PROTO PROPERTY SERVICES LLC
2950 WEST 24th STREET REZONING

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)
ENVIRONMENTAL ASSESSMENT STATEMENT

MATRIXNEWORLD

Engineering Progress

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

Prepared for:
Proto Property Services LLC
111 North Central Avenue, Suite 425
Hartsdale, New York 10530

Site Location:
2950-60-70 West 24th Street
Brooklyn, New York 11224
Block 7055, Lot 13

CEQR No. 24DCP134K

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

January 2026

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

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME 2950 West 24th Street Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP134K	N/A
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable)
250251LDK, 250248ZMK, N250249ZRK, 250215ZSK, 250250ZSK	(*e.g.*, legislative intro, CAPA) N/A

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			Proto Property Services LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division, New York City Department of City Planning			Olga Abinader, ENV SP, Director of Environmental Review and Land Use Planning, Matrix New World Engineering		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 20 West 37th Street, 12th Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10018
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3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): §617.4(b)(10)

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The Applicant, Proto Property Services LLC, is requesting Zoning Map and Text Amendments as well as a Large Scale Development Permit to facilitate the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility and commercial building at the Project Site. The Proposed Project includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (of which, between 82 to 123 would be made affordable dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. The Proposed Project would also include up to 16,095 GSF (7,782 ZSF) and 10,898 GSF / ZSF of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Proposed Project, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Proposed Project also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 13	STREET ADDRESS 2950 West 24th Street
TAX BLOCK(S) AND LOT(S) Block 7055, Lot 13		ZIP CODE 11224

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Site is generally bounded by West 24th Street to the east, Surf Avenue to the south, West 25th Street to the west, and residential uses fronting along Mermaid Avenue to the north.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R6 w/ C1-2 commercial overlay	ZONING SECTIONAL MAP NUMBER 28d

5. *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

A Special Permit pursuant to ZR § 74-52 to reduce the required parking for the Proposed Project and the existing building from 167 spaces to 143 spaces (117 spaces required pursuant to the CO and an additional 50 are required for the Proposed Project)

A Large Scale General Development Special Permit seeking the following:

a. Interior Lot Coverage: ZR § 23-362(b) to permit an interior lot coverage of 78.38% (a maximum of 50% is permitted for buildings utilizing the eligible site provisions of Section 23-434; it is noted that this waiver is under considered and may be eliminated);

b. Street Wall / Base Height: ZR §23-432 to allow variable base heights over 105 feet (105 feet is the maximum permitted base height); and

c. Window-to-Wall Minimum Distance: ZR § 23-371 to permit a 30 ft. building containing residences to any other building distance (40 ft. minimum is required).

***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: HPD and HDC Financing
☐ 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:

6. *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.): 153,580 SF
Waterbody area (sq. ft.) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 87,316 SF
Other, describe (sq. ft.): 66,264 SF (Landscaped Area)

7. *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): 363,398 GSF
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 363,398 GSF
HEIGHT OF EACH BUILDING (ft.): 185 FT
NUMBER OF STORIES OF EACH BUILDING: 18

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: 153,580 SF

The total square feet not owned or controlled by the applicant: 0 SF

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 disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 66,264 SF sq. ft. (width x length) VOLUME OF DISTURBANCE: 92,676 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 66,264 SF sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2029

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Approximately 36

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Receipt of all requisite development approvals is anticipated in 2026, including CEQR and ULURP Certification, and the issuance of building permits. The overall construction schedule is expected to last up to 36 months, resulting in a Project Analysis Year of 2029. The most intensive site work at the undeveloped portion of the Project Site would begin in late Fall 2026, including excavation and foundation work, which would last through Summer 2027 (lasting for a total duration of approximately nine (9) months). Subsequent peak construction activities, including superstructure and interior core and shell work, are expected to commence in late mid 2027 and conclude in Winter 2028 with the completion of the structure envelope. Overall, peak construction activities are expected be completed by Winter of 2028.

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

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

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	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 structures	One (1) Residential Building	Two (2) Residential Buildings	Two (2) Residential Buildings	One (1) new Residential building
No. of dwelling units	360	366 (includes 360 DUs in existing building and 6 DUs in No Action Scenario building)	770 (includes 360 DUs in existing building and 410 DUs in With Action Scenario building)	+404
No. of low- to moderate-income units	360	360	768	+408 (of which, between 82 and 123 would be made affordable pursuant to MIH, dependent on the option chosen, with the remainder made affordable pursuant to HPD's ELLA proram).
Gross floor area (sq. ft.)	380,000	386,390	743,398	+357,008
Commercial	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	N/A	N/A	Local Retail (Supermarket)	Local Retail (Supermarket)
Gross floor area (sq. ft.)	N/A	N/A	10,898 GSF	+10,898 GSF
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	N/A	N/A	N/A	N/A
Gross floor area (sq. ft.)	N/A	N/A	N/A	N/A
Open storage area (sq. ft.)	N/A	N/A	N/A	N/A
If any unenclosed activities, specify:	N/A	N/A	N/A	N/A
Community Facility	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	N/A	Medical Office	Community Center	New Community Center space, No Medical Office space
Gross floor area (sq. ft.)	N/A	213,616 GSF	16,095 GSF	-197,521 GSF
Vacant Land	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	The portion of the Project Site (Lot 13) intended to be redeveloped by the Applicant is comprised of mostly vacant land, including concrete sidewalks and a steel bridge over a land depression.	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	N/A	N/A	N/A	N/A

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	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	0	0	N/A
No. of accessory spaces	N/A	65	0	-65 accessory spaces
Operating hours	N/A	24 hours per day	N/A	N/A
Attended or non-attended	N/A	Non-Attended	N/A	N/A
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	0	0	0	No Change
No. of accessory spaces	160	160	143	-17 accessory spaces
Operating hours	24 hours per day	24 hours per day	24 hours per day	N/A
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	868	882	1,856	+974 residents
Briefly explain how the number of residents was calculated:	Based on an average household size of 2.41 persons (based on 2017-21 ACS data for the Coney Island-Seagate NTA) and 360, 366, and 770 dwelling units in existing conditions, Future No-Action Scenaio, and Future With-Action Scenario, respectively.			
Businesses	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	N/A	Medical Office	Local Retail (Supermarket), Community Center	New Local Retail (Supermarket), Community Center
No. and type of workers by business	N/A	475 employees (i.e., doctors, nurses, other medical support staff, administration, maintenance)	72 employees (i.e., retail managers, floor staff, and cashiers associated with Local Retail (Supermarket); managers and support staff associated with Community Center)	-403 total employeess
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:	Based on factors of one (1) employee per 450 GSF of Medical Office; one (1) employee per 333 GSF of Local Retail (Supermarket) one (1) employee per 333 GSF of Community Facility.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If any, specify type and number:	N/A	Patients associated with medical office uses (variable)	Retail patrons, community center users (variable)	No medical office patients; patrons / users of retail and community center users
Briefly explain how the number was calculated:	Highly variable			
ZONING				
Zoning classification	R6, R6 w/ C1-2 R6	R6, R6 w/ C1-2 R6	R6, R7-3, R7-3 w/ C2-4	New R7-3 and R7-3 / C2-4 districts, elimination of C1-2 commercial overlay
Maximum amount of floor area that can be	372,718 SF Res;	372,718 SF Res;	740,889 SF Res;	+368,171 SF Res;

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
developed	736,234 SF CF	736,234 SF CF	917,479 SF CF; 48,924 SF Com	+181,245 SF CF; +48,924 SF Com
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	R5, R6, R6A, R7-2 zoning districts; Single and multifamily residential, institutional, transportation / utility, and mixeduse residential and commercial land uses	R5, R6, R6A, R7-2 zoning districts; Single and multifamily residential, institutional, transportation / utility, and mixeduse residential and commercial land uses	R5, R6, R6A, R7-2 zoning districts; Single and multifamily residential, institutional, transportation / utility, and mixeduse residential and commercial land uses	No Change
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.				

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 Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attached		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach. N/A		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See Attached		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☒
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☒
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☒
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☒
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☒
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☒
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☒
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☒

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☒
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☒
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. 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)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☒
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☒
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☒
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☒
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☒
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☒
iii. 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)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☒
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☒
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☒
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. See Attached		

	YES	NO
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. See Attached		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. See Attached		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attached	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attached	☒	☐
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 that listed in Table 13-1 in Chapter 13?	☒	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☒	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

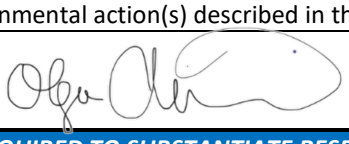
	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
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): 19,594 lbs / week (based on 41 lbs / week / household and the proposed 410 residential dwelling unts, 79 lbs / week / retail employee and 31 retail employees, and 13 lbs / week / office employee and 45 employees associated with the community center space)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☒
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): 52,454,465 MBTUs (based on 363,398 GSF of residential space, 16,095 GSF of community facility space, and 10,898 GSF of commercial retail space).		
(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 appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(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?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
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) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
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?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attached		
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. See Attachment		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See Attached		

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	SIGNATURE	DATE
Olga Abinader, Matrix New Work Engineering		January 15, 2026

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

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

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

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

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

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

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

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

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

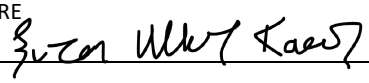
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result.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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	January 15, 2026

SIGNATURE



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 Applicant, Proto Property Services LLC, is requesting a Zoning Map Amendment, a Zoning Text Amendment, and a Special Permit related to a Large Scale General Development (the "Proposed Actions") to facilitate the construction of an 18-story, approximately 390,391 gross-square-foot (GSF) (334,297 zoning-square-foot [ZSF]) mixed-use residential, community facility and commercial building (the "Proposed Project") at the Project Site (Brooklyn Block 7055, Lot 13) in the Coney Island neighborhood of Brooklyn, Community District 13. The Proposed Actions would rezone R6/C1-2 and R6 districts to a R7-3, R7-3/C2-4 and R6 districts, map a Mandatory Inclusionary Housing (MIH) area, and Zoning Resolution (ZR) special permits to locate the buildings within a Large Scale General Development, to modify interior lot coverage, street wall/base height and window-to-wall minimum distance regulations, and parking requirements. The Proposed Project includes 363,398-GSF (315,617 ZSF) of residential floor area, including 410 residential dwelling units (DUs), 408 of which would be affordable, with two additional superintendent units. Between 82 to 123 DUs would be affordable pursuant to Mandatory Inclusionary Housing (MIH). The remaining 285 to 326 DUs would be affordable pursuant to the NYC Housing Preservation & Development (HPD)'s Extremely Low & Low-Income Affordability (ELLA) program, featuring regulatory agreements with both HPD and the Housing Development Corporation (HDC). The Proposed Project would also include up to 16,095 GSF (7,782 ZSF) and 10,898 GSF (10,898 ZSF) of ground floor community facility and commercial retail spaces, respectively. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Proposed Project, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Proposed Project also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site. While the Proposed Actions would result in a change in land use and zoning, the Project Site is already developed with a large, multi-family, affordable residential building. The Proposed Project would be similar in density and scale to the current building. Overall, the Proposed Actions would facilitate the development of new affordable housing opportunities in the area, and would complement and reinforce existing zoning districts and zoning trends in the larger Coney Island neighborhood. In addition, the Proposed Project would be consistent with public policies such as OneNYC, and the Housing Blueprint. The Project Site is located within the Coastal Zone Boundary, and the Proposed Actions would be consistent with the policies set forth in the New York City Waterfront Revitalization Program (WRP#23-035).. Therefore, the Proposed Actions would not result in any significant adverse impacts to land use, zoning, or public policy.

Community Facilities and Services

A detailed analysis related to community facilities and services is included in this EAS. The Proposed Actions would not directly affect any community facilities, or result in an indirect effect (as a result of increased residential populations) to libraries, police, fire or medical services. With respect to public schools, the With Action primary school utilization rate for Community School District (CSD) 21, Subdistrict 1 would be 72.4 percent, remaining well below the maximum available primary school capacity. For intermediate schools, the utilization rate would increase to a With Action utilization rate 152.6 percent, with an increase of .6 percent from the No-Action condition. While this utilization rate is in excess of 100 percent of available capacity pursuant to the *2021 CEQR Technical Manual*, a significant adverse impact only results when 100 or more new students generated from the proposed project past the 100 percent utilization rate. The With Action condition would result in 18 new intermediate school students past the 100 percent utilization rate. In the future With Action Condition, Early Childhood programs are projected to have a With Action 89.7 percent utilization rate, well below the maximum available capacity, and the Proposed Actions would not result in a significant adverse impact to childcare facilities. Therefore, the Proposed Actions would not result in a significant adverse impact related to community facilities and services.

Shadows

A detailed analysis related to shadows is included in this EAS. Development resulting from the Proposed Actions would cause incremental shadows to one open space resource, Surf Playground. The detailed analysis of shadows on Surf Playground found that project-generated incremental shadows would reach the playground in early mornings of three analysis days for a duration of up to four hours. The analysis concluded that the incremental shadows from the Proposed Project would not inhibit the growth of vegetation on Surf Playground, nor would they affect the ability of the public to use or enjoy the open-space resource. Therefore, the Proposed Actions would not result in a significant adverse impact related to shadows.

Construction

A detailed analysis related to construction is included in this EAS. Construction of the Projected Development Site is anticipated to occur over a 36-month period which is considered long-term (i.e., greater than 24 months) according to the *2021 CEQR Technical Manual*. Construction of the Proposed Development is predicted to result in elevated noise levels at several of the analyzed receptors, which represent existing residential and community facility buildings. With the adherence to existing construction noise regulations and additional noise control measures beyond the minimum required by code, construction noise at these receptors would not rise to the level of significant adverse impact according to the impact criteria described above. A Restrictive Declaration would be recorded against the Project Site that requires implementation of the PCREs, including Source and Path controls, which would prescribe control measures to reduce construction noise levels, per New York City Noise Control Code regulations. With the inclusion of these Projects Components Related to the Environment (PCREs), the Proposed Project would not result in significant adverse construction impacts in the key technical areas of transportation, air quality, or noise. Construction of the Proposed Project would adhere to existing applicable

Project Name: 2950 West 24th St Rezoning
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SEQRA Classification: Type I

laws, regulations, and building codes including those that focus on dust control, vehicle idling, clean fuel, and diesel-powered equipment. Accordingly, the With Action condition would not result in significant adverse impacts on transportation, air quality, noise, or other technical areas during construction.

Effects on Disadvantaged Communities

This EAS includes an assessment for effects on Disadvantaged Communities (DAC). The Project Site is located within a census tract identified as a DAC having comparatively higher burdens and vulnerabilities according to New York State Department of Conservation's Disadvantaged Community Assessment Tool (DACAT). As the CEQR Technical Manual has not been updated to include guidance for an assessment of the Effects of Disadvantaged Communities, the SEQRA Environmental Assessment form (EAF) has been consulted for guidance for this analysis. The Proposed Actions would not result in significant adverse impacts in any technical areas analyzed in the EAS: land use, zoning and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historical resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; transportation; air quality; and noise. Based on this assessment, the Proposed Actions would not disproportionately affect disadvantaged communities, nor cause or increase a disproportionate pollution burden on disadvantaged communities.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-868) 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.

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 Louise Cafiero at lcafiero@planning.nyc.gov.

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME	DATE
Evren Ulker-Kacar, AICP	1/15/2026
SIGNATURE	

TITLE	
Chair, City Planning Commission	
NAME	DATE
Daniel R. Garodnick	1/21/2026
SIGNATURE	

Project Name: 2950 West 24th St Rezoning
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SEQRA Classification: Type I

Determination of Significance Appendix

The Proposed Action(s) were determined to have the potential to result in changes to development on the following site(s):

Development Site	Borough	Block and Lot
Projected Development Site 1	Brooklyn	Block 7055, Lot 13

(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-868**) would be established as part of approval of the proposed actions on **Projected Development Site 1** as described below:

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

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Site 1** 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.

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Air Quality

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

> ***Projected Development Site 1 (Block 7055, Lot 13):*** *Any new residential, community facility, and/or commercial development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only with no venting or stacks, to avoid any potential significant adverse air quality impacts.*

Noise

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

> ***Projected Development Site 1 (Block 7055, Lot 13):*** *To ensure an acceptable interior noise environment, future residential / community facility uses must provide a closed window condition with a minimum of 28 dB(A) window/wall attenuation on the southern facade facing Surf Avenue, the eastern facade facing West 24th Street within 50 feet of Surf Avenue and the western facade facing West 25th Street within 50 feet of Surf Avenue to maintain an interior noise level not greater than 45 dB(A) for residential and community facility uses. In order 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.*

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APPENDICES

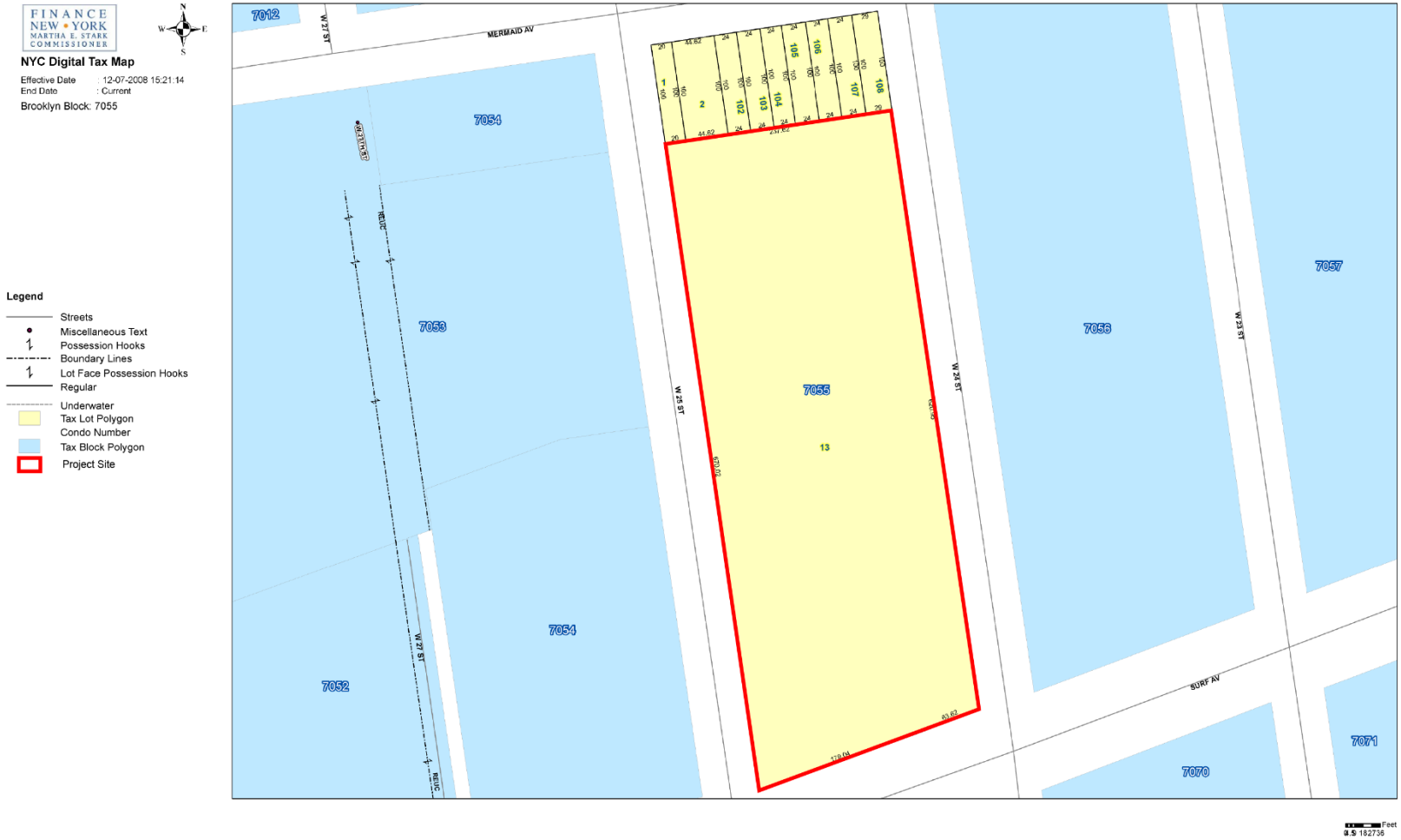
Appendix A – Waterfront Revitalization Policy (WRP) Assessment
Appendix B – Historic and Cultural Resources Appendix
Appendix C – Water and Sewer Infrastructure Appendix
Appendix D – Hazardous Materials Appendix

EAS Form Figure 1-1, Project Site Location Map

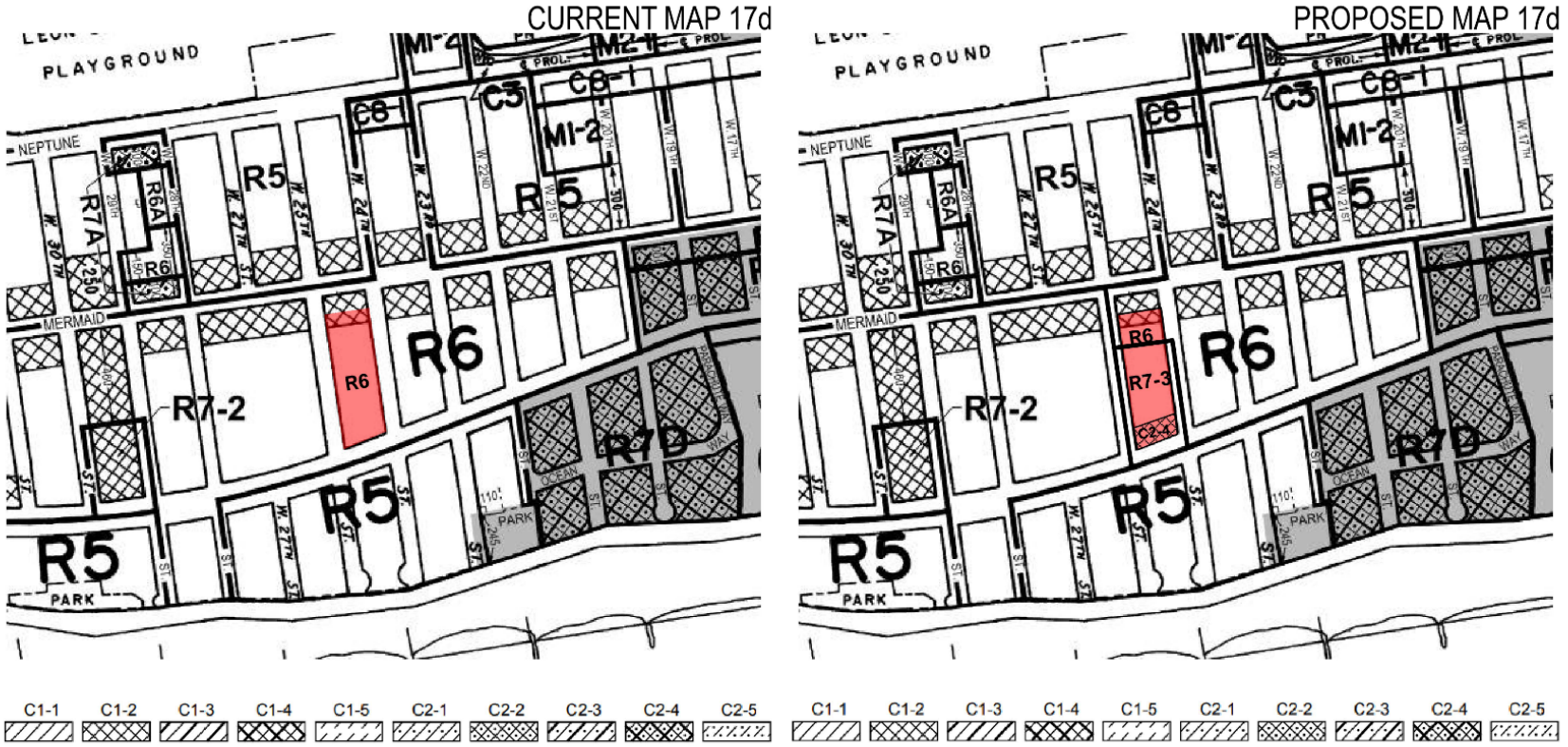


Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department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

EAS Form Figure 1-2, Official Tax Map

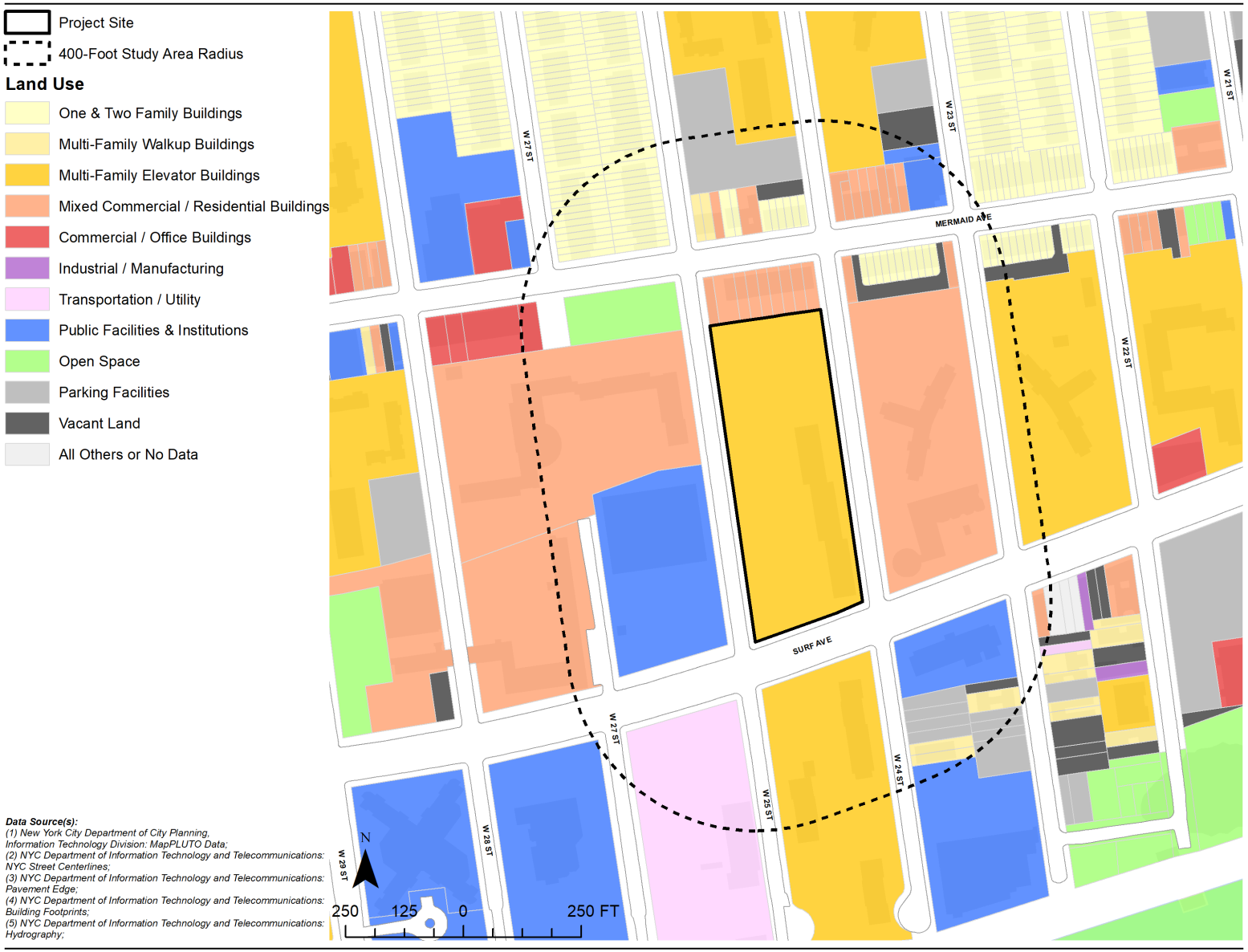


EAS Form Figure 1-3, Existing and Proposed Zoning Map



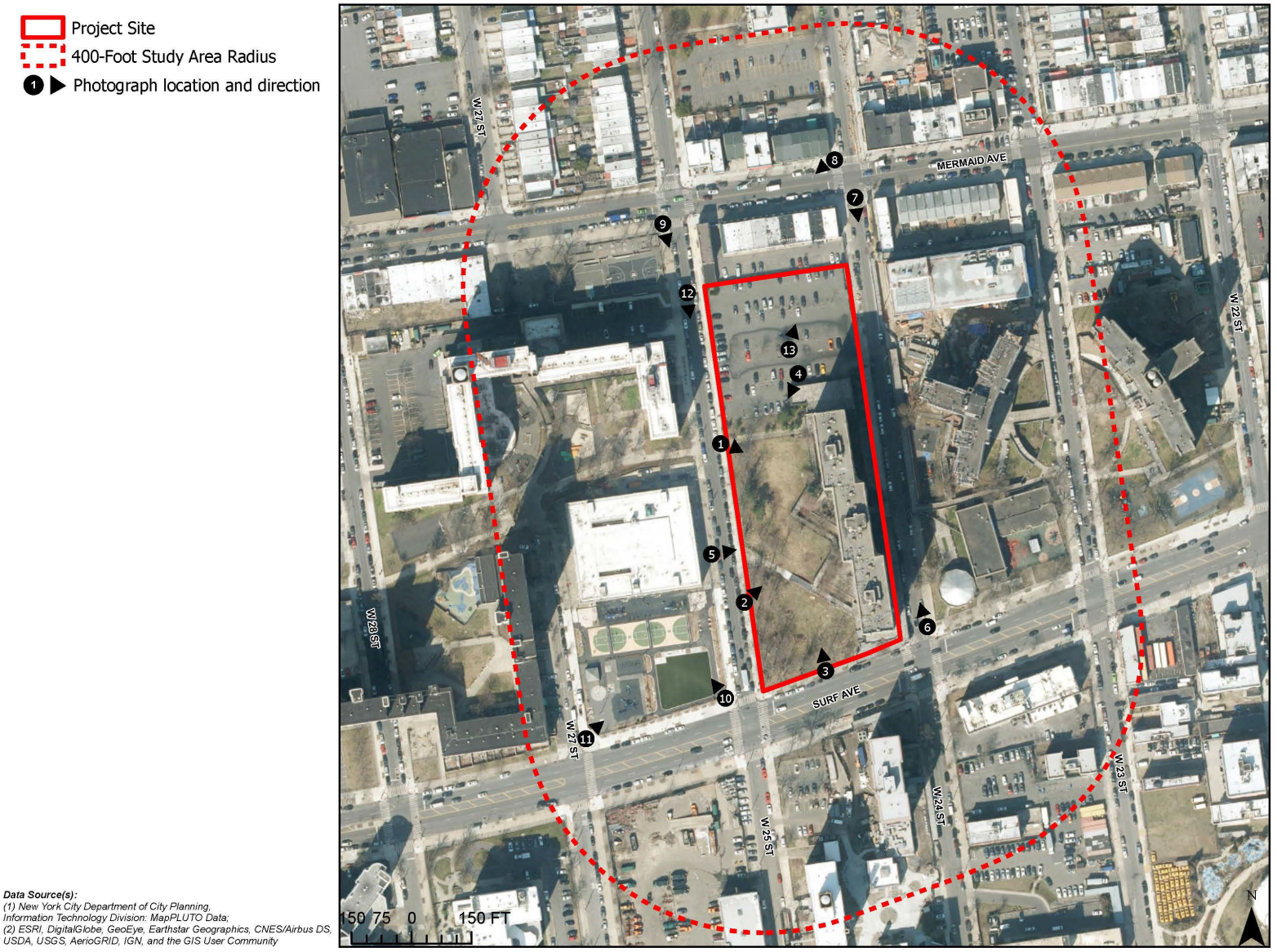
ZONING MAP CHANGE

EAS Form Figure 1-4, Existing Land Use Map



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

EAS Form Figure 1-5, Aerial Photography and Photograph Key



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

EAS Form Figure 1-6, Project Site and Surrounding Area Photographs



Photo No. 1: View of the western portion of the Project Site, facing southeast from West 25th Street.



Photo No. 2: View of the western portion of the Project Site, facing northeast from West 25th Street.



Photo No. 3: View of the western portion of the Project Site, facing north from Surf Avenue.



Photo No. 4: View of the northern-central portion of the Project Site, facing south from the existing parking lot.

All photographs taken August 22, 2024

EAS Form Figure 6, Project Site and Surrounding Area Photographs (Continued)



Photo No. 5: View of the western portion of the Project Site, facing northeast from mid-block on West 25th Street.



Photo No. 6: View along West 24th Street, facing north from Surf Avenue.



Photo No. 7: View along West 24th facing south from the intersection of Mermaid Avenue and West 24th Street.



Photo No. 8: View of mixed-use residential and groundfloor commercial uses adjacent to the Project Site to the north, facing southwest from the intersection of Mermaid Avenue and West 24th Street.

All photographs taken August 22, 2024

EAS Form Figure 6, Project Site and Surrounding Area Photographs (Continued)

	
Photo No. 9: View of the Project Site, facing south / southeast from the intersection of Mermaid Avenue and West 25th Street.	**Photo No. 10:** View of Surf Playground, adjacent to the Project Site to the west, facing west from West 25th Street.
	
Photo No. 11: View of the Project Site, facing northeast from Surf Playground.	**Photo No. 12:** View along West 25th Street, facing south from Mermaid Avenue.

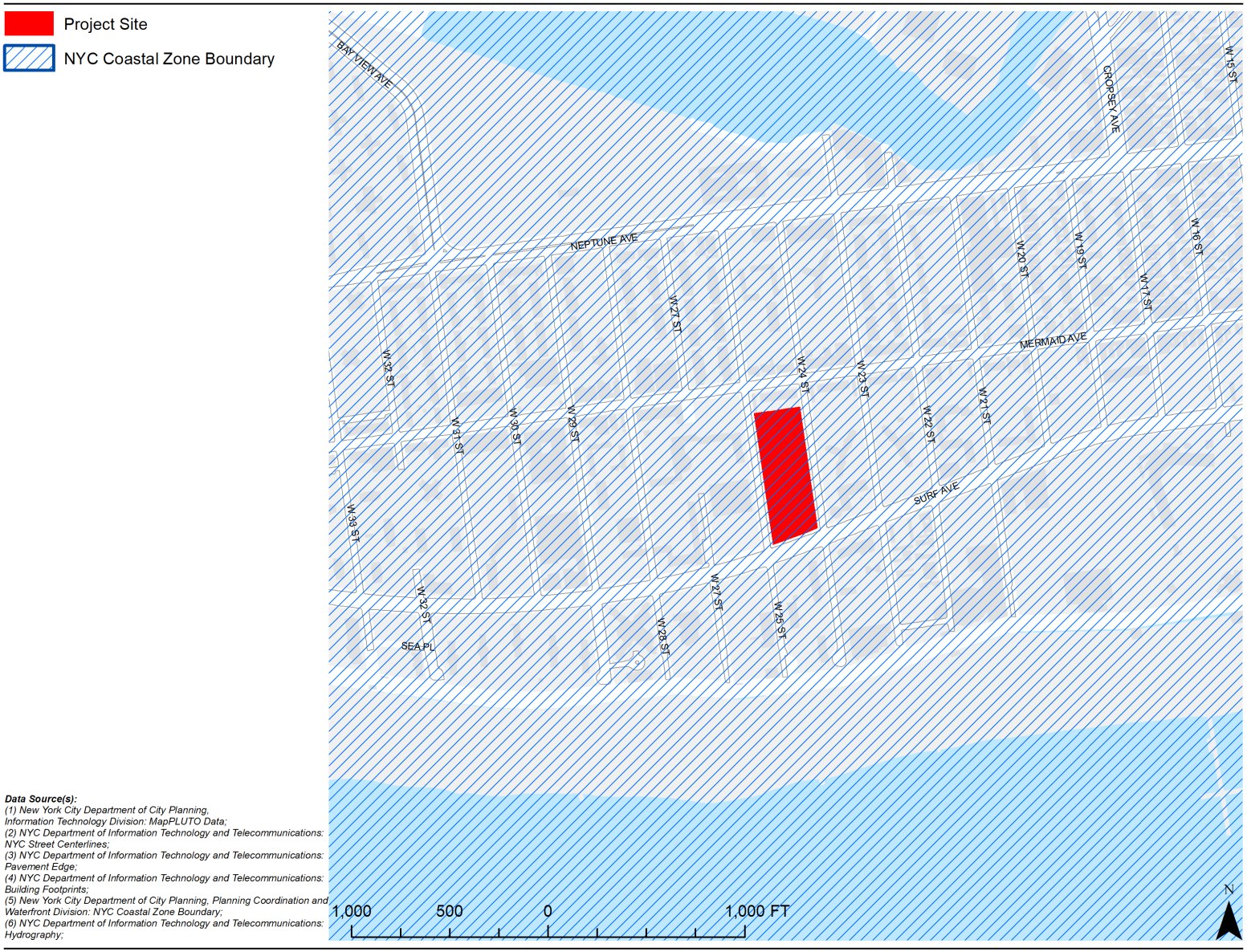
All photographs taken August 22, 2024

EAS Form Figure 6, Project Site and Surrounding Area Photographs (Continued)

	
Photo No. 13: View of the existing parking lot in the northern portion of the Project Site, facing northeast.	

All photographs taken August 22, 2024

EAS Form Figure 1-7, New York City Coastal Zone Boundary Map



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

1 PROJECT DESCRIPTION

1.1 Introduction

The Applicant, Proto Property Services LLC (PPS LLC), seeks a series of New York City (NYC) City Planning Commission (CPC) discretionary approvals, including: (1) Zoning Map Amendments (from R6/C1-2 to R6, from R6 to R7-3, and from R6 to R7-3/C2-4); (2) Zoning Text Amendments (to map a Mandatory Inclusionary Housing area conterminously with the rezoning areas as well as to permit R7-3 districts to be mapped at non-waterfront sites); and (3) Special Permits to establish and modify a Large Scale General Development at the Project Site as well as another to waive parking requirements in order to facilitate the construction of a one- (1-) to 18-story, approximately 390,391-gross-square-foot (-GSF) mixed-use residential, community facility and commercial building (the "Proposed Project"), at 2950 West 24th Street (Block 7055, Lot 13) in the Coney Island neighborhood of Brooklyn, Community District 13 (the "Project Site"). The Project Site is generally bounded by West 24th Street to the east, Surf Avenue to the south, West 25th Street to the west, and residential uses fronting along Mermaid Avenue to the north.

Within Lot 13, to the east of the Applicant's proposed building, is an existing residential building fronting West 24th Street under the Applicant's control, which would remain unchanged under the Applicant's Proposed Project. Additionally, there is an existing 163-space surface parking lot at the Project Site immediately north of the Applicant's proposed building. Under the Applicant's Proposed Project, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements.

The Proposed Project is anticipated to include a total of up to 410 residential dwelling units within up to 363,398 GSF of residential floor area, all of which would be affordable to a range of income levels under Area Median Income (AMI; 102 of which would be made affordable pursuant to Option 1 of the Mandatory Inclusionary Housing (MIH) program with the other units made affordable pursuant to the NYC Department of Housing Preservation and Development's (HPD's) Extremely Low & Low-Income Affordability (ELLA) program, featuring regulatory agreements with both HPD and the Housing Development Corporation (HDC)). The Proposed Project would also include up to 16,095 GSF and up to 10,898 GSF of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site.

The Proposed Project also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

In connection with the Proposed Project, a Restrictive Declaration will be recorded against the Subject Property to ensure the implementation of the Project Components Related to the Environment (PCREs) identified in this EAS. These measures, which were considered in the Construction section of this analysis, are intended to preclude potential significant adverse impacts.

1.2 Background and Site History

A regulatory agreement with the NYC HPD was recorded against the Project Site (CFRN 2015000244942) in 2013 and indicates that the existing building on the site is subject to a 32-year requirement to follow rent stabilization guidelines. Discussions with NYC HPD are ongoing regarding how this regulatory agreement would be amended to allow the construction of a new mixed-use

building containing affordable residential, commercial, and community facility uses on the unbuilt portion of the lot, which will be subdivided from the existing tax lot.

In 1970, the underlying zoning district was rezoned to R6 as part of the Housing and Development Administration's Coney Island Neighborhood Development Plan to redevelop the Surrounding Area with low- and middle-income housing, as well as accessory shopping (CP 21386, effective December 3, 1970). Two recent rezonings within the last decade were identified within the vicinity of the Project Site, including:

- Seaside Park and Community Arts Center (ULURP No. C 140065zmk / CEQR No. 13DME014K): The Proposed Project included a mix of entertainment and commercial uses, as well as publicly accessible open space along the western portion of the Riegelmann Boardwalk in Coney Island. The Proposed Actions associated with this project did not result in any increases in permissible floor area.
- Sea Park North Rezoning (ULURP No. C 170240zmk / CEQR No. 17DCP098K): This rezoning was undertaken to facilitate the development of an 8-story, 100 percent affordable residential building with 153 dwelling units. The rezoning included remapping an existing R5 district to a combination of R6, R6A, R7A, and R7A / C2-4 zoning districts; R5 districts feature a maximum residential FAR of 1.25 while R6, R6A, and R7A districts feature maximum residential FARs of 2.43, 3.60, and 4.60, respectively.

In addition these two projects, a mixed-use building containing 430 units of affordable housing, approximately 10,749GSF of local retail space, approximately 9,679 gsf of community facility space, and 76 accessory parking spaces at 1709 Surf Avenue approximately 1,550 feet east of the Project Site, was recently approved, facilitated by a NYC Department of Housing Preservation and Development (HPD) disposition of City-owned land (CEQR No. 24HPD040K).

The NYC Department of City Planning proposed a citywide zoning text amendment, the City of Yes for Housing Opportunity "CHO" (CEQR No. 24DCP033Y) to expand opportunities for housing within all zoning districts, and across all 59 of the City's Community Districts. These changes to the City's Zoning Resolution would enable more housing and a wider variety of housing types in every neighborhood, from the lowest-density districts to the highest, to address the housing shortage and high cost of housing in New York City. This proposed zoning text amendment was adopted by the City Council on December 5, 2024. It has been determined that this project is not directly affected by the recently adopted zoning text amendment. As a result, the Proposed Development described above remains unchanged, and an assessment of the effects of CHO on the Projected Development Site is not necessary.

1.3 Description of the Project Site

The Project Site is located at Brooklyn Block 7055, Lot 13, a 153,580-square-foot (SF) lot developed with a 19-story, 380,000-gross-square-foot (GSF) / 367,163-zoning-square-foot (ZSF), 2.39 floor area ratio (FAR) multi-family residential building featuring 360 affordable dwelling units located in the eastern half of the property. Lot 13 is bounded by mixed-use residential and groundfloor commercial uses fronting along Mermaid Avenue to the north, West 24th Street to the east, Surf Avenue to the south, and West 25th Street to the west. The existing residential building is accessed from multiple points along its West 24th Street frontage to the east. The northern portion of Lot 13 is developed with a 163-space parking lot that provides parking for residents of the existing residential building and is accessed via one curb cut along West 24th Street. The western half of Lot 13 is undeveloped and landscaped; this portion of the tax lot is gated and not accessible. The parking lot portion of the

property totals 47,524 SF, while the remainder of the property, including developed and undeveloped areas, totals 106,056 SF.

See **EAS Form Figure 1** and **EAS Form Figure 5** for a general visualization of the location of the Project Site and its location within the larger Coney Island neighborhood.

1.4 Description of the Surrounding Area

Areas east and west of the Project Site are developed similarly to the Project Site itself, with large "tower-in-the-park" style developments featuring high-rise buildings on open, landscaped plots of land. Surf Playground and the P.S. 288 The Shirley Tanyhill Middle School are also located directly adjacent to the Project Site to the west. South of the Project Site is a mixture of tower-in-the-park residential development, transportation / utility uses (including a NYC Parks storage facility and administration building), and community facility uses (including adult care, nursing, and rehabilitation centers). Further south is the Coney Island Beach and Boardwalk, with the Atlantic Ocean beyond. Immediately north of the Project Site along the south side of Mermaid Avenue are small-scale mixed-use residential and ground floor commercial development with primarily one- and two-family residential development beyond, interspersed with tower-in-the-park development and parking facilities.

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

1.5 Description of the Applicant's Proposed Project

The Applicant, PPS LLC, proposes the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Proposed Project includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (102 of which would be made affordable pursuant to Option 1 of the MIH program with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. The Proposed Project would also include up to 16,095 GSF (7,782 ZSF) and 10,898 GSF / ZSF of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Proposed Project, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Proposed Project also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site. As previously indicated, in connection with the Proposed Project, a Restrictive Declaration will be recorded against the Subject Property to ensure the implementation of the Project Components Related to the Environment (PCREs) identified in this EAS. These measures, which were considered in the Construction section of this analysis, are intended to preclude potential significant adverse impacts.

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

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

1. Zoning Map Amendments:
    a. From an R6/C1-2 zoning district to an R6 district (reducing the depth of the existing C1-2 overlay from 150 feet to 100 feet) along the Project Site's frontage parallel to Mermaid Avenue.
    b. From an R6 zoning district to an R7-3 district (mid-block) and
    c. From an R6 zoning district to an R7-3/C2-4 zoning district along the Project Site's Surf Avenue frontage.
2. Zoning Text Amendment:
    a. A zoning text amendment to the Zoning Resolution ("ZR") to amend Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 13 to designate the Project Area as a Mandatory Inclusionary Housing ("MIH") Area, with MIH Options 1 and 2.
3. Special Permit(s):
    a. Pursuant to ZR § 74-743 (Special provisions for bulk modifications) to locate the buildings within a large-scale general development at the Project Site without regard to lot coverage, height, setback, and minimum distance between wall and windows; The Applicant is specifically seeking a waiver of:
        i. Interior Lot Coverage: ZR § 23-362(b) to permit an interior lot coverage of 78.38 percent (a maximum of 50 percent is permitted for buildings utilizing the eligible site provisions of Section 23-434); [1]
        ii. Street Wall / Base Height: ZR §23-432 to allow variable base heights over 105 feet (105 feet is the maximum permitted base height); and
        iii. Window-to-Wall Minimum Distance: ZR § 23-371 to permit a 30-foot building containing residences to any other building distance (40-foot minimum is required).
    b. Pursuant to ZR § 74-52 to reduce the required parking for the Proposed Project and the existing building from 167 spaces to 143 spaces (117 spaces required pursuant to the CO and an additional 50 are required for the Proposed Project).

1.7 Purpose and Need

The Applicant's Proposed Project would result in the construction of 408 affordable dwelling units in the Coney Island neighborhood of Brooklyn Community District 13. Pursuant to 2018-22 American Community Survey Data, approximately 27.8 percent of the population within the Coney Island neighborhood lives below the poverty line, compared to 19.0 percent in Brooklyn and 17.2 percent in New York City as a whole, pointing to a significant need for affordable housing in the area of the Project Site.

The Applicant will be pursuing the Enterprise Green Communities (EGC) 2020 Certification, a building standard that strives to ensure healthy, resilient, energy-efficient, and environmentally responsible homes. It requires designing a building to serve the tenants and consider the community. It also requires using energy modeling to confirm that the building uses significantly less energy than it would if it was designed to only meet the minimum energy code requirements. The Applicant intends to exceed the EGC baseline criteria through the use of environmentally responsible material selection, designing the building to be all-electric, and installing fixtures that are expected to reduce water consumption by 30 percent in comparison to the Enterprise baseline. The design also includes several resiliency measures in the form of floodproofing by using the 2080s sea-level-rise adjusted Design

[1] It is noted that this waiver is under consideration and may be eliminated.

Flood Elevation, supplementing power using a large photovoltaic array, and ensuring potable water is available for residents during emergencies.

1.8 Analysis Framework

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

1.8.1 Project Analysis Year

Receipt of all requisite development approvals is anticipated in 2026, including CEQR and ULURP Certification, and the issuance of building permits. The overall construction schedule is expected to last up to 36 months, resulting in a Project Analysis Year of 2029. The most intensive site work at the undeveloped portion of the Project Site would begin in late Fall 2026, including excavation and foundation work, which would last through Summer 2027 (lasting for a total duration of approximately nine (9) months). Subsequent peak construction activities, including superstructure and interior core and shell work, are expected to commence in late mid 2027 and conclude in Winter 2028 with the completion of the structure envelope. Overall, peak construction activities are expected be completed by Winter of 2028.

1.8.2 Future No-Action Scenario

Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant could reasonably develop the Project Site with a nine (9) story, 213,616 GSF / 150,508 ZSF medical office facility (0.98 FAR), rising to a maximum height of 95 feet and featuring 65 off-street parking spaces in a parking garage (see **Figure 1-1** for a visual massing of the Future No-Action Scenario). In addition, a 6,390 GSF (0.04 FAR), three (3) story residential building containing six (6) dwelling units could be developed with the remaining available residential density at the Project Site under the existing R6 district.

The Future No-Action Scenario was determined using the remaining available development density at the Project Site under the R6 zoning district for both community facility and residential uses and medical office facilities in the vicinity of the Project Site, including:

- 6010 Bay Parkway (Brooklyn Block 5522, Lot 36): A nine (9) story, 144,764 GSF (7.23 FAR) medical office building constructed in 2012.
- 1660 East 14th Street (Brooklyn Block 6776, Lot 30): A five (5) story, 20,000 GSF (5.00 FAR) medical office building constructed in 1994.
- 1664 East 14th Street (Brooklyn Block 6776, Lot 32): A five (5) story, 20,000 GSF (5.00 FAR) medical office building constructed in 1996.

Refer to **Table 1-1** for a quantitative breakdown of the Future No-Action Scenario, including site details, floor areas, and dwelling unit counts.

1.8.3 Future With-Action Scenario

The Future With-Action Scenario is equivalent to the Applicant's Proposed Project. The proposed 410 dwelling units is the reasonable maximum residential density, based on a factor of approximately one residential unit per 886 GSF of space. All other aspects of the Future With-Action Scenario are

equivalent to the Applicant's Proposed Project as well, considering the number of waivers and approvals sought by the Applicant "lock in" a specific and unique building envelope.

Based on the foregoing, the Future With-Action Scenario would result in the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents.[2] The Future With-Action Scenario would also include up to 16,095 GSF (7,782 ZSF) and 10,898 GSF / ZSF of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

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

Table 1-1, RWCDS Analysis Framework Table

Site Info				Existing Conditions							
Site ID	**Block**	**Lot**	**Lot Area (sf)**	**Zoning**	**MF (gsf)**	**Com (gsf)**	**CF (gsf)**	**Res (gsf)**	**Total (gsf)**	**Affordable DUs**	**Total DUs**
Project Site	7055	13	153,580	R6, R6 w/ C1-2	0	0	0	380,000	380,000	360	360
TOTAL:	-	-	**153,580**	-	**0**	**0**	**0**	**380,000**	**380,000**	**360**	**360**
Site Info				**Future No-Action Scenario**							
Site ID	**Block**	**Lot**	**Lot Area (sf)**	**Zoning**	**MF (gsf)**	**Com (gsf)**	**CF (gsf)**	**Res (gsf)**	**Total (gsf)**	**Affordable DUs**	**Total DUs**
Project Site	7055	13	153,580	R6, R6 w/ C1-2	0	0	213,616	386,390	600,006	360	366
TOTAL:	-	-	**153,580**	-	**0**	**0**	**213,616**	**386,390**	**600,006**	**360**	**366**
Site Info				**Future With-Action Scenario**							
Site ID	**Block**	**Lot**	**Lot Area (sf)**	**Zoning**	**MF (gsf)**	**Com (gsf)**	**CF (gsf)**	**Res (gsf)**	**Total (gsf)**	**Affordable DUs**	**Total DUs**
Project Site	7055	13	153,580	R6, R7-3, R7-3 w/ C2-4	0	10,898	16,095	743,398	770,391	770	770
TOTAL:	-	-	**153,580**	-	**0**	**10,898**	**16,095**	**743,392**	**770,391**	**770**	**770**

1.8.4 RWCDS Analysis Increments

As indicated in **Table 1-2** below, there are incremental changes in various analysis metrics between the Future No-Action and Future With-Action Scenario. The proposed building height would increase by 90 feet, from a maximum of 95 feet under the Future No-Action Scenario to a maximum of 185 feet

[2] For the purposes of the Future With-Action Scenario, the possibility of the Applicant utilizing either MIH Options 1, 2, or 3 is considered.

under the Future With-Action Scenario. The Future No-Action Scenario would introduce an additional 6,390 GSF of residential floor area in a three- (3-) story building, while the Future With-Action Scenario would create up to an additional 363,398 GSF of residential floor area (an incremental increase of up to 357,008 GSF). The total population at the Project Site is projected to increase from 882 persons under the Future No-Action Scenario to 1,856 people under the Future With-Action Scenario (a 974-person increase, which assumes full occupancy of all existing and proposal dwelling units for the purposes of a conservative analysis and utilizes an average household size of 2.41 persons, based on 2017-2021 American Community Survey (ACS) for the Coney Island – Seagate Neighborhood Tabulation Area (NTA), in which the Project Site is located).

The Future No-Action Scenario would not create or expand any commercial uses at the Project Site, such that the up to 10,898 GSF of commercial space proposed under the Future With-Action Scenario also represents the incremental increase for the purposes of this EAS. However, the Future No-Action Scenario features a large medical office community facility building totaling 213,616 GSF, such that the up to 16,095 GSF of community facility space proposed as part of the Future With-Action Scenario represents an incremental decrease of 197,521 GSF of such space at the Project Site.

The Future No-Action Scenario would have no impact on the existing 163-space parking lot in the northern portion of the Project Site and would introduce a 65-space parking garage within the medical office building, for a total parking space count of 228 spaces. The Future With-Action Scenario would not result in the creation of any additional parking, and proposed landscaping and circulation improvements would result in a loss of 20 spaces within the existing parking lot, bringing the total available spaces down to 143.

Table 1-2, RWCDS Analysis Increments

	Future No-Action Scenario	Future With-Action Scenario	RWCDS Analysis Increment
Proposed Building Height (FT)	95 FT	185 FT	+90 FT
Residential Uses			
GSF	386,390 GSF	743,398 GSF	+357,008 GSF
Affordable Dwelling Units[1]	360	768	+408
Total Dwelling Units	366	770	+404
Residents	882	1,856	+974
Commercial Uses			
GSF	0 GSF	10,898	+10,898 GSF
Community Facility Uses			
GSF	213,616 GSF	16,095 GSF	-197,521 GSF
Parking Facilities			
Garage Spaces	65	0	-65 Garage Spaces
Accessory Spaces	163	143	-20 Accessory Spaces
Total Parking	228	143	-85 total spaces

Note(s): [1] Includes between 82 and 123 would be made affordable pursuant to MIH, dependent on the option chosen, with the remainder made affordable pursuant to HPD's ELLA program, facilitated through regulatory agreements with both HPD and HDC.

Figure 1-1, Future No-Action Scenario Massing

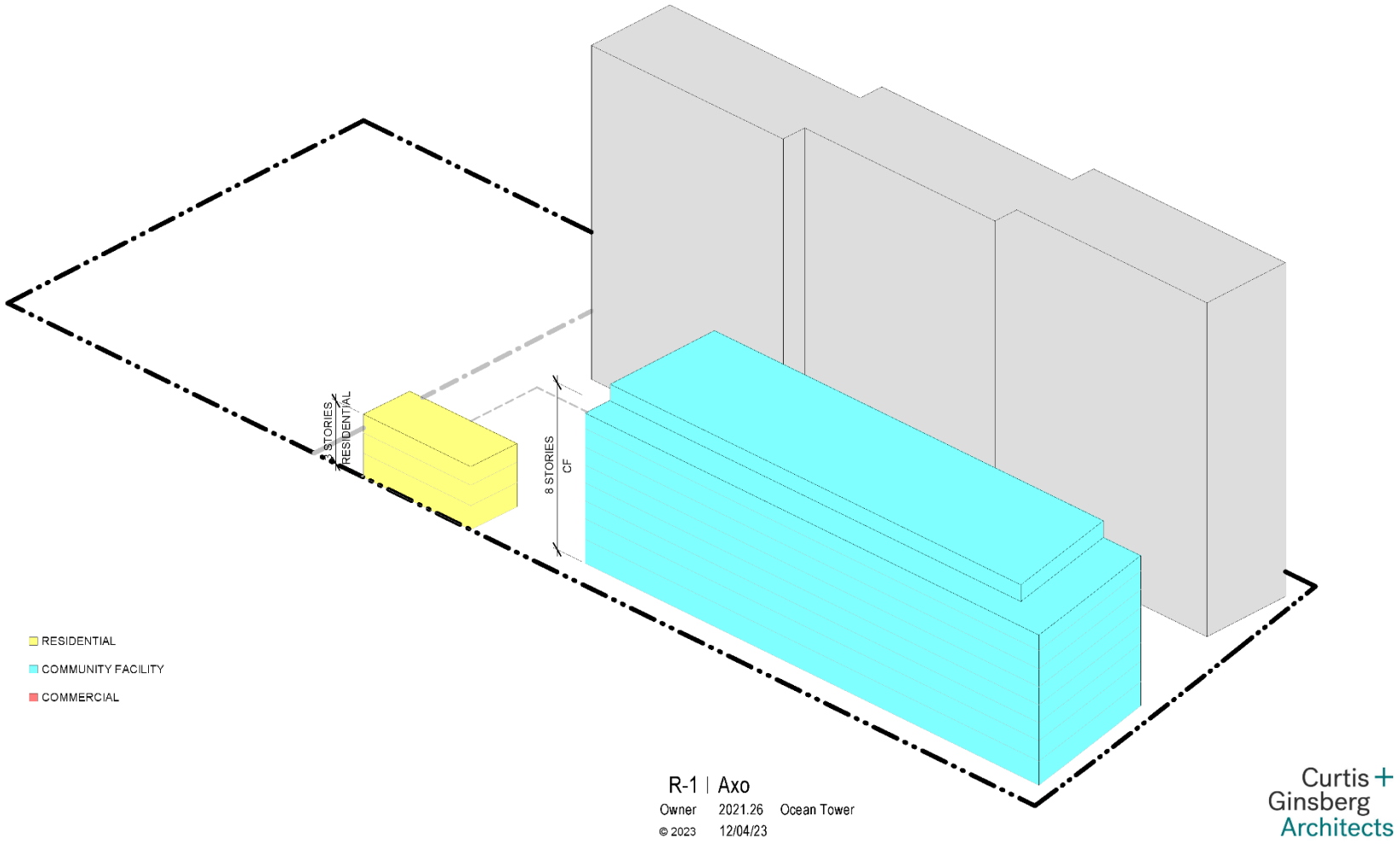
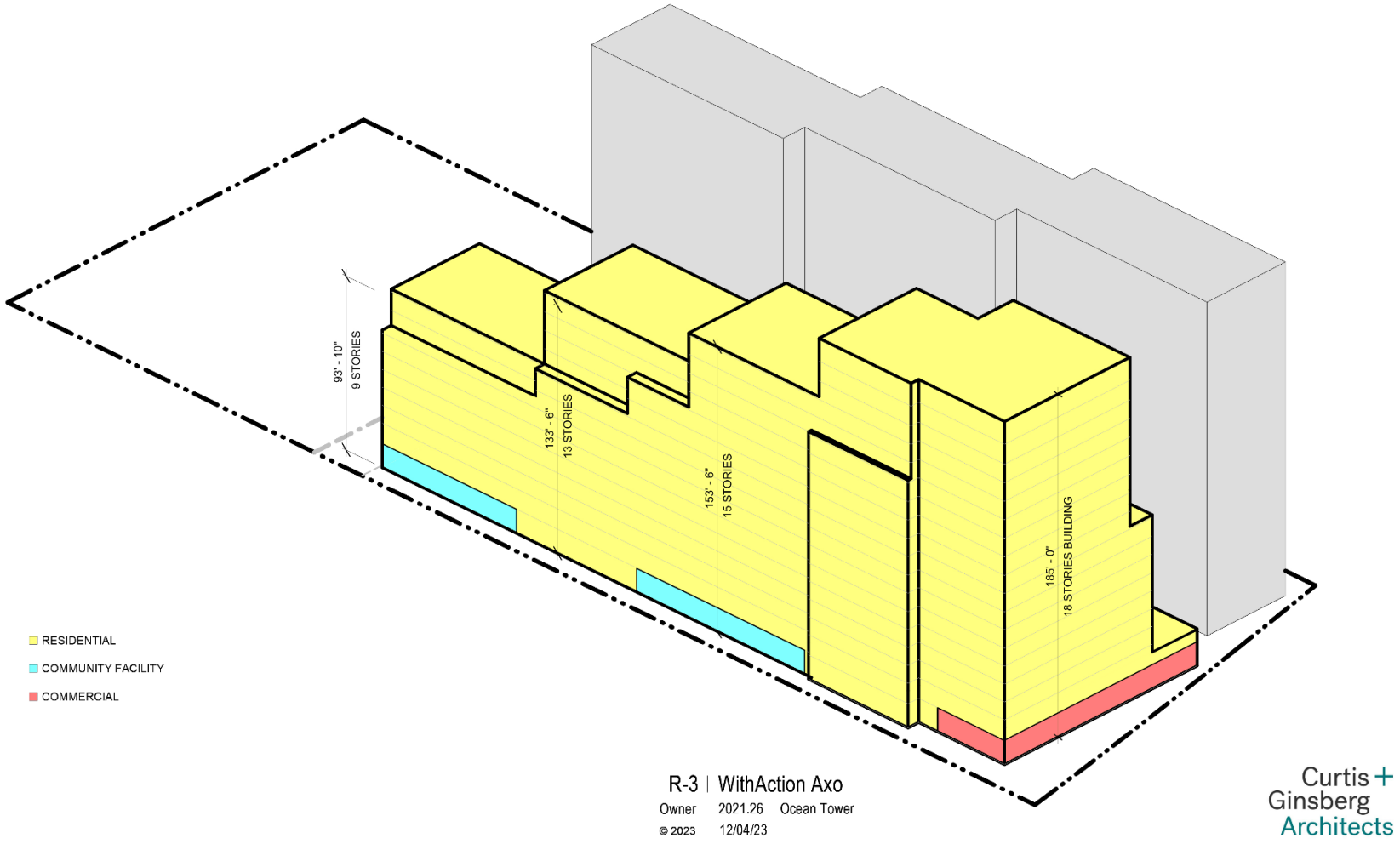


Figure 1-2, Future With-Action Scenario Massing



2 LAND USE, ZONING, AND PUBLIC POLICY

2.1 Introduction

The *2021 CEQR Technical Manual* recommends procedures for the analysis of land use, zoning, and public policy to ascertain the impacts of a project on the Surrounding Area. Land use, zoning, and public policy are described in detail below. This section considers existing conditions, development trends, zoning, and other public policies in relation to the Project Site and its associated Study Area, as well as the larger area in which the Proposed Actions may have an effect. As these Proposed Actions are subject to New York City's Waterfront Revitalization Program (WRP), a preliminary assessment of Land Use, Zoning, and Public Policy is required.

