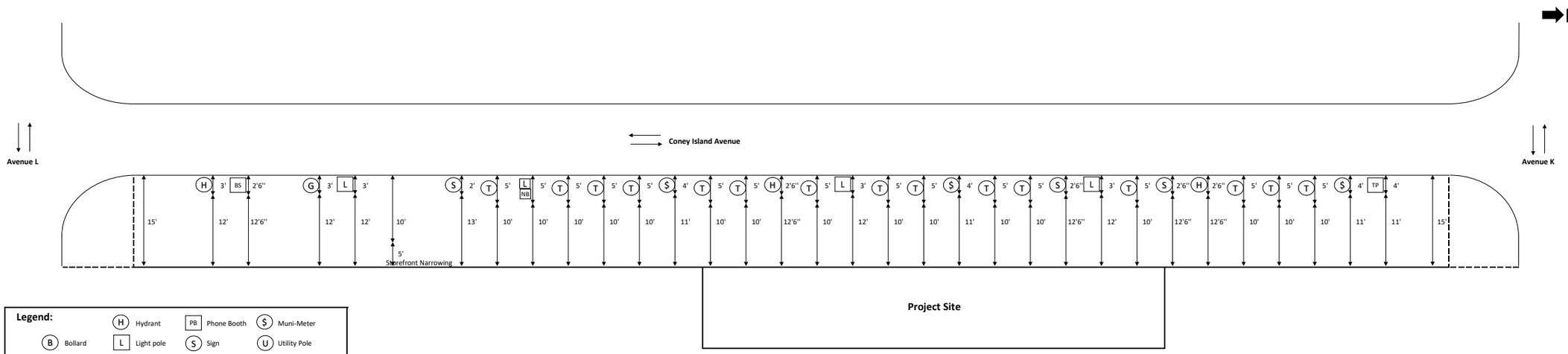
	Ped Trips	in/out	in	out
Residential	78	62/38	48	30
Local Retail	923	50/50	462	461
Total Pedestrian	1001		510	491

Project Generated Pedestrian Trips
Weekday PM Peak Hour
Figure 16



	Ped Trips	in/out	in	out
Residential	85	55/45	46	39
Local Retail	1081	50/50	541	540
Total Pedestrian	1166		587	579

Project Generated Pedestrian Trips
Saturday MD Peak Hour
Figure 17



Legend:

H Hydrant	PB Phone Booth	$ Muni-Meter	B Bollard	L Light pole	S Sign
U Utility Pole	C Column	MB Mail Box	SS Subway Stairs	BS Bus Stop	F Furniture
NB News Box	TP Traffic Pole	G Garbage Bin	NS News Stand	T Tree/Plant	

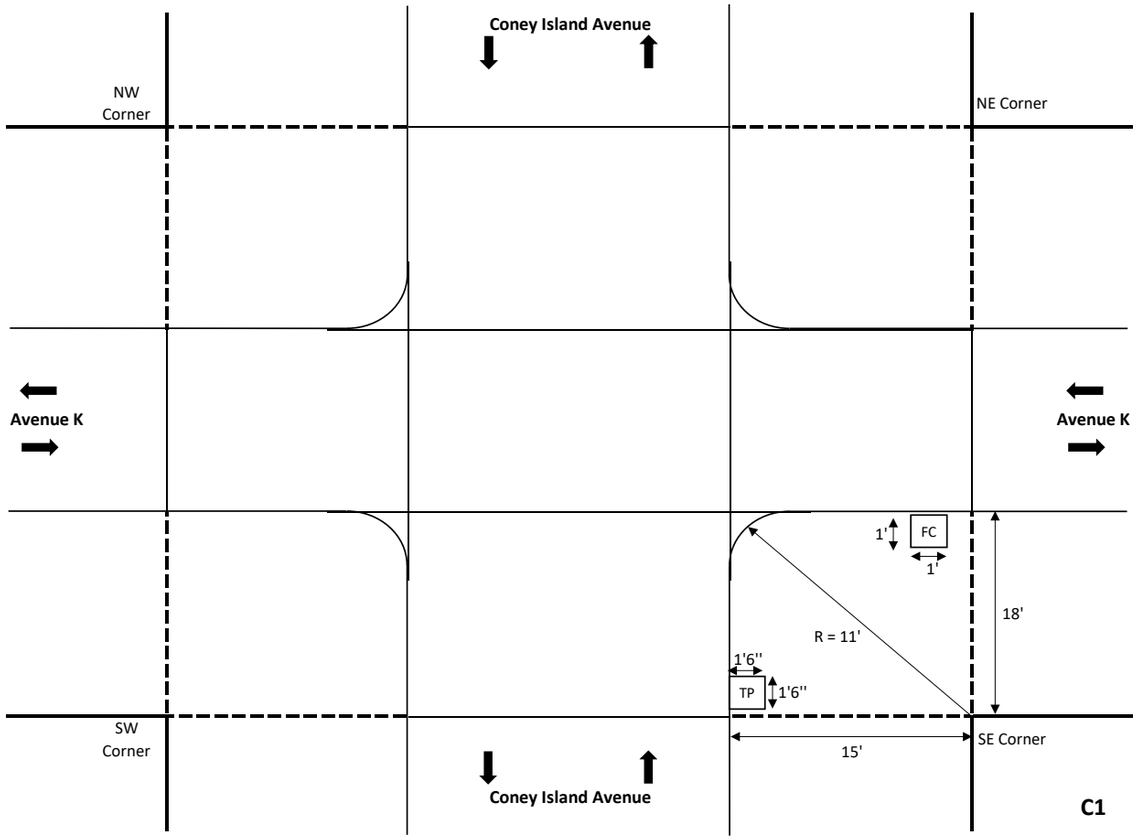
North Segment of Sidewalk Narrowest Width Obstruction: Tree Pit

	Measurement (ft)
Sidewalk Width	15
Obstruction Width	5
Effective Walkway Width	10

South Segment of Sidewalk Narrowest Width Obstruction: Storefront Narrowing

	Measurement (ft)
Sidewalk Width	15
Obstruction Width	5
Effective Walkway Width	10

Figure 18a

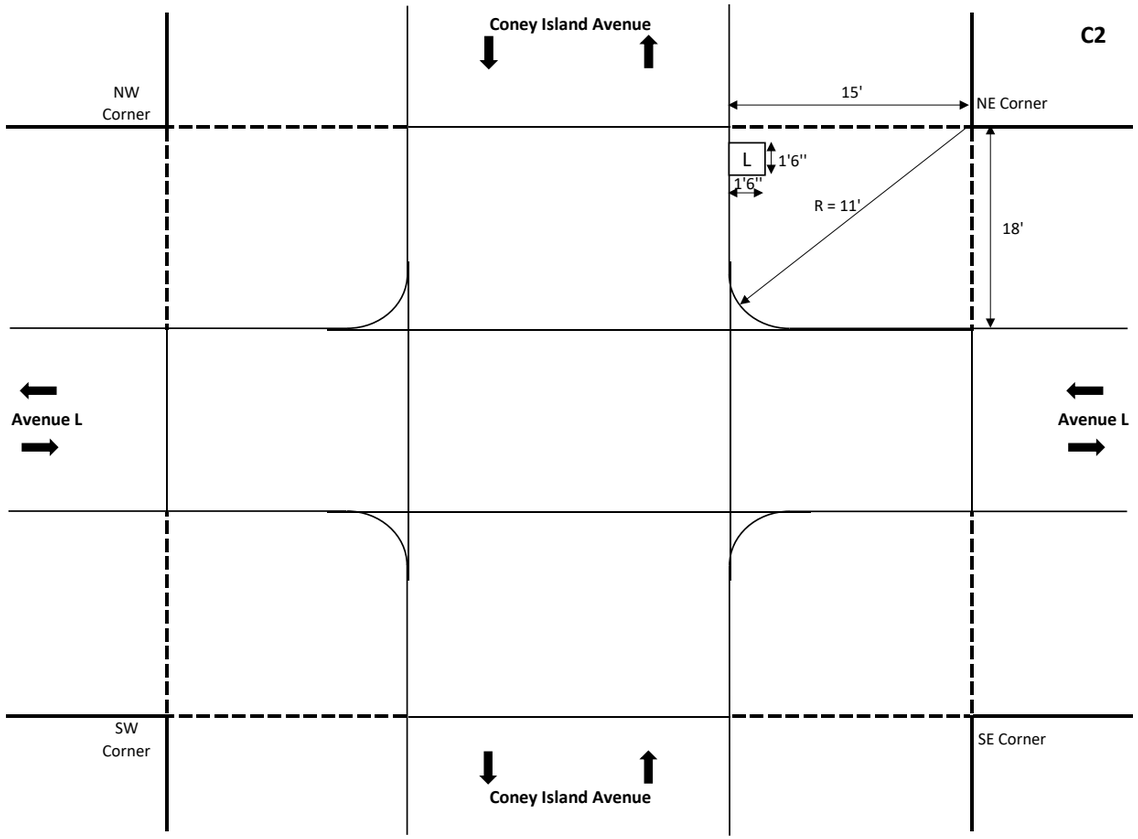


N

Legend:

(B)	Bollard	(H)	Hydrant	[PB]	Phone Booth	($)	Muni-Meter
[C]	Column	[L]	Light pole	(S)	Sign	(U)	Utility Pole
[F]	Furniture	[MB]	Mail Box	[SS]	Subway Stairs	[FC]	FDNY Call Box
(G)	Garbage Bin	[NB]	News Box	[TP]	Traffic Pole	[Const]	Construction Material
		[NS]	News Stand	(T)	Tree/Plant		

Figure 18b

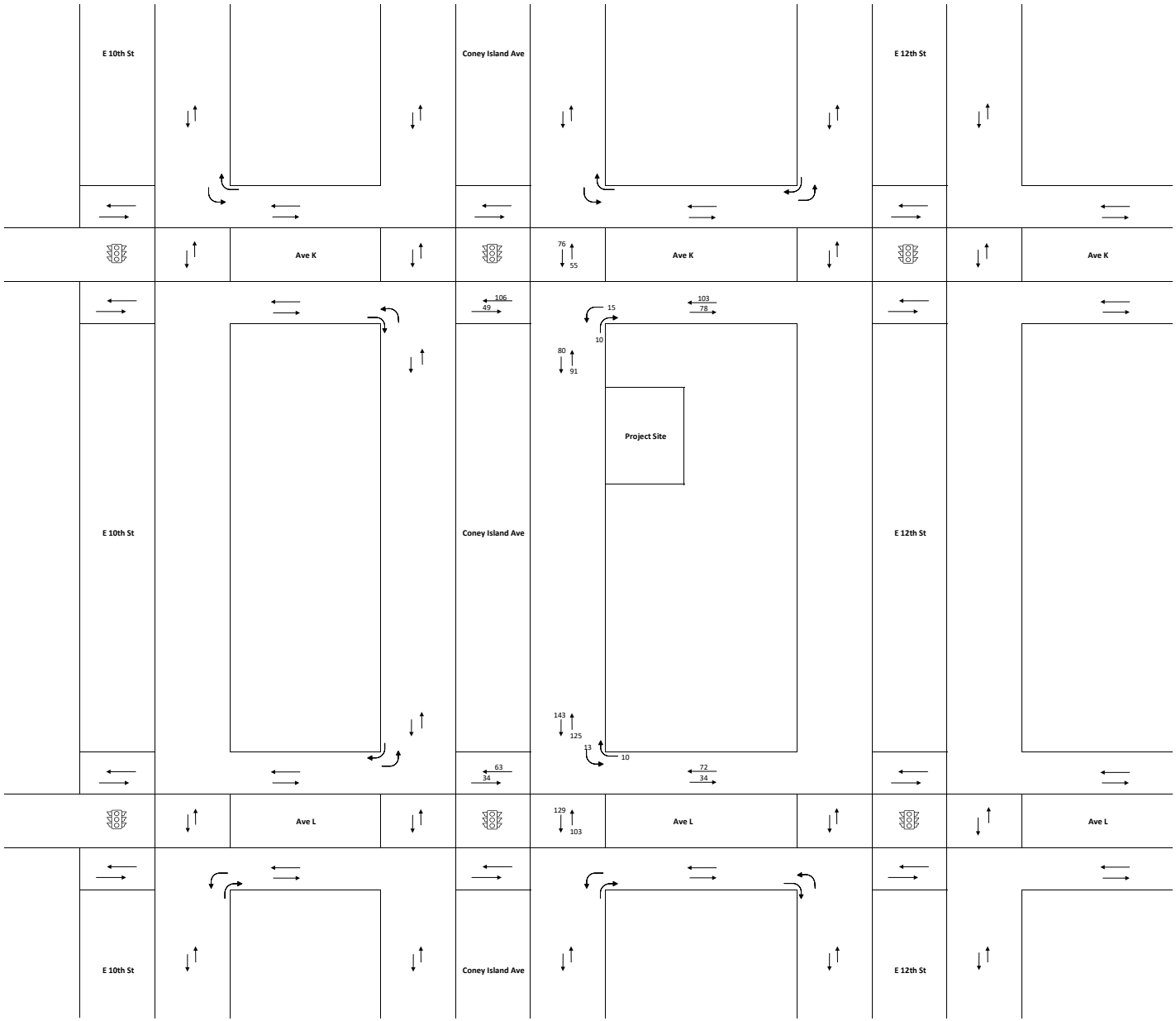


N

Legend:

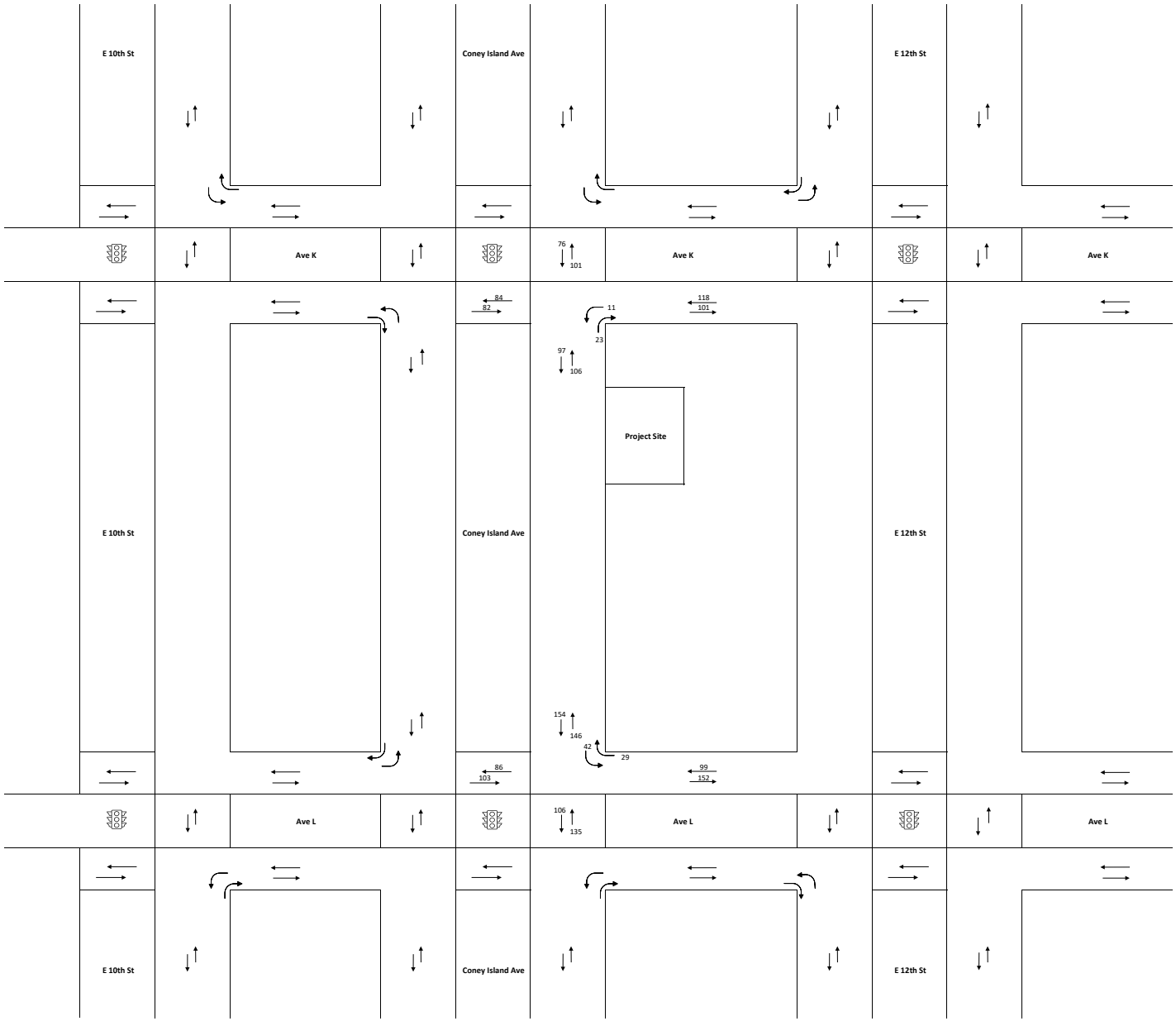
(H) Hydrant	[PB] Phone Booth	($) Muni-Meter	
(B) Bollard	[L] Light pole	(S) Sign	(U) Utility Pole
[C] Column	[MB] Mail Box	[SS] Subway Stairs	[FC] FDNY Call Box
[F] Furniture	[NB] News Box	[TP] Traffic Pole	[Const] Construction Material
(G) Garbage Bin	[NS] News Stand	(T) Tree/Plant	

