East 94th Street Rezoning

Environmental Assessment Statement

CEQR No. 22DCP186M

ULURP Nos. 230241ZMM, N230242ZRM

Prepared for:
LM East 94th, LLC

Prepared by:
AKRF, Inc.

September 27, 2023

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 East 94th Street Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
22DCP186M	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
230241ZMM, N230242ZRM	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT LM East 94th LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, DCP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Lisa Lau, AKRF Inc.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 440 Park Avenue South		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10016
TELEPHONE (212)720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE (646)388-9781	EMAIL llau@akrf.com	

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)(3)

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*

LM East 94th LLC (the Applicant) seeks a zoning map amendment and a zoning text amendment (the Proposed Actions) to facilitate a mixed-use development (the Proposed Development) located midblock on the north side of East 94th Street between Second and Third Avenues in the Yorkville neighborhood of Manhattan in Community District 8.

The Proposed Actions include a zoning map amendment to rezone an M1-4 district on Lots p/o 5, 6, 10, 111 13, 14, and p/o 18 (the Proposed Rezoning Area) (see Figure 2) to a C4-6 district and a C2-8 district, and a zoning text amendment to Appendix F of the Zoning Resolution of the City of New York pursuant to Section 201 of the New York City Charter to establish a Mandatory Inclusionary Housing (MIH) area over the Proposed Rezoning Area, plus the entirety of Lot 18 (see Figures 1, 2, and 4). The Project Area as referenced in this EAS includes Lots 5, 6, 10, 111, 13, 14, and 18 in their entirety. The Applicant is pursuing a zoning lot merger to combine the lots in the Project Area, excluding Lot 5 (which is not Applicant-controlled) into one 37,691 sf zoning lot (the Proposed Zoning Lot). The Applicant is also pursuing a joint certification from CPC and MTA pursuant to ZR Section 95-041 regarding the need for a transit easement volume on the zoning lots within the Special Transit Land Use District (TA District), which is a non-discretionary action. The Proposed Actions and the zoning lot merger will facilitate the development of a 433,886 gross square foot (gsf), 46-story (484-foot-tall excluding mechanical bulkhead) mixed-use building (the Proposed Development) with approximately 410,382 gsf residential use (483 dwelling units [DUs], including 121-145 affordable DUs at MIH Option 1) and 23,504 gsf of commercial and community facility space. The building would include one cellar level and would not include any accessory parking. The Proposed Development will be sited on the current 20,597 sf area consisting of current Lots 13, 14 and 18 (the Development Site) and will utilize zoning floor area (zfa) from current Lots 6, 10, and 111 (the Air Rights Parcels).

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 8	STREET ADDRESS 205-239 East 94th Street
TAX BLOCK(S) AND LOT(S) Block 1540, Lots 5, 6, 10, 13, 14, 18, 111		ZIP CODE 10128

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS North side of East 94th Street between Second and Third Avenues

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-4, C2-8, Special Transit Land Use District (TA District)

ZONING SECTIONAL MAP NUMBER 6b

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

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

- ☐ CITY MAP AMENDMENT
- ☒ ZONING MAP AMENDMENT
- ☒ ZONING TEXT AMENDMENT
- ☐ SITE SELECTION—PUBLIC FACILITY
- ☐ HOUSING PLAN & PROJECT
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ ACQUISITION—REAL PROPERTY
- ☐ DISPOSITION—REAL PROPERTY
- ☒ OTHER, explain: Joint certification from CPC and MTA pursuant to ZR Section 95-041 regarding the need for a transit easement volume on the zoning lots within the TA District.
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ FRANCHISE

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO

- ☐ VARIANCE (use)
- ☐ VARIANCE (bulk)
- ☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

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

Other City Approvals Not Subject to CEQR (check all that apply)

- ☒ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
- ☐ OTHER, explain:

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

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.): 40,510

Waterbody area (sq. ft.) and type: 0

Roads, buildings, and other paved surfaces (sq. ft.): 40,510

Other, describe (sq. ft.): 0

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): 433,886

NUMBER OF BUILDINGS: 1

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 433,886 gsf

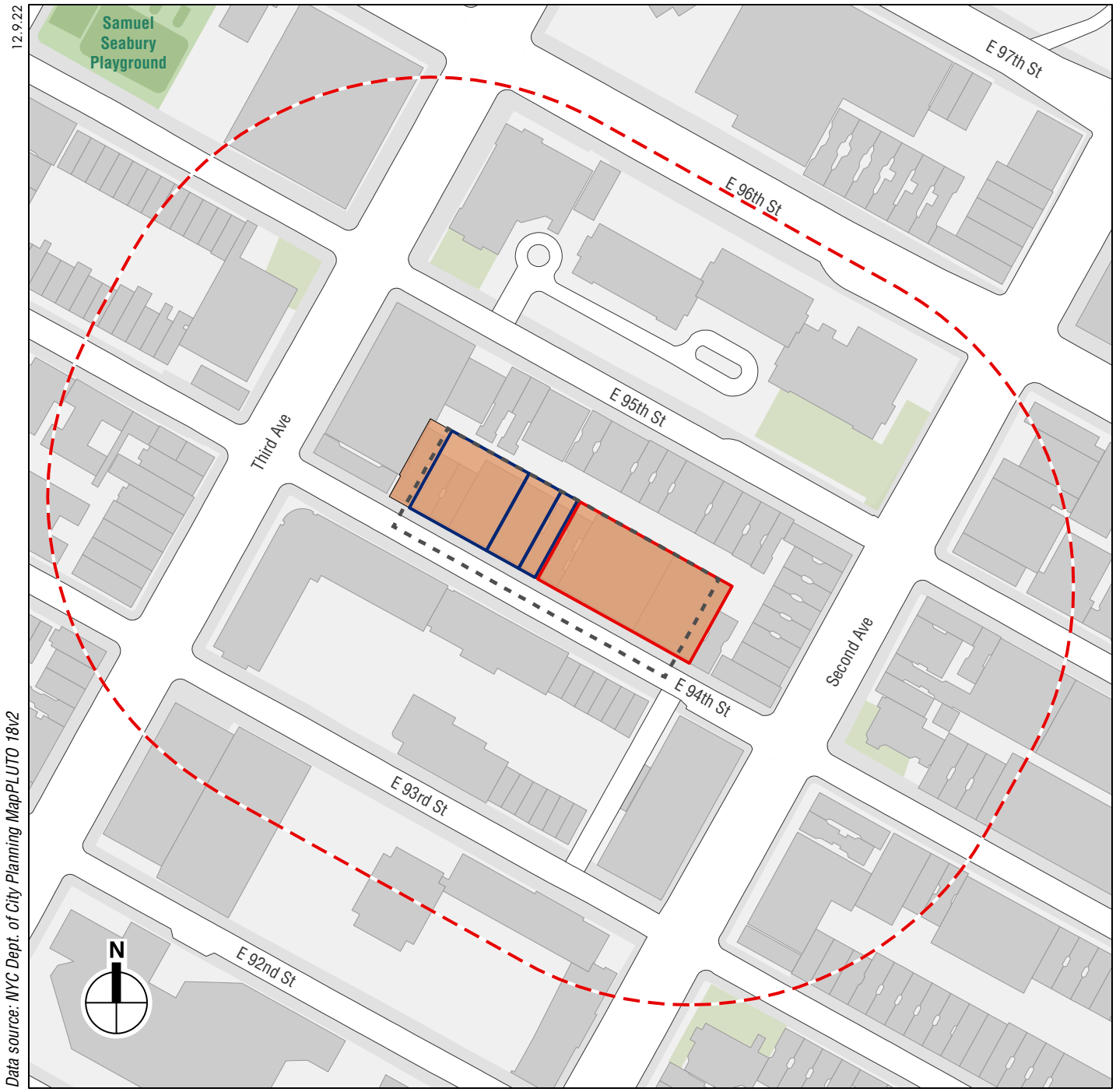
HEIGHT OF EACH BUILDING (ft.): 484' (not including mechanical bulkhead)

NUMBER OF STORIES OF EACH BUILDING: 46

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: 37,691

The total square feet not owned or controlled by the applicant: 2,819



Project Location

EAST 94TH STREET REZONING

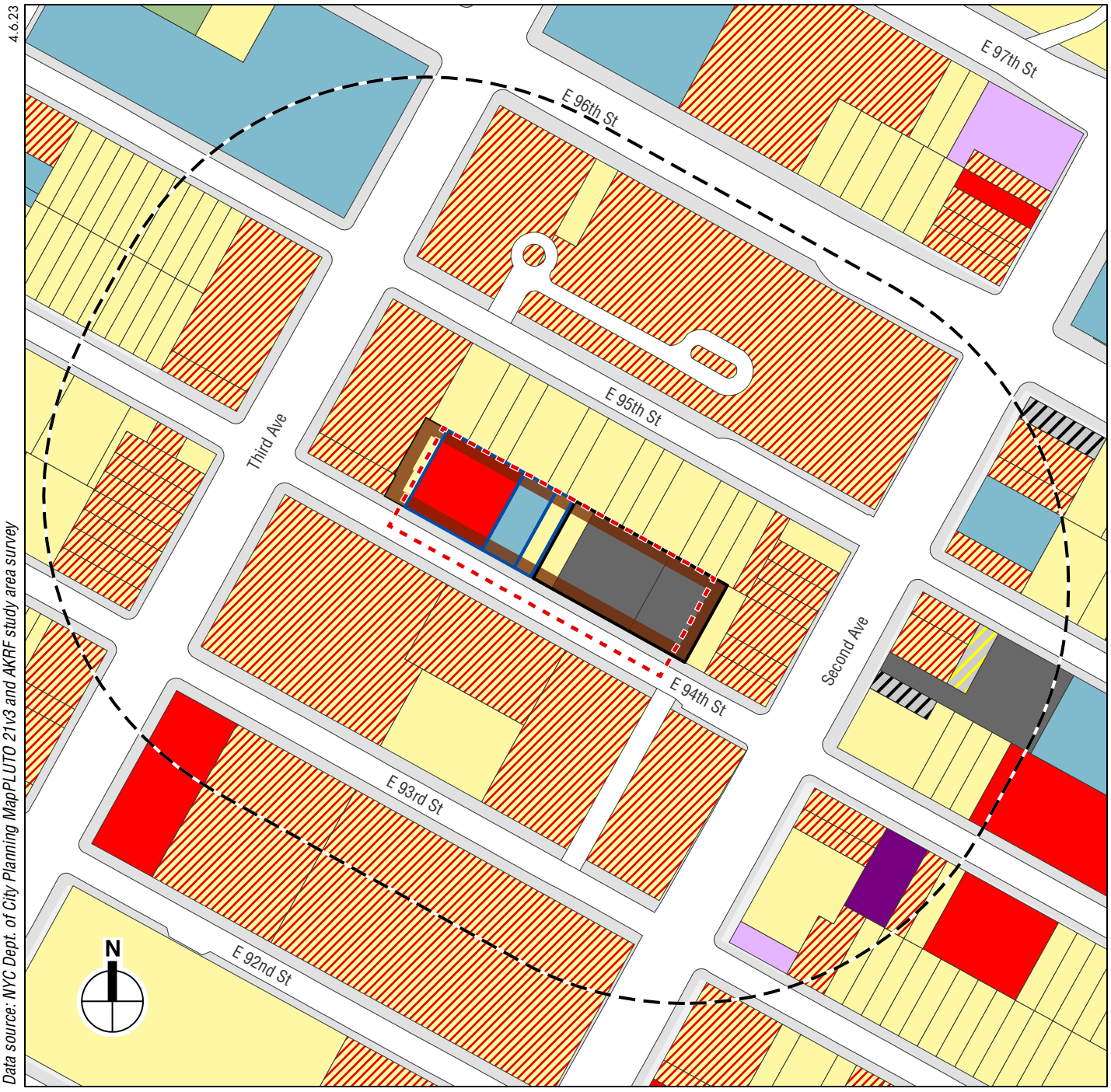
Figure 1



Tax Map

EAST 94TH STREET REZONING

Figure 2



Existing Land Use

EAST 94TH STREET REZONING

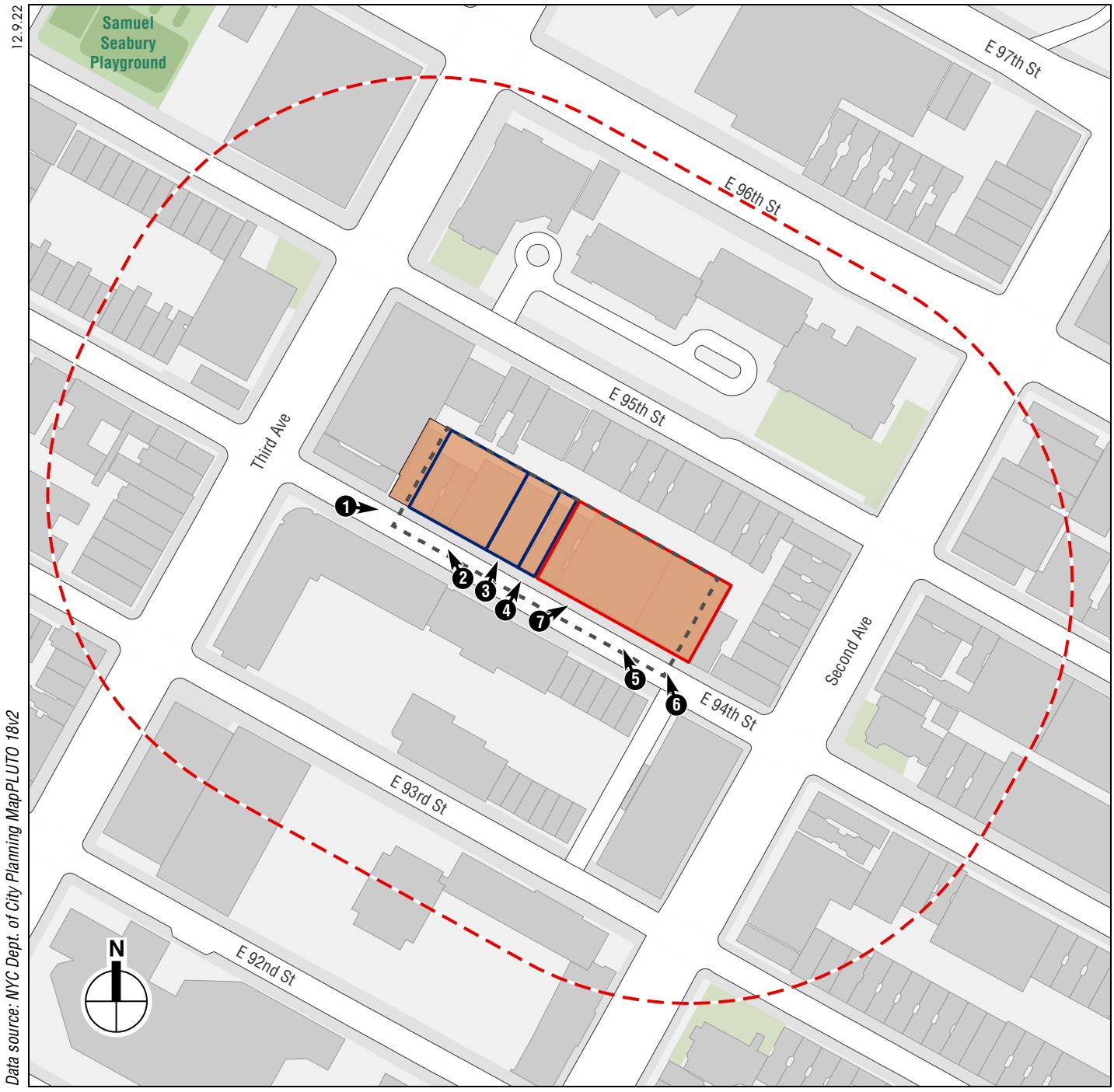
Figure 3



Existing and Proposed Zoning

EAST 94TH STREET REZONING

Figure 4



Photograph Key

EAST 94TH STREET REZONING

Figure 5



View east on East 94th Street, with Project Area buildings on left. Block 1540/Lots 5 and 6, 205-207 East 94th Street are in foreground. **1**



View northwest on East 94th Street of Project Area buildings. Block 1540/Lot 6, 207 East 94th Street is in foreground. **2**

Photographs of Project Area



View north on East 94th Street of Project Area, Block 1540/Lot 10, 215 East 94th Street. **3**



View north on East 94th Street of Project Area, Block 1540/Lots 111 and 13, 219-221 East 94th Street. **4**

Photographs of Project Area

Figure 6b



View northwest on East 94th Street of Project Area buildings. Block 1540/Lot 14, 231 East 94th Street is in foreground. **5**



View northwest on East 94th Street of Project Area buildings. Block 1540/Lot 18, 239 East 94th Street is in foreground. **6**

Photographs of Project Area



View northeast on East 94th Street of Project Area buildings. **7**
Block 1540/Lots 14 and 18, 231-239 East 94th Street are in foreground.

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: 20,597 sq. ft. (width x length) VOLUME OF DISTURBANCE: 205,970 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 20,597 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

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

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 30

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

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	Three 5-story apartment buildings	Three 5-story apartment buildings	Two 5-story apartment buildings, one 46-story building	(-) One 5-story apartment building, (+) one 46-story building
No. of dwelling units	34 occupied, 20 vacant	34 occupied, 20 vacant	517 (34 remaining, 483 new)	(+) 483 new
No. of low- to moderate-income units	0	0	121-145	(+)121-145
Gross floor area (sq. ft.)	32,958	32,958	433,605	400,647
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Three 5-story office buildings with ground floor retail, One auto-repair shop	Three 5-story office buildings with ground floor retail, One auto-repair shop	Three 5-story office buildings with ground floor retail, local ground-floor retail on Development Site	(-) One auto repair shop (+) Local ground floor retail
Gross floor area (sq. ft.)	46,355	46,355	53,159	(-) 7,700 auto repair, (+) 14,504 local ground floor retail, Total increment of (+) 6,804
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	School gymnasium	School gymnasium	School gymnasium, medical office	(+) Medical office
Gross floor area (sq. ft.)	16,688	16,688	25,688	(+) 9,000
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	390	390	0	(-)390
No. of accessory spaces	0	0	0	
Operating hours	24 hours/day	24 hours/day	N/A	
Attended or non-attended	Attended	Attended	N/A	
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
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:	64	64	967	(+) 903
Briefly explain how the number of residents was calculated:	Median household size for Manhattan Community District 8 is 1.87 as of the 2020 US Census. This number was multiplied by the number of occupied dwelling units.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	7 office building tenants, 1 parking garage, 1 auto repair shop	7 office building tenants, 1 parking garage, 1 auto repair shop	7 office building tenants, 1 medical office, 1 local retail	(-) 1 parking garage, (-) 1 auto-repair shop, (+) 1 medical office, (+) 1 local retail
No. and type of workers by business	150 office workers, 9 parking garage workers, 7 auto shop workers, 166 total	150 office workers, 9 parking garage workers, 7 auto shop workers, 166 total	150 office workers, 20 medical office workers, 44 local retail workers, 214 total	(+) 48 workers
No. and type of non-residents who are not workers	0	0	0	0
Briefly explain how the number of businesses was calculated:	Number of businesses was calculated using an internet search of businesses located at site addresses. Assumes 1 employee per 450 sf of medical office space and 3 employee per 1,000 sf of local retail.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:			Development Site: 2,320 retail shoppers 306 medical office visitors (weekday average)	Development Site: 1,089 retail shoppers 306 medical office visitors (weekday average)
Briefly explain how the number was calculated:	Medical Office and Retail non-worker population (i.e. patients/visitors/shoppers) were estimated based on respective CEQR daily trip generation rates. Daily person trips were converted to daily persons by assuming an average of 3 trips per worker (estimated number of workers are presented above) and 2 trips per non-worker.			
ZONING				
Zoning classification	M1-4, C2-8, TA	M1-4, C2-8, TA	C4-6, C2-8, TA	
Maximum amount of floor area that can be developed	128,460	128,460	486,120	357,430
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, commercial, institutional, parking M1-4, C1-5 Overlay, C2-5 Overlay, C2-8, C4-6, C8-4, R8, R8B, R10, Special Transit Land Use District	Residential, commercial, institutional, parking M1-4, C1-5 Overlay, C2-5 Overlay, C2-8, C4-6, C8-4, R8, R8B, R10, Special Transit Land Use District	Residential, commercial, institutional, parking C1-5 Overlay, C2-5 Overlay, C2-8, C4-6, C8-4, R8, R8B, R10, Special Transit Land Use District	
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 Attachment B.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See Appendix 1.		
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.		

	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 Attachment F.		
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 Attachment G.		
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 Attachment H.	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment H.	☒	☐
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?	☐	☒

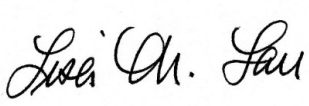
	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that 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): 24,824		
○ 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): 57,079,315		
(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) See Attachment J.	☐	☒
(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. See Attachment J.		
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?	☒	☐
(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?	☒	☐

	YES	NO
(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 Attachment K.		
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. See "Public Health" section of Attachment A.		
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 "Neighborhood Character" section of Attachment A.		
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 Attachment L, "Construction."		

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
Lisa Lau		9/27/23

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).

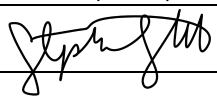
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. 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
Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission
NAME	DATE
Stephanie Shellooe, AICP, Director	October 13, 2023

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, LM East 94th LLC, seeks a Zoning Map Amendment and a Zoning Text Amendment (the Proposed Actions). The Proposed Actions would rezone Manhattan Block 1540, Lots 6, 10, 111, 13, 14 and parts of Lots 5 and 18 (the Proposed Rezoning Area) from an M1-4 to a C4-6 and C2-8 district and establish a Mandatory Inclusionary Housing (MIH) area over Lots 5, 6, 10, 111, 13, 14, and 18 (the Project Area— distinguished from the Proposed Rezoning Area due to the inclusion of Lots 5 and 18 in their entirety) in the Yorkville neighborhood of Manhattan, Community District 8. The Applicant is pursuing a zoning lot merger to combine Applicant-controlled Lots 6, 10, 111, 13, 14 and 18 into one 37,691-square-foot (sf) zoning lot, as well as a joint certification request from the Metropolitan Transit Authority (MTA) and the New York City Planning Commission (CPC) pursuant to Zoning Resolution (ZR) 95-041 to determine whether a transit easement volume is required on the zoning lots located within the Special Transit Land Use District (TA), which is a non-discretionary action. The MTA has indicated that an additional easement is not required.

The Proposed Actions and zoning lot merger would facilitate the development of a 433,886-gross-square-foot (gsf), 46-story (484-foot-tall excluding mechanical bulkhead) mixed-use building (the Proposed Development) with approximately 410,382-gsf residential use (483 dwelling units [DUs], including 121-145 affordable DUs pursuant to MIH) and 23,504-gsf of commercial and community facility space. The building would include one cellar level and would not include any accessory parking. The Proposed Development would be sited on the 20,597-sf area consisting of current Lots 13, 14 and 18 (the Development Site) and will utilize zoning floor area from current Lots 6, 10, and 111 (the Air Rights Parcels). The Proposed Actions would result in a change of the allowable density within the Project Area, however, given the existing character of the surrounding area, the change in land use and zoning would not constitute a significant adverse impact.

The Project Area 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 # 22-082).

Socioeconomic Conditions

A detailed analysis related to socioeconomic conditions is included in this EAS. The Proposed Actions would not result in direct or indirect business displacement and would not result in direct residential displacement. However, the Proposed Actions would result in the construction of up to 483 DUs, which is above the *2021 CEQR Technical Manual* threshold of 200-units that warrants an indirect residential displacement assessment. A preliminary indirect residential displacement assessment determined that the expected average annual income of the new population introduced by the Proposed Development is lower than the average annual household income of the socioeconomic study area population. Therefore, based on *CEQR Technical Manual* guidelines, the Proposed Actions would not result in significant adverse impacts to socioeconomics conditions.

Open Space

A detailed analysis related to open space is included in this EAS. A ½ mile diameter area around the Project Area was used to determine the adequacy of open space resources for the population introduced by the Proposed Actions. In existing conditions, the Project Area has a total open space ratio of 0.472 acres per 1,000 residents, which is lower than the City's optimal open space ratio (OSR) of 2.5 acres per 1,000 residents. Under with-action conditions, the OSR is projected to be 0.469 acres per 1,000 residents. While the OSR under the Proposed Actions is lower than the existing OSR of the Project Area, it decreases by 0.96 percent, below the 1 percent *CEQR Technical Manual* difference threshold that would constitute a significant adverse impact. Therefore, the Proposed Actions would not result in significant adverse impacts to open space.

Urban Design and Visual Resources

A detailed analysis related to urban design and visual resources is included in this EAS. The assessment analyzes a 400-foot radius (the study area) around the Project Area roughly bounded by East 96th Street to the north, East 93rd Street to the south, Second Avenue to the east, and Third Avenue to the west. The assessment determined that the Development Site is not on the waterfront and is not in a location that experiences high wind conditions, and therefore, a pedestrian wind conditions analysis is not warranted. The assessment also determined that the Proposed Development would activate the streetscape along East 94th Street by replacing a vacant building and parking facility with new residential, commercial and community facility uses and by attracting new pedestrian activity. While the Proposed Actions would introduce different uses to the Development Site, they would be compatible with existing uses within the Project Area and *CEQR* study area. The Proposed Actions

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SEQRA Classification: Type I

would not change urban design features so that the context of a natural or built visual resource is altered and would not block any unique views to a visual resource, and therefore, would not have any significant adverse impacts on urban design and visual resources.

Transportation
A detailed analysis related to transportation is included in this EAS. The transportation assessment determined that detailed traffic and ferry service analyses are not warranted, and a Level 2 Screening Assessment determined that the Proposed Actions are not expected to result in any significant adverse transit impacts. A parking assessment was included and determined that although the Proposed Actions may result in a parking shortfall, as defined by the *CEQR Technical Manual*, significant adverse parking impacts would be avoided due to the magnitude of alternative modes of transportation in the study area. A Level 2 Screening Assessment of pedestrian volumes determined that levels of service (LOS) on sidewalks and corner reservoirs within the study area were more than "acceptable" according to *CEQR Technical Manual* standards for Central Business Districts. Therefore, the Proposed Actions would not have any significant adverse transportation-related impacts, as related to traffic, transit, ferry, pedestrians and parking.

Construction
A detailed analysis related to construction is included in the EAS. Construction of the Applicant-owned Projected Development Site would adhere to the applicable laws, regulations, and building codes that govern construction in New York City. As detailed in the construction assessment in the EAS, the proposed actions would not result in significant adverse construction impacts in the key technical areas of historic and cultural resources, transportation, air quality, and noise. The applicant will enter a Restrictive Declaration requiring the implementation of project components related to the environment that would preclude any potential impacts to historic and cultural resources, transportation, air quality, or noise related to construction activities, including emission control measures, use of specified lower noise equipment and a construction noise barrier. The Restrictive Declaration will also require that the Applicant include Lot 10 (in the Air Rights Parcel) -- which is eligible for listing on the New York State and National Registers of Historic Places – in a Construction Protection Plan that will be prepared in coordination with LPC. With these measures in place, the proposed actions would not result in construction-period significant adverse impacts and no further analysis is warranted.

Hazardous Materials and Air Quality
An (E) designation (E-739) related to hazardous materials and air quality 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 and air quality analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials or air quality.

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 Max Marinoff at +1 212-720-3621.

TITLE Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3328
NAME Stephanie Shellooe, AICP	DATE 10/13/2023
SIGNATURE	

TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE 10/16/2023
SIGNATURE	

Project Name: East 94th Street Rezoning
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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	Manhattan	Block 1540, Lots 13, 14 and 18

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials and air quality an (E) designation (**E-739**) 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	

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.