2.2 Methodology

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

The analysis then focuses on the project's compatibility and consistency with surrounding land uses, zoning, and applicable public policies as they would exist in the future without the project. Finally, the analysis should determine whether the project would have the ability to generate land use change in the study area. This analysis addresses the interplay between the Proposed Project in its particular location and conditions in the surrounding area. Key conditions most often include the size, use, and special characteristics of the development expected with the proposed project; the current and anticipated land use trends; linkages among land uses; presence (or absence) of underutilized properties appropriately zoned for the expected new use; and zoning or other public policies in the area that promote, permit, or prohibit the development of the expected new use.

Existing land uses were determined by reference to the New York City Zoning and Land Use (ZoLa) database and PLUTOTM 24v4 shapefiles in conjunction with an in-person survey of the area. The evaluation of lots within the 400-foot Study Area was performed with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No-Action and Future With-Action Conditions. Public Policy research was performed through an evaluation of the NYC Department of City Planning (DCP) and other city agencies' programs and documentation.

2.3 Preliminary Land Use, Zoning, and Public Policy Analysis

2.3.1 Land Use

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

Existing Conditions

Project Site

The Project Site is comprised of one, 3.53-acre, rectangular tax lot in the Coney Island neighborhood of Brooklyn (Block 7055, Lot 13). The Project Site is generally bounded by West 24th Street to the east, Surf Avenue to the south, West 25th Street to the west, and residential uses fronting along

Mermaid Avenue to the north. The Project Site is developed with a 19-story, 380,000-GSF residential building containing 360 residential dwelling units, all of which are affordable, located in the eastern half of the site. This building is accessed from multiple points along its West 24th Street frontage. Additionally, the northern portion of the Project Site is developed with a 163-space, 47,524-square-foot (-sf) surface parking lot, accessed from a curb cut along West 24th Street. The western half of the property south of the parking lot is undeveloped, fenced off, and not accessible to residents or the public. See **EAS Form Figure 1, Project Site Location Map** and **EAS Form Figure 5, Project Site Aerial and Photograph Key** for a general visualization of the location of the Project Site and its location within the larger Coney Island neighborhood.

Study Area

Areas east and west of the Project Site are developed similarly to the Project Site itself, with large "tower-in-the-park" style developments featuring high-rise buildings on open, landscaped plots on land. Surf Playground and the P.S. 288 The Shirley Tanyhill Middle School are also located directly adjacent to the Project Site to the west. South of the Project Site is a mixture of tower-in-the-park residential development, transportation and utility uses (including a NYC Parks storage facility and administration building), and community facility uses (including adult care, nursing, and rehabilitation centers). Further south is the Coney Island Beach and Boardwalk with the Atlantic Ocean beyond. Immediately north of the Project Site along the south side of Mermaid Avenue are small-scale mixed-use residential and ground floor commercial development with primarily one- and two-family residential development beyond, interspersed with tower-in-the-park development and parking facilities.

Future No-Action Scenario

Project Site

Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant would develop the undeveloped portion of the Project Site with a nine (9) story, 213,616 GSF / 150,508 ZSF medical office facility (0.98 FAR), rising to a maximum height of 95 feet and featuring 65 off-street parking spaces in a parking garage. In addition, a 6,390 GSF (0.04 FAR), three (3) story residential building containing six (6) dwelling units could be developed with the remaining available residential density at the Project Site under the existing R6 district.

Study Area

Based on a review of NYC's Active Major Construction [3] (AMC) and Zoning Application Portal [4] (ZAP) databases on January 10, 2025, there is one development within the 400-foot Study Area to be considered under the Future No-Action Scenario. A three-story, 61,100-GSF community center at 2920 West 23rd Street (Block 7056, Lot 14) in the Coney Island neighborhood of Brooklyn is currently under construction, assumed to be completed by the 2029 Project Build Year (NYC Department of Buildings Job No. 321189628).

Future With-Action Scenario

Project Site

Based on the foregoing, the Future With-Action Scenario would result in the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of

[3] https://nycdob.github.io/DOB_Dashboards/layouts/two-and-one/Active_ConstructionTM_withGraphs, accessed January 10, 2025
[4] https://zap.planning.nyc.gov/projects, accessed January 10, 2025

which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. The Future With-Action Scenario would also include up to 16,095 GSF (7,782 ZSF) and 10,898 GSF / ZSF of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

Study Area

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

Conclusions

The proposed mixed-use multi-family residential, groundfloor retail, and groundfloor community center spaces would be consistent with the existing land use character of the Project Site and associated study area. The Project Site is already developed with a large, multi-family affordable residential building, such that the new multi-family affordable residential building would reinforce the land use character of the Project Site. The proposed groundfloor retail and community facility spaces would also reinforce the land use character of the area, as there are groundfloor retail uses on the northern portion of Brooklyn Tax Block 7055, while community facility spaces currently exist and / or are under construction at Brooklyn Tax Block 7056 immediately east of the Project Site (NYC Department of Buildings Job No. 321189628).

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

2.3.2 Zoning

Existing Conditions

Project Site

The Project Site is within a mapped R6 zoning district (see **EAS Form Figure 3**). R6 districts are widely mapped in medium-density areas of the city and cover a wide range of building types. The R6 zoning district permits a standard residential FAR of 2.2, increasing to 3.9 when utilizing the Universal Affordability Preference (UAP; with a maximum community facility FAR of 4.80), with a 30-foot rear yard requirement. The maximum base height along wide streets (i.e., Surf Avenue) is 65 feet, with a maximum overall building height of 125 feet. Parking is required for 50 percent of all market rate dwelling units and 25 percent of all income-restricted dwelling units within R6 zoning districts outside of the "Outer Transit Zone."

Pursuant to height factors regulations, R6 districts permit residential FARs ranging from 0.78 to 2.43 (dependent on utilization of inclusionary housing bonuses) and a maximum community facility FAR of

4.8, with a minimum rear yard requirement of 30 feet. Building height is regulated by a sky exposure plan beginning at 60 feet above ground. Parking requirements vary, generally requiring parking for 70 percent of dwelling units in a group parking facility, with reductions for reduced income and senior development and development on small lots (0 to 15,000 SF).

Study Area

Mapped zoning districts within the Study Area include the R5 and R6 districts, both of which feature C1-2 commercial overlays along their respective Mermaid Avenue frontages (see **EAS Form Figure 3**). Area and bulk regulations of each district within the Study Area are described below (with the exception of the R6 district, described above), as well as detailed in **Table 2-1**.

R5 Zoning District

R5 districts are widely mapped districts intended for neighborhoods with an assortment of housing types at densities higher than those found in R3-2 or R4 Districts, and are often transition districts between medium and lower density areas. These districts allow all types of residences in a variety of housing types. R5 districts permit a standard maximum residential FAR of 1.5, increasing to 2.0 at qualifying residential sites (with a maximum community facility FAR of 2.0), with minimum front, rear, and side yard requirements of 10, 30, and 5 feet, dependent on housing type, respectively. The maximum permitted building height is 55 feet, with a maximum base height of 45 feet. Parking is required for 85 percent of all market rate dwelling units and 42.5 percent of all income-restricted dwelling units within R5 zoning districts outside of the “Outer Transit Zone.”

C1-2 Commercial Overlay Districts

C1-2 commercial overlay districts are commercial overlays mapped within residence districts. Mapped along streets that serve local retail needs, they are found extensively throughout the city’s lower- and medium-density areas and occasionally in higher-density districts. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 through R10 districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk rules.

Table 2-1, Existing Zoning District Regulations

Zoning District	Type and Use Group	Floor Area Ratio (FAR)	Parking
R5	Low Density Res	1.5-2.0 FAR – Res	85% MR
	UGs I-IV	2.0 FAR – CF	42.5% IRH
R6	High Density Res	3.90 FAR – Res	50% MR
(Quality Housing)	UGs I-IV	4.80 FAR – CF	25% IRH
C1-2	Com - Local Retail	1.00 FAR - Com (R1-R5B)	1 per 300 sf
Commercial Overlay	UGs I-X	2.00 FAR - Com (R5B - R10X)	

Res = Residential; Com = Commercial; CF = Community Facility; MR = Market Rate; IRH = Income Reduced Housing

Future No-Action Scenario

Project Site

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

Study Area

Based on a review of NYC's ZAP [5] database on November 30, 2024, no changes to zoning are proposed within the 400-foot Study Area that would change existing land uses by the Project Analysis Year of 2029.

Future With-Action Scenario

Project Site

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

1. Zoning Map Amendments:
    a. From an R6/C1-2 zoning district to an R6 district (reducing the depth of the existing C1-2 overlay from 150 feet to 100 feet) along the Project Site's frontage parallel to Mermaid Avenue.
    b. From an R6 zoning district to an R7-3 district (mid-block) and
    c. From an R6 zoning district to an R7-3/C2-4 zoning district along the Project Site's Surf Avenue frontage.
2. Zoning Text Amendment:
    a. A zoning text amendment to the Zoning Resolution ("ZR") to amend Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 13 to designate the Project Area as a Mandatory Inclusionary Housing ("MIH") Area, with MIH Options 1 and 2.
3. Special Permit(s):
    a. Pursuant to ZR § 74-743 (Special provisions for bulk modifications) to locate the buildings within a large-scale general development at the Project Site without regard to lot coverage, height, setback, and minimum distance between wall and windows; The Applicant is specifically seeking a waiver of:

[5] https://zap.planning.nyc.gov/projects, accessed January 9, 2024

i. Interior Lot Coverage: ZR § 23-362(b) to permit an interior lot coverage of 78.38 percent (a maximum of 50 percent is permitted for buildings utilizing the eligible site provisions of Section 23-434);
ii. Street Wall / Base Height: ZR §23-432 to allow variable base heights over 105 feet (105 feet is the maximum permitted base height); and
iii. Window-to-Wall Minimum Distance: ZR § 23-371 to permit a 30-foot building containing residences to any other building distance (40-foot minimum is required).

b. Pursuant to ZR § 74-52 to reduce the required parking for the Proposed Project and the existing building from 167 spaces to 143 spaces (117 spaces required pursuant to the CO and an additional 50 are required for the Proposed Project).

Table 2-2 below compares and highlights different zoning district requirements under the Future No-Action and Future With-Action Scenarios. Additionally, **EAS Form Figure 3** visualizes the difference in the zoning maps at the Project Site under the Future No-Action and Future With-Action Scenarios.

Table 2-2, Zoning District Area and Bulk Regulations, Future No-Action and With-Action Scenarios

	Future No-Action Scenario Zoning District	**Future With-Action Scenario Zoning Districts**		
Area and Bulk Regulations	***R6***	***R6***	***R7-3***	***R7-3 w/ C2-4***
Maximum Permitted FAR	3.90 FAR – Res 4.80 FAR – CF	3.60 FAR – Res 4.80 FAR – CF	6.00 FAR – Res 6.50 FAR – CF	6.00 FAR – Res 2.00 – Com 6.50 FAR – CF
Permitted Use Groups	UGs I-IV	UGs I-IV	UGs I-IV	UGs I-X
Maximum Stories / Building Height	12 / 125 FT	12 / 125 FT	18 / 185 FT	18 / 185 FT
Required Streetwall / Base Height	65 FT	65 FT	105 FT	105 FT
Required Minimum Rear Yard	30 FT	30 FT	30 FT	30 FT
Required Minimum Lot Coverage	100%	100%	70%	70%

Res = Residential; Com = Commercial; CF = Community Facility; MR = Market Rate; IRH = Income Reduced Housing

Study Area

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

Conclusions

Block 7055 is characterized by four different land use patterns: residential with ground floor retail or community facilities uses, parking, all-residential, and undeveloped land. Along Mermaid Avenue, the block is occupied by three-story attached buildings with retail on the ground floor and residential above, with the rear of these lots occupied by a common accessory parking lot. A parking lot accessory to the residential buildings is located along West 24th Street; the parking lot extends approximately 335 feet further south from Mermaid Avenue. Along West 24th Street to the south of the parking lot, there are three contiguous 19-story residential buildings. Along West 25th Street, to the south of the parking lot, is undeveloped land where the Proposed Project will be constructed. With the approval of the Proposed Action, the Applicant intends to build a 410-dwelling unit, an affordable building of varying heights (from 8 to 18 stories) with the tallest portion along the 120-foot-wide Surf Avenue and stepping down toward the midblock. The immediate area is dominated by high-rise buildings. Within two blocks

of the site, there are five (5) existing buildings of 16 stories or more and six (6) buildings of 11-16 stories. The building sections step up.

The proposed R7-3 zoning district would maximize housing opportunities in a configuration that is contextual with the existing building on the zoning lot and with nearby high-rises. The R7-3 zoning district has been previously mapped in Coney Island for the 21-story Ocean Drive development located approximately 2,400 feet east of the Project Site, and therefore approximately 0.5-mile further from the nearest subway station (i.e., the Stillwell Avenue subway station serving the four subway lines the N, D, Q and F). It is noted that there are also several applications before the City and DCP with proposals to establish R7-3 as a new generic zoning district.

The proposed R7-3 district would be mapped south of a line 300 feet from Mermaid Avenue. This would leave a 300-foot deep R6 district measured from Mermaid Avenue that would better reflect the existing development (three-story residential buildings with groundfloor commercial uses and accessory parking in the rear) than the higher residential density permitted by the R7-3 zoning district. Between 1967 and 2018, the City adopted at least three rezonings in the immediate area that drew zoning boundaries through mid-blocks, such that there is local precedent for the Proposed Actions. [6]

As commercial uses along Mermaid Avenue are limited to a depth of 100 feet, it is proposed to reduce the depth of the current C1-2 commercial overlay to a depth of 100 feet as well. A C2-4 commercial overlay is proposed for the Surf Avenue frontage to a depth of 125 feet from Surf Avenue. As Surf Avenue is not at a right angle to West 24th and 25th Streets, the design of the proposed building would angle away from Surf Avenue to allow additional light and air to reach the Surf Playground along Surf Avenue between West 25th and West 26th Streets. The 125-foot depth for the C2-4 district would allow sufficient commercial depth to accommodate the contemplated supermarket. A C2-4 overlay district is also the best choice for a commercial overlay district, as C2 districts offer more flexibility for potential commercial tenants. C2-4 districts have been mapped repeatedly by the City in Coney Island in recent years, including the 2009 Coney Island Rezoning, on both Mermaid and Neptune Avenues between West 28th and West 29th Street, and in conjunction with the mapping of the R7-3 district for the Ocean Drive development at West 35th and West 36th Streets.

Based on the foregoing, it is anticipated that the Zoning Map and Text Amendments and Large-Scale General Development Special Permit would both complement and reinforce existing zoning districts and zoning trends in the larger Coney Island neighborhood. As such, no significant adverse zoning impacts associated with the Proposed Actions are anticipated, and no further analysis is warranted.

2.3.3 Public Policy

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

[6] (1) 1967, CP 19594, M1-2 mapped between West 20th and 21st Streets at a depth of 300 feet from Neptune Avenue; (2) 2009, C090179 ZMK. R7-2 mapped between West 229th and 30th Streets at a depth of 460 feet from Mermaid Avenue; and (3) 2018, C 170240ZMK, R6, and R6A mapped at different depths between west 28th and 29th Streets between Neptune and Mermaid Avenues.

Existing Conditions

The Project Site is located within a NYC Food Retail Expansion to Support Health (FRESH) program zone, the NYC Coastal Zone Boundary (and therefore subject to the NYC Waterfront Revitalization Program (WRP)), and a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area (SFHA). Additionally, due to its waterfront location, the Project Site is also subject to the 2020 NYC Comprehensive Waterfront Plan (CWP). A description of these policies and an assessment of their applicability to the Future With-Action Scenario is provided below. While the Future With-Action Scenario is not a large, publicly sponsored project, an assessment of the applicability to OneNYC 2050 is also provided below.

The Project Site is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), or the New York City Landmarks Law.

NYC FRESH Program

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

- *Real Estate Tax Deductions*:
  - Land tax abatement for 25 years equal to $500 multiplied by each full-time employee or part-time equivalent at the time of application (or the full value of the land tax for projects located within Empire and Empowerment Zones).
  - Stabilization of building taxes based on pre-improvement assessed value for 25 years (benefit reduced in years 22 through 25).
- Sales Tax Exemptions:
  - Exemption from the 8.875 percent sales tax on materials to construct, renovate, or equip facilities.
- Mortgage Recording Tax Deferral:
  - Deferral of mortgage recording tax relating to the project's financing, equal to 2.05 percent for mortgages of $500,000 or less, and 2.80 percent for mortgages greater than $500,000.
- Additional Development Rights:
  - One additional square foot of residential floor area in mixed-use buildings for every square foot provided for a grocery store, up to a 20,000 square foot limit.
- Reduction in Required Parking:
  - No parking is required for grocery stores up to 40,000 square feet in commercial districts that permit residential buildings with ground floor retail
  - First 15,000 square feet of grocery retail space exempt from parking in other Commercial and Light Manufacturing districts
- Larger As-of-Right Stores in Light Manufacturing Districts

NYC Coastal Zone Boundary / NYC Waterfront Revitalization Program

The Project Site is located within the NYC Coastal Zone Boundary (see **EAS Form Figure 7**). The Coastal Zone Boundary defines the geographic scope of New York City's WRP. Pursuant to Federal statute, the boundary encompasses all land and water of direct and significant impact on coastal waters. The NYC WRP establishes the City's policies for waterfront planning, preservation, and development projects to ensure consistency over the long term. The goal of the program is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing any potential conflicts among these objectives. The WRP is authorized by New York State's Waterfront Revitalization of Coastal Areas and Inland Waterways Act, which was enacted in response to the Federal Coastal Zone Management Act and allows municipalities to participate in the State's Coastal Management Program by creating their own local Waterfront Revitalization Program.

FEMA Special Flood Hazard Area (SFHA)

FEMA Special Flood Hazard Areas are defined as areas that will be inundated by the flood event having a one-percent chance of being equaled or exceeded in any given year. The one-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded), are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

Pursuant to FEMA 2015 Preliminary Flood Insurance Rate Map (FIRM) data, the Project Site is located within an SFHA Zone AE with a Base Flood Elevation of 11 feet. AE flood zones are areas that present a one percent annual chance of flooding and a 26 percent chance over the life of a 30-year mortgage, according to FEMA. Most AE flood zones are located near floodplains, rivers, and lakes, though low-lying regions without large bodies of water may also be classified under this designation. Since these areas are prone to flooding, homeowners with mortgages from federally regulated lenders are required to purchase flood insurance through the National Flood Insurance Program (NFIP). Development in such high-risk zones comes with numerous regulations laid out by the American Society of Civil Engineers (ASCE), including, but not limited to:

- The elevation of the lowest floor in a structure must be at or above the zone's base flood elevation.
- Enclosed areas below the base flood elevation (BFE) or lowest floor cannot be used as living spaces.
- All electrical, plumbing, and HVAC equipment must be elevated to or above the area's BFE.

NYC 2020 Comprehensive Waterfront Plan

The 2020 CWP builds upon the vibrancy of today's waterfront while also putting forth new strategies for an equitable, resilient, and healthy waterfront in the face of climate change. The Plan is organized by six topic areas, each with its own vision for the next 10 years of NYC's waterfront. Each topic area includes a set of goals to advance a vision for a more equitable, more resilient, and healthier waterfront. Each goal is followed by strategies that the City has identified that achieve the specific goals.

OneNYC 2050 (Formerly PlaNYC)

OneNYC 2050 is New York City's long-term strategy and Green New Deal to confront the climate crisis, achieve equity, and strengthen democracy so that people can build a strong and fair city. It covers eight strategies: a vibrant democracy, an inclusive economy, thriving neighborhoods, healthy lives, equity and excellence in education, a livable climate, efficient mobility, and modern infrastructure.

Future No-Action Scenario

No changes to any policies applicable to the Project Site, including the NYC FRESH program and NYC Coastal Zone Boundary. NYC WRP, One NYC, or the NYC Waterfront Comprehensive Plan are anticipated under the Future No-Action Scenario.

Future With-Action Scenario

The analyses below assess the Future With-Action Scenario's consistency with the applicable public policies identified above in the **Existing Conditions** section. Additionally, the Future With-Action Scenario includes a Zoning Text Amendment to establish an MIH area at the Project Site, such that a consistency assessment with NYC's Housing New York public policy is also warranted.

Housing New York

The Proposed Actions include a Zoning Text Amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 2, Brooklyn, to establish the Project Site as an MIH Area under Program Option 1, as well as make all dwelling units constructed under the Future With-Action Scenario affordable. As such, a consistency analysis with the Housing New York policy is warranted.

Carried out by Housing Preservation and Development (HPD), Housing New York is a plan to build or preserve 300,000 affordable homes by 2026. The plan outlines a comprehensive set of policies and programs to address the city's affordable housing crisis and retain the diversity and vitality of its neighborhoods. An analysis was provided for the Proposed Actions regarding how the Housing New York public policy would or would not be promoted in the No-Action and With-Action conditions.

In the future with the Proposed Actions, the Future With-Action Scenario would result in the construction of 410 new dwelling units at the Project Site, 408 of which would be made affordable to a range of incomes below AMI (of which, between 82 to 123 would be made affordable dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), with two (2) units set aside for building superintendents. The development would help foster diverse and livable neighborhoods with the mixed-use building consisting of residential, commercial, and community facility uses on an underutilized portion of the Project Site and ensure the housing supply increases in an equitable way, building new affordable housing units for the local community.

Based on the foregoing, the Proposed Actions are consistent with the goals of Housing New York, and no further analysis is necessary.

NYC FRESH Program

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

NYC Coastal Zone Boundary / NYC Waterfront Revitalization Program

An analysis of the Future With-Action Scenario's consistency with the applicable regulations of the NYC WRP is included in **Appendix A** of this EAS, including the completed NYC WRP Form,

associated supplemental narrative, and flood elevation worksheet. As indicated in that documentation, the Future With-Action Scenario would be consistent with the applicable regulations of the NYC WRP, and no further analysis is required. Pursuant to information provided by the Lead Agency, the WRP assessment was approved on May 21, 2025 (WRP No. 23-035).

FEMA Special Flood Hazard Area (SFHA)

The Future With-Action Scenario would comply with all applicable regulations governing development within the FEME SFHA Zone AE. Refer to the NYC WRP assessment in **Appendix A** of this EAS for a detailed discussion of the Future With-Action Scenario's fulfillment of requirements for development within the FEMA SFHA AE Zone.

Based on the foregoing, the Future With-Action Scenario would obey all applicable requirements of development within the FEMA SFHA AE Zone, and no further analysis is required.

NYC 2020 Comprehensive Waterfront Plan

One goal associated with the "Climate Resiliency and Adaptation" topic areas of the 2020 CWP is relevant to the Future With-Action Scenario, identified and discussed below.

Preserve and create new housing for a mix of incomes in appropriate locations and provide waterfront residents with new resources to manage flood impacts on their homes.

The Future With-Action Scenario would result in the construction of a new residential development with 410 new dwelling units at the Project Site, all of which would be made affordable to a range of incomes below AMI (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC). Pursuant to 2017-21 American Community Survey Data, approximately 27.4 percent of the population within the Coney Island neighborhood lives below the poverty line, compared to 18.8 percent in Brooklyn and 17.0 percent in New York City as a whole, pointing to a significant need for affordable housing in the area of the Project Site.

The Future With-Action Scenario would comply with the applicable regulations of the NYC WRP, including the placement of dwelling units and critical building systems above the BFE, ensuring that future residents would be protected during potential flood events.

Based on the foregoing, the Future With-Action Scenario would promote this policy of the 2020 CWP.

OneNYC 2050 (Formerly PlaNYC)

The Future With-Action Scenario would support the "Thriving Neighborhoods" goals and initiatives of OneNYC 2050, which include ensuring all New Yorkers have access to safe, secure, and affordable housing. Development of affordable housing at the Project Site would address the need for such housing, both in the Coney Island neighborhood of Brooklyn and New York City as a whole. Pursuant to 2017-21 American Community Survey Data, approximately 27.4 percent of the population within the Coney Island neighborhood lives below the poverty line, compared to 18.8 percent in Brooklyn and 17.0 percent in New York City as a whole, pointing to a significant need for affordable housing in the area of the Project Site.

Conclusions

As discussed in this section, the Future With-Action Scenario would be consistent with and reinforce applicable goals, policies, and objectives of Housing New York, the FRESH Program, the NYC WRP,

FEMA SFHAs, the 2020 CWP, and OneNYC 2050. As such, the Proposed Actions are not anticipated to result in any significant adverse public policy impacts, and no further analysis is warranted.

3 SOCIOECONOMIC CONDITIONS

3.1 Introduction

According to the *2021 CEQR Technical Manual*, an analysis of socioeconomic conditions is conducted to determine whether a proposed project would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of an area. The *2021 CEQR Technical Manual* considers the socioeconomic character of an area to include its population, housing, and economic activity.

3.2 Methodology

The *2021 CEQR Technical Manual* primarily considers four types of potential impacts relative to socioeconomic conditions: direct residential displacement, direct business displacement, indirect residential displacement, and indirect business displacement. The *2021 CEQR Technical Manual* recommends performing an analysis of socioeconomic conditions if a project would directly displace residents or businesses, or if a project has the potential to indirectly displace them by altering one or more of the underlying forces that shape socioeconomic conditions in an area. If a project is expected to directly displace 500 residents or 100 workers by, for example, requiring the demolition of existing residential or commercial buildings, the *2021 CEQR Technical Manual* considers that this may have a significant impact on the socioeconomic conditions of the study areas. Further, a proposed project may result in significant changes to the socioeconomic conditions of a study area if the project introduces more than 200 dwelling units or 200,000 square feet.

3.2.1 Direct Residential Displacement

The area of the Project Site to be redeveloped under the Future With-Action Scenario is currently undeveloped and landscaped; this area is fenced off and is not accessible to either residents of the existing residential building at the Project Site or otherwise. As such, the Future With-Action Scenario would not result in any direct residential displacement impact, such that no direct residential displacement analysis is required.

3.2.2 Direct Business Displacement

That portion of the Project Site to be redeveloped under the Future With-Action Scenario is currently vacant, inaccessible land, such that its redevelopment under the Future With-Action Scenario would not directly displace any existing businesses, and no further analysis is required.

3.2.3 Indirect Residential Displacement

The Future With-Action Scenario would result in an incremental increase of 404 total dwelling units at the Project Site, a net increase of more than 200 dwelling units. Therefore, a preliminary assessment of socioeconomic conditions for indirect residential displacement is required and is provided below in **Section 3.3.2**.

3.2.4 Indirect Business Displacement

The *2021 CEQR Technical Manual* states that there may be an indirect business displacement impact when any of the following is true:

- The project would directly displace more than 100 employees;
- A commercial development contains more than 200,000 square feet of space that is “markedly different than existing uses”;

- The project would add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that specific categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets (i.e., retail market saturation); and / or
- Certain regulatory changes that could cause adverse impacts to specific industries.

As discussed above, the portion of the Project Site to be redeveloped under the Future With-Action Scenario is currently undeveloped and inaccessible. As such, none of the criteria or thresholds for indirect business displacement would be met, including direct employee displacement, development of 200,000 square feet of commercial development, creation of commercial retail concentrations, or result in industry-related regulatory changes. Based on the foregoing, no further analyses related to indirect business displacement are warranted.

3.2.5 Adverse Effects on Specific Industries

Pursuant to the *2021 CEQR Technical Manual*, the need for a preliminary assessment for adverse effects on specific industries is determined when any of the following are true:

- The Future With-Action Scenario would significantly affect business conditions in any industry or any category of businesses within or outside the study area; and/or
- The Future With-Action Scenario would indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

The Future With-Action Scenario would result in the redevelopment of an underutilized portion of the Project Site with a mixed-use residential, commercial, and community facility building featuring 410 residential dwelling units, 10,898 GSF of groundfloor retail space, and 16,095 GSF of community facility floor area in separate groundfloor spaces. The modest commercial and community facility spaces are not anticipated to significantly affect business conditions in any industry or any category of businesses, or indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses. Based on the foregoing, further study regarding adverse effects on specific industries is not warranted.

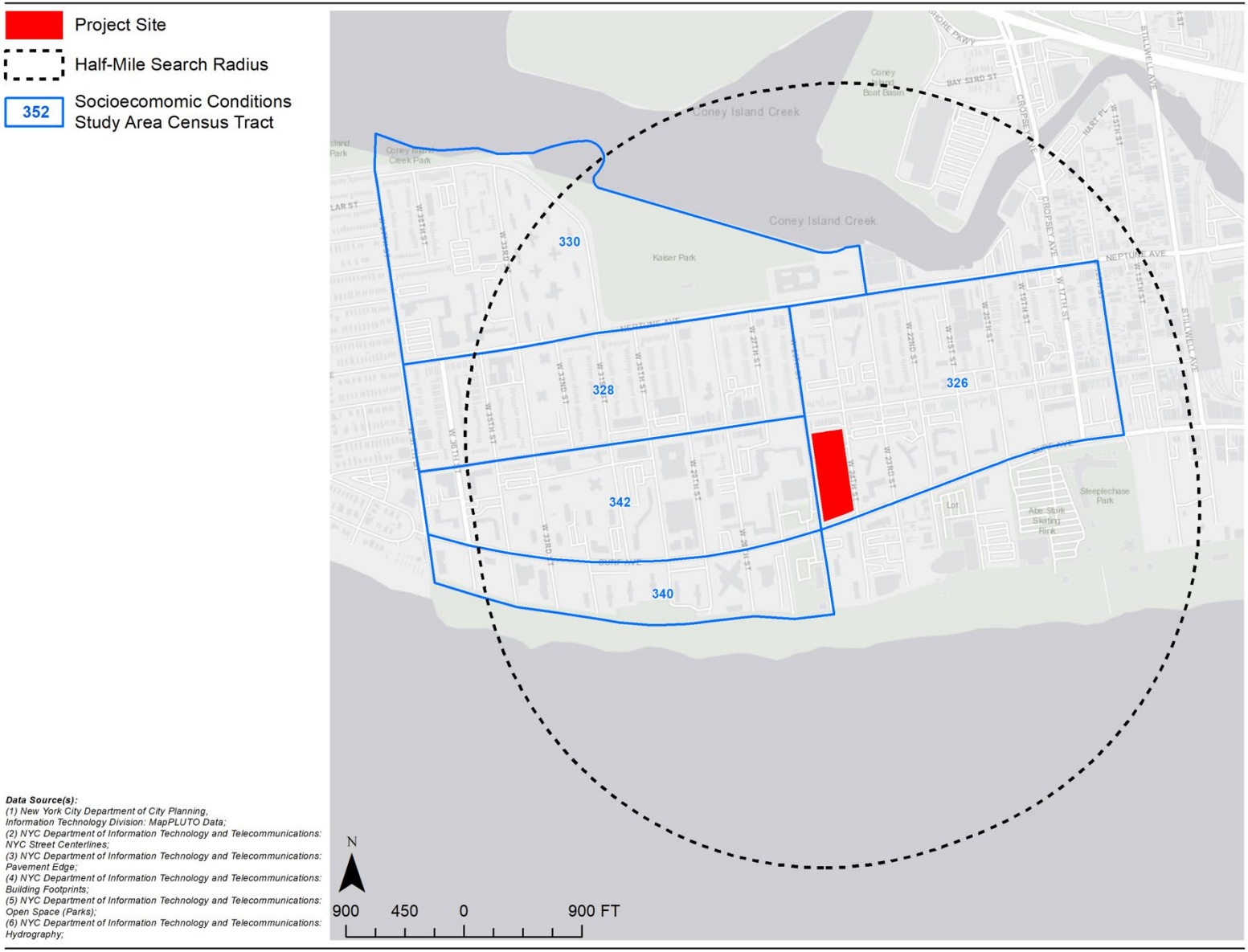
3.3 Preliminary Socioeconomics Conditions Assessment, Indirect Residential Displacement

3.3.1 Socioeconomic Conditions Study Area

Pursuant to the *2021 CEQR Technical Manual*, an Applicant may begin with a 0.25-mile study area radius for the preliminary assessment and, if based on the results of said preliminary analysis, it is determined a broader study area is appropriate, further detailed analyses should utilize a 0.5-mile study area radius; specifically, the *2021 CEQR Technical Manual* suggests that if a project increases the population of the 0.25-mile study area by more than 5 percent, a 0.5-mile radius should be used. As the Future With-Action Scenario is projected to result in an incremental population increase of 986 persons, a 0.5-mile radius was used for a conservative analysis.

As such, those census tracts with 50 percent or more of their area within 0.5-mile of the Project Site were identified for the purposes of this assessment, which included Brooklyn Census Tracts 326, 328, 330, 340, and 342. See **Figure 3-1** for a map of the socioeconomic conditions study area.

Figure 3-1, Socioeconomic Conditions Study Area



3.3.2 Study Area Population Estimates

Existing Conditions

2020 U.S. Decennial Census Data and NYC Department of Buildings (DOB) data were used to determine the existing population count within the study area, the results of which are indicated below in **Table 3-1**.

Table 3-1, Existing Conditions Population Estimates

Census Tract	2020 U.S. Census Population	New Housing Starts 2020 through 2024	Average Household Size[1]	New Housing Starts Additional Population[2]	Estimated Existing Population
Brooklyn 326	7,075	862	2.65	2,199	9,274
Brooklyn 328	3,090	0		0	3,090
Brooklyn 330	4,423	200		510	4,933
Brooklyn 340	1,958	0		0	1,958
Brooklyn 342	7,060	0		0	7,060
TOTAL:	**23,606**	**1,062**	**N/A**	**1,752**	**26,315**

Note(s): [1] Based on 2020 U.S. Census Data
[2] Assumes a vacancy rate of 3.73 percent for new housing units within the identified census tracts, pursuant to 2020 U.S. Census data.

As indicated in **Table 3-1** above, the estimated existing population within the socioeconomic conditions study area is 26,315 persons.

Future No-Action Scenario

Based on a review of NYC DOB records as provided by DCP, there are several active construction permits within the socioeconomic conditions study area that would result in the construction of 476 new dwelling units (including the six (6) dwelling units that would be developed at the Project Site). For the purposes of a conservative analysis, it is assumed all of these units would be constructed by the 2029 Project Build Year, with 452 occupied (assumes a 3.73 percent vacancy rate, consisted with 2020 U.S. Census Data); based on the previously identified average household size of 2.65 persons, this would result in a background growth rate of 1,200 persons by the 2029 Project Build Year. When added to the existing conditions estimated population (26,315 persons), the population for the socioeconomic conditions study area is projected to be 27,515 persons in the 2029 Future No-Action Scenario.

It is noted that potential residential development within the socioeconomics study area associated with NYC DOB active filings was not included in this projection of the Future No-Action Scenario population due to uncertainty around development timelines. Several active filings date back as far as 2012, while more recent filings are unlikely to be completed by the 2029 Project Build Year.

Future With-Action Scenario

As indicated in **Table 1-2**, the Future With-Action Scenario would result in an incremental increase of 974 residents at the Project Site, for a total population of 28,489 persons within the socioeconomic conditions study area. This represents an approximate 3.54 percent increase in population over the Future No-Action Scenario. In determining whether a detailed analysis of potential indirect residential displacement is warranted, *2021 CEQR Technical Manual* Chapter 5, Section 322.1, Step 2, states in part, “if the population increase is greater than 5 percent in the study area as a whole or within any identified subareas, move on to Step 3.” As the population increase is not greater than 5 percent, the analysis presented below includes Steps 1 and 2; further analysis pursuant to Step 3 of the *2021 CEQR Technical Manual* is not required.

Indirect Residential Displacement Analysis, Step 1

Study Area Household Income

Household income characteristics within the 0.5-mile study area are represented by the median household income, the mean household income, and the percentage of households living below the poverty level, in accordance with *2021 CEQR Technical Manual* guidance. The median household income divides the household income distribution into two equal parts. Half of household incomes fall below the median, while the other half of households exceed the median. Unlike the median household income, the mean household income is the amount obtained by dividing the total aggregate income of all households by the number of households, which can therefore be skewed by very small or large values; as a result, the mean household income is typically higher than the median household income given that the top earning households sometimes "skew" the result of the median upward. The percentage of households below the poverty level is also important in forming a comprehensive understanding of household income. The poverty level is determined by the U.S. Census Bureau, which identifies an official poverty measure that compares pre-tax cash income against consumer price thresholds and adjusted for family size.

Referencing the NYC Planning Population FactFinder,[7] as shown below in **Table 3-2**, the median household income within the study area decreased between 2006-10 and 2018-22, from $31,814 to $26,189, while mean household income increased from $43,844 to $50,254; households below the poverty level increased from 24.7 to 34.4 percent. This contrasted with corresponding metrics for Brooklyn and New York City, with median household income for Brooklyn increasing from $54,646 to $74,692 while New York City increased from $63,072 to $76,607 over that time period. Mean income for those geographies over the same time period includes increases from $78,589 to $114,302 in Brooklyn and from $97,706 to $122,667 in New York City. From 2006-2010 to 2018-2022, households below the poverty level decreased in Brooklyn from 18.8 to 15.0 percent, as well as in New York City, from 16.2 to 13.6 percent. Overall, the study area features far lower incomes and higher poverty levels compared to Brooklyn and New York City.

Table 3-2, Socioeconomic Conditions Study Area Selected Income Metrics, 2018-2022 ACS

Geography	Median Household Income ($)	Mean Household Income ($)	Households Below Poverty Level (%)
2006-2010 ACS Data			
Study Area Census Tracts	$31,814	$43,844	24.7
Brooklyn	$54,646	$78,589	18.8
New York City	$63,072	$97,706	16.2
2018-2022 ACS Data			
Study Area Census Tracts	$26,189	$50,254	34.4
Brooklyn	$74,692	$114,302	15.0
New York City	$76,607	$122,667	13.6

Source(s): 2006-10 and 2018-2022 US Census American Community Survey Data

Study Area Market Rent

The US Census Bureau provides information on median contract rents, which reflects the range of rents for units of different sizes and ages/states of repair, and occupants of varying residential durations, including those who may have moved into their units recently, and on the other extreme,

[7] https://popfactfinder.planning.nyc.gov/#11.67/40.7198/-73.9515, accessed January 12, 2024

those who have lived in their units for decades. However, these data are of limited use because they fail to distinguish between units subject to market rents and those units subject to rent regulation. To understand the current trends, particularly trends affecting unregulated rental units, the rental data from ACS should be supplemented by information from real estate brokers and an examination of current rental apartment listings. As the Future With-Action Scenario consists entirely of affordable housing subsidized by City and Federal assistance programs, and is therefore not considered "unregulated rental units," an examination of current rental apartment listings and data from real estate brokers was not undertaken.

Though utilizing the median gross rent from the ACS data to determine market rents in a study area is not recommended, as ACS rents do not distinguish between market and rent-regulated units, often making the data difficult to parse, the value of ACS rent data lies in its ability to show trends over time as opposed to the actual values. Therefore, the 2006-10 ACS and 2018-22 ACS have been adopted to show the trend of rent change in the 0.5-mile study area, Brooklyn, and New York City.

Table 3-3, Socioeconomic Conditions Study Area Median Gross Rent, 2006-10 and 2018-2022 ACS

Geography	2006-10 ACS Median Gross Rent ($)	2018-22 ACS Median Gross Rent ($)	Percent Change (%)
Study Area Census Tracts	$705	$597	-15.3
Brooklyn	$1,281	$1,715	33.9
New York City	$1,343	$1,714	27.6

Source(s): 2006-2010 and 2018-2022 US Census American Community Survey Data

As shown in **Table 3-3** above, in 2006-10 the median gross rent within the 0.5-mile study area was low ($705) compared to median gross rent in Brooklyn ($1,281) and in New York City ($1,343). In 2018-22, the median gross rent within the study area decreased by approximately 15.3 percent to $597, while gross median rents in Brooklyn and New York City increased to $1,715 (+33.9 percent) and $1,714 (+27.6 percent), respectively. As described above, though the ACS median gross rent data is considered to be of limited use, it still indicates that the 0.5-mile study area may have experienced a readily observable trend toward decreasing rents over the last decade. Decreasing rents within the study area over this time period may be attributable to income and poverty trends, as indicated in **Table 3-2**, including a decreasing median household income (from $31,814 in 2006-2010 to $26,189 in 2018-22) and an increased proportion of households below the poverty level (increasing from 24.7 to 34.4 percent from 2006-10 to 2018-22).

Supplemental rent information for the Coney Island neighborhood from the StreetEasy Data Dashboard [8] was also used to understand rent levels in the area. It is noted that this data is considered limited in nature as it is based on real estate listings for the area and not a comprehensive assessment. StreetEasy Data Dashboard rental data for studio, one-, two-, and three-bedroom plus apartments is provided in **Table 3-4** below.

Table 3-4, StreetEasy Median Asking Rent Data for Coney Island as of December 2024

	Studio Apt[1]	One Bedroom Apt	Two Bedroom Apt[2]	Three Bedroom+ Apt
Median Asking Rent	$2,487	$3,160	$3,885	$5,200

Note(s): [1] As of January 2024 (the latest date for which StreetEasy data is available for studio apartments)

As indicated above in **Table 3-4**, the median asking rent within Coney Island as of December 2024 ranges from $2,487 to $5,200 in those unit types for which data is available. It is noted that, pursuant to the StreetEasy Data Dashboard, the median asking rent for all unit types within the Coney Island

[8] https://streeteasy.com/blog/data-dashboard, accessed August 2, 2024

neighborhood is $3,337 as of December 2024. While these rent levels contrast significantly with the rents presented in **Table 3-3**, it should be restated that the StreetEasy data is, at best, limited as it is based on active listings within their platform and not a comprehensive study of rents for the neighborhood.

Further investigation was undertaken regarding gross rent as a percentage of household income (GRAPI).[9] As shown in **Table 3-5** below, as of 2010, households that spend 15% to 30% of their household income on gross rent within the 0.5-mile study area constitute 39.3 percent of the total households paying rent, which decreased to 30.8 percent in 2022. Rent-burdened households that spend 30 percent to 50 percent of their total income on gross rent increased within the study area from 2010 to 2021, from 27.2 to 30.0 percent. The proportion of rent-burdened households located within the study area (27.2 percent) was slightly higher than both Brooklyn and New York City in 2010 (24.3 and 23.6 percent, respectively). However, in 2022, those rates for Brooklyn and New York City remained relatively similar (23.8 and 24.0 percent, respectively), while the proportion of those households located within the study area was much greater (30.0 percent). This points to a need for more affordable housing within the study area, given the much greater proportion of rent-burdened households compared to Brooklyn and New York City.

Overall, rental markets in Brooklyn and New York City appear to be slightly healthier than those in the study area per the 2022 ACS data. Approximately 48.1 and 47.9 percent of households in Brooklyn and New York City, respectively, spend 30 percent or less of their income on rent. Approximately 42.6 percent of households within the study area spend less than 30 percent of their income on rent, indicating that a larger percentage of households in the study area spend more of their income on rent, compared to Brooklyn and New York City.

The number of very rent-burdened households (those spending 50 percent or more of their income on rent) within the 0.5-mile study area increased from 2010 to 2022, from 19.5 percent to 27.5 percent. At the same time, rates in Brooklyn and New York City either decreased or were relatively stable over that period (from 29.3 to 28.1 percent in Brooklyn and from 27.7 to 28.1 percent in New York City).

Table 3-5, Socioeconomic Conditions Study Area GRAPI, 2006-10 and 2018-2022 ACS

Geography	Less than 15%	15 to 30%	30 to 50%	50% or more
2006 – 2010 ACS Data				
Study Area Census Tracts	14.0%	39.3%	27.2%	19.5%
Brooklyn	12.9%	33.4%	24.3%	29.3%
New York City	14.4%	33.2%	23.6%	27.7%
2018 – 2022 ACS Data				
Study Area Census Tracts	11.8%	30.8%	30.0%	27.5%
Brooklyn	14.2%	33.9%	23.8%	28.1%
New York City	14.7%	33.2%	24.0%	28.1%

Source(s): 2006-2010 and 2018-2022 US Census American Community Survey Data

Future With-Action Scenario Projected Rents and Subsidies

Pursuant to information provided by the Applicant, all 410 new dwelling units at the Project Site, 408 of which would be affordable (of which, between 82 to 123 would be made affordable dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA

[9] The comparisons between the GRAPI values for the 0.5-mile study area and that of Brooklyn and New York City are statistically valid as the margin of error of the difference is no larger than 1/3 of the difference itself.

program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. See **Table 3-6** for a breakdown of unit types, rent per applicable AMI range, and other details, as provided by the Applicant, are provided below in.

Table 3-6, Future With-Action Scenario Dwelling Unit Information

	Studio	One Bedroom	Two Bedroom	Three Bedroom
27 Percent Qualified Income AMI Limit				
Number of Units	4	19	14	4
Monthly Rent	$545	$693	$814	$959
40 Percent Qualified Income AMI Limit (Considered Formerly Homeless)				
Number of Units	8	28	20	6
Monthly Rent	$215	$283	$425	$512
47 Percent Qualified Income AMI Limit				
Number of Units	5	50	34	12
Monthly Rent	$1,031	$1,300	$1,543	$1,767
57 Percent Qualified Income AMI Limit				
Number of Units	4	15	15	8
Monthly Rent	$1,274	$1,604	$1,907	$2,189
77 Percent Qualified Income AMI Limit				
Number of Units	42	69	32	19
Monthly Rent	$1,760	$2,211	$2,636	$3,031

As indicated in **Table 3-6** above, studio units in the Future With-Action Scenario would feature rents ranging from $215 to $1,760, while one-bedroom units would feature rents ranging from $283 to $2,211. Two- and three-bedroom units would feature rents ranging from $425 to $2,636 and from $512 to $3,031, respectively. As previously discussed, 408 units would be set aside as affordable to households earning between 27 and 77 percent of AMI (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC). Pursuant to **Table 3-7** below, the Future With-Action Scenario would introduce a new population with overall average incomes ranging from $30,618 (one-person family size at 27 percent AMI) to $164,703 (eight-person family size at 77 percent AMI). As indicated in **Table 3-2** and **Table 3-3**, the median income and median gross rent for this area are $26,189 and $597, respectively. The Future With-Action Scenario would offer 12 studio units and 47 one-bedroom units (59 units total, approximately 14.5 percent of the total amount of rentable dwelling units) to income ranges of 27 to 40 percent of AMI, with rents ranging from $215 to $545 for a studio unit and $283 to $693 for a one-bedroom unit. These rents are generally consistent with the $575 median gross rent for the study area. However, given that there would be offerings for income ranges higher than the $26,189 median household income, this analysis is required to continue to Step 2.

Table 3-7, 2025 New York City AMI [10]

Family Size	27% AMI	40% AMI	47% AMI	57% AMI	77% AMI	100% AMI
1 Person	$30,618	$45,360	$53,298	$64,638	$87,318	$113,400
2 Persons	$34,992	$51,840	$60,912	$73,872	$99,792	$129,600
3 Persons	$39,366	$58,320	$68,526	$83,106	$112,266	$145,800
4 Persons	$43,740	$64,800	$76,140	$92,340	$124,740	$162,000
5 Persons	$47,250	$70,000	$82,250	$99,750	$134,750	$175,000
6 Persons	$50,760	$75,200	$88,360	$107,160	$144,760	$188,000
7 Persons	$54,243	$80,360	$94,423	$114,513	$154,693	$200,900
8 Persons	$57,753	$85,560	$100,533	$121,923	$164,703	$213,900

Indirect Residential Displacement Analysis, Step 2

Step 2 of a socioeconomic conditions analysis requires determining if the Proposed Project would increase the study area's population (relative to the population absent the Proposed Project) in a way that would potentially affect real estate market conditions in the study area significantly. If the population increase is less than five percent within the study area, the *2021 CEQR Technical Manual* indicates that a population increase is not expected to significantly affect real estate market conditions significantly in the study area.

As discussed above in **Section 3.3.2**, the Future With-Action Scenario population would result in a 3.54 percent increase over the Future No-Action Scenario, which would be below the threshold requiring further analysis.

3.4 Conclusions

Development resulting from the Proposed Actions would continue established trends of population growth in the area, as indicated by various active or planned construction projects located within the socioeconomic conditions study area. While household incomes associated with the Proposed Project may, in some cases, be higher than the Area Median Income identified in this study, the Future With-Action Scenario is anticipated to result in a 3.54 percent increase in the socioeconomic conditions study area population, which falls below the CEQR five percent threshold. Therefore, the Proposed Actions are not expected to result in significant adverse impacts related to socioeconomic conditions, and no further analysis is required.

[10] https://www.nyc.gov/site/hpd/services-and-information/area-median-income.page, accessed January 18, 2024

4 COMMUNITY FACILITIES AND SERVICES

4.1 Introduction

A community facilities assessment may be necessary if an action could potentially affect the provision of services provided by public or publicly funded community facilities such as schools, hospitals, libraries, daycare/Head Start facilities, and fire and police protection. Per the screening levels established in the CEQR Technical Manual, there are direct and indirect effects. An assessment of the project's impacts on community facilities is generally warranted if:

- A project would add new population to an area that would increase the demand for services and cause potential indirect effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population there may be effects on public or publicly funded schools, libraries, health care facilities, or daycare/Head Start facilities.
- A project would physically alter a community facility, whether by displacement of the facility or other physical change. This direct effect triggers the need to assess the service delivery of the facility and the potential effect that the change may have on that service delivery.

4.2 Methodology

Under the Future With-Action Scenario, there would be a net increase of 404 dwelling units, 408 of which would be permanently affordable and two (2) of which would be set aside for building superintendents. Based on a review of Brooklyn CEQR thresholds for analysis of community facilities and public schools, the Proposed Actions require preliminary CEQR analyses for public schools and publicly funded daycare but does not for libraries, health care facilities, or Police and Fire Protection services. The incremental development scenario results in approximately 71 combined elementary and middle school students and 21 high school students. As shown below in **Table 4-1**, this is above the applicable threshold of 50 combined elementary and middle school students and below the threshold of 150 high school students. Additionally, the threshold for an Early Childhood Programs analysis in Brooklyn is 110 permanently affordable dwelling units; as the Future With-Action Scenario would result in 408 new permanently affordable dwelling units, an Early Childhood Programs analysis is required.

Table 4-1, Community Facilities Preliminary Assessment Thresholds

Community Facility		Threshold		Project Metrics		Exceeds Criteria Threshold?
Public Schools	*Elementary School and Middle School Students*	>50 elementary and middle school children (combined)	Elementary School Student Generation Factor[1]	0.1319 x 404 DUs	53	**Yes (Approximately 71 Elementary and Middle School Children Total)**
			Middle School Student Generation Factor[1]	0.0457 x 404 DUs	18	
	High School Students	>150 high school students	High School Study Generation Factor[1]	0.05 x 404 DUs	21	No
Libraries		>734 DUs in Brooklyn		404 DUs		No
Early Childhood Programs		>110 permanently affordable DUs in Brooklyn		408 Permanently Affordable DUs		**Yes**
Health Care Facilities		Direct Effect		N/A	N/A	No
Fire Protection		Direct Effect		N/A	N/A	No
Police Protection		Direct Effect		N/A	N/A	No

[1] Based on data provided by DCP as well as the 2024 Project Public School Ratio data for Community School District 21, in which the Project Site is located, located online at: https://data.cityofnewyork.us/Education/Projected-Public-School-Ratio/n7ta-pz8k, accessed March 20, 2023.

4.3 Primary and Intermediate Public Schools Assessment

Based on the preliminary analysis, the Proposed Actions are expected to result in a total of 71 additional public school students (53 primary and 18 intermediate school students), which is above the threshold of 50 students.

4.3.1 Study Area

Per the *2021 CEQR Technical Manual*, the Study Area for the analysis of primary and intermediate schools is to be conducted in the school district's sub-district in which the Project Site is located. The Project Site is located entirely within Community School District 21 (CSD 21), Subdistrict 1. CSD 21, Subdistrict 1 features five (5) primary schools, three (3) intermediate schools, and two (2) combination primary and intermediate schools. **Figure 4-1** illustrates the CSD 21, Subdistrict 1 boundary, and the primary and intermediate schools within it.

4.3.2 Existing Conditions

As **Table 4-2** indicates, CSD 21, Subdistrict 1 has a total primary school enrollment of 3,471 students with a maximum capacity of 4,176 students (a utilization rate of 83.1 percent with 708 available seats). Intermediate school enrollment within this Subdistrict is 2,401 students with a maximum capacity of 2,722 students (a utilization rate of 88.2 percent with 321 available seats). The data indicate that both school levels are somewhat below full utilization within CSD 21, Subdistrict 1. It is noted that while CSD 21 includes the Mark Twain School for the Gifted and Talented, intermediate schools with borough and city-wide admissions are excluded from detailed analysis for community facilities, per the guidance of the *2021 CEQR Technical Manual*.

Figure 4-1, Public School Study Area

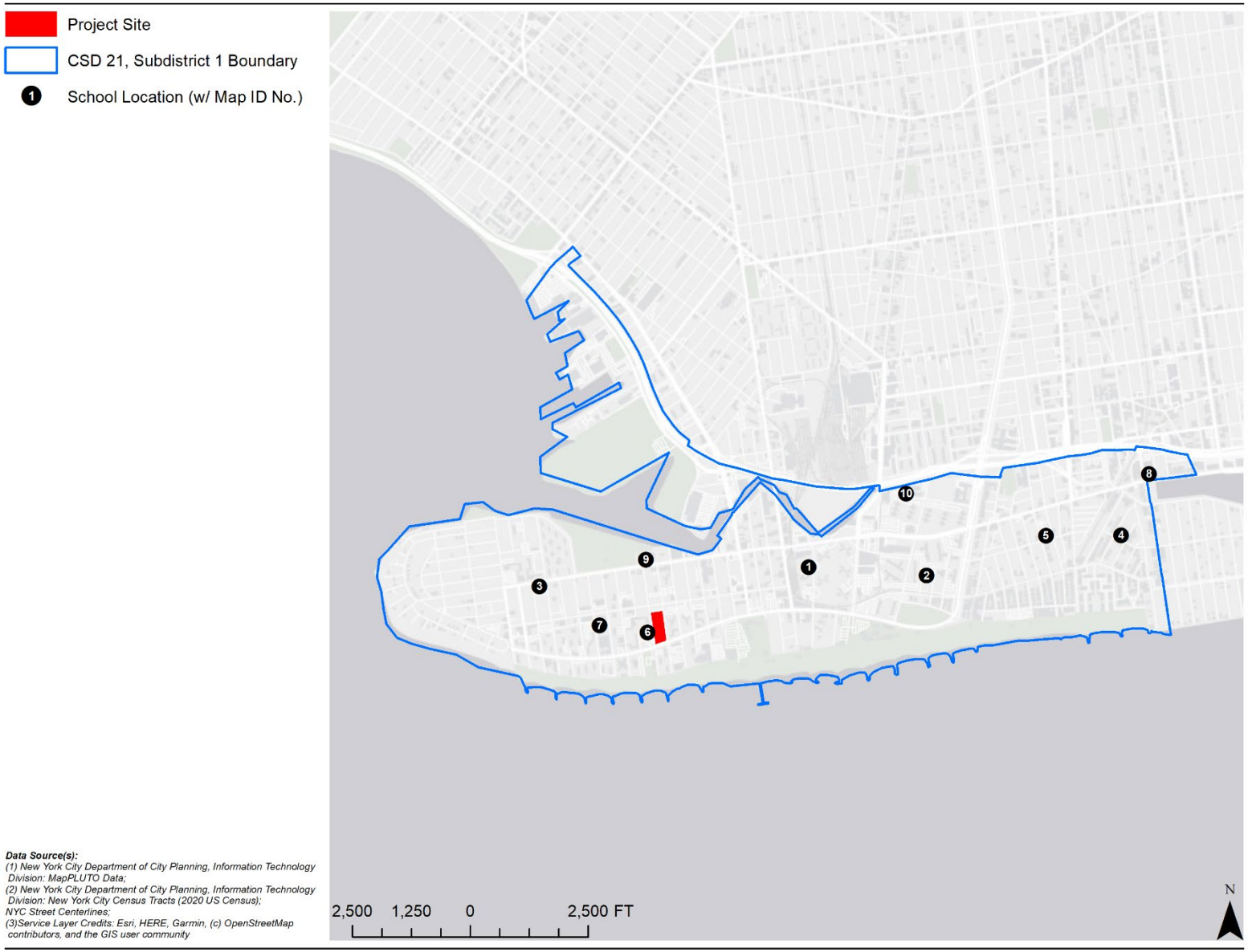


Table 4-2, Primary and Intermediate School Enrollment and Utilization Data

Map ID	Org. ID	Building ID	School Name	Address	Enrollment	Capacity	Available	Utilization (%)
	Primary Schools							
1	K090	K090	P.S. 90 Edna Cohen School	2840 West 12th Street	472	531	59	88.9
2	K100	K100	P.S. 100 The Coney Island School	2951 West 3rd Street	605	619	14	97.7
3	K188	K188	P.S. 188 Michael E. Berdy	3314 Neptune Avenue	240	596	356	40.3
4[1]	K225	K225	P.S. K225 - The Eileen E. Zaglin	1075 Oceanview Avenue	577	435	-142	132.6
5	K253	K253	P.S. 253	601 Oceanview Avenue	920	1030[2]	110	89.3
6[1]	K288	K288	P.S. 288 The Shirley Tanyhill	2950 West 25th Street	321	413	92	77.7
7	K329	K329	P.S. 329 Surfside	2929 West 30th Street	336	552	216	60.9
				TOTALS:	**3,471**	**4,176**	**708**	**83.1**
	Intermediate Schools							
8	K098	K043	I.S. 98 Bay Academy	1401 Emmons Avenue	1,430	1,418	-12	100.8
4[1]	K225	K225	P.S. K225 - The Eileen E. Zaglin	1075 Oceanview Avenue	433	327	-106	132.4
6[1]	K288	K288	P.S. 288 The Shirley Tanyhill	2950 West 25th Street	149	191	42	78.0
9	K303	K303	I.S. 303 Herbert S. Eisenberg	501 West Avenue	389	786	397	49.5
				TOTALS:	**2,401**	**2,722**	**321**	**88.2**

Source(s): SCA Enrollment, Capacity, and Utilization (Blue Book) [2023-24]

Note(s): [1] Combined Primary and Intermediate School;

[2]Accounts for a recent 428 seat addition completed in 2024

4.3.3 Future No-Action Scenario

Housing starts data provided by the NYC School Construction Authority (SCA) was utilized to project primary and intermediate school enrollment under the Future No-Action Scenario. Refer to **Table 4-3** for Future No-Action Scenario school enrollment projections.

Table 4-3, 2029 Future No-Action Scenario Projected Enrollment

CSD 21, Subdistrict 1	2029 Future No-Action Scenario Enrollment[1]	Future No-Action Scenario Projected Housing Units within CSD 21, Subdistrict[2]	Student Generation Factor[3]	Future No-Action Scenario Additional School Children	Future No-Action Scenario Enrollment
Primary Schools	2,770	1,518	0.1319	200	2,970
Intermediate Schools	4,068		0.0457	69	4,137

Note(s):

[1] Based on NYC SCA 2024-33 Demographic Projections and 2025 Enrollment Percentage by School Zone

[2] NYC SCA 2020 – 2029 Projected New Housing Starts Data

[3] As used in **Table 4-1**

As indicated above in **Table 4-3**, primary and intermediate school enrollment under the Future No-Action Scenario within CSD 21, Subdistrict 1 is projected to be 2,970 and 4,137 students, respectively. Resultant utilization levels based on these enrollment projects are provided below in **Table 4-4**.

Table 4-4, Future No-Action Scenario School Utilization Levels

CSD 21, Subdistrict 1	Future No-Action Scenario Enrollment	CSD 21, Subdistrict 1 Capacity	Available Seats	Utilization Level
Primary Schools	2,970	4,176	+1,206	71.1%
Intermediate Schools	4,137	2,722	-1,415	152.0%

As indicated above in **Table 4-4**, under the Future No-Action Scenario, primary and intermediate school utilization is projected to be 71.1 and 152 percent, respectively. There are projected to be 1,206 primary school seats available and a deficit of 1,415 intermediate seats.

4.3.4 Future With-Action Scenario

As previously discussed, the Future With-Action Scenario would result in 53 new primary school students and 18 new intermediate school students within CSD 21, Subdistrict 1. See **Table 4-5** below for enrollment projections under the Future With-Action Scenario; as indicated in that table, primary and intermediate school utilization within CSD 21, Subdistrict 1 would be 72.4 and 152.6 percent, respectively.