Figure 18c

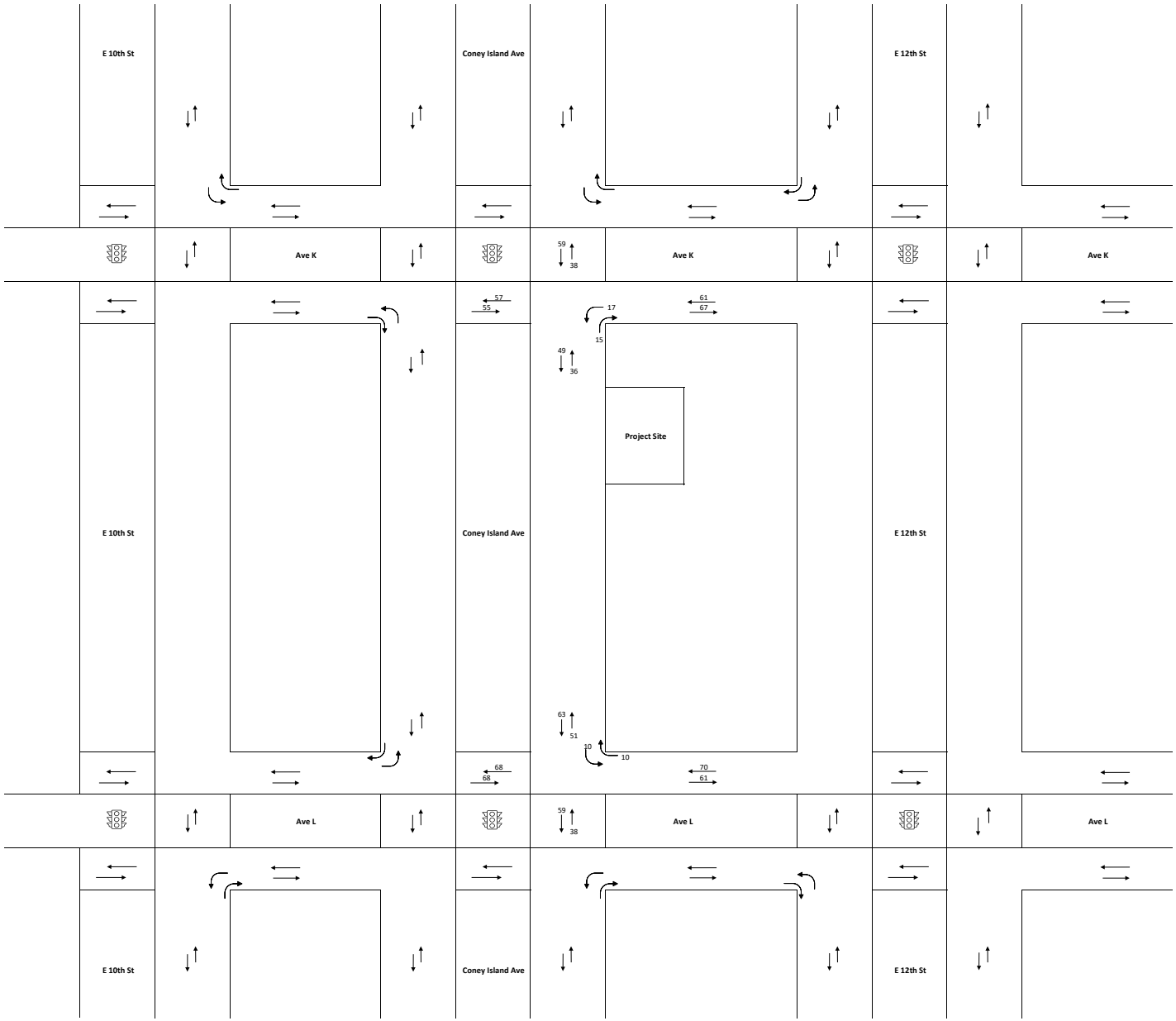


2021 Existing Pedestrian Volume COVID Adjusted Weekday MD Peak Hour

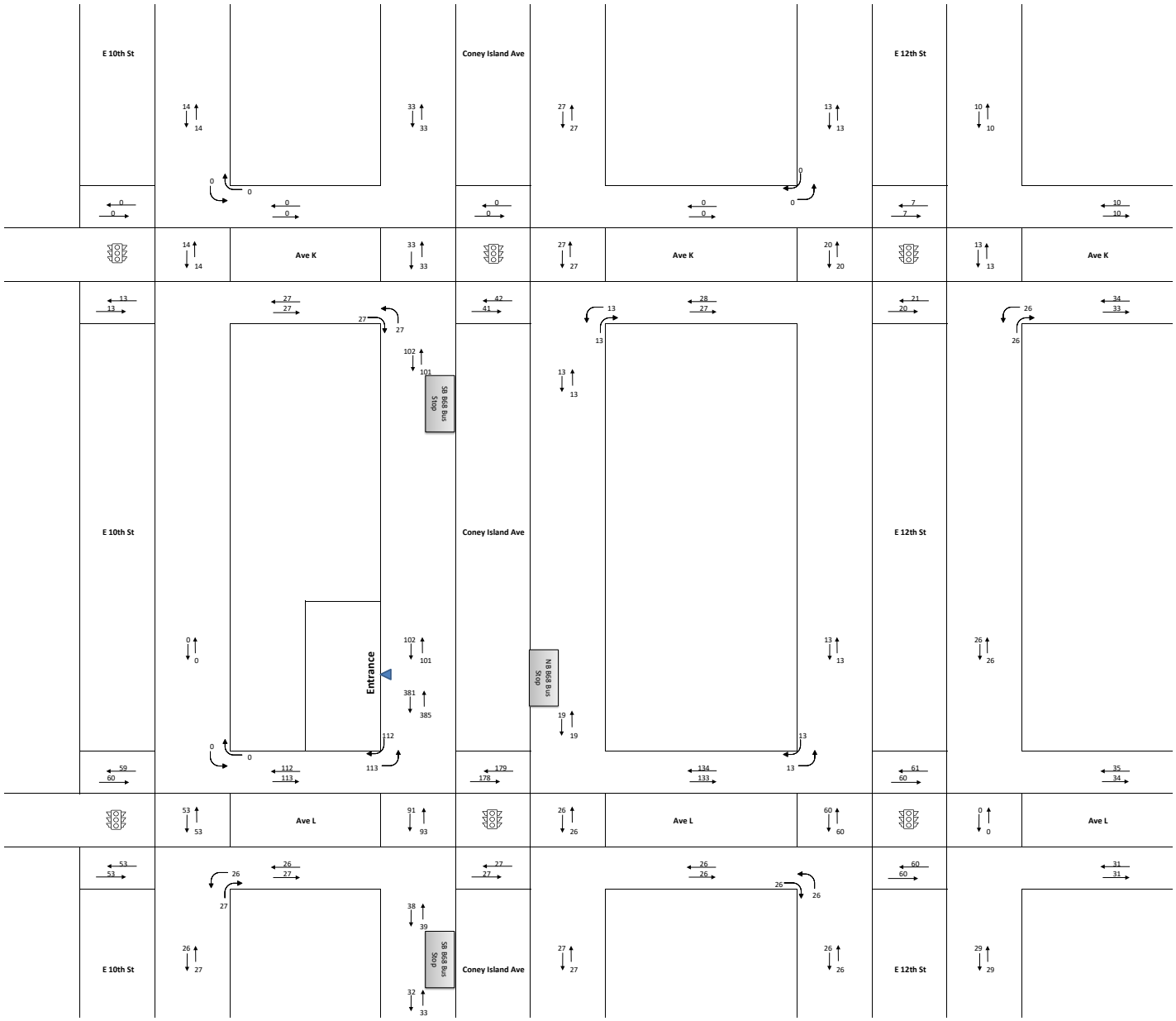
Figure 19



2021 Existing Pedestrian Volume COVID Adjusted
Weekday PM Peak Hour
Figure 20



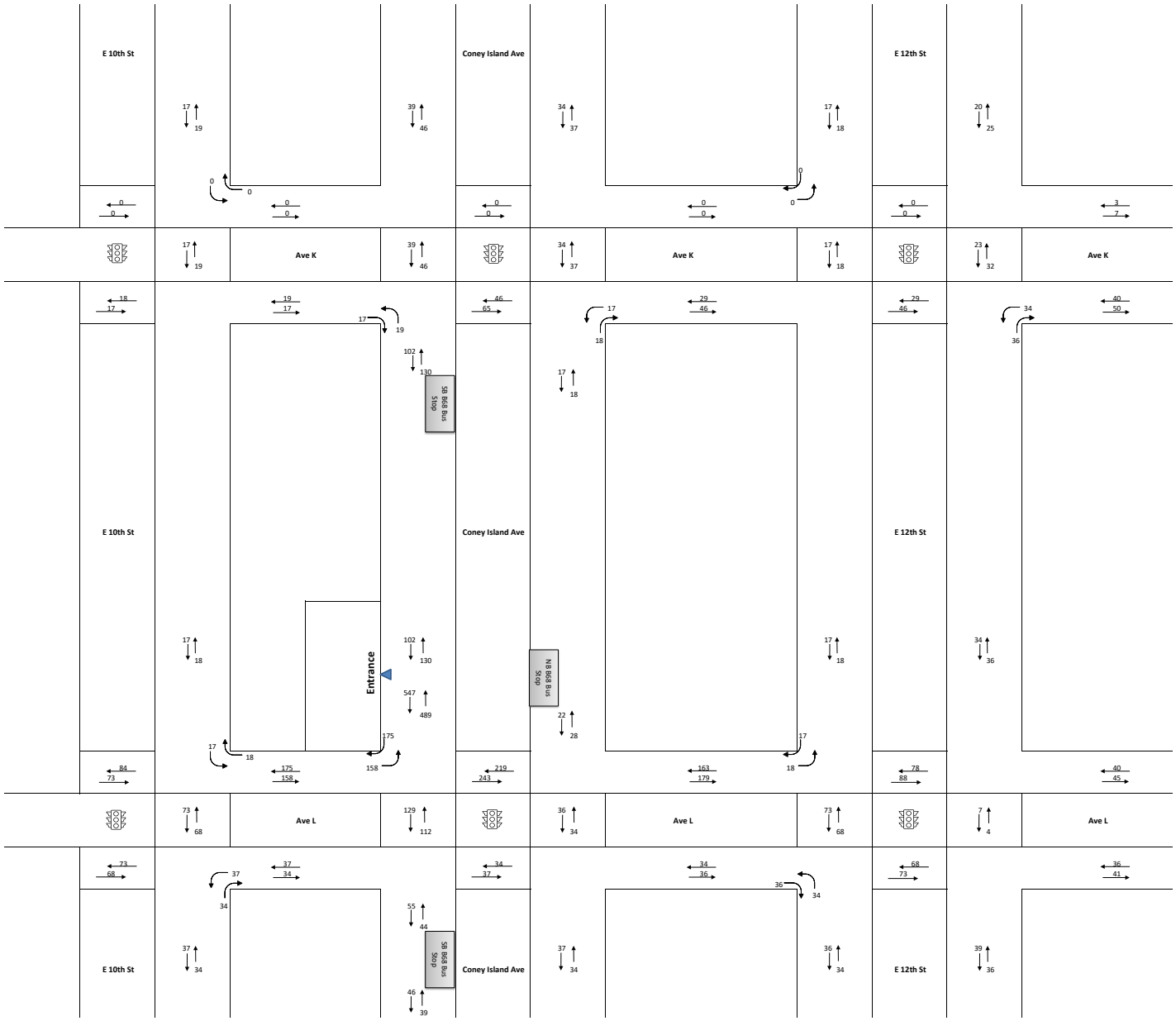
2021 Existing Pedestrian Volume COVID Adjusted
Saturday MD Peak Hour
Figure 21



	Ped Trips	in/out	in	out