Project Name: East 94th Street Rezoning
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SEQRA Classification: Type I

Air Quality

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

> ***Projected Development Site 1:*** *Any new residential or commercial development on the above-referenced property must ensure that the heating, ventilation, and air conditioning (HVAC) systems and/or the hot water equipment stack(s) is located at the building's highest level and at least 466 feet above grade to avoid any potential significant adverse air quality impacts.*

A. INTRODUCTION

LM East 94th LLC (the Applicant) seeks a zoning map amendment and a zoning text amendment (the Proposed Actions) to facilitate a mixed-use development (the Proposed Development) located in the midblock on the north side of East 94th Street between Second and Third Avenues in the Yorkville neighborhood of Manhattan Community District 8. The Proposed Actions include a zoning map amendment to rezone an M1-4 district on Block 1540, Lots p/o 5, 6, 10, 111 13, 14, and p/o 18 (the Proposed Rezoning Area) (see Figure 2 of the Environmental Assessment Statement [EAS]) to a C4-6 district and a C2-8 district and a zoning text amendment to Appendix F of the Zoning Resolution of the City of New York pursuant to Section 201 of the New York City Charter to establish a Mandatory Inclusionary Housing (MIH) area over the Proposed Rezoning Area, plus the entirety of Lot 18 (see Figures 1, 2, and 4 of the EAS). The Project Area as referenced in this EAS includes Lots 5, 6, 10, 111, 13, 14, and 18 in their entirety. The Applicant is pursuing a zoning lot merger to combine the lots in the Proposed Rezoning Area, excluding Lot 5, (which is not Applicant-controlled) into one 37,691-square-foot (sf) zoning lot. The Applicant is also pursuing a joint certification from the Metropolitan Transit Authority (MTA) and the New York City Planning Commission (CPC) pursuant to ZR Section 95-041 regarding the need for a transit easement volume on the zoning lots located within the Special Transit Land Use District (TA), which is a non-discretionary action. The Proposed Actions and the zoning lot merger would facilitate the development of a 433,886-gross-square-foot (gsf), 46-story (484-foot-tall excluding mechanical bulkhead) mixed-use building (the Proposed Development) with approximately 410,382 gsf of residential use (483 dwelling units [DUs], including 121–145 affordable DUs at MIH Option 1) and 23,504 gsf of commercial and community facility space. The building would include one cellar level and would not include any accessory parking. The Proposed Development would be sited on the 20,597-sf area consisting of current Lots 13, 14, and 18 (the Development Site) and will utilize zoning floor area (zfa) from current Lots 6, 10, and 111 (the Air Rights Parcels). The Development Site lots (Lots 13, 14, and 18) are Applicant-owned; the remainder of the Proposed Rezoning Area lots excepting Lot 5 (Lots 6, 10, and 111) are Applicant-controlled (through contracts for transfer of unused air rights from such sites to the Development Site).

As described in greater detail below, for the purposes of a conservative analysis, this EAS analyzes both the Proposed Development and a Reasonable Worst Case Development Scenario (RWCDS) which differs from the Proposed Development in that it maximizes base height. The RWCDS comprises a 433,809-gsf, 44-story building consisting of a 127,964-gsf, 7-story residential, commercial, and community facility base and a 305,845-gsf, 37-story residential tower. The RWCDS would result in an increment of 482 DUs, 7,804 gsf of commercial space, and 9,000 gsf of community facility space over existing conditions. The EAS analyzes the Proposed Development or the RWCDS depending on which scenario is more conservative for each technical analysis category.

specifically the manufacturing structures of the former Ruppert Brewery. The URP established the area as a Large-Scale Residential Development (LSRD) which facilitated the redevelopment of the area with several residential buildings with public open space. Under the LSRD, the URA was rezoned as C2-8 and C4-6, excepting a midblock portion between East 93rd and East 94th Streets, which remained zoned as M1-4. In 1982, this remaining parcel was rezoned from M1-4 to R8 through an amendment to the Ruppert Brewery URP (ULURP no. 810021 ZMM). The rezoning facilitated the development of a 32-story mixed-use residential building.

A portion of Lot 18 is in the Special Transit Land Use District (TA) along Second Avenue. The TA, established in 1973, requires builders of developments adjoining the 13 subway stations proposed at the time along Second Avenue, including a station at East 96th Street, to reserve space in their projects—by providing an easement—for public access to the subway or other subway-related uses. The subway station at East 96th Street has been in operation since January 2017.

C. PROPOSED ACTIONS

The following discretionary approvals are required to facilitate the Proposed Development:

- Zoning map amendment to rezone the existing M1-4 district to a C4-6 district and a C2-8 district (the Proposed Rezoning Area).
- Zoning text amendment to establish an MIH area over the Proposed Rezoning Area.

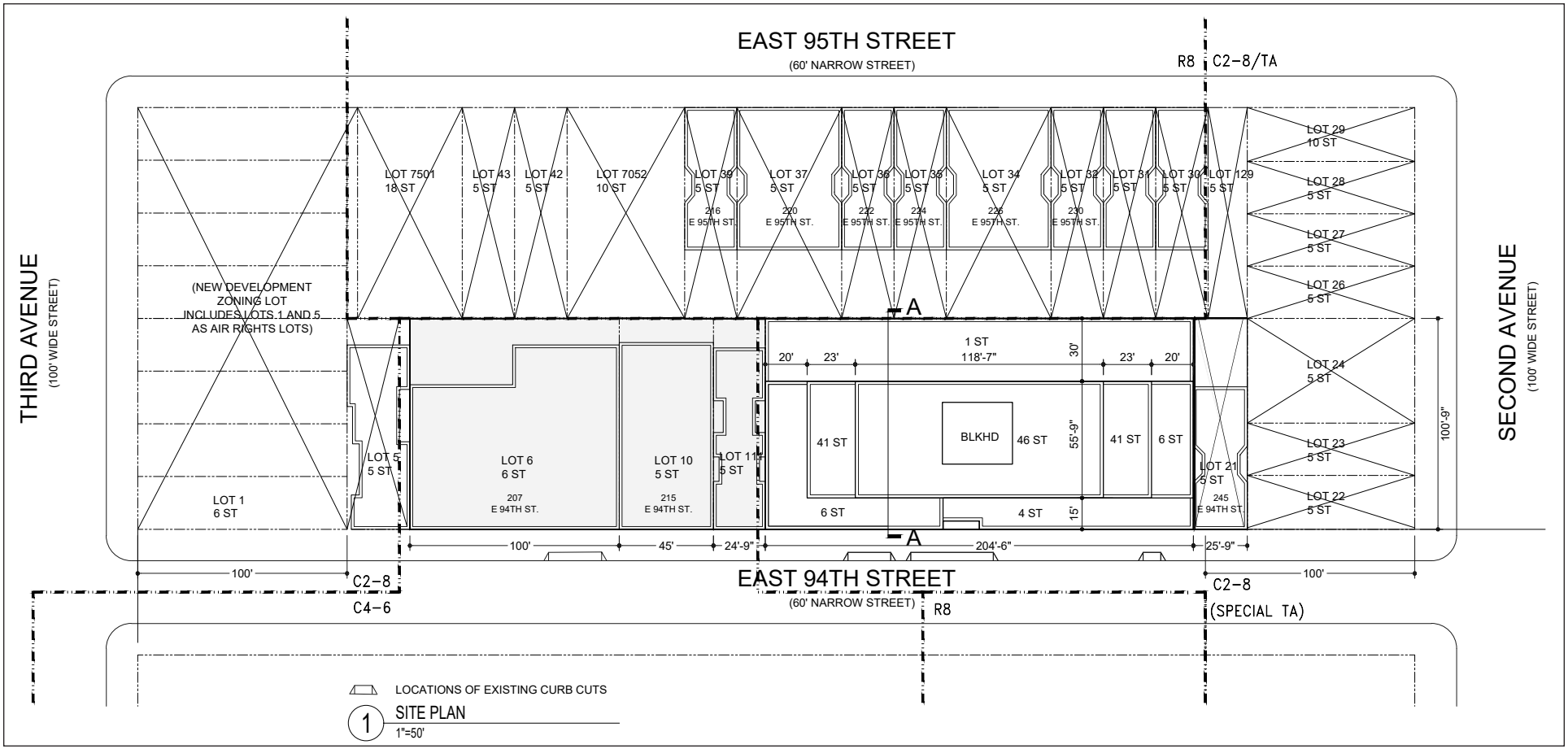
The proposed C4-6 zoning district would encompass Lots 6, 10, 111, and a portion of Lot 5, on the midblock portion of the north side of East 94th Street between Second and Third Avenues. The proposed C2-8 zoning district would encompass Lots 13, 14, and 18.

The proposed zoning text amendment, pursuant to Zoning Resolution Appendix F, would establish an MIH area over the Proposed Rezoning Area. Within MIH areas, developments, enlargements, and conversions above 10 units or 12,500 sf are required to set aside a percentage of floor area for permanently affordable housing. The Applicant proposes to apply Option 1 of the MIH program to the Proposed Rezoning Area, which would require that 25 percent of floor area be set aside for units that would be affordable at an average of 60 percent AMI with a minimum of 10 percent at 40 percent AMI.

As described above, the Applicant is pursuing a zoning lot merger to merge the six lots in the Project Area (with the exception of Lot 5) into one zoning lot (the Proposed Zoning Lot). The proposed zoning lot merger would allow for the free movement of floor area within the Project Area to facilitate the Proposed Development. The available floor area from the Air Rights Parcels would be used for the Proposed Development on the Development Site. The Applicant is also pursuing a non-discretionary joint certification from MTA and CPC pursuant to ZR Section 95-041 as to whether a transit easement volume is required on the portion of the Project Area located within the TA.

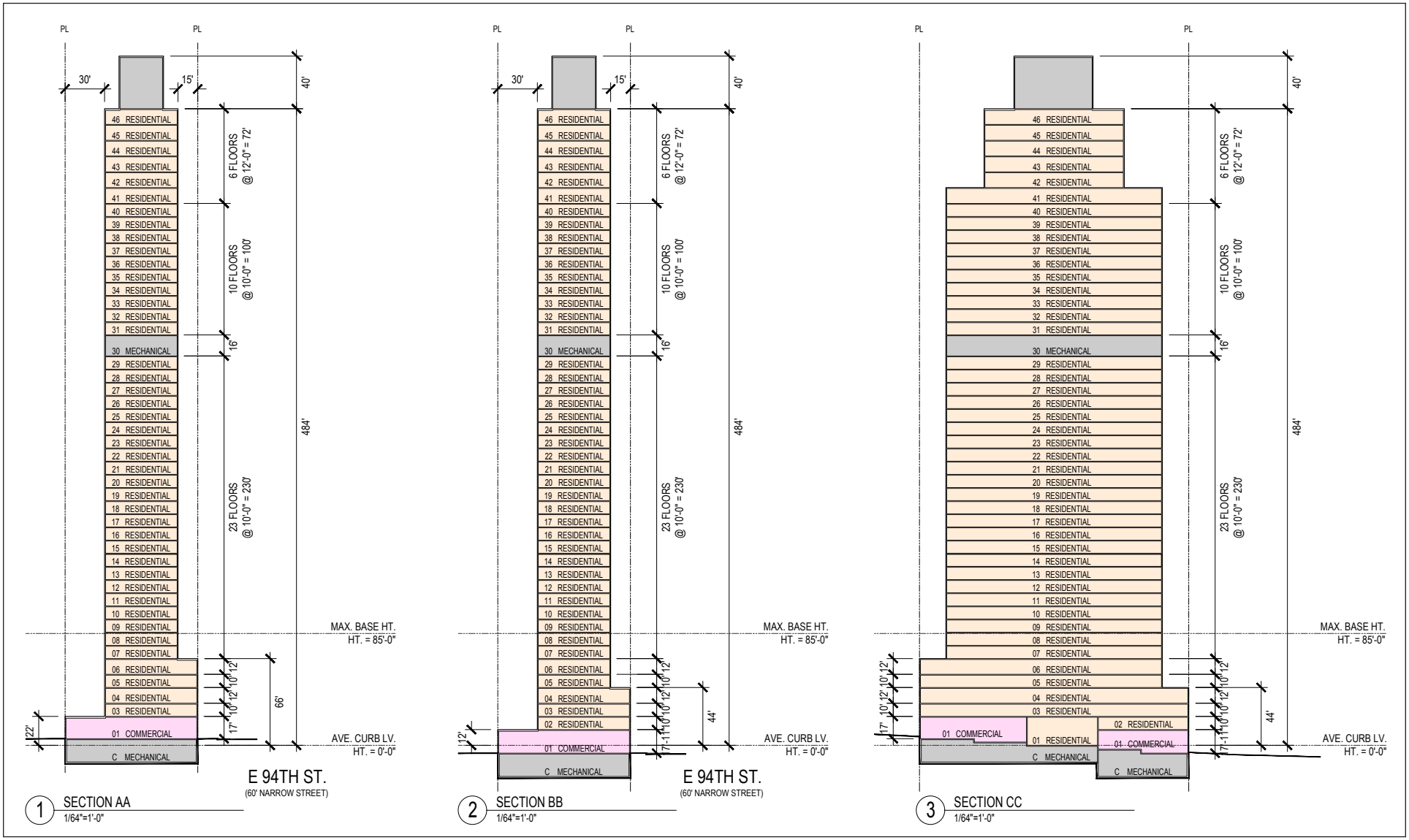
D. PURPOSE AND NEED

The Yorkville neighborhood is primarily a residential and mixed-use residential and commercial area, and the Applicant believes the Proposed Actions would strengthen the existing character of the neighborhood by facilitating a new mixed-use residential and commercial/community facility development. The Proposed Development would also create 121–145 new affordable units through the MIH program, which aligns with New York City's goal to create and preserve 300,000 affordable apartments by 2026 as outlined in the City's updated housing plan, *Housing New York*



Source: Hill West Architects

Proposed Development Site Plan



Source: Hill West Architects

Proposed Development Sections

Figure A-2

The Proposed Actions are subject to City Environmental Quality Review (CEQR), which provides a means for City agencies to review proposed discretionary actions for the purpose of identifying the effects those actions may have on the environment. This attachment provides a description of the Proposed Development, the Proposed Actions, the purpose and need for the Proposed Development, and the analysis framework that will be used to determine the potential for the Proposed Actions to result in significant adverse impacts according to the guidelines in the 2021 *CEQR Technical Manual*.

B. DESCRIPTION OF THE PROPOSED DEVELOPMENT

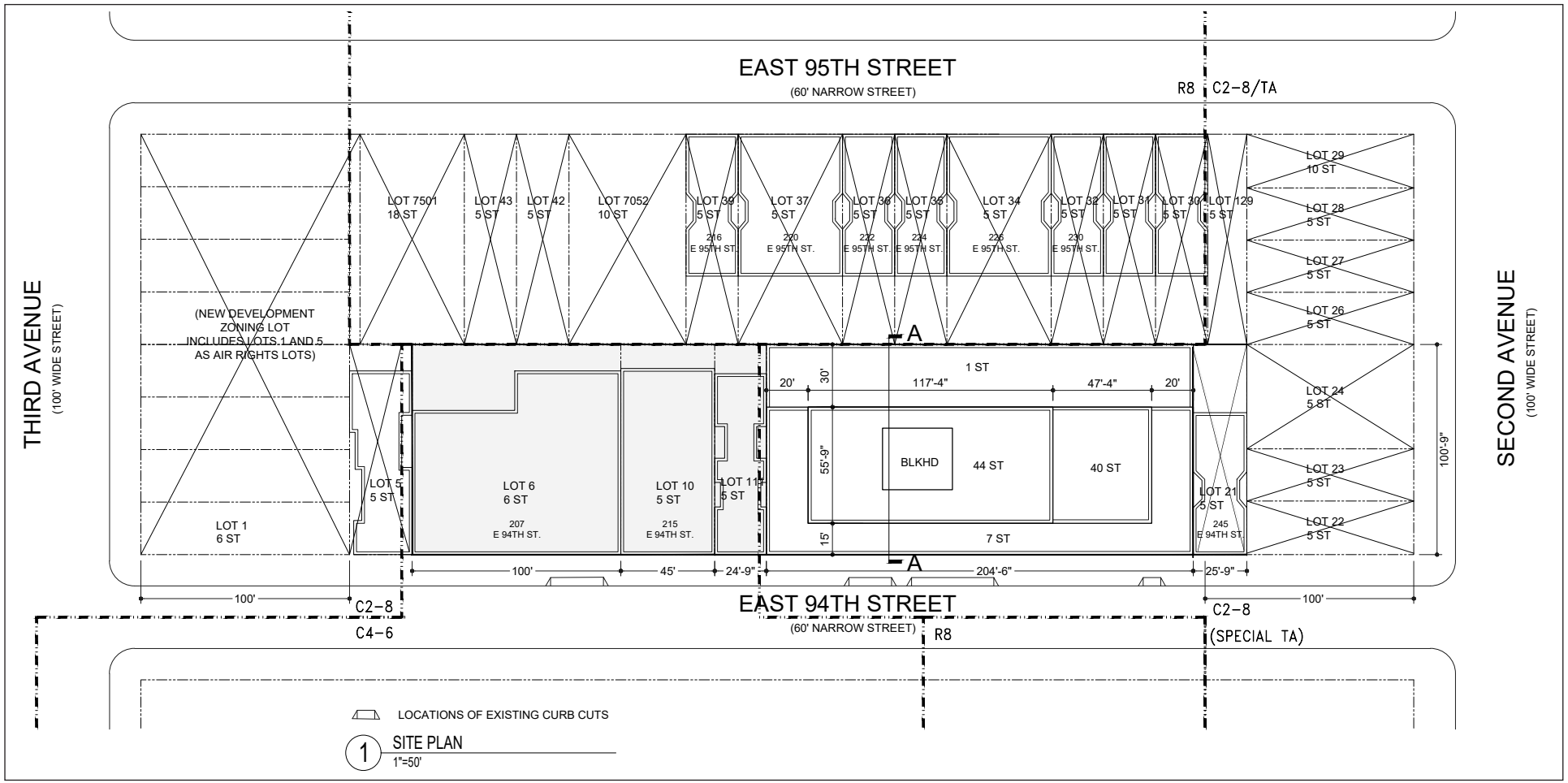
The Proposed Development would be a 46-story building with a 4- and 6-story base; the western portion of the base would rise to a height of 66 feet, and the eastern portion of the base would rise to a height of 44 feet (see **Figures A-1 and A-2**). The proposed building would be approximately 433,886 gsf in size and be 484 feet tall, not including mechanical bulkhead. The residential component of the building would consist of approximately 410,382 gsf of residential space and approximately 483 DUs, approximately 121–145 of which would be affordable pursuant to the MIH program. The Applicant proposes to apply Option 1 of the MIH program, which would require that 25 percent of units be affordable at an average of 60 percent Area Median Income (AMI) with a minimum of 10 percent at 40 percent AMI. The Proposed Development would have approximately 23,504 gsf of non-residential space, of which 16,004 gsf would be on the ground floor and 7,500 gsf would be in the cellar. The non-residential space would be a mix of community facility and local retail space, to be determined. The existing buildings on the Development Site (a vacant 5-story residential building, parking garages, and an auto-repair shop) would be demolished for the Proposed Development.

. In the With Action condition, the Proposed Zoning Lot would allow for 452,292 zsf of development potential on Lots 6, 10, 13, 14, 18 and 111. Of this 452,292 zsf, the Proposed Development would utilize 247,164 sf of available zfa on the Development Site plus 138,667 zfa from the Air Rights Parcels to facilitate the construction of a mixed-use 385,831 zfa building on Lots 13, 14 and 18.

No new development would occur on the Air Rights Parcels or Lot 5, and the existing buildings on those lots, including 34 dwelling units, would remain. In the With Action condition, there would be approximately 512,452 gsf of new and remaining development on the Project Area, including approximately 433,605 gsf of residential space (517 dwelling units: 483 new and 34 existing).

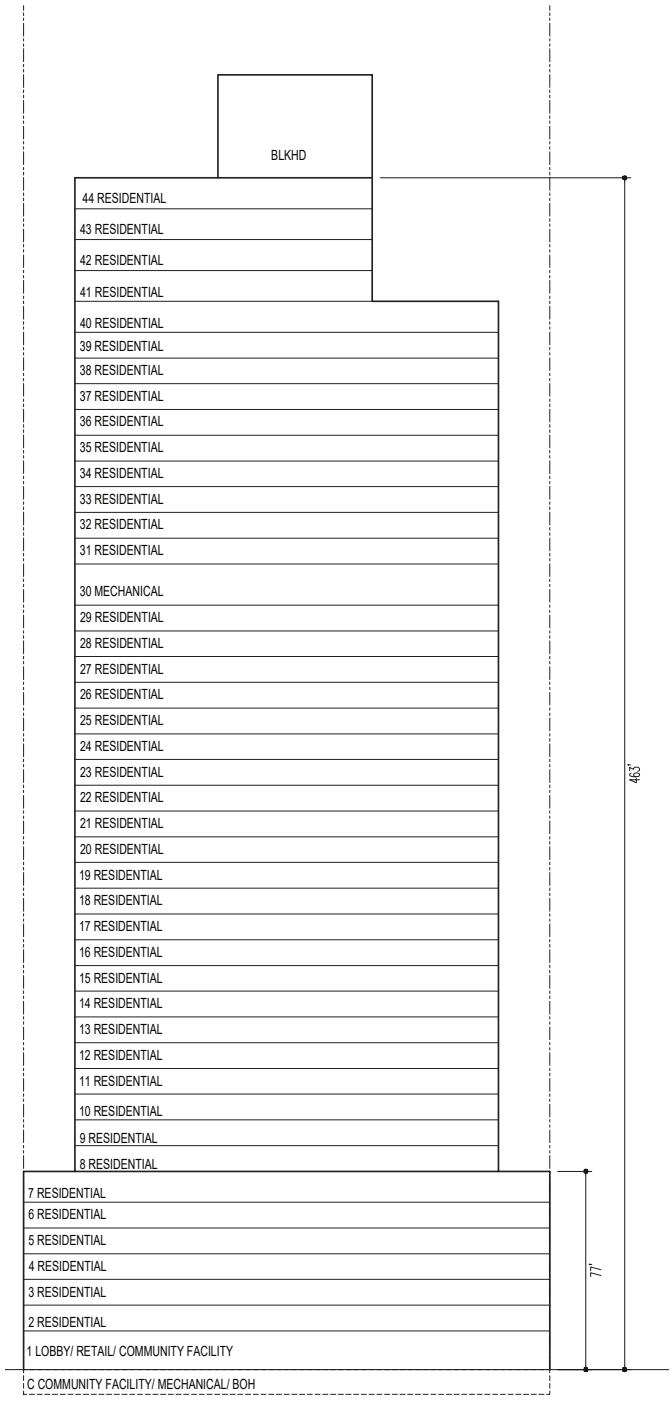
PROJECT AREA HISTORY

The Project Area's M1-4 zoning has remained unchanged since the 1961 Zoning Resolution. The M1-4 district is a vestige of a larger manufacturing district, which—with the exception of the Project Area—has all been rezoned as commercial or residential. The Project Area's M1-4 district is one of the only remaining manufacturing districts in the Upper East Side. The blocks between Second and Third Avenues from the north side of East 90th Street to the south side of East 93rd Street, directly south of the Project Area, were originally zoned as M3-2, and the existing M1-4 district on the Project Area originally extended south to the north side of East 93rd Street. In 1968, the blocks between Second and Third Avenues from the north side of East 90th Street to the south side of East 94th Street were established as the Ruppert Brewery Urban Renewal Area (URA) subject to an urban renewal plan (URP) which expired in 2008. The URP's objectives were to eliminate uses that were incompatible with the residential character of the neighborhood,

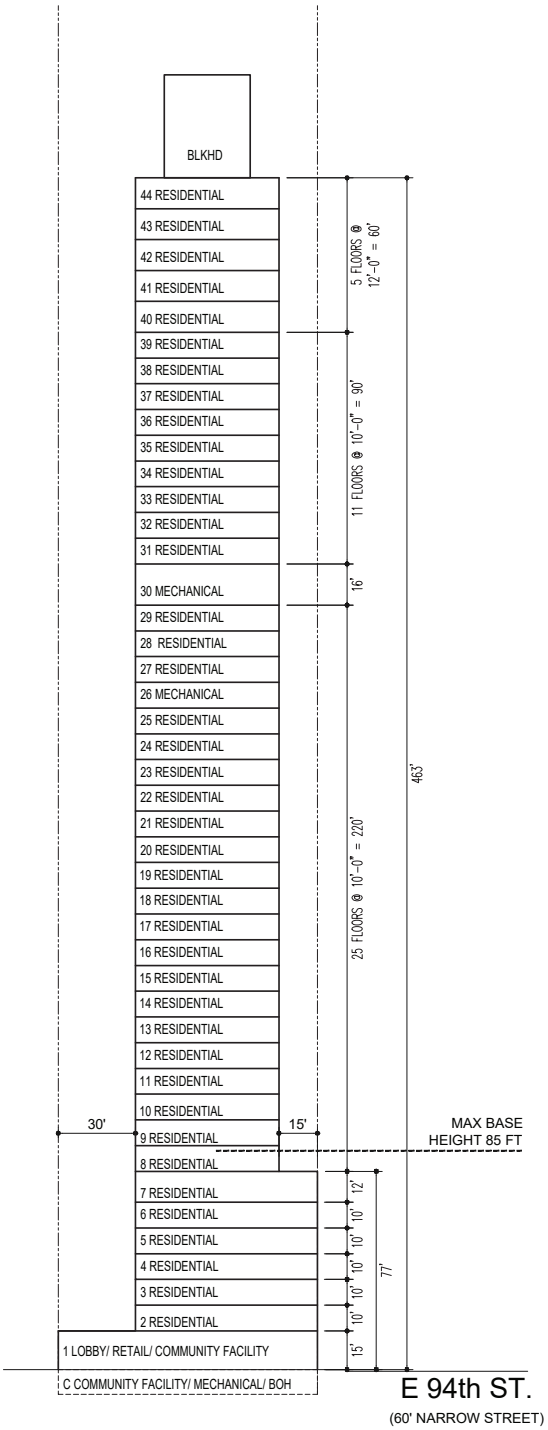


Source: Hill West Architects

Reasonable Worst Case Development Scenario Site Plan



Sectional View Facing Northeast



Sectional View Facing Southeast

Source: Hill West Architects

Reasonable Worst Case Development Scenario Sections

2.0 (2017). The Proposed Development also aligns with Mayor Adam's housing plan, *Housing Our Neighbors*: *A Blueprint for Housing and Homelessness*. *Housing Our Neighbors* identifies the goals of accelerating and increasing capacity for new housing supply and increasing access to transit and amenities for low-income New Yorkers. The Proposed Development would create new housing and new affordable housing in a neighborhood with amenities and access to transit that has seen very little affordable housing development and very little growth in housing overall.[1] The Proposed Development would be the first MIH project in Manhattan Community District 8.

The Proposed Development could not occur without the Proposed Actions. A rezoning from M1-4 to C4-6 and C2-8 is needed to facilitate the Proposed Development because the existing M1-4 zoning district does not allow residential uses. The proposed C2-8 and C4-6 districts would allow residential development with a maximum floor area ratio (FAR) of 12. Facilitated by the zoning lot merger, the available floor area in the Project Area (with the exception of Lot 5) would be utilized for the Proposed Development on the Development Site to achieve an FAR of 12 for the entire Project Area. The proposed zoning text amendment to establish an MIH area over the Proposed Rezoning Area (including Lot 18 in its entirety) would facilitate the creation of 121–145 new affordable units on the Development Site through the MIH program.

E. FRAMEWORK FOR ANALYSIS

EXISTING CONDITIONS

PROJECT AREA

The Project Area consists of seven lots (Lots 5, 6, 10, 13, 14, 18, and 111) comprising 40,510 sf on Block 1540 in the Yorkville neighborhood of Manhattan. The Project Area is primarily zoned as an M1-4 district, but also includes a small portion of the adjacent C2-8 district mapped along Second Avenue, within the TA and corresponding to the East 96th Street station of the Q subway line. The Project Area includes the Development Site, the Air Rights Parcels, and Lot 5.

Development Site

The lots in the Development Site (Lots 13, 14, and 18) have a total area of 20,596 sf. A small portion (1,942 sf) of Lot 18 is in a C2-8 zoning district and the TA; the remaining portion of Lot 18 and Lots 13 and 14 (18,654 sf) are in an M1-4 district. Lot 18 contains an approximately 28,454 gsf, 3-story (42-foot-tall) building, with a 20,754 gsf parking garage on the upper floors and an approximately 7,700 gsf auto-repair shop in the cellar. The auto-repair shop is accessed by a 13-foot curb cut and a ramp directly from the street and includes a vented and permitted paint spray booth. Lot 14 contains a 39,272 gsf, 4-story (45-foot-tall) parking garage. A 44-foot curb cut serves the main garage entrance/exit, as well as a smaller driveway; a 25-foot curb cut serves two other driveways on this lot. The parking garages on Lots 14 and 18 operate as one facility with a total capacity of 390 spaces. The facility is attended and open 24 hours. Lot 13 houses a vacant 9,735 gsf, 5-story (55-foot-tall) walk-up apartment building with 20 DUs.