Table 4-5, Future With-Action Scenario Projected Enrollment

CSD 21, Subdistrict 1	Future No-Action Scenario Enrollment	Future With-Action Scenario Student Generation	Future With-Action Scenario Total Enrollment	Projected Capacity	Available Seats	Projected Utilization	Change in Utilization from Future No-Action Scenario
Primary Schools	2,970	53	3,023	4,176	1,153	72,4	+1.3%
Intermediate Schools	4,137	18	4,155	2,722	-1,433	152.6	+0.6%

4.3.5 Conclusions

The Future With-Action Scenario would result in the generation of 53 primary school and 18 intermediate school students within CSD 21, Subdistrict 1. With respect to primary schools, the utilization rate would be 72.4 percent, remaining well below the maximum available primary school capacity within CSD 21, Subdistrict 1. For intermediate schools, the utilization rate would increase to 152.6 percent (an increase of 0.6 percent from the Future With-Action Scenario). While this utilization rate is in excess of 100 percent of available capacity, pursuant to the *2021 CEQR Technical Manual*, a significant adverse impact only results when 100 or more new students generated from the proposed development past the 100 percent utilization rate. The Future With-Action Scenario would result in 18 new intermediate school students past the 100 percent utilization rate.

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

4.4 Early Childhood Programs Assessment

Based on the preliminary analysis, the Proposed Actions are expected to result in an incremental increase of 408 permanently affordable dwelling units, exceeding the 110 affordable dwelling unit threshold in Brooklyn for an early childhood program assessment (see **Table 4-1**). As such, an assessment of indirect impacts on early childhood programs is required.

4.4.1 Study Area

Pursuant to the *2021 CEQR Technical Manual*, the study area for this assessment includes all publicly funded early childhood programs within 1.5 miles of the Project Site. **Figure 4-2** below visualizes the study area for this assessment, and all publicly funded early childhood programs within it.

4.4.2 Existing Conditions

As **Table 4-6** indicates (and as visualized in **Figure 4-2**), there are 28 publicly funded Early Childhood Programs within 1.5 miles of the Project Site. These 28 programs feature a total enrollment of 629 children with 929 available seats (a utilization rate of approximately 67.7 percent, with a 300-seat surplus).

Figure 4-2, Early Childhood Programs Study Area and Locations



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) New York City Department of City Planning, Information Technology Division: New York City Census Tracts (2020 US Census); NYC Street Centerlines;
(3)Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Table 4-6, Early Childhood Program Enrollment and Utilization Data

Map ID	Site ID	Program Name	Address	2024 Total Enrollment	2025 Total Seats	Seats Available	Utilization (%)
1	KBQP	Shore Parkway	8885 26 Avenue, Brooklyn	24	60	36	40.0%
2	21K101	P.S. 101 The Verrazano	8696 24 Avenue, Brooklyn	36	51[1]	15	70.0%
3	21K212	P.S. 212 Lady Deborah Moody	87 Bay 49 Street, Brooklyn,	39	56[1]	17	70.0%
4	KCLH	Neshama Preschool	723 Avenue Z, 1a 1c, Brooklyn	9	13[1]	4	70.0%
5	KBQN	Friends Of Crown Heights - 49 Avenue W	49 Avenue W, Brooklyn,	23	34	11	67.6%
6	KCOP	Shostakovich Music, Art, and Sport School, Inc.	297 Avenue X, Brooklyn	13	19[1]	6	70.0%
7	KCJM	Dmi Prep	2720 86 Street, Brooklyn	27	33	6	81.8%
8	KCIX	Jlee Montessori	2631 86 Street, Brooklyn	84	16	-68	525.0%
9	Z095	Brooklyn's Daily Discovery Pre-K Center	10 Bouck Court, Brooklyn	N/A[2]	N/A[2]	N/A[2]	N/A[2]
10	KDYK	Coney Island YMCA	2980 West 29 Street, Brooklyn	N/A[2]	N/A[2]	N/A[2]	N/A[2]
11	KDVQ	Dvora, Inc. D/B/A Building Blocks Land	2817 West 12 Street, Brooklyn	7	25	18	28.0%
12	KCHX	Dezzenterprise Llc	3524 Neptune Avenue, Brooklyn	12	17[1]	5	70.0%
13	KCPE	Teremok Daycare LLC	448 Neptune Avenue, Brooklyn	17	24[1]	7	70.0%
14	KBWQ	Coney Island West	2960 West 27 Street, Brooklyn	15	46	31	32.6%
15	KCED	Sunshine Center Of Coney Island Llc	2929 West 31 Street, Brooklyn	9	13[1]	4	70.0%
16	KDQQ	Five Stars Child Care II, Inc.	3415 Neptune Avenue, Brooklyn	N/A[2]	N/A[2]	N/A[2]	N/A[2]
17	KBWG	Life-Coney Island	2757 West 33 Street, Brooklyn	15	51	36	29.4%
18	KDYS	Basin Prep II	76 West Brighton Avenue, Brooklyn	34	49[1]	15	70.0%
19	21K288	P.S. 288 The Shirley Tanyhill	2950 West 25 Street, Brooklyn	25	36[1]	11	70.0%
20	21K100	P.S. 100 The Coney Island School	2951 West 3 Street, Brooklyn	17	24[1]	7	70.0%
21	21K188	P.S. 188 Michael E. Berdy	3314 Neptune Avenue, Brooklyn	14	20[1]	6	70.0%
22	21K329	P.S. 329 Surfside	2929 West 30 Street, Brooklyn	22	31[1]	9	70.0%
23	21K090	P.S. 90 Edna Cohen School	2840 West 12 Street, Brooklyn	46	66[1]	20	70.0%
24	KCPF / KDXN	Neshama Preschool	2997 Ocean Parkway, Brooklyn	12	17[1]	5	70.0%
25	KBQE	Buratino International Day Care Inc	2962 Brighton 1 Street, Brooklyn	17	24[1]	7	70.0%
26	KDYM	Steps To Success V	360 Neptune Avenue, Brooklyn	N/A[2]	N/A[2]	N/A[2]	N/A[2]
27	KCNK	Learn And Explore	330 Neptune Avenue, Brooklyn	46	66[1]	20	70.0%
28	KATZ	Neptune	293 Neptune Avenue, Brooklyn	66	138	72	47.8%
			TOTAL:	**629**	**929**	**300**	**67.7%**

Source(s): Early Childhood Programs data provided by NYC DCP on January 17, 2025

Note(s): [1] In instances where the provided data indicated that the facility had no seats (despite an enrollment greater than 0), an assumed utilization of 70 percent (indicated by DCP as a city-wide median utilization rate) was used to estimate total seats for those locations that did not have total seat data.

[2] 2024 Enrollment or 2025 Seats data was not available for this particular location, such that it was entirely excluded for the purposes of a conservative analysis

4.4.3 Future No-Action Scenario

The aforementioned six (6) dwelling units projected to be constructed under the Future No-Action Scenario would be market-rate housing and, as such, would not generate any children eligible for Early Childhood Programs. Based on a review of the NYC Active Major Construction database, [11] three (3) ongoing large construction projects within the 1.5-mile study area would yield 735 total affordable dwelling units. Based on the *2021 CEQR Technical Manual* factor of 0.178 children eligible for Early Childhood Programs per affordable dwelling unit in Brooklyn, the 735 identified affordable dwelling units would yield approximately 131 children eligible for early childhood programs by the 2029 Project Build Year. When added to existing conditions, this results in a total enrollment of 760 children with 929 available seats (an approximate 81.1 percent utilization rate with a surplus of 169 seats). See **Table 4-7** for the breakdown of Early Childhood Program enrollment and utilization under the Future No-Action Scenario.

Table 4-7, Future No-Action Scenario Projected Early Childhood Program Enrollment

Existing Enrollment	Future No-Action Scenario Additional Enrollment	Future No-Action Scenario Total Enrollment	Projected Capacity (Seats)	Available Seats
629	131[1]	760	929	169

Note(s): [1] Based on the identification of 735 new affordable dwelling units within the 1.5-mile Early Childhood Programs study area, and a factor of 0.178 children eligible for Early Childhood Programs per affordable dwelling unit in Brooklyn.

[2] Based on an enrollment of 629 children under Existing Conditions and an additional 131 new children under the Future No-Action Scenario

4.4.4 Future With-Action Scenario

The Future With-Action Scenario would result in the construction of 408 affordable dwelling units at the Project Site; based on the aforementioned factor of 0.178 children eligible for Early Childhood Programs per affordable dwelling unit in Brooklyn, the Future With-Action Scenario is anticipated to result in approximately 73 children eligible for Early Childhood Programs. When added to the Future No-Action Scenario, this results in a total enrollment of 833 children with 929 available seats, representing an approximate 89.7 percent utilization rate (an increase of 7.9 percent over the Future No-Action Scenario) and a surplus of 96 seats. See **Table 4-8** for the breakdown of Early Childhood Program enrollment and utilization under the Future With-Action Scenario.

Table 4-8, Future With-Action Scenario Projected Early Childhood Program Enrollment

Future No-Action Scenario Total Enrollment	Future With-Action Scenario Additional Enrollment	Future With-Action Scenario Total Enrollment	Projected Capacity (Seats)	Available Seats	Future With-Action Scenario Projected Utilization	Change in Utilization from Future No-Action Scenario
760	73[1]	833[2]	929	96	89.7%	+7.9%

Note(s): [1] Based on 410 new affordable dwelling units proposed under the Future With-Action Scenario and a factor of 0.178 children eligible for Early Childhood Programs per affordable dwelling unit in Brooklyn.

[2] Based on an enrollment of 760 children under the Future No-Action Scenario and an additional 73 new children under the Future With-Action Scenario

4.4.5 Conclusions

The Future With-Action Scenario would result in a 7.9 percent increase in the Early Childhood Program utilization rate over the Future No-Action Scenario. Specifically, the 28 Early Childhood Program locations within 1.5 miles of the Project Site are projected to have an enrollment of 760 children with 929 total seats under the Future No-Action Scenario. The Future With-Action Scenario is projected to result in the generation of 73 additional income-eligible children in Early Childhood Programs, resulting in a total enrollment of 834 children with 929 available seats (an 89.7 percent utilization rate).

[11] https://www.nyc.gov/assets/buildings/html/active-major-construction.html, accessed January 20, 2025

As indicated above, the capacity of Early Childhood Programs within the Project Site's 1.5-mile study area is anticipated to be well below 100 percent despite the addition of 73 income-eligible children under the Future With-Action Scenario. Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant adverse impacts related to Early Childhood Programs, and no further analysis is necessary.

5 OPEN SPACE

5.1 Introduction

The *2021 CEQR Technical Manual* identifies the need for an open space assessment if the Proposed Action(s) would have a direct or indirect effect on open space resources. Direct effects would occur if the Proposed Action(s) would result in the physical loss of a public open space; change of use of an open space so that it no longer serves the same user population; limit public access to an open space; or cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether temporary or permanent. Indirect effects would occur if the Proposed Action(s) would result in an increase in population sufficiently large enough to noticeably diminish the ability of an area's open space to serve the future population.

Publicly accessible open space is defined as publicly or privately owned land that is accessible to the public and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment.

Pursuant to Chapter 7, Section 100 of the *2021 CEQR Technical Manual*, Open Space Resources are defined as active and/or passive, and may include, but are not limited to, the following:

- NYC Parks operated or managed by the City, State, or Federal governments and include neighborhood and regional parks, beaches, pools, golf courses, boardwalks, playgrounds, ball fields, and recreation centers that are available to the public at no cost or through a nominal fee, as in the case of recreation centers and golf courses;
- Open space designated through regulatory approvals (such as zoning), including large-scale permits that prescribe publicly accessible open space, such as public plazas;
- Outdoor schoolyards, if available to the public during non-school hours;
- Publicly-accessible institutional campuses;
- Esplanades;
- Designated greenways, as shown on the City's Bike Map, and defined as multi-use pathways for non-motorized recreation and transportation along natural and manmade linear spaces such as rail and highway rights-of-way, river corridors, and waterfront spaces;
- Landscaped medians with seating;
- Housing complex grounds, if publicly accessible;
- Nature preserves, if publicly accessible;
- Gardens, if publicly accessible on a constant and regular basis;
- Church yards (with seating) or cemeteries, if publicly accessible on a constant and regular basis for passive recreation such as strolling; or
- Waterfront piers used for recreation.

5.2 Methodology

According to the guidelines of the *2021 CEQR Technical Manual* for the analysis of residential development, census tracts with at least half of their geographic area located within a one-half-mile radius of the Project Site comprise the Defined Open Space Study Area. Using current population figures, an open space ratio is calculated for both the Future No-Action and Future With-Action Scenarios, expressed as the amount of open space acreage per 1,000 user population. Typically, a comparison is made to the city's planning goal of 2.50 acres per 1,000 residents. Ideally, this would

comprise 0.50 acres (20 percent) of passive space and 2.0 acres (80 percent) of active open space per 1,000 residents. For nonresidents who tend to use passive open space, for example, workers taking a break in a park, the optimal ratio for nonresidential populations is 0.15 acres of passive open space per 1,000 nonresidents.

An open space analysis that follows the *2021 CEQR Technical Manual* guidance was prepared for the Proposed Project and is shared below. In addition to field surveys, information from the NYC DCP Community District Needs Statements, the NYC Parks Department website, and U.S. Census data were utilized in preparing this open space analysis.

5.2.1 Direct Effects

The Project Site is comprised of one, 3.53-acre, rectangular tax lot in the Coney Island neighborhood of Brooklyn (Block 7055, Lot 13). The Project Site is generally bounded by West 24th Street to the east, Surf Avenue to the south, West 25th Street to the west, and residential uses fronting along Mermaid Avenue to the north. The Project Site is developed with a 19-story, 380,000-GSF residential building containing 360 residential dwelling units, all of which are affordable, located in the eastern half of the site. The western half of the property south of the parking lot is undeveloped, fenced off, and not accessible to residents or the public, which is the area of the development projected under the Future With-Action Scenario. As there are no public open spaces at the Project Site, its redevelopment under the Future With-Action Scenario would not result in direct effects on open space. An assessment of the effects of the Proposed Actions related to shadows on nearby open space resources in the vicinity of the Project Site is provided in **Section 6, Shadows**. As indicated in that section, while the Future With-Action Scenario could result in new incremental shadows on portions of Surf Playground, they are not anticipated to jeopardize the viability of vegetation at, or the usability of, the open space resource, such that no significant adverse impacts would result.

5.2.2 Indirect Effects

The threshold for assessment of the potential for indirect open space impacts is 200 additional residents or 500 additional employees. As indicated in **Table 1-2**, the Future With-Action Scenario would result in an incremental increase of 973 persons at the Project Site, well beyond the 200-resident threshold for a preliminary residential open space assessment. The Future With-Action Scenario is projected to generate approximately 72 new employees between the proposed retail and community center spaces, well below the 500-employee threshold for an assessment of indirect effects on public space resources associated with employees.

5.2.3 Walk-to-a-Park Service Area

New York City, as part of the OneNYC 2050 Building a Strong and Fair City plan, has put forth a goal for 85 percent of New York City residents living within walking distance of a park by 2030. To help the City reach this goal, NYC DPR developed a “Walk-to-a-Park” initiative that focuses on increasing access to parks and open space in areas of the City where residents live further than walking distance to a park. Areas outside of Walk-to-a-Park Service Areas are considered “walk gaps” – i.e., areas of the City that are not within walking distance of a park.

As part of the preliminary assessment for open space, a project should be reviewed to determine if it is located in an area of the City within a Walk-to-a-Park Service Area. Sites that are located outside of a Walk-to-a-Park Service Area (i.e., located in a known walk gap area) suggest there is a need for a detailed analysis to be performed to determine if the project may further exacerbate the condition of residents living in areas of the city with inadequate park access, potentially leading to a significant impact. While the focus of the Walk-to-a-Park initiative is on residents living within walking distance of

a park, projects that create a non-residential population (e.g., new workers) should also review if the project is located within a known walk gap and assess if the project would generate a new non-residential population within areas of the City with inadequate access to open space resources.

5.3 Preliminary Open Space Assessment for Direct Effects

5.3.1 Study Area Definition

In accordance with the guidelines established in the City's *2021 CEQR Technical Manual*, the Open Space Study Area is defined to analyze both the nearby publicly accessible open spaces and the population using those open space resources. It is generally defined by a "reasonable walking distance" that users would travel to reach local open spaces and recreational areas. Pursuant to the *2021 CEQR Technical Manual*, the Defined Open Space Study Area includes all U.S. Census Tracts that have 50 percent or more of their area within a half-mile radius of the Project Site for residential users. As shown in **Figure 5-1**, those Census Tracts with 50 percent or more of their area within the half-mile Study Area include Census Tracts 326, 328, 330, 340, and 342 in Kings County, New York City. Additionally, as Census Tract 352 is directly adjacent to the Project Site to the south, it was also included in the Defined Open Space Study Area.

5.3.2 Existing Conditions

Residential Population

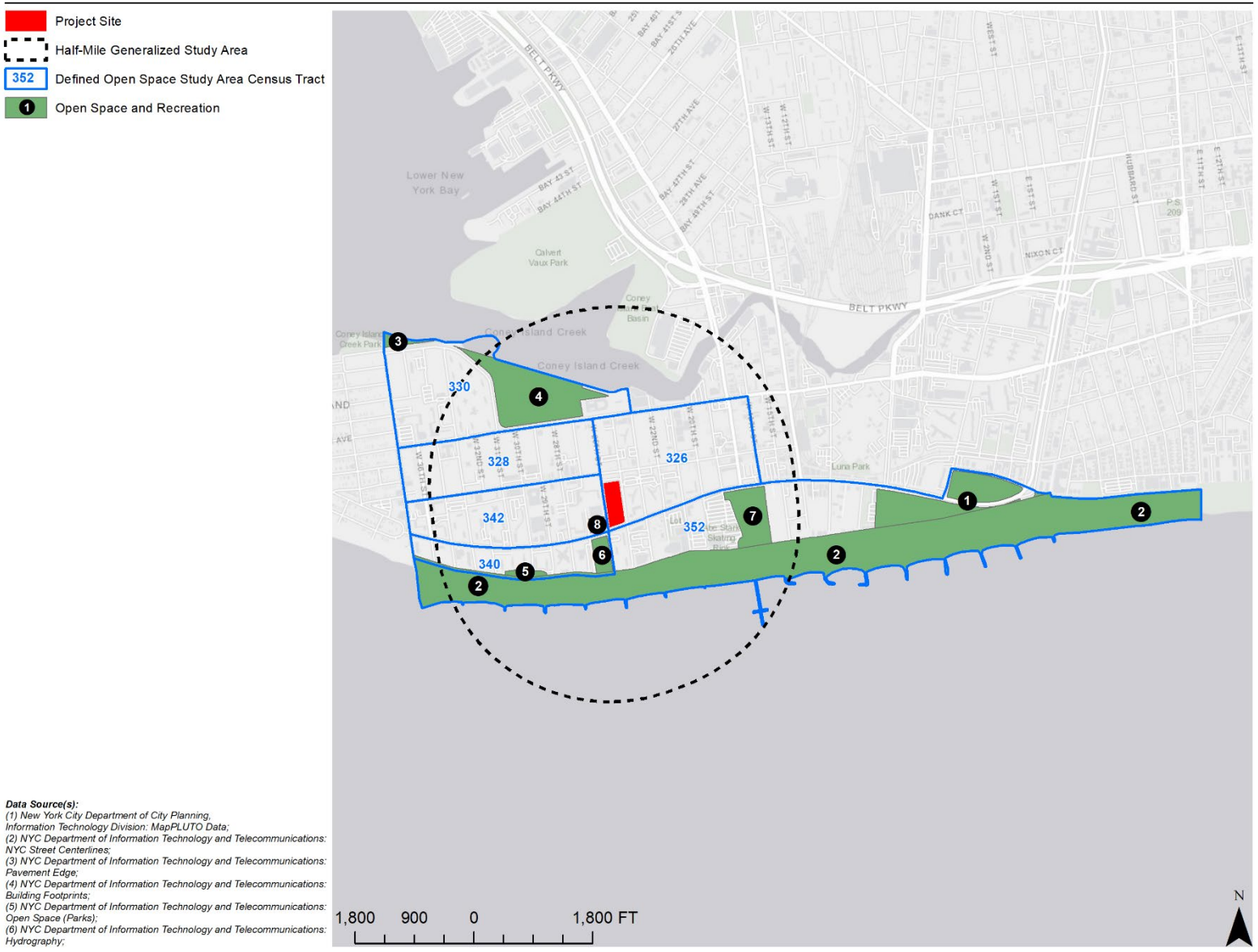
Based on data from the 2018-22 ACS, the Open Space Study Area visualized in **Figure 5-1** had a population of 26,046 residents in 2022, as indicated in **Table 5-1** below.

Table 5-1, Defined Open Space Study Area ACS 2018-2022 Population

Census Tract	2018-22 ACS Population
326	8,110
328	2,917
330	4,774
340	2,071
342	6,735
352	1,439
Total	**26,046**

According to the Project-Level DCP Housing Database, 585 new housing units were constructed in the census tracts comprising the Defined Open Space Study Area since January 1, 2022. Based on the aforementioned average household size of 2.37 persons in Coney Island – Seagate NTA, these new housing units have been projected to add 1,387 persons to the existing population of the Defined Open Space Study Area, resulting in a total population of 27,433 persons in 2025.

Figure 5-1, Open Space Study Area Map



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

Open Space Inventory

Eight (8) open spaces were identified within the Defined Open Space Study Area, described in **Table 5-2** below.

Table 5-2, Defined Open Space Study Area Open Spaces

Map ID No.	Park Name	Owner	Acreage
1	Asser Levy Park	DPR	21.04
2	Coney Island Beach and Boardwalk (p/o)*	DPR	146.99
3	Coney Island Creek Park (p/o)*	DPR	1.55
4	Kaiser Park	DPR	26.26
5	Nautilus Playground	DPR	1.38
6	Poseidon Playground	DPR	0.66
7	Steeplechase Park	DPR	10.01
8	Surf Playground	DPR / DOE	0.93
		TOTAL:	**208.82**

Note(s): *Represents only the portion of that park within the Defined Open Space Study Area.

As indicated in **Table 5-2**, the total open space acreage within the Defined Open Space Study Area is 208.82 acres.

Open Space Ratio

Based on a 2024 existing population of 27,433 persons and an existing open space acreage of 208.82 acres within the Defined Open Space Study Area, the existing open space ratio is 7.61 acres per 1,000 residents. Pursuant to the *2021 CEQR Technical Manual*, this is well above the City's planning goal of 2.5 acres of open space per 1,000 residents. See **Table 5-3** below for a breakdown of the Existing Conditions open space ratio.

Table 5-3, Existing Conditions Open Space Ratio

2024 Population	Total Study Area Open Space (Acres)	Open Space Ratio (Acres per 1,000 Residents)
27,433	208.82	7.61

5.3.3 Future No-Action Scenario

Residential Population

Based on a review of the NYC Active Major Construction database, [12] under the 2029 Future No-Action Scenario, an additional 400 dwelling units are forecasted to be constructed and occupied over three (3) separate development projects within the Defined Open Space Study Area (including the six (6) new dwelling units constructed at the Project Site). To present a conservative analysis, it is assumed that all of these dwelling units would be completed and occupied by the 2029 Project Build Year and are thus considered as "no-build projects" included in the baseline analysis for this open space analysis. Using the 2.37 residents per household average for the Defined Open Space Study Area, in the Future No-Action Scenario, 948 new residents would occupy the 400 new dwelling units by the 2029 Project Build Year. When added to the existing conditions estimated 2024 population

[12] https://www.nyc.gov/assets/buildings/html/active-major-construction.html, accessed January 3, 2024

(27,433 persons), the population for the Defined Open Space Study Area is projected to be 28,381 persons in the 2029 Future No-Action Scenario.

Open Space Inventory

Based on a review of the NYC DPR Capital Projects Tracker, [13] no new public open spaces are planned to be constructed or expanded within the Defined Open Space Study Year by the 2029 Project Build Year. As such, the open space acreage within said study area would remain at 208.82 acres under the Future No-Action Scenario.

Open Space Ratio

Based on an estimated 2029 population of 28,443 persons and an open space acreage of 208.82 acres within the Defined Open Space Study Area, the Future No-Action Scenario open space ratio is projected to be 7.36 acres per 1,000 residents, a decrease of 3.28 percent from existing conditions. Despite this decrease, the Future No-Action Scenario open space ratio would remain well above the City's planning goal of 2.5 acres of open space per 1,000 residents. See **Table 5-4** for a breakdown of the open space ratio under the Future No-Action Scenario.

Table 5-4, Future No-Action Scenario Open Space Ratio

Existing Open Space Ratio (Acres per 1,000 Residents)	Projected 2029 Population	Total Study Area Open Space (Acres)	No-Action Open Space Ratio (Acres per 1,000 Residents)	Open Space Ratio Change, Existing Conditions to Future No-Action Scenario
7.61	28,381	208.82	7.36	-3.28 %

5.3.4 Future With-Action Scenario

Residential Population

As previously discussed, the Future With-Action Scenario is projected to generate an incremental increase of 974 new residents, which results in a total population of 29,355 persons within the Defined Open Space Study Area.

Open Space Inventory

The Future With-Action Scenario would not result in the construction or expansion of any publicly accessible open space resources within the Defined Open Space Study Area. As such, the open space acreage within said study area is conservatively assumed to remain at 208.82 acres under the Future With-Action Scenario.

Open Space Ratio

The proposed housing under the Future With-Action Scenario would result in an increase in the Defined Open Space Study Area's population by 974 residents by the 2029 Project Build Year, resulting in a population of 29,355 persons, served by 208.82 acres of open space. With this increase in population, the resultant Future With-Action Scenario open space ratio would be 7.11 acres per 1,000 residents, an approximate 3.40 percent decrease from the Future No-Action Scenario. The overall open space ratio would remain well above the City's planning goal of 2.5 acres per 1,000 residents. See **Table 5-5** for a breakdown of the open space ratio under the Future With-Action Scenario.

[13] https://www.nycgovparks.org/planning-and-building/capital-project-tracker/proposed#type-selection, accessed January 3, 2023

Table 5-5, Future With-Action Scenario Open Space Ratio

Future No-Action Open Space Ratio (Acres per 1,000 Residents)	Projected 2029 Future With-Action Population	Total Study Area Open Space (Acres)	Future With-Action Open Space Ratio (Acres per 1,000 Residents)	Open Space Ratio Change, Existing Conditions to Future No-Action Scenario
7.36	29,355	208.82	7.11	-3.40 %

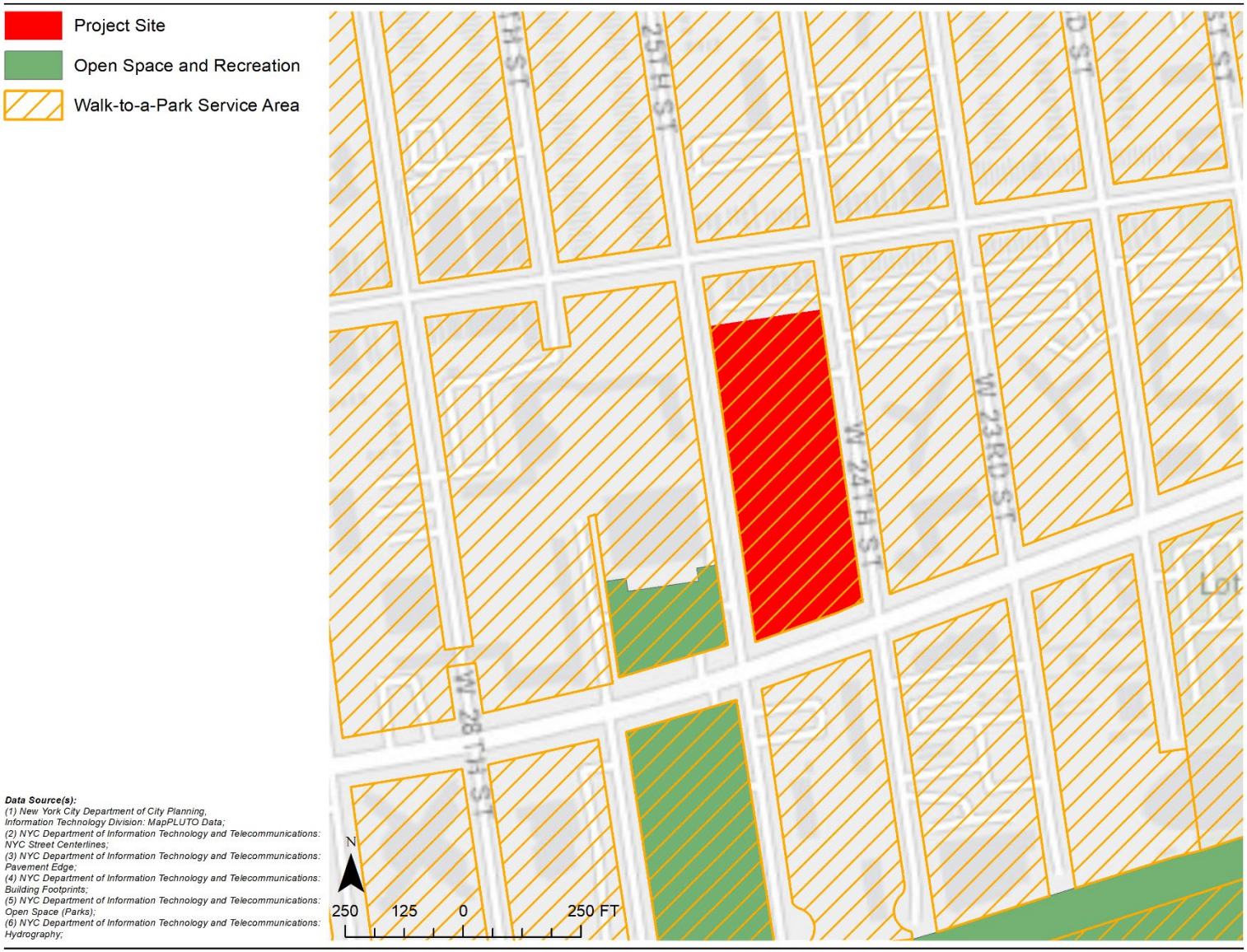
5.3.5 NYC DPR Walk-to-a-Park Initiative

As shown in **Figure 5-2**, the Project Site is within a designated DPR Walk-to-a-Park service area, such that residents of the Future With-Action Scenario would live within a reasonable walking distance of open space resources (notably the Coney Island Beach and Boardwalk). As such, no further analysis is required.

5.4 Conclusions

The Future With-Action Scenario would result in an incremental increase of 404 dwelling units over the Future No-Action Scenario, generating an additional population of 974 persons. This increase in new residents would result in a decrease in the Defined Open Space Study Area's open space ratio from 7.36 acres per 1,000 residents in the Future No-Action Scenario to 7.11 acres per 1,000 residents in the Future With-Action Scenario, a decrease of approximately 3.40 percent. Pursuant to the *2021 CEQR Technical Manual*, open space ratios between 2.01 and 2.50 or greater can tolerate up to a five (5) percent decrease in the open space ratio between the Future No-Action and Future With-Action Scenarios without warranting additional analyses. Further, the Project Site is within a Walk-to-a-Park service area, indicating all future projected residents are within a reasonable walking distance to public open spaces. Based on the foregoing, the Future With-Action Scenario is not projected to create significant adverse open space impacts, and no further analysis is required.

Figure 5-2, Walk-to-a-Park Service Area Map



6 SHADOWS

6.1 Introduction

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

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

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

6.2 Methodology

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

- *Tier 1 Screening:* The first tier determines a radius around the proposed buildings representing the longest shadow that could be cast. The radius is calculated based on a factor of 4.3 times the proposed maximum building height. If there are sunlight-sensitive resources within the radius, the analysis proceeds to the second tier;
- *Tier 2 Screening*: The second-tier analysis reduces the area that could be affected by project-generated shadows by accounting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. According to the 2014 CEQR Technical Manual, shadows cannot be cast within New York City outside of 108 degrees from True North;
- *Tier 3 Screening*: If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by new shadows by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. For the Tier 3 screening, three-dimensional modeling software with the capacity to model shadows is used, and the maximum building envelope that could be achieved because of a

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

If the Tier 3 screening indicates that, in the absence of intervening buildings, shadows from the proposed project would reach a sunlight-sensitive resource on any of the representative analysis days, a detailed shadow analysis could be warranted. Because existing buildings may already cast shadows on a sun-sensitive resource (or a future building could be expected to cast shadows), the proposed project may not result in new incremental shadows upon that resource. The detailed shadow analysis models a baseline condition (the Future No-Action Scenario) that is compared to the future condition resulting from the proposed project (the Future With-Action Scenario) to illustrate the shadows cast by existing or future buildings and distinguish the new incremental shadow cast by the project. Like in the Tier 3 analysis, the detailed analysis considers the maximum building envelope that could be achieved as a result of a proposed project.

6.3 Preliminary Shadows Screening Assessment

6.3.1 Tier I Shadows Screening Assessment

Under the Future With-Action Scenario, undeveloped land at the Project Site would be redeveloped with a new building with a maximum height of 195 feet (including a 185-foot building height with a 10-foot rooftop elevator and/or mechanical bulkheads), resulting in a shadow screening radius of 838.5 feet (4.3 x 195 feet) in length. The first step in a shadow analysis is to determine if there are any sunlight-sensitive resources located within the 838.5-foot radius.

As **Figure 6-1** shows below, there are up to six (6) sunlight-sensitive resources within the maximum shadow screening radius, including five (5) open space resources and one (1) historic resource. The open space resources include Surf Playground (O1), Poseidon Playground (O2), a portion of the Coney Island Beach and Boardwalk (O3), a portion of the Surfside Multi-Cultural Garden (O4), and a portion of Santas White Community Garden (O5) while the one (1) historic resource within the shadow screening radius is a portion of the Coney Island Boardwalk scenic landmark (H1). Accordingly, a Tier II shadows screening assessment is required.

6.3.2 Tier II Shadows Screening Assessment

The *2021 CEQR Technical Manual* states that a Tier 2 shadow screening assessment is required if any portion of a sunlight-sensitive resource lies within the Tier 1 shadow screening radius. Because of the path the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City, this area lies between -108 and +108 degrees from true north. For a Tier 2 screening assessment, sunlight-sensitive resources within the triangular area cannot be shaded by the Future With-Action Scenario and are screened out. The complementing portion to the north within the Tier 1 shadow screening radius is the area that can be shaded by the Proposed Project.

As shown in **Figure 6-1**, the Tier 2 screening assessment shows that Surfside Playground (O1), a portion of Surfside Multi-Cultural Garden (O4), and a portion of Santos White Garden (O5) are within the area between -108 and +108 degrees from true north. Accordingly, a Tier III shadows screening assessment is required.

6.3.3 Tier III Shadows Screening Assessment

The *2021 CEQR Technical Manual* states that if any portion of a sunlight-sensitive resource is within the area that could be shaded by the Future With-Action Scenario, a Tier 3 screening assessment should be performed. Because the sun rises in the east and travels across the southern part of the sky to set in the west, a project's earliest shadows would be cast almost directly westward. Throughout the day, they would shift clockwise (moving northwest, then north, then northeast) until sunset, when they would fall east. Therefore, a project's earliest shadow on a sunlight-sensitive resource would occur in a similar pattern, depending on the location of the resource in relation to the Project Site. For a Tier 3 screening assessment, if the assessment determines that no shadows from the development would reach any of the sunlight-sensitive resources on any of the representative analysis days, then no further assessment for those days is needed. If, however, in the absence of intervening buildings, shadows from the proposed building would reach sunlight-sensitive resources on any of the representative analysis days, then a detailed shadow analysis would be warranted for those days.

As shown in **Figure 6-2** through **Figure 6-5** below and indicated in **Table 6-1**, Tier III shadows from the Future With-Action Scenario would reach Surf Playground during all of the identified analysis days, while no Tier III shadows we projected to fall on either the Surfside Multi-Cultural Garden or Santos White Community Garden. Specifically, shadows from the Future With-Action Scenario could fall on Surf Playground from 8:51 AM to 9:23 AM (a 32-minute duration) during the December 21 analysis day, for 2 hours, 47 minutes during the March 21 / September 21 analysis day (from 7:36 AM to 10:23 AM), from 6:27 AM to 10:27 AM (a 4-hour duration) during the May 6 / August 6 analysis day, and for 4 hours, 38 minutes during the June 21 analysis day. Based on the foregoing, a detailed shadow analysis is required as shadows from the Future With-Action Scenario could reach Surf Playground on each analysis day for durations greater than 10 minutes.

Table 6-1, Tier III Shadow Durations on Sunlight Sensitive Resources

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	*8:51 a.m. – 2:53 p.m.*	*7:36 a.m. – 4:29 p.m.*	*6:27 a.m. – 5:18 p.m.*	*5:57 a.m. – 6:01 p.m.*
Surf Playground				
Shadow Entry – Exit Time	8:51 AM – 9:23 AM	7:36 AM – 10:23 AM	6:27 AM – 10:27 AM	5:57 AM – 10:35 AM
Duration	32 minutes	2 hours, 47 minutes	4 hours	4 hours, 38 mins
Surfside Multi-Cultural Garden				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	0 mins	0 mins	0 mins	0 mins
Santos White Community Garden				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	0 mins	0 mins	0 mins	0 mins

Figure 6-1, Tier I Shadow Screening Assessment

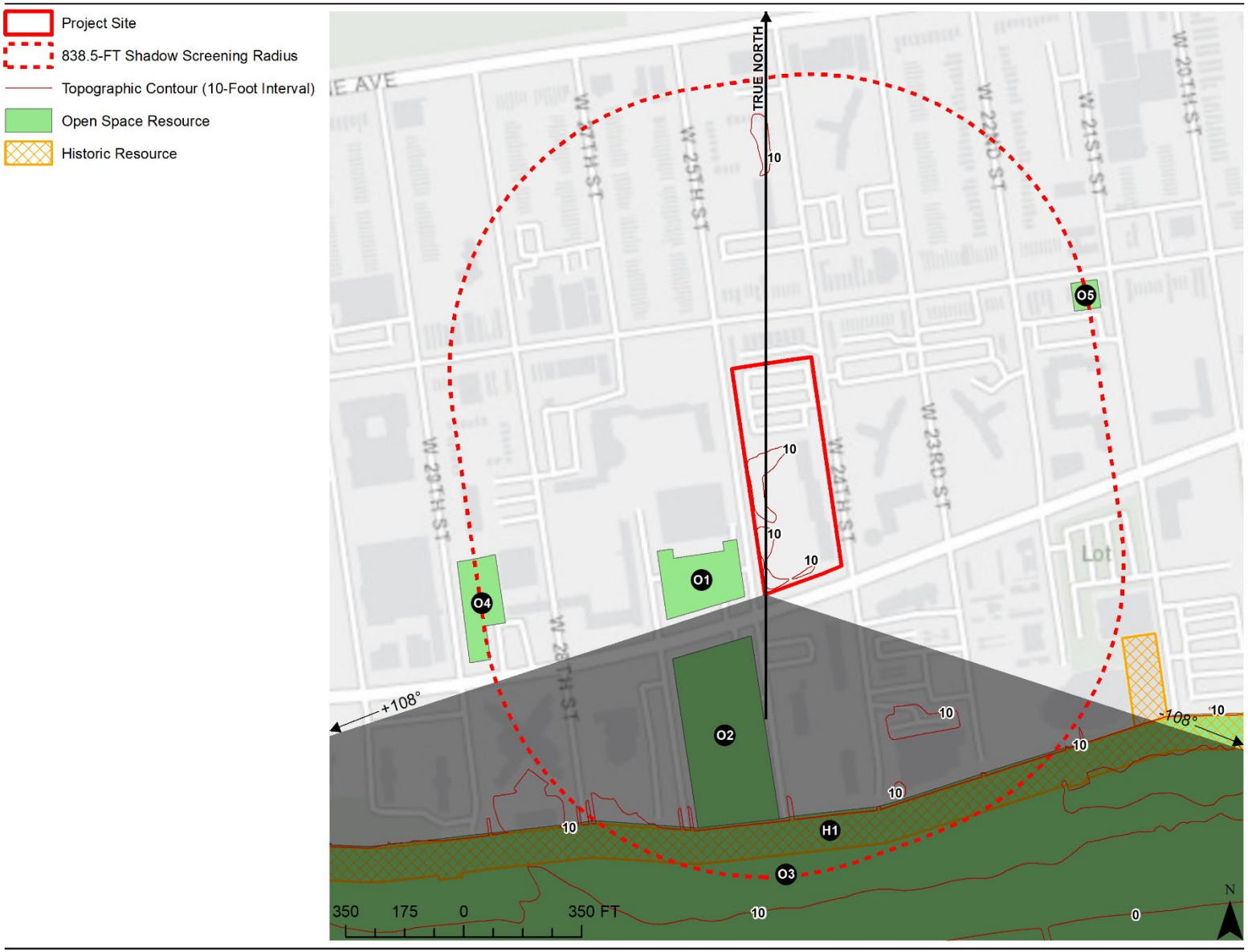
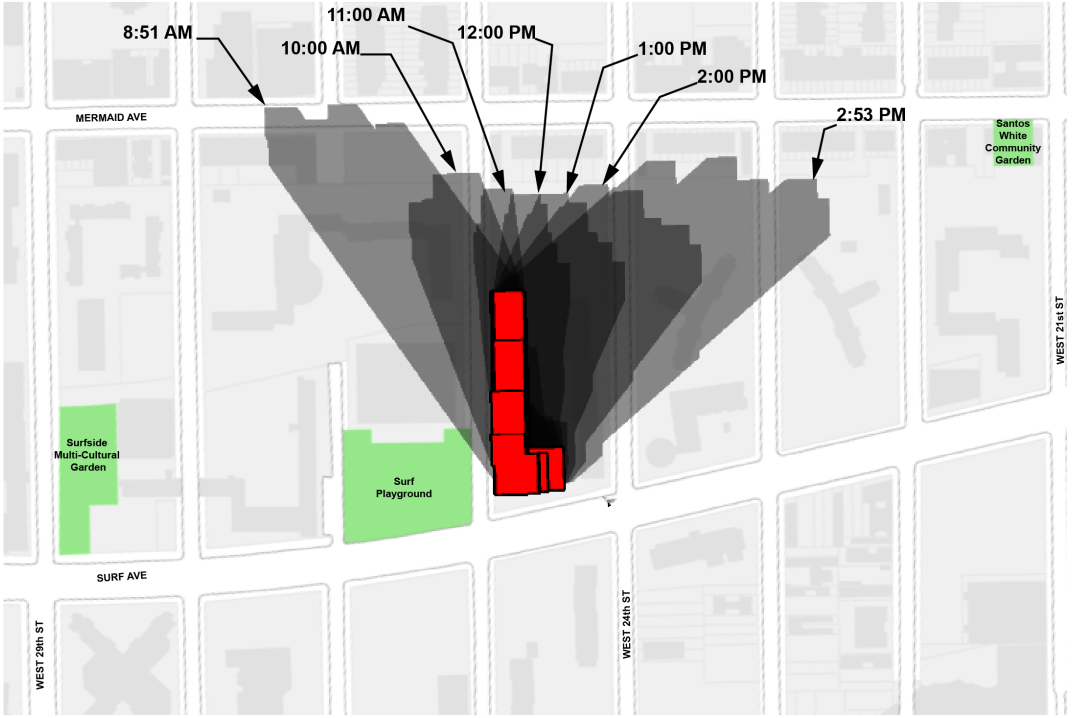


Figure 6-2, Tier III Shadow Screening Assessment, December 21 Analysis Day

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



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

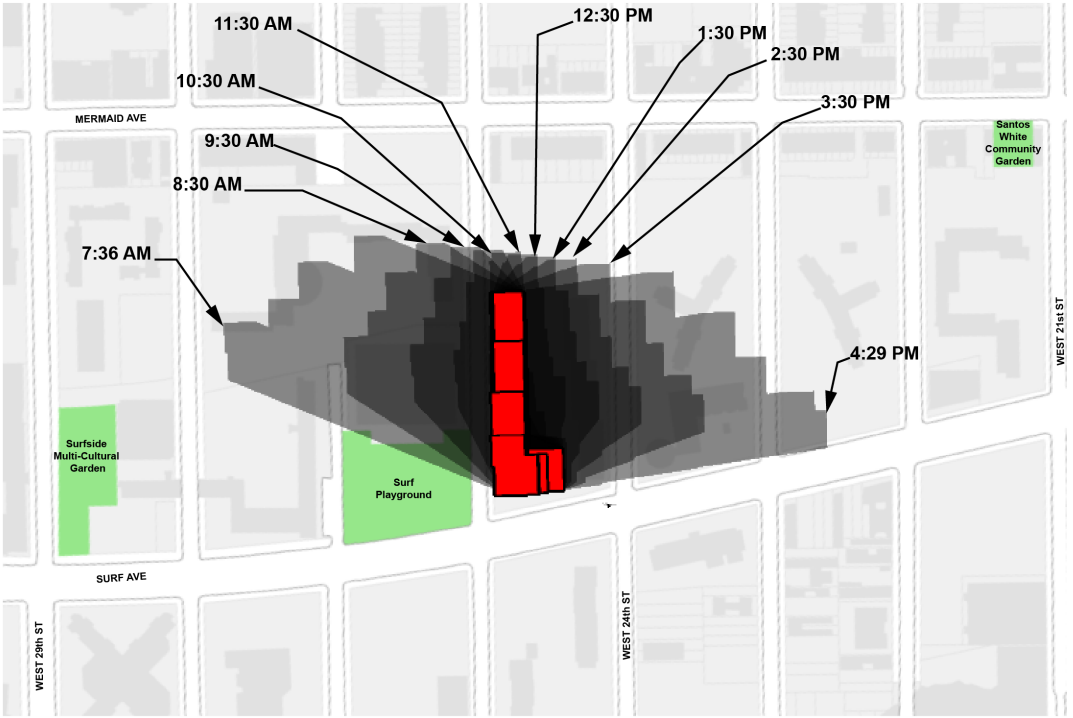
N

Figure 6-3, Tier III Shadow Screening Assessment, March 21 / September 21 Analysis Day

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



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

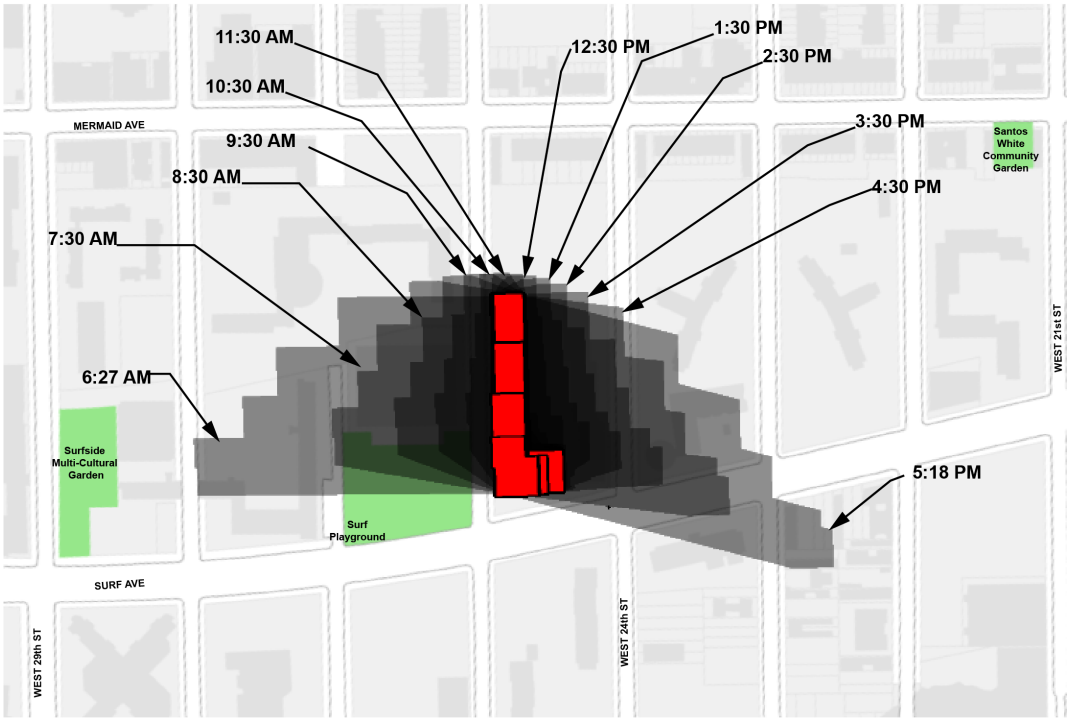
N

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

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



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

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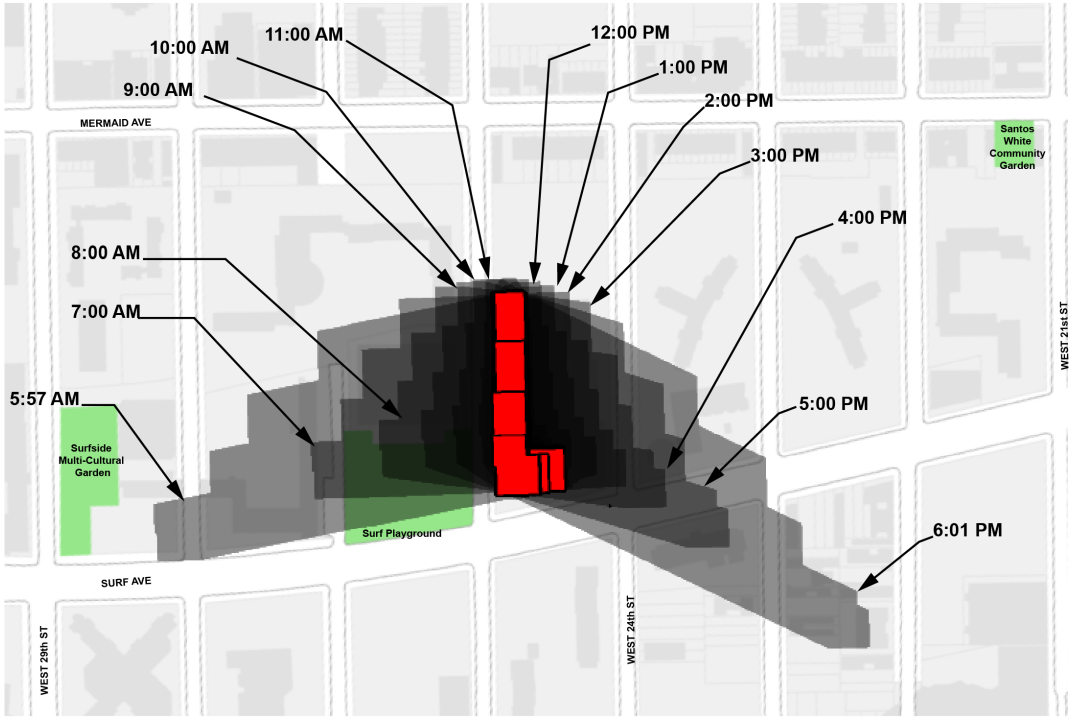
Figure 6-5, Tier III Shadow Screening Assessment, June 21 Analysis Day

Project Building

Sunlight Sensitive Open Space Resource

Tier III Projected Shadow



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

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6.4 Detailed Shadows Analysis

The *2021 CEQR Technical Manual* states that a detailed shadow analysis is warranted when the screening analyses do not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadows that fall on a sunlight-sensitive resource as a result of development projected under the Future With-Action Scenario. The detailed shadows analysis accounts for the Future No-Action Scenario shadow conditions at identified sunlight-sensitive resources, measuring new shadow coverage beyond what Future No-Action Scenario development at the Project Site and in the surrounding area would cast on an individual resource. The results of the detailed shadow analyses on Surf Playground are summarized in **Table 6-2** (with illustrative figures of new incremental shadows provided in **Figure 6-7 through Figure 6-9**).

Table 6-2, New Incremental Shadow Durations

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	*8:51 a.m. – 2:53 p.m.*	*7:36 a.m. – 4:29 p.m.*	*6:27 a.m. – 5:18 p.m.*	*5:57 a.m. – 6:01 p.m.*
Surf Playground				
Shadow Entry – Exit Time	No Incremental Shadows	(1) 7:36 AM – 7:45 AM (2) 8:03 AM – 10:23 AM	6:27 AM – 10:27 AM	5:57 AM – 10:35 AM
Duration	0 minutes	(1) 9 minutes (2) 2 hours, 20 minutes TOTAL: 2 hours, 29 minutes	4 hours	4 hours, 38 mins

Surf Playground is a 0.93-acre publicly accessible playground and open space owned and operated by NYC DPR and features a variety of recreation amenities, including playground and fitness equipment, athletic courts, and a turf field, as well as benches, seating, and tables (see **Figure 6-6** for a schematic plan of Surf Playground).

Figure 6-6, Surf Playground Schematic Plan



Source(s): NYC DPR

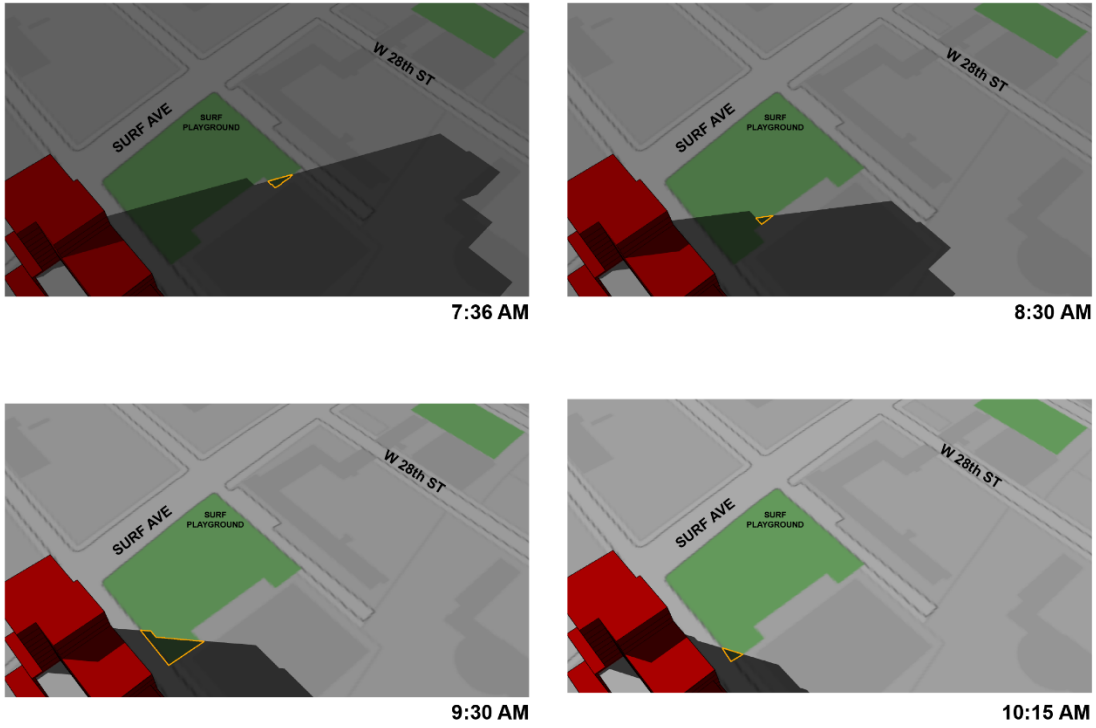
Figure 6-7, Surf Playground March 21 / September 21 Detailed Analysis

Project Building

Sunlight Sensitive Open Space Resource

Projected Future With-Action Shadow Condition

New Incremental Shadow



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

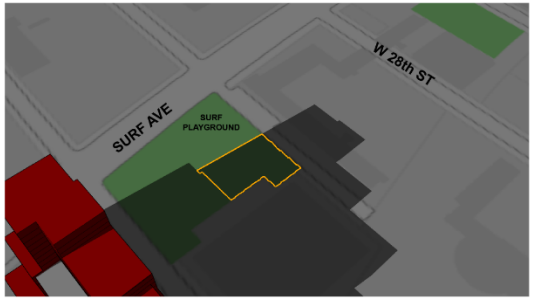
Figure 6-8, Surf Playground May 6 / August 6 Detailed Analysis

Project Building

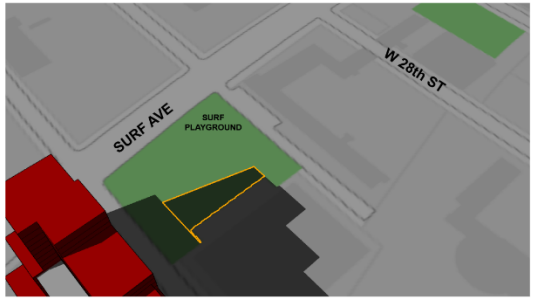
Sunlight Sensitive Open Space Resource

Projected Future With-Action Shadow Condition

New Incremental Shadow



7:00 AM



8:00 AM



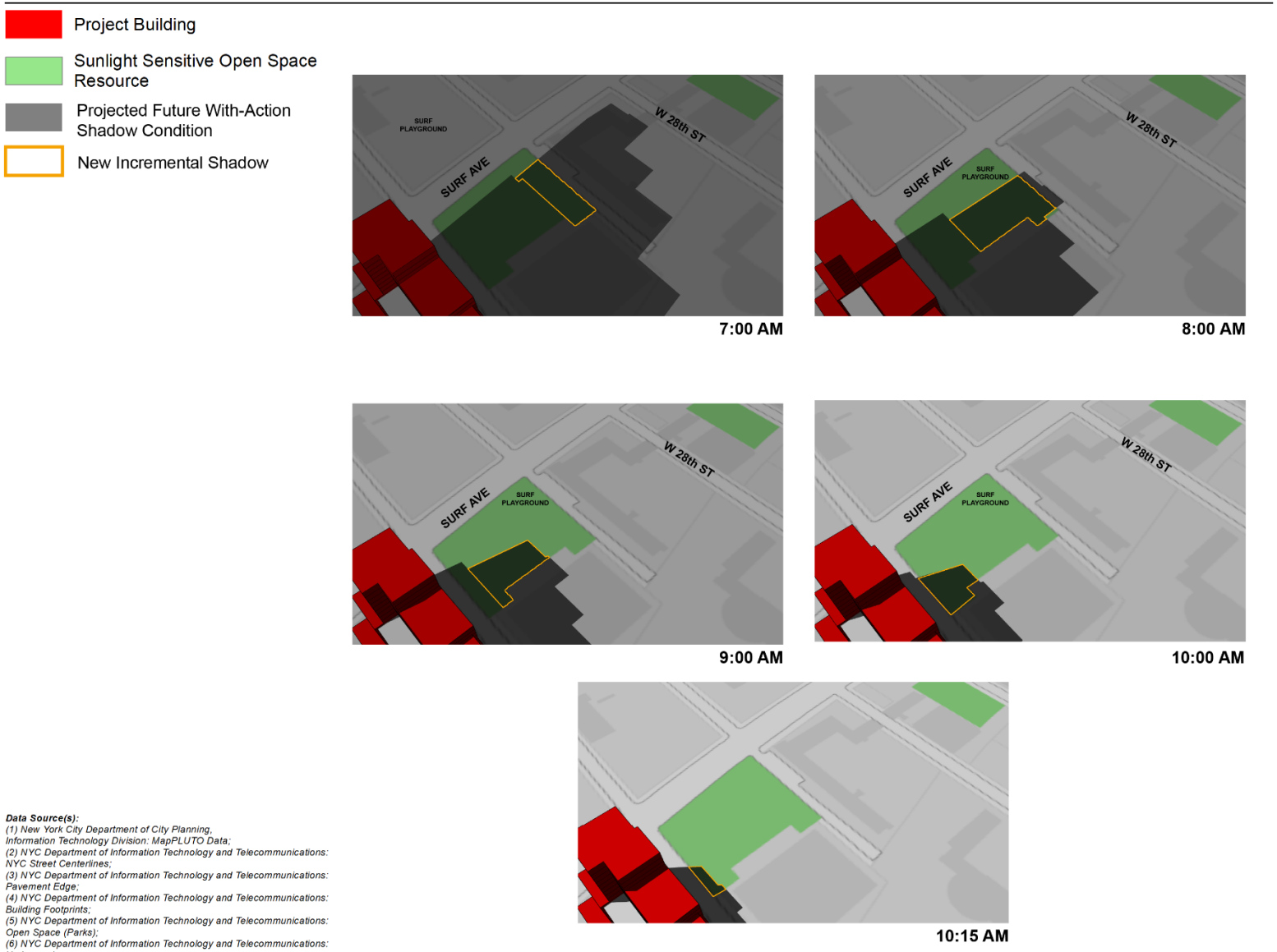
9:00 AM



10:00 AM

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

Figure 6-9, Surf Playground June 21 Detailed Analysis



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(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;

6.4.1 Determination of Shadow Impact Significance

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

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

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

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

Surf Playground Incremental Shadows Assessment

As indicated in **Table 6-2**, new incremental shadows from the Future With-Action Scenario would fall on Surf Playground during two separate durations, from 7:36 AM to 7:45 PM (9 minutes) and from 8:03 AM to 10:23 AM (2 hours, 20 minutes), for a total time of 2 hours, 29 minutes. These new incremental shadows would be relegated to very small portions of the northern and northeastern areas of Surf Playground (see **Figure 6-7**); as visualized in **Figure 6-6**, these areas of this open space resource are characterized by basketball courts, fitness areas, and game tables, which are mostly paved and feature minimal vegetation. Based on the relatively small area of new incremental shadow coverage and the nature of these areas projected to receive new incremental shadows, the viability of vegetation at and the usability of Surf Playground would not be jeopardized during the March 21 / September 21 analysis day.

During the May 6 / August 6 analysis day, new incremental shadows would fall on Surf Playground for a total duration of 4 hours, from 6:27 AM to 10:27 AM (see **Table 6-2**). These new incremental shadows would cover a small portion of the western area of Surf Playground and would move clockwise progressively covering more area in the central and north portions of the playground throughout the identified duration, finishing with a relatively small coverage on the eastern portion of the playground (see **Figure 6-8**). The areas projected to receive new incremental shadows during these analysis days are characterized by playground and fitness equipment, turf fields, basketball courts, and game tables, with minimal vegetation (see **Figure 6-6**). Based on the nature of these areas projected to receive new incremental shadows, the viability of vegetation at and the usability of Surf Playground would not be jeopardized during the May 6 / August 6 analysis day.