Local Retail	838	50/50	419	419
Office	131	48/52	68	63
Total Pedestrian	969		487	482

Project Generated Pedestrian Trips (1508 Coney Island Avenue)
Weekday MD Peak Hour

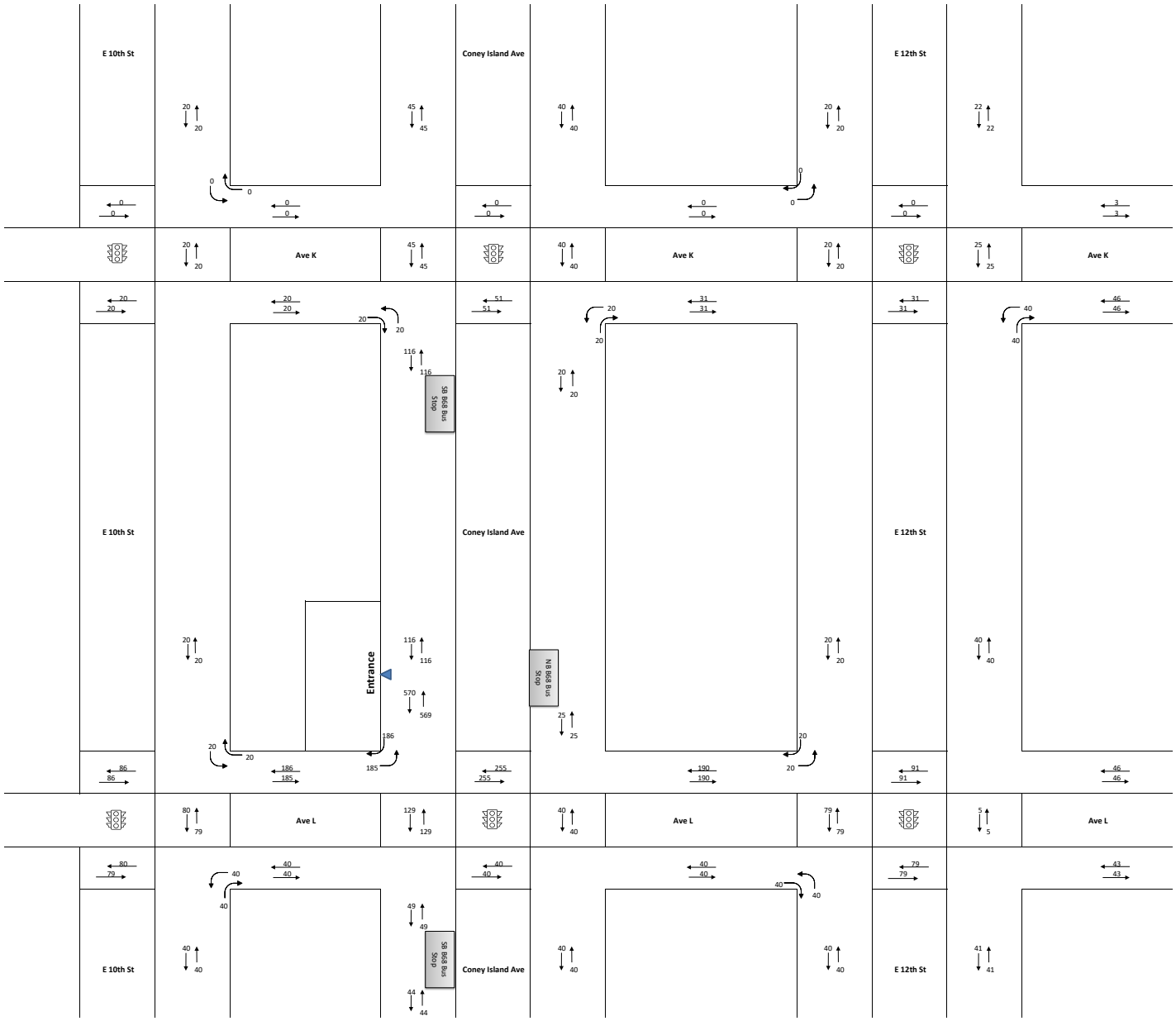
Figure 22



	Ped Trips	in/out	in	out
Local Retail	1142	50/50	571	571
Office	126	17/83	20	106
Total Pedestrian	1268		591	677

Project Generated Pedestrian Trips (1508 Coney Island Avenue)
Weekday PM Peak Hour