[1] NYC Planning, Info brief: Net Change in Housing Units 2010 -2020 (nyc.gov), February 2021, https://www.nyc.gov/assets/planning/download/pdf/planning-level/housing-economy/info-brief-net-change-housing-units-2010-2020.pdf

Air Rights Parcels

The Air Rights Parcels (Lots 6, 10, and 111) have a total lot area of 17,094 sf. Lots 6, 10, and 111 are in an M1-4 district. Lot 6 contains three 5-story (62-foot-tall) buildings containing 38,655 gsf of commercial office space with ground floor retail; Lot 10 contains a 16,688-gsf, 4-story (70-foot-tall) gymnasium with accessory offices for a private elementary school; and Lot 111 contains an 11,118-gsf, 5-story (55-foot-tall) walk-up apartment building with 15 DUs. Tenants of the buildings on Lot 6 include an orthodontist, a veterinary pharmacy, a mental health clinic, and offices.

Lot 5

The eastern five feet of Lot 5 are within the Proposed Rezoning Area. The eastern five feet of the lot are within an M1-4 district; the remainder of the lot is in a C2-8 zoning district. Lot 5 has a total lot area of 2,819 sf and contains a 12,105 gsf, 5-story (56-foot-tall) walk-up apartment building with 19 DUs. This lot would not be merged with the other lots within the Project Area and would not contribute floor area to the Proposed Development.

FUTURE WITHOUT THE PROPOSED ACTIONS

The future without the Proposed Actions (the No Action condition) describes a future baseline condition to which changes that are expected to result from the Proposed Actions are compared. Absent the Proposed Actions, it is anticipated that the buildings in the Project Area would remain in their current state and that no changes to land use would occur.

FUTURE WITH THE PROPOSED ACTIONS

In the With Action condition, the existing M1-4 district would be rezoned to a C4-6 district and a C2-8 district. The lots in the Project Area, with the exception of Lot 5, would be merged into one zoning lot (the Proposed Zoning Lot).

As described above, for the purposes of a conservative analysis, an RWCDS will be considered in this EAS in addition to the Proposed Development. The RWCDS differs from the Proposed Development in that it maximizes base height. Based on reasonable floor-to-ceiling heights, a base height of 77 feet (7 stories) in the RWCDS is effectively the maximum base height that would comply with the base height regulations (maximum of 85 feet) allowed under the proposed zoning. With a base height of 44 to 66 feet (4 stories on its eastern portion, 6 stories on its western portion), the Proposed Development would not achieve the maximum base height. Both the Proposed Development and the RWCDS assume the average size of residential units would be 850 gsf, based on standard CEQR assumptions for residential development in Manhattan, resulting in a total of 482 new units on the Development Site in the RWCDS and 483 new units with the Proposed Development. The RWCDS would have approximately 1,000 gsf more commercial use than the Proposed Development (15,504 gsf rather than 14,504 gsf), and slightly less residential/mechanical use (409,305 gsf rather than 410,382 gsf); the amount of community facility space would be the same in either scenario (9,000 gsf). As a result of the assumptions made in the With Action condition and the building envelope restrictions, the gsf for the Proposed Development and RWCDS differ slightly, but both would maximize the available zoning floor area (385,831 sf) (see **Figures A-1 and A-2** for the Proposed Development and **Figures A-3 and A-4** for the RWCDS). The EAS analyzes the Proposed Development or the RWCDS depending on which scenario is more conservative for each technical analysis category.

The new building on the Development Site in the RWCDS would be approximately 433,809 gsf in size, with approximately 409,305 gsf of residential space and 482 DUs, 25 to 30 percent of which (approximately 121-145 units) would be affordable pursuant to the MIH program. The RWCDS building would be 44 stories (463 feet) tall with a 77-foot, 7-story commercial/community facility and residential base and a 37-story residential tower. (In comparison, the Proposed Development would be a 46-story [484-foot-tall] building with a 4- and 6-story, 44-66 foot commercial/community facility and residential base and a 40-story residential tower above.) The ground floor and cellar of the building would be occupied by 15,504 gsf of local retail (14,504 gsf on the ground floor and 1,000 gsf in the cellar) and 9,000 gsf of community facility space (1,500 gsf on the ground floor and 7,500 gsf in the cellar). The community facility space is assumed to be medical office, as this use provides a conservative estimate of trip generation. There would be no parking or new curb cuts at the Development Site. The increment for the RWCDS is 482 DUs, 9,018 gsf of commercial space, and 9,000 gsf of community facility space.

In total, in the RWCDS there would be 512,375 gsf of new and remaining development in the Project Area, including approximately 432,528 gsf of residential space (516 dwelling units: 482 new, 34 remaining), 54,159 gsf of commercial space, and 25,688 gsf of community facility space.

The development in the RWCDS would utilize 247,164 sf of available zfa on the Development Site and 138,792 sf from the Air Rights Parcels to achieve a total zfa of 385,956 sf on the Development Site. As with the Proposed Development, in the RWCDS the existing buildings on the Development Site would be demolished and the existing buildings on the Air Rights Parcels and Lot 5 would remain.

F. ENVIRONMENTAL ASSESSMENT

This document has been prepared in accordance with the guidelines presented in the *CEQR Technical Manual*. The development projected to result from the Proposed Actions is expected to be completed and operational by 2026, which is the build year or analysis year. For each technical area, the analysis includes a description of existing conditions and an assessment of conditions in the future with and without the Proposed Actions (the With Action and No Action conditions, respectively). As described above, the EAS analyzes the Proposed Development or the RWCDS depending on which scenario is more conservative for each technical analysis category.

The Transportation (Attachment I), and Air Quality (Attachment J) attachments analyze a different scenario that includes air rights from a parcel which has since been removed from the Project Area. The total gsf and residential DUs analyzed in those analyses is no longer achievable due to the exclusion of those air rights from the Proposed Development; however, since the total gsf and residential units considered in those analyses are larger, and thus more conservative, than the Proposed Development, these analyses still accurately assess the potential for environmental impacts. The Land Use, Zoning and Public Policy, Socioeconomic Conditions, Open Space, Hazardous Materials, Shadows, Historic and Cultural Resources, and Urban Design and Visual Resources, Noise, and Construction attachments analyze the Proposed Development.

LAND USE, ZONING, AND PUBLIC POLICY

See Attachment B, “Land Use, Zoning, and Public Policy.”

SOCIOECONOMIC CONDITIONS

See Attachment C, "Socioeconomic Conditions."

COMMUNITY FACILITIES

According to the *CEQR Technical Manual*, a project that would result in 50 or more elementary or middle school students or 150 or more high school students warrants a detailed analysis. Table 6-1 of the 2021 *CEQR Technical Manual* directs applicants to use their project's Community School District (CSD) Projected Public School Ratio to determine the threshold for detailed analysis in that CSD. For Manhattan Community School District 2, in which the Development Site is located, the projected public school ratios are 0.04 for elementary school students, 0.01 for middle school students, and 0.02 for high school students. Using these multipliers, the Proposed Actions would be projected to result in 19 elementary school students, 5 middle school students, and 10 high school students, which is below the *CEQR Technical Manual* threshold for detailed analysis.

OPEN SPACE

See Attachment D, "Open Space."

SHADOWS

See Attachment E, "Shadows."

HISTORIC AND CULTURAL RESOURCES

See Attachment F, "Historic and Cultural Resources."

URBAN DESIGN AND VISUAL RESOURCES

See Attachment G, "Urban Design and Visual Resources."

HAZARDOUS MATERIALS

See Attachment H, "Hazardous Materials."

TRANSPORTATION

See Attachment I, "Transportation."

AIR QUALITY

See Attachment J, "Air Quality."

GREENHOUSE GAS EMISSIONS

According to the *CEQR Technical Manual*, a GHG emissions assessment is typically conducted only for larger projects undergoing an Environmental Impact Statement (EIS), as well as in certain cases when the project would undergo an EIS and would result in development of 350,000 sf or greater, when the project is a City capital project, or when the project includes larger-scale power generation or has the potential to fundamentally change the City's solid waste management

system. As the development projected to result from the Proposed Actions does not meet the criteria that would warrant assessment, a GHG emissions assessment has not been performed.

NOISE

See Attachment K, "Noise."

PUBLIC HEALTH

Under CEQR, a public health assessment considers if a project will have adverse impacts on public health and if so, identifies ways to mitigate these effects. The guidelines of the *CEQR Technical Manual* indicate that a public health assessment is warranted if a project would result in significant unmitigated adverse impacts in the areas of air quality, water quality, hazardous materials, or noise. As the development projected to result from the Proposed Actions would not result in significant adverse impacts in any of the areas that affect public health, a public health assessment is not warranted.

NEIGHBORHOOD CHARACTER

Under CEQR, 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. In order to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements 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. According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas presented above or when a project may have moderate effects on several of the elements that define a neighborhood's character. As indicated throughout this EAS, the development projected to result from the Proposed Actions would not result in significant adverse impacts in any of the elements that define neighborhood character; therefore, the development projected to result from the Proposed Actions would not result in significant adverse impacts on neighborhood character.

CONSTRUCTION

See Attachment L, "Construction." ✷

Attachment B: Land Use, Zoning, and Public Policy

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on land use, zoning, and public policy. According to the 2021 *City Environmental Quality Review (CEQR) Technical Manual,* a land use analysis evaluates the uses and development trends in the area that may be affected by a project and determines whether that project is compatible with those conditions or may affect them. The analysis also considers a project's compliance with, and effect on, the area's zoning and other applicable public policies.

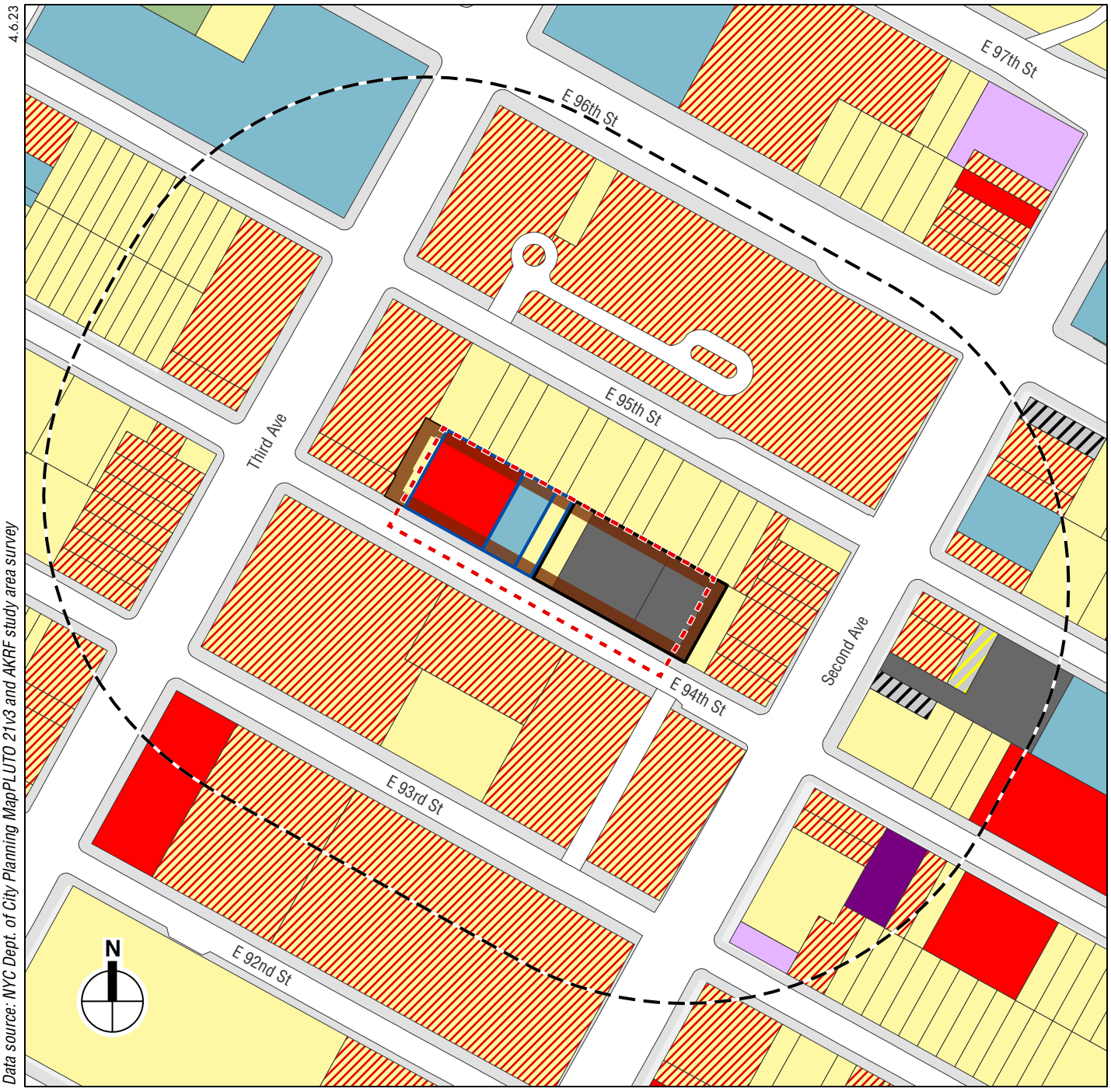
As described in Attachment A, "Project Description and Screening Analyses," the Applicant seeks a zoning map amendment and a zoning text amendment (the Proposed Actions) to facilitate a mixed-use development (the Proposed Development). The Applicant is pursuing a zoning lot merger to combine the lots in the Project Area, excluding Lot 5 (which is not Applicant-controlled) into one zoning lot (the Proposed Zoning Lot). In addition, the Applicant is pursuing a joint certification from the Metropolitan Transit Authority (MTA) and the New York City Planning Commission (CPC) pursuant to ZR Section 95-041 regarding the need for a transit easement on the portion of the Project Area located within the Special Transit Land Use District (TA). The Proposed Development would be a new, mixed-use residential and community facility building, to be constructed on the Development Site (Block 1540, Lots 13, 14, and 18). As described in Attachment A, "Project Description and Screening Analyses," a Reasonable Worst Case Development Scenario (RWCDS) was also developed which would maximize the base height but concomitantly result in a shorter tower (44 stories rather than 46). This assessment analyzes the Proposed Development.

The assessment concludes that the Proposed Actions would be compatible with existing land uses and planned developments in the surrounding community and would not result in any significant adverse impacts to land use, zoning, or public policy.

B. METHODOLOGY

According to the *CEQR Technical Manual*, a land use assessment, which includes a description of existing and future land uses and public policy, should be provided for all projects that could affect land use, zoning, or public policy. Accordingly, an analysis has been prepared that describes existing and future land use, zoning, and public policy conditions for the 2026 build year. The following analysis examines the overall effect the Proposed Actions would have on these conditions and identifies whether the resulting changes could be significant or adverse.

The study area for this analysis considers land uses within a 400-foot radius of the Development Site, the area in which, according to the *CEQR Technical Manual*, the Proposed Actions could reasonably be expected to have potential effects. As shown on **Figure B-1**, the study area is roughly bounded by East 96th Street to the north, East 93rd Street to the south, Second Avenue to the east, and Third Avenue to the west.



Existing Land Use

EAST 94TH STREET REZONING

Figure B-1

This analysis uses publicly available data provided by the New York City Department of City Planning (DCP) and the New York Department of Buildings (DOB). AKRF verified these data sources by performing field visits in October 2021.

C. EXISTING CONDITIONS

LAND USE

PROJECT AREA

The Project Area is located in the Yorkville neighborhood of Manhattan, Community District 8, and consists of seven lots (Lots 5, 6, 10, 13, 14, 18, and 111) comprising 40,051 sf on Block 1540.

Development Site

The lots in the Development Site (Lots 13, 14, and 18) have a total area of 20,597 sf. Lot 13 houses a vacant 9,735 gsf, 5-story (55-foot-tall) walk-up apartment building with 20 DUs. Lot 18 contains an approximately 28,454 gsf, 3-story (42-foot-tall) building, with a 20,754 gsf parking garage on the upper floors and an approximately 7,700 gsf auto-repair shop in the cellar. The auto-repair shop is accessed by a 13-foot curb cut and a ramp directly from the street and includes a vented and permitted paint spray booth. Lot 14 contains a 39,272 gsf, 4-story (45-foot-tall) parking garage. A 44-foot curb cut serves the main garage entrance/exit, as well as a smaller driveway; a 25-foot curb cut serves two other driveways on this lot. The parking garages on Lots 14 and 18 operate as one facility with a total capacity of 390 spaces. The facility is attended and open 24 hours.

Air Rights Parcels

The Air Rights Parcels (Lots 6, 10, and 111) have a total lot area of 17,094 sf. Lot 6 contains three 5-story (62-foot-tall) buildings containing 38,655 gsf of commercial office space with ground floor retail; Lot 10 contains a 16,688-gsf, 4-story (70-foot-tall) gymnasium with accessory offices for a private elementary school; and Lot 111 contains an 11,118-gsf, 5-story (55-foot-tall) walk-up apartment building with 15 DUs. Tenants of the buildings on Lot 6 include an orthodontist, a veterinary pharmacy, a mental health clinic, and offices.

Lot 5

The eastern five feet of Lot 5 are within the Proposed Rezoning Area. Lot 5 has a total lot area of 2,819 sf and contains a 12,105 gsf, 5-story (59-foot-tall) walk-up apartment building with 19 DUs. Lot 5 would not be merged with the other lots within the Project Area and would not contribute floor area to the Proposed Development.

STUDY AREA

As shown on **Figure B-1**, the study area contains a mix of residential, commercial, transportation and utility, parking, and community facility uses. To the north and northeast of the Project Area are two large apartment towers with ground floor retail—Normandie Court and One Carnegie Hill (35 and 41 stories tall, respectively)—as well as smaller residential buildings with ground-floor retail facing Second Avenue. Directly west of the Project Area at Third Avenue and East 95th Street is the Kent, a new 30-story residential tower. Directly south of the Project Area are two large residential developments: Carnegie Park, a 30-story building, and Astor Terrace, comprising a 32-story tower fronting on Second Avenue and three-story townhouses fronting on East 93rd and 94th Streets. The

area south of the Project Area also includes residential buildings from 4 to 20 stories tall, some with ground floor retail; further to the south are taller apartment towers, including the 43-story Ruppert Houses development. To the east and west of the Development Site are a mix of larger and smaller residential buildings from 4 to 20 stories tall with ground-floor retail along Second and Third Avenues, including the recently completed 23-story assisted living facility at 1802 Second Avenue.

Community facility uses in the study area include P.S. 198 at East 96th Street and Third Avenue; the Trevor Day School, an independent nursery through Grade 12 school located at 312 East 95th Street; and the Windward School, an independent grade 1 through 9 school, located at 212 East 93rd Street. Transportation and utility uses include entrances to the 96th Street–Second Avenue subway station (Q train) at the southwest and northeast corners of East 94th Street and Second Avenue.

ZONING

The study area contains manufacturing (M1-4), commercial (C2-8, C1-9, C4-6, C8-4, and C1-5, C2-5 overlays), and residential (R8, R8B, R10, and R10A) zoning districts (see **Table B-1** and **Figure B-2**).

Table B-1
Zoning Districts Within the Study Area

Zoning District	Maximum FAR[1]	Uses/Zone Type
Manufacturing Districts		
M1-4	2.0 Commercial or Manufacturing	Medium-density light industrial uses (high performance), commercial, and certain community facilities with special permit (houses of worship allowed as-of-right).
Commercial Districts		
C1-5 & C2-5 (overlays)	Residential: same as underlying residential zone; Commercial 2.0 in R6-R10 Districts; Community Facility: Same as underlying residential zone	Commercial overlays mapped in residential districts; local retail and service establishments are permitted. Commercial uses limited to one or two floors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services.
C1-9	2.0 Commercial R10 Residential District Equivalent 10.0 Community Facility	Commercial districts that are predominantly residential; found in medium/high-density areas. In mixed buildings, commercial uses limited to one or two floors; parking is generally not required in the Manhattan Core.
C2-8	2.0 Commercial R10 Residential District Equivalent 10.0 Community Facility	Commercial districts that are predominantly residential, medium/high-density. In mixed buildings, commercial uses limited to one or two floors, parking is generally not required in the Manhattan Core.
C4-6	3.4 Commercial R10 Residential District Equivalent 10.0 Community Facility	C4 districts are mapped in regional commercial centers located outside of the central business districts. Use Groups 5, 6, 8, 9, 10 and 12, which allows most retail establishments, are permitted in C4 districts.
C8-4	5.0 Commercial 6.5 Community Facility	Heavy commercial uses that include manufacturing uses; typically uses are automobile related industries, some community facilities permitted; residential uses not permitted.
Residential Districts		
R8	7.2 Wide Street[2] 6.02 Narrow Street 6.5 Community Facility	Apartment buildings can range from mid-rise, 8- to 10-story buildings to much taller buildings set back from the street on large zoning lots. New buildings may be developed under either height factor regulations or the optional Quality Housing regulations that often reflect the older, pre-1961 neighborhood streetscape.
R8B	4.0 Residential; 4.0 Community Facility	Contextual general residence district; generally associated with unified blocks of rowhouses with a relatively higher FAR than more typical rowhouse neighborhoods. Use Groups 1–4 are permitted.
R10	10.0 Residential 10.0 Community Facility	High-density residential district; Quality Housing regulations or tower regulations apply; height factor limitations are not applicable.
R10A	10.0 Residential 10.0 Community Facility	High-density residential district; Quality Housing regulations apply

Notes: [1] Floor area ratio (FAR) is a measure of density establishing the amount of development allowed in proportion to the lot area. For example, a lot of 10,000 square feet with a FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.
[2] The Quality Housing Program includes height, setback, and bulk regulations designed to produce a building form that is consistent with the existing characteristic of the neighborhood. The Quality Housing Program permits a slightly denser development in exchange for height limits and consistent streetwalls.
Source: *New York City Zoning Resolution.*



Existing and Proposed Zoning

EAST 94TH STREET REZONING

Figure B-2

PROJECT AREA

The Project Area is primarily zoned as an M1-4 district, but a portion of Lot 18 is within the adjacent C2-8 district mapped along Second Avenue, within the Special Transit Land Use District (TA) and Lot 5 is primarily within the C2-8 district mapped on Third Avenue

The M1-4 district is mapped along East 94th Street, midblock between Second and Third Avenues. M1-4 districts allow an FAR of 2.0 and typically produce 2- to 4-story buildings. M1 districts are designated for light manufacturing, wholesale, and storage uses, often acting as a buffer between residential districts and M2 and M3 districts, which allow heavier, more active industrial uses. M1-4 districts do not require accessory parking in the Manhattan Core.[1]

C2-8 districts are most often mapped along commercial corridors in residential neighborhoods in Manhattan. C2-8 districts allow a commercial FAR of 2.0 and do not require accessory parking in the Manhattan Core. The C2-8 residential equivalent district is R10. R10 regulations are further described below.

The TA relates development along Second Avenue to the existing and future subway line. Established in 1973, the special district requires builders of developments adjoining the 13 subway stations proposed at the time along Second Avenue, including a station at East 96th Street, to reserve space in their projects—by providing an easement—for public access to the subway or other subway-related uses. The TA is mapped at locations along Second Avenue between Chatham Square in Chinatown and East 126th Street in Harlem. The subway station at East 96th Street and Second Avenue has been in operation since January 2017.

STUDY AREA

The areas directly to the north and south of the Project Area are zoned R8. R8 districts can range from mid-rise, 8- to 10-story buildings to much taller buildings set back from the street on large zoning lots. This high-density residential district allows for new buildings to be developed under either height factor regulations or optional Quality Housing regulations.

Also, within the study area are the C1-5 and C2-5 commercial overlays mapped within residential districts. These overlays are mapped along streets that serve local retail needs, they are found extensively throughout the city's lower- and medium-density areas and sometimes in high-density residential districts such as is found in the study area. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial floor area ratio (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.

A C4-6 district is mapped between Second and Third Avenues between 94th Street and 92nd Street. C4 districts are designated for commercial uses such as department stores, offices, and theaters that serve a larger region than the immediate surrounding neighborhood. C4-6 districts allow a commercial FAR of 3.4 and do not require accessory parking. The C4-6 residential district equivalent is R10. R10 regulations are further described below.

The portion of the study area between Second and Third Avenues between 90th and 94th Streets is located in the former Ruppert Brewery Urban Renewal Area, which expired in 2008. However,

[1] The Manhattan Core is defined as the area in Manhattan which includes Community Districts 1 through 8. It spans the borough's southern end to West 110th Street on the West Side and to East 96th Street on the East Side.

this area is still subject to a large-scale residential development plan that limits construction within its boundaries.

A C8-4 district is mapped between First and Second Avenues between 94th Street and 96th Street. C8-4 districts are mainly mapped along major traffic corridors and allow for heavy commercial uses such as auto-related uses. C8-4 districts allow a commercial FAR of 5.0 and do not require accessory parking. Residential uses are not permitted.

A small portion of an R8B district is mapped in the southeastern portion of the study area to the east of Second Avenue, extending south from the midblock between 94th Street and 93rd Street. An R8B district is also mapped in the western portion of the study area, on the midblock west of the C2-8 district on Third Avenue. R8B districts are contextual residential districts that produce unified blocks of row houses. R8B districts allow an FAR of 4.0, which typically results in 6-story apartment buildings with setbacks at the top story. The maximum base height before setback is 55 to 65 feet and maximum building height is 75 feet. Contextual district regulations control placement of curb cuts, street wall set back, and plantings to maintain unified blocks. Off street parking is generally required for 50 percent of a building's DUs, but requirements are reduced for income restricted housing units (IRHU) and lots under 15,000 square feet, and off-street parking is not required in the Manhattan Core. Parking requirements can be waived for lots requiring 15 or fewer parking spaces or lots under 10,000 square feet. Off-street parking is prohibited in front of a building.

The southern portion of East 96th Street within the study area is mapped with an R10 district. R10 districts allow for substantial apartment buildings and towers. R10 districts produce standard tower or tower-on-a-base development with a maximum FAR of 10, but may be increased to 12 FAR through voluntary inclusionary housing of ZR Section 23-90. R10 districts in Mandatory Inclusionary Housing (MIH) areas allow an FAR of 12. Standard towers must be built to a sky exposure plane which begins at a height of 85 feet. The maximum base height for a tower-on-a-base development is 85 feet. Parking is required for 40 percent of DUs and 12 percent of IRHUs, but is not required in the Manhattan Core. The R10 district has a C1-5 overlay district at the corners of the intersection of East 96th Street and Third Avenue and a C2-5 overlay district at the southwestern corner of East 96th Street and Second Avenue.

An R10A district with a C2-5 overlay is mapped on the southeastern corner of East 96th Street and Second Avenue. R10A is a contextual district subject to Quality Housing regulations that typically produces 21 to 23-story apartment buildings with high lot coverage. R10A district regulations have the same FAR and parking requirements as an R10 district. Contextual district regulations govern the height and setback requirements. The maximum base height with inclusionary housing and a qualifying ground floor is 155 feet. Above the base height, the required minimum setback is 10 feet on a wide street and 15 feet on a narrow street. With inclusionary housing and qualifying ground floor, the maximum height is 215 feet on a narrow street and 235 feet on a wide street.

The study area also includes a small portion of a C1-9 district, mapped in the southwestern corner of the intersection of East 93rd Street and Third Avenue. C1-9 districts are mapped on major corridors in medium- to high-density areas of the City such as the Upper East Side and allow neighborhood-focused retail uses. C1-9 districts allow a commercial FAR of 2 and have a residential district equivalent of R10. There are no minimum parking requirements.

PUBLIC POLICY

Housing New York: A Five-Borough, Ten-Year Plan

In May 2014, the former de Blasio administration released *Housing New York: A Five-Borough, Ten-Year Housing Plan* (Housing New York), a plan to build or preserve 200,000 affordable residential units. To achieve this goal, the plan aimed to double the capital budget of HPD, target vacant and underused land for new development, protect tenants in rent-regulated apartments, streamline rules and processes to unlock new development opportunities, contain costs, and accelerate affordable construction. The plan details the key policies and programs for implementation, including developing affordable housing on underused public and private sites. In November 2017, the de Blasio administration committed to completing the initial goal of 200,000 affordable houses two years ahead of schedule, by 2022, and generating an additional 100,000 homes over the following four years. To accomplish this accelerated and expanded plan, the administration launched *Housing New York 2.0*, a roadmap for how the city will help reach a new goal of 300,000 houses by 2026.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

On June 14, 2022, the Adams administration released Housing Our Neighbors: A Blueprint for Housing and Homelessness, a plan that will continue to invest in the new construction and preservation efforts to provide access to affordable, high-quality housing for all New Yorkers, including households experiencing homelessness, New York City Housing Authority (NYCHA) residents, families, single New Yorkers, renters, and homeowners.