New incremental shadows on Surf Playground during the June 21 analysis day are projected from 5:57 AM to 10:35 AM for a total duration of 4 hours and 38 minutes (see **Table 6-2**). Similar to the May 6 / August 6 analysis day, new incremental shadows would start covering a small portion of the western area of Surf Playground and would move clockwise progressively covering more area in the central and north portions of the playground throughout the identified duration, finishing with a relatively small coverage on the eastern portion of the playground (see **Figure 6-9.**). The areas projected to receive new incremental shadows during these analysis days are characterized by playground and fitness equipment, turf fields, basketball courts, and game tables, with minimal vegetation (see **Figure 6-6**). Based on the nature of these areas projected to receive new incremental shadows, the viability of vegetation at and the usability of Surf Playground would not be jeopardized during the June 21 analysis day.

6.5 Conclusions

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

7 HISTORIC AND CULTURAL RESOURCES

7.1 Introduction

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

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

7.2 Methodology

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

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

7.3 Architectural Resources

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

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

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

7.3.1 Direct Impacts

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

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

The LPC was contacted on February 15, 2024, for their initial review of the Proposed Project's potential to impact architectural resources. In a response dated February 26, 2024, LPC indicated that there were no architectural resources of significance at the Project Site (see **Appendix B** for a copy of LPC's findings).

7.3.2 Construction Impacts

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

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

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

If the project is not located within 90 feet of a historic or cultural resource that is NYC-landmark eligible, eligible for the State and National Register of Historic Places, or within an eligible New York City Historic District, then no special protections apply. Therefore, the potential for physical disturbance and adverse impacts on those historic and cultural resources should be disclosed. Based on a review of the New York State (NYS) Office of Parks, Recreation, and Historic Preservation's (OPRHP's) Cultural Resources Information System (CRIS), there are no local, State, or Federal landmarks or historic districts within 90 feet of the Project Site. Thus, the Future With-Action Scenario would not result in physical disturbance and adverse impacts on such resources, and no further analysis is required.

7.3.3 Indirect Impacts

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

Architectural Resources within the Study Area

To determine whether the Proposed Actions have the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic and architectural resources. Based on a review of the aforementioned CRIS, there are no local, State, or Federal landmarks or historic

districts within 400 feet of the Project Site. Thus, the Future With-Action Scenario would not result in physical disturbance and adverse impacts on such resources, and no further analysis is required. As such, the Future With-Action Scenario could not result in adverse visual or contextual impacts on existing architectural resources, nor would it eliminate or screen publicly accessible views of these resources, introduce an incompatible visual, audible, or atmospheric element to these resources' setting, or introduce significant new shadows on sunlight-sensitive features of these resources.

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

7.4 Archaeological Resources

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

The LPC was contacted on February 15, 2024, for their initial review of the Proposed Project's potential to impact archaeological resources. In a response dated February 26, 2024, LPC indicated that there were no archaeological resources of significance at the Project Site (see **Appendix B** for a copy of LPC's findings).

7.5 Conclusions

As there are no known historic and architectural resources at or within the vicinity of the Project Site, no direct, indirect, or construction impacts would result under the Future With-Action Scenario. Further, LPC indicated that there are no resources of architectural or archaeological concern at the Project Site. Based on the foregoing, the Future With-Action Scenario would not result in significant adverse impacts on historic and cultural resources, and no further analysis is warranted.

8 URBAN DESIGN AND VISUAL RESOURCES

8.1 Introduction

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

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

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

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

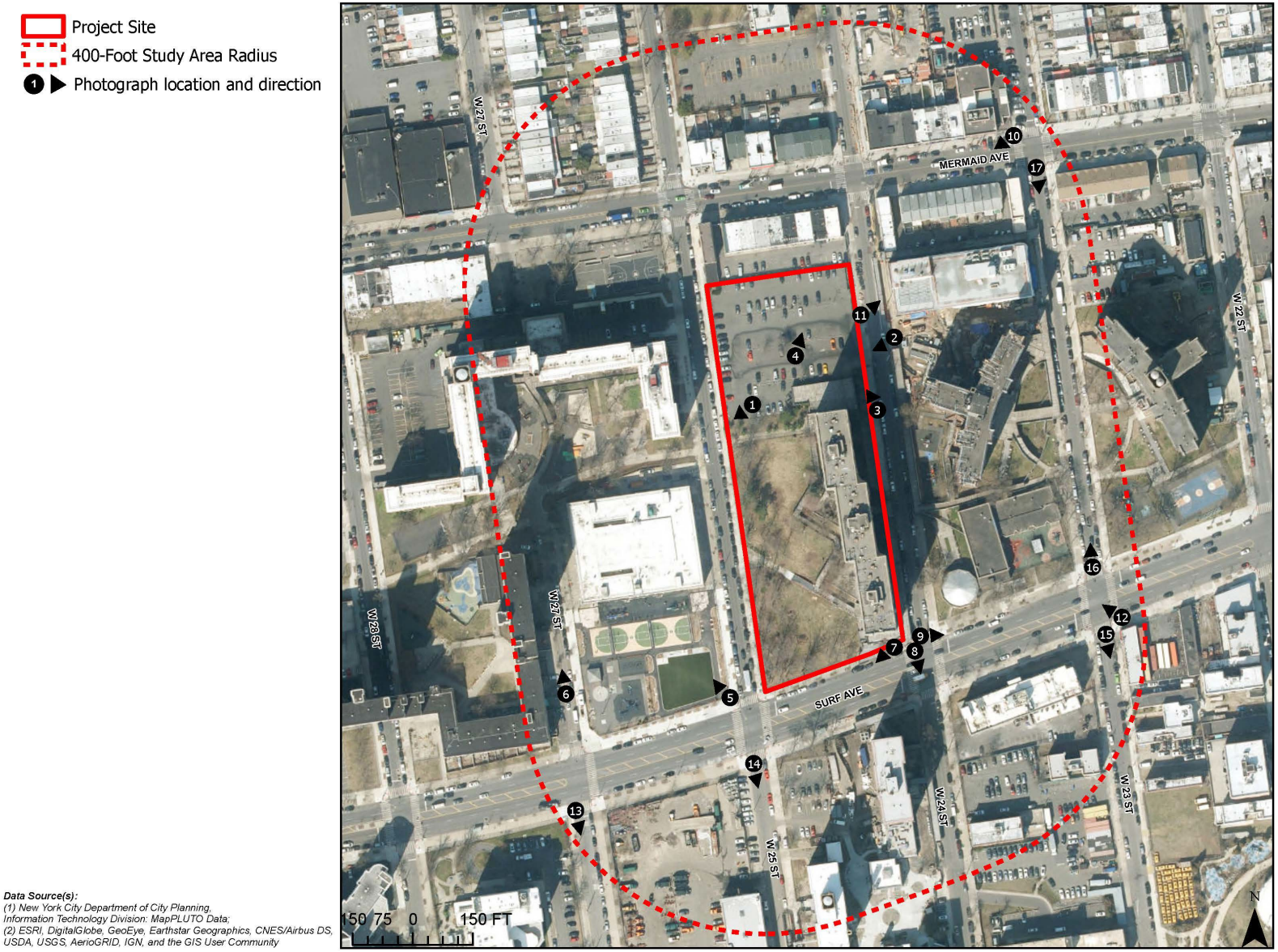
As the Proposed Actions consist of zoning-related discretionary actions that would result in an increase in built floor area beyond what would be allowed 'as-of-right' pursuant to existing mapped zoning, an urban design and visual resources analysis is therefore warranted.

8.2 Methodology

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

Pursuant to the *2021 CEQR Technical Manual*, the appropriate study area for an urban design and visual resources analysis is within a 400-foot radius of the Project Site (the Study Area), as visualized in **Figure 8-1** below.

Figure 8-1, Urban Design Study Area and Photograph Key



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

Figure 8-2, Urban Design Study Area Photographs



Photo No. 1: View of development west of the Project Site.



Photo No. 2: View of development west of the Project Site.

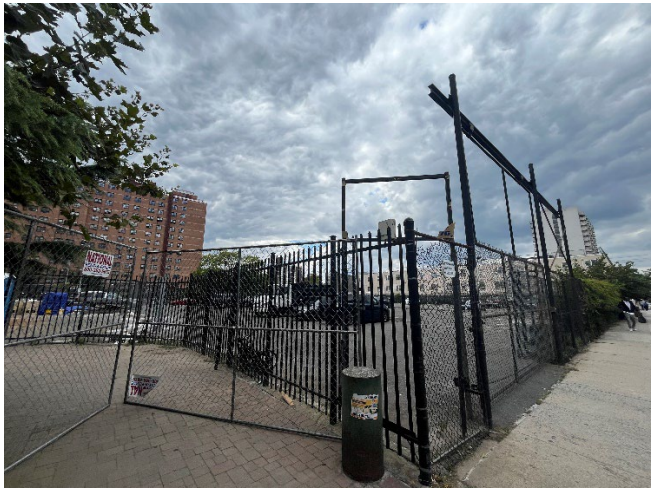


Photo No. 3: View of development northwest of the Project Site from the adjacent parking lot



Photo No. 4: View of development north of the Project Site from the existing parking lot

All photographs taken August 22, 2024

Figure 8-2, Urban Design Study Area Photographs (Continued)



Photo No. 5: View of Surf Playground with the P.S. 288 adjacent to the north, facing northwest.



Photo No. 6: View of the NYCHA development west of the Project Site, facing north from Surf Avenue.



Photo No. 7: View of development along Surf Avenue, facing southwest from the intersection of West 24th Street and Surf Avenue.



Photo No. 8: View of development along Surf Avenue, facing south from the intersection of West 24th Street and Surf Avenue.

All photographs taken August 22, 2024

Figure 8-2, Urban Design Study Area Photographs (Continued)

	
Photo No. 9: View of development along Surf Avenue, facing southeast from the intersection of West 24th Street and Surf Avenue.	**Photo No. 10:** View of development along Mermaid Avenue north of the Project Site, facing west from the intersection of West 23rd Street and Mermaid Avenue.
	
Photo No. 11: View of development along West 24th Street, facing northeast from the Project Site.	**Photo No. 12:** View of development along Surf Avenue east of the Project Site, facing northwest from the intersection of West 23rd Street and Surf Avenue.

All photographs taken August 22, 2024

Figure 8-2, Urban Design Study Area Photographs (Continued)



Photo No. 13: View of development along West 27th Street, facing south from the intersection of West 27th Street and Surf Avenue.



Photo No. 14: View of development along West 25th Street, facing south from the intersection of West 25th Street and Surf Avenue.



Photo No. 15: View of development along West 23rd Street, facing south from the intersection of West 23rd Street and Surf Avenue.



Photo No. 16: View along West 23rd Street, facing north from the intersection of West 23rd Street and Surf Avenue.

All photographs taken August 22, 2024

Figure 8-2, Urban Design Study Area Photographs (Continued)

	
Photo No. 17: View along West 23rd Street, facing south from the intersection of West 23rd Street and Mermaid Avenue.	

All photographs taken August 22, 2024

8.3 Preliminary Urban Design and Visual Resources Assessment

8.3.1 Existing Conditions

Project Site

The Project Site is located within Brooklyn Block 7055, Lot 13, a 153,580-SF lot developed with a 19-story, 380,000-GSF / 367,163-ZSF, 2.39 FAR multi-family residential building featuring 360 affordable dwelling units located in the eastern half of the property. Lot 13 is bounded by mixed-use residential and groundfloor commercial uses fronting along Mermaid Avenue to the north, West 24th Street to the east, Surf Avenue to the south, and West 25th Street to the west. The existing residential building is accessed from multiple points along its West 24th Street frontage to the east. The northern portion of Lot 13 is developed with a 163-space parking lot that provides parking for residents of the existing residential building and is accessed via one curb cut along West 24th Street. The western half of Lot 13 is undeveloped and landscaped; this portion of the tax lot is gated and not accessible. The parking lot portion of the property totals 47,524 SF, while the remainder of the property, including developed and undeveloped areas, totals 106,056 SF.

The Project Site is developed in a "towers in the park" style, characterized by high-rise apartment buildings surrounded by landscaping, popularized in the 1960s and 1970s (the existing building at the Project Site was constructed in 1972; see **EAS Form Figure 6, Photograph Nos. 1 through 13** for photographs of the existing building and associated landscaped area).

Study Area

The existing built form within the 400-foot Study Area is generally similar to that of the Project Site, except for development along and north of Mermaid Avenue. Tower in the park-style development is located east and west of the Project Site, including several high-rise residential structures with associated landscaping, with built FARs and heights ranging from 1.78 to 4.76 and from 17 to 24 stories, respectively (see **Figure 8-2, Photograph Nos. 1 through 4** for representative photographs of these buildings). A three (3) story public intermediate school building is also located west of the Project Site (0.70 built FAR), as well as Surf Playground, a NYC DPR-owned and operated playground facility, approximately 0.93-acre in size, that fronts along Surf Avenue and West 25th Street (see **Figure 8-2, Photograph No. 5**). To the east of the Project Site is a two (2) story NYCHA community facility building at the same property as the aforementioned high-rise residential structure to the east (see **Figure 8-2, Photograph No. 6**).

South of Surf Avenue is another tower in the park-style development (14 stories, 2.15 built FAR) with a NYC DPR administrative building/storage yard property to the west (three (3) stories, 0.26 built FAR). The southeastern study area is developed with a four (4) story adult care facility (1.28 built FAR) with lots developed with surface parking facilities beyond. Refer to **Figure 8-2, Photograph Nos. 7 through 9** for representative photographs of development along the south side of Surf Avenue.

The northern Study Area consists of smaller-scale development fronting along the north and south sides of Mermaid Avenue between West 23rd and West 27th Street. These lots are developed with a mixture of two (2) to three (3) story one- and two-family residential and mixed-use residential with groundfloor commercial buildings with lot sizes generally ranging from 1,000 to 3,000 sf (0.80 to 2.40 built FAR). See **Figure 8-2, Photograph No. 10** for a representative photograph of development along Mermaid Avenue north of the Project Site.

Streets within the Study Area follow the New York City grid layout. Mermaid and Surf Avenues are major east-west thoroughfares in the western half of the Coney Island peninsula, with the former providing one lane of traffic in each direction with curbside parking, while the latter provides two lanes

of traffic in each direction with curbside parking. West 23rd and 25th Streets are one-way local southbound streets while West 24th Street is a one-way northbound local street, all of which feature curbside parking.

8.3.2 Future No-Action Scenario

Project Site

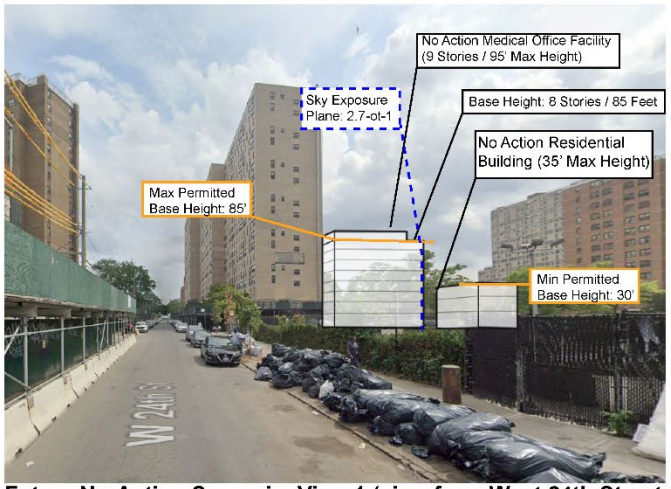
Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant could reasonably develop the Project Site with a nine (9) story, 213,616 GSF medical office facility (0.98 FAR), rising to a maximum height of 95 feet and featuring 65 off-street parking spaces in a parking garage. In addition, a 6,390 GSF (0.04 FAR), three (3) story residential building containing six (6) affordable dwelling units could be developed with the remaining available residential density at the Project Site under the existing R6 district.

The Future No-Action Scenario was determined using the remaining available development density at the Project Site under the R6 zoning district for both community facility and residential uses and medical office facilities in the vicinity of the Project Site, including:

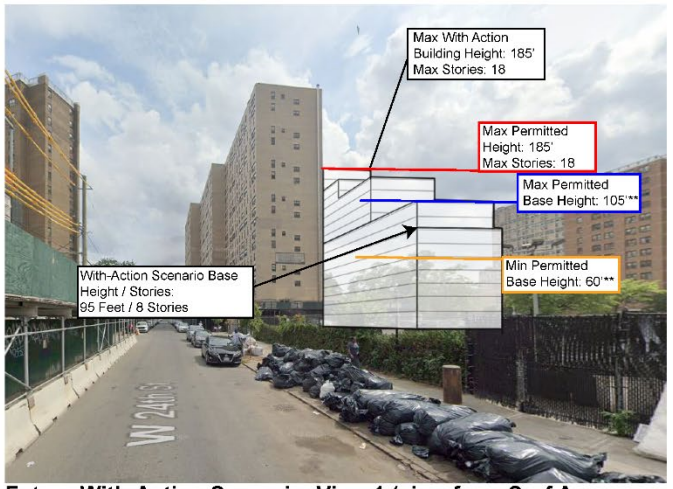
- 6010 Bay Parkway (Brooklyn Block 5522, Lot 36): A nine (9) story, 144,764 GSF (7.23 FAR) medical office building constructed in 2012.
- 1664 East 14th Street (Brooklyn Block 6776, Lot 32): A five (5) story, 20,000 GSF (5.00 FAR) medical office building constructed in 1996.
- 1660 East 14th Street (Brooklyn Block 6776, Lot 33): A five (5) story, 20,000 GSF (5.00 FAR) medical office building constructed in 1994.

Renderings depicting street-level pedestrian views of the Future No-Action Scenario development condition at the Project Site are presented in **Figure 8-3**.

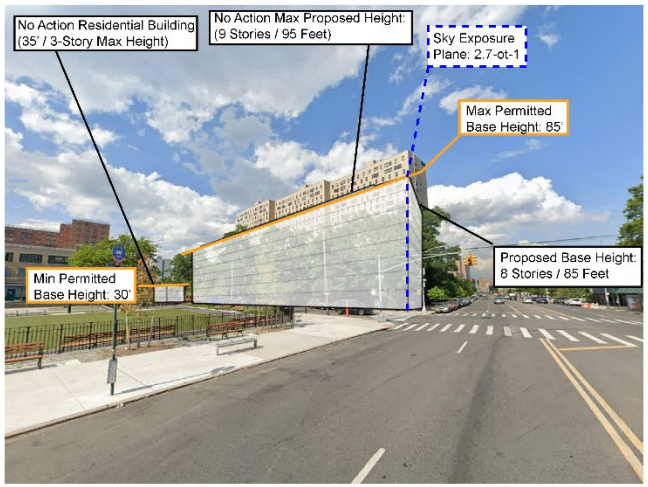
Figure 8-3, Future No-Action and With-Action Scenario Renderings



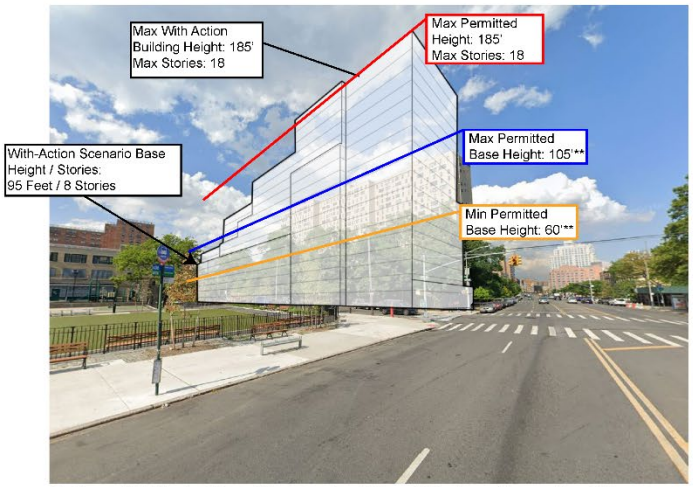
Future No-Action Scenario, View 1 (view from West 24th Street near Mermaid Avenue



Future With-Action Scenario, View 1 (view from Surf Avenue west of the Project Site)



Future No-Action Scenario, View 2 (view from West 24th Street near Mermaid Avenue



Future With-Action Scenario, View 2 (view from Surf Avenue west of the Project Site)

**Pursuant to proposed R7-3 Zoning District; requested waivers of the LGSD permit non-compliance with required base heights

8.3.3 Future With-Action Scenario

Under the Future With-Action Scenario, the undeveloped portion of the Project Site would be redeveloped with a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), with two (2) units set aside for building superintendents. The Future With-Action Scenario would also include up to 16,095 GSF (7,782 ZSF) and 10,898 GSF / ZSF of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the ground floor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

The proposed base height along the building's 25th Street frontage would vary, increasing from north to south, instep with the building's overall height increase over this vector; this includes: (1) a 7-foot setback at a base height of seven (7) stories / 74.2 feet at the building's northern nine (9) story portion; (2) a 7-foot setback at a base height of nine (9) and 11 stories (93.83 and 113.5 feet, respectively) at the building's 13-story portion; (3) a 7-foot setback at a base height of 13 and 15 stories (133.5 and 152 feet, respectively) at the building's southern 18-story portion. Along the building's 18-story Surf Avenue frontage, there would be a 7-foot setback at 15 stories / 152 feet.

With respect to urban design, the Proposed Actions include a special permit pursuant to the NYC Zoning Resolution (ZR) §74-743 (Special provisions for bulk modifications) to allow:

- ZR § 23-432 to allow variable base heights over 105 feet (a maximum base height of 105 feet is permitted);
- ZR § 23-371 to permit a 30 ft. window-to-wall distance (40 ft. minimum is required); and
- ZR § 23-22 to permit a redistribution of bulk from R6 to R7-3 districts within the same zoning lot.

Representative views of the Project Site under the Future With-Action Scenario development conditions are provided in **Figure 8-3**.

While the Proposed Actions would permit development at the Project Site beyond what is currently permitted by the existing mapped R6 zoning district, the resultant development would be consistent and complementary to existing development in the area. The proposed building's height (185 feet) and overall gross square footage (390,391 GSF) are comparable to that of the existing building at the Project Site (178 feet and 380,000 GSF, respectively). This development typology would be consistent with the above-described existing development on tax blocks located between Mermaid and Surf Avenues, defined by residential tower-style development (ranging from 17 to 24 stories near the Project Site) with landscaped open space at their base. The proposed groundfloor community center and retail uses would activate the streetscape with pedestrians, improving the walkability and visual

character of the area. Additionally, the redevelopment of the interior lot with active and passive recreation use would also activate currently underutilized land.

8.3.4 Conclusions

The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or impact the overall character of the neighborhood. It would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or visual character of the area. While the Proposed Actions would permit new development larger in scale and height than could be developed under existing zoning, the proposed development is consistent with tower-style residential development on tax blocks between Mermaid and Surf avenues in terms of scale, density, and height. Additionally, the development with a ground floor community center and retail uses, as well as the private recreational courtyard, would improve walkability and the visual character of the area, and would also provide locally serving retail uses. Therefore, the Proposed Actions would not result in any significant adverse impact on the constituent elements of urban design, and a detailed analysis is not warranted.

9 HAZARDOUS MATERIALS

9.1 Introduction

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

9.2 Methodology

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

9.3 Analysis

As discussed in **Section 1, Project Description**, the Proposed Actions would result in the redevelopment of a vacant portion of the Project Site with a mixed-use multi-family residential, commercial, and community facility building. Accordingly, a Phase I ESA was conducted at the Project Site by EFI Global, Inc. (EFI) in March 2023. The following subsections summarize the findings of that and subsequent hazardous materials studies.

9.3.1 EFI Phase I ESA, March 2023

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

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

EFI performed a Phase I ESA in March 2023 in conformance with the scope and limitations of ASTM Practice E 1527-13 and E1527-21. It is noted that this Phase I ESA only considered a 1.49-acre southwest portion of the overall 3.53-acre Project Site. The portion of the Project Site to be redeveloped is comprised of mostly vacant land with a few improvements, including concrete sidewalks and a steel bridge over a land depression.

The Phase I ESA identified the following RECs:

- REC No. 1: The historical use of the dry-cleaning facilities adjacent to the east of the Project Site at 2970 West 24th Street in 1934 and at 2944 West 24th Street, adjacent to the northeast of the Project Site in 1966, until sometime between 1968 and 1977, present vapor encroachment conditions.

The Phase I ESA did not identify any Historical RECs or Controlled RECs. The Phase I ESA identified the following Business Environmental Risks (BERs):

- BER No. 1: Historic fill was not identified at the Project Site through a review of published sources. However, given the elevation differences noted across different portions of the Project Site, the observed presence of construction debris (brick wall remnants) at the surface in the vicinity of the former buildings, and information provided by the Site Manager of the east-adjoining apartments indicating that the mounds on the western portion of the Property consist of debris from the prior structures as well as soil excavated during construction of the east-adjoining apartments, EFI cannot discount the possibility that historic fill may be present at the Subject Property.

Phase I ESA Recommendations

Given the proposed rezoning and development plans for the Project Site, soil disturbance and removal factors must be considered. A limited Phase II subsurface investigation consisting of soil, soil-gas, and groundwater sampling was recommended at the northeast, east, and southwest portions of the Project Site to determine if residual contamination is present in soil and groundwater and if a potential vapor encroachment condition exists for the future building. The findings of the investigation will assist in determining if a Soil Management Plan, sub-slab vapor barrier, and/or vapor mitigation system will be needed to be designed and implemented as part of planned construction activities.

9.3.2 Phase II Limited Subsurface Investigation, May 2023

A Phase II Limited Subsurface Investigation (LSI) was performed on May 18th and 19th of 2023, which included six (6) soil borings that were advanced to a maximum depth of 20 feet bgs. The locations of the soil borings were biased to the previously referenced RECs and potential vapor encroachment conditions identified in the Phase I ESA. One (1) soil sample was collected from each soil boring for a total of six (6) soil samples submitted for analysis. Three (3) soil borings had a temporary monitoring well installed, and three (3) groundwater samples were collected and submitted for analysis. The soil and groundwater samples were analyzed for Volatile Organic Compounds (VOCs) by EPA Method 8260 and Semi-Volatile Organic Compounds (SVOCs) by EPA Method 8270. See Figure 5 for the previously sampled locations.

All six (6) soil samples submitted for analysis had concentrations below New York State (NYS) unrestricted use soil cleanup objectives. Groundwater samples SB-1 and SB-3 exceeded NYS Groundwater Quality Standards (GWQS) for chloroform. Groundwater sample SB-5 exceeded NYS GWQS for chrysene, benzo(a)pyrene, and indeno(1,2,3-cd)pyrene.

9.3.3 Phase II Investigation Workplan, April 2024

Based on the results of the Phase II LSI, EFI prepared a Phase II Investigation Workplan in February 2024, which was subsequently reviewed by DEP and revised in April 2024 pursuant to feedback provided by the agency. The Phase II Investigation Workplan will include:

- Geophysical Survey
- Soil, Groundwater, and Soil Vapor Summary
- Soil Sampling

- Groundwater Sampling
- Soil Vapor Sampling
- Sample Analysis
- Quality Assurance / Quality Control Procedures
- Investigation Derived Waste
- Report
- Investigation Health and Safety Plan (HASP)

In a letter dated September 12, 2025, DEP indicated that the submitted Phase II Work Plan and HASP were acceptable, and that a detailed Phase II ESI should be submitted upon completion of the investigation activities (see **Appendix D** for a copy of this correspondence).

9.4 Conclusions

A Phase II ESI cannot be completed at the Project Site, as variable topography in the area of the Proposed Project would prevent effective Phase II sampling. Therefore, to preclude the potential for significant adverse impacts, an (E) Designation for hazardous materials would be placed on the Project Site. An (E) Designation on the Project Site would assure that testing and mitigation will be performed, as necessary, before any future development and/or soil disturbance. Further hazardous materials assessments would be coordinated through the Mayor's Office of Environmental Remediation (OER). With this (E) Designation in place, no significant adverse impacts related to hazardous materials would occur, and no further analysis is warranted. The text of the (E) designation would be as follows:

E-Designation (E No. 868) Project Site (Block 7055, Lot 13; applicant-owned)

Task 1 – Sampling Protocol

The Applicant submits to OER, for review and approval, 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 a 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 be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination 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.

10 WATER AND SEWER INFRASTRUCTURE

10.1 Introduction

As defined in the *2021 CEQR Technical Manual*, infrastructure comprises the physical systems that support populations and includes structures such as water mains and sewers, bridges and tunnels, roadways, and electrical substations. These structures are static and thus have defined capabilities that may be affected by growth in a particular area. This chapter assesses the potential effects of the Proposed Actions on the City's water supply, sanitary sewage, and stormwater management infrastructure in accordance with the *2021 CEQR Technical Manual*. The purpose of the Water and Sewer Infrastructure analysis is to determine whether the Proposed Actions may adversely affect the City's water distribution or sewer systems.

10.2 Methodology

This analysis of water and sewer infrastructure follows the guidelines outlined in the *2021 CEQR Technical Manual* for a preliminary assessment (Chapter 13, Section 320). According to the *2021 CEQR Technical Manual*, a preliminary analysis of water and sewer infrastructure is generally only necessary for projects that increase density or change drainage conditions. In addition to water supply, conveyance, and wastewater resource recovery facility (WRRF) assessments, stormwater management is an integral component of an infrastructure analysis due to potential environmental impacts related to how much the built sewer and conveyance system can handle, and related effects such as street flooding, surcharging sewers downstream, sewer back-ups (SBUs), increases in combined sewer overflows (CSOs), and pollutant loadings contained in CSOs or direct stormwater discharges to the City's surrounding waterbodies.

The *2021 CEQR Technical Manual* establishes several thresholds to determine if a proposed action requires an analysis of water and sewer infrastructure. As indicated in the accompanying EAS Form, the Project Site is located in a separately sewered area, and the Future With-Action Scenario would result in the development of more than 100 dwelling units, such that a preliminary analysis of water and sewer infrastructure is required.

10.3 Preliminary Water and Sewer Infrastructure Analysis

10.3.1 Water Supply

Pursuant to the *2021 CEQR Technical Manual*, a preliminary water supply infrastructure analysis is needed if the Future With-Action Scenario meets any of the following criteria:

- Would result in an exceptionally large demand for water (e.g., those that are projected to use more than one million gallons per day, such as power plants, very large cooling systems, or large developments); or
- Is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system, such as the Rockaway Peninsula and Coney Island).

The Project Site is located in Coney Island (an area identified as potentially experiencing low water pressure), such that a preliminary water supply analysis is required.

Water Demand

Existing Conditions

The Project Site is developed with a multi-family residential building containing 360 dwelling units, with an estimated population of 868 persons, using an average household size of 2.41 persons (based on 2017-21 ACS data for the Coney Island-Seagate NTA). Pursuant to *Table 13-2* of the *2021 CEQR*

Technical Manual, water use in residential uses is 100 gallons be day (gpd) per person; based on that rate, water demand at the existing building is projected to be 86,800 gallons per day gpd.

Future No-Action Scenario

Absent the Proposed Actions, undeveloped portions of the Project Site would be developed with the following development program (including associated water demand calculations:

- A six (6) unit residential building

  Based on the same 2.41-person average household size, this building is anticipated to result in 14 new residents at the Project Site with a 1,400 gpd water demand (using the aforementioned 100 gpd per person factor).
- A 213,616 GSF medical office facility

  Based on the *2021 CEQR Technical Manual* specified factor of 0.27 gpd / square foot (SF) [14] for office uses, the 213,616 GSF medical office facility is projected to result in a water demand of 57,677 gpd.

In total, new development associated with the Future No-Action Scenario is projected to have a total water demand of 59,077 gpd; in combination with existing water demand at the Project Site (86,800 gpd), the overall water demand under the Future No-Action Scenario is projected to be 145,877 gpd.

Future With-Action Scenario

The Future With-Action Scenario would result in the redevelopment of the undeveloped portions of the Project Site with a one- (1-) to 18-story, 390,391-GSF mixed-use multi-family residential building with 410 dwelling units and 16,095 GSF of ground floor community facility space and 10,898 GSF of groundfloor retail spaces. As indicated in **Table 1-2** , the Future With-Action Scenario would result in an incremental increase of 974 residents at the Project Site. The projected water demand associated with each of these proposed uses is provided below.

- 410 Residential Dwelling Units

  As previously discussed, the proposed 410 dwelling units would create an incremental increase of 974 residents at the Project Site. Using a water demand factor of 100 gpd per person pursuant to the *2021 CEQR Technical Manual*, the residential component of the Future With-Action Scenario has a projected water demand of 97,400 gpd.
- 16,095 GSF Community Center Spaces

  Based on the *2021 CEQR Technical Manual* specified factor of 0.27 gpd / SF for office uses, the 16,095 GSF community center is projected to result in a water demand of 4,346 gpd.
- 10,898 GSF Retail Space

  Based on the *2021 CEQR Technical Manual* specified factor of 0.41 gpd / square foot (SF) [15] for retail stores, the 10,898 GSF retail space is projected to result in a water demand of 4,468 gpd.

In total, new development associated with the Future With-Action Scenario is projected to have a total water demand of 106,214 gpd; in combination with existing water demand at the Project Site (86,800 gpd), the overall water demand under the Future With-Action Scenario is projected to be 193,014 gpd.

[14] This factor includes 0.10 gpd / SF for domestic use and 0.17 gpd / SF for air conditioning for commercial office spaces.
[15] This factor includes 0.24 gpd / SF for domestic use and 0.17 gpd / SF for air conditioning for retail stores.

Pursuant to the *2021 CEQR Technical Manual*, a water demand of 193,014 gpd is not considered a significantly large water demand (i.e., greater than one million gpd).

Water Pressure

Pursuant to a memorandum issued by the NYC Department of Environmental Protection (DEP) on June 25, 2024, DEP anticipates that existing water mains in the area of the Project Site should have the capacity to handle the estimated increase in water demand associated with the Future With-Action Scenario. A copy of the aforementioned memorandum is included in **Appendix C** of this EAS.

Water Supply Conclusions

Based on the foregoing, the Future With-Action Scenario would not generate a significant water demand (i.e., greater than 1,000,000 gpd); further, DEP anticipates that existing water mains should have sufficient capacity to accommodate this anticipated increase in water demand. Based on the foregoing, no significant adverse water supply impacts are anticipated, and further water supply analysis is not required.

10.3.2 Wastewater and Stormwater Conveyance and Treatment

The Future With-Action Scenario would result in the redevelopment of the Project Site, which is within a mapped R6 district and a NYC municipal separate storm sewer (MS4) area, with 410 new dwelling units, pursuant to Table 13-1 of the *2021 CEQR Technical Manual*, requires a preliminary analysis of wastewater and stormwater conveyance and treatment.

Existing Conditions

Stormwater Conveyance

The Project Site is located within a NYC MS4 district of the Coney Island Sewershed (see **Figure 10-1**). MS4s are a publicly-owned conveyance or system of conveyances (including but not limited to streets, ditches, catch basins, curbs, gutters, and storm drains) that are designed or used for collecting or conveying stormwater and discharge to surface waters of New York State. Separate storm sewers carry stormwater runoff directly to local waterbodies and serve approximately 30 to 40 percent of New York City.

The Project Site is characterized by a mix of developed and undeveloped areas; developed areas of the Project Site include the existing building in the eastern half of the property and the parking lot in the northern portion of the Project Site, while the western half of the property is characterized by undeveloped softscape areas (see **Figure 10-2**). Stormwater runoff generated at developed portions of the Project Site is directed to both the undeveloped portions of the Project Site, where it can naturally infiltrate, as well as catch basins along the adjoining street network, including Surf Avenue and West 24th and West 25th Streets. As previously mentioned, the Project Site is located within an MS4 district and situated within three separate drainage areas, including CI-663 (encompassing the southern two-thirds of the Project Site), CI-665 (encompassing a small northeast portion of the Project Site), and CI-601 (encompassing a small northwest portion of the Project Site). The CI-663 drainage area discharges stormwater directly to the Lower New York Bay / Gravesend Bay via the CI-663 outfall located near the southern terminus of West 23rd Street near the Coney Island Beach and Boardwalk while the Ci-601 and CI-665 drainage areas discharge to Coney Island Creek via to separate outfalls; the CI-601 outfall is located along Kaiser Park's shoreline and the Ci-665 outfall is located at the northern terminus of West 21st Street. Refer to **Figure 10-1** for a visualization of the Project Site's location within the three separate drainage areas, as well as the location of the outfalls associated with those drainage areas.

Based on DEP's Volume Calculation Matrix (see **Appendix C**), existing drainage conditions at the Project Site are projected to generate up to 0.14 million gallons (MG) of stormwater runoff during a 2.5-inch rain event, directly discharged to the Lower New York Bay / Gravesend Bay via the CI-663 outfall and Coney Island Creek via the CI-603 and CI-665 outfalls. Stormwater runoff coefficient and volume calculations, as summarized from DEP's Volume Calculation Matrix (see **Appendix C**), are provided below in **Table 10-1** and **Table 10-2**.

Table 10-1, Existing Conditions, Surface Runoff Calculations[1]

Surface Type	Roof	Pavement and Walks	Other	Soft Scape	*TOTAL*
Area (%)	13%	44%	0%	43%	***100%***
Surface Area (SF)	19,878 SF	67,438 SF	0 SF	66,264 SF	***153,580 SF***
Runoff Coefficient	1.00	0.85	0.85	0.20	***0.59***

Note(s):
[1] Calculations and other details provided in DEP's Volume Calculation Matrix (see **Appendix C**)

Table 10-2, Existing Conditions, Surface Runoff Coefficient Calculations[1]

Rainfall (inches)	Duration (hours)	Total Area (Acres)	Weighted Runoff Coefficient[2]	Stormwater Runoff (MG)
0.00	3.80	3.53	0.59	0.00
0.40	3.80	3.53	0.59	0.02
1.20	11.30	3.53	0.59	0.07
2.50	19.50	3.53	0.59	0.14

Note(s):
[1] Calculations and other details provided in DEP's Volume Calculation Matrix (see **Appendix C**)
[2] As calculated in Table 10-1 above.

Sanitary Wastewater Conveyance

Pursuant to the *2021 CEQR Technical Manual*, the factors used to calculate water demand for residential uses are equivalent to those used for sanitary wastewater generation. Therefore, under existing conditions, the Project Site is estimated to generate approximately 86,800 gpd of sanitary wastewater. This sanitary wastewater would be discharged to the local sewer system and treated by the Coney Island Wastewater Resource Recovery Facility (WRRF).

Figure 10-1, Project Area Sewer Infrastructure

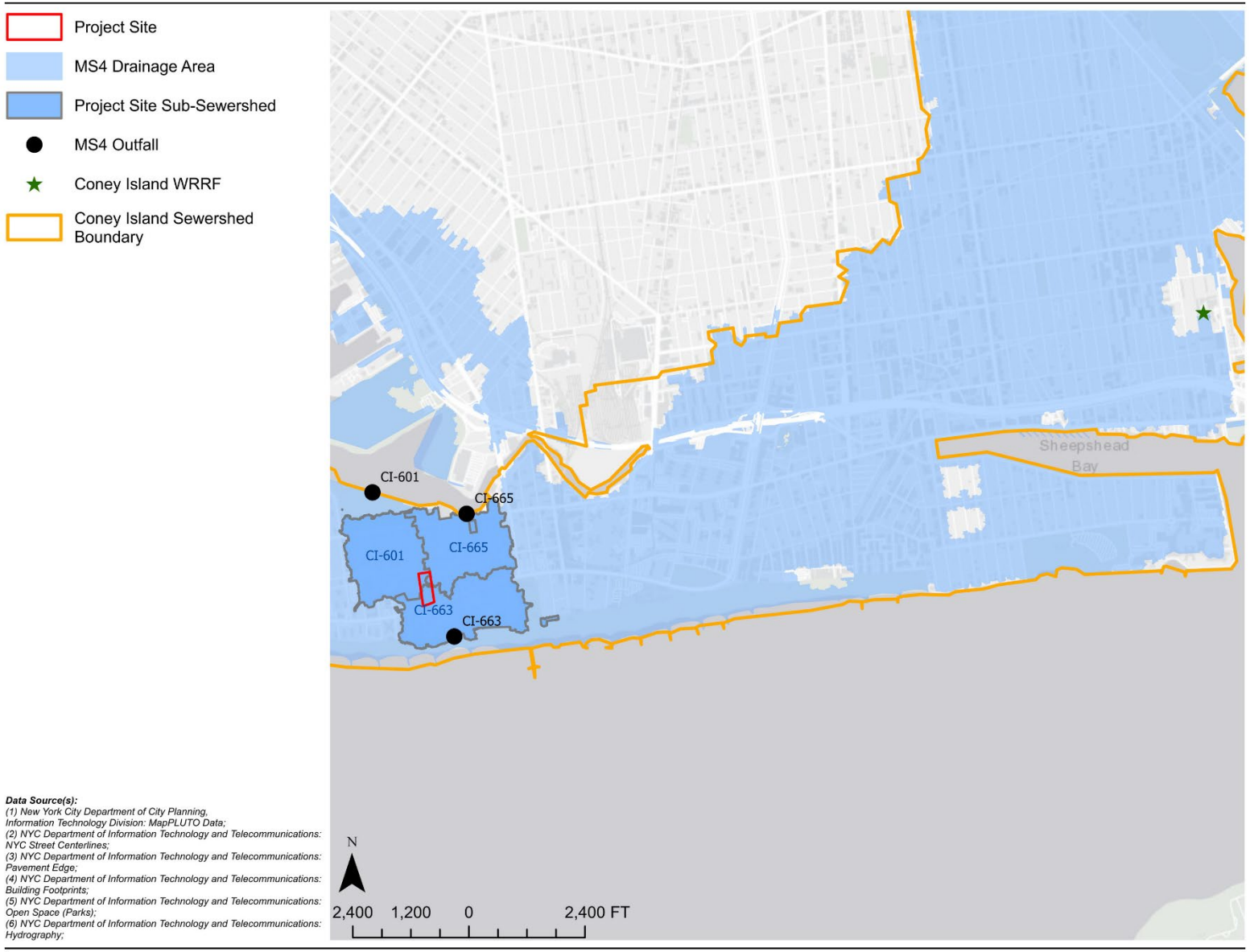
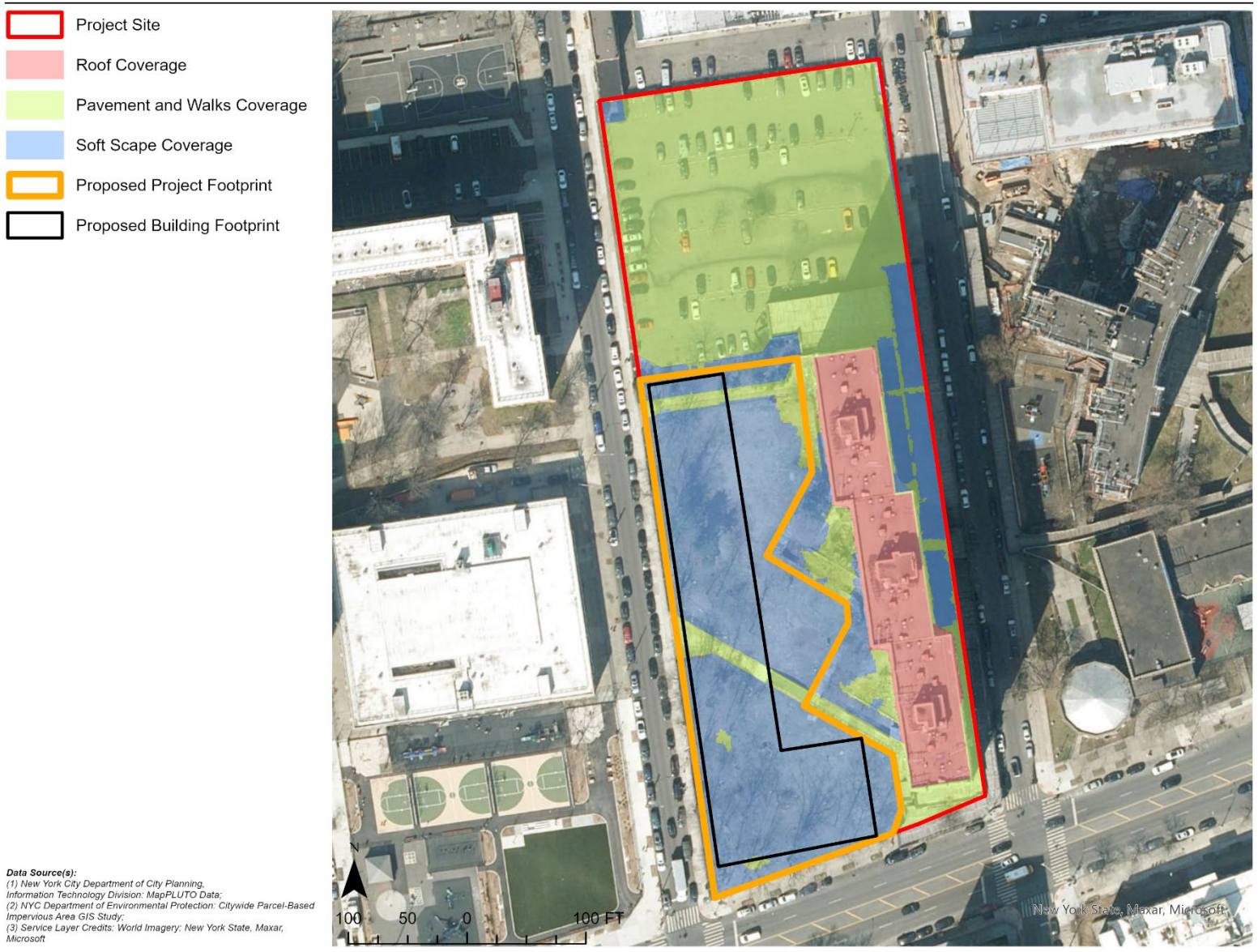


Figure 10-2, Project Site Permeability Coverages Map



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Environmental Protection: Citywide Parcel-Based Impervious Area GIS Study;
(3) Service Layer Credits: World Imagery: New York State, Maxar, Microsoft

It is noted that the Coney Island Wastewater Resource Recovery Facility (WRRF), which receives and treats sanitary wastewater generated in the Coney Island Sewershed, is currently undergoing a $110 million upgrade, which began in early 2021. The upgrade project will replace the Main Sewage Pumps (MSP) system, which was built in the 1980s and has operated continuously for more than 30 years. The system and its associated motors, suction and discharge piping, valves, motor starters, and associated electrical equipment and controls are due for replacement. Upgrades at the facility will include the facility's six main sewage pumps, discharge piping, force main, and valves in the existing dry well. New motors, controllers, and associated electrical equipment will also be provided for the pump system. It is anticipated that the work will be completed in 2025. [16]

Pursuant to information provided by the DEP, [17] the Coney Island WRRF has been in operation since 1935 and serves 596,326 persons located in southern and central Brooklyn. The Coney Island WRRF has a design capacity of 110 million gallons per day (MGD) and discharges treated wastewater to Jamaica Bay.

Future No-Action Scenario

Stormwater Conveyance

Absent the Proposed Actions, undeveloped western portions of the Project Site would be redeveloped with a three (3) story, six (6) dwelling unit residential building and a 213,616 GSF, nine (9) story medical office facility. These two buildings would add approximately 26,808 SF of roof area, in locations that are generally considered pervious, to the Project Site, such that additional stormwater is anticipated to be generated at the Project Site under the Future No-Action Condition. Pursuant to the *2021 CEQR Technical Manual*, for the purposes of the stormwater conveyance analysis, the combined effect of changes in permeability at a site in the Future No-Action and Future With-Action Scenarios is considered, such that these additional roof areas will be considered in the Future With-Action Scenario analysis in the subsequent section.

Sanitary Wastewater Conveyance

Pursuant to the *2021 CEQR Technical Manual*, the factors used to calculate water demand for residential and commercial office uses (exclusive of air conditioning water demand) are equivalent to those used for sanitary waste generation. Therefore, under the Future No-Action Scenario, the Project Site is estimated to generate approximately 109,030 gpd of sanitary wastewater, including 86,800 gpd from existing residential uses (868 residents at 100 gpd), 1,400 gpd from the proposed residential uses (14 residents at 100 gpd), and 21,362 gpd from the proposed medical office use (0.10 gpd / SF and 213,616 SF of medical office space). This sanitary wastewater would be discharged to the local sewer system and treated by the Coney Island Wastewater Resource Recovery Facility (WRRF).

As noted above, the upgrade project at the Coney Island WRRF will be completed by the 2029 Project Build Year.

Future With-Action Scenario

Stormwater Conveyance

Under the Future With-Action Scenario, the western undeveloped portion of the Project Site would be redeveloped with a one- (1-) to 18-story, 363,398-GSF mixed-use multi-family residential building with 410 dwelling units, 16,095 GSF of ground floor community facility space and 10,898 GSF of groundfloor retail spaces. Additionally, the central courtyard area created by the existing and proposed

[16] https://www.nyc.gov/site/dep/news/21-020/-110-million-upgrade-coney-island-wastewater-resource-recovery-facility-will-ensure-continued#/0, accessed December 20, 2023
[17] https://www.nyc.gov/site/dep/water/wastewater-treatment-plants.page, accessed December 21, 2023

residential buildings would be redeveloped with a private recreation area. In total, the Future With-Action Scenario is projected to add approximately 31,263 SF of roof area associated with the proposed building and 20,000 SF of a recreational area characterized by pavement and walks (including plaza and sidewalk areas along the proposed building's southern and western frontages), with a corresponding decrease in existing soft scape areas at the Project Site (for the purposes of a conservative analysis, it is assumed the entirety of the area to be redeveloped with the Proposed Project is defined as "soft-scape" concerning its permeability characteristics). See **Figure 10-2** for a visual representation of the Future With-Action Scenario's footprint in relation to existing permeability conditions at the Project Site. Further, development associated with the Future No-Action Scenario would be located entirely within the footprint of the Future With-Action Scenario, such that permeability characteristics associated with the latter take priority when assessing surface runoff flows.

Based on DEP's Volume Calculation Matrix (see **Appendix C**), under the Future With-Action Scenario, the Project Site is projected to generate up to 0.20 million gallons (MG) of stormwater runoff during a 2.5-inch rain event, directly discharged to the Lower New York Bay / Gravesend Bay and Coney Island Creek via the CI-601, CI-663, and CI-665 outfalls. Stormwater runoff coefficient and volume calculations, as summarized from DEP's Volume Calculation Matrix (see **Appendix C**), are provided below in **Table 10-3** and **Table 10-4**.

Table 10-3, Future With-Action Scenario, Surface Runoff Calculations[1]

Surface Type	Roof	Pavement and Walks	Other	Soft Scape	*TOTAL*
Area (%)	33%	57%	0%	10%	***100%***
Surface Area (SF)	51,141 SF	87,438 SF	0 SF	15,001 SF	***153,580 SF***
Runoff Coefficient	1.00	0.85	0.85	0.20	***0.84***

Note(s):
[1] Calculations and other details provided in DEP's Volume Calculation Matrix (see **Appendix C**)

Table 10-4, Future With-Action Scenario, Surface Runoff Coefficient Calculations[1]

Rainfall (inches)	Duration (hours)	Total Area (Acres)	Weighted Runoff Coefficient[2]	Stormwater Runoff (MG)
0.00	3.80	3.53	0.84	0.00
0.40	3.80	3.53	0.84	0.03
1.20	11.30	3.53	0.84	0.10
2.50	19.50	3.53	0.84	0.20

Note(s):
[1] Calculations and other details provided in DEP's Volume Calculation Matrix (see **Appendix C**)

Pursuant to the *2021 CEQR Technical Manual*, increases of two (2) percent or more in stormwater flow from a Project Site in certain drainage areas (such as the Coney Island Creek drainage area, in which the Project Site is partially located) necessitate further review of the completed Volume Calculation Matrix by DEP. Projected increases in stormwater runoff at the Project Site are quantified below in **Table 10-5**.

Table 10-5, Projected Stormwater Runoff Increases[1]

Rainfall (inches)	Duration (hours)	Existing Conditions Stormwater Runoff (MG)	Future With-Action Scenario Stormwater Runoff (MG)	Projected Stormwater Runoff Increase (Number / %)
0.00	3.80	0.00	0.00	0.00 / 0 %
0.40	3.80	0.02	0.03	0.01 / 50 %
1.20	11.30	0.07	0.10	0.10 / 43 %
2.50	19.50	0.14	0.20	0.20 / 43%

Note(s):
[1] Calculations and other details provided in DEP's Volume Calculation Matrix (see **Appendix C**)

The Future With-Action Scenario would result in increases in stormwater runoff, ranging from 43 to 50 percent, compared to existing conditions. This can be attributed to the loss of large, undeveloped portions of the Project Site, which serve as areas of natural infiltration during precipitation events. Based on these increases, the Proposed Project and its associated stormwater runoff calculations warrant further review by DEP.

It is noted that the Proposed Project would incorporate stormwater detention tanks at the Project Site to capture and retain stormwater runoff generated on-site during precipitation events and delay its release into the local MS4 infrastructure. Further, all new stormwater management practices and storm sewer infrastructure will be designed in accordance with the NYC DEP Unified Stormwater Rule and will be reviewed by NYC DEP through the project Stormwater Pollution Prevention Plan (SWPPP). In a memorandum dated June 25, 2024, the DEP indicated that, as part of the site connection approval process, stormwater retention systems would have to be in compliance with required stormwater release rates (see **Appendix C** for a copy of the aforementioned memorandum).

Based on the foregoing, no significant adverse impacts related to stormwater conveyance are anticipated under the Future With-Action Scenario, and further analysis is needed.

Sanitary Wastewater Conveyance

Pursuant to the *2021 CEQR Technical Manual*, the factors used to calculate water demand for residential, community facility, and commercial (exclusive of air conditioning water demand) are equivalent to those used for sanitary waste generation. Therefore, under the Future With-Action Scenario, the Project Site is estimated to generate approximately 188,226 gpd of sanitary wastewater, including 86,800 gpd from existing residential uses (868 residents at 100 gpd), 97,400 gpd from proposed residential uses (974 residents at 100 gpd), 2,416 gpd from proposed retail uses (based on a rate of 0.24 gpd / SF and 10,898 GSF of retail uses), and 1,610 gpd from the proposed community center uses (based on a rate of 0.10 gpd / SF and 16,095 GSF of community center space). This Future With-Action Scenario projected sanitary wastewater flow represents an approximate 72.6 percent increase over the Future No-Action Scenario.

Sanitary sewage flows generated by the Future With-Action Scenario would be directed to the local sanitary sewer system (separate from the MS4 system), which would convey sanitary wastewater generated at the Project Site to the Coney Island WRRF, which has a capacity of 110 MGD. Sanitary wastewater flows generated by the Future With-Action Scenario would be greater than existing and Future No-Action Scenario wastewater flows.

DEP, in a memorandum dated June 25, 2024 (see **Appendix C**), advised that a hydraulic analysis of the existing sewer system may be required prior to the submittal of the Site Connection Proposal (SCP) application to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there will be a need to amend the existing drainage

plan based on the hydraulic calculations. The Applicant would fulfill all requirements of the SCP application prior to construction of the Proposed Project.

Based on the foregoing, no significant adverse impacts related to sanitary wastewater are anticipated under the Future With-Action Scenario, and further analysis is needed.

10.4 Conclusions

The Future With-Action Scenario would not result in significant impacts on water supply since the projected development would not generate an exceptionally large water demand, nor is it located in an area that experiences low water pressure or inadequate water supply infrastructure. As such, no significant adverse impacts to the water supply infrastructure would be anticipated.

The Future With-Action Scenario would result in increases in stormwater runoff generation at the Project Site and, in combination with the implementation of stormwater detention tanks as part of the Proposed Project, the Future With-Action Scenario could improve stormwater management and conveyance conditions at the Project Site and the local infrastructure network. Given these measures, it is not anticipated that the increase in stormwater and/or sanitary wastewater flows generated by the Proposed Actions would result in significant adverse impacts.

The Future With-Action Scenario is projected to generate a 72.6 percent increase in sanitary wastewater over the Future No-Action Scenario. It is not anticipated that the increases in sanitary sewage flows generated by the project would exceed the capacity of existing sewer lines servicing the Project Site or the design capacity of the Coney Island WRRF.

Based on the foregoing, no significant adverse impacts to the water and sewer infrastructure are therefore anticipated, and no further analysis is warranted.

11 TRANSPORTATION

11.1 Introduction

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

This chapter assesses the potential for project-generated vehicle, transit, and pedestrian trips to affect the local transportation network.

11.2 Transportation Analysis Framework

11.2.1 Existing Conditions

The Project Site is currently developed with a 19-story, 380,000-gross-square-foot (gsf), 2.39 FAR multi-family residential building featuring 360 affordable dwelling units located in the eastern half of the property. The western half of Lot 13 is undeveloped and landscaped.

11.2.2 Future No-Action Scenario

Absent the Proposed Actions, the Applicant could reasonably develop the undeveloped western portion of the Project Site with a nine-story, 213,616-GSF medical office facility (0.98 FAR). In addition, a 6,390-GSF (0.04 FAR), three-story residential building containing six (6) affordable dwelling units could be developed with the remaining available residential density at the Project Site. Combined with the existing 19-story, 360-unit residential building that would remain on the eastern half of the property, there would be a total of 366 residential units under the Future No-Action Scenario.

11.2.3 Future With-Action Scenario

As a result of the Proposed Actions, the western half of the property would be developed with a one- to 18-story, up to 390,391-GSF mixed-use multi-family residential building with ground floor community facility and commercial spaces. There would be a total of up to 363,398 GSF of residential floor area throughout the building, containing 410 residential dwelling units. Additionally, there would be up to 16,095 GSF and up to 10,898 GSF ground floor community facilities and commercial retail spaces, respectively.

11.3 Preliminary Transportation Assessment

The Project Site is within Traffic Zone 4. According to Table 16-1 of the 2021 CEQR Technical Manual, in this zone, the development of fewer than 200 residential units, 75,000 square feet of commercial office, 10,000 square feet of local retail, 15,000 square feet of community facility space, or a weighted average below 1.00, typically does not warrant further assessment of the potential for adverse effects on transportation. While the Proposed Actions would result in a decrease in community facility space, as discussed above, the 404 new incremental dwelling units and 10,898 new square feet of local retail space exceed their thresholds, and Level 1 Trip Generation screening is therefore provided below.

11.4 Level 1 Trip Generation Assessment

The *2021 CEQR Technical Manual* states that a preliminary Level 1 Trip Generation Screening Assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. Except in unusual circumstances, a further quantified analysis would typically not be needed for a technical area if the Proposed Development would result in fewer than the following increments:

- 50 peak hour vehicle trips;
- 200 peak hour subway/rail or bus transit riders (or 50 bus trips in a single direction on a single route during a peak hour);
- 50 CWFS Ferry Trips; or
- 200 peak hour pedestrian trips.

The *2021 CEQR Technical Manual* also states that if the threshold for traffic is surpassed, a parking assessment may also be warranted.

Transportation Planning Assumptions

As described below in more detail for individual land uses, the CEQR TM; East New York Rezoning FEIS; and American Community Survey (ACS) 2015-2019 5-year journey-to-work census data for Brooklyn tracts 326, 328, 330, 340, 342, 348, and 352 were used to develop the Travel Demand Factors as shown in **Table 11-1** below. **Table 11-2** and **Table 11-3** below show the person trips, transit and pedestrian trips, and vehicular trips generated based on the travel demand factors presented in **Table 11-1.**

Residential

The daily person trip generation rates, temporal and directional distributions, and truck trip generation rates are based on the *2021 CEQR Technical Manual*. The modal splits and auto vehicle occupancy rate are based on 2015-2019 American Community Survey (ACS) journey-to-work data for census tracts 326, 328, 330, 340, 342, 348, and 352, while the taxi vehicle occupancy rate is based on the 2016 East New York Rezoning FEIS.

Local Retail

The daily person trip generation rates, temporal and directional distributions, modal splits, and truck trip generation rates are based on the *2021 CEQR Technical Manual.* The vehicle occupancy rates are based on the 2016 East New York Rezoning FEIS.

Community Facility

The daily person trip generation rates, temporal and directional distributions, modal splits, truck trip generation rates, as well as vehicle occupancy rates are based on the 2016 East New York Rezoning FEIS.