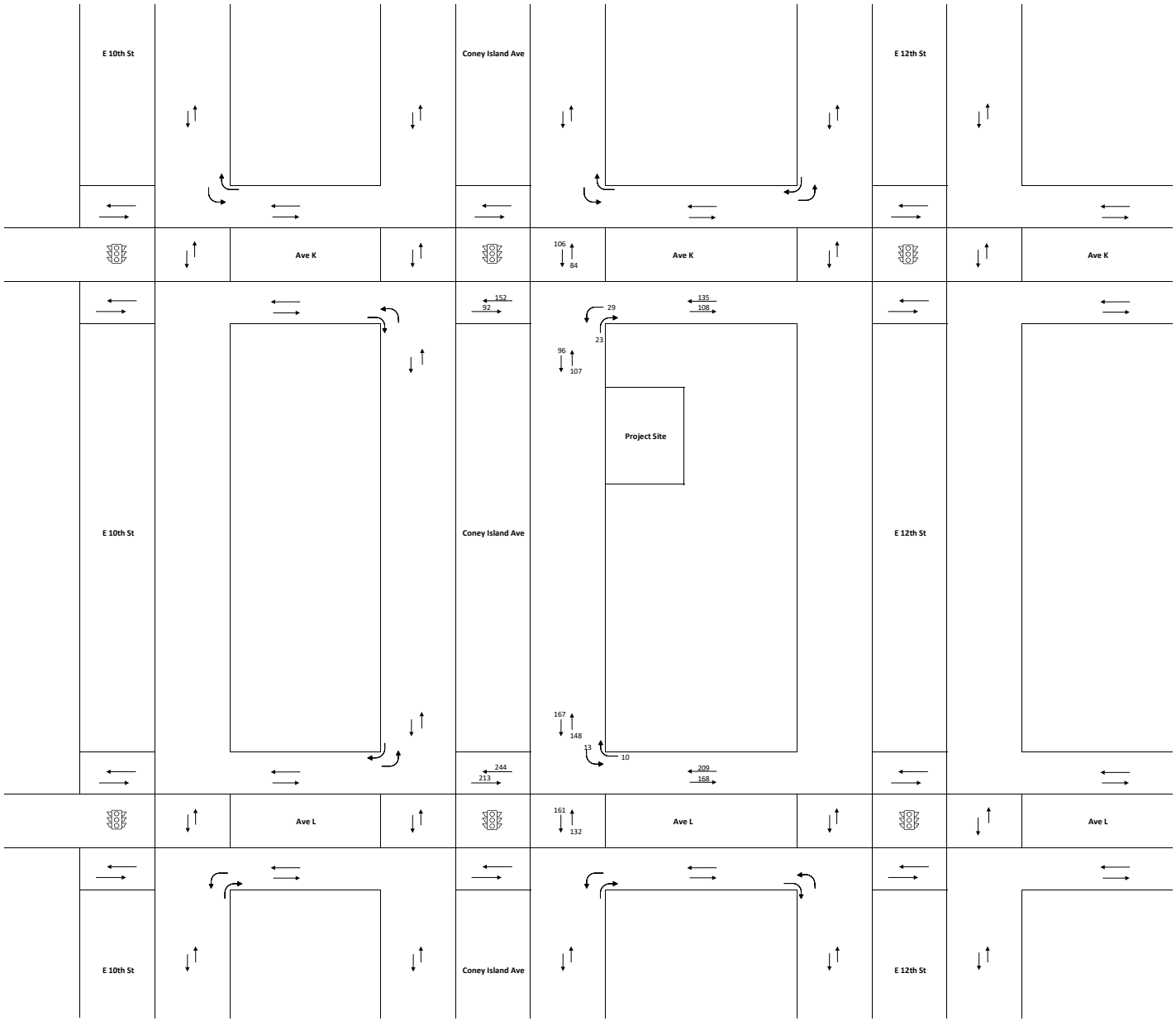
Figure 23



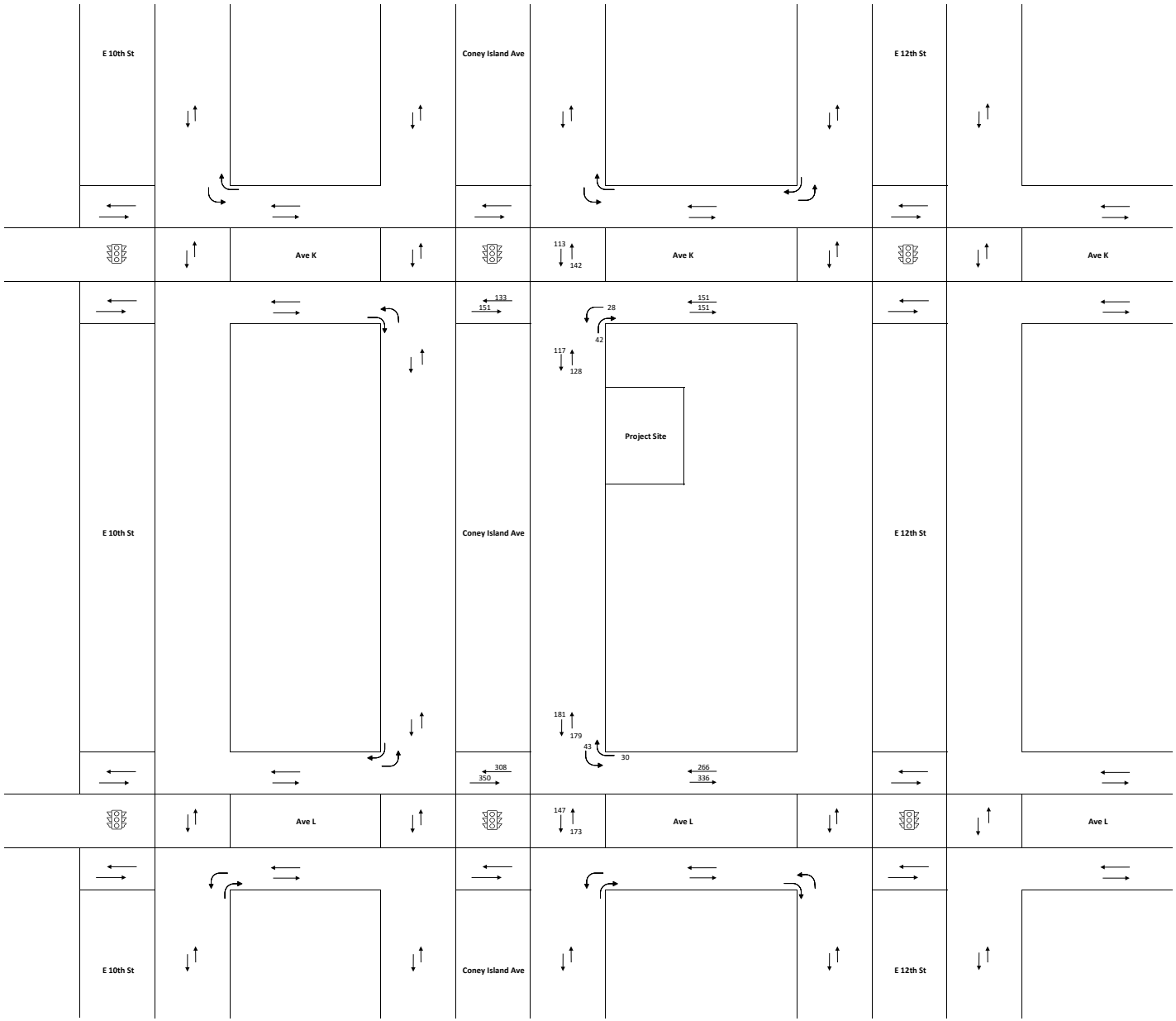
	Ped Trips	in/out	in	out
Local Retail	1334	50/50	667	667
Office	37	50/50	18	19
Total Pedestrian	1371		685	686

Project Generated Pedestrian Trips (1508 Coney Island Avenue)
Saturday MD Peak Hour