The Blueprint is the result of an extensive stakeholder, industry, and community engagement process, which included direct engagement with New Yorkers who are experiencing or having experienced homelessness, and outlines major steps the Adams administration will take to:

- Significantly expand affordable homeownership opportunities and help communities build and maintain wealth;
- Accelerate the creation of supportive housing by completing the 15,000 supportive homes promised by 2030 two years ahead of schedule;
- Transform NYCHA by both delivering much-needed resources for repairs and improving and streamlining the services NYCHA provides residents and the processes by which they do so;
- Break down government siloes to bolster transparency and address the full scope of the homelessness crisis, adding to the city's homeless count while creating a more even playing field to give more New Yorkers in all the city's shelter systems access to critical services and resources; and
- Get New Yorkers into safe, high-quality, affordable homes faster and without forcing them to relive past trauma by eliminating unnecessary paperwork and obstacles to obtaining housing.

The Blueprint identifies "creating and preserving affordable housing" as a key pillar. The administration plans to accelerate and increase capacity for new housing supply citywide as part of this pillar.

OneNYC

In April 2007, the Mayor's Office of Long Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York* (PlaNYC). Since that time, updates to PlaNYC have been issued that build upon the goals set forth in 2007 and provide new objectives and strategies. In 2015, *One*

New York: The Plan for a Strong and Just City (OneNYC) was released by the Mayor's Office of Sustainability and the Mayor's Office of Recovery and Resiliency. OneNYC builds upon the sustainability goals established by PlaNYC and focuses on growth, equity, sustainability, and resiliency. In 2019, *OneNYC 2050: Building a Strong and Fair City* was released by the Mayor's Office, which outlined progress since 2015 on goals related to fairness, implementing progressive policies, providing global leadership, and securing a sustainable future. OneNYC 2050 has eight goals and 30 initiatives that broadly address committing to carbon neutrality by 2050 and leading by example on climate change, reducing traffic in Manhattan and creating public spaces, healthcare, and policies that support low-income and working New Yorkers. The OneNYC 2050 plan also outlines a strategy for New York City's Green New Deal, which recognizes the connection between environmental and economic justice and focuses on creating good paying jobs, ensuring equitable access to nature, guaranteeing the right to quality healthcare and education, and promoting justice through the recognition and repair of damage caused by historic oppression of communities of color and other marginalized communities.

Waterfront Revitalization Program

The Waterfront Revitalization Program (WRP) is the City's principal coastal zone management tool. Originally adopted in 1982 and revised in 2016, it establishes the City's policies for development and use of the waterfront. Revisions to the WRP were adopted by the City Council in 2013 and were then approved by the New York State Secretary of State in February 2016. All proposed actions subject to local, state, or federal agency discretionary actions that are situated within New York City's designated Coastal Zone Boundary must be reviewed and assessed for their consistency with the WRP. The WRP contains 10 major policies, each with several objectives focused on improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats (such as wetlands), and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses. The Project Area is located within the coastal zone (see **Figure B-3**); therefore, the Proposed Actions are subject to a review for compliance with the City's Coastal Zone management policies.

A discussion of the Proposed Actions' consistency with the WRP is included below in Section G, "New York City Waterfront Revitalization Program Consistency." The WRP Coastal Assessment Form (CAF) and WRP Policy 6.2 Flood Elevation Worksheet are included as **Appendix 1**.

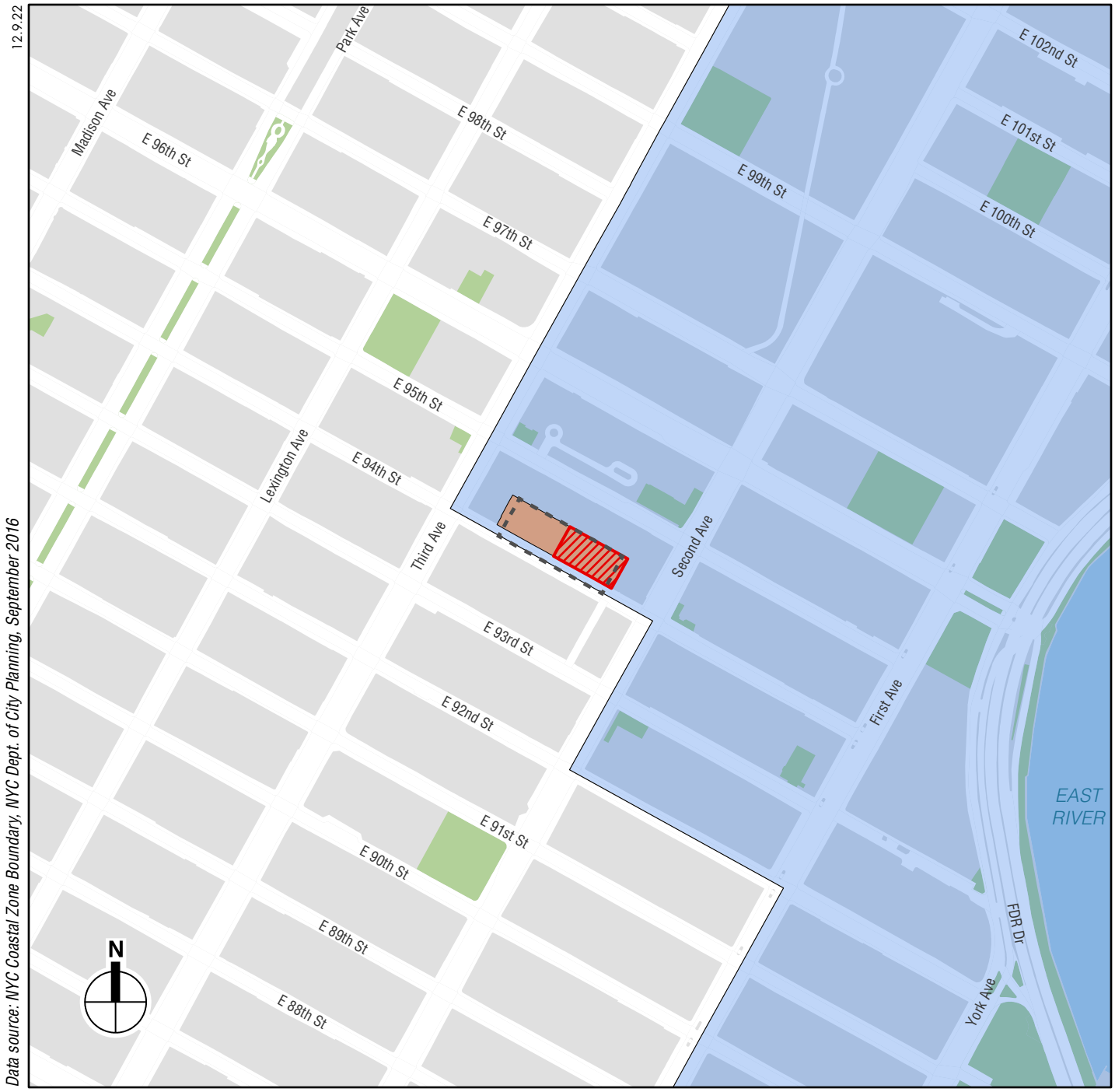
Fresh Program

The Project Area and study area also are located within the Food Retail Expansion to Support Health (FRESH) tax incentive area. This special zoning designation provides financial incentives to promote the establishment and retention of neighborhood grocery stores in underserved communities throughout the five boroughs. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator. Tax incentives are discretionary and assessed on a per-case basis.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

LAND USE

Absent the Proposed Actions, it is anticipated that the buildings in the Project Area would remain in their current state and that no changes to land use would occur by the 2026 analysis year.



NYC Coastal Zone Boundary

EAST 94TH STREET REZONING

Figure B-3

Within the 400-foot study area, no projects have been identified that are expected to be completed by the 2026 analysis year.

ZONING

No alterations to the zoning regulations within the Project Area or the study area are expected to be enacted by 2026.

PUBLIC POLICY

No changes to the public policies applicable to the Project Area or the study area are anticipated by 2026.

E. THE FUTURE WITH THE PROPOSED ACTIONS

LAND USE

PROJECT AREA

In the future with the Proposed Actions, the Proposed Development would be constructed on the Development Site (Lots 13, 14, and 18). The Proposed Development would be a 46-story building with a 4- and 6-story base. The proposed building would be approximately 433,886 gsf (gross square feet) in size and be 484 feet tall, not including mechanical bulkhead. The residential component of the building would consist of approximately 410,382 gsf of residential space and approximately 483 DUs (with an average unit size of approximately 850 gsf), approximately 121-145 of which would be affordable pursuant to the MIH program. The Proposed Development would have approximately 23,504 gsf of non-residential space, of which 16,004 gsf would be on the ground floor and 7,500 gsf would be in the cellar. The non-residential space would be a mix of community facility and local retail space, which is to be determined. This analysis assumes approximately 9,000 gsf of community facility space and 14,504 gsf of commercial space. The existing buildings on the Development Site (a vacant 5-story residential building, parking garages, and an auto-repair shop) would be demolished for the Proposed Development. There would be no parking or new curb cuts at the Development Site.

The Proposed Development would utilize 247,164 square feet (sf) of available zfa on the Development Site and 138,667 sf from the Air Rights Parcels to achieve a total zfa of 385,831 sf on the Development Site and a total zfa of 452,292 sf for the Proposed Zoning Lot (including existing development that would remain). No new development would occur on the Air Rights Parcels, and the existing buildings on those lots, including 15 dwelling units on Lot 111, would remain. In the future with the Proposed Actions, there would be approximately 500,347 gsf of new and remaining development on the Proposed Zoning Lot, including approximately 498 dwelling units: 483 new and 15 existing. No development would occur on Lot 5 and no zfa would be transferred from this lot; the 19 dwelling units and 12,105 gsf on Lot 5 would remain.

STUDY AREA

The Proposed Actions would only result in changes to land use on the Development Site and would not directly affect land use on other sites within the study area. The proposed mixed-use development would be a complying use under the proposed zoning and would be compatible with

the residential, community facility, and commercial uses in the study area. Therefore, the Proposed Actions would not result in any significant adverse land use impacts in the study area.

ZONING

PROJECT AREA

In the With Action condition, the existing M1-4 district would be rezoned to a C4-6 district and a C2-8 district. The proposed C4-6 zoning district would encompass Lots 6, 10, 111, and a portion of Lot 5.The C2-8 district would encompass Lots 13, 14, and 18 (the Development Site).

The proposed zoning text amendment would establish an MIH area over the Proposed Rezoning Area, plus the portion of Lot 18 that is in the existing C2-8 district. Within MIH areas, developments, enlargements, and conversions above 10 units or 12,500 sf are required to set aside a percentage of floor area for permanently affordable housing. The Applicant proposes to apply Option 1 of the MIH program to the Proposed Rezoning Area, which would require that 25 percent of floor area be set aside for units that would be affordable at an average of 60 percent AMI with a minimum of 10 percent at 40 percent AMI.

As described above, the Applicant is pursuing a zoning lot merger to merge the lots in the Project Area (with the exception of Lot 5) into one zoning lot (the Proposed Zoning Lot). The proposed zoning lot merger would allow for the free movement of floor area within the Project Area to facilitate the Proposed Development. The available floor area from the Air Rights Parcels would be used for the Proposed Development on the Development Site.

In addition, the Applicant is pursuing a joint certification from the Metropolitan Transit Authority (MTA) and the New York City Planning Commission (CPC) pursuant to ZR Section 95-041 as to whether a transit easement volume is required on the portion of the Project Area located in the TA.

STUDY AREA

The Proposed Actions would apply only to the Project Area and would have no effect on zoning in the study area, where existing zoning controls would continue to be in force. The Proposed Actions would result in zoning on the Project Area that is consistent with surrounding zoning districts. The Project Area's existing M1-4 district is one of the only remaining M1-4 districts in the Upper East Side and is surrounded by residential and commercial districts. The Proposed Actions would extend the existing C2-8 zoning district on Second Avenue west to cover the Development Site. The Proposed Actions would also extend the existing C4-6 district located south of the Project Area to cover the Air Rights Parcels and a portion of Lot 5, resulting in zoning on the Project Area that is consistent with and appropriate for the study area. Therefore, the Proposed Actions would not result in a significant adverse impact to zoning in the study area.

PUBLIC POLICY

The Proposed Actions would be compatible and consistent with the public policies that currently apply to the Project Area and the surrounding study area and would not alter them.

HOUSING OUR NEIGHBORS: A BLUEPRINT FOR HOUSING AND HOMELESSNESS/ HOUSING NEW YORK: A FIVE-BOROUGH, TEN-YEAR PLAN

The Proposed Actions would be consistent with and supportive of the goals in the *Housing Our Neighbors* and *the Housing New York* plans as they would result in a substantial amount of new permanently affordable housing at a variety of income levels. As noted in Attachment A, "Project Description and Screening Analyses," the creation of housing, including much-needed affordable housing, is a key goal of the Proposed Development. Twenty-five to thirty percent of the residential units in the proposed development would be affordable, providing additional opportunities for New Yorkers, including those experiencing homelessness, to find affordable housing.

ONENYC

The Proposed Actions would be consistent with the city's sustainability goals, including those outlined in OneNYC. In particular, the Proposed Development would support OneNYC's land use goals of creating substantial new housing opportunities at a range of incomes, including permanently affordable housing; focusing development in areas that are served by mass transit; and fostering walkable retail destinations.

FRESH PROGRAM

There are no grocery stores within the Project Area or study area; however, there are grocery stores and other sources of healthy fresh produce and food products within close proximity of the study area, including a Key Food grocery store at East 92nd Street and Second Avenue. The Proposed Actions would not preclude the establishment of grocery stores within the Project Area or study area. Therefore, the Proposed Actions would be consistent with the FRESH program.

In summary, the Proposed Actions would not result in any significant adverse impacts to public policy.

F. CONSISTENCY OF PROPOSED ACTIONS WITH THE WATERFRONT REVITALIZATION PROGRAM POLICIES

New York City's WRP includes 10 principal policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. Assessments of the Proposed Actions' conformity with the City's WRP policies are provided below for all policy questions answered "Promote" or "Hinder" on the Consistency Assessment Form (see **Appendix 1**).

The WRP section of this EAS was assigned WRP #22-082 and reviewed by the NYC Department of City Planning, which concurs that the actions will not substantially hinder the achievement of any WRP policy.

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

> *Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.*

As described in Attachment A, "Project Description and Screening Analyses," the Applicant seeks a zoning map amendment and a zoning text amendment (the Proposed Actions) to facilitate a

mixed-use development (the Proposed Development) located midblock on the north side of East 94th Street between Second and Third Avenues. The Proposed Development would be built on Lots 13, 14, and 18 (referred to as the Development Site). The Proposed Rezoning Area includes seven zoning lots—Lots 6, 10, 13, 14, 18, 111, and a portion of Lot 5—on Block 1540, in the Yorkville neighborhood of Manhattan in Community District 8. The Project Area is defined as all seven lots in their entirety. The Applicant is pursuing a zoning lot merger to combine the lots in the Proposed Rezoning Area (with the exception of Lot 5) into one zoning lot. Zoning floor area from Lots 6, 10, and 111 (the Air Rights Parcels) will be used in the merged zoning lot to facilitate the Proposed Development. In addition, the Applicant is pursuing a joint certification from the MTA and CPC pursuant to ZR Section 95-041 as to whether a transit easement volume is required on the portion of the Project Area located within the TA. The Proposed Actions would rezone an existing M1-4 district located midblock on the north side of East 94th Street between Second and Third Avenues to a C4-6 district and a C2-8 district, and establish an MIH area over the Proposed Rezoning Area, including the entirety of Lot 18. Within MIH areas, developments, enlargements, and conversions above 10 units or 12,500 sf are required to set aside a percentage of floor area for permanently affordable housing.

The Proposed Development would be a 46-story building containing approximately 433,886 gsf. The residential component of the building would consist of approximately 483 DUs, approximately 121-145 of which would be affordable pursuant to the MIH program. The Proposed Development would have approximately 23,504 gsf of non-residential space, consisting of a mix of community facility and local retail space.

These uses would be consistent with surrounding land uses and would be located in an area suitable for continued residential and commercial development. The surrounding area is developed with residential, commercial, and mixed-use buildings. By providing affordable DUs, the Proposed Actions would be supportive of the City's goal under *Housing New York: 2.0*.

Therefore, the Proposed Actions would promote Policy 1.1.

> *Policy 1.3 Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.*

The Project Area is in an already-established neighborhood with adequate existing public facilities and infrastructure, including water and sewer, community facility, and transportation services. The Proposed Actions would facilitate redevelopment consistent with existing development in the surrounding neighborhood, and at an appropriate density. Therefore, the Proposed Actions would promote Policy 1.3.

> *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*.

Although currently located outside of both the 0.2-percent annual chance and the 1-percent annual chance (100 year) floodplain, a small portion of the northeast part of the Development Site is projected to fall within the 1-percent annual chance floodplain by the 2050saccording to the New York City Panel on Climate Change.[2] The entire Project Area would remain above Mean Higher High Water (MHHW) through the end of the century. If required in the future, the proposed building could be retrofitted with dry flood proofing measures, such as deployable flood barriers. Specific measures appropriate for the site for addressing future changes in the floodplain would

[2] https://www.nyc.gov/site/planning/data-maps/flood-hazard-mapper.page

be determined as the building design advances. Examples could include dry-floodproofing of critical features in the building's lowest floor. As described below under Policy 6.2, the Proposed Development utilizes all available zfa within the Proposed Zoning Lot. There would be no new development on the Air Rights Parcels.

Therefore, the Proposed Actions promote Policy 1.5.

Policy 5: Protect and improve water quality in the New York City coastal area.

Policy 5.1: Manage direct or indirect discharges to waterbodies.

In accordance with the *CEQR Technical Manual*, a water and sewer infrastructure analysis is warranted for projects that exceed certain development thresholds, or projects that increase density or change drainage conditions on a large site. The Proposed Development falls below the analysis threshold of 1,000 DUs and/or 250,000 sf of commercial space for a project within a combined sewer area in Manhattan. In accordance with the New York City Plumbing Code (Local Law 33 of 2007), the Proposed Development would be required to utilize low-flow plumbing fixtures, which would reduce sanitary flows to the plant.

Sewers within the immediate vicinity of the Development Site that would receive stormwater runoff are combined sanitary/storm sewers with adequate capacity. Furthermore, the area of impervious cover on the Development Site would be substantially the same under both the No Action and With Action conditions. As discussed below under Policy 5.2, the Proposed Development would comply with the New York City Department of Environmental Protection (DEP) stormwater discharge requirements.

Therefore, the Proposed Actions would promote Policy 5.1.

Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

The Project Area is in a part of New York City served by a combined sewer system that collects both sanitary sewage and stormwater ("nonpoint source" runoff). New developments or alterations requiring a connection to the sewer system are required to achieve the new stormwater release rate, which in accordance with Chapter 31 of Title 15 of the Rules of the City of New York (RCNY), is the greater of 0.25 cubic feet per second (cfs) or 10 percent of the allowable flow. Flexibility in achieving this rate is provided to the development community through a variety of approvable systems, including subsurface and rooftop stormwater detention systems. The Proposed Development would meet the required stormwater release rate by incorporating specific stormwater best management practices (BMPs) that would be determined with further refinement of the Proposed Development's building designs and in consultation with DEP. Such BMPs could include a green roof, vegetated planters, or detention systems.

Therefore, the Proposed Actions would promote Policy 5.2.

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.

Policy 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.

Under Policy 6, the primary goal for projects in coastal areas is to reduce risks posed by current and future coastal hazards, particularly major storms that are likely to increase in magnitude and frequency due to climate change and sea level rise.

As shown in **Figure B-4**, the entire Project Area is outside both the Preliminary Flood Insurance Rate Map (pFIRM) 1-percent annual chance and the 0.2-percent annual chance (500 year) floodplain (FEMA, 2013). The closest 1-percent annual chance floodplain is located approximately 200 feet east of the proposed Development Site, with a base flood elevation (BFE) of 12.0 feet NAVD88.[3] Should the Development Site fall within the 1-percent annual chance floodplain within its lifespan, as projected by the New York City Panel on Climate Change (NPCC), the building could be retrofitted with dry-floodproofing measures in accordance with New York City Building Code Appendix G: Flood-Resistant Construction. Dry floodproofing would prevent the inflow of floodwaters and could include such measures such as deployable flood barriers at building entry points.

Therefore, the Proposed Actions would promote Policy 6.1.

> *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.*

Guidance provided by DCP[4] recommends a detailed methodology to determine a project's consistency with Policy 6.2. A summary of this process is provided below.

> *1. Identify vulnerabilities and consequences: assess the project's vulnerabilities to future coastal hazards and identify what the potential consequences may be.*
>
> *a. Complete the Flood Evaluation Worksheet.*

The information in the following subsections is based on the results of the completed worksheet, which is provided in **Appendix 1**.

> *b. Identify any project features that may be located below the elevation of the 1% floodplain over the lifespan of the project under any sea level rise scenario.*

The lifespan of buildings (commercial, industrial, etc.) is generally considered to be about 80 years; mechanical, electrical, and plumbing equipment located within a building typically has a lifespan of 50 years, with regular maintenance. The NPCC projects that sea levels are likely to increase by up to 75 inches by 2100 under the High Scenario projections. Under current conditions, the Development Site is outside the 1 percent annual chance floodplain. The closest 1-percent annual chance floodplain is located approximately 200 feet east of the proposed Development Site, with a BFE of +12 feet NAVD88. For the purposes of this analysis, a BFE of +12 feet NAVD88 was conservatively assigned to the Project Area.

Based on the NPCC projections and applying the nearby BFE of +12 feet NAVD88, the 1-percent annual chance flood elevation under the High Scenario of sea level rise for the Development Site could increase to +14.50 feet by the 2050s, +16.83 feet by the 2080s, and up to +18.25 feet by 2100 (see **Figures B-5a through B-5d**). The Proposed Development has a lifespan of at least 80

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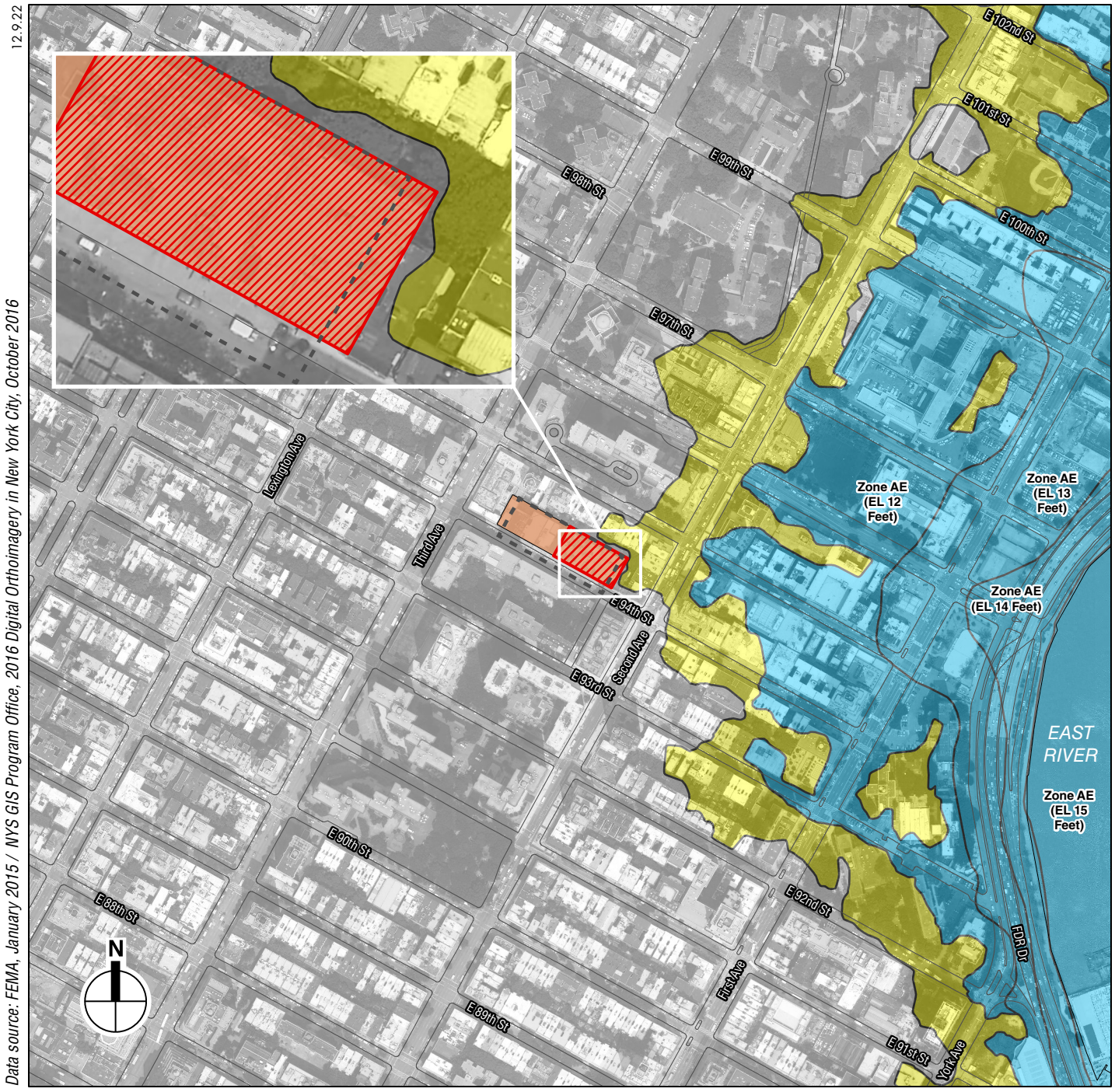
[3] All elevations referenced in Policy 6 assessment are in NAVD88 vertical datum.

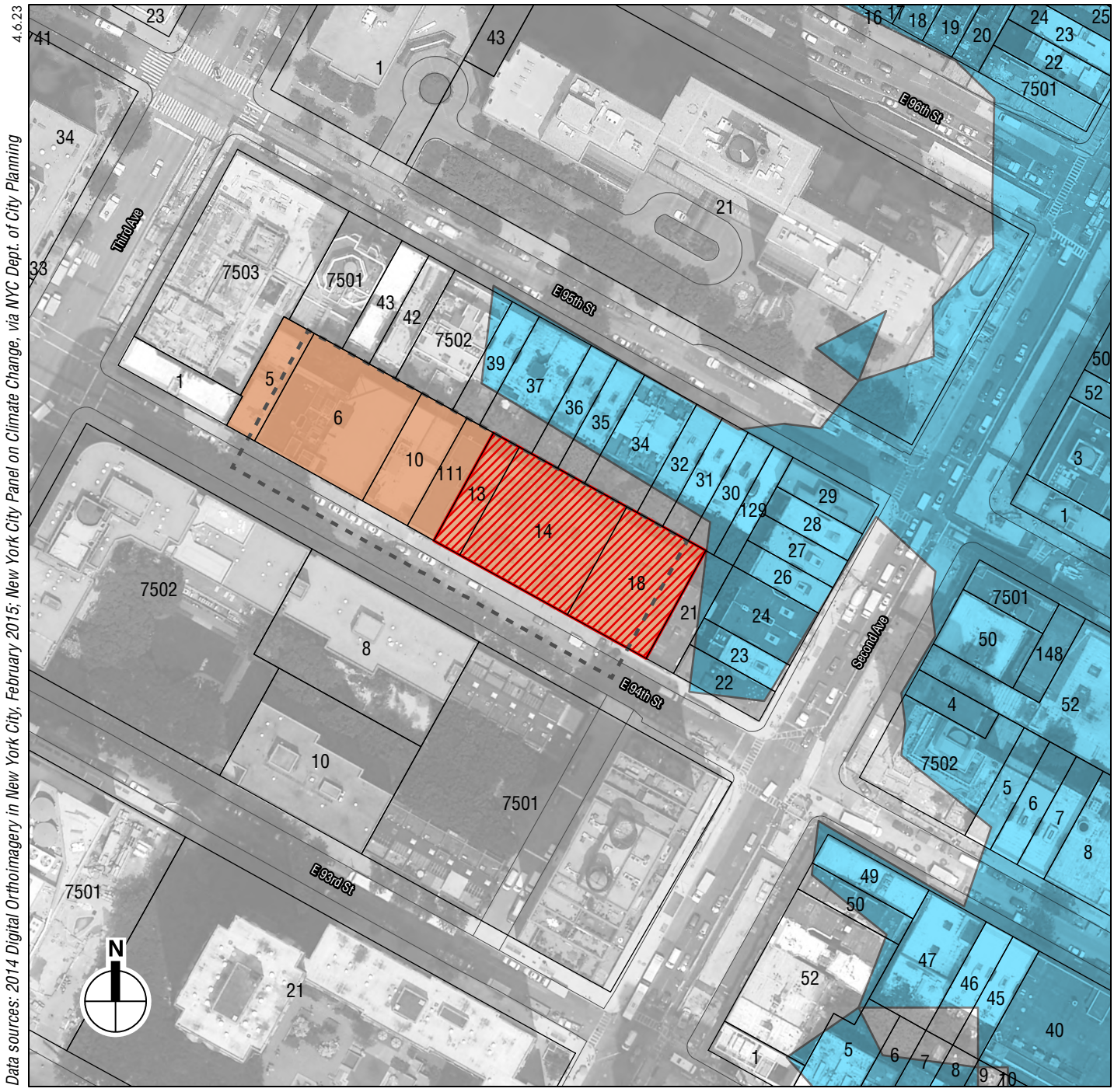
[4] NYC Planning. The New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance. November 2018.