Table 11-1 Travel Demand Factors

	Residential		Local Retail		Community Facility	
Trip Generation	(1)		(1)		(3)	
Weekday	8.18		329		44.7	
Saturday	9.08		358		26.1	
	per dwelling unit		per 1,000 sf		per 1,000 sf	
Temporal Distribution	(1)		(1)		(3)	
AM	9.3%		4.8%		4.0%	
MD	5.6%		8.0%		9.0%	
PM	8.5%		10.9%		5.0%	
Sat MD	8.4%		11.7%		9.0%	
Modal Splits	(2)		(1)		(3)	
Auto	24.2%		11.0%		5.0%	
Taxi	3.1%		0.0%		1.0%	
Bus	9.4%		2.0%		3.0%	
Subway	56.1%		3.0%		6.0%	
Walk/Other	7.3%		84.0%		85.0%	
In/Out Splits	In (1)	Out (1)	In (1)	In (1)	Out (3)	In (3)
AM	22%	78%	52%	48%	61%	39%
MD	50%	50%	50%	50%	55%	45%
PM	62%	38%	50%	50%	29%	71%
Sat MD	55%	45%	50%	50%	49%	51%
Vehicle Occupancy	(2) (3)		(3)		(3)	
Auto	1.11		2.00		1.65	
Taxi	1.30		2.00		1.30	
Truck Trip Generation	(1)		(1)		(3)	
Weekday	0.06		0.35		0.29	
Saturday	0.02		0.04		0.29	
Temporal Distribution	(1)		(1)		(3)	
AM	12.0%		8.0%		9.6%	
MD	9.0%		11.0%		11.0%	
PM	2.0%		2.0%		1.0%	
Saturday	9.0%		11.0%		0.0%	
In/Out Splits	In	Out	In	In	Out	In
AM/MD/PM/Sat	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%

Notes:
(1) – 2021 CEQR Technical Manual
(2) – JTW ACS 2015-2019 Brooklyn Census Tracts 326, 328, 330, 340, 342, 348, 352
(3) – East New York Rezoning FEIS

Table 11-2 Project Generated Person Trips

	Residential		Local Retail		Community Facility		Total		
Size	404 du		10,898 gsf		-197,521 gsf				
Peak Hour Trips									
AM	307		172		-353		126		
MD	185		287		-795		-323		
PM	281		391		-441		230		
Sat MD	308		456		-464		301		
Person Trips									
AM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	16	58	10	9	-11	-7	15	60	76
Taxi	2	7	0	0	-2	-1	0	6	6
Bus	6	23	2	2	-6	-4	2	20	22
Subway	38	134	3	2	-13	-8	28	129	156
Walk/Other	5	17	69	64	-183	-117	-109	-36	-145
Total	68	240	83	77	-215	-138	-64	179	115
MD	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	22	22	16	16	-22	-18	16	20	37
Taxi	3	3	0	0	-4	-4	-2	-1	-2
Bus	9	9	3	3	-13	-11	-2	1	-1
Subway	52	52	4	4	-26	-21	30	35	65
Walk/Other	7	7	117	117	-371	-304	-248	-180	-428
Total	93	93	140	140	-437	-358	-205	-125	-330
PM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	42	26	21	21	-6	-16	57	32	89
Taxi	5	3	0	0	-1	-3	4	0	4
Bus	16	10	4	4	-4	-9	16	5	21
Subway	98	60	6	6	-8	-19	96	47	143
Walk/Other	13	8	159	159	-109	-266	63	-99	-36
Total	174	107	190	190	-128	-313	237	-16	220
Saturday	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	41	34	25	25	-11	-12	55	47	102
Taxi	5	4	0	0	-2	-2	3	2	5
Bus	16	13	5	5	-7	-7	14	10	24
Subway	95	78	7	7	-14	-14	88	70	159
Walk/Other	12	10	186	186	-193	-201	5	-5	0
Total	169	139	222	222	-227	-237	165	125	289

Notes:
(1) – Assumes 8%, 3%, 3%, and 3% linked trip credit for local retail walk trips during the AM, MD, PM, and Saturday peak hours, respectively.

Table 11-3 Project Generated Vehicle Trips

	Residential		Local Retail		Community Facility		Total		
Vehicle Trips									
AM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	15	52	2	2	-7	-4	10	50	60
Taxi	2	6	0	0	-2	-1	0	5	5
Taxi Balanced	8	8	0	0	-3	-3	5	5	10
Truck	1	1	0	0	-3	-3	-2	-2	-4
Total	24	61	2	2	-13	-10	13	53	66
MD	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	20	20	4	4	-13	-11	11	13	24
Taxi	2	2	0	0	-3	-3	-1	-1	-2
Taxi Balanced	4	4	0	0	-6	-6	-2	-2	-4
Truck	1	1	0	0	-3	-3	-2	-2	-4
Total	25	25	4	4	-22	-20	7	9	16
PM	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	38	23	5	5	-4	-9	39	19	58
Taxi	4	3	0	0	-1	-2	3	1	4
Taxi Balanced	7	7	0	0	-3	-3	4	4	8
Truck	0	0	0	0	0	0	0	0	0
Total	45	30	5	5	-7	-12	43	23	66
Saturday	In	Out	In	Out	In	Out	In	Out	In/Out Total
Auto	37	30	6	6	-7	-7	36	29	65
Taxi	4	3	0	0	-2	-2	2	1	3
Taxi Balanced	7	7	0	0	-4	-4	3	3	6
Truck	0	0	0	0	0	0	0	0	0
Total	44	37	6	6	-11	-11	39	32	71

Notes:

(1) – Assumes 50% linked trip credit for local retail auto trips during all peak hours.

Trip Generation Summary

The *2021 CEQR Technical Manual* provides a methodology for evaluating the potential impacts of a Future With-Action Scenario on the transportation system. In accordance with the *2021 CEQR Technical Manual*, a Level 1 Screening Assessment includes a trip generation analysis to determine whether the project would result in more than 50 vehicle trip-ends, 200 subway/rail or bus transit riders, 50 CWFS ferry trips, or 200 pedestrian trip-ends in a peak hour.

The incremental project-generated trip ends determined based on the Level 1 Trip Generation Screening are summarized below in **Table 11-4.**

Table 11-4 Summary of Project Generated Trip Ends

Peak Hour	AM Peak Hours	Midday Peak Hour	PM Peak Hour	Saturday Peak Hour
Total Subway Trip-Ends	156	65	143	159
Total MTA Bus Trip-Ends	22	-1	21	24
Total Walk-Only Trip-Ends	-145	-428	-36	0
Total Pedestrian Trip-Ends	33	-364	127	183
Total Vehicular Trip-Ends	66	16	66	71

Traffic

As shown in **Table 11-4**, the Future With-Action Scenario would generate greater than 50 vehicle trips during all the AM, PM, and Saturday Midday peak hours. Therefore, a Level 2 screening assessment of vehicular trips during the Weekday AM, PM, and Saturday Midday peak hours is warranted and provided below.

Subway

As shown in **Table 11-4**, the Future With-Action Scenario would generate fewer than 200 subway trips during all identified peak hours and therefore no further analysis of subway trips is warranted.

Bus

As shown in **Table 11-4**, the Future With-Action Scenario would generate fewer than 200 bus trips during all identified peak hours and therefore no further analysis of bus trips is warranted.

Pedestrians

As shown in **Table 11-4**, the Future With-Action Scenario would generate fewer than 200 combined pedestrian trip ends (including pedestrians walking to / from subway stations and bus stops as well as walk-only trips) during all identified peak hours, and therefore, no further analysis of pedestrian trips is warranted.

11.5 Level 2 Trip Generation Assessment

The Level 2 Screening Assessment assigns project-generated vehicular and pedestrian trips to specific intersections, bus routes, subway lines, CWFS ferry routes, or parking facilities. If the results of this assessment conclude that the Proposed Actions would result in intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 or more bus trips in a single direction on a single route, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more passengers at a subway station or on a subway line during any analysis peak hour, further detailed analysis may be needed for a particular technical area.

Traffic

As discussed above, incremental vehicle trip-ends resulting from the Future With-Action Scenario would exceed the CEQR Level 1 screening threshold during AM, PM, and Saturday Midday peak hours. As such, a Level 2 Trip Assignment was prepared for the Weekday AM, PM, and Saturday Midday peak hours, as shown below in **Figure 11-1** through **Figure 11-3**.

Figure 11-1 Weekday AM Peak Hour Project Increment Traffic Volumes

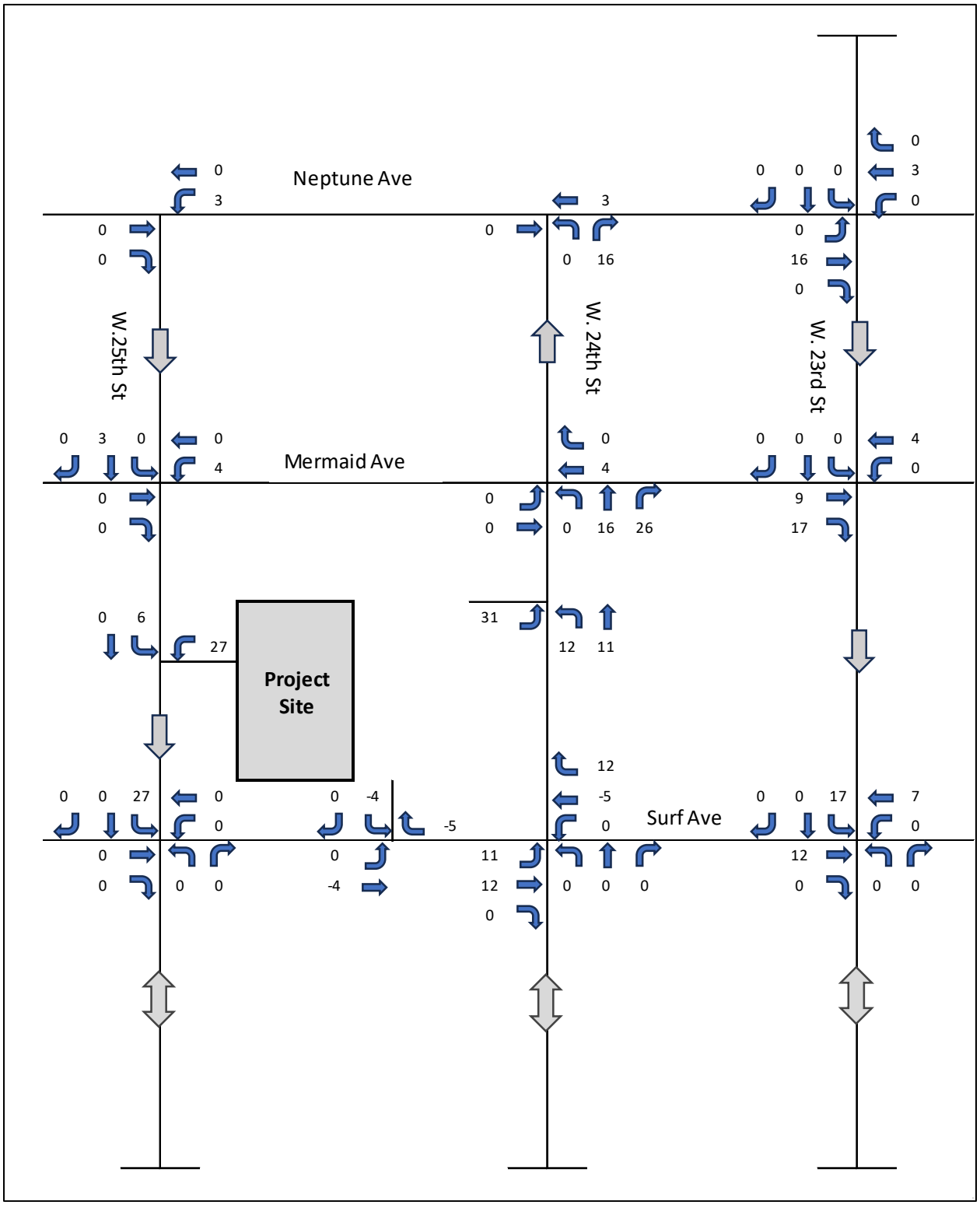


Figure 11-2 Weekday PM Peak Hour Project Increment Traffic Volumes

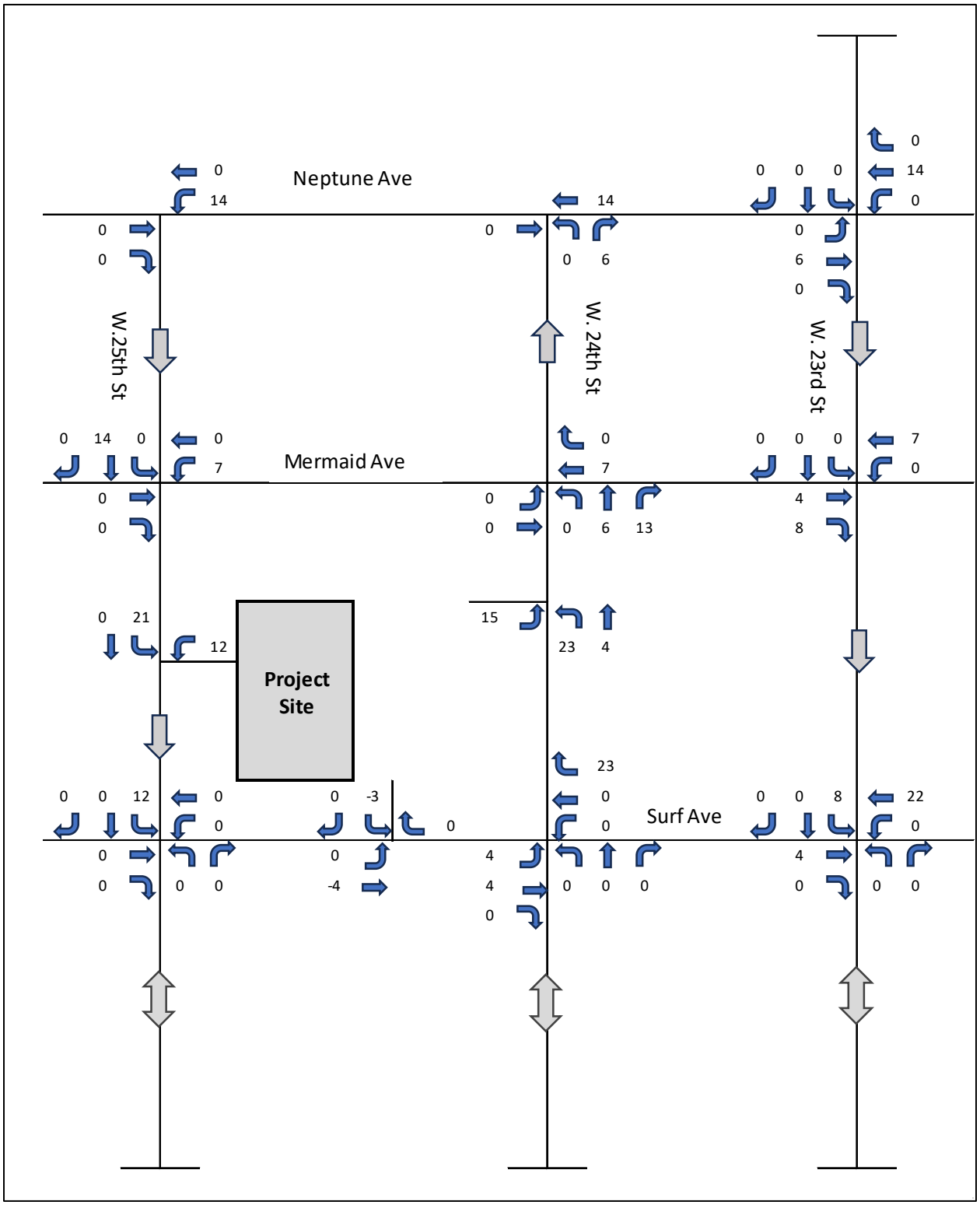
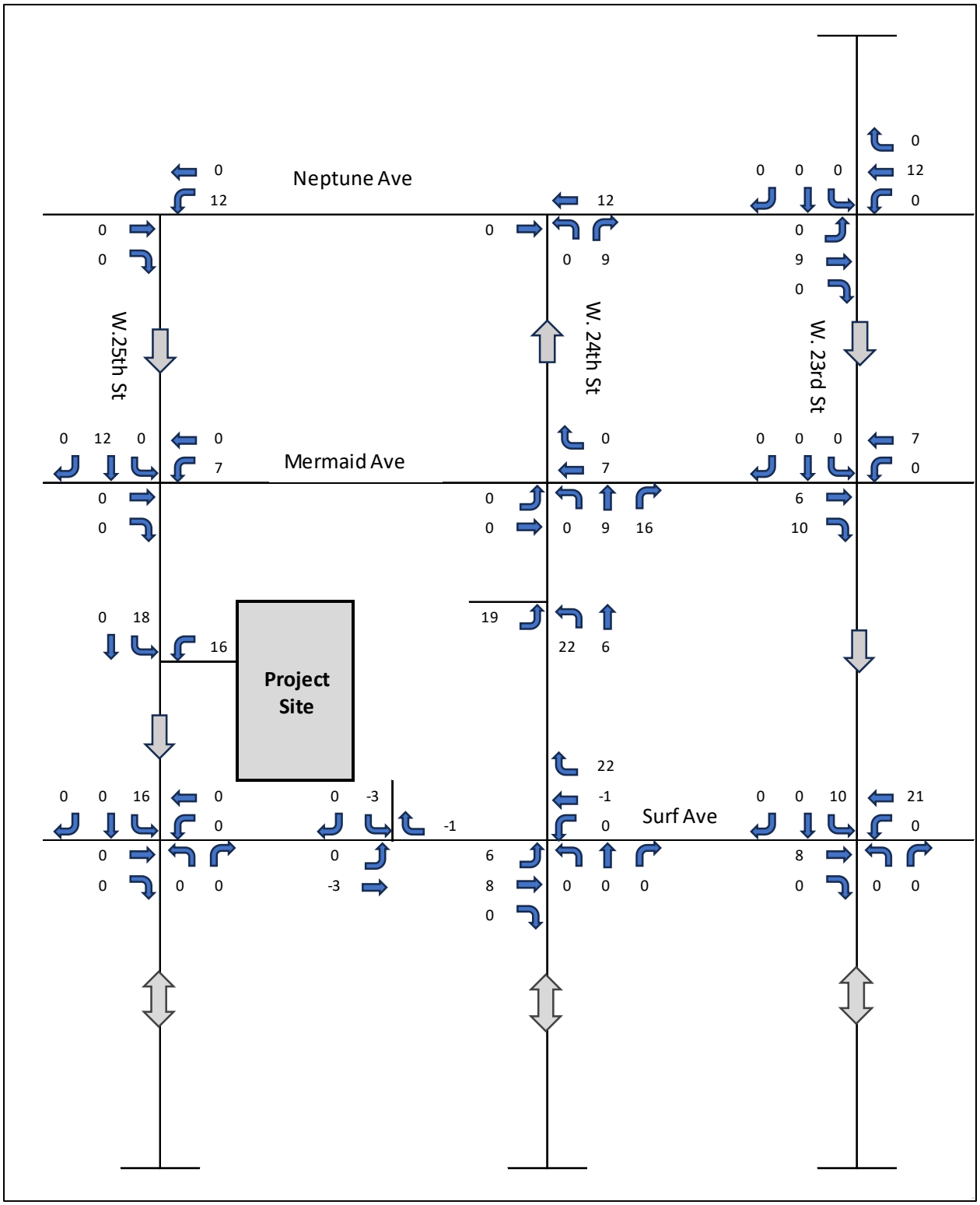


Figure 11-3 Saturday Midday Peak Hour Project Increment Traffic Volumes



Site Access and Egress Assumptions

Per the Future With-Action Scenario's architectural plans, the existing accessory residential parking lot north of the Project Site will be accessible via the existing driveway on W. 24th Street between Surf Avenue and Mermaid Avenue. As such, all project-generated vehicle trips resulting from the residential component of the Future With-Action Scenario were assigned to these access/egress points. Project-generated vehicle trips resulting from the commercial and community facility components of the Future With-Action Scenario were assigned to the Future With-Action Scenario's two frontages along Surf Avenue and W. 25th Street.

Origin and Destination Assumptions

The most likely travel routes to and from the Project Site, prevailing travel patterns, commuter origin-destination (O-D) summaries from the most recent census data, the configuration of the roadway network, and the anticipated locations of site access and egress by site and land use were examined and utilized to perform vehicular trip assignments. Census Transportation Planning Product (CTPP) Reverse Journey to Work and Journey to Work (2012 – 2016) data, as well as population density data, were utilized to determine the relative O-D points of trips.

Conclusions

As shown in **Figure 11-1** through **Figure 11-3**, based on the assignment of vehicular trips, none of the intersections in the study area would exceed the 50 vehicular trips analysis threshold during any of the analysis peak hours. As such, a detailed Level of Service traffic analysis is not warranted.

Parking

Under the Future With-Action Scenario, the existing parking lot's capacity would be reduced to 143 accessory parking spaces (a loss of 20 spaces) due to required landscaping improvements. Based on parking occupancy surveys of the existing parking lot, approximately 96 spaces are occupied by tenants of the existing neighboring building, leaving 47 accessory parking spaces available for project-generated parking demand. Since the Proposed Actions would result in a greater amount of incremental vehicle trips in one or more analysis peak hours, a parking demand forecast was prepared for the Proposed Project. **Table 11-5** and **Table 11-6** below show forecasts of the total hourly weekday and Saturday parking demands that would be generated by the Proposed Actions. The parking forecast was derived from the forecast of daily auto trips from the proposed uses. Parking demand from the commercial and community facility uses would typically peak in the midday and afternoon hours, while the residential use would typically peak in the evening/overnight period. Overall, parking demand would peak with approximately 88 spaces in the 8 PM – 9 PM weekday period and 89 spaces in the 8 PM – 9 PM Saturday period. As 47 accessory parking spaces would be available to accommodate project-generated demand, the peak parking demand would exceed the available spaces on-site. Therefore, a detailed parking assessment is provided below. It should be noted that although the Saturday peak parking demand is slightly higher than the weekday peak parking demand, the weekday 8 to 9 PM period was selected as the analysis period, as ambient evening/overnight parking demand is generally higher during weekdays than during weekends in residential neighborhoods.

Table 11-5 Weekday Hourly Parking Accumulation – RWCDS Proposed Project

Time	Residential (410 Dus)			Community Facility (16,095 GSF)			Local Retail (10,898 GSF)			Total Demand		
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12 - 1 AM	0	0	79	0	0	0	0	0	0	0	0	79
1 - 2 AM	0	0	79	0	0	0	0	0	0	0	0	79
2 - 3 AM	0	0	79	0	0	0	0	0	0	0	0	79
3 - 4 AM	4	0	83	0	0	0	0	0	0	4	0	83
4 - 5 AM	4	4	83	0	0	0	0	0	0	4	4	83
5 - 6 AM	4	8	79	0	0	0	0	0	0	4	8	79
6 - 7 AM	4	25	59	0	0	0	0	0	0	4	25	59
7 - 8 AM	4	29	33	0	0	0	1	0	0	5	30	34
8 - 9 AM	14	34	14	1	1	0	2	2	0	17	36	15
9 - 10 AM	10	14	10	2	1	1	3	2	1	15	17	13
10 - 11 AM	16	20	6	1	1	2	3	2	3	21	23	11
11 - 12 PM	16	14	8	1	1	2	3	3	4	21	18	14
12 - 1 PM	14	14	8	1	1	2	3	4	3	18	19	13
1 - 2 PM	18	18	8	1	1	2	9	9	3	29	29	13
2 - 3 PM	18	12	14	1	1	2	4	4	3	23	17	19
3 - 4 PM	27	8	32	1	1	2	4	4	3	32	13	38
4 - 5 PM	41	20	53	1	1	2	4	5	3	46	26	58
5 - 6 PM	35	32	56	1	1	1	5	5	3	40	39	60
6 - 7 PM	35	20	71	0	1	0	3	4	2	38	25	73
7 - 8 PM	28	20	79	0	0	0	2	3	1	30	23	80
8 - 9 PM	28	20	87	0	0	0	1	2	1	30	22	88
9 - 10 PM	16	18	85	0	0	0	0	1	0	16	19	85
10 - 11 PM	16	20	81	0	0	0	0	0	0	16	20	81
11 - 12 AM	12	14	79	0	0	0	0	0	0	12	14	79

Note: Assumes renter ownership rate of 0.19 autos/DU based on ACS census data and adjusted for low-income housing.

Table 11-6 Saturday Hourly Parking Accumulation – RWCDS Proposed Project

Time	Residential (410 Dus)			Community Facility (16,095 GSF)			Local Retail (10,898 GSF)			Total Demand		
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12 - 1 AM	0	0	79	0	0	0	0	0	0	0	0	79
1 - 2 AM	0	0	79	0	0	0	0	0	0	0	0	79
2 - 3 AM	0	0	79	0	0	0	0	0	0	0	0	79
3 - 4 AM	5	0	83	0	0	0	0	0	0	5	0	83
4 - 5 AM	5	4	84	0	0	0	0	0	0	5	4	84
5 - 6 AM	5	9	79	0	0	0	0	0	0	5	9	79
6 - 7 AM	5	27	57	0	0	0	0	0	0	5	27	57
7 - 8 AM	5	33	28	0	0	0	1	0	0	5	33	29
8 - 9 AM	16	37	7	1	1	0	2	2	0	18	40	8
9 - 10 AM	11	16	2	1	0	1	4	2	2	16	19	5
10 - 11 AM	22	23	2	1	0	1	4	2	3	27	25	6
11 - 12 PM	18	16	4	1	1	1	4	3	4	22	19	9
12 - 1 PM	16	16	4	0	0	1	4	4	4	20	21	9
1 - 2 PM	20	20	4	1	1	1	10	10	4	31	31	9
2 - 3 PM	20	14	11	1	1	1	4	4	4	25	19	16
3 - 4 PM	29	9	31	1	0	1	4	4	4	34	14	36
4 - 5 PM	41	22	51	1	1	1	4	5	3	46	28	55
5 - 6 PM	39	36	53	0	1	0	5	5	3	44	42	57
6 - 7 PM	39	22	70	0	0	0	4	4	2	42	27	72
7 - 8 PM	31	22	79	0	0	0	2	3	1	33	25	80
8 - 9 PM	31	22	88	0	0	0	2	2	1	33	24	89
9 - 10 PM	18	20	86	0	0	0	0	1	0	18	21	86
10 - 11 PM	18	22	81	0	0	0	0	0	0	18	22	81
11 - 12 AM	13	15	79	0	0	0	0	0	0	13	15	79

Note: Assumes renter ownership rate of 0.19 autos/DU based on ACS census data and adjusted for low-income housing.

11.6 Parking Assessment

As discussed above, it is anticipated that a total of 47 accessory on-site parking spaces would be available to accommodate the peak project-generated parking demand of 88 spaces during the weekday evening period. This would result in a shortfall of 41 spaces, which would need to be accommodated through available on-street parking in the surrounding area. To assess the feasibility of accommodating this excess demand, an analysis of existing and future on-street parking conditions within a ¼-mile radius of the project site was conducted.

Existing Condition

Based on data collected during field surveys conducted in June 2024, on-street parking utilization within the ¼-mile parking study area is approximately 85% during the weekday evening/overnight analysis period, with 318 occupied spaces and 56 available legal on-street parking spaces. While demand is relatively high, the data indicate that a modest supply of on-street parking is consistently available during this period

No-Action Condition

In the No-Action scenario, which accounts for background growth in the study area, the number of available legal on-street spaces within the study area is projected to decrease slightly from 56 to 48 spaces during the weekday evening/overnight analysis period. This would correspond to an increase in overall utilization to approximately 87 percent.

With-Action Condition

As described above, the Proposed Actions are expected to generate peak parking demand that exceeds the accessory on-site parking supply by 41 spaces during the weekday evening/overnight analysis period. However, based on the No-Action forecast, 48 legal on-street spaces are expected to remain available within the ¼-mile study area during this same period. This supply is sufficient to accommodate the anticipated parking overflow associated with the Proposed Actions, and therefore, the Proposed Actions are not expected to result in a significant shortfall.

11.7 Conclusions Assessment

As discussed above, during all identified peak hours, the Future With-Action Scenario would generate fewer than 200 subway and bus trips, generate fewer than 200 combined pedestrian trips compared to the Future No-Action Scenario, and would generate fewer than 50 new incremental vehicular trips at study area intersections. As such, no thresholds for additional traffic, pedestrian, or transit analyses would be exceeded and, thus, no significant adverse transportation impacts are anticipated. Furthermore, the Proposed Actions are not expected to result in a significant parking shortfall.

12 AIR QUALITY

12.1 Introduction

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

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

12.2 Methodology

12.2.1 Mobile Sources

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

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

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

The Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway. It would not result in the creation of a covered roadway or affect any covered roadway. Peak hour trip generation is far below the 170-car threshold, as per the transportation section, as potentially warranting further assessment (see EAS Short Form screen). Based on the Level 2 screening in the Transportation chapter and the NYS DOT Functional Classification of the nearby roadways, the Proposed Actions are not expected to result in incremental generation of HDDVs that would exceed the CEQR thresholds. A new curb cut along the site's West 25th Street frontage would provide access to the existing parking lot, for which landscaping improvements are proposed, and would reduce its parking capacity from 163 spaces to 143 spaces. The project would not result in any other mobile sources of pollution and would not significantly increase vehicle miles traveled in a large area. Therefore, no further assessment of the potential for mobile source air quality impacts is warranted.

12.2.2 Stationary Sources

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

- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, and other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks, so that surrounding uses are affected.
- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).
- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- Operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- Potentially significant odors are created.
- New uses near an odor-producing facility are created.

12.3 Preliminary Air Quality Analysis

12.3.1 Analysis Framework

The stationary source analysis will study the potential impacts of the Projected Development on nearby receptors. The Reasonable Worst Case Development Scenario for the Proposed Actions is described below. The Project Site consists of Block 7055, Lot 13 in Brooklyn Community District 13.

The Future With-Action Scenario would result in the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial

building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. The Future With-Action Scenario would also include up to 16,095 GSF (10,898 ZSF) and 10,898 GSF (7,782 ZSF) of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

12.3.2 Heating and Hot Water Systems

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

Screening Assessment

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

The RWCDS would facilitate the construction of an approximately 185-foot-tall building on the Project Site.

Project-on-Existing

The impact of the Proposed Development on existing land uses is represented by a hypothetical HVAC system serving an approximately 390,391-GSF mixed-use multi-family residential building with ground floor community facility and commercial uses. In 2021, the New York City Council passed legislation to phase fossil fuels out of new construction starting in 2024. Local Law 154 of 2021 prohibits the onsite combustion of fuels that emit more than 25kg CO_2/MMBTU. The law phases out the usage of fossil fuels in new buildings for heating and service hot water. This also impacts appliances such as domestic cooking ranges and clothes dryers. This law means new buildings, with few exceptions, will be all-electric. Therefore, the Proposed Development will utilize an electrical system as opposed to fossil fuels for the proposed HVAC system. As such, no significant adverse impacts from emissions are anticipated.

In order to ensure the use of the electrical system at the Project Site, the Applicant will implement the following E-Designation (**E-No. 868**) under the Future With-Action Scenario:

> **Block 7055, Lot 13: Any new residential, community facility, and/or commercial development on the above-referenced property must ensure the HVAC system and hot water equipment are powered by electricity only with no venting or stacks, to avoid any potential significant adverse air quality impacts.**

12.3.3 Industrial Emissions

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

400-Foot Study Area

The Project Site is located within an R6/C1-2 zoning district, and the surrounding area is a mixture of commercial and residential properties. The 400-foot radius was screened for potential sources of industrial emissions and is shown below in **Figure 12-1**. Based on field observations and reviews of DCP land use maps, there are no sites that were identified as potentially containing industrial/manufacturing land uses. Therefore, further analysis of industrial emissions is not warranted.

1,000-Foot Study Area

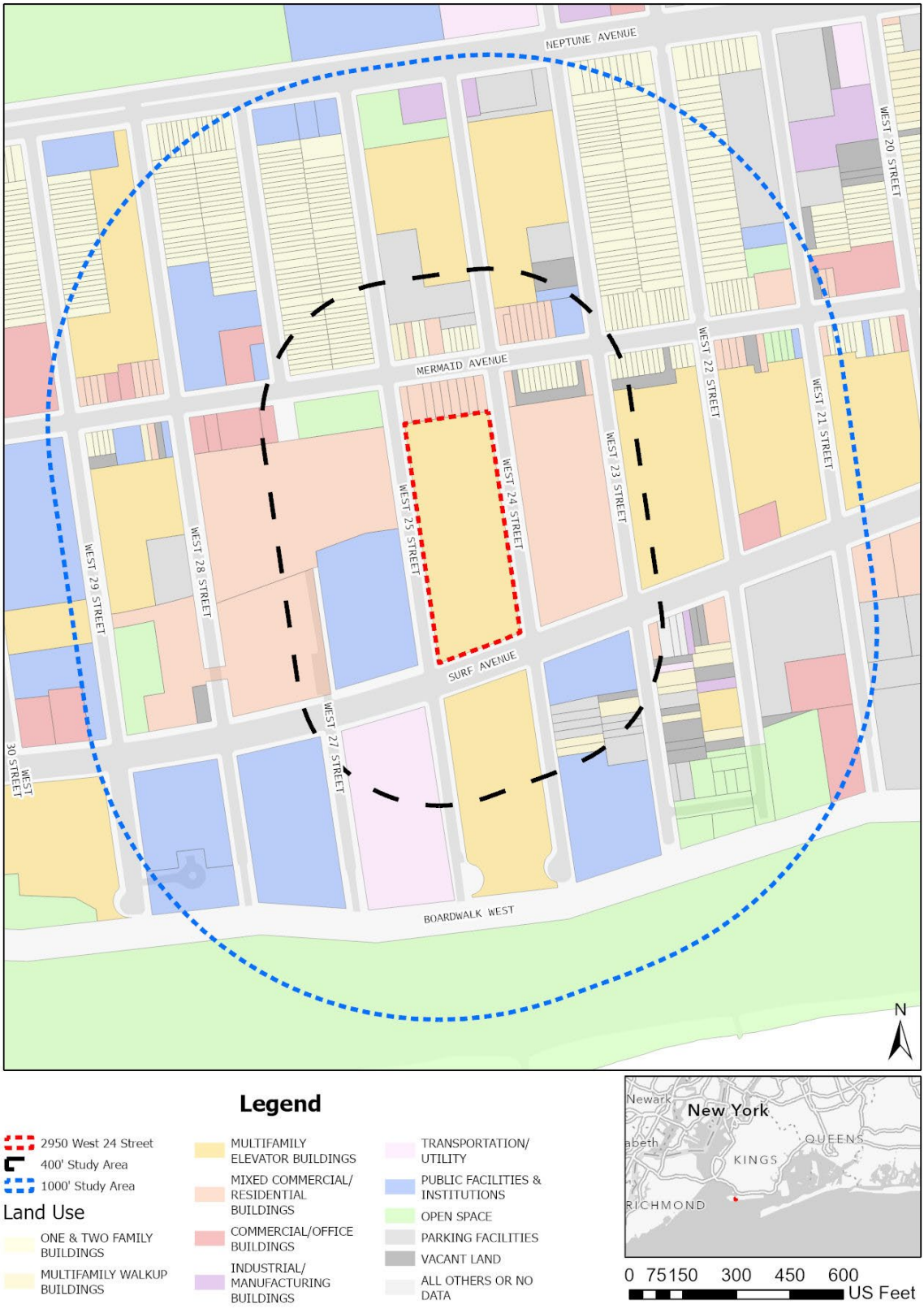
As outlined in the *2021 CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, and odor-producing facilities may result in potentially significant adverse air quality impacts. The study area considers major sources, large sources, and odor-producing facilities within 1,000 feet of the Project Site. Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits; large emission sources are identified as sources located at facilities that require a State facility permit. Solid waste or medical waste incinerators, asphalt and concrete plants, power generating plants, large boilers of large public facilities, and large industrial facilities are typical types of sources requiring these permits. Odor-producing facilities are operations that have the potential to cause discomfort, such as solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

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

Conclusions

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

Figure 12-1 Industrial Emissions Screening



13 NOISE

13.1 Introduction

This noise analysis was conducted to assess the potential for adverse noise impacts related to the proposal for rezoning that would result in a new affordable housing development at the Project Site. This noise analysis is limited to an assessment of ambient noise that could adversely affect building occupants of the proposed development, as well as an evaluation of the potential impact associated with project-generated Noise Passenger Car Equivalents (PCEs) on adjacent receptors.

13.2 Framework of Noise Analysis

As defined in the *2021 CEQR Technical Manual* Chapter 19, 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 acoustic energy 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 characteristics 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 13-1** notes the decibel levels of common noise sources.

Table 13-1, 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

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

The following are typical human perceptions of dB(A) relative to changes in noise level:

- 3 dB(A) change is the threshold of change detectable by the human ear;
- 5 dB(A) change is readily noticeable; and
- 10 dB(A) increase is perceived as a doubling of the noise level.

As stated on Page 19-3 of the *2021 CEQR Technical Manual*, in a large open area with no obstructive or reflective surfaces, it is a general rule that 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. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

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

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.
- 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_{dn} is the day-night equivalent sound level, defined as a 24-hour continuous Leq with a 10 dB adjustment added to all hourly noise levels recorded between the hours of 10 PM and 7 AM. This 10 dB addition accounts for the extra sensitivity people have to noise during typical sleeping hours.
- DNL is the annual average day-night average sound level. Aircraft noise around airports is usually mapped out in terms of DNL, which are normally depicted as noise contours on a map.

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.

13.3 Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYC DEP) adopted the CEQR noise exposure guidelines for exterior noise levels. As shown in **Table 13-2** 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 19-3 of the *2021 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for residential buildings are designed to maintain interior L_{10} noise levels of 45 dB(A) or below or interior L_{dn} noise levels of 40 dB(A) or below, depending on the noise source, as shown below in **Table 13-3**.

Table 13-2, Noise Exposure Guidelines for Use in City Environmental Impact Review

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} ≤ 65 dBA		65 < L_{10} ≤ 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} ≤ 70 dBA		70 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
	(10 PM to 7 AM)	$L_{10} \leq 55$ dBA		55 < L_{10} ≤ 70 dBA		70 < L_{10} ≤ 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 13-3, Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	70 < L_{10} ≤ 73	73 < L_{10} ≤ 76	76 < L_{10} ≤ 78	78 < L_{10} ≤ 80	80 < L_{10}
Aircraft [a]	65 < DNL ≤ 68	68 < DNL ≤ 71	71 < DNL ≤ 73	73 < DNL ≤ 75	75 < DNL
Train	65 < L_{dn} ≤ 68	68 < L_{dn} ≤ 71	71 < L_{dn} ≤ 73	73 < L_{dn} ≤ 75	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(s):

a. DNL descriptor based on average values of Ldn 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 Lbuild and Linterior, using the appropriate noise descriptor where: (1) Lbuild is the projected noise level under the build condition rounded up to the whole number and/or (2) Linterior is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

13.4 Initial Impact Screening

13.4.1 Future No-Action Scenario

Absent the Proposed Actions, the Applicant could reasonably develop the Project Site with a nine-story, 213,616 GSF / 150,508 ZSF medical office facility (0.98 FAR), rising to a maximum height of 95 feet and featuring 65 off-street parking spaces in a parking garage. In addition, a 6,390 GSF (0.04 FAR), three-story residential building containing six (6) affordable dwelling units could be developed with the remaining available residential density at the Project Site under the existing R6 district.

13.4.2 Future With-Action Scenario

The Future With-Action Scenario would result in the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. The Future With-Action Scenario would also include up to 16,095 GSF (10,898 ZSF) and 10,898 GSF (7,782 ZSF) of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

Stationary Sources

The *2021 CEQR Technical Manual* states that, based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances

beyond 1,500 feet. A detailed analysis may be appropriate if the Future With-Action Scenario would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating, and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor and is unenclosed.

No unenclosed stationary noise sources of concern were observed during field inspections. As the Project Site is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, 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 adverse noise impacts related to building mechanical equipment.

Mobile Sources

Pursuant to Section 111 of the 2021 CEQR Technical Manual, mobile sources are those noise sources that move in relation to a noise-sensitive receptor—principally automobiles, buses, trucks, aircraft, and trains. Each has its own distinctive noise character, and, consequently, an associated set of noise assessment descriptors. For mobile sources, an initial noise assessment may be appropriate if a proposed action would generate additional project-generated vehicular traffic in an area where roadways currently carry no or very low traffic volumes, or where a nearby receptor would potentially be impacted by high ambient noise levels.

Vehicular traffic is the predominant source of noise in the area. Therefore, the noise analysis presented in this chapter focuses on the operational noise effects of the Proposed Actions to determine the level of building attenuation necessary to ensure that interior noise levels satisfy CEQR requirements.

As discussed above, the noise analysis presented in this chapter focuses on the operational noise effects of the Proposed Actions and consists of two parts:

- A Preliminary Noise Passenger Car Equivalent (PCE) Screening Analysis to determine whether project-generated traffic will increase Noise PCEs on adjacent roadways by greater than 100%.
- A determination of the level of attenuation necessary to ensure that interior noise levels satisfy City Environmental Quality Review (CEQR) requirements.

13.4.3 Noise Monitoring Results

Measurement Location and Equipment

Because the predominant noise sources in the area of the Proposed Project consist of vehicular traffic, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day for 20-minute periods. Noise Monitoring Location One (1) was located at the street level along West 24th Street, the eastern frontage of the Project Site. Noise Monitoring Location Two (2) was located at the street level along Surf Avenue, the southern frontage of the Project Site. Noise Monitoring Location Three (3) was located at the street level along West 25th Street, the western

frontage of the Projected Development Site. The noise monitoring locations are shown in **Figure 13-1** to **Figure 13-4** below.

Noise monitoring was conducted using Type 1 Casella CEL-633 sound level meters with windscreens. The monitors were placed on tripods at a height of approximately four feet above the ground, away from any other noise-reflective surfaces. The monitors were calibrated prior to and following each monitoring session. Periods of peak vehicular traffic around the Project Site constitute a worst-case condition for noise.

Figure 13-1, Noise Monitoring Locations Map

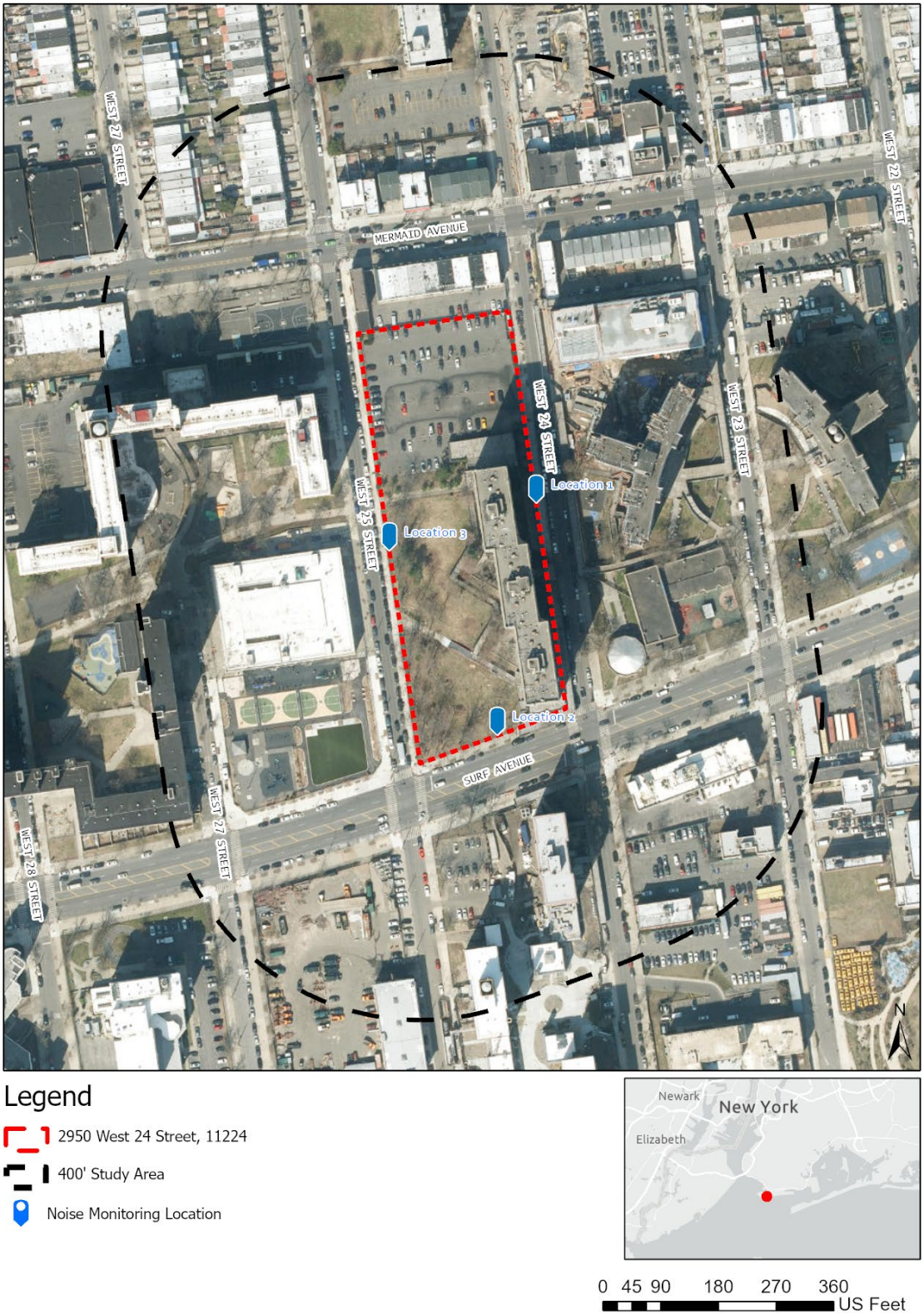


Figure 13-2, Location 1 – Noise Monitor Location 1 (West 24th Street Frontage)



Figure 13-3, Location 2 – Noise Monitor Location 1 (Surf Avenue Frontage)



Figure 13-4, Location 3 – Noise Monitor Location 1 (West 25th Street Frontage)



Existing Conditions

Monitoring was conducted during typical midweek conditions on Thursday, January 18, 2024. The weather was dry, and wind speeds were moderate during all monitoring periods. **Table 13-4** through **Table 13-6** below contains the results for the measurements taken at Location 1, Location 2, and Location 3, respectively.

Table 13-4, Noise Levels in dBA at Location 1 – January 18, 2024

Time	7:55 AM – 8:15 AM	12:00 PM – 12:20 PM	4:30 PM – 4:50 PM
L_{max}	89.4	79.6	87.8
L_{10}	64.0	60.0	65.5
L_{eq}	63.7	57.0	63.7
L_{50}	61.5	54.0	57.0
L_{90}	58.5	51.5	54.0
L_{min}	53.2	48.3	50.4

Table 13-5, Noise Levels in dBA at Location 2 – January 18, 2024

Time	8:19 AM – 8:39 AM	12:22 PM – 12:42 PM	4:52 PM – 5:12 PM
L_{max}	86.2	100.1	91.6
L_{10}	69.5	66.5	66.0
L_{eq}	66.0	70.6	65.5
L_{50}	62.5	59.0	59.5
L_{90}	53.0	51.0	51.5
L_{min}	47.3	46.7	47.8

Table 13-6, Noise Levels in dBA at Location 3 – January 18, 2024

Time	8:42 AM – 9:02 AM	12:44 PM – 1:04 PM	5:14 PM – 5:34 PM
L_{max}	108.1	71.8	106.3
L_{10}	62.0	54.5	60.0
L_{eq}	75.8	53.5	73.9
L_{50}	53.0	51.0	53.5
L_{90}	49.0	49.0	51.0
L_{min}	45.5	46.2	49.1

The traffic volumes (vehicle counts) and vehicle classifications collected during peak vehicular travel periods (morning, midday, and evening) concurrent with noise monitoring at Location 1, Location 2, and Location 3 are shown below in **Table 13-7** through **Table 13-9**, respectively.

Table 13-7, Traffic Volumes and Vehicle Classifications, Noise Location 1– January 18, 2024

Vehicle Type	7:55 AM – 8:15 AM	12:00 PM – 12:20 PM	4:30 PM – 4:50 PM
Car	6	7	7
Van / Light Truck / SUV	16	9	17
Medium Truck	0	0	1
Heavy Truck	1	0	1
Bus	1	1	1

Table 13-8, Traffic Volumes and Vehicle Classifications, Noise Location 2– January 18, 2024

Vehicle Type	8:19 am – 8:39 am	12:22 pm – 12:42 pm	4:52 pm – 5:12 pm
Car	62	40	42
Van / Light Truck / SUV	72	48	58
Medium Truck	5	2	3
Heavy Truck	0	0	1
Bus	6	6	7

Table 13-9, Traffic Volumes and Vehicle Classifications, Noise Location 3– January 18, 2024

Vehicle Type	8:42 am – 9:02 am	12:44 pm – 1:04 pm	5:14 pm – 5:34 pm
Car	5	3	5
Van / Light Truck / SUV	10	4	11
Medium Truck	0	1	2
Heavy Truck	1	0	0
Bus	3	0	0

13.4.4 Preliminary Noise Passenger Car Equivalent Screening Analysis

Pursuant to Section 111 of the *2021 CEQR Technical Manual*, mobile sources are those noise sources that move in relation to a noise-sensitive receptor—principally automobiles, buses, trucks, aircraft, and trains. Each has its own distinctive noise character, and, consequently, an associated set of noise assessment descriptors.

For Mobile Sources, an initial noise assessment may be appropriate if a proposed action would generate additional project-generated vehicular traffic in an area where roadways currently carry no or very low traffic volumes, or where a nearby receptor would potentially be impacted by high ambient noise levels. Receptors are generally the subject of most noise impact analyses. A noise-sensitive location (known as a "receptor") is usually defined as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of acceptability or when noise levels increase by an amount exceeding predefined thresholds of change.

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

Pursuant to Section 332.1 of the *2021 CEQR Technical Manual*, the values provided can be used to calculate vehicular noise using projections:

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

Given the existing traffic condition as shown in **Table 13-7 through Table 13-9** as well as given the development difference in existing and With-Action conditions depicted in **Table 1-1** and travel demand factors shown in **Table 11-1**, it would be unlikely that the difference between existing and With-Action noise PCEs would cause doubling of noise PCEs in any of the Monitoring Locations for all peak hours.

13.5 Conclusions

The *2021 CEQR Technical Manual* sets external noise exposure standards, which are classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. Table 19-3 of the *2021 CEQR Technical Manual* 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 dB(A) or lower where vehicular traffic is the noise source. For mixed community facility, commercial, and residential use, such as what would occur under the Future With-Action Scenario, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. An L_{10} of between 70 and 80 dB(A) is identified as marginally unacceptable general external exposure.

The highest recorded L_{10} at Location 1 was 65.5 dB(A) during the evening period. The highest recorded L_{eq} at Location 2 was 70.6 during the midday period. The highest recorded L_{eq} at Location 3 was 75.8 during the morning period. Field notes during the morning period at Location 3 note that an ambulance with sirens passed the monitoring location at 8:57, attributing to the elevated L_{eq} during that time period. The second-highest recorded L_{eq} at Location 3 was 73.9 during the evening period. Field notes during the evening period at Location 3 note that a fire truck with sirens passed the monitoring location at 5:25, attributing to the elevated L_{eq}. Therefore, the highest L_{10} at Location 3 of 62.0 dB(A) during the morning period will be used as representative of typical noise levels at this location.

To ensure that no significant adverse impacts related to noise occur as a result of the Proposed Actions, the following E-Designation (**E-No. 868**) under the Future With-Action Scenario:

> **Block 7055, Lot 13: To ensure an acceptable interior noise environment, future residential / community facility uses must provide a closed window condition with a minimum of 28 dB(A) window/wall attenuation on the southern facade facing Surf Avenue, the eastern facade facing West 24th Street within 50 feet of Surf Avenue and the western facade facing West 25th Street within 50 feet of Surf Avenue to maintain an interior noise level not greater than 45 dB(A) for residential and community facility uses. In order 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.**

The facade attenuation requirements above are detailed in **Figure 13-5** below.

Figure 13-5, Noise Attenuation Requirements



14 NEIGHBORHOOD CHARACTER

14.1 Introduction

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

14.2 Preliminary Neighborhood Character Assessment

14.2.1 Existing Conditions

Project Site

The Project Site is located within Brooklyn Block 7055, Lot 13, a 153,580-SF lot developed with a 19-story, 380,000-GSF / 367,163-ZSF, 2.39 FAR multi-family residential building featuring 360 affordable dwelling units located in the eastern half of the property. Lot 13 is bounded by mixed-use residential and groundfloor commercial uses fronting along Mermaid Avenue to the north, West 24th Street to the east, Surf Avenue to the south, and West 25th Street to the west. The existing residential building is accessed from multiple points along its West 24th Street frontage to the east. The northern portion of Lot 13 is developed with a 163-space parking lot that provides parking for residents of the existing residential building and is accessed via one curb cut along West 24th Street. The western half of Lot 13 is undeveloped and landscaped; this portion of the tax lot is gated and not accessible. The parking lot portion of the property totals 47,524 sf while the remainder of the property, including developed and undeveloped areas, totals 106,056 sf.

See **EAS Form Figure 1** and **EAS Form Figure 5** for a general visualization of the location of the Project Site and its location within the larger Coney Island neighborhood.

Neighborhood Character Study Area

Areas east and west of the Project Site are developed similarly to the Project Site itself, with large "tower-in-the-park" style development featuring high-rise buildings on open, landscaped plots on land. Surf Playground and the P.S. 288 The Shirley Tanyhill Middle School are also located directly adjacent to the Project Site to the west. South of the Project Site is a mixture of tower-in-the-park residential development, transportation/utility uses (including a NYC Parks storage facility and administration building), and community facility uses (including adult care, nursing, and rehabilitation centers). Further south is the Coney Island Beach and Boardwalk with the Atlantic Ocean beyond. Immediately north of the Project Site along the south side of Mermaid Avenue are small-scale mixed-use residential and ground floor commercial development with primarily one- and two-family residential development beyond, interspersed with tower-in-the-park development and parking facilities.

Refer to **EAS Form Figure 4** for a visualization of land uses in the Project Site's surrounding area.

14.2.2 Future No-Action Scenario

Absent the Proposed Actions (i.e., the Future No-Action Scenario), the Applicant could reasonably develop the Project Site with nine (9) story, 213,616 GSF / 150,508 ZSF medical office facility (0.98 FAR), rising to a maximum height of 95 feet and featuring 65 off-street parking spaces in a parking garage. In addition, a 6,390 GSF (0.04 FAR), three (3) story residential building containing six (6) affordable dwelling units could be developed with the remaining available residential density at the Project Site under the existing R6 district.

The Future No-Action Scenario was determined using the remaining available development density at the Project Site under the R6 zoning district for both community facility and residential uses and medical office facilities in the vicinity of the Project Site, including:

- 6010 Bay Parkway (Brooklyn Block 5522, Lot 36): A nine (9) story, 144,764 GSF (7.23 FAR) medical office building constructed in 2012.
- 1664 East 14th Street (Brooklyn Block 6776, Lot 32): A five (5) story, 20,000 GSF (5.00 FAR) medical office building constructed in 1996.
- 1660 East 14th Street (Brooklyn Block 6776, Lot 33): A five (5) story, 20,000 GSF (5.00 FAR) medical office building constructed in 1994.

14.2.3 Future With-Action Scenario

The Future With-Action Scenario would result in the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. The Future With-Action Scenario would also include up to 16,095 GSF (10,898 ZSF) and 10,898 GSF (7,782 ZSF) of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

Impact Analysis

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

- **Land Use, Zoning, and Public Policy**: The proposed mixed-use multi-family residential, groundfloor retail, and groundfloor community center spaces would be consistent with the existing land use character of the Project Site and associated study area. The Project Site is already developed with a large, multi-family affordable residential building, such that the new multi-family affordable residential building would reinforce the land use character of the Project Site. The proposed groundfloor retail and community facility spaces would also reinforce the land use character of the area, as they are groundfloor retail on the northern portion of Brooklyn Tax Block 7055, while community facility spaces currently exist and/or are under construction at Brooklyn Tax Block 7057 immediately east of the Project Site.

  Additionally, it is anticipated that the Zoning Map and Text Amendments and Large-Scale General Development Special Permit would both complement and reinforce existing zoning districts and zoning trends in the larger Coney Island neighborhood. As such, no significant adverse zoning impacts associated with the Proposed Actions are anticipated, and no further analysis is warranted.

  Further, the Future With-Action Scenario would be consistent with and reinforce applicable goals, policies, and objectives of Housing New York, the FRESH Program, the NYC WRP, FEMA SFHAs, the 2020 CWP, and OneNYC 2050. As such, the Proposed Actions are not anticipated to result in any significant adverse public policy impacts, and no further analysis is warranted.
- **Socioeconomic Conditions**: Development resulting from the Proposed Actions would continue established trends of population growth in the area, as indicated by various active or planned construction projects located within the socioeconomic conditions study area. While household incomes associated with the Future With-Action Scenario may, in some cases, be higher than the Area Median Income identified in this study, the Future With-Action Scenario is anticipated to result in a 3.54 percent increase in the socioeconomic conditions study area population, which falls below the CEQR five percent threshold. Therefore, the Proposed Actions are not expected to result in significant adverse impacts related to socioeconomic conditions, and no further analysis is required.
- **Community Facilities**: The Future With-Action Scenario would result in the generation of 53 primary school and 18 intermediate school students within CSD 21, Subdistrict 1. With respect to primary schools, the utilization rate would be 72.4 percent, remaining well below the maximum available primary school capacity within CSD 21, Subdistrict 1. For intermediate schools, the utilization rate would increase to 152.6 percent (an increase of 0.6 percent from the Future With-Action Scenario). While this utilization rate is in excess of 100 percent of available capacity, pursuant to the 2021 CEQR Technical Manual, a significant adverse impact only results when 100 or more new students generated from the proposed development past the 100 percent utilization rate. The Future With-Action Scenario would result in 18 new intermediate school students past the 100 percent utilization rate. Based on the foregoing, the Future With-Action Scenario would not result in significant adverse impacts on public schools, and no further analysis is warranted.

  The Future With-Action Scenario would result in a 7.9 percent increase in the Early Childhood Program utilization rate over the Future No-Action Scenario. Specifically, the 28 Early Childhood Program locations within 1.5 miles of the Project Site are projected to have an enrollment of 760 children with 929 total seats (an 81.1 percent utilization rate) under the Future No-Action Scenario. The Future With-Action Scenario is projected to result in the generation of 73 additional income-eligible children in Early Childhood Programs, resulting in

a total enrollment of 834 children with 929 available seats (an 89.7 percent utilization rate). The capacity of Early Childhood Programs within the Project Site's 1.5-mile study area is anticipated to be well below 100 percent despite the addition of 73 income-eligible children under the Future With-Action Scenario. Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant adverse impacts related to Early Childhood Programs, and no further analysis is necessary.

- **Open Space:** The Future With-Action Scenario would result in an incremental increase of 404 dwelling units over the Future No-Action Scenario, generating an additional population of 974 persons. This increase in new residents would result in a decrease in the Defined Open Space Study Area's open space ratio from 7.36 acres per 1,000 residents in the Future No-Action Scenario to 7.11 acres per 1,000 residents in the Future With-Action Scenario, a decrease of approximately 3.40 percent. Pursuant to the *2021 CEQR Technical Manual*, open space ratios between 2.01 and 2.50 or greater can tolerate up to a five (5) percent decrease in the open space ratio between the Future No-Action and Future With-Action Scenarios without warranting additional analyses. Further, the Project Site is within a Walk-to-a-Park service area, indicating all future projected residents are within a reasonable walking distance to public open spaces. Based on the foregoing, the Future With-Action Scenario is not projected to create significant adverse open space impacts, and no further analysis is required.
- **Urban Design and Visual Resources:** The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or impact the overall character of the neighborhood. It would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or visual character of the area. While the Proposed Actions would permit new development larger in scale and height than could be developed under existing zoning, the proposed development is consistent with tower-style residential development on tax blocks between Mermaid and Surf avenues in terms of scale, density, and height. Additionally, the development with a ground floor community center and retail uses, as well the private recreational courtyard, would improve walkability and the visual character of the area, and would also provide locally serving retail uses. Therefore, the Proposed Actions would not result in any significant adverse impact on the constituent elements of urban design, and a detailed analysis is not warranted.
- **Historic and Cultural Resources**: As there are no known historic and architectural resources at or within the vicinity of the Project Site, no direct, indirect, or construction impacts would result under the Future With-Action Scenario. The LPC was contacted on February 15, 2024, for their initial review of the Future With-Action Scenario's potential to impact archaeological resources. LPC's response is still pending; the Applicant will adhere to all of LPC's findings and recommendations regarding impacts to archaeological resources, as applicable and practical, such that no significant adverse impacts are anticipated, and no further analysis is required.

  Based on the foregoing, the Future With-Action Scenario would not result in significant adverse impacts on historic and cultural resources, and no further analysis is warranted.
- **Shadows**: Based on the results of the shadows analysis, the only sunlight-sensitive resource that would receive new incremental shadows under the Future With-Action Scenario is Surf Playground. However, the areas projected to receive new incremental shadows during these analysis days are characterized by playground and fitness equipment, turf fields, basketball courts, and game tables, with minimal vegetation. Based on the nature of these areas projected to receive new incremental shadows, the viability of vegetation at and the usability

of Surf Playground are not anticipated to be jeopardized. Therefore, no significant shadow impacts are anticipated such that no further analysis is warranted.

- **Transportation:** The Future With-Action Scenario would generate fewer than 200 subway and bus trips, generate fewer than 200 combined pedestrian trips compared to the Future No-Action Scenario, and would generate fewer than 50 new incremental vehicular trips at study area intersections. As such, no thresholds for additional traffic, pedestrian, or transit analyses would be exceeded and, thus, no significant adverse transportation impacts are anticipated. Furthermore, the Proposed Actions are not expected to result in a significant parking shortfall.
- **Noise**: The highest recorded L10 at Location 1 was 65.5 dB(A) during the evening period. The highest recorded Leq at Location 2 was 70.6 during the midday period. Field notes during the midday period at Location 2 note that an ambulance with sirens passed the monitoring location at 12:27, attributing to the elevated Leq during that time period. Therefore, the highest L10 at Location 2 of 69.5 dB(A) during the morning period will be used as representative of typical noise levels at this location. The highest recorded Leq at Location 3 was 75.8 during the morning period. Field notes during the morning period at Location 3 note that an ambulance with sirens passed the monitoring location at 8:57, attributing to the elevated Leq during that time period. The second-highest recorded Leq at Location 3 was 73.9 during the evening period. Field notes during the evening period at Location 3 note that a fire truck with sirens passed the monitoring location at 5:25, attributing to the elevated Leq. Therefore, the highest L10 at Location 3 of 62.0 dB(A) during the morning period will be used as representative of typical noise levels at this location.