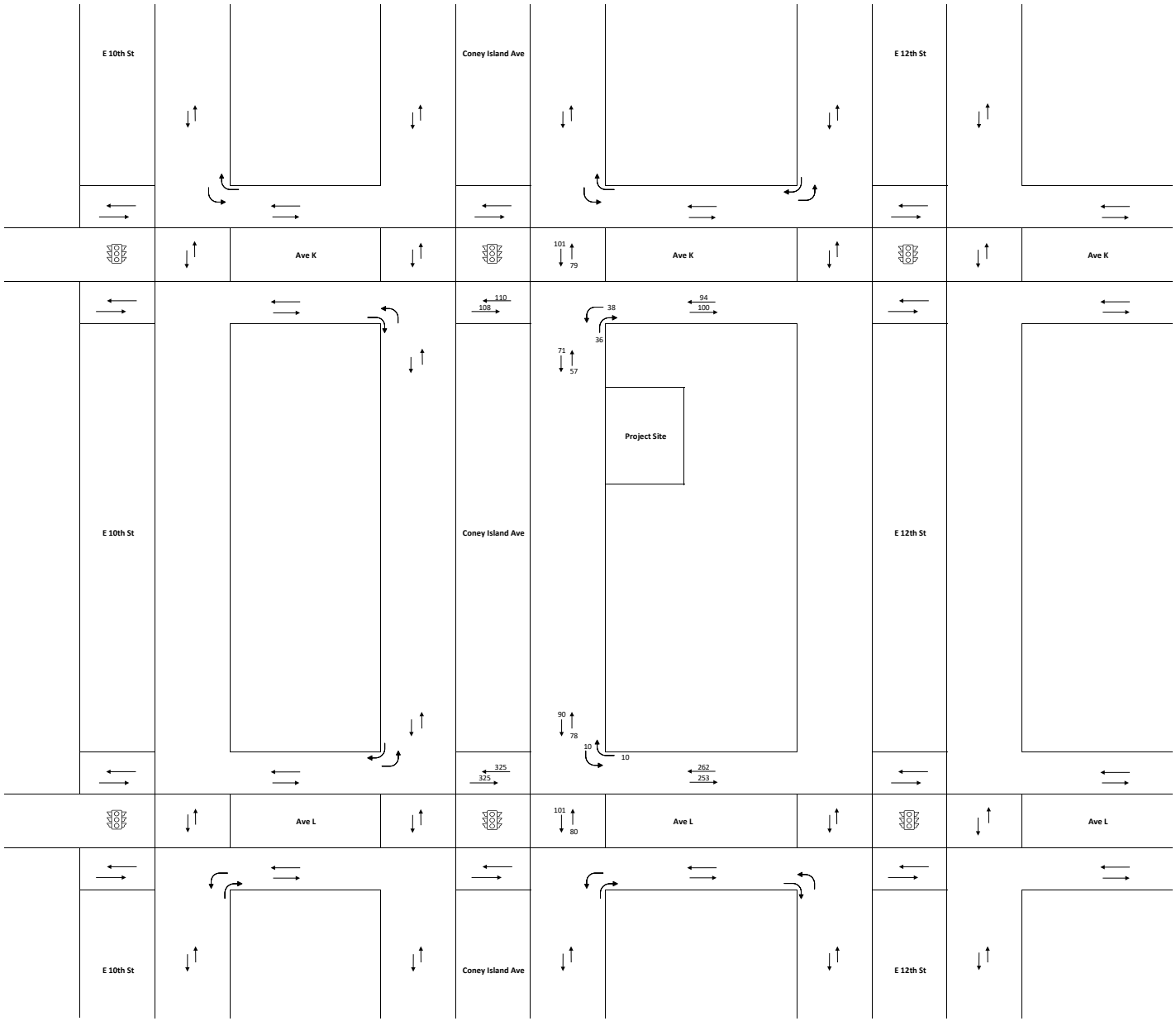
Figure 24



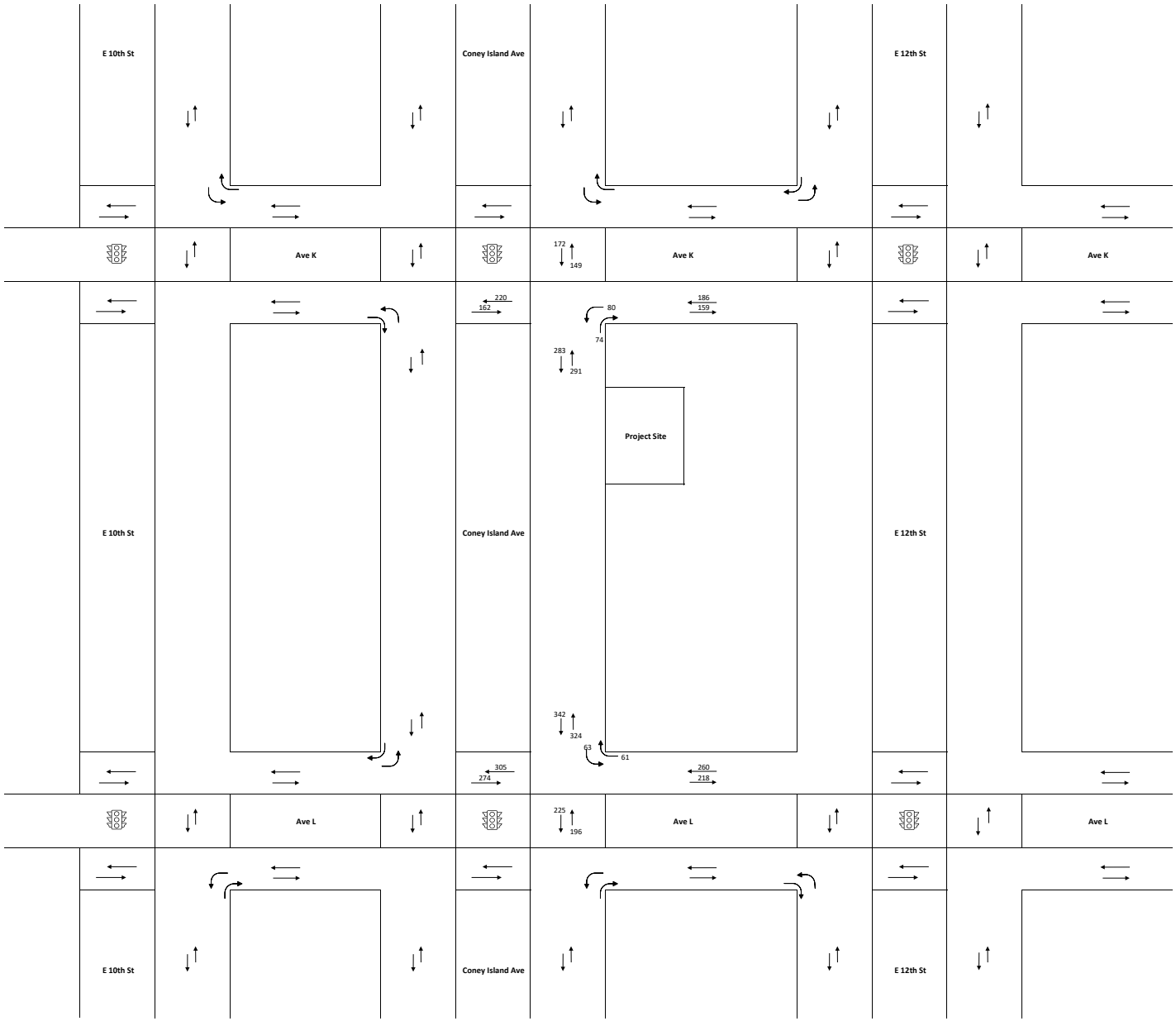
2030 No Build Pedestrian Volume
Weekday MD Peak Hour
Figure 25



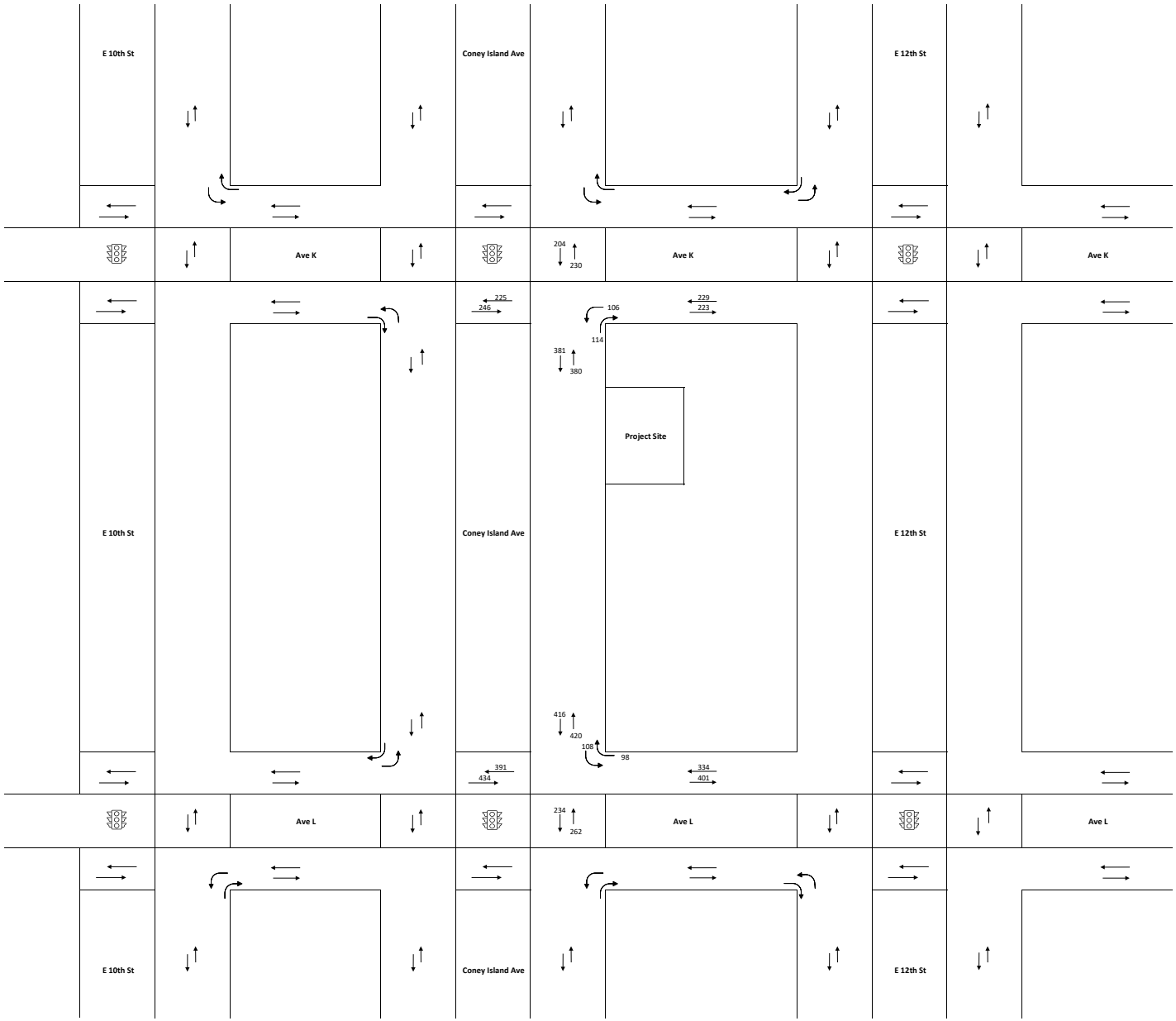
2030 No Build Pedestrian Volume
Weekday PM Peak Hour
Figure 26