FEMA Preliminary FIRM 2015

EAST 94TH STREET REZONING

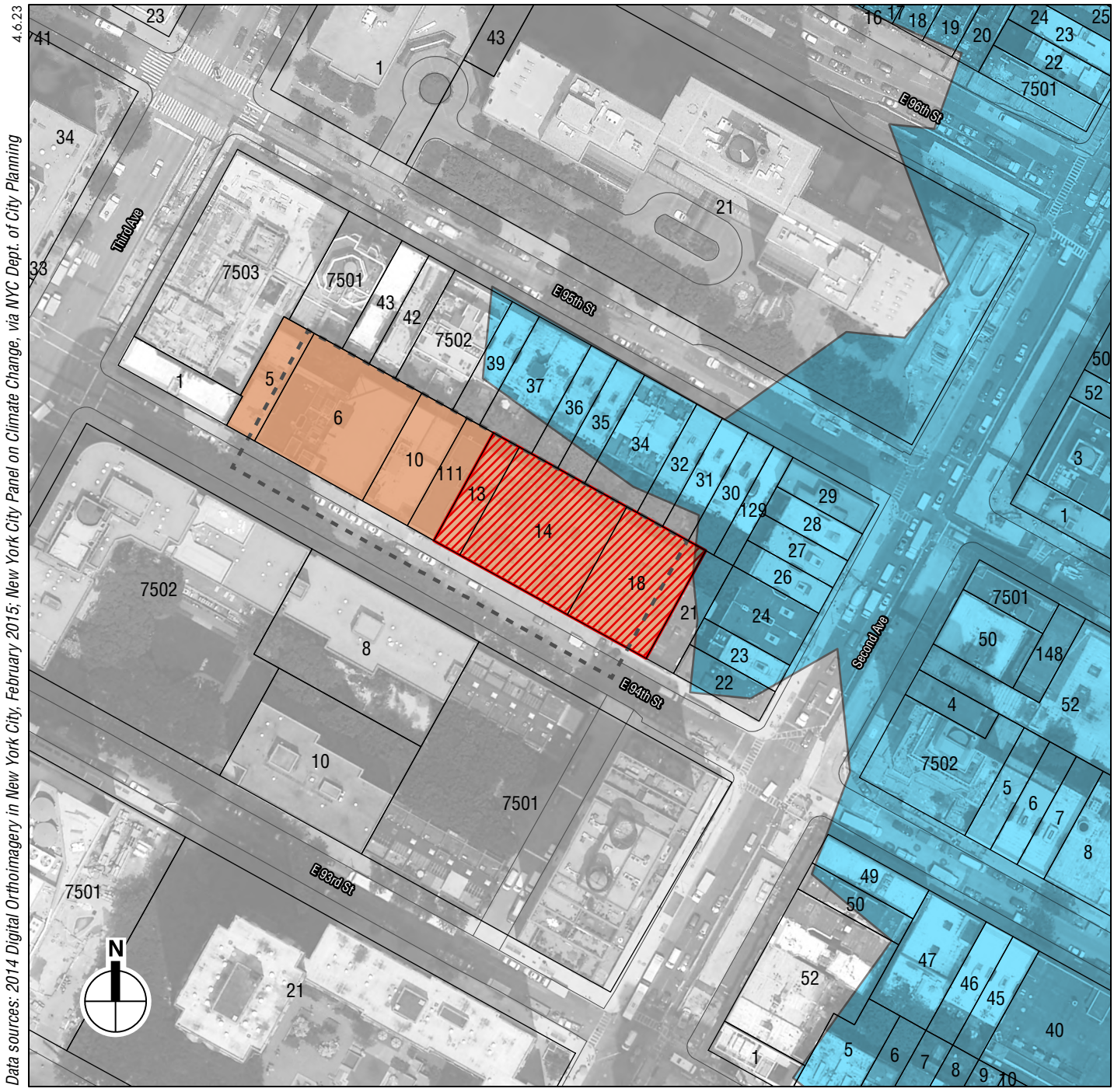
Figure B-4



Future 100-year Floodplains - 2020s

EAST 94TH STREET REZONING

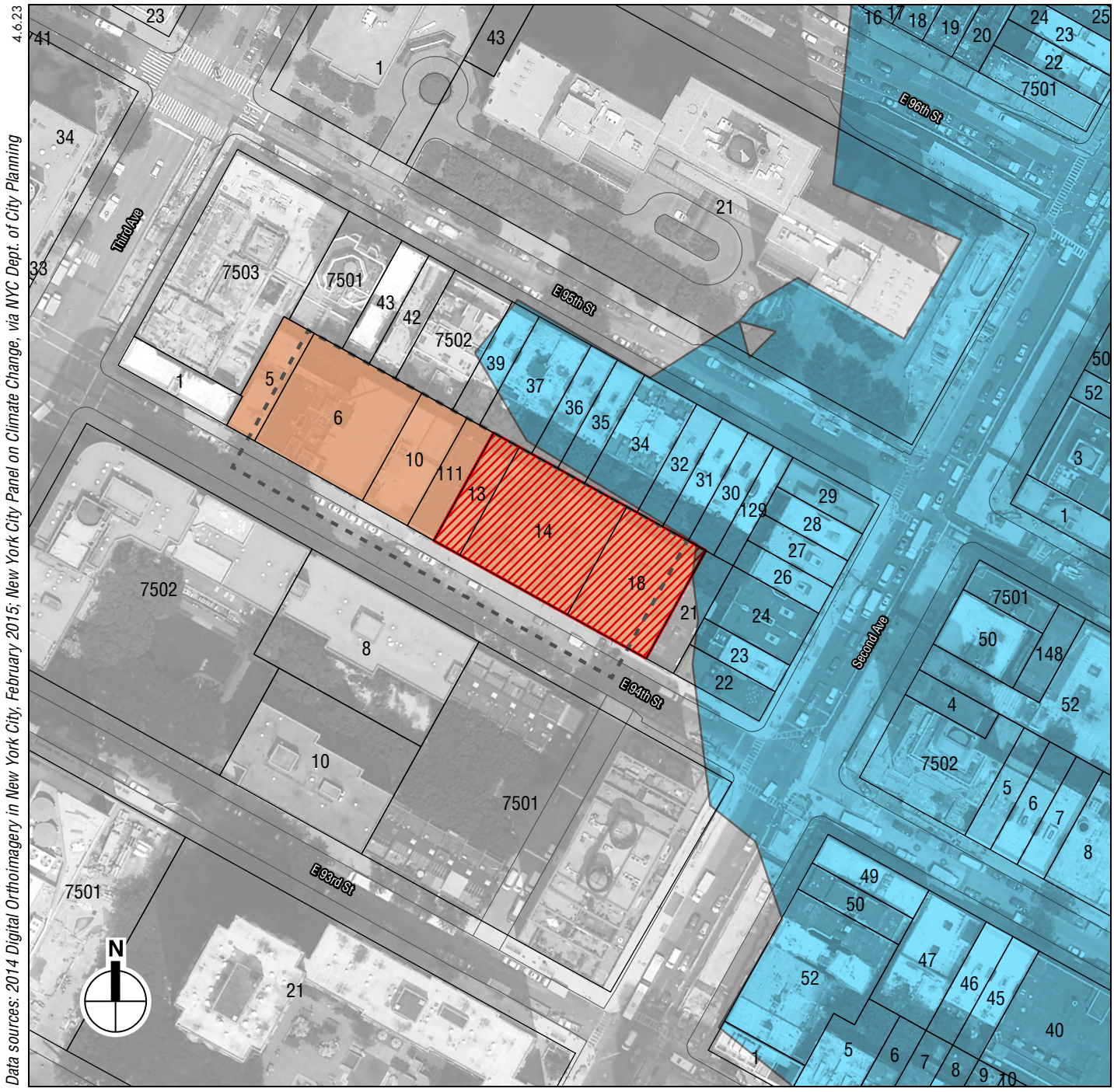
Figure B-5a



Future 100-year Floodplains - 2050s

EAST 94TH STREET REZONING

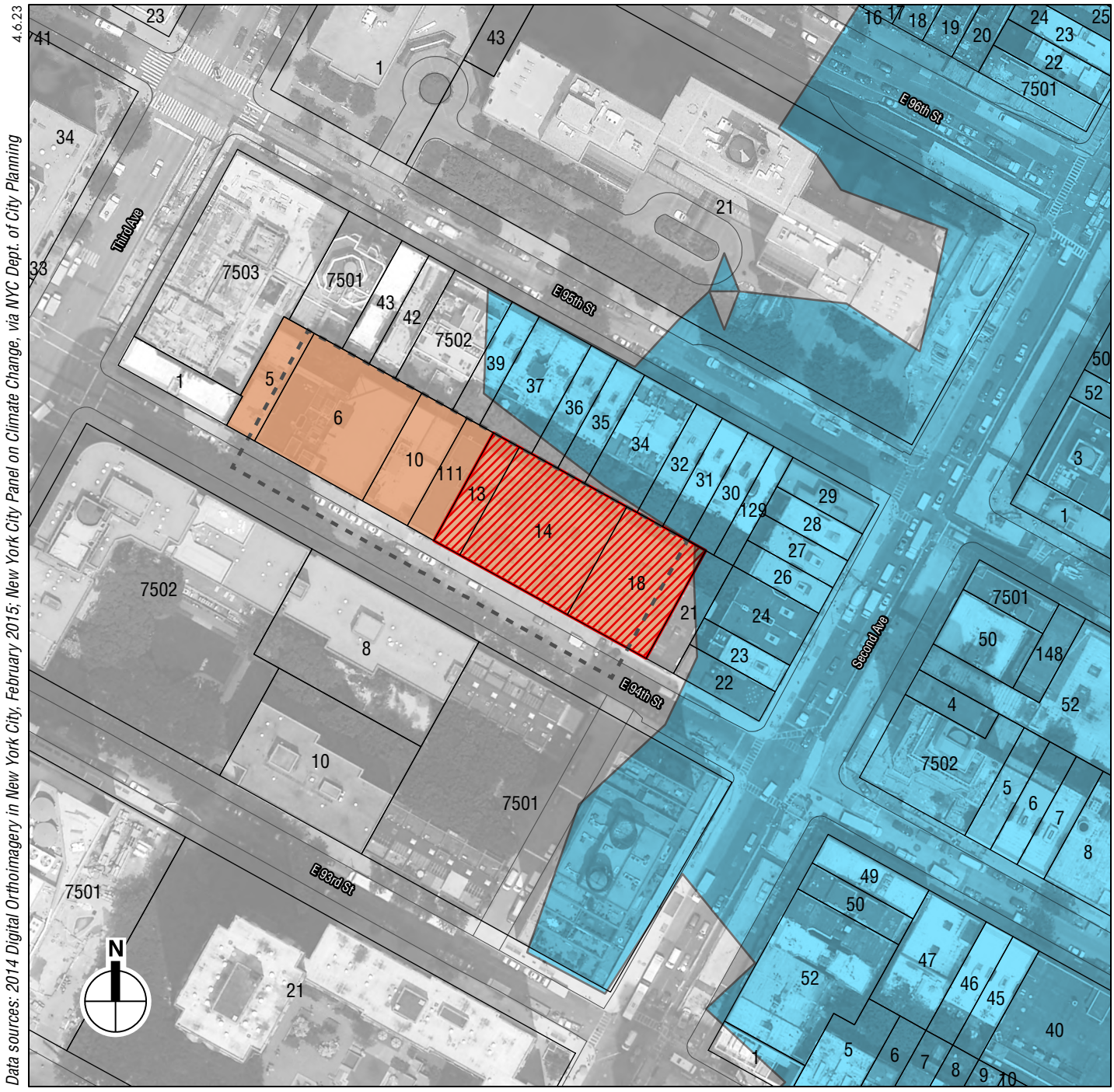
Figure B-5b



Future 100-year Floodplains - 2080s

EAST 94TH STREET REZONING

Figure B-5c



Future 100-year Floodplains - 2100s

EAST 94TH STREET REZONING

Figure B-5d

years and is evaluated through 2100. The Proposed Development's mechanical equipment has a lifespan of 50 years and is evaluated through the 2080s.

The Development Site is heavily sloped, with elevations around +35 feet NAVD88 along the western part of the site, down to a low elevation of +21.46 feet NAVD88 along the eastern part of the site. This lowest ground elevation of +21.46 was conservatively used as the design flood elevation (DFE) on the attached Flood Elevation Worksheet. The DFE is more than 9 feet above the nearest BFE, which is approximately 200 feet east of the proposed Development Site. Using +21.46 feet NAVD88 as the DFE, the ground floor would remain above the 1-percent annual chance floodplain through the building's lifespan.

The Proposed Development would include two cellar spaces at different elevations that would contain a mix of mechanical equipment and retail and community facility space. The C-1 Mechanical cellar, below the western part of the Development Site, would be located at an elevation of +16.2 feet NAVD88, which would be below the nearest BFE by the 2080s. The below-grade C-2 Mechanical cellar, which would be the lowest floor on the Development Site at a floor elevation of +5.2 feet NAVD88, would be within the 1-percent annual chance floodplain throughout the life of the building (see **Figure B-5b)**. The space needed for the mechanical equipment required to service the proposed building exceeds the space within the below-grade cellars, and so mechanical equipment will also be placed on the 30th floor of the proposed building as well as on the roof. As noted above, the building footprint is not currently within the 1 percent annual chance floodplain and the lowest site elevation along the heavily sloped Project Site is +21.46 feet NAVD88, which is almost seven (7) feet higher than the worst-case floodplain elevation in 2050 and over three (3) feet higher than the worst-case floodplain elevation in 2100. The higher surrounding grades would prevent flood waters from entering the below-grade cellar space where mechanical equipment would be located. Additionally, the cellars would be constructed to prevent the intrusion of groundwater. Therefore, the mechanical equipment would not be subject to flooding during a 1 percent annual chance flood throughout the useful life of the building.

The first floor, comprising commercial space and the residential entrance and lobby, would begin at an elevation of approximately +21 feet NADV88 along the eastern side of the Development Site and would remain above the BFE throughout the life of the building.

The Proposed Rezoning Area would fall within the 1-percent annual chance floodplain by the 2080s. There would be no new development outside the Development Site within the Proposed Rezoning Area. The Proposed Actions would allow for the free movement of floor area within the Project Area to facilitate the Proposed Development. The available floor area from the Air Rights Parcels would be used for the Proposed Development on the Development Site.

> *c. Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean Higher High Water (MHHW) over the lifespan of the project under any sea level rise scenario.*

Based on the High Scenario of sea level rise predictions, MHHW at the NOAA station nearest the Development Site (currently +2.87 feet NAVD88 at NOAA Station #8518668 Horns Hook Station) could range up to +5.37 feet by 2050, 7.70 feet by 2080, and 9.12 feet by the end of the century. Although the C-2 Mechanical floor level would be at an elevation of +5.2 feet NAVD88, which would be below MHHW by the 2050s, MHHW is not projected to extend as far inland as the Development Site (see **Figure B-6)**. Therefore, all features of the Proposed Development would remain above MHHW throughout the life of the project.



Future Mean Higher High Water with Sea Level Rise
2050s, 2080s, and 2100 Projections

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.

Wave action hazards (i.e., Zone VE or Coastal A Zone) have not been designated for the Project Site. Therefore, storm impacts due to waves, high winds, or debris would not be expected to affect the Proposed Development.

2. Identify adaptive strategies: assess how the vulnerabilities and consequences identified in Step 1 are addressed through the project's design and planning.

a. For any features identified in Step 1(b), describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how would any planned adaptive measures protect the feature in the future from flooding?

Although all components of the Proposed Development are currently outside of the 1-percent annual chance floodplain, the building could be retrofitted in the future with dry-floodproofing measures in accordance with New York City Building Code Appendix G: Flood-Resistant Construction should flood elevations increase above the DFE. Dry floodproofing prevents the inflow of floodwaters and could include such measures as deployable flood barriers. Additionally, critical features in the building's lowest floor, could be dry-floodproofed at the earliest stages of floodplain encroachment.

Because no new development or changes would occur within the Proposed Rezoning Area, no additional resiliency measures are required.

b. For any features identified in Step 1(c), describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how would any planned adaptive measures protect the feature in the future from flooding?

As described above in Step 1(c), the Proposed Development would be above MHHW throughout the project lifespan. Should MHHW increase more than projected in the future, the building would be able to accommodate dry flood proofing measures, such as deployable flood barriers and sealing/relocation of any exterior wall penetrations to prevent flood water ingress.

c. Describe any additional measures being taken to protect the project from additional coastal hazards such as waves, high winds, or debris.

As noted in 1(d), the Project Site is not within a wave impact zone in the City's designated flood hazard area. Therefore, no specific measures are required.

d. Describe how the project would affect the flood protection of adjacent sites, if relevant.

Because the floodplain in New York City is controlled by astronomic tide and meteorological forces (e.g., nor'easters and hurricanes) and not by fluvial flooding, the Proposed Development would not have the potential to adversely affect the floodplain or result in increased coastal flooding at adjacent sites. The building construction would not alter the existing site elevation or encroach into adjacent properties.

3. Assess policy consistency: conclude whether the project is consistent with Policy 6.2 of the Waterfront Revitalization Program.

Although the Project Site is not currently within the floodplain, the New York City Department of City Planning Flood Hazard Mapper indicates that floodplain encroachment would occur within

the northeast corner of the Project Site by 2050. Based on the New York City Panel on Climate Change (NPCC) High Scenario of sea level rise projections (the worst-case scenario), the 1 percent annual chance floodplain could increase up to +14.50 feet North American Vertical Datum (NAVD88) by 2050 and up to +18.25 by 2100. The lowest site elevation along the heavily sloped Project Site is +21.46 feet NAVD88, which is almost seven (7) feet higher than the worst-case floodplain elevation in 2050 and over three (3) feet higher than the worst-case floodplain elevation in 2100. Therefore, even under the worst-case scenarios of sea level rise, the Project Site would not be subject to flooding due to its higher site grade. The below-grade cellars would be constructed to prevent the intrusion of groundwater, and should the need arise, dry-floodproofing measures such as deployable flood barriers could be implemented as early as 2050. As stated above, the Rezoning Area would not involve any new development aside from the Proposed Development on the Development Site.

Therefore, the Proposed Actions would promote Policy 6.2.

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.

Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, and substances hazardous to the environment to protect public health, control pollution and prevent degradation of coastal ecosystems.

As discussed in detail in Attachment I, "Hazardous Materials," an assessment of potential impacts from solid waste and hazardous materials was conducted based on a series of reports including both Phase I Environmental Site Assessments (ESAs) and Subsurface (Phase II) Investigations.

In the future with the Proposed Actions, the Development Site would undergo demolition followed by ground disturbance for construction of the new building which would include a full cellar. The potential for impacts related to solid waste and hazardous materials would be avoided by incorporating the following:

- Prior to demolition, the remaining building would be surveyed for asbestos by a NYC-certified asbestos investigator and any asbestos containing material (ACM) would be removed and disposed of prior to demolition in accordance with local, state, and federal requirements.
- Demolition would be performed in accordance with applicable lead-based paint (LBP) requirements (including federal OSHA regulation 29 CFR 1926.62–Lead Exposure in Construction).
- Unless there is labeling or test data indicating that any suspect PCB-containing electrical equipment and fluorescent lighting fixtures do not contain PCBs, and that any fluorescent lighting bulbs do not contain mercury, disposal of these items would be conducted in accordance with applicable federal, state, and local requirements.
- Updated Phase I ESA regulatory databases addressing the Development Site was obtained in August 2022. An updated RAP and associated CHASP addressing the entire Development Site and any changes that have taken place since the 2014 Phase I/II was prepared and submitted (along with the Phase I ESA database documentation related to these changes) to DEP for review and approval. The RAP and CHASP set out procedures to be followed to avoid the potential for adverse impacts related to hazardous materials identified by the studies/investigations as well as other hazardous materials that could be (unexpectedly) encountered. The RAP outlined requirements for items such as: soil management (including

stockpiling, handling, transportation, and disposal), dust control and air monitoring, and contingency measures should USTs or soil contamination be encountered and requirements for vapor controls (e.g., a vapor barrier around the foundation elements) to avoid the potential for soil vapor intrusion into the new structure. The CHASP presented a hazard assessment for the construction workers and set out the requirements for real-time air monitoring (for respirable dust and VOCs) during portions of the subsurface disturbance, to protect both the construction workers and the community. As indicated in the RAP & CHASP, following construction, occupancy permits would only be issued once DEP received and approved a Remedial Closure Report, certified by a New York licensed Professional Engineer, that documented the RAP and CHASP were properly implemented.

- DEP reviewed the August 2022 Phase I Regulatory Database Update and updated RAP & CHASP and in a response letter dated September 21, 2022 determined that an updated Subsurface (Phase II) Investigation (to be performed on Lots 13, 14, and 18) would be required to adequately identify/characterize the surface and subsurface soils, groundwater and soil vapor of the subject property. As requested by DEP, a Work Plan for this testing would be prepared for DEP's approval. Following implementation of any such additional testing a report documenting its performance and describing its findings would be prepared and submitted to DEP for review and approval, with updates to the RAP & CHASP, as required.
- Removal of all known USTs, ASTs, and any unforeseen petroleum tanks would be performed in accordance with applicable regulatory requirements including NYSDEC requirements relating to spill reporting and tank registration.
- If dewatering would be necessary for the proposed construction, water would be discharged to sewers in accordance with DEP requirements. In addition, appropriate sediment and erosion control measures would be implemented during all soil disturbance activities.

These measures will prevent adverse impacts related to solid waste and hazardous materials. Therefore, the Proposed Actions would promote Policy 7.1.

Policy 7.2: Prevent and remediate discharge of petroleum products.

As discussed above under Policy 7.1, a RAP and CHASP would be prepared and submitted to DEP for review. The RAP would specify procedures for closure of petroleum storage tanks and excavation and removal of any associated petroleum-contaminated soil in accordance with applicable regulations and guidance, including requirements for items such as field oversight of soil disturbance by an environmental professional, soil management, dust control and air monitoring, and Spill reporting to the New York State Department of Environmental Conservation (DEC) Spill Hotline. Any new petroleum storage tanks installed as part of the Proposed Development would conform to applicable Petroleum Bulk Storage (PBS) requirements in 6NYCRR Part 613, including those regarding spill detection, secondary containment, and overfill protection.

With these measures, the Proposed Actions would promote Policy 7.2.

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 solid waste generated by the Proposed Development would be disposed of in accordance with 6NYCRR Part 360 and all other applicable Federal, State, and local requirements. All universal and regulated wastes would be disposed of in accordance with 6 NYCRR Parts 370 through 374

and 376, and 40 CFR Part 273 – Standards for Universal Waste Management, and the Resource Conservation and Recovery Act (RCRA) laws and regulations.

Therefore, the Proposed Actions would promote Policy 7.3.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

As described in Attachment G, "Urban Design and Visual Resources," the buildings within the Project Area are not considered to be visual resources. The proposed building would not block views of any visual resources from the sidewalks adjacent to the Project Area. With the Proposed Development, views along Second and Third Avenues and east-west along East 96th Street are expected to remain substantially the same, although views toward the Project Area would now include a new, tall building. The proposed building would be one of many tall, freestanding buildings, and would be in keeping with the large residential towers that define most view corridors in the surrounding area and rise above the surrounding lower-scale development. The proposed building would not obstruct any views to important visual resources or eliminate any existing view corridors.

The Proposed Actions would not change urban design features so that the context of a natural or built visual resource is altered and would not partially or totally block any unique views to a visual resource.

Therefore, the Proposed Actions would promote Policy 9.1

Policy 9.2: Protect and enhance scenic values associated with natural resources.

As described in Attachment G, "Urban Design and Visual Resources," the proposed building would not block views of any visual resources, including scenic values associated with natural resources, from the sidewalks adjacent to the Project Area. Therefore, the Proposed Actions would promote Policy 9.2.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City Coastal Area

Policy 10.1: Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.

As described in greater detail in Attachment F, "Historic and Cultural Resources," the potential impacts of the Proposed Development to historic and cultural resources were analyzed in accordance with the *CEQR Technical Manual*. The buildings on the Development Site, which would be demolished prior to construction of the Proposed Development, have not been identified as potential architectural resources. One building within the remainder of the Project Area—the building at 215 East 94th Street (Lot 10)—has been identified as a potential architectural resource and has been determined S/NR-eligible by LPC in a comment letter dated August 9, 2022. It is a 4-story brick building, a former substation, constructed by Consolidated Edison (Con Edison) in 1924. The other buildings within the remainder of the Project Area have not been identified as potential architectural resources. To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibrations, falling debris, collapse, etc., the S/NR-eligible resource at 215 East 94th Street (Lot 10) would be included in a Construction Protection Plan (CPP) for historic structures that would be prepared in coordination with the New York City

Landmarks Preservation Commission (LPC) and implemented in consultation with a licensed professional engineer. The Proposed Actions would not result in direct, physical, or significant adverse visual or contextual impacts on known architectural resources identified in the study area, including the S/NR eligible Neo-Grec multiple dwelling design tenements at 1817-1829 Second Avenue and Romanesque Revival tenements at 308-310 East 94th Street.

Therefore, the Proposed Actions would promote Policy 10.1.

Policy 10.2: Protect and preserve archaeological resources and artifacts.

As described in Attachment F, the study area for archaeological resources is defined as the area where subsurface disturbance would occur to implement the Proposed Development—the Development Site itself. In a comment letter dated April 3, 2019, LPC determined that it has no archaeological concerns for the Development Site (see **Appendix 2**).

LPC has concurred that the Development Site is not archaeologically sensitive. Therefore, no additional archaeological analysis would be required, and the Proposed Actions would not result in significant adverse impacts to archaeological resources.

Therefore, the Proposed Actions are consistent with Policy 10.2. ✷

A. INTRODUCTION

This attachment considers the potential for the Proposed Actions to result in significant adverse impacts to socioeconomic conditions within the identified study area. As stated in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activities. Socioeconomic impacts may occur when a project directly or indirectly affects any of these elements.

As described in Attachment A, "Project Description," the Proposed Actions would facilitate a mixed-use development on the Development Site. The Proposed Development would be a 46-story residential building with a 4- and 6-story, retail/community facility, and residential base and would replace an existing parking garage, auto-repair shop, and a 5-story vacant residential building. The Proposed Development would result in a total increment of 483 dwelling units (DUs),[1] 6,804 square feet (sf) of commercial space, 9,000 sf of community facility space, and a loss of 390 parking spaces. These increments are analyzed in this attachment. In accordance with *CEQR Technical Manual* guidelines, this analysis considers whether the Proposed Development could result in significant adverse socioeconomic impacts due to: (1) direct displacement of residential population; (2) direct displacement of existing businesses; (3) indirect displacement of residential population; (4) indirect displacement of businesses; and (5) adverse effects on a specific industry.

The analysis finds that the Proposed Actions do not have the potential to result in significant adverse impacts to socioeconomic conditions.

B. METHODOLOGY

BACKGROUND

Under CEQR, changes to socioeconomic conditions are disclosed if they 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 the area. In some cases, these changes may be substantial but not adverse. In other cases, these changes may be good for some groups but bad for others. The objective of the CEQR analysis is to disclose whether any changes created by the Proposed Actions would have a significant impact compared with what would happen in the No Action condition.