  To ensure that no significant adverse impacts related to noise occur as a result of the Proposed Actions, the following E-Designation (**E-No. 868**) under the Future With-Action Scenario:

  > **Block 7055, Lot 13: To ensure an acceptable interior noise environment, future residential / community facility uses must provide a closed window condition with a minimum of 28 dB(A) window/wall attenuation on the southern facade facing Surf Avenue, the eastern facade facing West 24th Street within 50 feet of Surf Avenue and the western facade facing West 25th Street within 50 feet of Surf Avenue to maintain an interior noise level not greater than 45 dB(A) for residential and community facility uses. In order 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.**

Combination of Moderate Effects

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

14.3 Conclusions

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

15 CONSTRUCTION

15.1 Introduction

Construction, although temporary, can result in disruptive and noticeable effects at and within the vicinity of a proposed action. A determination of the significance of construction and the need for mitigation is based on the duration and magnitude of these effects. Construction is typically of greatest importance when it could affect traffic conditions, archaeological resources, and the integrity of historic resources, noise patterns, or air quality conditions. Based on the guidelines presented in the *2021 CEQR Technical Manual*, a preliminary construction analysis may be required because the future development facilitated by the Proposed Actions could result in construction activities lasting longer than 24 months; the operation of several pieces of diesel equipment in a single location at peak construction; and construction activities along an arterial highway.

This chapter describes the preliminary construction plans for the Project Site and assesses the potential for the Proposed Actions to result in significant adverse construction impacts in accordance with the *2021 CEQR Technical Manual*. Construction impacts, although temporary, can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. Determination of the significance of construction impacts and the need for mitigation are generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, hazardous materials, archaeological resources, the integrity of historic resources, community noise patterns, and/or air quality conditions.

The Future With-Action Scenario would result in the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, all of which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC). [18] The Future With-Action Scenario would also include up to 16,095 GSF (7,782 ZSF) and 10,898 GSF / ZSF of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

In addition to describing the construction plans for the Project Site, this chapter provides a discussion of the governmental coordination and oversight related to construction, a conceptual construction schedule, activities likely to occur during construction, the types of equipment that are expected to be used, construction logistics (e.g., site access points and potential staging area locations), and construction workers and truck delivery estimates. Based on this information, potential impacts from construction activities are assessed with respect to transportation, air quality, noise and vibration, land

[18] For the purposes of the Future With-Action Scenario, the possibility of the Applicant utilizing either MIH Options 1, 2, or 3 is considered.

use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, and hazardous materials.

For each of the various technical areas presented below, appropriate construction analysis years were selected to represent reasonable worst-case conditions relevant to that technical area, which can occur at different times for different analyses. For example, the noisiest part of the construction may not be at the same time as the heaviest construction traffic. Therefore, the analysis periods differ for different technical analyses. Where appropriate, the analysis accounted for the effects of those components of the project that would be completed and operational during the selected construction analysis years.

15.2 Governmental Coordination and Oversight

The governmental oversight of construction in New York City is extensive and involves a number of City, State, and Federal agencies. **Table 15-1** shows the main agencies involved in construction oversight and each agency's areas of responsibility. The primary responsibilities lie with New York City agencies. The New York City Department of Buildings (DOB) has the primary responsibility for ensuring that the construction meets the requirements of the New York City Building Code and that buildings are structurally, electrically, and mechanically safe. In addition, DOB enforces safety regulations to protect both construction workers and the public. The areas of responsibility include the enforcement of regulations pertaining to the installation and operation of construction equipment, such as cranes and lifts, sidewalk sheds, and safety netting and scaffolding. The New York City Department of Parks and Recreation (NYC Parks) has oversight on tree protection and tree removal during construction. The New York City Department of Environmental Protection (DEP) enforces the New York City Noise Control Code (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) and the DEP Notice of Adoption Rules for Citywide Construction Noise Mitigation (also known as Chapter 28), approves Remedial Action Plans (RAPs) and Construction Health and Safety Plans (CHASPs), regulates water disposal into the sewer system, and oversees dust control for construction activities. The New York City Fire Department (FDNY) has primary oversight for compliance with the New York City Fire Code and for the installation of tanks containing flammable materials. The New York City Department of Transportation (NYCDOT) reviews and approves any traffic lane and sidewalk closures. The New York City Landmarks Preservation Commission (LPC) approves studies and testing to prevent loss of archaeological materials and to prevent damage to fragile historic structures.

At the State level, the New York State (NYS) Department of Environmental Conservation (DEC) regulates discharge of water into rivers and streams, disposal of hazardous materials, and the construction, operation, and removal of bulk petroleum and chemical storage tanks. The NYS Department of Labor (DOL) licenses asbestos workers. New York City Transit (NYCT) is in charge of bus stop relocations and any subsurface construction within 200 feet of a subway. On the Federal level, the U.S. Environmental Protection Agency (EPA) has wide ranging authority over environmental matters, including air emissions, noise emission standards, hazardous materials, and the use of poisons. Much of the responsibility is delegated to the state level. The U.S. Occupational Safety and Health Administration (OSHA) sets standards for work site safety and construction equipment.

Table 15-1 Construction Oversight in New York City

Agency	Area(s) of Responsibility
New York City	
Department of Buildings (DOB)	Primary oversight for Building Code and site safety
Department of Parks & Recreation (DPR)	Tree protection and removal
Department of Environmental Protection (DEP)	Noise, hazardous materials, dewatering, dust
Fire Department (FDNY)	Compliance with fire code, tank operation
Department of Transportation (DOT)	Traffic lane and sidewalk closures
Landmarks Preservation Commission (LPC)	Archaeological and historic architectural protection
New York State	
Department of Labor (DOL)	Asbestos workers
New York City Transit (NYCT)	Bus stop relocation; any subsurface construction within 200 feet of a subway
Department of Environmental Conservation (DEC)	Dewatering, hazardous materials, tanks, Stormwater Pollution Prevention Plan (SWPP), Industrial SPDES, if any discharge into the Hudson River.
United States	
Environmental Protection Agency (EPA)	Air emissions, noise, hazardous materials, and toxic substances
Occupational Safety and Health Administration (OSHA)	Worker safety

15.3 Proposed Construction Schedule

Receipt of all requisite development approvals is anticipated in 2026, including CEQR and ULURP Certification, and the issuance of building permits. The overall construction schedule is expected to last up to 36 months, resulting in a Project Analysis Year of 2029. The most intensive site work at the undeveloped portion of the Project Site would begin in late Fall 2026, including excavation and foundation work, which would last through Summer 2027 (lasting for a total duration of approximately nine (9) months). Subsequent peak construction activities, including superstructure and interior core and shell work, are expected to commence in late mid 2027 and conclude in Winter 2028 with the completion of the structure envelope. Overall, peak construction activities are expected be completed by Winter of 2028.

15.4 Proposed Construction Activities

15.4.1 General Construction Practices

Hours of Work

Construction of the Future With-Action Scenario would be carried out in accordance with New York City laws and regulations, which allow construction activities between 7:00 AM and 6:00 PM on weekdays, with most workers arriving between 6:00 AM and 7:00 AM. Normally, work would end at 3:30 PM, but it can be expected that in order to complete certain critical tasks (e.g., finishing a concrete pour for a floor deck), the workday may occasionally be extended beyond normal work hours. Any extended workdays would generally last until approximately 6:00 PM and would not include all construction workers onsite, but only those involved in the specific task requiring additional work time. Weekend or night work may also be occasionally required for certain construction activities, such as the erection of the tower crane. Appropriate work permits from DOB would be obtained for any necessary work outside of normal construction, and no work outside of normal construction hours would be performed until such permits are obtained. The number of workers and pieces of equipment in operation for night or weekend work would typically be limited to those needed to complete the particular authorized task. Therefore, the level of activity for any weekend or night work would be less than that of a normal workday.

Deliveries, Access, and Staging Areas

Access to the Project Site during construction would be fully controlled. The work areas would be fenced off, and limited access points for workers and construction-related trucks would be provided. Construction workers who carpool to the site would be allowed to park in the adjacent existing parking lot. Truck movements would be spread throughout the day and would generally occur between the hours of 6 AM and 3 PM, depending on the stage of construction. Material deliveries to the site would be controlled and scheduled. To aid in adhering to the delivery schedules, as is normal for building construction in New York City, flaggers would be employed at each construction gate. The flaggers could be supplied by the subcontractor on-site at the time or by the construction manager. The flaggers would control trucks entering and exiting the site so that they would not interfere with one another. In addition, they would provide an additional traffic aid as the trucks enter and exit the on-street traffic streams.

The DOT OCMC reviews and approves all maintenance and protection of traffic (MPT) plans, which specify any planned sidewalk or lane closures and staging for all construction sites. MPT plans would be developed for any required temporary sidewalk, lane, and/or street closures to ensure the safety of the construction workers and the public passing through the area. Approval of these plans and implementation of the closures would be coordinated with DOT's OCMC. Measures specified in the MPT plans that are anticipated to be implemented would include parking lane closures, safety signs, safety barriers, and construction fencing.

15.4.2 Description of Construction Activities

Construction of large-scale buildings in New York City typically follows a general pattern. The first task is construction startup, which involves the siting of work trailers, installation of temporary power and communication lines, and the erection of site perimeter fencing. The Project Site does not have any existing structures, as it is located within the vacant portion of the lot, such that there will be no demolition-related construction activities. Hazardous materials remediation typically occurs at this point. Excavation of the soil is next, along with the construction of the foundations. When the below-grade construction is completed, construction of the superstructure of the new building begins. As the core and floor decks of the building are being erected, installation of the mechanical and electrical internal networks will start. As the building progresses upward, the exterior cladding is placed, and the interior fit-out begins. During what is typically considered the busiest time of building construction, the upper core and structure are being built while mechanical/electrical connections, exterior cladding, and interior finishing are progressing on lower floors. The following provides a description of each of the anticipated construction tasks for the Project Site.

Site Preparation Tasks

This task prepares a site for the construction work and would involve the installation of public safety measures, such as fencing, sidewalk sheds, and Jersey barriers. The construction site would be fenced off, typically with solid fencing to minimize interference between the people passing by the site and the construction work. Separate gates for workers and for trucks would be installed, and sidewalk sheds and Jersey barriers would be erected. Trailers for the construction engineers and managers would be hauled to the site and installed within the Project Site. On-site power generation capabilities would also be placed at this time, where necessary.

Site Clearing

As noted above, the Project Site is currently vacant, vegetated, and does not contain any structures, such that site clearing activities at the Project Site would involve obtaining necessary permits, which

may include tree removal permits, the review of the site for protected vegetation or wildlife habitats, and compliance with other applicable environmental regulations or laws. Given this compliance, the site clearing process would include removing vegetation, trees, shrubs, and any debris while protecting nearby structures, utilities, and public spaces. Measures would be taken to control erosion and prevent runoff, and all cleared materials would be disposed of following city guidelines. The site would then be leveled and prepared for excavation, ensuring safety and accessibility for construction equipment.

Excavation

The Future With-Action Scenario would require excavation for the proposed building's foundation. An excavator would be used to excavate soil, and the excavated materials would be loaded onto dump trucks for transport to a licensed disposal facility or for reuse on any portion of the Project Site that needs fill. No blasting is anticipated for excavation activities associated with the construction of the Future With-Action Scenario.

Drilling Piles and Foundation Construction

This stage of construction would include the construction of the foundation and below-grade elements of the proposed buildings. Piles would be installed with the use of drill rigs. If boulders are encountered during pile installation activities, the obstructions would be removed by a rock hammer. Concrete trucks would be used to pour the foundation and the below-grade structures. This phase may also involve the use of rebar benders, generators, air compressors, cherry pickers, rock hammers, and saws.

Superstructure and Exterior Façade – Core and Shell Construction

The core is the central part of the building and is the main part of the structural system. It contains the building's beams and columns, as well as elevator shafts, vertical risers for mechanical, electrical, and plumbing systems, electrical and mechanical equipment rooms, and core stairs. The shell is the exterior of the building. Cranes would be brought onto the construction area as needed and would be used to lift structural components, façade elements, and other large materials, and load and place materials into and on the building. Core and shell construction activities would also require the use of generators, concrete trowels, welders, saws, rebar benders, and a variety of small handheld tools. In addition, temporary construction elevators (hoists) would be used for the vertical movement of workers and materials during this stage of construction.

Interior Fit-Out

Interior fit-out activities would typically include the construction of interior partitions, installation of lighting fixtures, and interior finishes (e.g., flooring, painting, etc.), and mechanical and electrical work, such as the installation of elevators and lobby finishes. Final cleanup and touch-up of the buildings and final building system (e.g., electrical system, fire alarm, plumbing, etc.) testing and inspections would be part of this stage of construction. Equipment used during this stage of construction would include hoists, delivery trucks, and a variety of small handheld tools. In addition, grid power is expected to be available during this stage of construction, although generators may be needed for welding operations. Interior fit-out activities would typically be the quietest period of construction in terms of their effect on the public, because most of the construction activities would occur inside the buildings, with the façades substantially complete and the proposed building.

15.4.3 Number of Construction Workers and Material Deliveries

The number of workers and truck trips associated with material deliveries varies with the scale of the project and the general construction task. **Table 15-2**, below, shows the estimated number of workers

and deliveries to the Project Site by calendar quarter for all construction activities, based on the construction schedule previously described. As shown below in **Table 15-2**, the average projected number of workers would be approximately 100 per day throughout the construction period, and the average number of trucks would be approximately 15 per day. The number of projected daily workers and construction trucks would peak from the first quarter through the fourth quarter of 2028, with 163 daily workers and 21 daily construction trucks.

Table 15-2 Average Number of Daily Construction Workers and Trucks by Year and Month

Year	2026												2027											
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Worker											43	43	43	43	43	43	43	43	43	43	43	43	43	163
Truck											15	15	15	15	15	15	15	15	15	15	15	15	15	21
Year	2028												2029											
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Worker	163	163	163	163	163	163	163	163	163	163	163	163	118	118	118	118	118	118	118	118	118	118		
Truck	21	21	21	21	21	21	21	21	21	21	21	21	7	7	7	7	7	7	7	7	7	7		
Average Worker	107																							
Average Truck	15																							

15.5 Probable Effects of the Proposed Actions

Similar to many development projects in NYC, construction can cause temporary disruption to the surrounding area throughout the construction period. The following analyses describe potential construction effects on transportation, air quality, noise and vibration, as well as other technical areas, including land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, and hazardous materials.

15.5.1 Construction Transportation

Traffic

Similar to other construction projects in New York City, most of the construction activity at the Project Site is expected to take place during the typical construction shift of 7:00 AM to 3:30 PM. The estimated daily vehicle trips were distributed throughout the workday based on projected work shift allocations and conventional arrival/departure patterns of construction workers and trucks. While construction truck trips would be made throughout the day (with more trips typically made during the early morning), construction workers would typically commute during the hours before and after the work shift. For analysis purposes, each truck delivery was assumed to result in two truck trips during the same hour (one “in” and one “out”), and each truck trip was assumed to have a passenger car equivalent (PCE) of 2.0, consistent with *2021 CEQR Technical Manual* guidance. For construction workers, the majority (90 percent) of arrival and departure trips are expected to take place during the hour before and after each shift. For construction trucks, deliveries would typically peak during the early morning, with an estimated 25 percent overlapping with construction worker arrival traffic.

Based on 2000 CTTP reverse-journey-to-work census data for workers in the construction occupations, it is anticipated that construction workers’ travel to the Project Site would be primarily by auto (approximately 63.1 percent), with smaller numbers using public transit (approximately 28.4 percent, including bus and subway) and walking (approximately 8.4 percent). Based on The Coney Island Development (24DCP129K) FEIS, which is two blocks to the east of the Project Site, it is estimated that auto occupancy would average approximately 1.08 persons per vehicle. These trip generation assumptions were used as the basis for assessing the potential transportation-related effects during construction. **Table 15-3** shows a forecast of hourly construction worker auto and construction truck trips during the first quarter through the fourth quarter of 2028 based on the assumptions described above. As shown in **Table 15-3**, it is estimated that peak construction activities would result in 110 PCEs between 6:00 AM and 7:00 AM during the peak construction months. For

the 3:00 PM to 4:00 PM period, there would be a maximum of 88 PCEs associated with construction activities.

Table 15-3 2027 Q1 – 2028 Q4 Peak Construction Vehicle Trip Projections (in PCEs)

Time Period	Workers – Auto Trips			Truck Trips (PCEs)			Total
	In	Out	Total	In	Out	Total	
6-7AM	**86**	**0**	**86**	**12**	**12**	**24**	**110**
7-8AM	10	0	10	4	4	8	18
8-9AM	0	0	0	4	4	8	8
9-10AM	0	0	0	4	4	8	8
10-11AM	0	0	0	4	4	8	8
11AM-12PM	0	0	0	4	4	8	8
12-1PM	0	0	0	4	4	8	8
1-2PM	0	0	0	2	2	4	4
2-3PM	0	0	0	2	2	4	4
3-4PM	**0**	**86**	**86**	**1**	**1**	**2**	**88**
4-5PM	0	10	10	1	1	2	12
Daily Total	*95*	*95*	*190*	*42*	*42*	*84*	*274*

Note: The daily total number may not show due to rounding.

Figure 15-1 and **Figure 15-2** show the assignment of construction peak hour vehicle trips to the study area street network during the 6:00 to 7:00 AM and 3:00 to 4:00 PM construction peak hours. Given the limited size of the parking lot on the Project Site, approximately 30% of the construction worker autos were assigned to the nearby MCU Parking Lot at 1904 Surf Avenue (Block 7073, Lot 101) between West 19th Street and West 20th Street, which is within a 10-minute walking distance from the Project Site. The remaining 70% of the construction worker autos, as well as truck trips, were assigned to the Project Site on 24th Street with its existing parking lot entrance and on 25th Street with its additional future parking lot entrance. As shown in **Figure 15-1** and **Figure 15-2**, no intersection would experience 50 or more PCEs during the 6:00 AM to 7:00 AM and/or 3:00 PM to 4:00 PM construction peak hours. As peak traffic from construction trucks and worker vehicles would not exceed the 50 trips/hour *2021 CEQR Technical Manual* threshold for a detailed traffic analysis at any intersection, significant adverse traffic impacts are not expected to occur during the construction peak hours during the peak construction activities in 2028.

Figure 15-1 Construction AM Peak Hour (6 – 7 AM) Traffic Assignments (in PCEs)

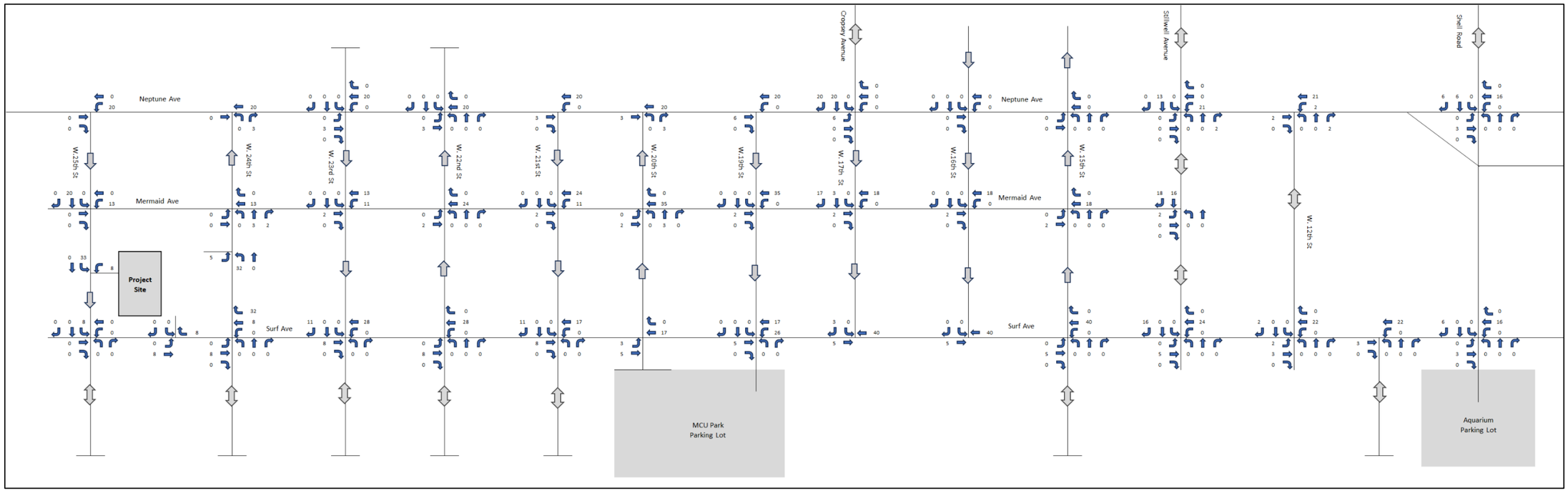
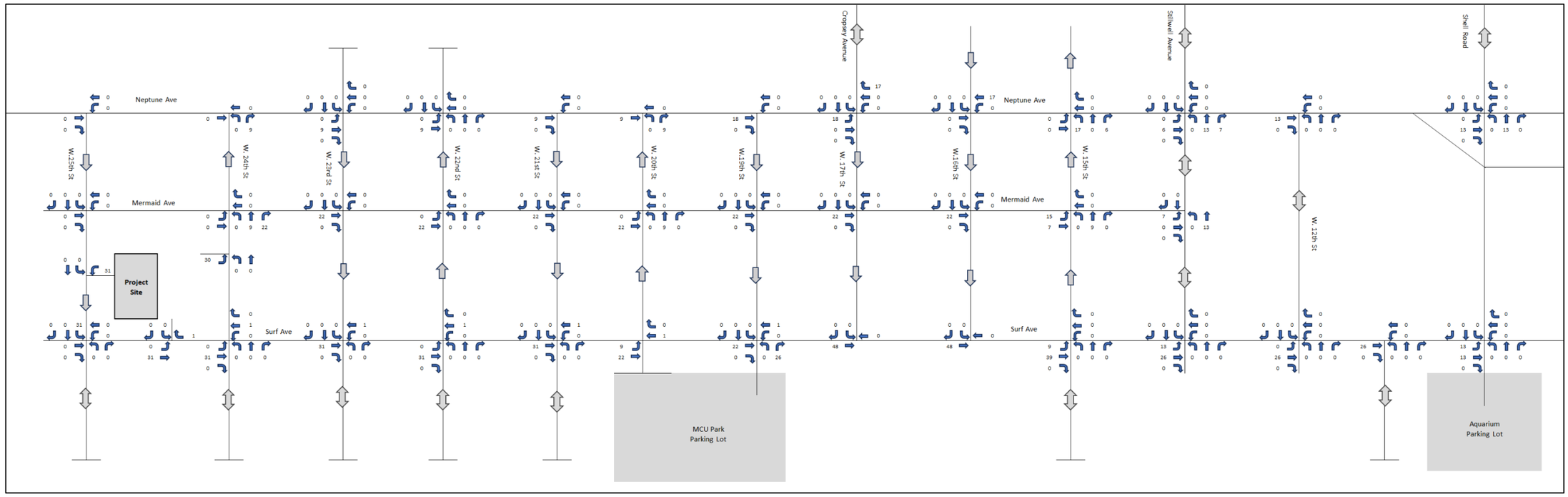


Figure 15-2 Construction PM Peak Hour (3 – 4 PM) Traffic Assignments (in PCEs)



Curb Lane Closures and Staging

Construction staging would most likely occur on the Project Site and the adjacent Applicant-owned existing parking lot, and may extend within portions of sidewalks, curbs, and travel lanes of public streets adjacent to the Project Site. Similar to many other construction projects in New York City, temporary curb lane and sidewalk closures are expected to be required adjacent to the Project Site, which would have dedicated gates, driveways, or ramps for delivery vehicle access. It is anticipated that construction activity would mostly take place within the Project Site and the adjacent existing parking lot, and perhaps within portions of 25th Street and Surf Avenue. Any sidewalk or street closures would require a Maintenance and Protection of Traffic (MPT) plans would be developed for such instances, and the approval of these plans and implementation of the closures would be coordinated with DOT's OCMC, the entity that ensures critical travel arteries are not interrupted, especially in peak travel periods.

Flag persons are expected to be present at active project site driveways, where needed, to manage the access and movement of trucks to ensure no on-street queuing. Some of the site deliveries may also occur along the perimeter of the construction site within delineated closed-off areas for concrete pour or steel delivery.

Transit and Pedestrians

As discussed above and shown in **Table 15-2**, in the peak construction periods of 2028, approximately 163 construction workers would travel to and from the Project Site each day. As also discussed above, a total of approximately 28.4 percent of construction workers are expected to travel to and from the site by public transit (subway or bus). It is also anticipated that 8.4 percent of construction workers would travel to and from the project by walking or taking other modes. In addition, it is estimated that approximately 90 percent of all construction workers would arrive and depart in the peak hour before and after each shift. Therefore, it is estimated that approximately 94 and 28 construction workers would travel to and from the site via public transit or by walking each day, and that approximately 85 and 25 of these trips, a combined 110 pedestrian trips, would occur in each of the 6:00 AM to 7:00 AM and 3:00 PM to 4:00 PM construction peak hours.

As peak transit demand from construction workers on the Project Site would not meet the 200 trips/hour *2021 CEQR Technical Manual* analysis threshold for a detailed subway analysis, nor the 50 trips/hour/direction analysis threshold for a detailed bus analysis, significant adverse impacts to subway and bus services are not expected to occur in the construction peak hour during the 2027 peak construction period. In addition, peak pedestrian demand would not meet the 200 trips/hour *2021 CEQR Technical Manual* analysis threshold for detailed pedestrian analysis, and significant impacts would not occur. During construction, if sidewalk closures are required, adequate protection or temporary sidewalks would be provided in accordance with DOT-OCMC requirements.

Parking

Of the estimated 163 daily construction workers who would travel to the Project Site during the 2028 peak construction period, approximately 63.1 percent are expected to travel by private auto. Based on an average auto occupancy of 1.08 persons per auto, the maximum daily parking demand from construction workers would total approximately 96 spaces. As noted above, it is assumed that there would be on-site parking in the adjacent existing parking lot (with a total capacity of 160 spaces) for construction workers until completion of the Future With-Action Scenario. It is anticipated that 70% of construction workers would park in this lot, while the remaining 30% of construction workers would park in the MCU Parking Lot at 1904 Surf Avenue (Block 7073, Lot 101) between West 19th Street and West 20th Street. Located within a 10-minute walking distance from the Project Site, the MCU Parking

Lot is a 6.7-acre surface parking lot with a total of 958 spaces. As such, the surrounding area is not expected to experience a parking shortfall resulting from construction worker parking demand, and the Proposed Actions are therefore not expected to result in significant adverse parking impact.

Under *2021 CEQR Technical Manual* guidance, the inability of the Future With-Action Scenario or the surrounding area to accommodate future parking demands would be considered a parking shortfall but would generally not be considered significant due to the magnitude of available alternative modes of transportation. Therefore, should any parking shortfall occur due to incremental demand from construction workers during the 2028 peak construction period, it would not be considered a significant adverse parking impact based on *2021 CEQR Technical Manual* guidance.

15.5.2 Construction Air Quality

Construction under the Proposed Actions would require the use of both non-road construction equipment and on-road vehicles, which results in emissions that have the potential to affect air quality. Non-road construction equipment includes equipment operating on-site, such as excavators, loaders, and cranes. On-road vehicles include construction delivery trucks, dump trucks, concrete trucks, and construction worker vehicles arriving at and departing from the Project Site, as well as operating on-site. In addition, emissions from dust-generating construction activities (i.e., truck loading and unloading operations) also have the potential to affect air quality. The *2021 CEQR Technical Manual* lists several factors for consideration in determining whether a quantified on-site and/or off-site construction impact assessment for air quality is appropriate. These factors include the use of emission control measures, the duration and intensity of construction activities, the location of nearby sensitive receptors, and project-generated, construction-related vehicle trips. This guidance was followed to assess the potential for construction air quality impacts from the Proposed Actions.

Emission Control Measures

The construction of the Future With-Action Scenario would make use of the Best Available Technology (BAT) to minimize effects on the sensitive uses in the vicinity of the Project Site, as further discussed below. As with most construction projects in New York City, the construction of the Future With-Action Scenario would require the operation of several pieces of diesel equipment at one time during the heavier periods of construction, such as demolition and excavation. The Applicant would implement the following measures that would minimize air quality effects on the surrounding community:

- *Diesel Equipment Reduction*: Construction of the Future With-Action Scenario would minimize the use of diesel engines and use electric engines, to the extent practicable. This would reduce the need for on-site generators and require the use of electric engines in lieu of diesel where practicable.
- *Clean Fuel*: To the extent practicable, ultra-low sulfur diesel (ULSD) would be used for diesel engines on the Project Site.
- *Best Available Tailpipe Reduction Technologies*: To the extent practicable, non-road diesel engines with a power rating of 50 horsepower (hp) or greater would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions. Diesel particle filters (DPF) have been identified as being the tailpipe technology currently proven to have the highest PM reduction capability.

  To the extent practicable, construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize DPFs, either installed on the engine by the original equipment manufacturer (OEM) or retrofit with a DPF verified by EPA or the California Air

Resources Board, and may include active DPFs if necessary; or other technology proven to reduce DPM by at least 90 percent.

- *Utilization of Newer Equipment*: To the extent practicable, all non-road construction equipment rated less than 50 hp in the project would meet at least the Tier 2 emissions standard, and construction equipment with a power rating of 50 hp or greater would meet at least the Tier 3 retrofitted with DPF [19] and/or Tier 4 emissions standards, where conforming equipment is widely available, and the use of such equipment is practicable.
- *Dust Control*: Fugitive dust control plans will be implemented as part of the construction process. For example, stabilized truck exit areas would be established for washing off the wheels of all trucks that exit the construction sites. Truck routes within the sites would be watered as needed to avoid the resuspension of dust. All trucks hauling loose material will be equipped with tight-fitting tailgates and their loads securely covered prior to leaving the sites. In addition to regular cleaning by the City, streets adjacent to the site would be cleaned as frequently as needed by the construction contractor. Water sprays will be used for all transfers of soil to ensure that materials are dampened as necessary to avoid the suspension of dust into the air.

  Furthermore, to the extent feasible, during the demolition/excavation/foundation stage of the construction, truck routes within the sites will either be treated with a chemical dust suppression method or a water mist system (DustBoss or a comparable system) will be employed to mitigate airborne dust.
- *Restrictions on Vehicle Idling*: In addition to adhering to local laws restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to three minutes, to the extent practicable, for all equipment and vehicles that are not using their engines to operate a loading, unloading, or a processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.

Overall, these air emission controls would significantly reduce DPM emissions to a level otherwise achieved by applying the currently defined best available control technologies under NYC Local Law 77. In addition, as stated in the *2021 CEQR Technical Manual*, all the necessary measures would be implemented to ensure compliance with the NYC Air Pollution Control Code regulating construction-related dust emissions. Based on the size of the Future With-Action Scenario and the construction work involved, construction activities effectuated by the Proposed Actions would not be considered out of the ordinary or exceptional in terms of intensity and would be of a relatively short duration.

Potential Air Quality Effects During Construction

On-Site Sources

Duration and Intensity of Construction Activities

Construction of the Future With-Action Scenario, as is the case with any construction project, would result in temporary disruption to the surrounding area. The peak construction phases associated with the Future With-Action Scenario that are of most concern in terms of air quality are generally during the demolition/excavation/foundation stage, including site preparation, and superstructure/exteriors build-out. The demolition/excavation/foundation stage, including site preparation, is expected to take place through Spring 2027, while the superstructure/exteriors build-out is expected to take place over

[19] EPA. 2025. "Learn about Verified Technologies for Clean Diesel." Accessed July 2025. epa.gov/verified-diesel-tech/learn-about-verified-technologies-clean-diesel

13 months, from late Spring 2027 through Fall 2028. The less intensive construction phase (e.g., interior fit-out) would take place after the superstructure/exteriors phase, over 10 months.

Peak diesel engine emissions could occur during either the demolition/excavation/foundation stage (mainly due to excavators, pile driver, etc.) or the superstructure/exteriors build-out (concrete mix trucks, concrete pump, etc.), based on approved CEQR actions that included construction air quality analyses, such as the *Environmental Assessment Statement* (*EAS*) *515 7th Avenue* (CEQR No. 24DCP114M) and the *Final Environmental Impact Statement* (*FEIS*) 962-*972 Franklin Avenue Rezoning* (CEQR No. 23DCP165K). During the demolition / excavation / foundation stage, airborne dust emission due to soil disturbance activities comprises the majority of particulate emissions. The later stages of construction would not involve soil disturbance activities and therefore would result in lower dust emissions. In addition, interior construction work would occur within an enclosed building shielded from nearby sensitive receptors.

The projected truck traffic derived for the Future With-Action Scenario construction phase is slightly less than the *EAS 515 7th Avenue* (CEQR No. 24DCP114M). As such, estimated pollutant emissions (intensity analysis) associated with the Future With-Action Scenario construction phase were compared with the *EAS 515 7th Avenue* (CEQR No. 24DCP114M) emission levels. It should be noted that there will be electric service to the Project Site during construction; therefore, no generators will be used on-site during construction. This is included as a PCRE in the Construction Noise section below. As such, no generators were assumed for this analysis. The control measures specified above were used to minimize air quality effects on the surrounding community and to ensure that the estimated fine particulate ($PM_{2.5}$) maximum 12-month rolling average emission is less than or equal to the predicted emission levels in the *EAS 515 7th Avenue* (CEQR No. 24DCP114M).

Based on the above methodology, additional dust suppression measures were used to reduce particulate matter emissions from trucks traveling on-site. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) generated by traveling vehicles (on unpaved roads) were calculated using the EPA's methodology [20] and the *2021 CEQR Technical Manual's* silt loading factor for unpaved roadway. Applying water to unpaved roads or surfaces (trucks and equipment travel on-site), suppressing airborne dust emissions at the source, accounted for a fifty percent control efficiency. Utilizing chemical dust suppressants to reduce airborne dust emissions at the source or using a water mist system (DustBoss or a comparable system) to remove airborne dust from the air accounted for an additional 50 percent control efficiency (only one control measure has to be deployed, providing the construction work flexibility). Based on the EPA AP-42 manual, *Section 13.2.2 Unpaved Roads - Updated November 2006*, chemical dust suppressants could account for as much as eighty percent control efficiency. With these measures in place, the estimated $PM_{2.5}$ maximum 12-month rolling average emission will be approximately 24,450 grams (~54 pounds) and less than the predicted emission levels in the Proposed Action EAS *515 7th Avenue* (CEQR No. 24DCP114M).

Figure 15-3 shows the $PM_{2.5}$ short-term (daily maximum) and monthly average emission profiles. As seen in **Figure 15-3**, the 12-month rolling average (annual) $PM_{2.5}$ emission peaks at the 12th month of construction, with peak monthly emissions occurring in the first three months, coinciding with the period when construction truck traffic is at a peak. The short-term daily maximum $PM_{2.5}$ emission peaks also occur in the first few months. **Table 15-4** shows comparisons of the Proposed Actions and the other approved project for the following criteria: peak daily $PM_{2.5}$ emission rates (lb/day), peak

[20] EPA. 2006. "Chapter 13: Miscellaneous Sources, 13.2.2 Unpaved Roads." *Compilation of Air Pollutant Emission Factors AP-42 Fifth Edition, Vol. 1: Stationary Point and Area Sources*. epa.gov/air-emissions-factors-and-quantification/ap-42-fifth-edition-volume-i-chapter-13-miscellaneous-0.

annual $PM_{2.5}$ emission rates (lb/year), construction sizes (gsf), construction durations (months), and the distance between the construction site and nearby sensitive receptors (feet).

Figure 15-3, $PM_{2.5}$ Short-Term (Daily Maximum) and Monthly Average Emission Profiles

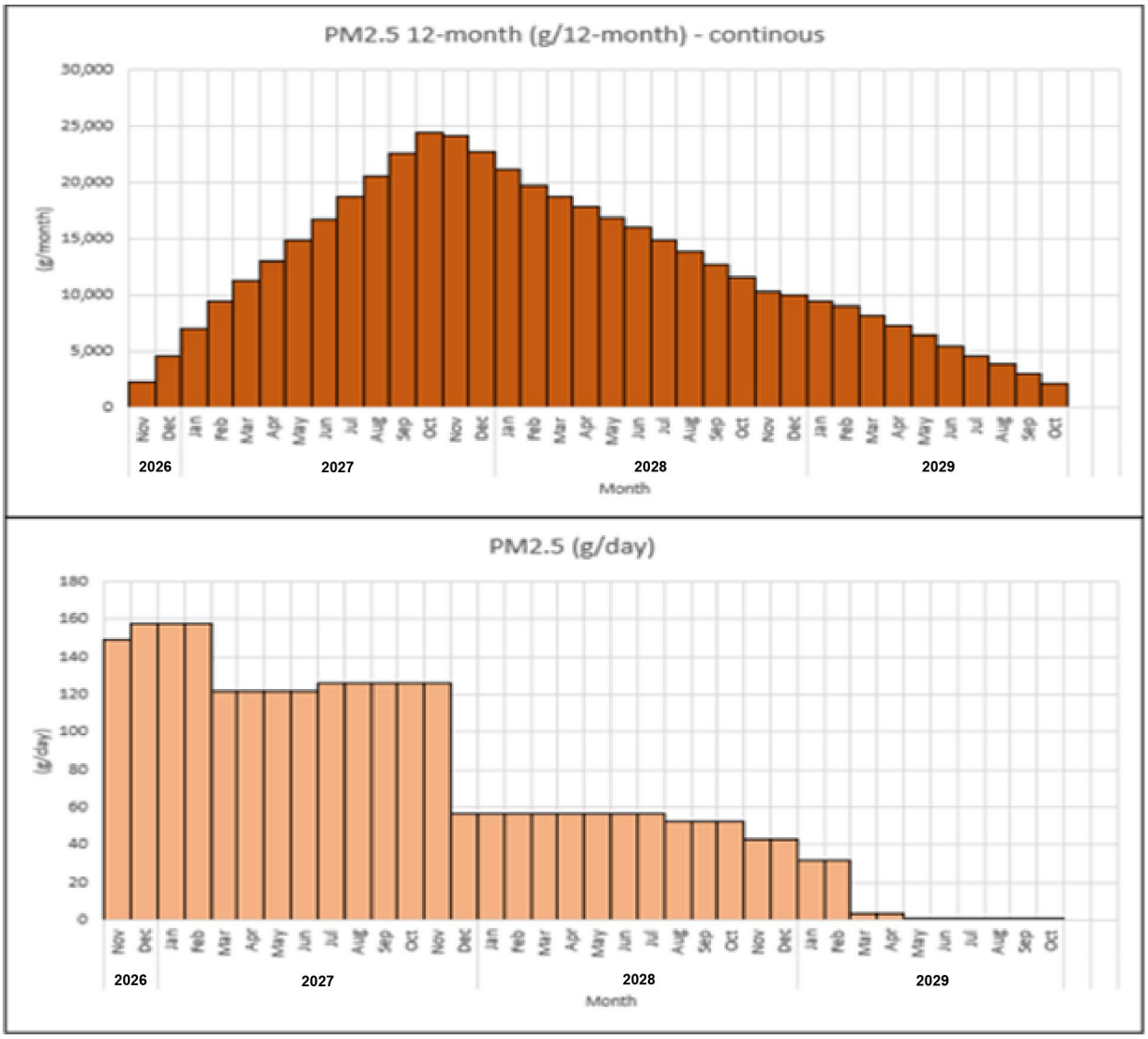


Table 15-4 Comparison – Proposed Project vs. 515 7th Avenue

Criteria	Proposed Actions	*515 7th Avenue* (CEQR No. 24DCP114M)
Peak $PM_{2.5}$ emission rates (g/day)	158	131
Peak annual $PM_{2.5}$ emission rates (g/month)	24,434	24,495
Construction sizes (gsf)	390,391	444,821
Construction durations (months)	36 total, peak activity 26 months	48 total, peak activity 34 months
Distance to the nearest sensitive receptors (feet)	6 Feet, Adjacent to the Project Site: Sidewalks and the residential building at 2950 West 24 Street[1]	Adjacent to the Project Site: Commercial and office buildings[2]
Nearest receptor location	6 Feet, Adjacent to the Project Site: Sidewalks and the residential building at 2950 West 24 Street[1]	Adjacent to the Project Site, on sidewalks and buildings[2]

Note(s): (1) As indicated in **Table 15-6;** (2) The 515 7th Avenue EAS (CEQR No. 24DCP114M) did not provide sensitive receptor distances – assumed to be 6 feet or less.

The approach and procedures for constructing the proposed building would be typical of the methods utilized in other building construction projects throughout New York City and, therefore, would not be considered out of the ordinary in terms of intensity. The air pollutant emission levels associated with the construction of the Future With-Action Scenario would be typical of ground-up building construction in New York City that would require limited demolition and excavation.

Therefore, based on the above and with the implementation of emissions control measures that are required by local law, the construction of the Future With-Action Scenario would not result in any significant adverse impacts on air quality.

Location of Nearby Sensitive Receptors

The area surrounding the Project Site contains a mixture of sensitive uses, including residential buildings and community facility/institutional uses. As discussed above under “Emission Control Measures,” measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. For example, a robust watering program would be implemented to minimize dust emissions from construction activities. The construction area would be fenced off with solid fencing, which would serve as a buffer between the emission sources, which would mostly operate at or near ground level, and nearby ground-level sensitive receptor locations. Therefore, potential concentration increments from on-site construction sources at nearby sensitive receptor locations would be substantially reduced. Due to these reasons, the Future With-Action Scenario would not result in any significant adverse construction air quality impacts from on-site construction sources.

Furthermore, as discussed above, to minimize dust emissions from construction activities, a dust control plan, including a robust watering program, would be required as part of contract specifications. For example, all trucks hauling loose material would be equipped with tight-fitting tailgates and their loads securely covered prior to leaving the Project Site; and water sprays would be used for all demolition, excavation, and transfer of soils to ensure that materials would be dampened as necessary to avoid the suspension of dust into the air. In addition, truck routes within the sites will either be treated with a chemical dust suppression or a water mist system (DustBoss or a comparable system) will be employed to further control airborne dust emissions during the demolition / excavation /

foundation stage of the construction. All measures required by the portion of the NYC DEP Construction Dust Rules regulating construction-related dust emissions would be implemented.

Conclusion

Estimate pollutant emission levels associated with the Future With-Action Scenario will be less than other approved CEQR actions. Therefore, pollutant concentrations at nearby sensitive land uses are unlikely to exceed the NAAQS or the City's *de minimis*. Therefore, there is no reason to believe that the Future With-Action Scenario construction phase would result in any potentially significant adverse air quality impact with the implementation of the following commitment(s), which would be implemented as PCREs in addition to the regulations discussed above at the Project Site during construction:

- **Diesel Equipment Reduction**: All diesel-powered non-road construction equipment with a rating of 50 horsepower (hp) or greater would meet at least the Tier 3 emissions standards and would be equipped with diesel particulate filters (DPFs) to the greatest extent practicable. These filters would either be installed by the original equipment manufacturer (OEM) or retrofitted in accordance with the New York City Air Pollution Code and verified by the U.S. Environmental Protection Agency (EPA) or the California Air Resources Board (CARB). Where Tier 4 equipment is widely available and practicable for use, it would be utilized. Equipment rated under 50 hp would, to the extent practicable, meet at least Tier 2 emissions standards.
- **Clean Fuel**: To the extent practicable, ultra-low sulfur diesel (ULSD) would be used for diesel engines on the Project Site.
- **Best Available Tailpipe Reduction Technologies**
    - To the extent practicable, non-road diesel engines with a power rating of 50 horsepower (hp) or greater would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions. Diesel particle filters (DPF) have been identified as being the tailpipe technology currently proven to have the highest PM reduction capability.
    - To the extent practicable, construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize DPFs, either installed on the engine by the original equipment manufacturer (OEM) or retrofit with a DPF verified by EPA or the California Air Resources Board, and may include active DPFs if necessary; or other technology proven to reduce DPM by at least 90 percent.
- **Utilization of Newer Equipment**: To the extent practicable, all non-road construction equipment rated less than 50 hp in the project would meet at least the Tier 2 emissions standard, and construction equipment with a power rating of 50 hp or greater would meet at least the Tier 3 retrofitted with DPF and/or Tier 4 emissions standards where conforming equipment is widely available, and the use of such equipment is practicable.
- **Dust Control:** A comprehensive fugitive dust control plan will be implemented throughout the construction. Measures are expected to include:
    - Establishing stabilized truck exit areas where truck wheels can be thoroughly washed before leaving the site;
    - Watering internal truck routes as needed to minimize dust re-suspension;

- Ensuring all trucks hauling loose materials have tight-fitting tailgates and securely covered loads before departing the site;
- Cleaning streets adjacent to the site as frequently as necessary, supplementing regular City maintenance;
- Using water sprays during all soil transfers to keep materials adequately damp and prevent dust from becoming airborne; and
- Additionally, to the extent feasible, during demolition, excavation, and foundation activities, on-site truck routes will either be treated with chemical dust suppressants or controlled using a water-mist system (such as DustBoss or a comparable system) to reduce dust generated by truck traffic.

- **Restrictions on Vehicle Idling:** In addition to adhering to local laws restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to three minutes, to the extent practicable, for all equipment and vehicles that are not using their engines to operate a loading, unloading, or a processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.

15.5.3 Construction Noise

Potential effects on community noise levels during construction of the Future With-Action Scenario could result from construction equipment operation and construction trucks, and worker vehicles traveling to and from the Project Site. Noise levels at a given location are dependent on the type and number of pieces of construction equipment operated, the acoustical utilization factor of the equipment (i.e., the percentage of time a piece of equipment is operating at full power), the distance from the construction site, and any shielding effects (from structures such as buildings, walls, or barriers). Noise levels from construction activities would vary widely, depending on the stage of construction and the location of the construction relative to receptor locations as described below. The most noise-intensive construction activities would not occur every day or every hour on those days that they would occur.

During hours when the loudest pieces of construction equipment are not in use, receptors would experience lower construction noise levels. Construction noise levels would fluctuate during the construction period at each receptor, with the greatest levels of construction noise occurring for limited periods. The most substantial construction noise sources are expected to be impact equipment such as excavators with hydraulic break rams and paving breakers, as well as the movements of trucks.

Construction noise is regulated by the requirements of the New York City Noise Control Code (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) and the DEP Notice of Adoption of Rules for Citywide Construction Noise Mitigation (also known as Chapter 28). These requirements mandate that specific construction equipment and motor vehicles meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction materials be handled and transported in such a manner as not to create unnecessary noise. For weekend and after hour work, permits would be required, as specified in the New York City Noise Control Code. As required under the New York City Noise Control Code, a site-specific noise mitigation plan for the Project Site would be developed and implemented that may include source and path controls.

Sound Level Descriptors

Attachment 13, “Noise,” defines the sound level descriptors. The L_{eq} is the noise descriptor recommended for use in the CEQR Technical Manual for vehicular traffic and construction noise

impact evaluation. The 1-hour L10 is the noise descriptor used in the *2021 CEQR Technical Manual* noise exposure guidelines. The maximum 1-hour equivalent sound level (L_{eq}) and maximum 1-hour L10 were selected as the noise descriptors used in the construction noise impact evaluation.

Construction Noise Analysis Fundamentals

The *2021 CEQR Technical Manual states* that an assessment of construction noise is warranted if a proposed project's construction activities include any of the following:

- Is considered long-term construction (greater than two years);
- Is located near sensitive receptors;
- Involves the construction of multiple buildings where there is a potential for on-site receptors on buildings to be completed before the final build-out;
- Generates road traffic (heavy trucks, worker trips).

The construction that would occur as a result of the Proposed Actions is considered long-term construction that would last approximately 36 months at Projected Development Site 1 (see construction schedule above). The Affected Area is located near various sensitive receptors (listed in **Table 15-6** below). There is a total of one (1) Applicant-Controlled Projected Development Site.

In order to determine the possible increased noise level from the construction equipment operations and movement, all equipment used on site is to be generally calculated by computing the sum of the noise produced by all pieces of equipment operating at the construction site, as a worst-case scenario. For each piece of equipment, the noise level at each sensitive receptor is a function of the following:

- The noise emission level of the equipment (see **Table 15-5**) of typical reference levels obtained from the *2021 CEQR Technical Manual* and quieter equipment levels considered for PCRE commitment (some equipment noise levels obtained from in-field monitoring, other approved rezonings, and provided by DCP)
- A usage factor, which accounts for the percentage of time the equipment is operating at full power (see **Table 15-5** for typical equipment usage factors);
- The distance between noise sources and the receptors;
- Topography and ground effects; and
- Shielding.

Construction-related traffic noise levels are a function of the following:

- The noise emission levels of each vehicle type (car, light-duty truck, heavy duty truck, bus, etc.);
- Volume of vehicular traffic produced by construction activities on each road segment;
- Distance between roadway and the receptor;
- Vehicular speed;
- Topography and ground effects; and
- Shielding.

As outlined in the *2021 CEQR Technical Manual*, construction noise analysis modeling methodologies have been developed by a variety of Federal agencies, including the Federal Highway Administration, the Federal Transit Administration, and the U.S. Environmental Protection Agency. To determine potential significant impacts caused by the construction activity, construction noise levels were compared to existing noise levels and to applicable standards in the *2021 CEQR Technical Manual*.

A detailed modeling analysis was conducted to quantify potential construction noise effects at existing noise receptors (e.g., residences, schools, etc.) near the Project Area, as well as at completed and occupied proposed project buildings. The construction noise methodology involves the following process:

1. Select receptor locations for cumulative on-site equipment and construction truck noise analysis. Selected receptors represent open space, residential, commercial office, or other noise-sensitive uses potentially affected by the construction associated with the Proposed Actions during operation of on-site construction equipment and/or along routes taken to and from the development site by construction trucks. Project elements (e.g., buildings, open spaces) that would be completed and occupied while construction under the Proposed Actions is still ongoing were also included in the analysis as receptors.
2. Establish existing noise levels at selected receptors. Measured noise levels from the operational noise analysis were used for the construction noise analysis.
3. Establish worst-case noise analysis periods under the anticipated construction schedule. The worst-case noise analysis periods were selected to be the periods during the construction schedule that would be expected to have the greatest potential to result in construction noise effects. The selected time periods are described below in the “Analysis Periods” section.
4. Calculate construction noise levels for each analysis period at each receptor location, given the on-site equipment and construction truck trips expected during each of the analysis periods, and the location of the equipment, which is based on construction logistics diagrams. The utilization plan for the construction equipment was implemented in the CadnaA model using a "diurnal pattern" for each specific piece of equipment used. The diurnal pattern incorporates the phases it is active in and places it in single hour time spans. To calculate the noise level at each sensitive receiver per phase, the "Ref Time" configuration tab was modified to only include one hour increment at a time, thus calculating the overall noise level at each receiver per phase, and then exported to Excel for analysis. All “hours” include each of the construction noise sources during the analysis period and hour. Noise receptors are indicated in **Table 15-6** near the construction site. The CadnaA object "Building Evaluation" was used to assess noise levels at all floors and sides of the building, which was used in the analysis to incorporate the maximum possible impact per building.
5. Determine total noise levels and noise level increments during construction. For each analysis period and each noise receptor, the calculated level of construction noise was logarithmically added to the existing noise level to determine the cumulative total noise level. The existing noise level at each receptor was subtracted from the cumulative noise level in each analysis period to determine the noise level increments.
6. Estimate interior noise levels at receptors representing interior locations where noise increments due to construction are predicted to exceed incremental construction noise impact thresholds, window/wall attenuation will be estimated based on field observations.
7. Compare construction noise increments and interior noise levels to impact criteria. For each analysis period and each noise receptor, the predicted noise increments and interior noise levels due to construction was compared to CEQR noise impact thresholds and additional incremental noise impact criteria as described below.
8. Establish construction noise duration. For each receptor, the noise level increments and estimated interior noise levels in each analysis period were evaluated to determine the duration during construction that the receptor would experience exceedances of impact criteria.
9. Identify potential construction noise impacts. At each existing receptor where exceedances of construction noise impact criteria were predicted, a determination was made as to whether the

Proposed Actions would have the potential to result in significant adverse construction noise impacts.

The calculations to determine the sound pressure levels due to the on-site equipment were performed using the DataKustik's CadnaA model. Modeled results showed both the total resulting noise levels at each receptor and the contributing noise levels from each item of equipment. Receptor points were placed at windows on all floors on nearby existing and future buildings around the Project Site.

For the purposes of the construction noise analysis and based on the construction schedule, the construction timeframes assigned analysis periods as shown below in **Table 15-10.**

Table 15-5 Noise Emission Reference Levels (A-weighted Decibels with RMS "*S*low" *T*ime *C*onstant)

Equipment Description	Typical L_{max} @ 50 feet	Quantity	Usage Factor
Concrete Pump	82	1	0.2
Crane	85	1	0.16
Excavator	85	1	0.4
Forklift	64	1	0.4
Backhoe	80	1	0.4
Displacement Pile Rig	73*	1	0.2
Troweling Machine	70	1	0.3
Concrete Mixer Truck	85	1	0.4
Hoist	75	2	0.5

*PCRE committed equipment noise levels

Construction Noise Impact Criteria

The noise impact criteria outlined in the *2021 CEQR Technical Manual* serves as a screening-level threshold for potential construction noise impacts. If the construction of a proposed project does not result in an exceedance at a specific sensitive receptor, that receptor screens out of any further analysis. However, if the construction of a proposed project exceeds the screening-level threshold, further analysis would be warranted. The screening-level noise impact criteria for mobile and on-site construction activities are as follows:

- If the No-Action noise level is less than 60 dB(A) $L_{eq(1)}$, a 5 dB(A) $L_{eq(1)}$ or greater increase would require further action;
- If the No-Action noise level is between 60 dB(A) $L_{eq(1)}$ and 62 dB(A) $L_{eq(1),}$ a resulting $L_{eq(1)}$ of 65 dB(A) or greater would require further action;
- If the No-Action noise level is equal to or greater than 62 dB(A) $L_{eq(1),}$ or if the analysis period is a nighttime period (between 10 PM and 7 AM). The threshold required for further consideration would be 3 dB(A) $L_{eq(1)}$.

If noise levels at a given receptor are predicted to exceed the screening criteria described above, further consideration of the intensity and duration of construction noise at a receptor would be warranted. Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dB(A)) lasting 12 consecutive months or more, and noise level increases considered very objectionable (i.e., equal to or greater than 20 dB(A)) lasting three consecutive months or more would be considered significant impacts.

For receptors representing interior spaces (i.e., not open space) that are predicted to experience construction noise exceeding the incremental increase and duration criteria described above, and where façade attenuation can be determined based on readily available information, the interior noise level may also be considered in the determination of impact significance. Portions of the construction period during which predicted interior noise level would be in the acceptable range (i.e., not greater

than 45 dB (A) for residential and community facility uses or not greater than 50 dB(A) for commercial office uses) would not be counted toward the consecutive duration of construction noise impact as described above.

Noise Receptor Locations

The Affected Area is located within the Coney Island neighborhood of Brooklyn and is bounded by Mermaid Avenue to the north, West 24th Street to the east, West 25th Street to the West, and Surf Avenue to the South. The area surrounding the Affected Area is predominantly residential and community facility uses. The sensitive receptors located closest to the Affected Area are listed in **Table 15-6** and shown in **Figure 15-4** below. The CadnaA model used the worst-case points at each receptor for modeling purposes. The receptor points are labeled in **Figure 15-4** below.

Table 15-6 Sensitive Noise Receptor Locations

Receptor	Description	Address	Block/Lot	Distance to Projected Development Site (closest point in ft)
1	Residential 19-Story Building	2950 W 24th St	7055 - 13	6
2	P.S. 288 The Shirley Tanyhill Middle School, 4-Story	2501 Surf Ave	7054 - 45	75
3	Mixed Residential/Commercial Multi-Building Complex, 17-Story	2949 W 28th St	7053 - 14	82
4	Residential Multi-Building Complex, 14-Story	3021 W 25th St	7070 - 1	138
5	Adult Care Facility, 4-Story	2316 Surf Ave	7070 - 120	203
6	Mixed Residential/Commercial Buildings, 3-Story	2402-2408 Mermaid Ave	7055 – 1, 2, 102-108	289

Noise Monitoring

Noise monitoring was conducted during AM, MD, and PM peak vehicular travel periods at the Affected Area. For the purpose of the construction noise assessment, the lowest general noise readings of the peak periods were selected. Noise monitoring was conducted using Type 1 Casella CEL-633C sound meters and Larson Davis SoundExpert 821 sound meters with a wind screen. The monitors were placed on a tripod at least three feet above the ground or roof, away from any other noise-reflective surfaces. Periods of peak vehicular traffic around the Affected Area constitute a worst-case condition for noise. As is standard practice, the sound level meters were calibrated before and after readings, and the meters have a valid laboratory calibration within 1 year of their use at the site. The data were digitally recorded by the sound level meters and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_{10}, L_{50}, L_{90}, and 1/3 octave

band levels. A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

Noise Measurement Results

For the purpose of the construction noise assessment, the lowest peak hour during construction hours noise readings collected in-field were utilized. These readings were collected as part of the noise analysis discussed above in detail in **Section 13, "Noise."** An additional reading was collected near the residential building known as 2950 West 24th Street as part of the construction noise analysis and is referenced as Location 2. Noise Monitoring Location 1 was selected as the most representative location for the Noise Sensitive Receptor ambient noise levels for Noise Sensitive Receptors 2, 3, and 6. Noise Monitoring Location 2 was selected as the most representative location for the Noise Sensitive Receptor ambient noise levels for Noise Sensitive Receptor 1. Noise Monitoring Location 3 was selected as the most representative location for the Noise Sensitive Receptor ambient noise levels for Noise Sensitive Receptors 4 and 5. Noise monitoring locations are shown in **Figure 15-5** below. Conservatively, the noise levels during the lowest peak hour are shown in **Table 15-7** through **Table 15-9** below.