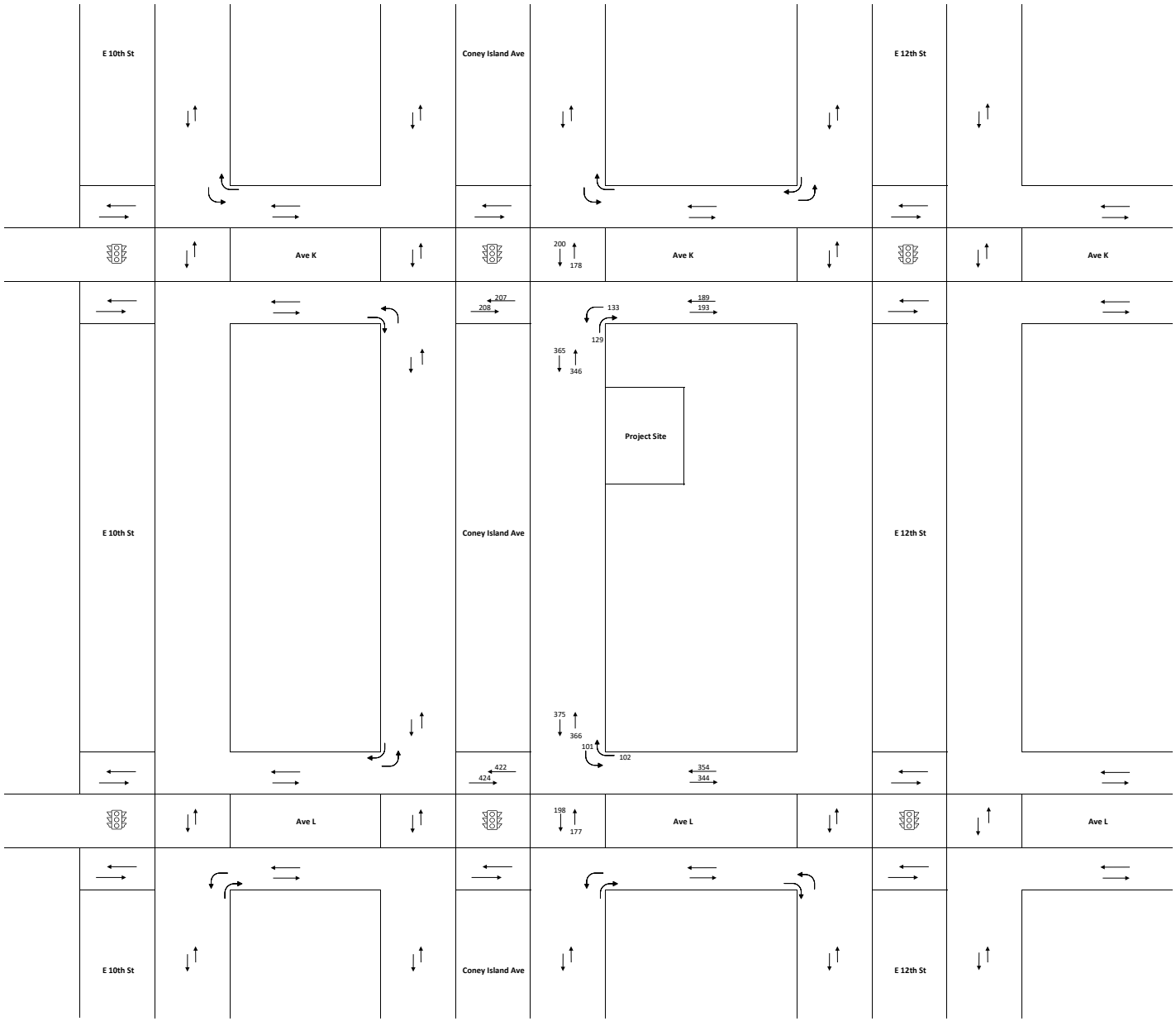
2030 No Build Pedestrian Volume
Saturday MD Peak Hour
Figure 27



2030 Build Pedestrian Volume
Weekday MD Peak Hour
Figure 28



2030 Build Pedestrian Volume
Weekday PM Peak Hour
Figure 29



2030 Build Pedestrian Volume
Saturday MD Peak Hour
Figure 30

Attachment D Noise
Backup Materials

Casella CEL Ltd.

Report On CEL-63X

Instrument Model	**CEL-633C**			
Serial Number	2670911	LAS 10%	74.5 dB	Result
LASmax	88.8 dB	LAS 50%	68 dB	
LASmin	54.3 dB	LAS 90%	62 dB	
Start Date & Time	1/7/2021 4:30:02 PM	Calibration (Before) Date	1/7/2021 4:25:03 PM	
Duration	01:00:06 HH:MM:SS	Calibration (After) Date	1/7/2021 5:33:18 PM	
LAeq	71.4 dB	Calibration Drift	0.4 dB	
End Date & Time	1/7/2021 5:30:08 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	2670911	LAS 10%	75 dB	Result
LASmax	95.4 dB	LAS 50%	68.5 dB	
LASmin	53.5 dB	LAS 90%	61 dB	
Start Date & Time	1/7/2021 7:30:04 AM	Calibration (Before) Date	1/7/2021 7:15:45 AM	
Duration	01:00:02 HH:MM:SS	Calibration (After) Date	1/7/2021 8:35:22 AM	
LAeq	72.4 dB	Calibration Drift	0.4 dB	
End Date & Time	1/7/2021 8:30:06 AM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	2670911	LAS 10%	73.5 dB	Result
LASmax	92.1 dB	LAS 50%	66 dB	
LASmin	51.9 dB	LAS 90%	60 dB	
Start Date & Time	1/7/2021 12:00:02 PM	Calibration (Before) Date	1/7/2021 11:51:57 AM	
Duration	01:00:01 HH:MM:SS	Calibration (After) Date	1/7/2021 1:03:45 PM	
LAeq	70.8 dB	Calibration Drift	0.5 dB	
End Date & Time	1/7/2021 1:00:03 PM	Battery Low	No	
Notes				

Casella CEL Ltd.

Report On CEL-63X

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	71.5 dB	Result
LASmax	89 dB	LAS 50%	65 dB	
LASmin	50.8 dB	LAS 90%	56 dB	
Start Date & Time	1/7/2021 12:00:06 PM	Calibration (Before) Date	1/7/2021 11:59:10 AM	
Duration	01:00:02 HH:MM:SS	Calibration (After) Date	1/7/2021 1:01:10 PM	
LAeq	68.6 dB	Calibration Drift	0.2 dB	
End Date & Time	1/7/2021 1:00:08 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	71.5 dB	Result
LASmax	87.8 dB	LAS 50%	67 dB	
LASmin	51.3 dB	LAS 90%	60 dB	
Start Date & Time	1/7/2021 4:30:02 PM	Calibration (Before) Date	1/7/2021 4:29:15 PM	
Duration	01:00:02 HH:MM:SS	Calibration (After) Date	1/7/2021 5:30:45 PM	
LAeq	69 dB	Calibration Drift	-12.4 dB	
End Date & Time	1/7/2021 5:30:04 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	74.5 dB	Result
LASmax	93.9 dB	LAS 50%	68.5 dB	
LASmin	55.1 dB	LAS 90%	62.5 dB	
Start Date & Time	1/7/2021 7:30:01 AM	Calibration (Before) Date	1/7/2021 7:29:07 AM	
Duration	01:00:07 HH:MM:SS	Calibration (After) Date	1/7/2021 8:31:29 AM	
LAeq	71.6 dB	Calibration Drift	-12.5 dB	
End Date & Time	1/7/2021 8:30:08 AM	Battery Low	No	
Notes				

Noise Job Field Sheet

Name of Project--;--"1""""8'--=8---=-0---'C"-'o=--=n=--=e""""y-=I=s]=a=nd=--=-A=v-=e=n=u'"-e

Project Address: ___]---'8---'8 0 C o=--=n=e'-'v]=s1=an==d--=A v"""""e=n=u--=e=B--=r--=oo=k]==.,,,,v=n , , NYC-'--=

Date(s) of Field Work: 1_/_7/_2 02_1'----------

Personnel: John Vrabel & Zach Landis

Project Specific Scope of Work:

2 x I-hour locations AM, Midday, PM

Maximum Billable Hours for the Day: ___

I. **Start of Noise Monitoring Day**

Departure Time: S?? Arrival Time: _____

Weather Conditions (temp, wind speed, precipitation): J.?'.s/ /)..,.,..f L G.01

Meter Type: RM-'115'1-/C7<J6//.R1eter Serial #: _ t·72>'f I J Meter Location:
Meter Type: C<J-Gii"- Meter Serial #: 1 :, r:..µ/i f:, Meter Location: _____
Meter Type: _____ Meter Serial#: _____ Meter Location: _____
*If more locations are needed for a project use a second Field Sheet

1,S7<;Jt;;i!
Calibrator Serial #: '1 Meters used on: I
Calibrator Serial#: _____ Meters used on:-,----------
Calibrator Serial#: Z -'lvfi '1 Meters used on: _____
Were Photos Taken of Each Location? Y / **N** *Discuss specific photo instructions w/ Project Manager

**On a separate sheet of paper (field book) make a sketch of the noise meter locations and the distances to nearest wall, fence, building, or other solid surfaces.*

J. Morning Session 7:30 AM - 9:00 AM

Before Measurement:

Meter Seiial #: :;i ?0111 Time: 7·<{0 Calibration Passed at 114 dB?<@/ N

Meter Serial #: J;?.?'14 J Time: :.2.---------- Calibration Passed at 114 dB? <\0/ N

Meter Serial #: _____ Time: ---------- Calibration Passed at 114 dB? Y / N

After Measurement:

Meter Serial#: J / 7oHI Time: g:; Calibration Passed at 114 dB?&?/ N

Meter Serial #: , 71,14?6 Time: ~~9:11~~ Calibration Passed at 114 dB? 0 N

Meter Serial #: _____ Time: ---------- Calibration Passed at 114 dB? Y / N

*If more locations are needed for a project use a second Field Sheet

Location#	Start Time	End Time
r	7: :i-:;	cf- >o
l	7-: c	'(1 I'i

*If more locations are needed for a project use a second Field Sheet

Location#	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
I	47>"	731	"-[7	Jl	1'4	0
·z._	Lt·n	528	4<i,	;5	Si	o

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):

·rc·n 4·36

**Please place noise meters in their respective cases between sessions to avoid damage.*

IV. Evening Session 4:30 PM- 6:00 PM

Before Measurement:

Meter Serial#: K. .I Time: Calibration Passed at 114 dB? / N
7o'i 1/

Meter Serial#: ,-=J-c). „i/L-lf.,,-c2.....-rt-Time; _t,,_1._°' Calibration Passed at 114 dB?©/N

Meter Serial #: _____ Time: _____ Calibration Passed at 114 dB? Y / N

After Measurement:

Meter Serial#: l·7v 411 Time: _____ Calibration Passed at 114 dB?4'/N

MeterSerial#: 7 -√-,=-t,-1/ l G -Time _____ Calibration Passed at 114 dB?(Y)/ N

Meter Serial #: _ _ _ _ _ _ Time: ---------- Calibration Passed at 114 dB? Y / N

*If more locations are needed for a project use a second Field Sheet

Location#	Start Time	End Time

*If more locations are needed for a project use a second Field Sheet

Location#	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
\	61/ I	60	.5<f	I J..	ddr	0
t>l._	,., i	5	'2-3	7-	-Z.S'	0

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):

Please place noise meters in their respective cases between sessions to avoid damage.

ill. Midday Session 12:00 PM-1:30 PM

Before Measurement:

Meter Serial #: r.t Time: Calibration Passed at 114 dB?--Y IN
Meter Serial#: Time: Calibration Passed at 114 dB? N
Meter Serial #: Time: Calibration Passed at 114 dB? Y / N

After Measurement:

Meter Serial #: Time: Calibration Passed at 114 dB? N
MeterSerial#- Time: Calibration Passed at 114 dB? N
Meter Serial #: Time: Calibration Passed at 114 dB? Y / N
*If more locations are needed for a project use a second Field Sheet

Location#	Start Time	End Time
L	12 00	

*If more locations are needed for a project use a second Field Sheet

Location#	Car	SUV	Medium Truck	Heavy Truck	Bus	Train

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):

**Please place noise meters in their respective cases between sessions to m,oid damage.*

V. End of Noise Monitoring Day

- Please return all noise meters to their cases.
- Do not return dead batteries to the cases, throw them out.
- Did you take photos? Y / N
- Did you complete the site sketch? Y / N
- If a meter(s) was rented, please scan in calibration docwnents.

Anything of note/concern for the day:

Departure Time: _____ Arrival Time: _____

Total Time to Be Billed: _____



egend

Legend

i: .! Project Area

' Noise Monitoring Locations

90

US Feet

N

A

Certificate of Conformity and Calibration



Instrument Model:-	CEL-633C
Seriat Number	1274486
Firmware revision	V006-03
Microphone Type:-	CEL-251
Serial Number	4372
Preamplifier Type:-	**CEL-495**
Serial Number	**005389**

Instrument Class/Type:-

Applicable standards:-

IEC 61672: 2002 / EN 60651 (Electroacoustics - Sound Level Meters)
IEC 60651 1979 (Sound Level Meters), ANSI S1.4: 1983 (Specifications For Sound Level Meters)

Note:- The test sequences performed in this report are in accordance with the current Sound level meter *Standard - IEC61672. The combination of tests performed are considered to confirm the products electro-acoustic performance to all applicable standards including superceeded Sound Level Meter Standards - IEC60651 and IEC60804.*

Test Conditions:-	22.8 °c 51 %RH 1001.4 **mBar**	Test Engineer:- Date of Issue:-	Stephen Adams September 22, 2020

Declaration of conformity:-

This test certificate confirms that thE- instrument specified above has been successfully tested to comply with the manufacturer's published specifications. Tests are performed using equipment traceable to national standards in accordance with Casella's ISO 9001:2008 quality procedures. This product is certified as being compliant to the requirements of the CE Directive.

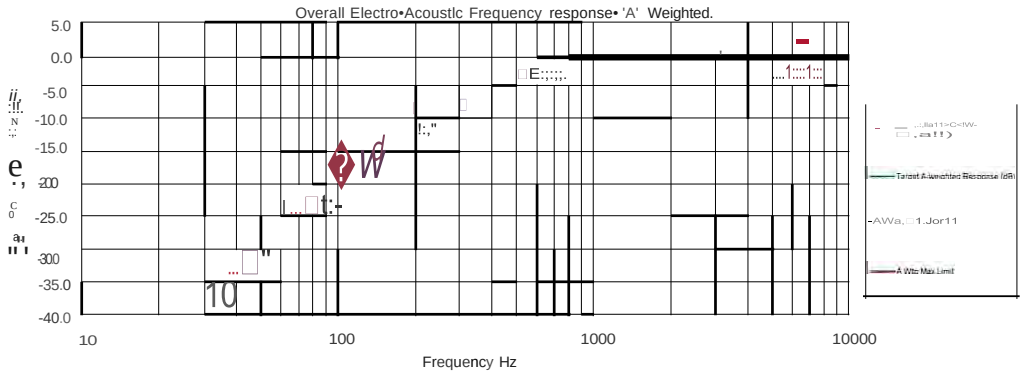
Test Summary:-

Self Generated Noise Test	**All Tests Pass**
Electrical Signal Test Of Frequency Weightings	**All Tests Pass**
Frequency & Time Weightings At 1 kHz	**All Tests Pass**
Level Linearity On The Reference Level Range	**All Tests Pass**
Toneburst Response Test	**All Tests Pass**
C-peak Sound Levels	**All Tests Pass**
Overload Indication	**All Tests Pass**
Acoustic Tests	**All Tests Pass**

Combined Electro-Acoustic Frequency Response - A Weighted

Combined Electro-Acoustic Frequency Response. A Weighted (IEC 61672-3:2006)

The following A-Weighted frequency response graph shows this instruments overall frequency response based upon the application of multi-frequency pressure field calibrations. The microphones Pressure to Free field correction coefficients are applied to pressure response. Reference level taken at 1kHz.



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Tested lo CEL-63X lest sheet TP444 revision 01-00

Certificate of Conformity and Calibration



Instrument Model:-	**CEL-633C**		
Serial Number	2670911		
Firmware revision	V006-03		
Microphone Type:-	CEL-251	Preamplifier Type:-	CEL-495
Serial Number	3679	Serial Number	004744

Instrument Class/Type:-

Applicable standards:-

IEC 61672: 2002 / EN 60651 (Electroacoustics - Sound Level Meters)
IEC 606511979 (Sound Level Meters), ANSI S1.4: 1983 (Specifications For Sound Level Meters)

Note:- The test sequences performed in this report are in accordance with the current Sound level meter *Standard - IEC61672. The combination of tests performed are considered to confirm the products electro-acoustic performance to all applicable standards including superceeded Sound Level Meter Standards - IEC60651 and IEC60804.*

Test Conditions:-	22.8 ·c	**Test Engineer:-**	Stephen Adams
	51.1 %RH	**Date of Issue:-**	September 22, 2020
	1001 **mBar**		

Declaration of conformity:-

This test certificate confirms that the instrument si:,2cified above has been successfully tested to comply with the manufacturer's published specifications. Tests are performed using equipment traceable to national standards in accordance with Casella's ISO 9001:2008 quality procedures. This product is certified as being compliant to the requirements of the CE Directive.

Test Summary:-

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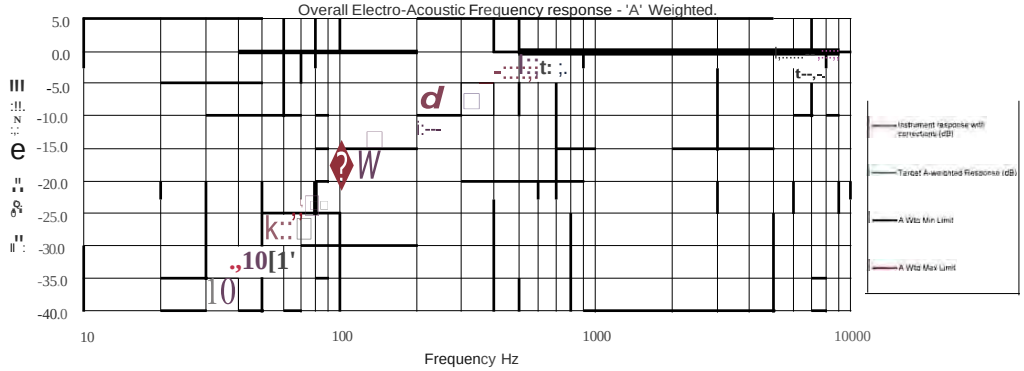

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Tested to CEL·63X test sheet TP444 revision 01.00