An assessment of socioeconomic impacts distinguishes between impacts on the residents and businesses in a study area and separates these impacts into direct and indirect displacement for both of those segments. Direct displacement occurs when residents or businesses are involuntarily displaced from the actual site of a project or sites directly affected by a project. For example, direct

[1] There are 20 vacant DUs on the Development Site that will be demolished.

displacement would occur if a currently occupied site were redeveloped for new uses or structures or if a proposed easement or right-of-way encroached on a portion of a parcel and rendered it unfit for its current use. In these cases, the occupants of a particular structure to be displaced can usually be identified, and therefore the disclosure of direct displacement focuses on specific businesses and a known number of residents and workers.

Indirect or secondary displacement occurs when residents, business, or employees are involuntarily displaced due to a change in socioeconomic conditions in the area caused by a proposed project. Examples include the displacement of lower-income residents who are forced to move due to rising rents caused by higher-income housing introduced by a proposed project. Examples of indirect business displacement include higher-paying commercial tenants replacing industrial uses and when new uses introduced by a proposed project cause commercial rents to increase. Unlike direct displacement, the exact occupants to be indirectly displaced are not known. Therefore, an assessment of indirect displacement usually identifies the size and type of groups of residents, businesses, or employees potentially affected.

Some projects may affect the operation and viability of a specific industry not necessarily tied to a specific location. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. In these cases, the CEQR review process may involve an assessment of the economic impacts of the project on that specific industry.

DETERMINING WHETHER A SOCIOECONOMIC ASSESSMENT IS APPROPRIATE

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if a project may be reasonably expected to create socioeconomic changes in the area affected by the project that would not be expected to occur in the absence of the project. The following screening assessment considers threshold circumstances identified in the *CEQR Technical Manual* (italicized below) that can lead to socioeconomic changes warranting further assessment.

DIRECT RESIDENTIAL DISPLACEMENT

Would the Proposed Actions directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.

The Proposed Development would result in the displacement of 20 existing vacant dwelling units on the Development Site. Because there is no residential population associated with these vacant units, there is no potential for direct residential displacement.

DIRECT BUSINESS DISPLACEMENT

Would the Proposed Actions directly displace more than 100 employees? If so, assessments of direct business displacement and indirect business displacement are appropriate. Would the project directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation or serve a population uniquely dependent on its services in its present location? If so, an assessment of direct business displacement is warranted.

The Proposed Actions do not have the potential to result in significant direct business displacement warranting further assessment. The Proposed Development would displace an existing parking garage and an auto-repair shop on the Development Site, resulting in the displacement of approximately nine parking garage employees and seven auto-repair shop employees. The

displacement of a total of 16 employees as a result of the Proposed Actions does not exceed the CEQR assessment threshold of 100 displaced employees.

The demolition of the parking garage would result in the loss of 390 parking spaces. The parking garage is primarily used by residents of the neighborhood. As described further in Attachment I, "Transportation," there are 20 other off-street parking facilities within a ¼-mile radius of the development site with a total licensed capacity of over 3,000 parking spaces. These parking garages have approximately 434–925 available parking spaces during the day and 1,452 available parking spaces overnight. Therefore, the off-street parking facilities in the surrounding neighborhood would likely be able to absorb the loss of the 390 parking spaces from the Development Site.

The auto-repair shop that would be displaced is not uniquely dependent on its current location and nearby residents would be able to access auto-repair services at other establishments in the study area or a broader trade area for such services. There are two other auto-repair shops located in the socioeconomic study area. One is located on the block directly east of the Project Area, on East 95th Street between Second and First Avenues. Another auto repair shop is on East 92nd Street between Second and First Avenues. A reasonable trade area for an auto-repair shop is larger than the ¼-mile socioeconomic study area. Within one mile, there are six additional auto-repair shops that offer similar services to the auto repair shop that would be displaced as a result of the Proposed Actions.

Because the Proposed Actions would displace fewer than 100 employees and comparable services to those offered at the parking garage and the auto-repair shop can be found in the socioeconomic study area, the Proposed Actions do not have the potential for significant adverse impacts due to direct business displacement and no further analysis is warranted.

INDIRECT RESIDENTIAL DISPLACEMENT

Would the Proposed Actions result in a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts. For projects exceeding these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.

According to the *CEQR Technical Manual*, indirect effects can occur if proposed actions would introduce a substantial new use that is markedly different from existing uses, development, and activities within the neighborhood. The *CEQR Technical Manual* suggests that residential development of 200 units or less would typically not result in significant socioeconomic impacts. As the Proposed Development would result in the construction of up to 483 residential DUs over the No Action condition, which is over the 200-unit development threshold identified by the *CEQR Technical Manual,* a preliminary assessment of potential indirect residential displacement is warranted.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

Indirect effects can occur if a project would introduce a substantial new use that is markedly different from existing uses, development, and activities within the neighborhood, which in turn can lead to increases in property values and rents, making it difficult for some businesses to remain in the area. According to the *CEQR Technical Manual*, commercial development of 200,000 sf or less would typically not result in socioeconomic impacts. The Proposed Development would result

in a total commercial development of 15,504 gsf—an incremental increase of 7,804 gsf of commercial development on the Development Site over the No Action condition. As such, a preliminary assessment of indirect business displacement due to increased rents is not warranted.

INDIRECT BUSINESS DISPLACEMENT DUE TO MARKET SATURATION

Would the Proposed Actions result in a total of 200,000 square feet or more of retail on a single development site or 200,000 square feet or more of region-serving retail across multiple sites? This type of development may have the potential to draw a substantial amount of sales from existing businesses within the study area, resulting in indirect business displacement due to market saturation.

The Proposed Development would result in a total of approximately 15,504 gsf of local retail development on the Development Site. Therefore, an assessment of indirect business displacement as a result of the Proposed Actions is not warranted.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Are the Proposed Actions expected to affect conditions within a specific industry? This could affect socioeconomic conditions if a substantial number of workers or residents depend on the goods or services provided by the affected businesses, or if the Proposed Actions would result in the loss or substantial diminishment of a particularly important product or service within the City.

The Proposed Actions would not significantly affect business conditions in any industry or any category of business within or outside the study area. As described in screening assessments above, the Proposed Development would not directly displace any businesses that provide goods or services that cannot be found elsewhere within the study area; and there is no potential for significant indirect business displacement as a result of the Proposed Development. Therefore, the Proposed Actions would not have an impact on the economic viability in any specific industry or category of business, and a preliminary assessment of this concern is not warranted.

DETERMINATION

Based on *CEQR Technical Manual* threshold criteria for assessment, the Proposed Actions warrant further assessment of potential indirect residential displacement. This assessment is presented in Section C, "Preliminary Assessment."

ANALYSIS FORMAT

Based on *CEQR Technical Manual* guidelines, the analysis of indirect residential displacement begins with a preliminary assessment. The objective of the preliminary assessment is to learn enough about the potential effects of the Proposed Actions to either rule out the possibility of significant adverse impacts or determine that a more detailed analysis is required to fully determine the extent of the impacts. In this case, a preliminary assessment was sufficient to conclude that the Proposed Development would not result in any significant adverse socioeconomic impacts resulting from indirect residential displacement.

STUDY AREA

According to the *CEQR Technical Manual*, socioeconomic study area boundaries depend on project size and characteristics. The manual states that a ¼-mile study area is appropriate for a project which produces a small (below 5 percent) increase to the study area population. The

Proposed Development would introduce an estimated increment of 903 residents into the existing study area population (33,268 as of the 2020 Decennial Census), which is an approximate 2.7 percent increase.[2] Therefore, a ¼-mile study area is appropriate for this analysis.

Because socioeconomic analysis depends on demographic data, it is appropriate to adjust the study area boundary to conform to the census tract delineation that most closely approximates the desired radius (in this case, a ¼-mile radius surrounding the Project Area). The census tracts that constitute the "socioeconomic study area," or "study area," are shown in **Figure C-1** and include Census Tracts 154.01, 154.02, 154.03, 156.01, 156.02, 158.01, and 158.02. The socioeconomic study area is located in Manhattan Community Districts 8 and 11 and generally extends to Park Avenue to the west, First Avenue to the east, East 99th Street to the north, and East 89th Street to the south.

DATA SOURCES

Information used in the analysis of indirect residential displacement was gathered from the U.S. Census Bureau's 2006–2010 and 2017–2021 American Community Survey (ACS) 5-Year Estimates, the 2020 Decennial U.S. Census, and the New York City Department of City Planning (DCP) NYC Population FactFinder online mapping tool. The NYC Population Factfinder provided ACS estimates and associated margins of error (MOE) for the combined census tracts that comprise the study area.[3] Social Explorer, an online tool that tabulates census data was also consulted. Census data were gathered on population, housing, and income. All dollar values were converted to 2023 dollars using the United States Department of Labor Bureau of Labor Statistics Consumer Price Index to allow for comparison between years. Data on market rents within the study area were collected on the real estate listings website StreetEasy.com.

C. PRELIMINARY ASSESSMENT

INDIRECT RESIDENTIAL DISPLACEMENT

As described in the *CEQR Technical Manual*, indirect residential displacement usually occurs when a project results in a substantial new development that is markedly different from existing uses and activities within a neighborhood. This can contribute to increased property values and increased rents, which can make it difficult for some existing residents to remain in their homes.

Generally, an indirect residential displacement analysis is conducted only in cases in which the potential impact may be experienced by renters living in privately held DUs unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose incomes

[2] As of the 2020 U.S. Decennial Census, the average household size in Manhattan Community District 8 is 1.87. (Source: DCP Community District Tabulation Area data for CD8, based on 2020 U.S. Census data.) The study area population is 33,268 as of the 2020 Decennial Census. Based on the DCP Housing Databases (Release 22Q4) there has been a net gain of five units in the study area since April 1, 2020. Because no substantial development has occurred in the study area since the 2020 Census was taken, this analysis uses the 2020 Decennial Census population estimate.

[3] MOEs describe the precision of an estimate within a 90-percent confidence interval and provide an idea of how much variability (i.e., sampling error) is associated with the estimate. The larger the MOE relative to the size of the estimate, the greater potential for variability within the data. The MOE is partially dependent on the sample size, because larger sample sizes result in a greater amount of information that more closely approximates the population.



Socioeconomic Study Area

EAST 94TH STREET REZONING

Figure C-1

or poverty status indicates that they may not be able to support substantial rent increases. Residents who are homeowners, or who are renters living in rent-protected DUs are not considered potentially vulnerable populations under CEQR. This analysis follows the step-by-step assessment guidelines of the *CEQR Technical Manual*.

Step 1: Determine if the Proposed Actions would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the Proposed Actions.

EXISTING CONDITIONS

Based on the 2020 Decennial Census, the study area has an estimated population of 33,268 and an average household size of 1.87.[4] This analysis uses average and median household incomes to describe the household income characteristics of the study area population. As reported in the 2017–2021 ACS and shown in **Table C-1** the average household income within the study area is approximately $$192,645, which is similar to the average income of Manhattan ($188,762) and higher than that of New York City ($123,858). From 2006–2010 to 2017–2021, average household income increased by 12.3 percent in Manhattan and 16.0 percent in New York City.

Table C-1
Average Annual Household Income

Area	2006–2010 ACS[1]	2017–2021 ACS[1]	Change or Direction of Change
Socioeconomic Study Area	$194,120	$192,645	Cannot be reported[2]
Manhattan	$168,111	$188,762	12.3%
New York City	$106,796	$123,858	16.0%

Notes:
[1] All dollar figures have been adjusted to 2023 dollars based on the U.S. Department of Labor Consumer Price Index, 2023.
[2] The MOE of the difference between the 2006–2010 ACS and 2017–2021 ACS data for the study area is greater than the estimated difference itself; therefore, a change cannot be reported with confidence.
Sources:
U.S. Census Bureau, 2006–2010 and 2017–2021 ACS 5-Year Estimates; DCP's NYC Population Factfinder

As average income can be heavily influenced by outliers within the data (both high and low), the median household income is also presented to supplement the analysis. As shown in **Table C-2**, the median household income within the socioeconomic study area is $117,324. Median household income within the study area is higher than the median income of Manhattan ($102,697), and approximately $40,000 more than the median income of New York City ($77,237).

[4] DCP Community District Tabulation Area data for Community District 8, based on 2020 U.S. Census data.

Table C-2
Median Annual Household Income

Area	2006–2010 ACS[1]	2017–2021 ACS[1]	Change or Direction of Change
Socioeconomic Study Area	$121,095	$117,324	Cannot be reported [2]
Manhattan	$89,075	$102,697	15.3%
New York City	$68,940	$77,237	12.0%

Notes:
[1] All dollar figures have been adjusted to 2023 dollars based on the U.S. Department of Labor Consumer Price Index, 2023.
[2] The MOE of the difference between 2006–2010 ACS and 2017–2021 ACS data for the study area is greater than the estimated difference. Therefore, a change cannot be reported with confidence.
Sources:
U.S. Census Bureau, 2006–2010 and 2017–2021 ACS 5-Year Estimates; DCP's NYC Population Factfinder.

As shown in **Table C-3**, within the socioeconomic study area, median gross rent is an estimated $2,455per month, which is $502 more than median gross rent in Manhattan ($1,953) and $7290 more than median gross rent in New York City ($1,726). Due to margin of error, a percent change in median rent for the socioeconomic study from 2006–2010 to 2017–2021 cannot be estimated with confidence. Over the same period, median gross rent in Manhattan increased by nearly 22 percent, while median rent in New York City increased by nearly 18 percent. For Manhattan and New York City, average rent has also increased. For the study area, average rent falls within the 90 percent confidence interval of median rent; this indicates that the distribution of rent prices within the study area is not skewed by high or low outliers.

Table C-3
Average and Median Gross Rent

	2006–2010 ACS		2017–2021 ACS		Change or Percent Change	
Area	Average[1]	Median[1]	Average[1]	Median[1]	Average	Median
Socioeconomic Study Area	$2,441	$2,316	$2,397	$2,455	Cannot be reported [2]	Cannot be reported [2]
Manhattan	$1,886	$1,605	$2,257	$1,953	19.7%	21.7%
New York City	$1,519	$1,468	$1,836	$1,726	20.9%	17.6%

Notes:
[1] All dollar figures have been adjusted to 2023 dollars based on the U.S. Department of Labor Consumer Price Index, 2023.
[2] The MOE of the difference between the 2006–2010 and 2017–2021 ACS estimates is greater than the difference itself; therefore, a change cannot be reported with confidence.
Source: U.S. Census Bureau, 2006–2010 and 2017–2021 ACS 5-Year Estimates; DCP's NYC Population FactFinder; Social Explorer

U.S. Census ACS data do not provide specific rent information according to regulation status or unit size, but instead can paint a general picture about the rate at which housing costs are changing in a neighborhood. Recent rental listings were used to provide a fuller understanding of where the market is today. **Table C-4** summarizes market rents in the study area. Rents for recent listings are generally higher than the average and median gross rents reported for the study area in the 2017–2021 ACS.

Table C-4
Market-Rate Monthly Rental Rates within the Socioeconomic Study Area

Unit Type	Average	Median	Upper Quartile
Studio	$2,223	$2,025	$2,800
One Bedroom	$2,991	$2,700	$3,699
Two Bedroom	$4,341	$3,500	$5,925
Three bedrooms or larger	$4,974	$4,298	$5,325
All Unit Types	$3,279	$2,852	$3,700

Source: StreetEasy.com accessed January 25, 2022 based on a sampling of 199 recent listings posted between October 2021 and January 2022 (41 studios, 96 one bedroom units, 54 two bedroom units, and 8 units with three or more bedrooms).

FUTURE WITHOUT THE PROPOSED ACTIONS

PROJECT AREA

The future without the Proposed Actions (the No Action condition) describes a future baseline condition to which changes that are expected to result from the Proposed Actions are compared. Absent the Proposed Actions, it is anticipated that the Project Area would remain in its current state and that no changes to land use would occur.

STUDY AREA

There are two planned developments within a ¼-mile radius of the Project Area that are anticipated to be completed by the build year of 2026. A 13-story school is planned at 115 East 96th Street, and a 6-story residential building with 6 DUs is planned at 324 East 93rd Street. In total, the No Action condition will see the development of 6 new units in the socioeconomic study area and 122,661 gsf of community facility development. The new units would result in an estimated 11 new residents to the socioeconomic study area, for a total study area population of approximately 33,279 in the No Action condition.

FUTURE WITH THE PROPOSED ACTIONS

The Proposed Development would be 433,886 gsf. The residential component would consist of 410,382 gsf of residential space and 483 DUs. Depending on which option of the MIH regulations are applied to the Rezoning Area, 25 to 30 percent of the units (approximately 121 units to 145 units) would be affordable. The Applicant is proposing Option 1, which would require that 25 percent of units be affordable at an average of 60 percent Area Median Income (AMI) with 10 percent required at 40 percent AMI. The ground floor and cellar of the building would be occupied by 15,504 gsf of local retail and 9,000 gsf of community facility space. The community facility space is assumed to be medical office.

The net change or incremental development is the difference between the Proposed Development and No Action conditions, which forms the baseline for environmental analyses. The increment for the project site is 483 DUs, approximately 7,804 gsf of commercial space, 9,000 gsf of community facility space, and a loss of 390 parking spaces.

As part of the Proposed Actions, to establish an MIH area over the Rezoning Area, the City Planning Commission and the City Council would apply one or both of the following MIH options to the rezoning area.

- Option 1: 25 percent of residential floor area must be for affordable housing units for residents with incomes averaging 60 percent AMI, with 10 percent required at 40 percent AMI
- Option 2: 30 percent of residential floor area must be for affordable housing units for residents with incomes averaging 80 percent AMI

New York City AMIs and affordable monthly rents are shown in **Tables C-5** and **C-6**. AMIs are calculated yearly by the U.S Department of Housing and Urban Development (HUD).

Table C-5
2023 New York City Area Median Income (AMI)

Family Size	30% of AMI	40% of AMI	50% of AMI	60% of AMI	80% of AMI	100% of AMI	120% of AMI	130% of AMI	165% of AMI
1	$29,670	$39,560	$49,450	$59,340	$79,120	$98,900	$118,680	$128,570	$163,185
2	$33,900	$45,200	$56,500	$67,800	$90,400	$113,000	$135,600	$146,900	$186,450
3	$38,130	$50,840	$63,550	$76,260	$101,680	$127,100	$152,520	$165,230	$209,715
4	$42,360	$56,480	$70,600	$84,720	$112,960	$141,200	$169,440	$183,560	$232,980
5	$45,750	$61,000	$76,250	$91,500	$122,000	$152,500	$183,000	$198,250	$251,625

Source: U.S. Department of Housing and Urban Development (HUD)

Table C-6
2023 New York City Affordable Monthly Rents by Area Median Income (AMI)

Unit Size	30% of AMI	40% of AMI	50% of AMI	60% of AMI	80% of AMI	100% of AMI	120% of AMI	130% of AMI	165% of AMI
Studio	$636	$848	$1,060	$1,272	$1,696	$2,120	$2,544	$2,756	$3,498
1 BR	$794	$1,059	$1,324	$1,589	$2,119	$2,648	$3,178	$3,443	$4,370
2 BR	$953	$1,271	$1,588	$1,906	$2,542	$3,117	$3,813	$4,130	$5,242
3 BR	$1,101	$1,468	$1,835	$2,202	$2,937	$3,671	$4,405	$4,772	$6,057

Notes: Assumes tenant pays electricity. Rents are approximate and have been calculated at 30 percent of annual gross income of the target AMI. For low-income bands, rents are based on 30 percent of 27 percent, 37 percent, 47 percent, 57 percent, and 77 percent of AMI.
Source: U.S. Department of Housing and Urban Development (HUD)

Because the average household size for the socioeconomic study area falls between two whole numbers, as recommended in the *CEQR Technical Manual*, this analysis splits the difference between the AMI for 1- and 2-person households (see **Table C-7**). The projected average annual household income of the MIH units would be $66,700.

Table C-7
Average Household Income Based on Average Household Size
MIH Option 1

AMI Level	Avg. Household Size	1-Person Household Income[1]	2-Person Household Income[1]	Adjusted for Avg. Household Size[2]
60%	1.87	$59,340	$67,800	$66,700

Notes:
[1] Refer to **Table C-5**.
[2] Because the household size estimates for the proposed units falls between two whole numbers, as recommended in the *CEQR Technical Manual*, this analysis splits the difference between the AMI for 1- and 2-person households for the MIH DUs.
Sources: Average household size of 1.87 for the socioeconomic study area as of the 2020 U.S. Decennial Census.

Table C-8 shows the estimated distribution of new market rate units in the With Action condition by number of bedrooms. There would be a total of 362 market-rate units in the Proposed Development. Based on the existing mix of unit-types in the study area, approximately 21 percent would be studios, 49 percent would be one-bedroom units, 24 percent would be two-bedroom units, and 5 percent would be three-or-more-bedroom units.

Table C-8
Upper Quartile Market-Rate Monthly Rents: Socioeconomic Study Area

Unit Type	Count	Percent	Upper Quartile Monthly Rent
Studio	77	21.3%	$2,800
One Bedroom	177	49.0%	$3,699
Two Bedroom	88	24.3%	$5,925
Three bedrooms or larger	20	5.4%	$5,325
Total[1]	362	100%	$4,226

Note: [1]Total average monthly rent is a weighted total based on the proportional unit mix found within the socioeconomic study area using U.S. Census 2017–2021 ACS.
Sources: StreetEasy.com accessed January 2022; U.S. Census 2017–2021 ACS.

Table C-9 shows the calculations used to estimate the average household income of the market rate units. Using the upper quartile of monthly rent by bedrooms, the estimated household income for each type of unit was estimated, assuming households spend 30 percent of their gross monthly income on rent. Then, the estimated annual incomes were multiplied by the number of units to determine the aggregate income for the units by unit type. Finally, the aggregate for all unit types was divided by the total number of market rate units to determine the average household income of renters in market rate units of $165,569.

Table C-9
Weighted Average Income of With Action Market-Rate Renters on Development Site

Number of Bedrooms	Monthly Rent	Estimated Gross Monthly Income[1]	Estimated Gross Yearly income	Units	Aggregate Income by Number of Bedrooms (Yearly Income x Units)
Studio	$2,800	$9,333	$112,000	77	$8,624,000
One Bedroom	$3,699	$12,330	$148,000	177	$26,196,000
Two Bedroom	$5,925	$19,750	$237,000	88	$20,856,000
Three bedrooms or larger	$5,325	$17,750	$213,000	20	$4,260,000
Total				362	$59,936,000
Weighted Average Income of Market Rate Units (Aggregate Income ÷ Total Units)					**$165,569**

Notes:
[1] Monthly income was estimated using the assumption that renters spend 30 percent of their gross monthly income on rent.
Numbers may not sum to totals due to rounding.
Sources: Monthly rent from Street Easy Listings, January 2022; percent of units by number of bedrooms from U.S. Census 2017–2021 ACS.

Under Option 1 (proposed by the Applicant), the projected average annual household income of the new residents in the Proposed Development—considering both market rate and affordable DUs—would be $139,882, which is $52,763 less than the current average annual household income for the socioeconomic study area ($192,645) (see **Table C-10**).

Table C-10
Weighted Average Income of With Action Population on Development Site

Income		Units	Aggregate Income (Income x Units)
Market rate	$165,569	362	$59,936,000
MIH Affordable[1]	$66,700	121	$7,627,100
Total		483	$67,563,100
Weighted Average Income of the With Action Population (Aggregate Income ÷ Total Units)			**$139,882**

Note: [1] Household income for MIH DUs is based on 60 percent AMI for a family of 1.87 (See **Table C-7**)
Source: HUD

The expected average annual income of the new population is lower than the average annual household income of the socioeconomic study area population; therefore, there is no potential for the new population to substantially alter the demographic composition of the study area in a way that could lead to increased rents and indirect residential displacement. No further analysis is required.

CONCLUSION

Step 1 of the preliminary indirect residential displacement assessment determined that the Proposed Actions do not have the potential to result in the introduction of a population with higher average household incomes than the No Action study area population. Therefore, based on *CEQR Technical Manual* guidelines, the Proposed Actions would not result in significant adverse impacts to socioeconomic conditions due to indirect residential displacement. ✷

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on open space resources. Open space is defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual* as publicly accessible, publicly or privately owned land that is available for leisure, play, or sports or serves to protect or enhance the natural environment. An open space assessment should be conducted if a project would have a direct effect on open space such as eliminating or altering a public open space, or an indirect effect, such as when a substantial new population could place added demand on an area's open spaces. Direct effects could also include a proposed action's effects on open spaces due to increased noise, air pollutant emissions, odor, or shadows.

In accordance with *CEQR Technical Manual* guidelines, an open space assessment was conducted to determine whether the Proposed Actions would result in significant adverse open space impacts. As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the development of a new, mixed-use residential, commercial, and community facility building (the Proposed Development) with 483 dwelling units (DUs) (including 121–145 affordable DUs), and approximately 23,504 gross square feet (gsf) of commercial/community facility space. A Reasonable Worst Case Development Scenario (RWCDS) was also developed, which would maximize the base height but concomitantly result in a shorter tower (44 stories rather than 46). This attachment considers the Proposed Development.

The analysis presented below concludes that the Proposed Actions would not result in significant adverse open space impacts.

B. METHODOLOGY

As defined by the *CEQR Technical Manual*, public open space is accessible to the public on a constant and regular basis, including for designated daily periods. Public open space may be under government or private jurisdiction and typically includes City, state, and federal parkland, esplanades, and plazas designated through regulatory approvals such as zoning. Private open space is not publicly accessible or is available only to limited users; it is not available to the public on a regular or constant basis. Examples of private open space are natural areas with no public access, front and rear yards, rooftop recreational facilities, and stoops or landscaped grounds used by community facilities, such as public and private educational institutions, where the open space is accessible only to the institution-related population.

Open spaces can be characterized as either active or passive depending on the activities the space allows. In many cases open space may be used for both active and passive recreation. Open space that is used for sports, exercise, or active play is classified as "active open space," and consists primarily of recreational facilities. Passive open spaces are used for relaxation, such as sitting or strolling. Active and passive open spaces are further defined in Section C, "Existing Conditions."

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed project would directly affect open space if it causes the loss of public open space, changes the use of an open space so that it no longer serves the same user population, limits public access to an open space, or results in increased noise or air pollutant emissions, odors, or shadows that would temporarily or permanently affect the usefulness of a public open space. The Proposed Actions would not result in any of these conditions; therefore, an assessment of the Proposed Actions' direct effects on open space is not warranted.

INDIRECT EFFECTS

As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if the project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. The threshold to determine whether a preliminary assessment of indirect effects is warranted is if a project would introduce more than 200 new residents or 500 new nonresidents (or workers). Since the Proposed Development would result in an incremental increase of 483 DUs on the Development Site which would introduce an estimated 903 additional residents to the Project Area, a preliminary assessment of indirect effects for the Proposed Development's residential population is warranted.[1]

The Proposed Development would introduce approximately 48 workers to the Project Area, compared to the No Action condition. This would not exceed the *CEQR Technical Manual* threshold for analysis of non-residential populations, and therefore a non-residential open space assessment is not warranted.

NYC PARKS WALK TO A PARK INITIATIVE

As part of *OneNYC 2050—Building a Strong and Fair City*, the City has put forth a goal that calls for 85 percent of New York City residents to live within walking distance of a park by 2030. To help the City reach this goal, NYC Parks has developed a Walk to a Park initiative that focuses on increasing access to parks and open space, concentrating on areas of the City that are under-resourced and where residents live further than a walk to a park. Areas of the city that are within walking distance of a park have been identified by NYC Parks as "Walk to a Park Service Areas" (see **Figure D-1**); areas of the city that are not within walking distance of a park are considered "walk gaps."

According to the *CEQR Technical Manual*, as part of the preliminary assessment of open space, a project should be reviewed to determine if it is located within a Walk to a Park Service Area. Project sites that are located outside of a Walk to a Park Service Area (i.e., located in a known walk gap areas) suggest there is a need for a detailed analysis to be performed to determine if the project may further exacerbate a condition of residents living in areas of the city with inadequate park access, potentially leading to a significant impact. The Development Site is located within a Walk to a Park Service Area.

[1] Residential population estimates resulting from the Proposed Actions are based on the average household size for Manhattan Community District (CD) 8 (1.87 persons per household). Source: DCP Community District Tabulation Area data for CD 8, based on 2020 U.S. Census data.



Walk to a Park Service Area

EAST 94TH STREET REZONING

Figure D-1

C. OPEN SPACE ASSESSMENT

STUDY AREAS

The *CEQR Technical Manual* recommends establishing a study area or areas as the first step in an open space assessment. The study areas are based on the distances that users (workers and residents) are likely to walk to an open space. According to the *CEQR Technical Manual,* workers are assumed to walk up to approximately ¼-mile from their place of work to an open space, while residents are assumed to walk up to approximately ½-mile to an open space.