Table 15-7, Noise Measurement Results – Location 1

Thursday, January 18, 2024			
Time	**8:42 am – 9:02 am**	**12:44 pm – 1:04 pm**	**5:14 pm – 5:34 pm**
L_{eq}	75.8	53.5	73.9
L_{min}	45.5	46.2	49.1
L_{max}	108.1	71.8	106.3
L_{10}	62	54.5	60
L_{50}	53	51	53.5
L_{90}	49	49	51

Table 15-8, Noise Measurement Results – Location 2

Wednesday, April 23, 2025			
Time	**7:37 am – 8:37 am**	**12:37 pm – 1:37 pm**	**4:37 pm – 5:07 pm**
L_{eq}	54.3	56.6	54.2
L_{min}	50.5	50.6	50.3
L_{max}	69.3	80.9	72.3
L_{10}	55.9	56.8	55.1
L_{50}	52.9	52.9	52.7
L_{90}	51.4	51.1	51.4

Table 15-9, Noise Measurement Results – Location 3

Thursday, January 18, 2024			
Time	**8:20 am – 8:40 am**	**12:22 pm – 12:42 pm**	**4:51 pm – 5:11 pm**
L_{eq}	66	70.6	65.5
L_{min}	47.3	46.7	47.8
L_{max}	86.2	100.1	91.6
L_{10}	69.5	66.5	66
L_{50}	62.5	59	59.5
L_{90}	53	51	51.5

Figure 15-4, Sensitive Noise Receptor Locations and CadnaA Analysis Locations

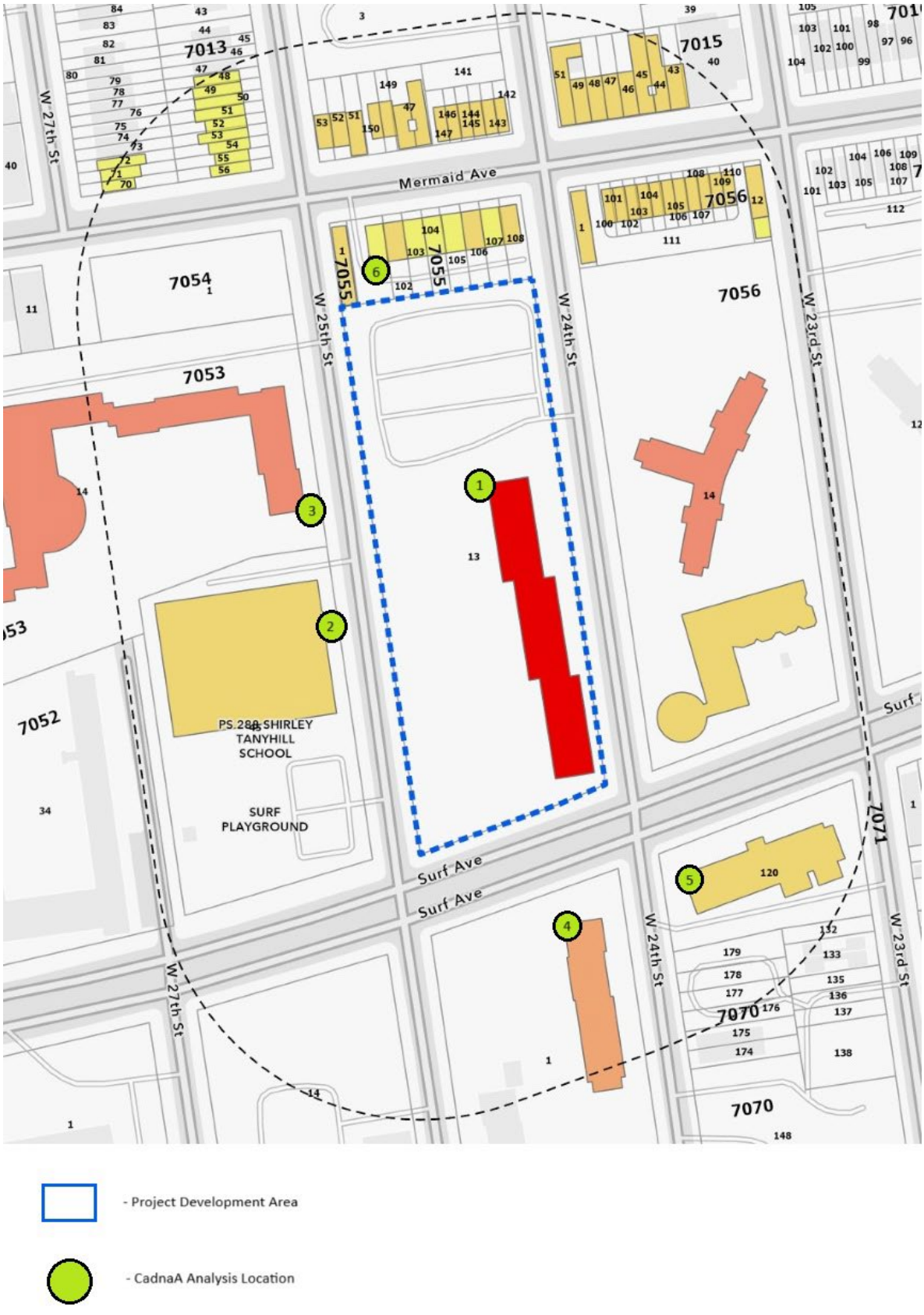
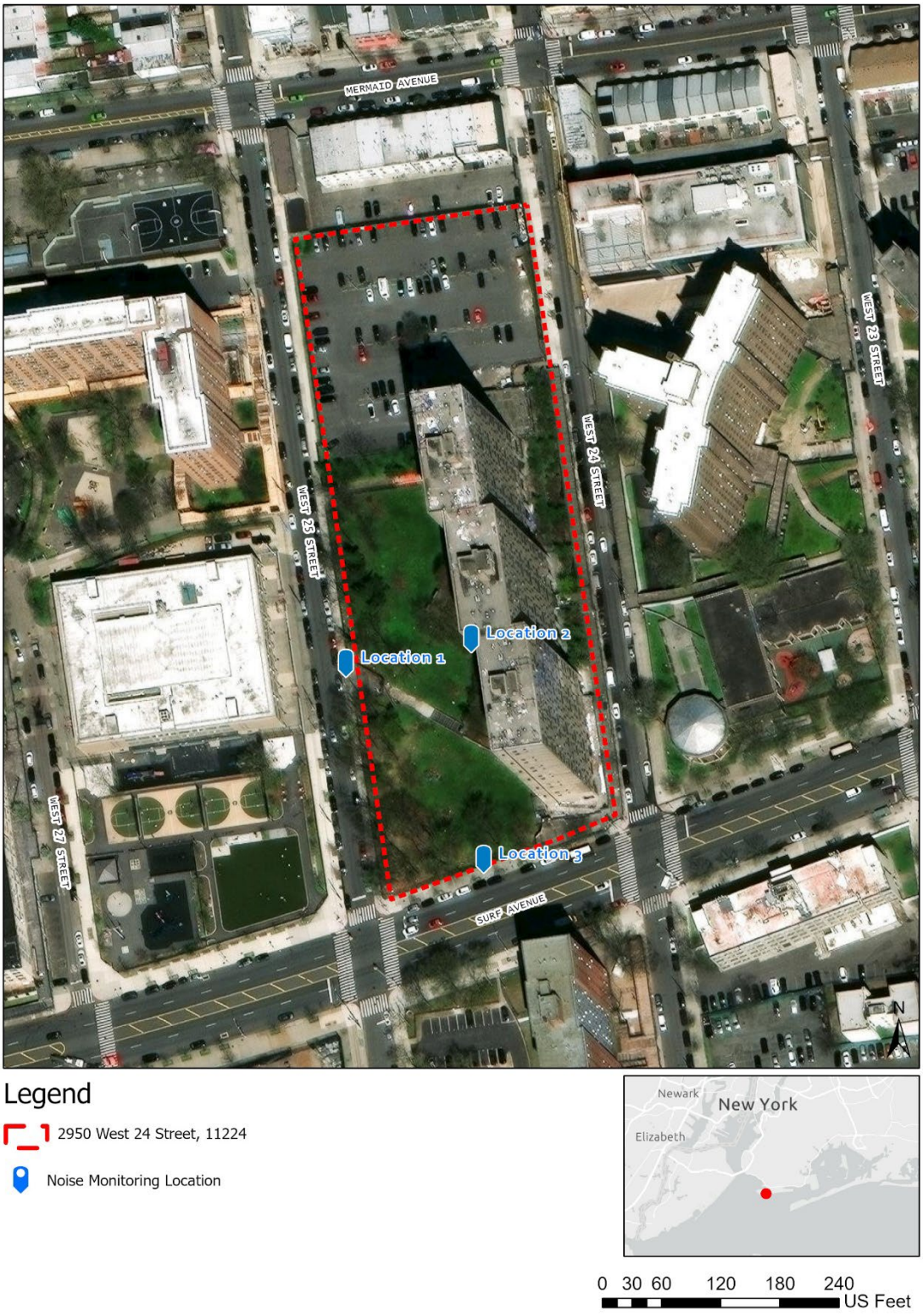


Figure 15-5, Noise Monitoring Locations



Noise Reduction Measures

The construction of the Future With-Action Scenario would be required to follow the requirements of the New York City Noise Control code (known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) for construction noise control measures. In addition to the minimum requirements, the Applicant would utilize additional noise control measures to reduce the potential noise effects on the surrounding sensitive noise receptors. Specific noise control measures would be incorporated into a Noise Mitigation Plan required under the New York City Noise Code. The measures to be taken for noise control include source controls and path controls.

Source controls are known as measures that reduce noise at the source. The following source controls included under New York regulations would be implemented:

- Equipment that meets the sound level standards specified in Subchapter 5 of the New York City Noise Control Code and Table 22-1 of the *2021 CEQR Technical Manual* would be utilized during the entirety of construction. **Table 15-5** above shows the noise levels for the construction equipment that would be used for construction of the Project Site;
- As electric power is expected to be available throughout the Project Site, electrically powered equipment such as welders and saws would be used over diesel-powered equipment, where feasible and practicable;
- The construction site would be configured to minimize backup alarm noise where possible. Additionally, trucks would not be allowed to idle more than three minutes at the Project Site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code; and
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

The following source controls listed below would be implemented as PCREs, as confirmed by the construction team, in addition to the regulations discussed above for the construction of the Future With-Action Scenario:

- There will be electric service to the Project Site during construction via the existing grid; therefore, no generators will be used on-site during construction, as confirmed by the construction plan.
- Front-end loaders and compressors will not be used during any period of construction;
- Pile installation and foundation elements will be performed using displacement pile rig and displacement pile rig shall not exceed an Lmax noise level limit of 73 dBA at 50 feet;
- During phases with excavation, one excavator will be doing all digging, while a smaller backhoe will be managing dirt piles and assisting alongside;
- A mobile crane will not be used on site after completion of the superstructure. The façade panels shall be installed using a spider crane. The spider crane will install the façade panels from inside the building and will be transported vertically between floors via the hoist. All other materials will be moved using the hoist; and
- Rebar will arrive on-site pre-bent. No rebar bender will be utilized onsite.

Path controls are known as measures that reduce noise between the source and receptor. Examples include placement of equipment, implementation of barriers, etc. The following path controls included under New York regulations will be utilized at the Project Site during construction:

- Equipment with high noise emissions, such as cranes and concrete trucks, would be located away from and shielded from sensitive receptor locations when possible;
- Path noise control measures, such as portable noise barriers and enclosures, would be utilized where feasible for certain dominant noise equipment, such as generators and compressors;
- Truck deliveries would take place behind these barriers where possible; and
- When the DOB regulations require a perimeter barrier or "construction fence" and the site is within 200 feet of a receptor, the barrier shall be constructed in a specific manner (as described in the New York City Noise Code) to provide sufficient sound attenuation. Section 3307.7 of the New York City Building Code requires that a solid 8-foot-tall wall made of wood or other suitable material is installed where a new building is being constructed, or a building is being demolished to grade. The project would include an 8-foot-tall perimeter wall surrounding the Development Site.

The following path controls would be implemented as PCREs in addition to the regulations discussed above at the Project Site during construction:

- Concrete deliveries and concrete operations will be conducted in the southwest corner of the Project Site outside of the 8-foot plywood barrier.

On-Site Construction Noise Analysis

The on-site construction noise analysis determined the intensity of the noise levels generated during construction to assess the potential for adverse impacts on the surrounding noise-sensitive receptors. To determine the anticipated construction noise levels, overall A-weighted sound level data were adjusted based on the usage factor (see **Table 15-5** above) and converted to sound power (LwA). The calculations to determine the sound pressure levels due to the equipment in the noise-sensitive areas were performed based on ISO Standard 9613-2 using CadnaA acoustical modeling software. The acoustical model considered the propagation of sound over distance, the shielding and reflection of sound due to buildings and structures, and the effect of ground absorption and topography. The model was configured to calculate the maximum sound level from each source at each receiver, assuming the equipment was located at the loudest point for each receiver within Projected Development Site 1. The maximum sound level results from each piece of equipment were summed at each receiver to yield the total maximum sound level due to all equipment for each phase of construction. The noise impacts were evaluated with the noise impact criteria discussed above. The results of the On-Site Construction Noise Analysis are listed below by Noise Sensitive Receptor. The L_{10} noise levels were conservatively estimated by adding three dB(A) to the L_{eq} noise levels.

Analysis Periods

For the purposes of the construction noise analysis and based on the construction schedule, the construction timeframes assigned analysis periods as shown below in **Table 15-10.**

Table 15-10, Analysis Periods

Analysis Period (Phase)	Dates	Duration (Months)
1	11/2026-01/2027	2
2	01/2027-02/2027	1
3	02/2027-06/2027	4
4	06/2027-07/2027	1
5	07/2027-08/2027	1
6	08/2027-10/2027	2
7	10/2027-11/2027	1
8	11/2027-12/2027	1
9	12/2027-06/2028	7
10	06/2028-07/2028	1
11	07/2028-10/2028	3
12	10/2028-11/2028	1
13	11/2028-04/2029	5
14	04/2029-10/2029	6

Receptor 1 – 19-Story Residential Building – 2950 West 24th Street

Noise Sensitive Receptor 1 consists of a 19-story residential building. Receptor 1 is located on the same parcel as the Development Site. The building sits approximately 6' to the east of the boundary of the development Site. Based on Noise Monitoring Location 2, the existing noise level L_{eq} at Receptor 1 is 54.2 dB(A). Construction noise (including baseline) is expected to produce sound levels between 72.2 to 73.3 dB(A) at this location with a duration of 9 months and levels of 72.4 dB(A) for 8 months. This is an increase up to 19.1 dB(A) and 18.2 dB(A), respectively. These two increases are not consecutive. Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dB(A)) lasting 12 consecutive months or more, and noise level increases considered very objectionable (i.e., equal to or greater than 20 dB(A)) lasting three consecutive months or more would be considered significant impacts and would not occur at this receptor. **Table 15-11** below summarizes the results of the CadnaA acoustical model at the worst-case façade/floor per phase for Receptor 1. The predicted noise levels are well below the threshold to be considered significant impacts, and therefore, no further analysis of Receptor 1 is warranted.

Table 15-11, Receptor 1 – CadnaA Acoustic Model Results

Receptor 1 – CadnaA Acoustic Model Results														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Total Construction Noise	73.1	73.1	73.2	72.1	72.3	66.9	68.3	72.3	72.3	67.4	67.2	67.2	58.7	58.3
Baseline Noise Level	54.2	54.2	54.2	54.2	54.2	54.2	54.2	54.2	54.2	54.2	54.2	54.2	54.2	54.2
Total Noise Level	73.2	73.2	73.3	72.2	72.4	67.1	68.5	72.4	72.4	67.6	67.4	67.4	60.0	59.7
Increment Over Baseline	**19.0**	**19.0**	**19.1**	**18.0**	**18.2**	12.9	14.3	**18.2**	**18.2**	13.4	13.2	13.2	5.8	5.5

Receptor 2 – P.S. 288 The Shirley Tanyhill Middle School – 2501 Surf Avenue

Noise Sensitive Receptor 2 consists of a 4-story public school building. Receptor 2 is located across West 24th Street to the west of the Development Site. The building sits approximately 75' to the west of the boundary of the development Site. Based on Noise Monitoring Location 1, the existing noise level L_{eq} at Receptor 2 is 53.5 dB(A). Construction noise (including baseline) is expected to produce sound levels of 68.5 dB(A) at this location at its peak duration of 4 months and 68.8 dB(A) at its peak duration of 2 months. This is an increase of 15.0 dB(A) and 15.3 dB(A), respectively. These increases are not consecutive. Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dB(A)) lasting 12 consecutive months or more, and noise level increases considered very objectionable (i.e., equal to or greater than 20 dB(A)) lasting three consecutive months or more would be considered significant impacts and would not occur at this receptor. **Table 15-12** below summarizes the results of the CadnaA acoustical model at the worst-case façade/floor per phase for Receptor 2. The predicted noise levels are well below the threshold to be considered significant impacts, and therefore, no further analysis of Receptor 2 is warranted.

Table 15-12, Receptor 2 – CadnaA Acoustic Model Results

Receptor 2 – CadnaA Acoustic Model Results														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Total Construction Noise	67.6	68.3	68.4	67.4	67.6	60.8	64.9	68.7	68.7	62.5	62.2	62.2	57.7	57.6
Baseline Noise Level	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5
Total Noise Level	67.8	68.4	68.5	67.6	67.8	61.5	65.2	68.8	68.8	63.0	62.7	62.7	59.1	59.0
Increment Over Baseline	14.3	14.9	**15.0**	14.1	14.3	8.0	11.7	**15.3**	**15.3**	9.5	9.2	9.2	5.6	5.5

Receptor 3 – Mixed Residential/Commercial Multi-Building Complex – 17- Stories– 2949 W 28th Street

Noise Sensitive Receptor 3 consists of a mixed residential/commercial multi-building completed that is 17 stories tall. Receptor 3 is located across West 25th Street to the west of the Development Site. The building sits approximately 82' to the west of the boundary of the Development Site. Based on Noise Monitoring Location 1, the existing noise level L_{eq} at Receptor 3 is 53.5 dB(A). Construction noise (including baseline) is expected to produce maximum sound levels of 66.8 dB(A) at this location at its peak duration of 4 months. This is an increase of 13.3 dB(A). Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dB(A)) lasting 12 consecutive months or more, and noise level increases considered very objectionable (i.e., equal to or greater than 20 dB(A)) lasting three consecutive months or more would be considered significant impacts and would not occur at this receptor. **Table 15-13** below summarizes the results of the CadnaA acoustical model at the worst-case façade/floor per phase for Receptor 3. The predicted noise levels are well below the threshold to be considered significant impacts, and therefore, no further analysis of Receptor 3 is warranted.

Table 15-13 Receptor 3 – CadnaA Acoustic Model Results

Receptor 3 – CadnaA Acoustic Model Results														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Total Construction Noise	66.3	66.5	66.6	65.5	65.7	56.5	59.6	65.9	65.9	57.7	57.1	57.1	52.5	52.0
Baseline Noise Level	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5
Total Noise Level	66.5	66.7	66.8	65.8	66.0	58.3	60.6	66.1	66.1	59.1	58.7	58.7	56.0	55.8
Increment Over Baseline	13.0	13.2	13.3	12.3	12.5	4.8	7.1	12.6	12.6	5.6	5.2	5.2	2.5	2.3

Receptor 4 – Residential Multi-Building Complex – 47- Stories– 3021 West 25th Street

Noise Sensitive Receptor 4 consists of a residential multi-building complex that is 14 stories tall. Receptor 4 is located across Surf Avenue to the south of the Development Site. The building sits approximately 138' to the south of the boundary of the Development Site. Based on Noise Monitoring Location 3, the existing noise level L_{eq} at Receptor 4 is 65.5 dB(A). Construction noise (including baseline) is expected to produce sound levels of 73.1 dB(A) at this location at its peak duration of 2 months. This is an increase of 7.6 dB(A). Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dB(A)), lasting 12 consecutive months or more, and noise level increases considered very objectionable (i.e., equal to or greater than 20 dB(A)) lasting three consecutive months or more would be considered significant impacts and would not occur at this receptor. **Table 15-14** below summarizes the results of the CadnaA acoustical model at the worst-case façade/floor per phase for Receptor 3. The predicted noise levels are well below the threshold to be considered significant impacts, and therefore, no further analysis of Receptor 4 is warranted.

Table 15-14 Receptor 4 – CadnaA Acoustic Model Results

Receptor 4 – CadnaA Acoustic Model Results														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Total Construction Noise	63.0	72.0	72.0	71.9	71.9	71.7	72.1	72.3	72.3	71.8	71.8	71.8	56.9	56.8
Baseline Noise Level	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5
Total Noise Level	67.4	72.9	72.9	72.8	72.8	72.6	73.0	73.1	73.1	72.7	72.7	72.7	66.1	66.0
Increment Over Baseline	1.9	7.4	7.4	7.3	7.3	7.1	7.5	7.6	7.6	7.2	7.2	7.2	0.6	0.5

Receptor 5 – Adult Car Facility – 4-Stories– 2316 Surf Avenue

Noise Sensitive Receptor 5 consists of an adult care facility that is four stories tall. Receptor 5 is located across Surf Avenue to the southeast of the Development Site. The building sits approximately 203' to the southeast of the boundary of the Development Site. Based on Noise Monitoring Location 3, the existing noise level L_{eq} at Receptor 5 is 65.5 dB(A). Construction noise (including baseline) is

expected to produce sound levels of 71.8 dB(A) at this location at its peak duration of 2 months. This is an increase of 6.3 dB(A). Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dB(A)) lasting 12 consecutive months or more, and noise level increases considered very objectionable (i.e., equal to or greater than 20 dB(A)) lasting three consecutive months or more would be considered significant impacts and would not occur at this receptor. **Table 15-15** below summarizes the results of the CadnaA acoustical model at the worst-case façade/floor per phase for Receptor 3. The predicted noise levels are well below the threshold to be considered significant impacts, and therefore, no further analysis of Receptor 5 is warranted.

Table 15-15 Receptor 5 – CadnaA Acoustic Model Results

Receptor 5 – CadnaA Acoustic Model Results														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Total Construction Noise	58.1	70.3	70.3	70.2	70.2	70.1	70.5	70.6	70.6	70.3	70.2	70.2	55.5	55.5
Baseline Noise Level	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.5
Total Noise Level	66.2	71.5	71.5	71.5	71.5	71.4	71.7	71.8	71.8	71.5	71.5	71.5	65.9	65.9
Increment Over Baseline	0.7	6.0	6.0	6.0	6.0	5.9	6.2	6.3	6.3	6.0	6.0	6.0	0.4	0.4

Receptor 6 – Mixed Use Residential/Commercial Buildings– 3-Stories– Mermaid Avenue

Noise Sensitive Receptor 6 consists of mixed-use residential and commercial buildings along Mermaid Avenue that are three stories tall. Receptor 6 is located to the north of the Development Site along Mermaid Avenue. The building sits approximately 289' to the north of the boundary of the Development Site. Based on Noise Monitoring Location 1, the existing noise level L_{eq} at Receptor 6 is 53.5 dB(A). Construction noise (including baseline) is expected to produce sound levels of 59.7 dB(A) at this location at its peak duration of 2 months. This is an increase of 6.2 dB(A). Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dB(A)) lasting 12 consecutive months or more, and noise level increases considered very objectionable (i.e., equal to or greater than 20 dB(A)) lasting three consecutive months or more would be considered significant impacts and would not occur at this receptor. **Table 15-16** below summarizes the results of the CadnaA acoustical model at the worst-case façade/floor per phase for Receptor 6. The predicted noise levels are well below the threshold to be considered significant impacts, and therefore, no further analysis of Receptor 6 is warranted.

Table 15-16 Receptor 6 – CadnaA Acoustic Model Results

Receptor 6 – CadnaA Acoustic Model Results														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Total Construction Noise	56.1	57.2	57.2	56.4	56.5	51.0	56.0	58.5	58.5	53.3	53.0	53.0	49.5	49.3
Baseline Noise Level	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5	53.5
Total Noise Level	58.0	58.7	58.7	58.2	58.3	55.4	57.9	59.7	59.7	56.4	56.3	56.3	55.0	54.9
Increment Over Baseline	4.5	5.2	5.2	4.7	4.8	1.9	4.4	6.2	6.2	2.9	2.8	2.8	1.5	1.4

Construction Noise Conclusion

Construction of the Proposed Development is predicted to result in elevated noise levels at several of the analyzed receptors, which represent existing residential and community facility buildings. With the adherence to existing construction noise regulations and additional noise control measures beyond the minimum required by code, construction noise at these receptors would not rise to the level of significant adverse impact according to the impact criteria described above. A Restrictive Declaration would be recorded against the Project Site that requires implementation of the PCREs, including the aforementioned Source and Path controls, which would prescribe control measures to reduce construction noise levels, per New York City Noise Control Code regulations. Further, Construction of the Proposed Development would typically occur during weekday daytime hours and would therefore not produce noise during nighttime hours when residents would be most sensitive to noise.

Based on the foregoing, construction of the Future With-Action Scenario is not anticipated to result in significant adverse construction noise impacts, and no further analysis is warranted.

15.5.4 Other Technical Areas

Land Use and Neighborhood Character

Construction activities would affect land use at the Project Site but would not alter surrounding land uses. As is typical with construction projects, during periods of peak construction activity, there would be some disruption, predominantly noise, to the nearby area. There would be construction trucks and construction workers coming to the Project Site. These disruptions would be temporary in nature and would have limited effects on land uses within the surrounding area, particularly as most construction activities would take place within the Project Site or within portions of sidewalks, curbs, and travel lanes of public streets immediately adjacent to the sites. Overall, while the construction at the Project Site would be evident to the local community, the temporary nature of construction would not result in significant or long-term adverse impacts on local land use patterns or the character of the nearby area.

Socioeconomic Conditions

Construction activities could temporarily affect pedestrian and vehicular access. However, lane and/or sidewalk closures would not obstruct entrances to any existing businesses, and businesses are not expected to be significantly affected by any temporary reductions in the amount of pedestrian foot traffic or vehicular delays that could occur as a result of construction activities. Maintenance and Protection of Traffic (MPT) plans would be developed for any temporary curb-lane and sidewalk narrowing/closures as required by DOT. Overall, construction activities associated with the Proposed Actions would not result in any significant adverse impacts on surrounding businesses. Construction would create direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the direct activity. Construction also would contribute to increased tax revenues for the City and State, including those from personal income taxes.

Community Facilities

No community facilities would be directly affected by construction activities for an extended duration. The Project Site will be surrounded by construction fencing and barriers that will limit the effects of construction on nearby facilities. Construction workers would not place any burden on public schools and would have minimal, if any, demands on libraries, child care facilities, and health care.

Open Space

There are no publicly accessible open spaces at the Project Site, and no open space resources would be used for staging or other construction activities. Therefore, no adverse construction-related impacts are expected to result on open space.

Historic Resources

In order to determine whether the Proposed Actions have the potential to affect nearby off-site historic or architectural resources, the surrounding area was screened for historic and architectural resources. No historic or architectural resources were identified within the typical 400-foot study area. Therefore, adverse construction-related impacts are not expected on any historic resource in the vicinity of the Project Site.

Hazardous Materials

A Phase I ESA was conducted at the Project Site in March 2023, one REC (a historical dry cleaning facility), and one BER (use of historic fill) at the Project Site. Based on the findings of that Phase I ESA, a Phase II LSI was conducted at the Project Site, which included six (6) soil samples and three

(3) groundwater samples. Based on the results of the Phase II LSI, EFI prepared a Phase II investigation Workplan in February 2024, which was subsequently reviewed by DEP and revised in April 2024 pursuant to feedback provided by the agency.

The Applicant is currently coordinating with both DCP and DEP regarding approval of the Phase II Investigation Workplan. Based on information provided by the Applicant, performance of the Phase II sampling plan will require site clearing and regrading, as existing topography at the Project Site prevents effective soil sampling. As such, it is anticipated that an E-Designation for Hazardous Materials will be placed on the Project Site. The E-Designation, which is regulated by the Mayor's Office of Environmental Remediation (OER), ensures that soil testing and any necessary remedial activities will be undertaken prior to and/or, as necessary, during redevelopment. The E-Designations also ensure that appropriate procedures for any necessary subsurface disturbance would be followed prior to, during, and following construction. The following actions are required by the E-Designations prior to obtaining DOB permits for new development entailing soil disturbance:

- Preparation of a remedial investigation based on the findings of a Phase I ESA. The remedial investigation would be performed in accordance with an OER-approved sampling protocol.
- Based on the findings of the investigation, a RAP and Construction Health & Safety Plan (CHASP) would be prepared for implementation during construction and submitted to OER for review and approval. OER approval of the RAP and CHASP would be required prior to obtaining construction permits from DOB.
- Following the completion of soil disturbance, the E-designation would require the submission of a Remedial Closure Report (RCR) to OER for review and approval to obtain a Notice of Satisfaction and Certificates of Occupancy for newly constructed structures. The RCR would document the proper performance of all procedures required by the RAP and CHASP. If warranted based on site conditions, the development would also require preparation of a Site Management Plan (SMP), which would document institutional controls and lay out any post-construction inspection requirements, and any necessary post-construction measures, e.g., implementation of health and safety procedures during subsurface utility repair.
- Any underground storage tanks encountered during Project Site redevelopment would be closed and removed, along with any contaminated soil, in accordance with the applicable regulations, including FDNY and DEC requirements (including those relating to spills and tank registration).
- Applicable regulatory requirements would be followed, e.g., properly disposing of any excess soil and/or debris, and following DEP requirements should dewatering be required.

15.5.5 Conclusion

Overall, the duration and severity of potential construction effects would be short-term, and adverse effects associated with the proposed construction activities would be minimized through implementation of the measures described above. Accordingly, the Future With-Action Scenario would not result in significant adverse impacts on Transportation, Air Quality, Noise, or other technical areas during construction, and no further analysis is required.

16 EFFECTS ON DISADVANTAGED COMMUNITIES

16.1 Introduction

Effective December 30, 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that this Environmental Assessment Statement (EAS) includes a statement of the effects of the Proposed Actions on disadvantaged communities (DACs), including whether the action may cause or increase a disproportionate pollution burden. The *2021 CEQR Technical Manual* does not provide guidance regarding the scope of this analysis. On January 29, 2025, the New York State (NYS) Department of Environmental Conservation (DEC) proposed a rule that provides additional considerations regarding this new statutory provision.

16.2 Methodology

Disadvantaged communities (DACs) in New York State were identified based on criteria adopted in 2023 by the Climate Justice Working Group (CJWG), a group composed of representatives from State Agencies and Environmental Justice groups across the State. The CJWG used 45 indicators that identified 35 percent of Census Tracts within New York State as DACs. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerability that can contribute to more severe adverse effects of climate change. [21]

Projected Development Site 1 is located at Brooklyn Block 7055, Lot 13, a 153,580-square-foot (SF) lot developed with a 19-story, 380,000-gross-square-foot (GSF) / 367,163-zoning-square-foot (ZSF), 2.39 floor area ratio (FAR) multi-family residential building featuring 360 affordable dwelling units located in the eastern half of the property. Lot 13 is bounded by mixed-use residential and groundfloor commercial uses fronting along Mermaid Avenue to the north, West 24th Street to the east, Surf Avenue to the south, and West 25th Street to the west. The existing residential building is accessed from multiple points along its West 24th Street frontage to the east. The northern portion of Lot 13 is developed with a 163-space parking lot that provides parking for residents of the existing residential building and is accessed via one curb cut along West 24th Street. The western half of Lot 13 is undeveloped and landscaped; this portion of the tax lot is gated and not accessible. The parking lot portion of the property totals 47,524 SF, while the remainder of the property, including developed and undeveloped areas, totals 106,056 SF.

Pursuant to a review of the NYS DEC's Disadvantaged Community Assessment Tool [22] Projected Development Site 1 is located within Brooklyn County Census Tract 326, designated as a DAC with comparatively higher burdens and vulnerabilities such that a DAC analysis is required. Additionally, the following seven (7) DAC-designated census tracts are located within a half mile of the Project Site:

- Kings County Census Tract 314 (designated as a DAC with comparatively lower burdens and vulnerabilities);
- Kings County Census Tract 328 (designated as a DAC with comparatively higher burdens and vulnerabilities);
- Kings County Census Tract 330 (designated as a DAC with comparatively higher burdens and vulnerabilities);
- Kings County Census Tract 340 (designated as a DAC with comparatively higher burdens and vulnerabilities);

[21] NYSDEC (2025), https://climate.ny.gov/resources/disadvantaged-communities-criteria/
[22] https://storymaps.arcgis.com/stories/7f0ffdde675e4e3788632c1b4cce6c0a, accessed June 23, 2025.

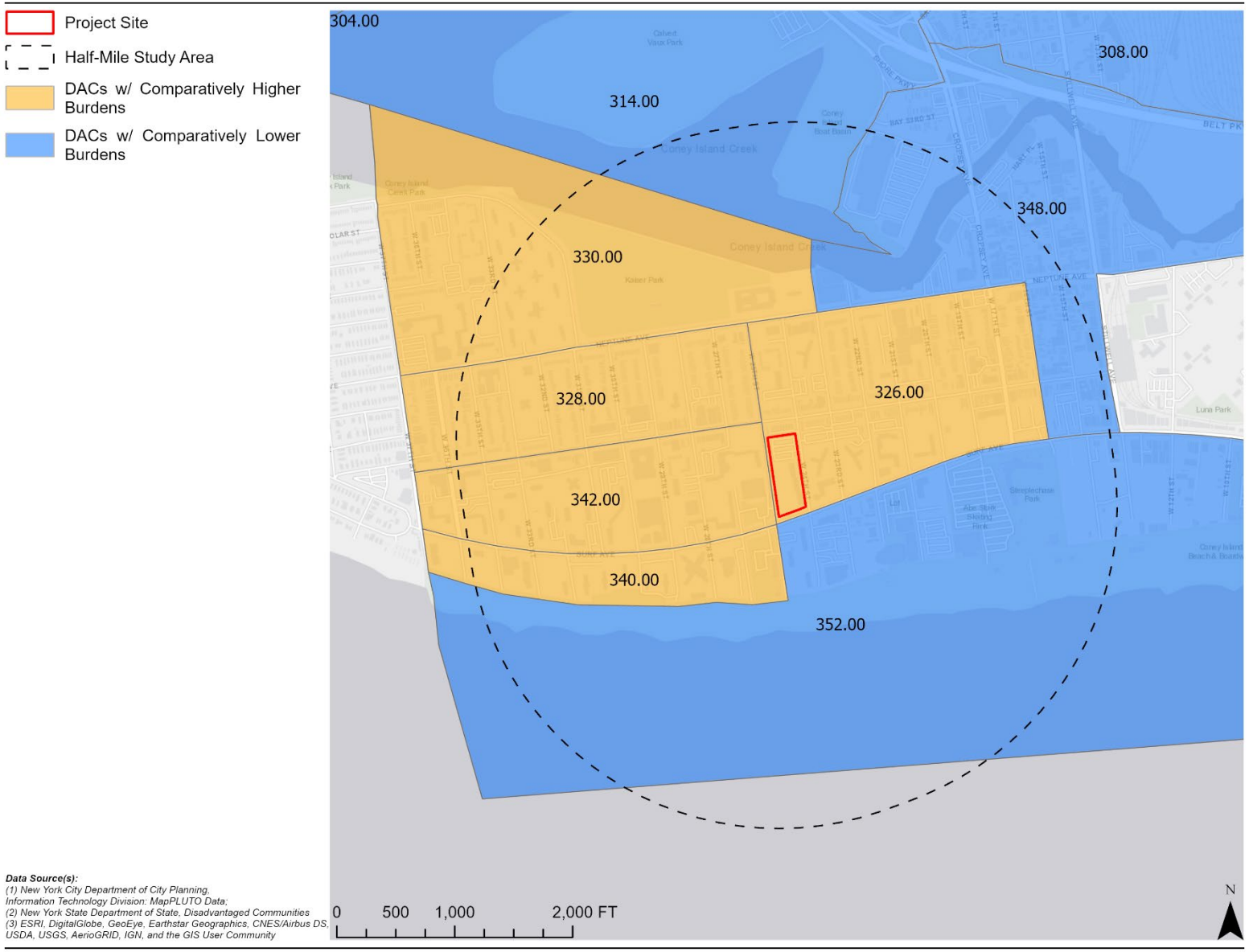
- Kings County Census Tract 342 (designated as a DAC with comparatively higher burdens and vulnerabilities);
- Kings County Census Tract 348 (designated as a DAC with comparatively lower burdens and vulnerabilities); and
- Kings County Census Tract 352 (designated as a DAC with comparatively lower burdens and vulnerabilities);

Refer to FIGURE for a visualization of all DAC census tracts located within a half-mile of the Project Site.

Questions that should be specifically answered as part of the DAC analysis include:

- Will the Future With-Action Scenario create any new sources of pollution listed below or increase pollution listed below from existing sources? If so, how much?
  - Air emissions, including particulate matter (e.g., dust, diesel emissions, or other fossil fuel emissions), oxides of nitrogen (NOx), volatile organic compounds (VOCs), hazardous air pollutants (HAPs), or other regulated air pollutants;
  - Wastewater treatment or wastewater discharges;
  - Solid waste generation, transport, or disposal;
  - Hazardous waste generation, transport, or disposal;
  - Industrial or commercial noise from the operation of stationary or mobile equipment;
  - Industrial or commercial lighting, in contrast to existing lighting; or
  - Industrial or commercial odors.
- Is the Project Site an active or inactive solid or hazardous waste site, or has the site previously been exposed to pollutants or contamination?
  - If so, is it undergoing or planned to undergo remediation?
- Will there be any excavation of solid or hazardous materials?

Figure 16-1, Disadvantaged Communities Study Area Map



16.3 Preliminary Disadvantaged Communities Assessment

16.3.1 Description of the Future With-Action Scenario

The Future With-Action Scenario would result in the construction of a one- (1-) to 18-story, approximately 390,391-GSF (334,297 ZSF) mixed-use residential, community facility, and commercial building at the Project Site. The Future With-Action Scenario includes a total of 410 residential dwelling units within up to 363,398-GSF (315,617 ZSF) of residential floor area, 408 of which would be affordable (of which, between 82 to 123 would be made affordable, dependent on the MIH option chosen, with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC), while two (2) units would be set aside, rent free, for building superintendents. The Future With-Action Scenario would also include up to 16,095 GSF (10,898 ZSF) and 10,898 GSF (7,782 ZSF) of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Future With-Action Scenario, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Future With-Action Scenario also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

16.3.2 Effects on Disadvantaged Communities Assessment

Air Emissions

As indicated in **Section 12, Air Quality**, the Future With-Action Scenario would include an E-Designation (**E-No. 868**) that would require electric-powered HVAC and hot water systems, such that projected development under the Future With-Action Scenario would not represent a stationary air emissions source (such as fossil fuel or NOx emissions). Additionally, as further indicated in that section, peak hour trip generation would be below the CEQR 170-car threshold, such that the Future With-Action Scenario would not generate HDDV equivalent traffic volume of more than 12 – 23 per hour (dependent on the road type); as such, the Future With-Action Scenario is not expected to be a significant source of mobile air quality emissions.

As indicated in **Section 15, Construction**, the area surrounding the Project Site contains a mixture of sensitive uses, including residential buildings and community facility/institutional uses. As discussed above under "Emission Control Measures," measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. For example, a robust watering program would be implemented to minimize dust emissions from construction activities. The construction area would be fenced off with solid fencing, which would serve as a buffer between the emission sources, which would mostly operate at or near ground level, and nearby ground-level sensitive receptor locations. Therefore, potential concentration increments from on-site construction sources at nearby sensitive receptor locations would be substantially reduced. Due to these reasons, the Future With-Action Scenario would not result in any significant adverse construction air quality impacts from on-site construction sources.

Furthermore, as discussed above, to minimize dust emissions from construction activities, a dust control plan, including a robust watering program, would be required as part of contract specifications. For example, all trucks hauling loose material would be equipped with tight-fitting tailgates and their

loads securely covered prior to leaving the Project Site; and water sprays would be used for all demolition, excavation, and transfer of soils to ensure that materials would be dampened as necessary to avoid the suspension of dust into the air. In addition, truck routes within the sites will either be treated with a chemical dust suppression or a water mist system (DustBoss or a comparable system) will be employed to further control airborne dust emissions during the demolition / excavation / foundation stage of the construction. All measures required by the portion of the NYC DEP Construction Dust Rules regulating construction-related dust emissions would be implemented.

As the Future With-Action Scenario consists of mixed-use multi-family residential buildings with groundfloor commercial and community facility uses, they would not result in the generation of VOCs and HAPs.

Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant air emissions pollution to DACs.

Wastewater Treatment and/or Wastewater Discharges

As indicated in **Section 10, Water and Sewer Infrastructure**, the Future With-Action Scenario would result in increases in stormwater runoff generation at Projected Development Site 1. However, the use of stormwater detention tanks as part of the Proposed Project, the Future With-Action Scenario could improve stormwater management and conveyance conditions at the Project Site and the local infrastructure network.

The Future With-Action Scenario is projected to generate a 73.9 percent increase in sanitary wastewater over the Future No-Action Scenario. It is not anticipated that the increases in sanitary sewage flows generated by the project would exceed the capacity of existing sewer lines servicing the Project Site or the design capacity of the Coney Island WRRF.

Based on the foregoing, it is not anticipated to result in any significant wastewater treatment and/or wastewater discharge-related pollution to DACs.

Solid Waste Generation, Transport, and/or Disposal

As indicated in **Part II, Section 11 of the accompanying EAS Short Form**, the Future With-Action Scenario is anticipated to generate 19,594 pounds of solid waste per week; this is below the CEQR threshold of 100,000 pounds per week, warranting additional analysis, and is not expected to result in a reduction in the capacity of solid waste management facilities.

Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant solid waste pollution to DACs.

Hazardous Waste Generation, Transport, or Disposal

As discussed above, the Future With-Action Scenario consists of mixed-use multi-family residential buildings with groundfloor commercial and community facility uses, such that the generation, transport, or disposal of hazardous wastes is not anticipated.

Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant hazardous waste pollution to DACs.

Industrial or Commercial Noise from Operation of Stationary or Mobile Equipment

No industrial uses are proposed as part of the Future With-Action Scenario. While no tenants have been formally identified, commercial spaces proposed under the Future With-Action Scenario are anticipated to be tenanted by general retail uses (e.g., convenience stores, dining establishments, banks, etc.), such that they would not result in the creation of significant stationary noise sources.

Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant noise pollution to DACs.

Industrial or Commercial Lighting in Contrast to Existing Lighting

No industrial uses are proposed as part of the Future With-Action Scenario. While no tenants have been formally identified, commercial spaces proposed under the Future With-Action Scenario are anticipated to be tenanted by general retail uses (e.g., convenience stores, dining establishments, banks, etc.), such that they would not result in the creation of stationary light sources beyond what already exists in the surrounding area.

Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant light pollution to DACs.

Industrial or commercial odors.

No industrial uses are proposed as part of the Future With-Action Scenario. While no tenants have been formally identified, commercial spaces proposed under the Future With-Action Scenario are anticipated to be tenanted by uses similar to what already predominates the surrounding area, primarily general retail uses (e.g., dining establishments, banks, clothiers, etc.), such that they would not result in the creation of odor sources beyond what already exists in the surrounding area.

Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant odor pollution to DACs.

Existing Hazardous Materials Conditions

As indicated in **Section 9, Hazardous Materials**, the Phase I Environmental Site Assessment (ESA) identified several Recognized Environmental Conditions (RECs) at the Project Site, including:

- REC No. 1: The historical use of the dry-cleaning facilities adjacent to the east of the Project Site at 2970 West 24th Street in 1934 and at 2944 West 24th Street, adjacent to the northeast of the Project Site in 1966, until sometime between 1968 and 1977, present vapor encroachment conditions.

The Phase I ESA did not identify any Historical RECs or Controlled RECs. The Phase I ESA identified the following Business Environmental Risks (BERs):

- BER No. 1: Historic fill was not identified at the Project Site through a review of published sources. However, given the elevation differences noted across different portions of the Project Site, the observed presence of construction debris (brick wall remnants) at the surface in the vicinity of the former buildings, and information provided by the Site Manager of the east-adjoining apartments indicating that the mounds on the western portion of the Property consist of debris from the prior structures as well as soil excavated during construction of the east-adjoining apartments, EFI cannot discount the possibility that historic fill may be present at the Subject Property.

A Phase II ESI cannot be completed at the Project Site, as variable topography in the area of the Proposed Project would prevent effective Phase II sampling. Therefore, to preclude the potential for significant adverse impacts, an (E) Designation for hazardous materials would be placed on the Project Site. An (E) Designation on the Project Site would ensure that testing and mitigation will be performed, as necessary, before any future development and/or soil disturbance. Further hazardous materials assessments would be coordinated through the Mayor's Office of Environmental Remediation (OER).

Based on the foregoing, the Future With-Action Scenario is not expected to result in pollution impacts to DACs related to existing hazardous materials.

16.4 Conclusions

Based on the foregoing, the Future With-Action Scenario would not create significant adverse pollution impacts, including those related to air emissions, wastewater, solid waste, hazardous waste generation, industrial / commercial noise, lighting, and odors, or existing hazardous materials. The Proposed Actions would not disproportionately affect any disadvantaged communities, nor would they cause or increase a disproportionate pollution burden on DACs.

APPENDIX A
NYC WATERFRONT REVITALIZATION PROGRAM
ASSESSMENT DOCUMENTATION

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: Proto Property Services LLC

Name of Applicant Representative: Olga Abinader, Director of Land Use and Planning

Address: Matrix New World Engineering, 20 West 37tth Street, 12th Floor

Telephone: 973.240.1800 Email: oabinder@mnwe,com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The Applicant is proposing the construction of a one- (1-) to 18-story, up to approximately 440,000-GSF (375,532 ZSF) mixed-use residential, community facility and commercial building at the Project Site. The Proposed Project includes a total of up to 415 residential dwelling units within up to 415,000 GSF (354,651 ZSF) of residential floor area, all of which would be affordable (104 of which would be made affordable pursuant to Option 1 of the MIH program with the other units made affordable pursuant to the NYC HPD's ELLA program, featuring regulatory agreements with both HPD and the HDC). The Proposed Project would also include up to 15,000 GSF (12,725ZSF) and up to 10,000 GSF (8,156 ZSF) of groundfloor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the groundfloor at the corner of the proposed building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior of West 25th Street frontage. A proposed new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the Project Site. Under the Proposed Project, the parking lot's capacity would be reduced to 143 spaces (a loss of 20 spaces) due to required landscaping improvements. The Proposed Project also includes an active and passive recreation area, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, accessible to residents of the Project Site.

2. Purpose of activity

The Applicant's Proposed Project would result in the construction of 415 affordable dwelling units in Coney Island neighborhood of Brooklyn Community District 13. Pursuant to 2017-21 American Community Survey Data, approximately 27.4 percent of the population within the Coney Island neighborhood live below the poverty line, compared to 18.8 percent in Brooklyn and 17.0 percent in New York City as a whole, pointing to a significant need for affordable housing in the area of the Project Site.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 7055, Lot 13

Street Address: 2950-60-70 West 24th Street Brooklyn, New York 11224

Name of water body (if located on the waterfront): Coney Island Creek, Atlantic Ocean

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☑ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☑ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☑ Other, explain: Large Scale Development Permit
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☑ Funding of Program, specify: HPD, HDC Funding
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☑ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☑ No
3. Is the project located on publicly owned land or receiving public assistance? ☑ Yes ☐ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☐ Yes ☑ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☑ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
   ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
   ☐ Recognized Ecological Complex (REC) (*4.4*)
   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☑	☐	☐
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☑	☐	☐
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☑	☐	☐
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☑	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☑	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☑	☐	☐

G. CERTIFICATION

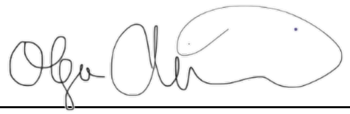
The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Olga Abinader

Address: 20 West 37th Street, 12th Floor, New York, NY 10018

Telephone: (973) 240-1800 Email: OAbinader@mnwe.com

Applicant/Agent's Signature: 

Date: 2/20/25

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☐ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☐ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

2950 WEST 24th STREET REZONING
WRP SUPPLEMENTAL CONSISTENCY ANALYSIS

The WRP Consistency Assessment Form was completed to determine the consistency of the Proposed Actions with the Waterfront Revitalization Program's (WRP's) ten policies. Based on the information provided in the CAF, a detailed methodology and policy response is provided below, which incorporates the findings of the consistency of the Proposed Actions with the applicable WRP Policies (policies 1, 6, 7, 9, and 10) and Sub-policies (1.1, 1.3, 1.5, 6.1, 6.2, 7.1, 7.2, 7.3, 9.1, 10.1, and 10.2).

Policy 1: Support and Facilitate Commercial and Residential Development in Areas Well-Suited to Such Development

Sub-Policy 1.1, Encourage commercial and residential development in appropriate coastal zone areas.

The proposed residential, retail, and community center uses at the Project Site would be consistent with the existing land use character of both the Project Site and surrounding area. The Project Site is developed with a 19-story, 360-affordable-dwelling-unit residential building, with similar development adjacent to the east and west. The Project Site is bounded by Mermaid Avenue to the north and Surf Avenue to the south, both major east-west automobile and pedestrian thoroughfares in the Coney Island neighborhood, which would provide adequate access to and from the Proposed Project; multiple bus lines run along each of these avenues, including the B74 lines along Mermaid Avenue and the B36, X28, and X36 lines along Surf Avenue, all of which have stops in close proximity to the Project Site. Further, the proposed ground floor commercial space would be situated along the Project Site's Surf Avenue frontage, a corridor with high pedestrian and automobile traffic, making it an ideal location for such for such a use.

The Applicant's Proposed Project would result in the construction of 415 affordable dwelling units in Coney Island neighborhood of Brooklyn Community District 13. Pursuant to 2017-21 American Community Survey Data, approximately 27.4 percent of the population within the Coney Island neighborhood live below the poverty line, compared to 18.8 percent in Brooklyn and 17.0 percent in New York City as a whole, pointing to a significant need for affordable housing in the area of the Project Site.

Based on the foregoing, the location of the Proposed Project would promote Sub-Policy 1.1 of the NYC WRP.

Sub-Policy 1.3, Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

As previously discussed, the Project Site is bounded by Mermaid Avenue to the north and Surf Avenue to the south, both major east-west automobile and pedestrian thoroughfares in the Coney Island neighborhood, which would provide adequate access to and from the Proposed Project; multiple bus lines run along each of these avenues, including the B74 lines along Mermaid Avenue and the B36, X28, and X36 lines along Surf Avenue, all of which have stops in close proximity to the Project Site.

Several public-school facilities are located in close proximity to the Project Site, including the P.S. 288 The Shirley Tanyhill Middle School immediately adjacent to the west, the P.S. 329 The Surfside School Elementary School approximately 0.5-mile to the west, and the Mark Twain IS 239 for the Gifted and Talented Middle School approximately 0.4-mile to the north.

Access to the Coney Island Beach and Boardwalk public park is located approximately 0.5-mile south of the Project Site, providing over three (3) miles of oceanfront beach along the Atlantic Ocean and a

plethora of recreational opportunities including fitness, equipment, beach volleyball, handball, and basketball courts, as well as playgrounds, athletic fields, and amusement rides.

Based on the foregoing, the location of the Proposed Project would promote Sub-Policy 1.3 of the NYC WRP.

Sub-Policy 1.5, Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development pursuant to WRP Policy 6.2.

Residential, commercial, and other non-industrial projects that comply with Article 6 Chapter 2 of the New York City Zoning Resolution satisfy the consistency requirements for Policy 1.5.

The Proposed Actions are consistent with this policy; as portions of the Applicant's Proposed Project are located within the FEMA-designated Zone AE, a 100-year floodplain, development would appropriately incorporate building features from the New York City Building Code Appendix G Flood Resistant Construction Standards for flood protection. Refer to the Sub-Policy 6.1 and 6.2 assessments below for more details regarding flood protection measures.

Policy 5: Protect and improve water quality in the New York City coastal area.

Sub-Policy 5.2, Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

During construction of the Proposed Project, best management practices (BMPs), such as implementation of pollution prevention measures, will be utilized throughout the course of the construction phase to manage activities that could generate non-point sources of pollution. Additional precautions such as minimizing the sources of pollution and preventing stormwater runoff from paved surfaces will also be implemented. All stormwater conveyance systems implemented as part of the Proposed Project would be in compliance with all Federal, State, and / or local regulations and permit conditions, as applicable.

The Proposed Project would result in increases in stormwater runoff generation at the Project Site and, in combination with the implementation of stormwater detention tanks as part of the Proposed Project, it is anticipated that stormwater management and conveyance conditions at the Project Site and the local infrastructure network would improve.

Thus, the Proposed Project promotes and is consistent with this policy.

Policy 6: Minimize Loss of Life, Structures, Infrastructure, and Natural Resources Caused by Flooding and Erosion, And Increase Resilience to Future Conditions Created by Climate Change.

Sub-Policy 6.1, Minimize losses from flooding and erosion by employing non-structural and structural design measures appropriate to the site, the use of the property to be protected, and the surrounding area.

As indicated in **Figure A-1** below, the Project Site is located within the FEMA SFHA AE Zone, a 1.0 percent annual chance floodplain (i.e., 100-year flood zone) with a BFE of 11 feet (NAVD88 Datum). As shows in **Figure A-2** through **Figure A-5**, the Project Site is projected to remain in a 100-year flood zone through the 2100s. Under Policy 6, the primary goal for projects within flood hazard areas is to reduce the risks posed by current and future flood events, mainly major storms that are likely to increase due to climate change and sea level rise.

The Proposed Project is therefore subject to compliance with NYC Building Code Appendix G, which requires owners of severely damaged or destroyed buildings and new buildings in the 1.0 percent

annual chance floodplain to comply with the flood resistant construction standards of the Building Code when they rebuild or construct. As discussed under Policy 6.2 below, based on the future flood projections, the design of the Proposed Project would take the future climate change into consideration, including:

- The Design Flood Elevation (DFE) for the Proposed Project is calculated at 13 feet. The ground floor and main entrances of the building are raised to 13.2 feet, which is approximately 6 feet above street level. The resulting crawl space above grade and below the ground floor will be wet floodproofed with flood vents along the façade.
- The only occupiable space below the DFE is a partial basement level below the proposed commercial retail space. This space will be dry floodproofed with cast-in-place concrete walls. A permanent side-hinged flood gate will provide egress from the basement directly to outside.
- The residential elevator pits would be dry floodproofed, with access into the pits from above the DFE, except for the Fire Service Access Elevator (FSAE). The FSAE pit would need to be accessed from the dry floodproofed commercial retail basement space, and as such would be below DFE.
- Utility POE connections will be located primarily at the Ground floor, above DFE. All utility components that must be routed below DFE will have enclosures and fittings to prevent water from entering during a flood.

Based on the foregoing, the Proposed Project would meet the requirements of building-scale resiliency measures to reduce the risks of damage from current and future coastal hazards and would be consistent with Policy 6.1.

Sub-Policy 6.2, Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

The following assessment was prepared in accordance with The New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance Document for Policy 6.2. The three basic steps to assessing an action's consistency with Policy 6.2 of the Waterfront Revitalization Program include identifying vulnerabilities and consequences, identifying adaptive strategies, and assessing policy consistency.

Sub-Policy 6.2 Detailed Methodology

1. Identify Vulnerabilities and Consequences
    a. *Assess the Project Site's exposure to current and future flood risk*

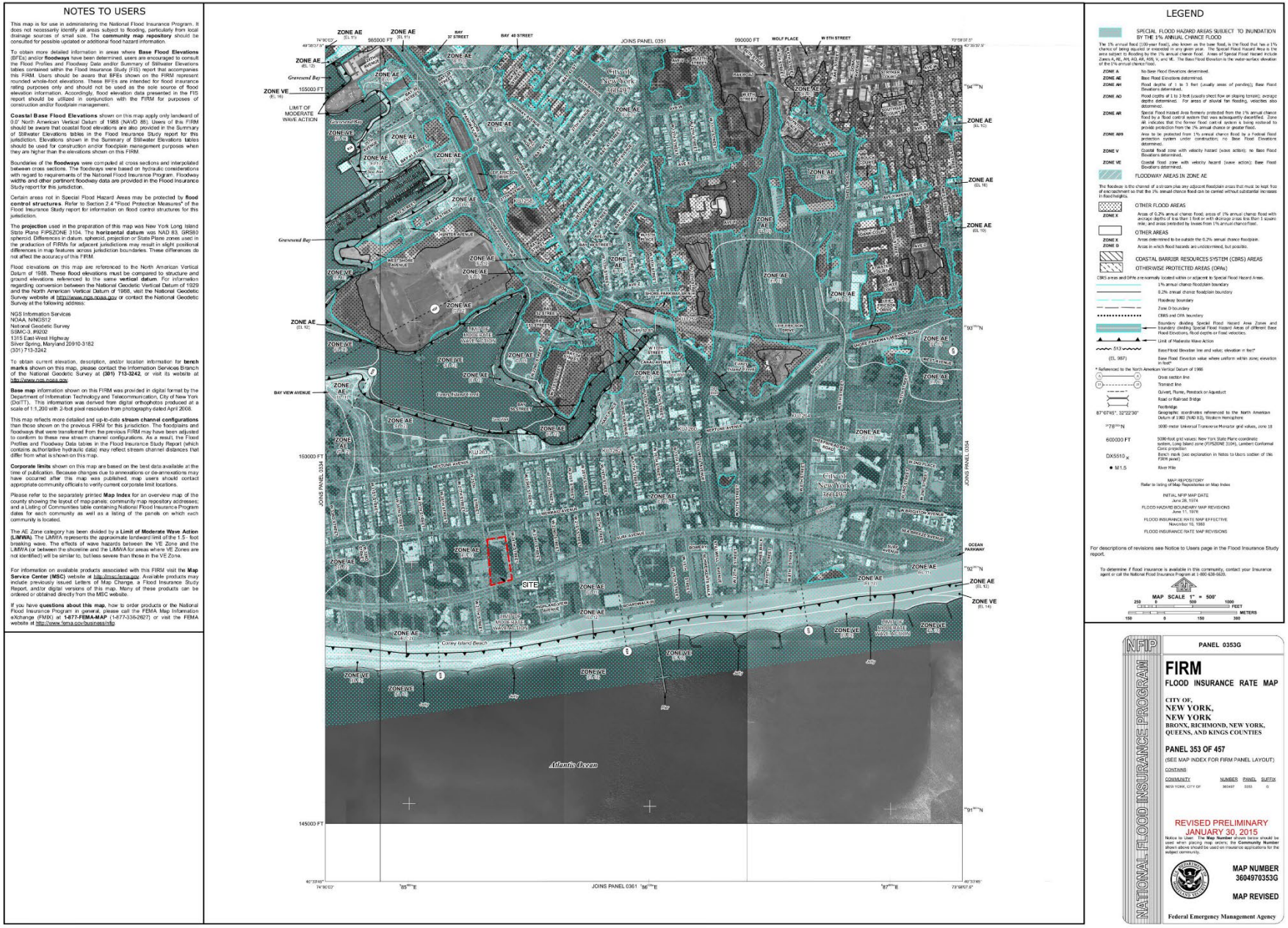
        As previously discussed, the Project Site is located in the 1.0 percent annual chance floodplain. The information in the following subsections is based on the results of the completed flood evaluation worksheet, which is provided in **Attachment A**, and the flood hazard projections shown above in **Figure A-2** through **Figure A-5**, as well as the New York City Panel on Climate Change (NPCC) future floodplain projections through the 2100s.

        The Project Site's base plane is located approximately at 7.40 feet in elevation (NAVD88 Datum). The proposed building's vulnerable or critical features, which are most likely to be impacted by future flood events, are located within the first floor, which has an elevation of approximately 13.2 feet (NAVD88 Datum).

Regulatory floodplains are defined by the elevation of the base flood (BFE) in relation to the elevation of the ground. According to datum (NAVD88 Datum) obtained from the National Oceanic and Atmospheric Administration (NOAA) website for the nearest NOAA station – Kingsborough Station (Station ID 8517756) - the mean of the higher high-water height (MHHW) is 2.46 feet. Based on the 2015 FEMA floodplain mapping, the 1.0 percent flood height for the nearest AE zone is 11 feet.

Based on the results of the calculations completed in the flood evaluation worksheet using site-specific data, **Figure A-6** shows the results of the MHHW and Sea Level Rise (SLR) projections and **Figure A-7** shows the results of the 1.0 percent Flood Elevation and SLR projections.

Figure A-1: 2015 PFIRM



NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was New York Long Island State Plane FIPSZONE 3104. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the **National Geodetic Survey** website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3182
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was provided in digital format by the Department of Information Technology and Telecommunication, City of New York (DoITT). This information was derived from digital orthophotos produced at a scale of 1:1,200 with 2-foot pixel resolution from photography dated April 2008.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

The AE Zone category has been divided by a **Limit of Moderate Wave Action (LiMWA)**. The LiMWA represents the approximate landward limit of the 1.5 - foot breaking wave. The effects of wave hazards between the VE Zone and the LiMWA (or between the shoreline and the LiMWA for areas where VE Zones are not identified) will be similar to, but less severe than those in the VE Zone.