Because this analysis is for the Proposed Development's residential population, the adequacy of open space resources was assessed for the ½-mile (residential) study area. This study area was adjusted to include all census tracts with at least 50 percent of their area within the ½-mile boundary. In this way, the study area allows for analysis of both the open spaces in the area as well as population data. As shown on **Figure D-2**, the ½-mile open space study area is defined as Census Tracts 146.01, 146.02, 148.01, 148.02, 150.02, 152, 154.01, 154.02, 154.03, 156.01, 156.02, 158.01, 158.02, 160.01, 160.02, 164, and 166.

As shown on **Figure D-2**, the open space study area is generally bounded by East 105th Street to the north, First Avenue and the East River to the east, East 84th Street to the south, and Fifth and Park Avenues to the west.

INVENTORY OF OPEN SPACE RESOURCES

Publicly accessible open spaces and recreational facilities were inventoried to determine their size, character, utilization, amenities, and condition. Open spaces that are not accessible to the general public or that do not offer usable recreational areas, such as spaces where seating is unavailable, were generally excluded from the survey. In accordance with the *CEQR Technical Manual*, publicly accessible open space is defined as facilities open to the public at designated hours on a regular basis and is assessed for impacts using both a quantitative and qualitative analysis, whereas private open space is not accessible to the general public on a regular basis and is considered qualitatively. Field surveys conducted in March 2019 and October 2021 and secondary sources, such as the New York City Department of Parks and Recreation (NYC Parks) and New York City Office of Technology and Innovation (OTI) Geographic information system (GIS) data, were used to determine the number, availability, and condition of publicly accessible open space resources in the residential study area.

PRELIMINARY ASSESSMENT

As detailed above, the Proposed Development would result in over 200 new residents and exceed the threshold for a preliminary assessment of open space.

With an inventory of available open space resources and potential users, the adequacy of open space in the study area can be assessed both quantitatively and qualitatively. The quantitative approach computes the ratio of open space acreage to the population in the study area (i.e., acres of open space per 1,000 residents) and compares this ratio with certain guidelines. The qualitative assessment examines other factors that may affect conclusions about adequacy, including proximity to additional resources beyond the study area, the availability of private recreational facilities, and the demographic characteristics of the area's population. Specifically, the analysis in this attachment includes:



Open Space

EAST 94TH STREET REZONING

Figure D-2

- Open space study area population. The population of the open space study area was compiled from 2020 Census data.
- An inventory of all publicly accessible passive and active recreational facilities in the open space study area.
- An assessment of the quantitative ratio of open space in the study area is calculated by computing the ratio of open space acreage to the residential population in the study area and comparing this open space ratio with certain guidelines. In New York City, the optimal open space ratio for residential populations is 2.5 acres of open space per 1,000 residents. This goal is often not feasible for many areas of the City and does not constitute an impact threshold. Rather, it is a benchmark that represents how well an area is served by its open space.
- An evaluation of qualitative factors affecting open space use.
- A determination of the adequacy of open space in the open space study area in existing conditions, the No Action condition, and the With Action condition.
- An assessment of expected changes in future levels of open space supply and demand in the 2026 analysis year, based on other planned development projects within the open space study area. To estimate the population expected in the study area in the No Action condition, an average household size of 1.87 persons is applied to the number of new DUs expected in the study area located within Manhattan CD 8.[2] Any new open space or recreational facilities that are anticipated to be operational by the analysis year are also accounted for. Open space ratios are calculated for No Action and With Action conditions and compared to determine changes in future levels of adequacy.

IMPACT ASSESSMENT

Impacts are based in part on how a project would change the open space ratios in the study areas as well as other qualitative considerations. According to Table 7-1 of the *CEQR Technical Manual*, a decrease in an open space ratio of one percent or more compared to the No Action condition is generally considered to be a significant adverse impact for a project in study areas where the open space ratio is 0.50 acres per 1,000 residents or less. In addition to the quantitative factors cited above, the *CEQR Technical Manual* also recommends consideration of qualitative factors in assessing the potential for open space impacts. These include the project site's proximity to nearby regional parks, or other substantial open space resources located within or just outside the 0.5-mile generalized study area boundaries and the beneficial effects of new open space resources provided by a project.

Determinations as to what constitutes a significant adverse open space impact are not based solely on the results of the quantitative assessment. Qualitative considerations such as the distribution of open space, the distance to regional parks, the connectivity of open space, and any additional open space provided by a project, should be considered in a determination of significance.

[2] Residential population estimates resulting from the expected development projects in the study area are based on the average household size for Manhattan CD 8 (1.87 persons per household). Source: DCP Community District Tabulation Area data for CD 8, based on 2020 U.S. Census data.

EXISTING CONDITIONS

Study Area Population

As shown in **Table D-1**, the open space study area has a residential population of approximately 92,739.

Table D-1
Study Area Residential Population

Census Tract	Residential Population
146.01	4,481
146.02	9,061
148.01	3,221
148.02	7,494
150.02	5,642
152	7,730
154.01	5,189
154.02	4,503
154.03	5,738
156.01	5,568
156.02	2,154
158.01	5,600
158.02	4,516
160.01	3,852
160.02	3,607
164	7,371
166	7,012
Residential Study Area Total	**92,739**

Note: See **Figure D-2** for a map of census tracts included in the study area.
Source: 2020 U.S. Census Bureau

Open Space Resources in the Study Area

As shown in **Table D-2** and **Figure D-2**, the study area contains a total of approximately 44.14 acres of publicly accessible open space. Eleven of the 28 open space resources are parks or playgrounds, while the remaining 17 are privately owned public spaces (POPS).

The largest open space resource in the study area is Central Park. The portion of Central Park within the study area totals 17.56 acres (The total size of the park is 840.01 acres). Central Park is located to the west of the Development Site, extending within the study area from East 89th to 100th Streets. Major features of Central Park that are located within the study area boundaries include the East 96th Street Playground, a small portion of the East Meadow, the Bridle Path, Shuman Running Track, and the Reservoir.

The second largest open space resource in the study area is Carl Schurz Park, totaling 14.94 acres of open space. Carl Schurz Park is located to the southeast of the Development Site between the East River and East End Avenue, extending from East 84th to 90th Streets. A major feature of the park is an esplanade running along the East River which can be used for both active and passive uses. This esplanade connects to the north and south with other sections of the Manhattan Waterfront Greenway. Other amenities of the park include basketball courts, dog-friendly areas, playground equipment, swings, spray showers, roller hockey, water fountains, seating areas with benches, an ornamental staircase, a statue, pathways, extensively landscaped areas, and restrooms.

The park is also home to the historic Gracie Mansion, the residence of the Mayor of the City of New York.

A section of the East River Esplanade portion of the Manhattan Waterfront Greenway is located within the study area. This section is located to the east and north of the Development Site, extending from East 90th Street, where it meets Carl Schurz Park, north to East 96th Street, the edge of the study area. This section totals approximately 1.51 acres. The esplanade can be used for both active and passive recreational uses. The East River Esplanade extends along the East River to the north and south of the study area boundaries, forming a portion of the Manhattan Waterfront Greenway, a system of pathways extending around nearly the entirety of the island. Amenities along this section of the East River Esplanade include a waterfront pathway, benches, lighting, and a crew launching station.

Ruppert Park is an open space resource located south of the Development Site on Second Avenue between East 90th and 91st Streets. The park totals 1.00 acre of open space and the park's amenities include playground equipment, spray showers, water fountains, small plazas, seating areas with benches, chess tables, pathways, and planted areas.

Stanley Isaacs Playground is an open space resource located to the northeast of the Development Site between the Franklin Delano Roosevelt East River Drive (FDR Drive) and First Avenue, extending between East 95th and 97th Streets. The playground totals 1.23 acres of open space, and amenities in the playground include basketball courts, handball courts, a roller hockey rink, playground equipment, swings, water fountains, benches, and restrooms.

Table D-2
Inventory of Publicly Accessible Open Space in the Study Area

Map No.	Name	Location	Owner / Agency	Amenities	Total Acres
1	Carl Schurz Park	East End Avenue btwn E 84th St and E 90th St	NYC Parks	Basketball courts, playground equipment, swings, roller hockey, spray showers, dog-friendly areas, water fountains, esplanade, seating areas with benches, extensive landscaping, Gracie Mansion, pathways	14.94
2	East River Waterfront Esplanade	East River/FDR Drive btwn E 93rd St and approx E 96rd St	NYC Parks	Benches, waterfront pathways, night-lighting, crew launching station	1.51
3	Rupert Park	2nd Ave btwn E 90th and E 91st St	NYC Parks	Playgrounds, seating areas, benches, pathways, small plazas, spray showers, chess tables, water fountains, planted areas	1.00
4	Stanley Isaacs Playground	FDR Drive btwn E 95th St and E 97th St	NYC Parks	Basketball courts, handball courts, playgrounds, roller/ice hockey, benches, bathrooms, swings, water fountains, planted areas	1.23
5	Samuel Seabury Playground	Lexington Avenue btwn E 95th St and E 96th St	NYC Parks	Basketball courts, playgrounds, spray showers, a large map, seating area, bathrooms, swings	0.79
6	Cherry Tree Park	Third Ave btwn E 99th St and E 100th St	NYC Parks	Basketball courts, bathrooms, handball courts, playgrounds, spray showers, seating areas, chess tables, benches, swings	0.95
7	Marx Brothers Playground	Second Ave btwn E 96th and E 97th St	NYC Parks/DOE	Bathrooms, playgrounds, spray showers, soccer field, benches	0.95
8	Peter D. Joseph Plaza POPS (Monterey Public Garden)	E 96th St between Third Ave and Lexington Ave	Monterey 96 Street LLC	Benches, seating areas, planters	0.23
9	Highgate Public Plaza POPS	E 95th Street and Third Ave	P and S 95th Street Association	Benches, seating area, planters, water fountain	0.11

Table D-2 (cont'd)
Inventory of Publicly Accessible Open Space in the Residential Study Area

Map No.	Name	Location	Owner / Agency	Amenities	Total Acres
10	Charles Fatjo Plaza POPS (Plymouth Tower)	First Ave between E 92nd St and E 93rd St	340 East 93rd Street	Benches, water fountain, night-lighting, planted areas, seating area, small awning	0.14
11	Waterford Plaza POPS	E 93rd St and Second Ave	Waterford Condominiums	Benches, seating areas, water fountains, sculpture	0.12
12	The Marmara Manhattan POPS	E 94th St and Second Ave	The Marmara Manhattan	Benches, seating area, planters	0.05
13	Normandie Court POPS	E 95th St and Second Ave	MF Associates of New York LLC	Benches, seating area, wall-sized fountain, asphalt area, planters, subway entrance	0.42
14	Yorkville Plaza POPS	E 95th St and Third Ave	Yorkville Plaza Associates	Benches, water fountain, planters, bike parking	0.06
15	Mill Rock Plaza POPS	E 93rd St btwn First and Second Ave	Mill Rock Owners Corp	Plaza area, benches, planters	0.17
16	Harlem RBI	E 100th St btwn 1st and 2nd Avenue	NYC Parks	Baseball field, bleechers	0.90
17	Sunshine Playground	E 101st St btwn Lexington and Third Ave	NYC Parks	Playground, seating areas	0.24
18	Blake Hobbs Playground	E 102nd St to E 104th St and Second Ave	NYC Parks	Basketball courts, handball courts, playgrounds	1.00
19	Carnegie Hill Tower Plaza POPS	E 94th St and Madison Ave	Cooper Square Realty	Benches, seating area, planters	0.34
20	Park Regis Plaza POPS	E 88th St and Madison Ave	Park Regis Apt. Corp	Seating area, planters	0.39
21	Monarch Plaza POPS	E 89th St and Third Ave	200 E 89 St	Benches, seating area, planters	0.10
22	Claridge House Plaza POPS	Third Ave btwn E 87th St and E 88th St	Builtland Partners	Seating area, planters	0.31
23	Evans Tower Plaza POPS	Third Ave and E 84th St	Akam Associates Management	Seating area, planters	0.10
24	America Plaza POPS	Second Ave and E 85th St	Insignia Residential Group	Seating area, planters, sculpture	0.12
25	Channel Club Plaza POPS	York Ave and E 86th St	Insignia Residential Group	Benches, seating area, planters	0.05
26	Central Park	E 89th to E 100th St	NYC Parks	E 96th Street Playground, East Meadow, Bridle Path, Shuman Running Track, Reservoir	17.56
27	Easton Plaza POPS	East of Third Avenue between East 92nd and East 93rd Streets	Related Companies	Seating areas, planters, tables	0.25
28	Carlton Plaza POPS	Northeast Corner of Park Avenue and East 87th Street	Insignia Residential Group	Seating areas, planters	0.09
Totals	**N/A**	**N/A**	**N/A**	**N/A**	**44.14**

Notes: See **Figure D-2** for a map of open space resources.
* The recreation area within the NYCHA Stanley M. Isaacs Houses development to the south of this playground is restricted to use by NYCHA residents and is not considered a public open space according to the *CEQR Technical Manual*.
Total may not sum due to rounding.
DOE = New York City Department of Education
Sources: NYC Parks; Field Surveys, March 2019, October 2021; MapPLUTO

Samuel Seabury Playground is an open space resource located to the northwest of the Development Site on Lexington Avenue between East 95th and 96th Streets. The playground totals 0.79 acres and amenities at the playground include basketball courts, playground equipment, swings, spray showers arranged around a large map of the world, seating areas with benches, and restrooms.

Cherry Tree Park is an open space resource located to northwest of the Development Site at the northeast corner of Third Avenue and East 99th Street. The park totals 0.95 acres and amenities in the park include basketball courts, handball courts, playground equipment, swings, spray showers, seating areas with benches, chess tables, and restrooms.

Marx Brothers Playground is an open space resource located to the northeast of the Development Site on Second Avenue between East 96th and 97th Streets. The playground totals 1.48 acres of open space and includes a 0.95-acre multi-purpose baseball and soccer field. An approximately 0.53-acre area of the playground fronting Second Avenue was in use recently as a staging area for construction on the Second Avenue Subway; this section of the playground is currently not available to the public.

Harlem RBI is an open space resource located to the north of the Development Site on East 100th Street between First and Second Avenues. The resource totals 0.90 acres and amenities include a baseball field with bleachers.

Sunshine Playground is an open space resource located northwest of the Development Site on East 101st Street between Lexington and Third Avenues. The resource totals 0.24 acres and amenities include a playground and seating areas.

Blake Hobbs Playground is an open space resource located north of the Development Site between East 102nd and 104th Streets and Second Avenue. The resource totals 1.00 acre and amenities include basketball courts, handball courts, and playground space.

Peter D. Joseph Plaza, Mill Rocks Plaza, Charles Fatjo Plaza, Waterford Public Plaza, Highgate Public Plaza, Marmara Manhattan Plaza, Normandie Court Plaza, Yorkville Plaza, Carnegie Hill Tower Plaza, Monarch Plaza, Claridge House Plaza, America Plaza, Park Regis Plaza, Evans Tower Plaza, Channel Club Plaza, Easton Plaza, and Carlton Plaza are all POPS that are permanently accessible to the public through regulatory approvals. These resources range in size from 0.09 to 0.39 acres and contain amenities such as seating areas with benches, water fountains, planters, bike racks, and sometimes small awnings.

A full list of these resources and their amenities, condition, and utilization can be found above in **Table D-2**.

Assessment of Open Space Adequacy

The following analysis of the adequacy of open space resources within the study area presents the existing conditions ratios of active, passive, and total open space resources per 1,000 residents.

Quantitative Assessment

The study area has a total open space ratio of 0.476 acres per 1,000 residents, which is lower than the City's optimal open space ratio of 2.5 acres per 1,000 residents (see **Table D-3**).

Table D-3
Adequacy of Study Area Open Space Resources: Existing Conditions

Existing Residential Population	Open Space Acreage (Total)	Open Space Ratios per 1,000 Persons (Total)	City Open Space Guidelines (Total)
92,739	44.14	0.476	2.50

Qualitative Assessment

There are several additional open space resources located within or just outside the study area that would be readily accessible to residents of the study area. Randall's Island Park is a destination

open space resource located just over ½-mile from the Development Site on an island in the East River, accessible via the East 103rd Street Footbridge. It contains 256 acres of open space, and its amenities include bicycling paths, greenways, baseball fields, soccer fields, cricket fields, football fields, tennis courts, running tracks, golf courses, dog-friendly areas, and barbecuing areas. Randall's Island Park would draw many of the residents of the study area to its ample amenities, which residents would be willing to travel more than ½-mile to utilize. The East River Esplanade also extends along the East River to the north and south, beyond the boundaries of the study area.

The study area also includes open spaces within NYCHA developments that generally provide playgrounds, basketball courts, and benches for seating. NYCHA developments in the study area with such resources include the Holmes Towers, the Stanley M. Isaacs Houses, the George Washington Houses, and Metro North Plaza. All of these developments are located to the north of the Development Site. These facilities are excluded from the quantitative analysis because they are intended for the use of NYCHA residents; however, certain elements of NYCHA open spaces, such as seating areas, are accessible to the public and could be utilized by residents within the study area.

Although outside the study area boundary, the remainder of Central Park is easily accessible to the public and provides an abundance of open space areas. Additional areas of Central Park in proximity to the Development Site include the Robert Bendheim Playground to the north, and both the North Meadow Recreation Center and Central Park Tennis Center to the west.

In addition, there are a number of privately owned open space resources in the area that provide recreation opportunities to the public at large. These include Asphalt Green, a nonprofit organization that provides sports, swim, and fitness instruction and programs to New York City children and adults and operates a recreation facility near the Development Site, at 555 East 90th Street. The facility is publicly owned and is operated by Asphalt Green through a partnership arrangement with NYC Parks. This facility includes a pool, tennis court, soccer field, playground, and other recreational amenities. The organization offers free and low-cost community programs to provide fitness to under-served populations. These programs include free swim classes for public school children, free sports leagues for middle school children, and free fitness classes for seniors.

THE FUTURE WITHOUT THE PROPOSED ACTIONS

In the No Action condition, the Project Area is expected to remain in its existing condition, and no new development would occur.

Study Area Population

No new residents would be added to the Project Area in the No Action condition, as no development would occur. However, there are 15 known development projects within the study area that are anticipated to add 731 additional residents to the study area by 2026. This would increase the total population of the study area in the No Action condition to 93,470.

Study Area Open Space Resources

No changes to open spaces resources in the study area are anticipated in the No Action condition.

Assessment of Open Space Adequacy

Quantitative Assessment

As shown below in **Table D-4**, in the No Action condition, the total open space ratio is projected to be 0.472 acres per 1,000 residents. Similar to existing conditions, the total open space ratio would continue to be below the City's optimal open space ratio.

Table D-4
Adequacy of Study Area Open Space Resources: No Action Condition

2024 Residential Population	Open Space Acreage (Total)	Open Space Ratios per 1,000 Persons (Total)	City Open Space Guidelines (Total)
93,470	44.14	0.472	2.50

THE FUTURE WITH THE PROPOSED ACTIONS

Study Area Population

The Proposed Development would result in an incremental development of 483 DUs compared to the No Action condition, which would introduce 903 residents to the study area, resulting in a total population of 94,373 residents in the future with the Proposed Actions.

Study Area Open Space Resources

No changes to open spaces resources in the study area are anticipated in the With Action condition.

Assessment of Open Space Adequacy

Quantitative Assessment

As shown below in **Tables D-5 and D-6**, in the With Action condition, the total open space ratio is projected to fall from 0.472 acres per 1,000 residents to 0.468 acres per 1,000 residents. As in the No Action condition, the open space ratio would remain below the City guidelines of 2.5 acres of total open space per 1,000 residents. Compared to the No Action condition, the total open space ratio would decrease by 0.96 percent (see **Table D-6**).

Table D-5
Adequacy of Study Area Open Space Resources: With Action Condition

2024 Residential Population	Open Space Acreage (Total)	Open Space Ratios per 1,000 Persons (Total)	City Open Space Guidelines (Total)
94,373	44.14	0.468	2.50

Table D-6
Study Area Open Space Ratio Summary

Ratio	City Open Space Guideline	Open Space Ratios per 1,000		Percent Change (Future No Action to Future With Action)*
		No Action	With Action	
Total—Residents	2.5	0.469	0.464	-0.96%
Note: * Decrease in open space ratio may not be apparent due to rounding.				

Qualitative Assessment

No changes to open spaces resources in the study area are anticipated in the With Action condition.

DETERMINING IMPACT SIGNIFICANCE

According to the *CEQR Technical Manual*, if the decrease in the open space ratio exceeds 1 percent, it is generally considered a substantial change and would warrant the need for a more detailed analysis. However, the Proposed Actions would only reduce the open space ratio by 0.96 percent (as shown in **Table D-6**), which is below this *CEQR Technical Manual* threshold. Therefore, a more detailed analysis of indirect effects on open space is not warranted.

Though the open space ratios in the study area would be below the City's guidelines in the With Action condition, the Proposed Actions would reduce the open space ratio by 0.96 percent, which is below the *CEQR Technical Manual* threshold of a 1 percent reduction in an open space ratio to constitute a significant adverse impact. Additionally, the Development Site is not located in an area of the Manhattan that is considered a "walk gap" area of the City.

Furthermore, residents of the study area would continue to have access to additional open space resources not accounted for in the quantitative analysis, including destination open spaces such as Randall's Island Park, NYCHA recreation spaces near or within the study area, and additional prominent resources within Central Park. Several resources within Central Park, located in proximity to the study area boundary, include the Robert Bendheim Playground to the north, and both the North Meadow Recreation Center and Central Park Tennis Center to the west. Therefore, the Proposed Actions would not result in significant adverse impacts on open space resources. ✷

Attachment E: Shadows

A. INTRODUCTION

This attachment considers the potential for the Proposed Actions to cast new shadows on sunlight-sensitive resources, including publicly accessible open spaces, sunlight-sensitive features of historic resources, and sunlight-sensitive natural resources. Following the guidelines of the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, an assessment of shadows is required if a proposed project would result in structures 50 feet or taller in height, or of any height if the development site is located adjacent to, or across the street from, a sunlight-sensitive resource. Attachment A, "Project Description and Screening Analyses," describes the Proposed Development, a 46-story, approximately 484-foot-tall building, as well as a Reasonable Worst Case Development Scenario (RWCDS), which would maximize the base height and number of dwelling units but concomitantly result in a shorter tower (44 stories rather than 46). Therefore, the shadows assessment analyzed the taller Proposed Development to ensure the most conservative analysis. The proposed mixed-use building would be built on Manhattan Block 1540, Lots 13, 14, and 18 (the Development Site) on the north side of East 94th Street between Second and Third Avenues, and would rise to a height of approximately 484 feet, or 524 feet including rooftop mechanical structures.

The assessment concluded that the Proposed Development would cast new shadows on several nearby parks and residential plazas, in certain seasons, but would not cause significant adverse impacts related to shadows to any of the affected resources, as described below.

B. DEFINITIONS AND METHODOLOGY

This analysis has been prepared in accordance with New York City CEQR procedures and follows the guidelines of the *CEQR Technical Manual*.

DEFINITIONS

Incremental shadow is the additional, or new, shadow that a structure resulting from a proposed project would cast on a sunlight-sensitive resource.

Sunlight-sensitive resources are those that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Such resources generally include the following:

- *Public open space* such as parks, beaches, playgrounds, plazas, schoolyards (if open to the public during non-school hours), greenways, and landscaped medians with seating. Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources.
- *Features of architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features need be considered, as opposed to the entire resource.

Such sunlight-sensitive features might include design elements that depend on the contrast between light and dark (e.g., recessed balconies, arcades, deep window reveals); elaborate, highly carved ornamentation; stained glass windows; historic landscapes and scenic landmarks; and features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as a historic landmark.

- *Natural resources* where the introduction of shadows could alter the resource's condition or microclimate. Such resources could include surface water bodies, wetlands, or designated resources such as coastal fish and wildlife habitats.

Non-sunlight-sensitive resources include, for the purposes of CEQR:

- *City streets and sidewalks* (except Greenstreets);
- *Private open space* (e.g., front and back yards, stoops, vacant lots, and any private, non-publicly accessible open space); and
- *Project-generated open space* cannot experience a significant adverse shadow impact from the project, according to CEQR, because without the project, the open space would not exist. However, a discussion of how shadows would affect the new space may be warranted.

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 completely eliminates direct sunlight, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Each case must be considered on its own merits based on the extent and duration of new shadow and an analysis of the resource's sensitivity to reduced sunlight.

METHODOLOGY

Following the guidelines of the *CEQR Technical Manual*, a preliminary screening assessment must first be conducted to ascertain whether a project's shadow could reach any sunlight-sensitive resources at any time of year. The preliminary screening assessment consists of three tiers of analysis. The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within this radius, the analysis proceeds to the second tier, which reduces the area that could be affected by project shadow by accounting for the fact that shadows can never be cast between a certain range of angles south of the development site due to the path of the sun through the sky at the latitude of New York City.

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 project shadow by looking at specific representative days in each season and determining the maximum extent of shadow over the course of each representative day.

If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project. The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance is considered. The results of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text.

C. PRELIMINARY SCREENING ASSESSMENT

A base map was developed using Geographic Information Systems (GIS)[1] showing the location of the Proposed Development and the surrounding street layout (see **Figure E-1**). In coordination with the open space and historic and cultural resources assessments presented in other sections of this EAS, potential sunlight-sensitive resources were identified and shown on the map.

TIER 1 SCREENING ASSESSMENT

For the Tier 1 assessment, the longest shadow that the proposed building could cast is calculated, and, using this length as the radius, a perimeter is drawn around the Development Site. Anything outside this perimeter representing the longest possible shadow could never be affected by project generated shadow, while anything inside the perimeter needs additional assessment.

According to the *CEQR Technical Manual*, the longest shadow that a structure can cast at the latitude of New York City occurs on December 21, the winter solstice, at the start of the analysis day at 8:51 AM, and is equal to 4.3 times the height of the structure.

Therefore, at a maximum height of approximately 524 feet above average curb level, including a 40-foot rooftop mechanical bulkhead, the proposed mixed-use building could cast a shadow up to 2,254 feet in length (524 x 4.3). Using this length as the radius, a perimeter was drawn around the Development Site (see **Figure E-1**).

The Tier 1 assessment showed that a number of publicly accessible open spaces and historic resources with sun-sensitive features were located in the longest shadow study area. Therefore, the next tier of assessment was required.

TIER 2 SCREENING ASSESSMENT

Because of the path that the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given development site. In New York City, this area lies between -108 and +108 degrees from true north. **Figure E-1** illustrates this triangular area south of the Development Site. The complementary area to the north within the longest shadow study area represents the remaining area that could potentially experience new project generated shadow.

A number of public open spaces were located in the remaining longest shadow study area, along with two historic resources with sunlight-dependent features, and a portion of the East River, a sunlight-sensitive natural resource. Therefore, the next tier of assessment was conducted.

TIER 3 SCREENING ASSESSMENT

The direction and length of shadows vary throughout the course of the day and also differ depending on the season. In order to determine whether project-generated shadow could fall on a sunlight-sensitive resource, three-dimensional computer modeling software[2] is used in the Tier 3 assessment to calculate and display the Proposed Development's shadows on individual representative days of the year. A computer model was developed containing three-dimensional

[1] Software: Esri ArcGIS Pro; Data: New York City Department of Information Technology and Telecommunications (DoITT) and other City agencies, and AKRF site visits.

[2] Bentley MicroStation



Tier 1 and Tier 2 Assessments

EAST 94TH STREET REZONING

Figure E-1

representations of the elements in the base map used in the preceding assessments, the topographic information of the study area, and a reasonable worst case three-dimensional representation of the Proposed Development.

REPRESENTATIVE DAYS FOR ANALYSIS

Following the guidance of the *CEQR Technical Manual*, shadows on the summer solstice (June 21), winter solstice (December 21), and spring and fall equinoxes (March 21 and September 21, which are approximately the same in terms of shadow patterns) are modeled, to represent the range of shadows over the course of the year. An additional representative day during the growing season is also modeled, generally the day halfway between the summer solstice and the equinoxes, i.e., May 6 or August 6, which have approximately the same shadow patterns.