For information on available products associated with this FIRM visit the **Map Service Center (MSC)** website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange (FMIX) at **1-877-FEMA-MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A — No Base Flood Elevations determined.
- ZONE AE — Base Flood Elevations determined.
- ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR — Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99 — Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Limit of Moderate Wave Action
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- Cross section line
- Transect line
- Culvert, Flume, Penstock or Aqueduct
- Road or Railroad Bridge
- 87°07'45", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 97°78'00"N — 1000-meter Universal Transverse Mercator grid values, zone 18
- 600000 FT — 5000-foot grid values: New York State Plane coordinate system, Long Island zone (FIPSZONE 3104), Lambert Conformal Conic projection
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

INITIAL NFIP MAP DATE
June 28, 1974
FLOOD HAZARD BOUNDARY MAP REVISIONS
June 11, 1976
FLOOD INSURANCE RATE MAP EFFECTIVE
November 16, 1983
FLOOD INSURANCE RATE MAP REVISIONS

For descriptions of revisions see Notice to Users page in the Flood Insurance Study report.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0353G

FIRM
FLOOD INSURANCE RATE MAP

CITY OF,
NEW YORK,
NEW YORK
BRONX, RICHMOND, NEW YORK,
QUEENS, AND KINGS COUNTIES

PANEL 353 OF 457
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
NEW YORK, CITY OF	360497	0353	G

REVISED PRELIMINARY
JANUARY 30, 2015

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
3604970353G

MAP REVISED

Federal Emergency Management Agency

Figure A-2: 2020s High Tide and 1.0 Percent Flood Projections

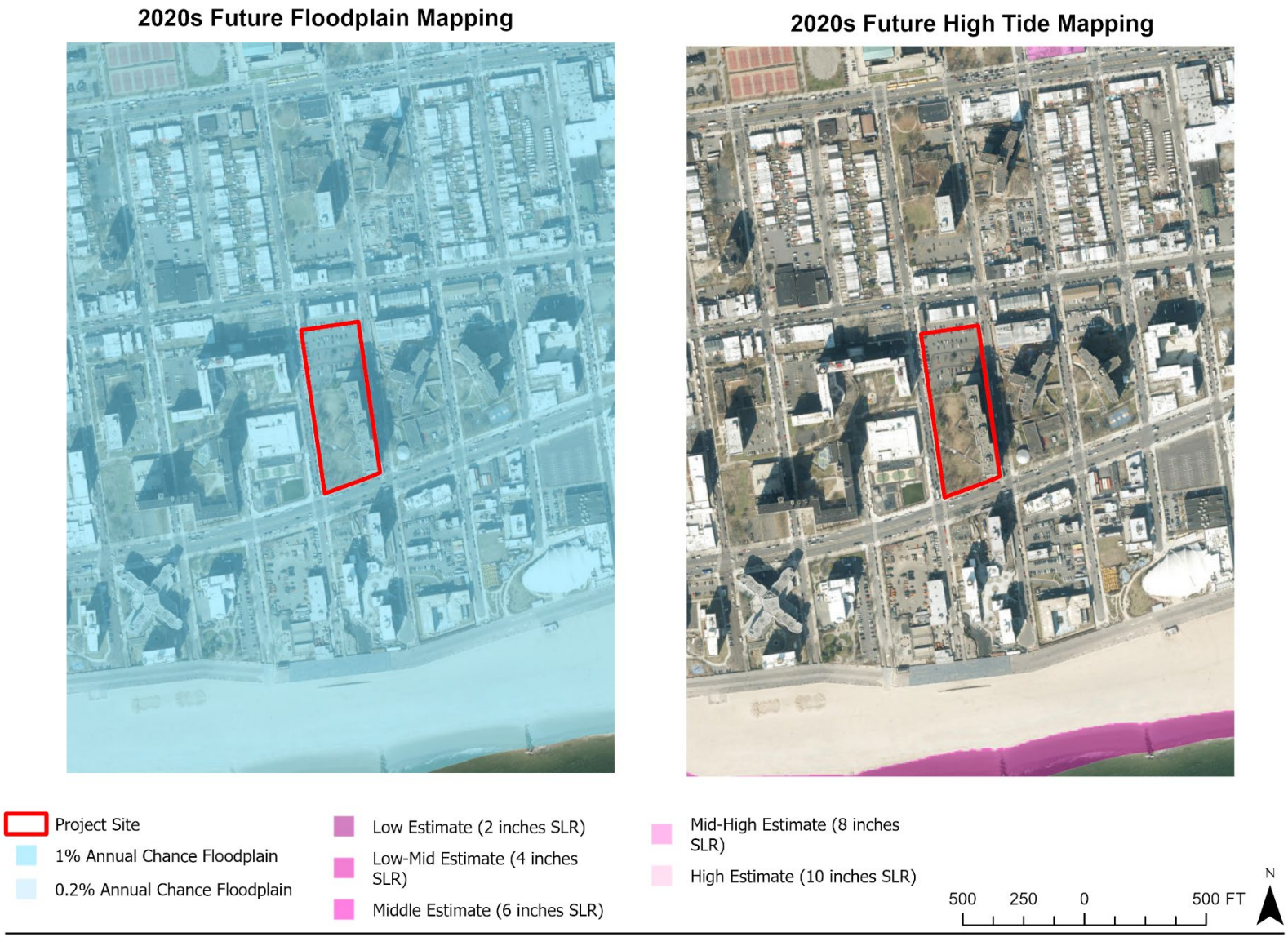


Figure A-3: 2050s High Tide and 1.0 Percent Flood Projections

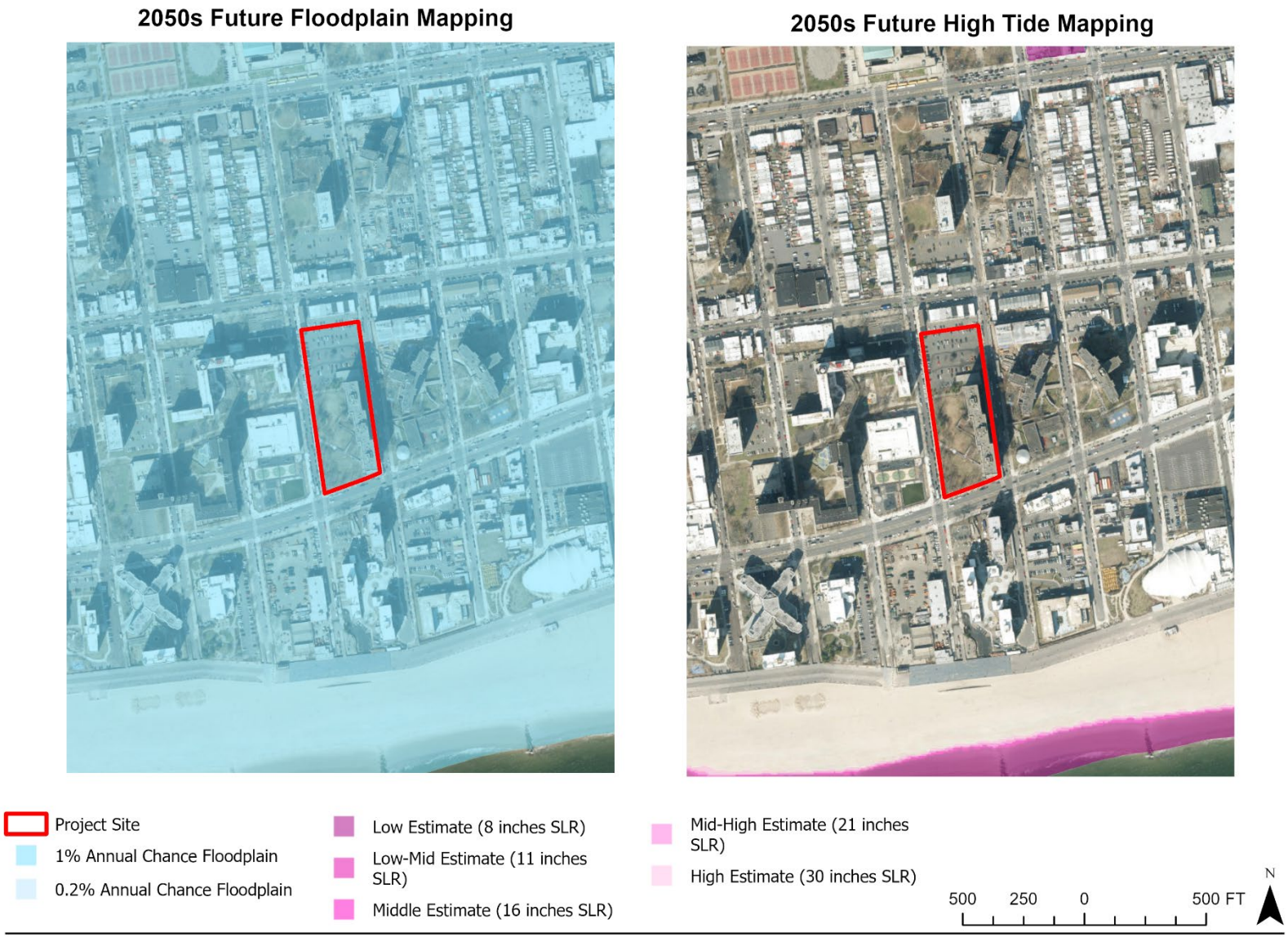


Figure A-4: 2080s High Tide and 1.0 Percent Flood Projections

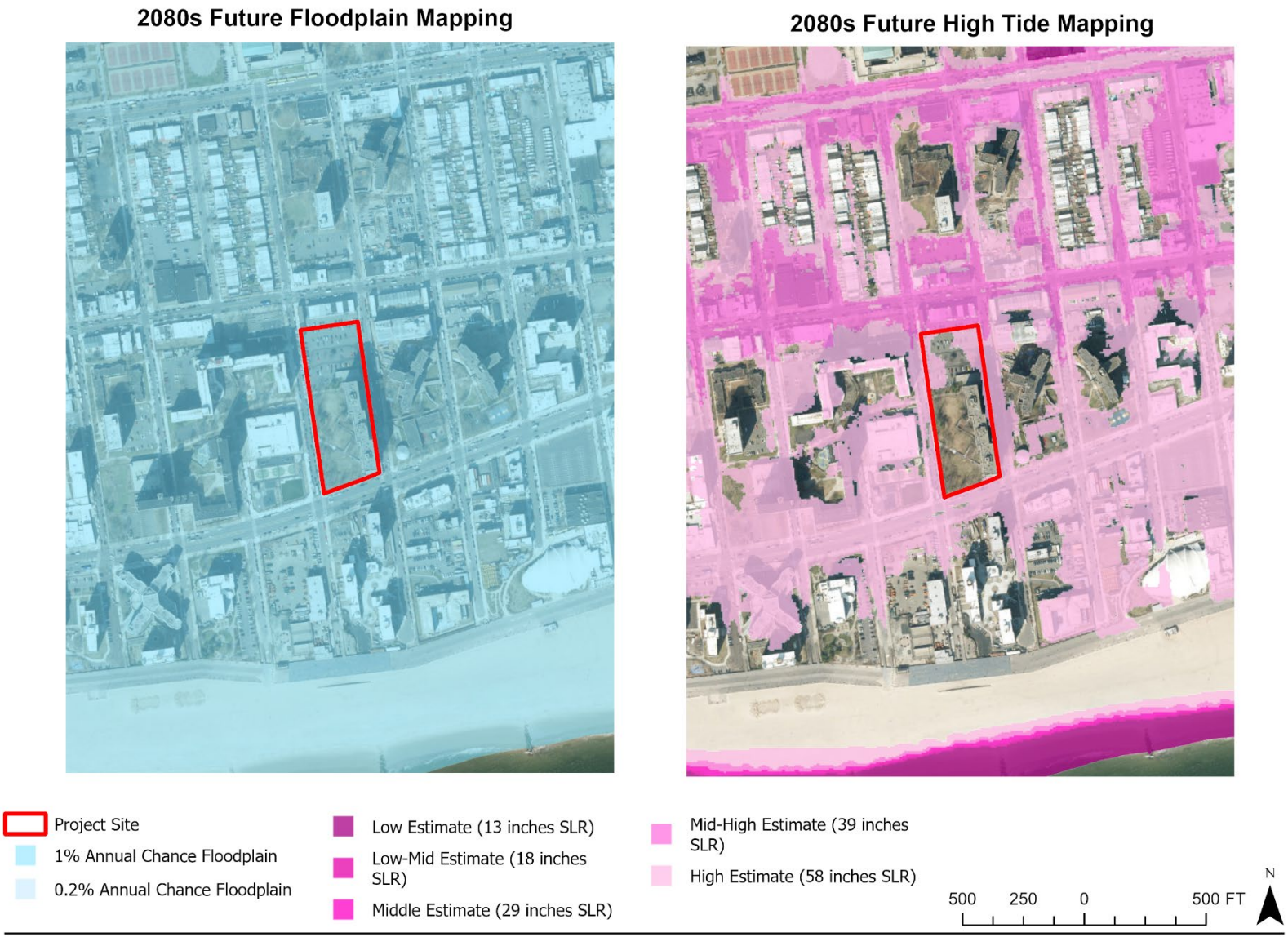


Figure A-5: 2100s High Tide and 1.0 Percent Flood Projections

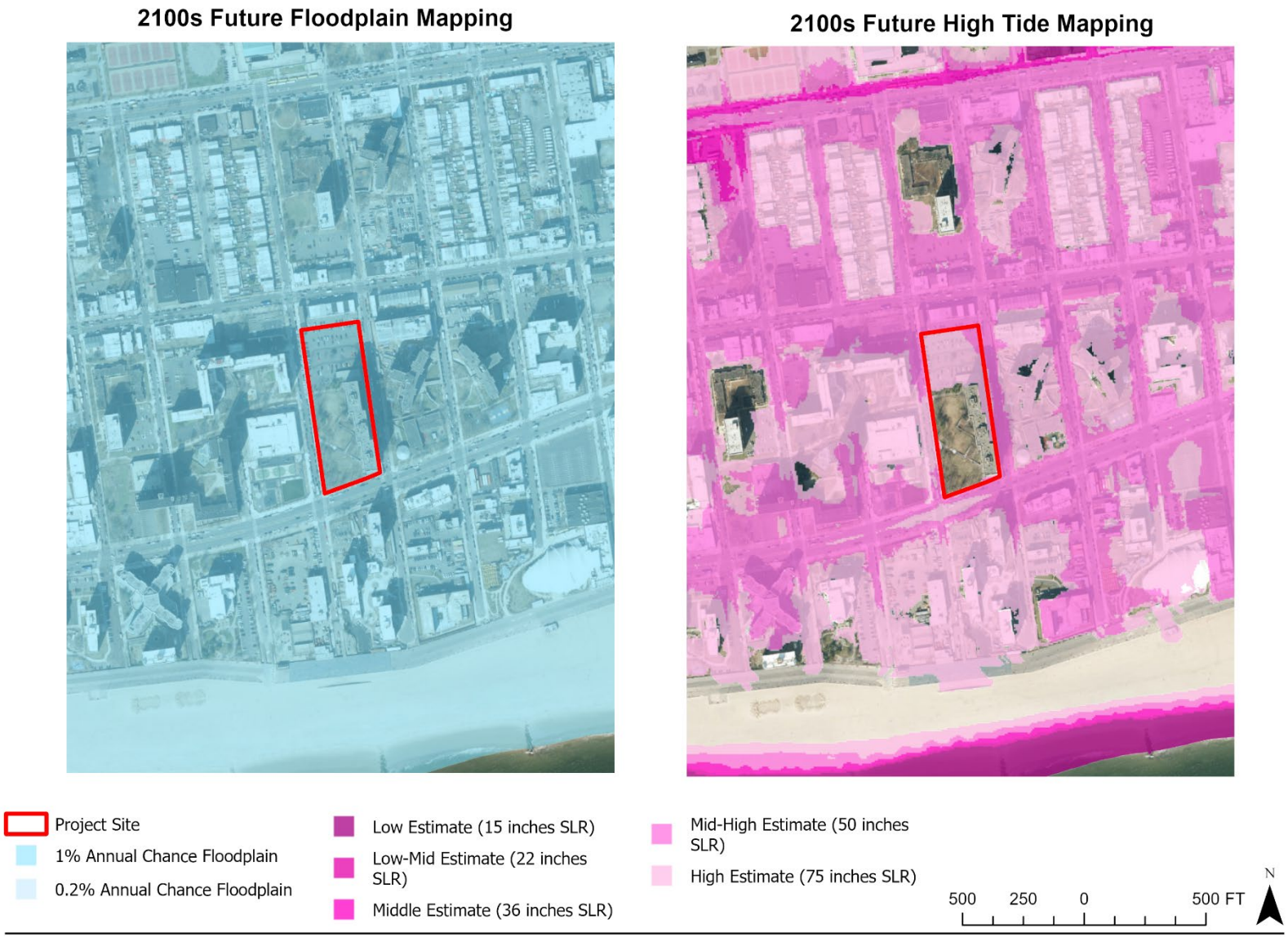


Figure A-6: Mean Higher High Water + SLR Projections

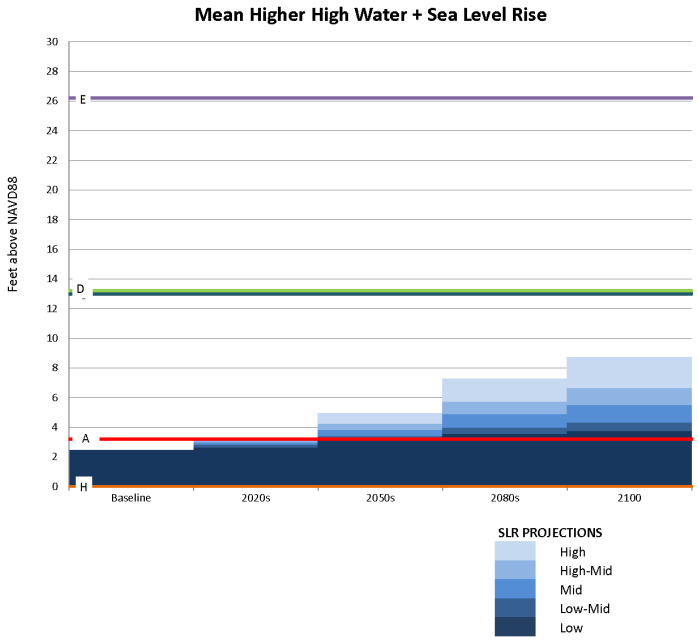
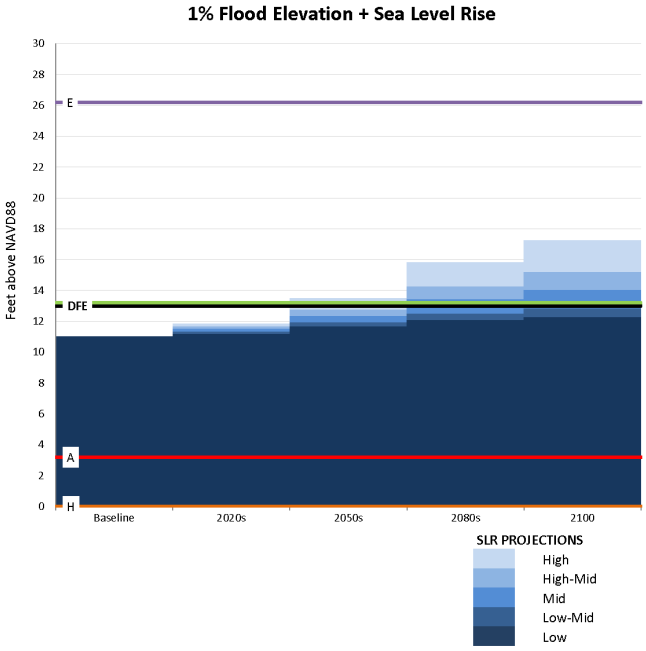


Figure A-7: 1.0 Percent Flood Elevation + SLR Projections



b. *Identify any Project Features that may be located below the elevation of the 1% floodplain over the lifespan of the project under any SLR scenario:*

Figure A-7 shows that the basement associated with the proposed commercial space is significantly below the floodplain elevation under existing conditions and would continue to be through the lifespan of the Proposed Project. As previously discussed in the response to Subsection 6.1, this basement space would be dry floodproofed with cast-in-place concrete walls; further, a permanent side-hinged flood gate would provide egress from the basement directly to outside.

As indicated in **Figure A-7** above, the Proposed Project's ground-floor level has the potential to be impacted by the 1.0 percent annual floodplain under high SLR projections by the 2050s, under mid SLR projections by the 2080s (the latter condition continuing into the 2100s).

The first floor is proposed to contain entrance and lobby areas, the proposed retail and community center spaces, as well as management and administrative offices and mechanical / utility rooms. Residential dwelling units would be situated on the second through 17th floors.

c. *Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean Higher High Water over the lifespan of the project under any sea level rise scenario.*

As indicated in **Figure A-6**, the Proposed Project would not be impacted by the MHHW under any SLR projections, with the exception of the basement area associated with the retail space, which is considered a vulnerable feature pursuant to WRP guidance.

d. *Describe how any additional coastal hazards are likely to affect the project, both currently and in the future, such as waves, high winds, or debris.*

Vulnerable Features, if damaged, have the potential to incur significant damage if flooded. These include any form of enclosed space within a building, including residential, commercial, industrial, or community facility land uses; enclosed parking structures; storage areas; enclosed recreational facilities; and bulkheads, revetments, piers, platforms, and other in-water infrastructure elements.

Critical Features, if damaged, would have severe impacts on the project and its ability to function. The project features that if damaged would have severe impacts on the project and its ability to function as designed. Examples include electrical utilities, building heating and cooling systems, telephone and data connection and distribution rooms, and other supporting and related building technology and utility spaces.

Potentially Hazardous Features, if damaged or made insecure by flooding, could potentially adversely affect the health and safety of the public and the environment. Examples include hazardous materials, including highly volatile, flammable, explosive, toxic, or water-reactive materials; and materials that have the potential to become waterborne in the event of a flood and would be dangerous to the health and safety of the public and the environment, such as the storage of construction materials, demolition debris, and aggregate materials.

As discussed above, the groundfloor level would fall within the 1.0 percent annual floodplain under high SLR projections by the 2050s and mid SLR projections by the 2080s through the 2100s, while the proposed basement area associated with the retail space falls within the existing and all future floodplain with SLR projections.

The enclosed basement area associated with the retail space and the majority of the groundfloor spaces themselves, including the entrance and lobby areas, community center spaces, retail space, and administrative / management offices, would all be considered vulnerable features pursuant to the WRP guidance. The ground floor would also contain utility rooms (e.g., gas, electrical, water, telecommunications, etc.), considered critical features pursuant to the WRP guidance, which if damaged, would have severe impact on the Proposed Project and its ability to function as designed.

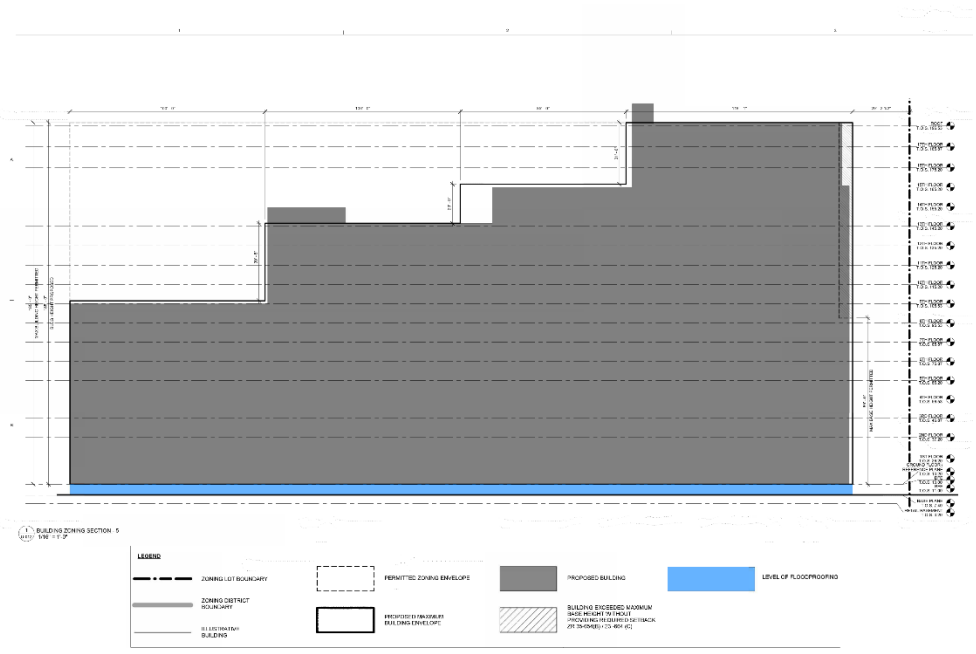
The groundfloor level would not introduce any hazardous features, materials, or substances that if made insecure, would result in a threat to public health or the environment.

The first floor through 17th floors would feature residential dwelling units. Vulnerable building features within these floors include walls, floors, and enclosed dwelling unit spaces. These floors would not introduce any critical or hazardous features, materials, or substances that if made insecure, would result in failure of the Proposed Project to function or that would result in a threat to public health or the environment.

It is noted that the second floor and above within the proposed building, with an elevation of 26.2 feet (NAVD88 Datum), is well above the highest projected elevations for the 1.0 percent flood elevation combined with SLR (which is approximately 17.5 feet (NAVD99 Datum) under the year 2100 High SLR projection). As such, these portions of the Proposed Project are not anticipated to be damaged by potential future flood events.

See **Figure A-8** for illustrative site plans of the Proposed Project in relation to the BFE and DFE.

Figure A-8: Proposed Illustrative Building Elevation



2. <u>Identify Adaptive Strategies</u>

The goal of Step 2 under WRP Policy 6.2 is to assess how the vulnerabilities and consequences identified in Step 1 are addressed through the project's design and planning. Assess how applicable codes and regulations, planned flood damage reduction elements and adaptive measures, or likely future infrastructure investments (beyond the scope of the Proposed Project), would or would not reduce potential flood damage for any proposed vulnerable, critical, or potentially hazardous features.

The Project Site is located within the 1.0 percent annual chance floodplain and is therefore required to comply with Appendix G of the NYC Building Code for Flood Resistant Construction. Pursuant to Policy 6.2: Climate Change Adaptation Guidance, consideration of climate change projections for coastal flooding and sea level rise should be incorporated into

the design and planning of projects. The Proposed Project should identify potential vulnerabilities to and consequences of sea level rise and coastal flooding over its lifespan and identify and incorporate design techniques to address these risks.

Recommendations

As indicated above in Policy 6.0, and under Policy 6.2, Step 1(d), based on the flood projections above, measures should be considered to increase groundfloor building-scale resilience to future flood conditions. The Proposed Project should floodproof any rooms that contain critical building features within the groundfloor level, or where possible elevate these critical features to upper levels to protect the normal operation within the building in the event of future flooding events.

The mitigation and resiliency strategy for the Proposed Project principally relies on raised entrances to the DFE. The DFE establishes a height of protection that equals the FEMA established floodplain elevation plus additional "freeboard." The freeboard for this project is 2.00 feet, establishing the DFE at 13.00 feet (NAVD88 Datum). The aforementioned groundfloor uses would be designed to be located at 13.2 feet (NAVD88 Datum), above anticipated flood water levels, and to preserve emergency egress from the building during a flood event. The groundfloor will be wet floodproofed with flood vents along the façade. Additionally, utility POE connections will be located primarily at the ground floor, above DFE. All utility components that must be routed below DFE will have enclosures and fittings to prevent water from entering during a flood.

The only occupiable space below the DFE is a partial basement level below the proposed commercial retail space. This space will be dry floodproofed with cast-in-place concrete walls. A permanent side-hinged flood gate will provide egress from the basement directly to outside. Further, the residential elevator pits would be dry floodproofed, with access into the pits from above the DFE, except for the FSAE. The FSAE pit would need to be accessed from the dry floodproofed commercial retail basement space, and as such would be below DFE.

Construction will be steel reinforced cast-in-place concrete floors and columns with prefabricated panelized precast with detailing. There will be aluminum framed and insulated glass storefronts with high performance aluminum or UPVC casement inswing windows. The soil conditions at the Project Site will require extensive structural piles to support the foundation. The Proposed Project has been designed to withstand major storms and flooding. The first floor of the building will be raised out of the floodplain and a number of schematic flood mitigation measures are incorporated into the design of the building.

3. <u>Assess Policy Consistency</u>

Pursuant to Policy 6.2 Guidance, a project or action would advance the policy when:

- No new vulnerable, critical, or potentially hazardous features would be located within area flooded by current or future high tide, or current or future 0.2% annual chance flood, over the project's lifespan, or
- All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction elements or future adaptive measures within the timeframe that they would be needed.
- A project or action would hinder the policy when:

- Vulnerable, critical, or potentially hazardous features would be introduced in areas that will be flooded by high tide during the project's lifespan and adaptive measures are not feasible.
- Industrial development would not be protected from 2050s high tides or the current 0.2% annual chance flood.
- Critical infrastructure would not be protected to the elevation of the 0.2% annual chance storm over its lifespan.
- Shoreline structures would not function as intended with increases in sea levels projected over their lifespan.

As discussed above, based on the future flood projections related to the 1.0 percent annual chance flood elevation, the Proposed Project would incorporate design and mitigation measures to protect the groundfloor building features from future flood events. These building-scale resiliency measures and adaptive strategies would minimize the potential damage to site-specific vulnerable or critical features. In addition, construction and remediation would be performed pursuant to applicable Local, State, Federal regulations and laws. Therefore, the Proposed Actions are consistent with Policy 6.2 of the Waterfront Revitalization Program and would not jeopardize the intent of the WRP.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

Sub-Policy 7.1, Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

All hazardous material would be handled and disposed in accordance with all City, State, and Federal regulations. Sediment characterization will be performed on excavated soils to determine the appropriate means and site of disposal. Excavated soils containing greater than 50 ppm of PCB must be disposed of in accordance with the disposal and reporting requirements of the Toxic Substance Control Act disposal and reporting regulations. All other excavated soils will be handled and disposed of in accordance with 6 NYCRR Part 375 Environmental Remediation Programs. The Proposed Project will ensure that potentially hazardous or toxic materials are appropriately contained onsite until the time of transport. Additionally, potential impacts during site preparation and proposed construction activities will be avoided by implementing a Construction Health and Safety Plan. All contractors and subcontractors are required to develop their own health and safety related procedures and programs required for work activities, which will ensure that the construction workers, the surrounding community, and the environment are not adversely affected by environmental conditions encountered during the construction activities. With these proposed measures in place, the health and safety of construction workers and the visiting public can be protected from adverse hazardous materials identified with the Project area. Thus, the Proposed Project will be consistent with this policy.

Sub-Policy 7.2, Prevent and remediate discharge of petroleum products.

A Phase I ESA for that portion of the Project Site to be redeveloped with the Proposed Project was performed in March 2023 by EFI Global. The Phase I ESA found that:

- Given the elevation differences noted across different portions of the Project Site, the observed presence of construction debris (brick wall and glass remnants) at the surface in the vicinity of the former buildings, and information provided by the Site Manager of the

east-adjoining apartments indicating that the mounds on the western portion of the Project Site consist of debris from the prior structures as well as soil excavated during construction of the east-adjoining apartments, the possibility that historic fill may be present at the Project Site cannot be discounted.

- The historical use of the southern portion of the Project Site by a printing company from at least 1950 until at least 1968 presents a vapor encroachment condition.
- The historical use of the dry-cleaning facilities adjacent to the east of the Project Site at 2970 West 24th Street in 1934 and at 2944 West 24th Street, adjacent to the northeast of the Project Site in 1966 until sometime between 1968 and 1977, presents a vapor encroachment condition.

Based on the findings of the Phase I ESA, EFI Global recommended the performance of a limited Phase II Subsurface Investigation be performed to determine the potential for vapor encroachment conditions at that portion of the Project Site to be redeveloped with the Proposed Project. A Phase II Subsurface Investigation was conducted by EFI on May 18 and 19, 2023. EFI conducted six borings to a maximum depth of 20 feet bgs. The locations of the borings were chosen to investigate the RECs identified in the Phase I ESA. Two borings were conducted with two soil and one groundwater sample being collected in the area of each REC. A total of six soil and three groundwater samples were collected and analyzed for Volatile Organic Compounds (VOCs) by EPA Method 8260 and Semi-Volatile Organic Compounds (SVOCs) by EPA Method 8270. VOCs and SVOCs were detected below New York State (NYS) unrestricted use soil cleanup objectives in all soil samples. Groundwater from Sample SB-1 and SB-3 were analyzed for an exceedance of NYS Groundwater Quality Standards (GWQS) for Chloroform, a VOC. Groundwater from sample SB-5 was analyzed for an exceedance of the NYS GWQS for chrysene, benzo(a)pyrene, and indeno(1,2,3-cd)pyrene, all SVOCs.

Based on the results of that investigation EFI Global formulated a Phase II Workplan, consisting of a geophysical survey, soil, groundwater, and soil vapor summary, soil, groundwater, and soil vapor sampling, and sampling analysis. The Applicant submitted the Phase II Workplan to the NYC Department of Environmental Protection (DEP) in December 2023; approval is pending completed review. The Applicant will adhere to all recommendations and requirements resulting from the approved Phase II Workplan, subsequent Phase II Environmental Site Investigation (ESI), and any other required or requested hazardous materials studies, as practical.

Based on the foregoing, the Proposed Project is consistent with this policy.

Sub-Policy 7.3, Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

All spoils and associated liquids (such as contaminated groundwater) within the Project Site will be excavated, collected, stored, and transported in accordance with applicable Local, State, and Federal laws. Additionally, all contaminated soil and liquid waste generated by the proposed activities will be disposed of in appropriate facilities off-site. Thus, the Proposed Project will be consistent with this policy.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Sub-Policy 9.1, Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The Future With-Action Scenario would be constructed on underutilized land (i.e., landscaped areas that are no accessible) at the Project Site pursuant the proposed R7-3 and R7-3 / C2-4 zoning districts

to be mapped at the Project Site as part of the Proposed Actions. The development facilitated by the Proposed Actions would not adversely impact any of the constituent visual elements or impact the overall visual character of the neighborhood. It would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or the visual character of the area. While the Proposed Actions would permit new development larger in scale and height than could be developed under existing zoning, the proposed development is consistent with tower-style residential development on tax blocks between Mermaid and Surf avenues in terms of scale, density, and height. Additionally, the development with ground floor community center and retail uses, as well the private recreational courtyard, would improve walkability and the visual character of the area, and would also provide locally serving retail uses.

Based on the foregoing, the Proposed Project would improve the visual quality of the Project Site as well as complement and reinforce the envisioned urban context for this area, such that it is consistent with this policy.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

Sub-Policy 10.1, Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.

The Future With-Action Scenario would not have adverse visual or contextual impacts on existing architectural resources in the vicinity of the Project Site, the closest of which is the NYC LPC-designated Coney Island Beach and Boardwalk scenic resource approximately 670 feet to the south. The Proposed Project would not eliminate or screen publicly accessible views of a resource, introduce an incompatible visual, audible, or atmospheric element to a resource's setting, or introduce significant new shadows on a historic structure with sun-sensitive features. As there are no historic resources are not within 90 feet of the Project Site, the requirements of TPPN #10/88, which requires a monitoring program to reduce the likelihood of construction damage to adjacent New York City Landmarks and National Register-listed resources, is not required.

In a letter dated February 26, 2024, NYC LPC determined that the Project Site did not contain any resources of architectural significance.

Based on the foregoing, the Proposed Project is consistent with this policy.

Sub-Policy 10.2, Protect and preserve archaeological resources and artifacts.

In a letter dated February 26, 2024, NYC LPC determined that the Project Site did not contain any resources of archaeological significance.

Based on the foregoing, the Proposed Project is consistent with this policy.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	2950 West 24th Street Rezoning
Location	2950 West 24th Street, Brooklyn, New York 11224 (Block 7055, Lot 13)
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The Project Site is located within Brooklyn Block 7055, Lot 13, a 153,580-square-foot (-sf) lot developed with a 19-story, 380,000-gross-square-foot (-gsf) / 367,163-zoning-square-foot (-zsf), 2.39 floor area ratio (FAR) multi-family residential building featuring 360 affordable dwelling units located in the eastern half of the property. Lot 13 is bounded by mixed-use residential and groundfloor commercial uses fronting along Mermaid Avenue to the north, West 24th Street to the east, Surf Avenue to the south, and West 25th Street to the west. The existing residential building is accessed from multiple points along its West 24th Street frontage to the east. The northern portion of Lot 13 is developed with a 160-space parking lot that provides parking for residents
Planned Completion Date	2027
Expected Project Lifespan	100 Years

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.46	**2.46**	**NAVD88**	*Worksheet Appendix A - Kingsborough Station*
1% flood height	11.00	**11.00**	**NAVD88**	*NYC Flood Hazard Mapper*
Design flood elevation	13.00	**13.00**	**NAVD88**	*Project Plans*
As relevant:				
0.2% flood height	-->			

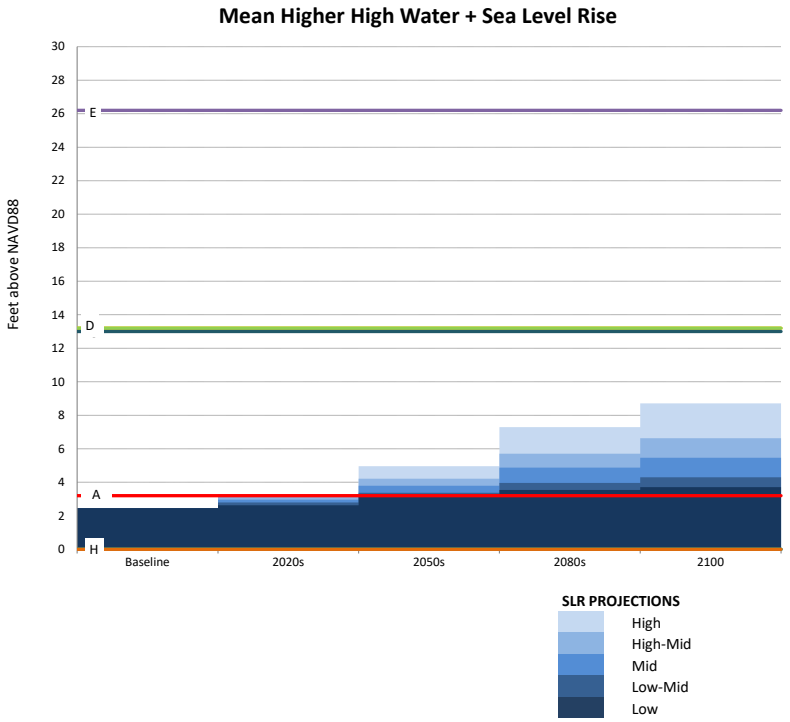
Data will be converted based on the following datums:

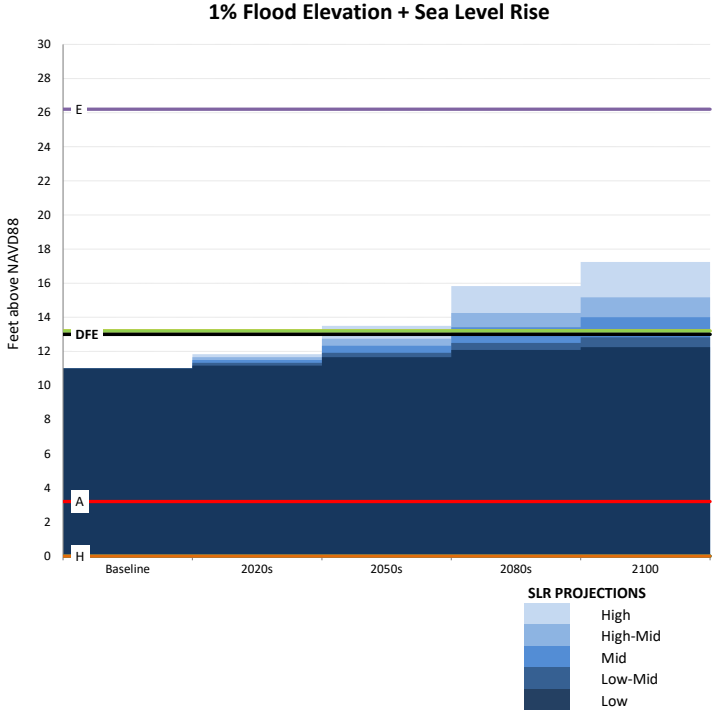
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

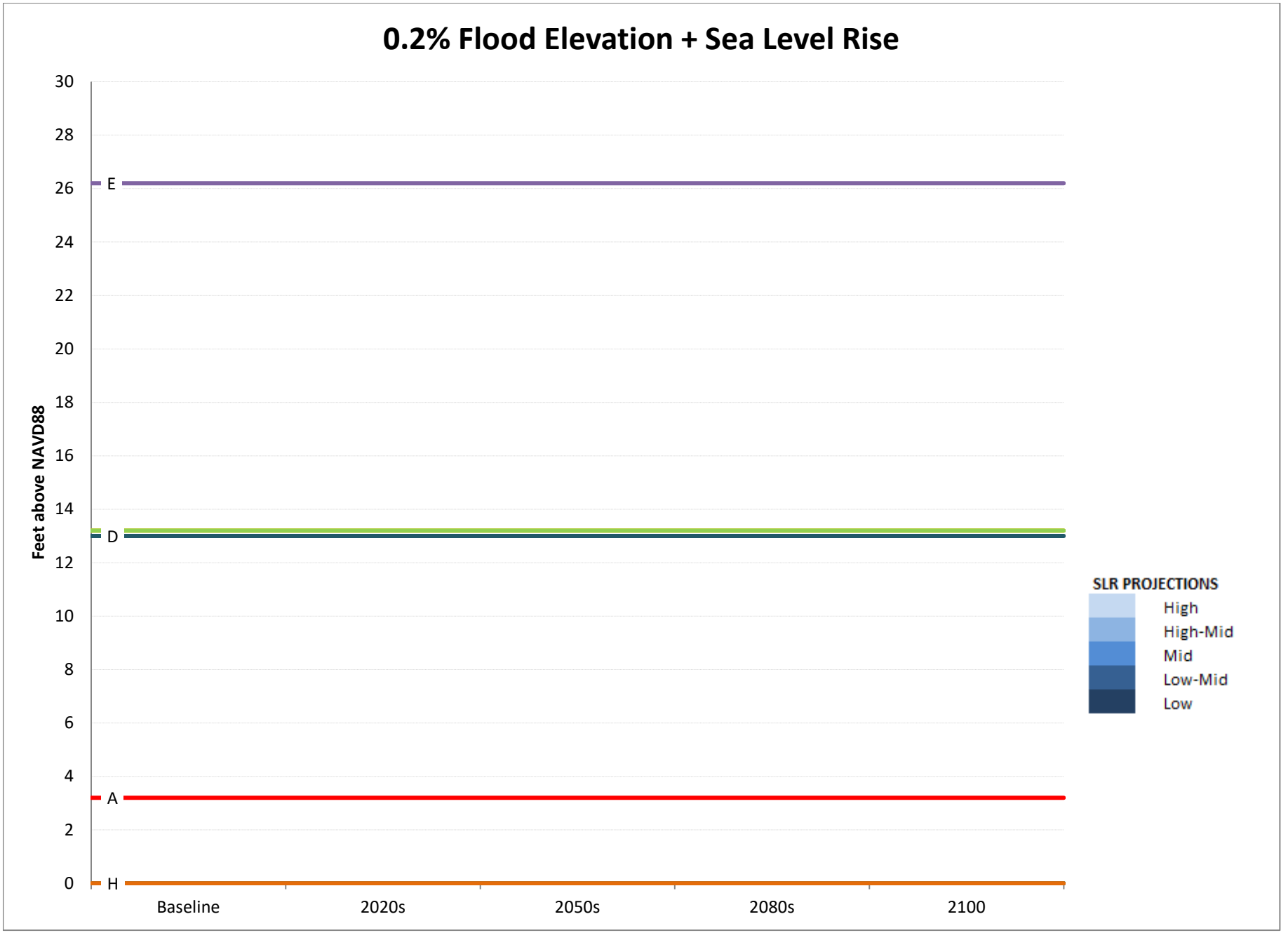
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	100	3.2	Feet	NAVD88	*3.2*	*3.2*	*0.7*	*#VALUE!*
Commercial Basement Space (Employee Locker Space)									
B	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	100	13.2	Feet	NAVD88	*13.2*	*13.2*	*10.7*	*#VALUE!*
First floor of building, including residential lobby, management offices, commercial retail, and community center uses.									
C	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☑ Other	100	13.2	Feet	NAVD88	*13.2*	*13.2*	*10.7*	*#VALUE!*
First floor building utility systems (electric, etc.)									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☑ Other	100	13.0	Feet	NAVD88	*13.0*	*13.0*	*10.5*	*#VALUE!*
Private Outdoor Recreational Space									
E	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	100	26.2	Feet	NAVD88	*26.2*	*26.2*	*23.7*	*#VALUE!*
Second Floor Dwelling Units									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
E
D
A
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

SLR (ft)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

SLR (in)

	Low	Low-Mid	Mid	High-Mid	High
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

MHHW+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	2.46	2.46	2.46	2.46	2.46
2020s	2.63	2.79	2.96	3.13	3.29
2050s	3.13	3.38	3.79	4.21	4.96
2080s	3.54	3.96	4.88	5.71	7.29
2100	3.71	4.29	5.46	6.63	8.71

1%+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	11.00	11.00	11.00	11.00	11.00
2020s	11.17	11.33	11.50	11.67	11.83
2050s	11.67	11.92	12.33	12.75	13.50
2080s	12.08	12.50	13.42	14.25	15.83
2100	12.25	12.83	14.00	15.17	17.25

0.2%+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2020s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2050s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2080s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2100	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

	0	1
A	3	3.2
B	13	13.2
C	13.2	13.2
D	13	13
E	26.2	26.2
F	0	0
G	0	0
H	0	0
DFE	13.00	13.00

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
8530095	Alpine	2.11	2.44	NOAA Tides and Currents
8516614	Glen Cove	3.72	4.05	NOAA Tides and Currents
8516990	Willets Point	3.72	4.05	NOAA Tides and Currents
8518639	Port Morris	3.33	3.66	NOAA Tides and Currents
8518699	Williamsburg Bridge	2.14	2.47	NOAA Tides and Currents
8518750	The Battery	2.28	2.61	NOAA Tides and Currents
8531680	Sandy Hook	2.41	2.74	NOAA Tides and Currents
8518490	New Rochelle	3.71	4.04	NOAA Tides and Currents
8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
8517137	Beach Channel	2.10	2.43	NOAA VDATUM
8517756	Kingsborough	2.13	2.46	NOAA VDATUM
8519436	Great Kills	2.22	2.55	NOAA VDATUM
8531142	Port Reading	2.82	3.15	NOAA VDATUM
8519483	Bergen Point	2.56	2.89	NOAA VDATUM
8519050	USCG	2.28	2.61	NOAA Tides and Currents
8518902	Dyckman St	2.01	2.34	NOAA Tides and Currents
8517251	Worlds Fair Marina	3.59	3.92	NOAA VDATUM
8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.



APPENDIX B
LPC COORDINATION

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: LA-CEQR-K (DEPARTMENT OF CITY PLANNING)
Project: 2950 WEST 24 STREET REZONING
Address: 2950 WEST 24 STREET BBL: 3070550013
Date Received: 2/20/2024

[X**] No architectural significance**

[X**] No archaeological significance**

[ ] Designated New York City Landmark or Within Designated Historic District

[ ] Listed on National Register of Historic Places

[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation

[ ] May be archaeologically significant; requesting additional materials

Gina Santucci

2/26/2024

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37248_FSO_DNP_02262024.docx

APPENDIX C
WATER AND SEWER INFRASTRUCTURE
DOCUMENTATION

NYC DEP Volume Calculation Matrix

These instructions are to assist in the completion of the DEP Volume Calculation Matrix. Following this tab, there are two worksheets (WS1 and WS2) and a Summary Table. The worksheets must be completed first in order to provide the information necessary to complete the Summary Table. With-Action Scenario information entered in each worksheet and the Summary Table should include the project and No-Action Scenario for that site. Additional instructions for each tab in this spreadsheet are listed below.

SUMMARY TABLE: Comparison of Existing and With-Action Volume

Using the information from worksheets (WS1 and WS2), enter the information below in the summary table as follows:

Step 1: Enter in the CSO subcatchment area info for the proposed project above the table. If the proposed project crosses over several different CSO sub-catchment areas, a summary table should be completed for each CSO sub-catchment area.

Step 2: In the **Existing** table, enter in the area of the proposed project in square feet and in acres (1 acre = 43,560 sq. ft.).

Step 3: Enter the area of the proposed project at the top of the With-Action table in square feet and in acres and complete in the same way as the **Existing** table.

Step 4: The information for columns in this table should be taken from the completed Surfaces Calculations and Volume Calculations Worksheets.

Step 5: The **Existing** and **With-Action** summary tables should be directly inserted into CEQR Infrastructure chapters.

Note: The applicant should only input information in the fields highlighted in yellow.

WORKSHEET 1 (WS1): Surfaces Calculations

WS1 calculates the weighted runoff coefficients to be used in WS2 based on the types of surfaces associated with the existing site and those that will be associated with the proposed site. If the existing and/or planned site is comprised of two discrete or phased sites, use the additional cells provided (labeled Site B) in WS1. In addition, if there are more than two sites, copy and paste the cells to provide for the entire proposed project.

Step 1: In the **Existing** table, enter the total areas for each surface type in the corresponding column (i.e., roof, pavement & walks, other, and grass/softscape). The total surface area and percentages of the total site those areas represent should auto-caculate. If they do not automatically calculate, click on the cell and press the F9 key. This should activate the calculation. Runoff coefficients for each surface area are provided in the worksheet and the total or weighted runoff coefficient will be auto-calculated (or press the F9 key).

Step 2: Repeat for **With-Action** table using information for the entire area for the With-Action scenario (project + No-Action scenario).

Step 3: The "TOTAL" columns have the formulas in place to calculate total percent, surface area, and weighted runoff coefficient. If they do not automatically compute, click on the cell and ensure the correct cells are highlighted, then press enter. This should activate the computation.

Step 4: Use the Runoff Coefficient in "TOTAL" column (or the Weighted Runoff Coefficient) for the Rational Method calculations in WS2, Volume Calculations, tables.

Step 5: The **Existing** and **With-Action** surfaces calculations tables should be directly inserted into CEQR Infrastructure chapters.

Note: The applicant should only input information in the fields highlighted in yellow.

WORKSHEET 2 (WS2): Volume Calculations

Worksheet 2 calculates the discharge volume (in millions of gallons - MG) from the existing and proposed site to the CSS as well as stormwater volumes to separate storm sewers or direct discharges to surface waterbodies. Identify the CSO subcatchment area or recieving water body, and

Step 1: Enter the CSO subcatchment area for the site at the top of the **Existing** table.

Step 2: In **Existing** table, reference WS1 and enter the total area of the site's runoff being directed to combined or separate storm sewers or direct discharge. Square feet will need to be converted to acres for this worksheet (1 Acre = 43,560 sq. ft.). WS1 will provide the areas for each discharge type. The area entered will be the same for each row of storm volume and duration.

Step 3: Enter the Weighted Runoff Coefficient for that area in the corresponding column. Use the weighted runoff coefficients for entire proposed project from WS1.

Step 4: in column H, enter the total sanitary flow (*i.e.* , sewage generation) calculated for the existing site per the guidance in the CEQR Technical Manual. The worksheet will calculate the volume associated with sanitary flows during specific storm events using the durations provided in the table (in column I).

Step 5: If necessary, repeat tables for areas of the site that discharge to separate storm sewers or direct discharge/overland flow. Also, repeat all tables if proposed project crosses over several different CSO subcatchment areas or if proposed project includes a phased implementation plan or discrete sites.

Step 6: Repeat for the **With-Action** tables using information from the proposed project's site plan. See instructions above referring to completion of a separate table for each discharge point, catchment area or phase associated with the proposed project.

Step 7: The formulas are in place for summing the **"TOTAL"** tables on the right side of the worksheet. Use these totals in the Summary Table. Note: any direct discharge volumes to adjacent waterbodies will be needed for the Summary Table for the "RUNOFF TO RIVER" column.

Note: The applicant should only input information in the fields highlighted in yellow.

Reference:

MG	millions of gallons
GPD	gallons per day
in	inches
hr	hour
A	area
SF	square feet
I	intensity
C	runoff coefficient
CSS	combined sewer system
CSO	combined sewer overflow
CEQR	City Environmental Quality Review

COMPARISON OF EXISTING AND WITH-ACTION VOLUME

CSO SUBCATCHMENT AREA:[1]

EXISTING

		Area = 153,580 SF (3.53 ACRES)				Area = XX,XXX SF (XX.XX ACRES)				
		SITE A				SITE B[2]				SITE A & B
RAINFALL VOLUME (in)	RAINFALL DURATION (hr)[3]	RUNOFF VOLUME DIRECT DRAINAGE (MG)[4]	RUNOFF VOLUME TO CSS (MG)	SANITARY VOLUME TO CSS (MG)	TOTAL VOLUME TO CSS (MG)	RUNOFF VOLUME TO RIVER (MG)	RUNOFF VOLUME TO CSS (MG)	SANITARY VOLUME TO CSS (MG)	TOTAL VOLUME TO CSS (MG)	TOTAL VOLUME TO CSS (MG)
0.00	3.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.40	3.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.20	11.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.50	19.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

With-Action

		Area = XX,XXX SF (XX.XX ACRES)				Area = XX,XXX SF (XX.XX ACRES)				
		SITE A				SITE B[2]				SITE A & B
RAINFALL VOLUME (in)	RAINFALL DURATION (hr)[3]	RUNOFF VOLUME DIRECT DRAINAGE (MG)[4]	RUNOFF VOLUME TO CSS (MG)	SANITARY VOLUME TO CSS (MG)	TOTAL VOLUME TO CSS (MG)	RUNOFF VOLUME TO RIVER (MG)	RUNOFF VOLUME TO CSS (MG)	SANITARY VOLUME TO CSS (MG)	TOTAL VOLUME TO CSS (MG)	TOTAL VOLUME TO CSS (MG)
0.00	3.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.40	3.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.20	11.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.50	19.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

[1] If the proposed project crosses over several different CSO subcatchment areas, the above summary table should be completed for each CSO sub-catchment area.

[2] If proposed project includes a phased implementation plan or discrete sites, assess volumes using additional cells above (e.g., Site B).

[3] Based on ***Intensity/duration/Frequency Rainfall Analysis, New York City and the Catskill Mountain Water Supply Reservoirs,*** Vieux & Associates, Inc., April 4, 2006. The 24-hour rainfall volume is based on average rainfall intensity over 24-hours (inch/per) times 24 hrs. (Duration information provided by T. Newman & P. Jadhav, HydroQual).

[4] The volume (calculated in WS2) of stormwater runoff from any portion of the proposed project site draining to a separate storm sewer or as overland flow directly to a waterbody should be entered here.

SURFACE CALCULATIONS

CSO SUBCATHMENT OR RECEIVING WATERBODY FOR STORM SEWER OR DIRECT DISCHARGE:

	EXISTING					
	WEIGHTED RUNOFF COEFFICIENT, C					
	SURFACE TYPE[1]	ROOF[2]	PAVT & WALKS	OTHER[3]	GRASS & SOFT SCAPE	TOTAL
SITE A	AREA, %	13%	44%	0%	43%	100%
	SURFACE AREA, SF	19878	67438	0	66264	153580
	RUNOFF COEFFICIENT	1.00	0.85	0.85	0.20	**0.59**
SITE B	AREA, %	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	SURFACE AREA, SF	XX,XXX	XX,XXX	XX,XXX	XX,XXX	0
	RUNOFF COEFFICIENT	1.00	0.85	0.85	0.20	**#VALUE!**

NOTES:

1 Runoff coefficients for each surface type are as per DEP.
2 Total roof areas onsite.
3 Identify any other surfaces onsite and obtain runoff coefficients from DEP.

CSO SUBCATHMENT OR RECEIVING WATERBODY FOR STORM SEWER OR DIRECT DISCHARGE:

	WITH-ACTION SCENARIO (PROJECT + NO-ACTION SCENARIO)					
	WEIGHTED RUNOFF COEFFICIENT, C					
	SURFACE TYPE[1]	ROOF[2]	PAVT & WALKS	OTHER[3]	GRASS & SOFT SCAPE	TOTAL
SITE A	AREA, %	33%	57%	0%	10%	100%
	SURFACE AREA, SF	51141	87438	0	15001	153580
	RUNOFF COEFFICIENT	1.00	0.85	0.85	0.20	**0.84**
SITE B	AREA, %	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	SURFACE AREA, SF	XX,XXX	XX,XXX	XX,XXX	XX,XXX	0
	RUNOFF COEFFICIENT	1.00	0.85	0.85	0.20	**#VALUE!**

NOTES:

1 Runoff coefficients for each surface type are as per NYCDEP.
2 Total roof areas onsite.
3 Identify any other surfaces onsite and obtain runoff coefficients from NYCDEP.

EXISTING:

CSO SUBCATCHMENT AREA:

Rainfall, in	Duration, hr	Total Area (A), acre	Weighted Runoff Coefficient (C)	Stormwater to CSS, MG	Daily Sanitary Sewage Generation per CEQR TM, MGD	Sanitary to CSS , MG
0.00	3.80	3.53	0.59	0.00	0.00	0.000
0.40	3.80	3.53	0.59	0.02	0.00	0.000
1.20	11.30	3.53	0.59	0.07	0.00	0.000
2.50	19.50	3.53	0.59	0.14	0.00	0.000

RECEIVING WATERBODY FOR STORM SEWER OR DIRECT DISCHARGE:

Rainfall, in	Duration, hr	Total Area (A), acre	Weighted Runoff Coefficient (C)	Stormwater Runoff, MG	Daily Sanitary Sewage Generation per CEQR TM, MGD	Sanitary to CSS, MG	TOTAL Sanitary to CSS, MG	TOTAL TO CSS, MG
0.00	3.80	3.53	0.59	0.00	0.09	0.014	0.014	0.01
0.40	3.80	3.53	0.59	0.02	0.09	0.014	0.014	0.04
1.20	11.30	3.53	0.59	0.07	0.09	0.042	0.042	0.11
2.50	19.50	3.53	0.59	0.14	0.09	0.073	0.073	0.21

WITH-ACTION SCENARIO (PROPOSED PROJECT + WITHOUT ACTION SCENARIO):

CSO SUBCATCHMENT AREA:

Rainfall (I), in	Duration, hr	Total Area (A), acre	Weighted Runoff Coefficient (C)	Stormwater to CSS, MG	Daily Sanitary Sewage Generation per CEQR TM, MGD	Sanitary to CSS , MG
0.00	3.80	3.53	0.84	0.00	0.00	0.000
0.40	3.80	3.53	0.84	0.03	0.00	0.000
1.20	11.30	3.53	0.84	0.10	0.00	0.000
2.50	19.50	3.53	0.84	0.20	0.00	0.000

RECEIVING WATERBODY FOR STORM SEWER OR DIRECT DISCHARGE:

Rainfall (I), in	Duration, hr	Total Area (A), acre	Weighted Runoff Coefficient (C)	Stormwater Runoff, MG	Daily Sanitary Sewage Generation per CEQR TM, MGD	Sanitary to CSS, MG	TOTAL Sanitary to CSS , MG	TOTAL TO CSS, MG
0.00	3.80	XX	0.XX	#VALUE!	0.XX	#VALUE!	#VALUE!	#VALUE!
0.40	3.80	XX	0.XX	#VALUE!	0.XX	#VALUE!	#VALUE!	#VALUE!
1.20	11.30	XX	0.XX	#VALUE!	0.XX	#VALUE!	#VALUE!	#VALUE!
2.50	19.50	XX	0.XX	#VALUE!	0.XX	#VALUE!	#VALUE!	#VALUE!

NOTES:

1 RUNOFF VOLUMES for EXISTING and WITH-ACTION condition have been calculated as follows:

Q_{VOL} = [R_{VOL} x A x RC x 7.48GAL/1,000,000 MGD per GAL] - S_{VOL} ; where

Q_{VOL} = Total Volume of Rainfall for 24-hour storm event discharged offsite (either to River or into CSS), in MG

R_{VOL} = RAINFALL VOLUME, in Inches, for the corresponding RAINFALL RETURN PERIOD listed in WS2 in the EXISTING and PLAN Tables.

A = SITE AREA, in SQ. FT., as indicated in WS1 EXISTING and WITH-ACTION Tables for the various site areas.

RC = RAINFALL RUNOFF COEFFICIENT for each of the applicable Site Areas as per EXISTING and WITH-ACTION tables (refer to WS1).

2 RAINFALL RUNOFF COEFFICIENTS used are composite rates as shown in WS1 in the EXISTING and WITH-ACTION tables (Refer to RUNOFF COEFFICIENTS WORKSHEET).

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, New York 11373

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alicata@dep.nyc.gov

MEMORANDUM

To: Louise Cafiero
DCP EARD

From: Mitchell Wimbish MW
DEP BEPA

Subject: 2950 W. 24th St. Rezoning
CEQR # 24DCP134K

Date: June 25, 2024

New York City Department of Environmental Protection (DEP) has reviewed the *Water and Sewer Infrastructure* section of the Environmental Assessment Statement for the above referenced project and has the following comments:

Water System

- Existing water mains should be capable to handle the estimated increase in water demand.

Sanitary Sewer

- The proposed actions would likely result in an increase of sanitary flow to the adjacent sewers. A hydraulic analysis of the existing sewer system may be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there will be a need to amend the exiting drainage plan based on the hydraulic calculations.

Storm Sewer

- As part of the DEP site connection approval process, the development must be in compliance with the required stormwater release rate.

C: Steve Carrea, P.E. - BWSO
Lillian Cheng, P.E. - BWSO
Andy Lu, P.E. - BWSO
Phil Simmons - BEPA
Terrell Estesen - BEPA

APPENDIX D
HAZARDOUS MATERIALS APPENDIX

Environmental Protection

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September 12, 2025

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

Re: 2950 West 24th Street Rezoning
Block 7055, Lot 13
CEQR # 24DCP134K

Dear Ms. Cafiero:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the revised July 2025 Phase II Work Plan (Phase II Work Plan) and the September 2025 Health and Safety Plan (HASP) prepared by EFI Global, Inc., on behalf of Proto Property Services LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning map amendment, zoning text amendments, and a Large Scale General Development Special Permit from the New York City Department of City Planning (DCP) to facilitate the development of a new 17-story, approximately 440,000 gross square feet (gsf) mixed-use multi-family residential building with ground floor community facility and commercial spaces fronting on both Surf Avenue and West 25th Street in the Coney Island neighborhood of Brooklyn Community District 13. There would be a total of 415,000 gsf of residential floor area throughout the building, which would contain 409 residential dwelling units, all of which would be affordable to residents making 60 to 80 percent of the area median income. Additionally, there would be 15,000 gsf and 10,000 gsf ground floor community facility and commercial retail spaces, respectively; the commercial retail space would be located on the ground floor at the corner of the building's Surf Avenue and West 25th Street frontages while there would be two separate community facility spaces located along the interior West 25th Street frontage. A new curb cut along the tax lot's West 25th Street frontage would provide access to the existing parking lot at the site, for which landscaping improvements are proposed and would reduce its parking capacity from 160 spaces to 143 spaces. Within Lot 13, to the east of the applicant's proposed building, is an existing residential building fronting West 24th Street under the applicant's control, which would remain unchanged under the applicant’s proposed project. Additionally, the area located between the applicant's proposed project and the existing building at Lot 13 would be redeveloped with active and passive recreation areas, including a multi-purpose field, playground facilities, landscaping, benches, and other amenities, which would only be accessible to existing and future residents of the project site. The applicant's Development

Site is located within a 153,580 square-foot (sf) lot developed with a 19-story, 380,000-gross-square-foot multi-family residential structure containing three buildings featuring 360 affordable dwelling units located in the eastern half of the property. The northern portion of Lot 13 is developed with a 160-space parking lot that provides parking for residents of the existing residential building and is accessed via one curb cut along West 24th Street. The western half of Lot 13 is undeveloped and landscaped; this portion of the tax lot is gated and not accessible. The parking lot portion of the property totals 47,524 sf while the remainder of the property, including developed and undeveloped areas, totals 106,056 sf.

The July 2025 Phase II Work Plan proposes to install 12 soil borings, 12 groundwater monitoring wells, and 12 soil vapor probes at the project site. At a minimum, two soil samples will be collected from each test boring for a total of twenty-four discrete soil samples for laboratory analysis. In each boring, a discrete soil sample will be collected from 0 to 2 feet below grade surface (bgs), and 2 feet below final excavation depth interval or above groundwater (whichever is encountered first). Where screening indicates contamination at an intermediate interval(s) in a soil boring, i.e., 2 feet bgs and the maximum excavation depth, and additional soil samples will be for analysis. If groundwater is encountered in a soil boring within 5 feet of surface grade, only one sample per boring may be warranted as long as adequate upgradient and downgradient groundwater samples are collected. The anticipated depth of groundwater at the Site is approximately 5 to 10 feet bgs, once the soil borings are terminated in groundwater, one (1) grab groundwater sample will be collected per location. Soil and groundwater samples will be collected and analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls by EPA Method 8082, and Target Analyte List metals by EPA Method 6010/6020 (total and dissolved for groundwater samples). One (1) soil vapor probe will be installed approximately 5 feet away from each of the twelve (12) soil borings at a depth corresponding to the proposed development excavation depth or at least 1 to 2 feet above the groundwater interface, whichever is encountered first. Soil vapor samples will be collected over a 2-hour period and analyzed for VOCs by EPA Method TO-15.

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

DEP finds the July 2025 Phase II Work Plan and the September 2025 HASP for the proposed investigation acceptable. DCP should inform the applicant that upon completion of the investigation activities, the applicant should submit a detailed Phase II report for DEP review and approval. The report should include, at a minimum, an executive summary, narrative of the field activities, laboratory data and conclusions, comparison of soil, groundwater, and soil vapor analytical results (i.e., New York State Department of Environmental Conservation (NYSDEC) 6 NYCRR Part 375, NYSDEC Water Quality Regulations, and the New York State Department of Health's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York), photographic documentation, spider maps, updated site plans depicting sample locations, boring logs, qualifications of the Qualified Environmental Professional who implemented the investigation, and remedial recommendations, if warranted, etc.

Future correspondence and submittals related to this project should include the following CEQR # **24DCP134K**. If DCP has any questions, you may contact Scott Davidow, P.G. at sdavidow@dep.nyc.gov.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

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