TIMEFRAME WINDOW OF ANALYSIS

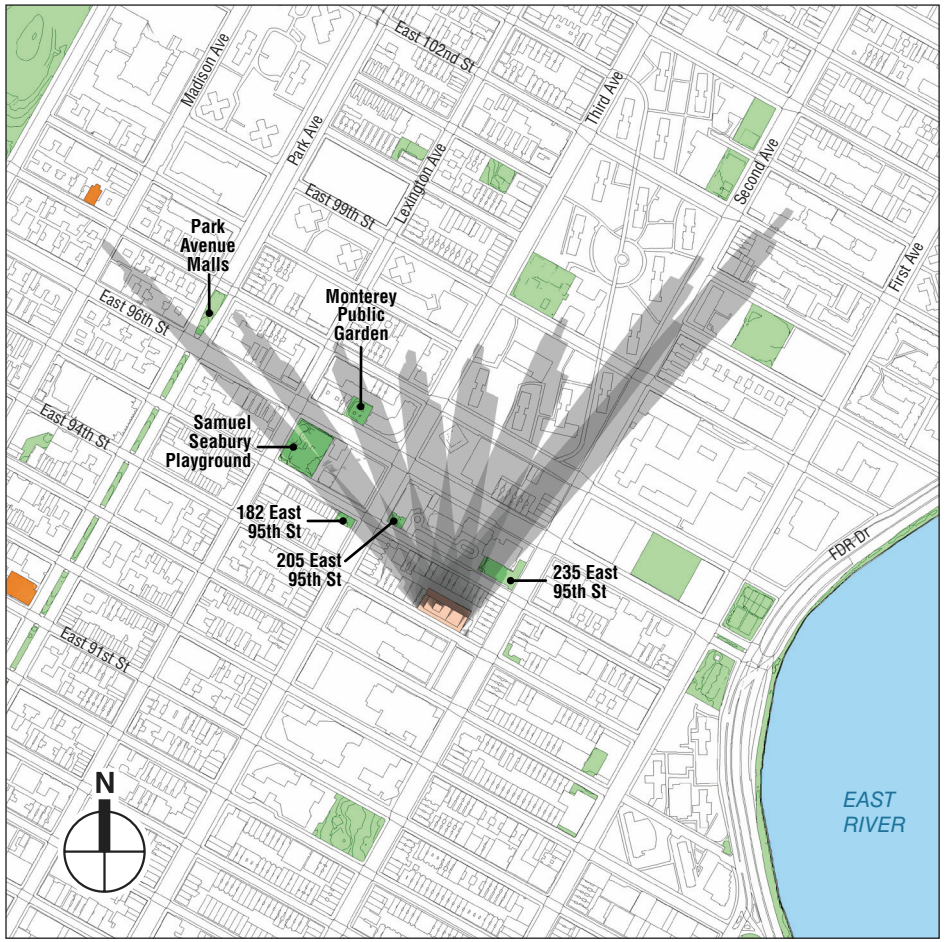
The shadow assessment considers shadows occurring between one and a half hours after sunrise and one and a half hours before sunset. At times earlier or later than this timeframe window of analysis, the sun is down near the horizon and the sun's rays reach the Earth at very tangential angles, diminishing the amount of solar energy and producing shadows that are very long, move fast, and generally blend with shadows from existing structures. Consequently, shadows occurring outside the timeframe window of analysis are not considered significant under CEQR, and their assessment is not required.

TIER 3 SCREENING ASSESSMENT RESULTS

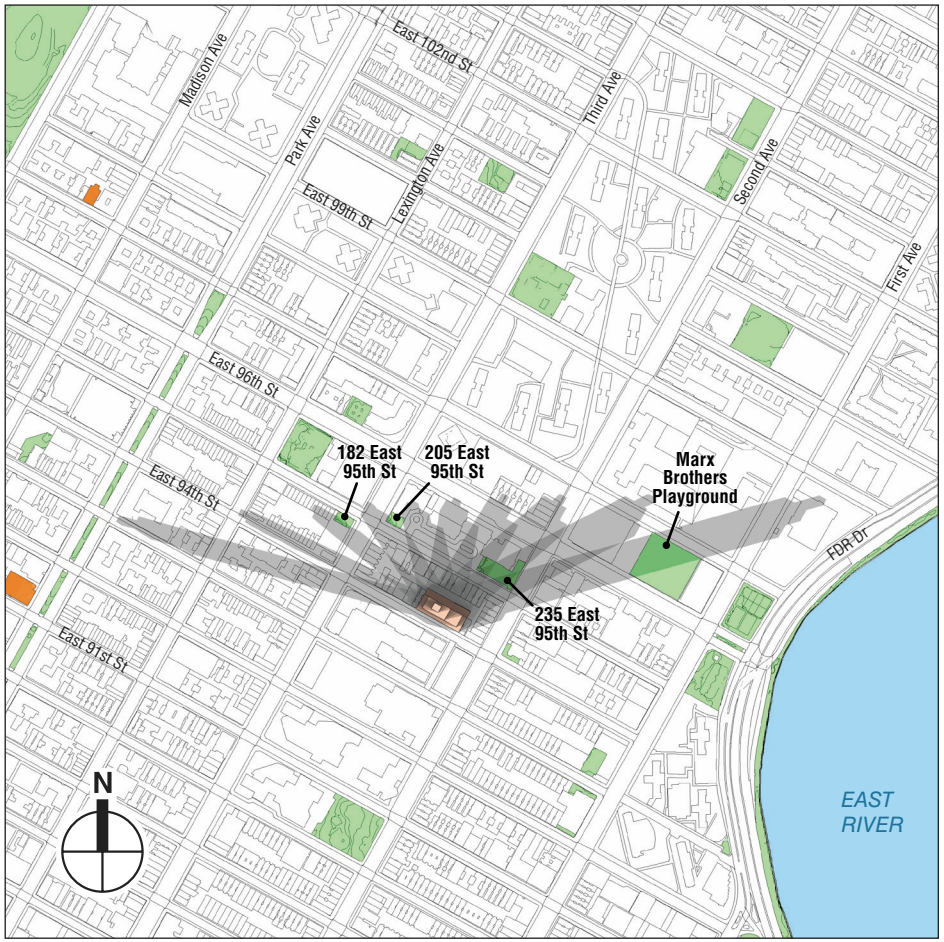
Figures E-2 and E-3 illustrate the range of shadows that would occur, in the absence of intervening buildings, from the proposed building on the four representative days for analysis. As they move east and clockwise over the landscape, the shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset).

A detailed analysis was required for each resource listed in **Table E-1**, on the relevant analysis day(s). No other sunlight-sensitive resources could receive project-generated shadow. No historic resources with sunlight-sensitive features could be reached by project-generated shadow.

The assessment concluded that the following resources could potentially receive project-generated shadow on one or more representative analysis days, as follows:



December 21



March 21/September 21

Proposed Building

Publicly Accessible Open Space

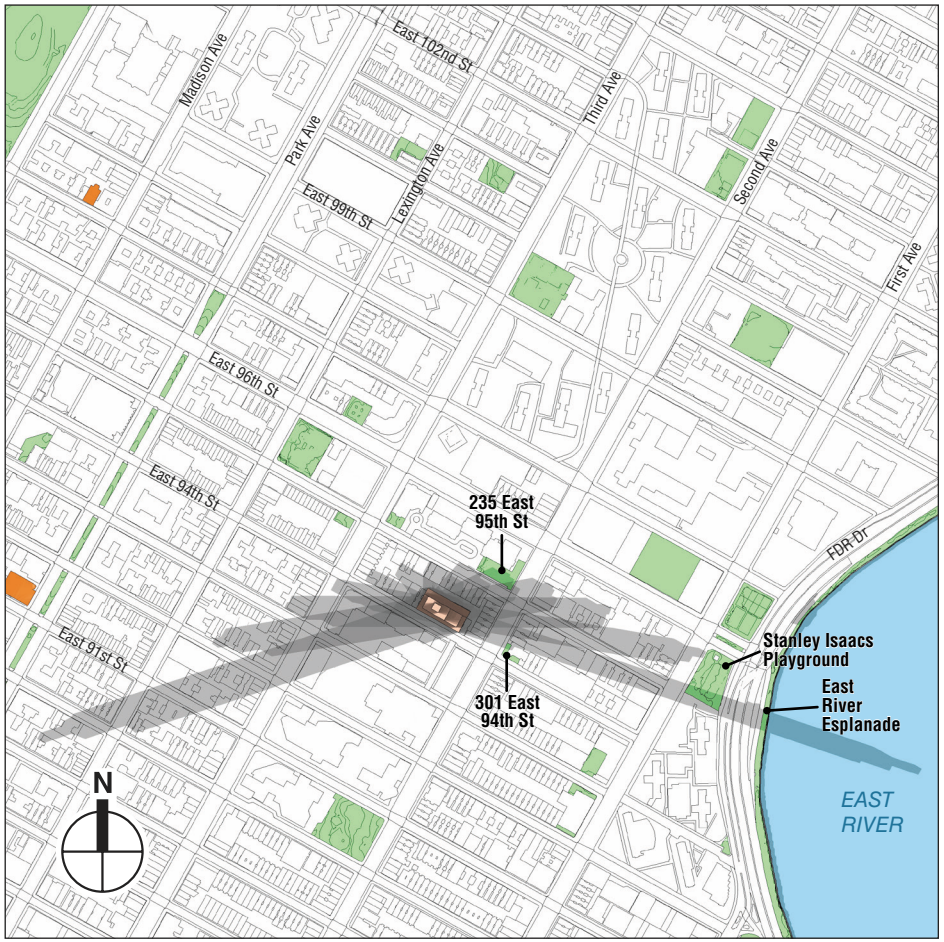
Historic Resources with Sunlight-Sensitive Features

Note: see Figure E-1 for all resource names.

This figure illustrates the range of shadows that would occur, absent intervening structures, from the proposed building on the winter solstice and spring and fall equinox representative analysis days. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.



May 6/August 6



June 21

Proposed Building

Publicly Accessible Open Space

Historic Resources with Sunlight-Sensitive Features

Note: see Figure E-1 for all resource names.

This figure illustrates the range of shadows that would occur, absent intervening structures, from the proposed building on the summer solstice and May 6/August 6 representative analysis days. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

Table E-1
Sunlight-Sensitive Resources Requiring Detailed Analysis

December 21	March 21/September 21	May 6/August 6	June 21
182 East 95th St POPS	182 East 95th St POPS		
Samuel Seabury Playground			
Park Avenue Malls			
205 East 95th St POPS (Normandie Court)	205 East 95th St POPS (Normandie Court)		
Monterey Public Garden			
235 East 95th St POPS (Normandie Court)	235 East 95th St POPS (Normandie Court)	235 East 95th St POPS (Normandie Court)	235 East 95th St POPS (Normandie Court)
	Marx Brothers Playground	Marx Brothers Playground	
		Stanley Isaacs Playground	Stanley Isaacs Playground
		Greenstreets median – East 96th St between First Ave and FDR Dr	
		East River Esplanade	East River Esplanade
		East River	East River
			301 East 94th St POPS

D. DETAILED SHADOW ANALYSIS

For the detailed analysis, the baseline or future No Action condition is established, including existing buildings and any future developments planned in the area, to illustrate the baseline shadows. The future condition with the Proposed Development and its shadows can then be compared to the baseline condition to determine the extent and duration of incremental shadows on sunlight-sensitive resources that would result with the Proposed Development.

Following the analysis framework described in Attachment A, "Project Description and Screening Analyses," the shadows assessment was performed for the analysis year of 2026, comparing the proposed development to the future No Action condition in which the proposed building would not be built and the buildings in the Project Area would remain in their current state.

Three-dimensional representations of the existing buildings in the study area were developed using data obtained from the New York City Department of Information Technology (NYC DoITT) and photos taken during Development Site visits and were added to the three-dimensional model used in the Tier 3 assessment. Planned future developments in the study area were researched and developed using the best available publicly accessible information on the NYC Department of Buildings web site and other sources and added to the model.

Shadows are in constant movement. The computer simulation software produces an animation showing the movement of shadows over the course of each analysis period. The analysis determines the time when incremental shadow would enter each resource, and the time it would exit.

Shadow analyses were performed for each of the representative days and analysis periods indicated in the Tier 3 assessment.

Table E-2 summarizes the entry and exit times and total duration of incremental shadows on each affected sun-sensitive resource. **Figures E-4 to E-13** document the results of the analysis by providing graphic representations from the computer animation of times when incremental shadow would fall on a sun-sensitive resource. The figures illustrate the extent of additional, incremental shadow at that moment in time (highlighted in red), and also show existing shadow and remaining areas of sunlight.

Table E-2
Incremental Shadow Durations

Analysis day and timeframe window	December 21 8:51 AM-2:53 PM	March 21 / Sept. 21 7:36 AM-4:29 PM	May 6 / August 6 6:27 AM-5:18 PM	June 21 5:57 AM-6:01 PM
Samuel Seabury Playground	8:51 AM–9:18 AM Total: 27 min			
205 East 95th St POPS	9:40 AM–9:55 AM 10:10 AM–10:20 AM 10:35 AM–10:45 AM 10:55 AM–11:05 AM Total: 45 min	10:25 AM–11:30 AM Total: 1 hr 5 min		
Monterey Public Garden	10:10 AM–10:40 AM Total: 30 min			
235 East 95th St POPS		12:55 PM–4:29 PM Total: 3 hr 34 min	12:25 PM–4:00 PM Total: 3 hr 35 min	1:10 PM–3:25 PM Total: 2 hr 15 min
Marx Brothers Playground		4:00 PM–4:29 PM Total: 29 min		
Stanley Isaacs Playground			4:45 PM–5:18 PM Total: 33 min	5:05 PM–6:01 PM Total: 56 min
Greenstreets median – East 96th St between First Ave and FDR Dr			4:55 PM–5:18 PM Total: 23 min	
East River Esplanade			5:03 PM–5:18 PM Total: 15 min	5:30 PM–6:01 PM Total: 31 min
East River			5:03 PM–5:18 PM Total: 15 min	5:30 PM–6:01 PM Total: 31 min

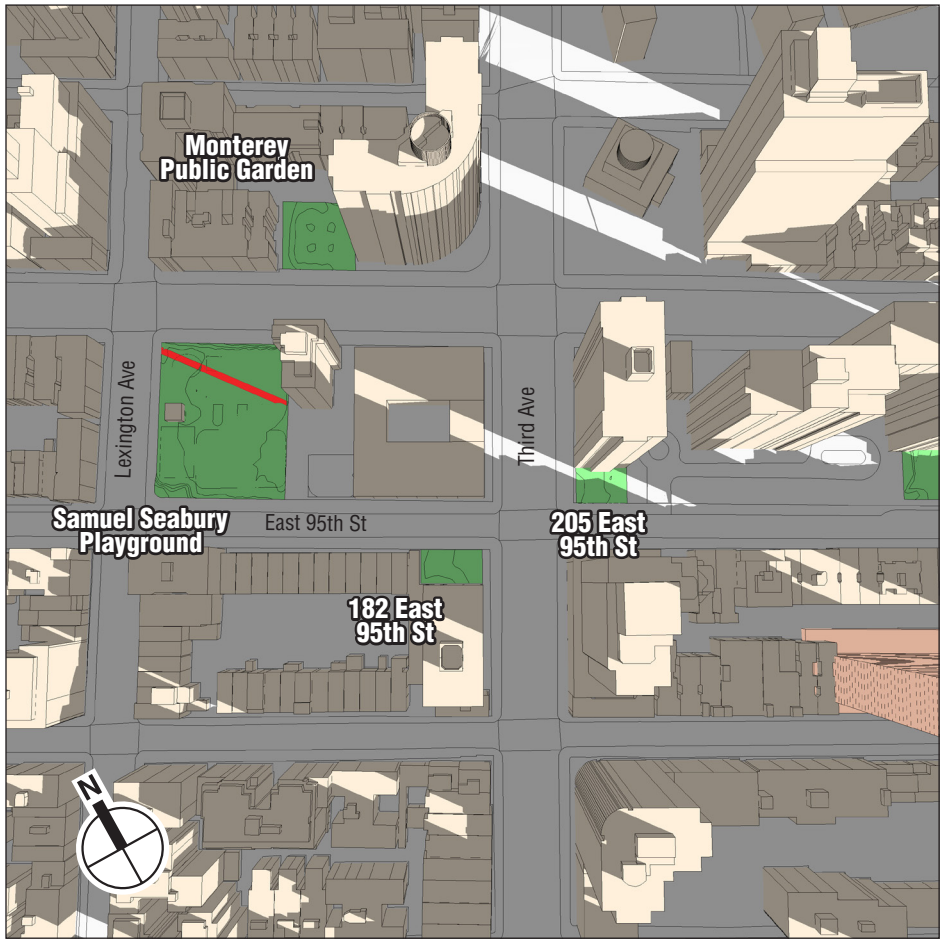
Notes: Table indicates entry and exit times and total duration of incremental shadow for each sunlight-sensitive resource.
Daylight saving time is not used—times are Eastern Standard Time, per *CEQR Technical Manual* guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August and June analysis periods, add one hour to the given times to determine the actual clock time.

DETERMINATION OF IMPACT SIGNIFICANCE

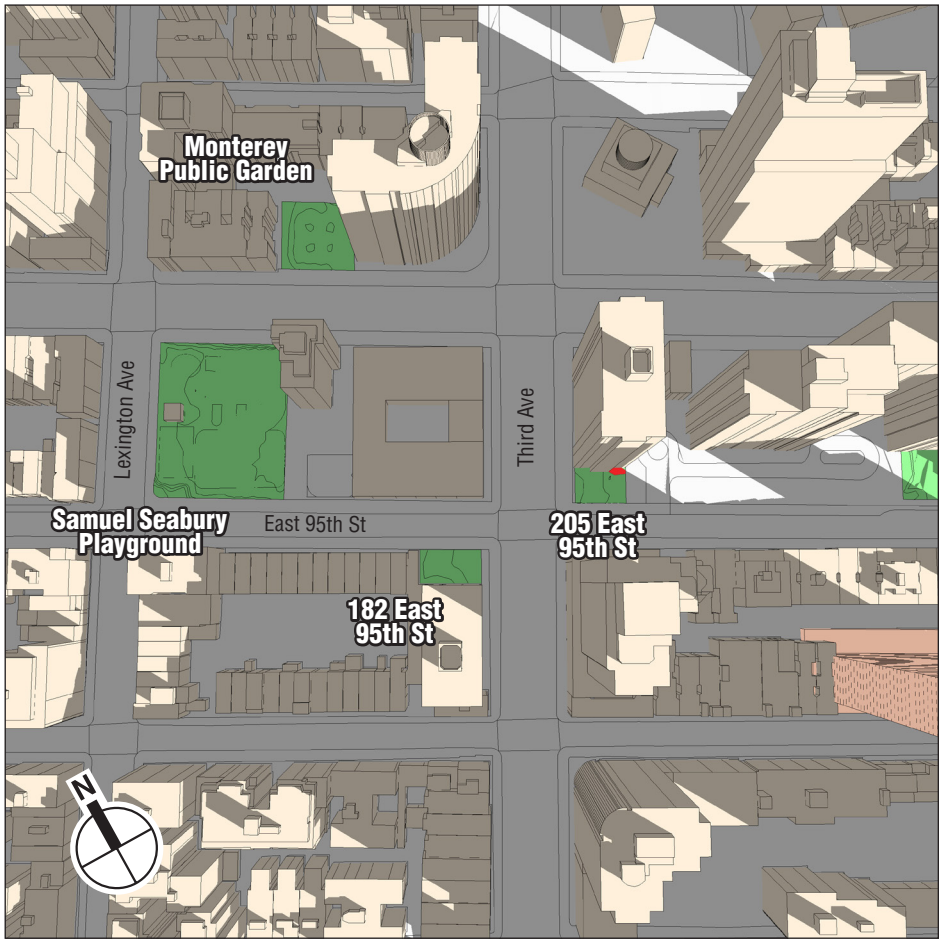
The determination of significance of shadow impacts on a sunlight-sensitive resource is based on (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. The goal of the assessment is to determine whether the effects of incremental shadows on a sunlight-sensitive resource are significant under CEQR.

A shadow impact occurs when the incremental shadow from a proposed project falls on a sunlight-sensitive resource or feature and reduces its direct sunlight exposure. Determining whether this impact is significant or not depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

4.22.19



9:15 AM



9:45 AM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

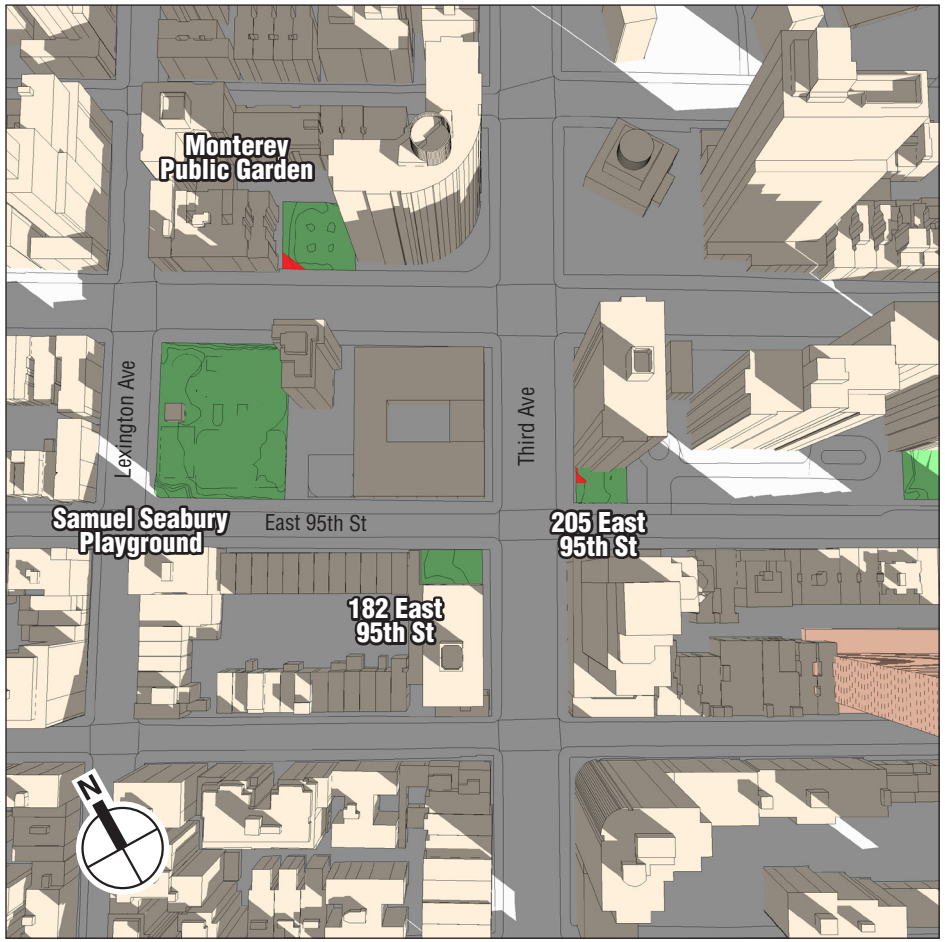
NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

December 21

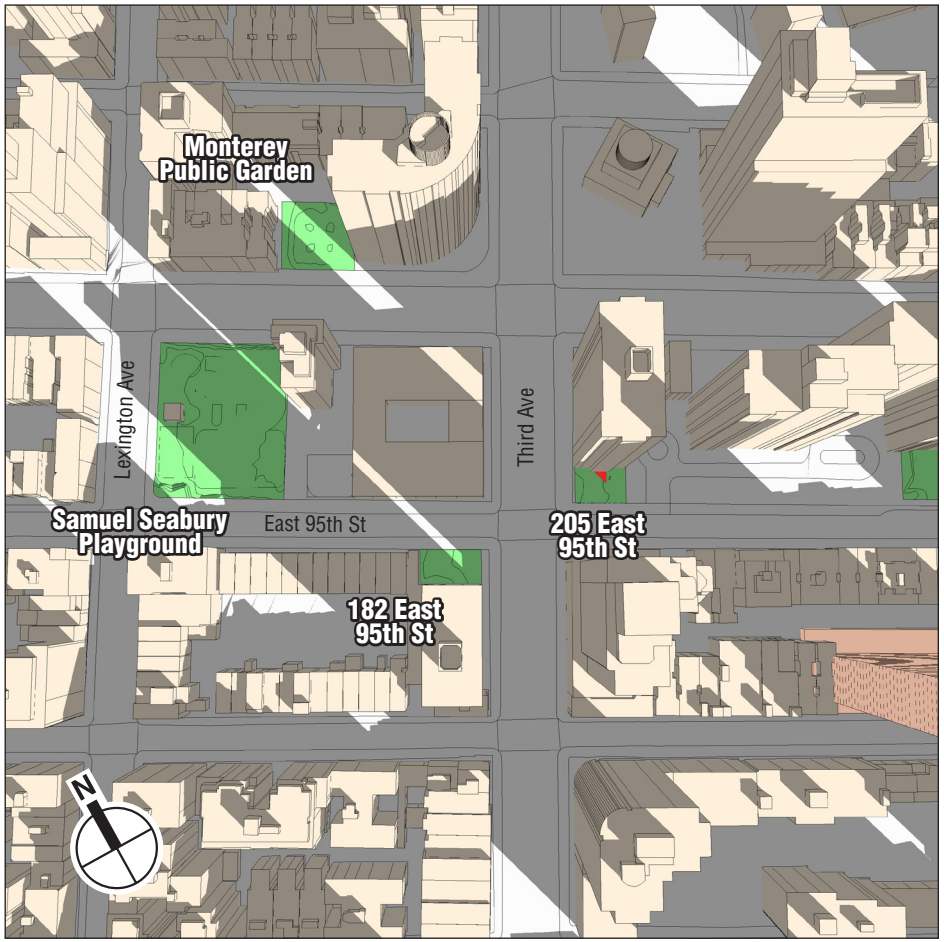
EAST 94TH STREET REZONING

Figure E-4

4.22.19



10:15 AM



10:45 AM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

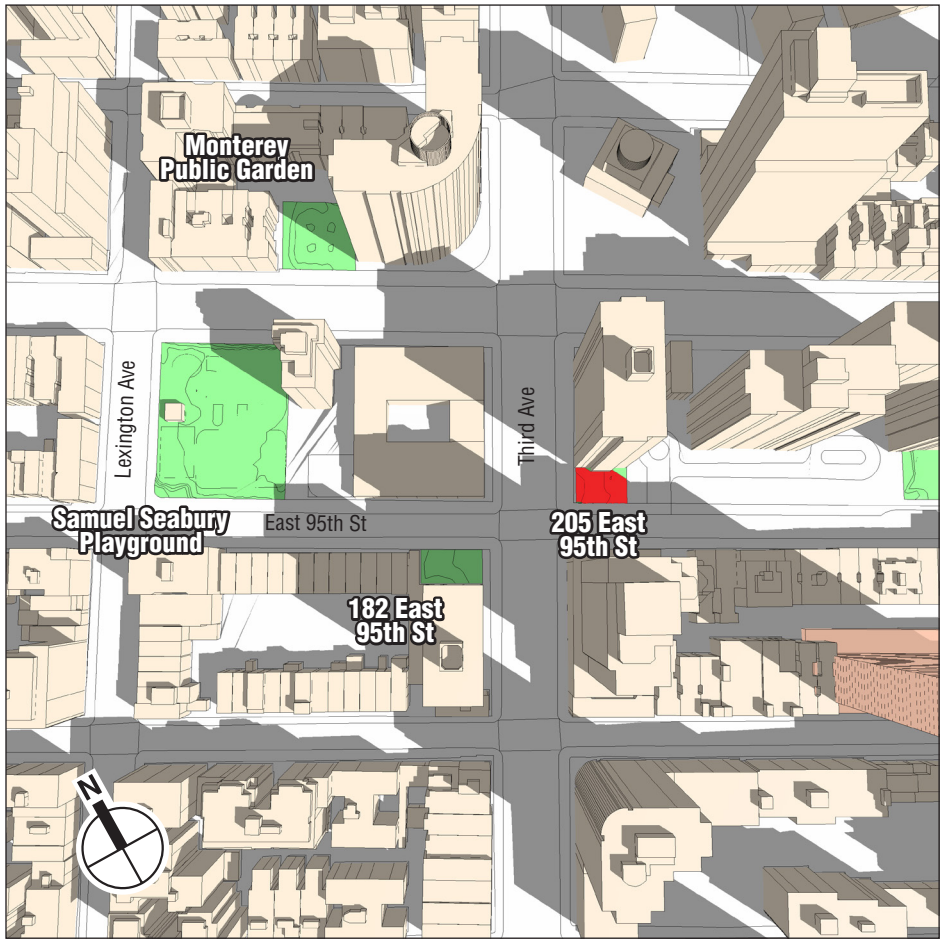
NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

December 21

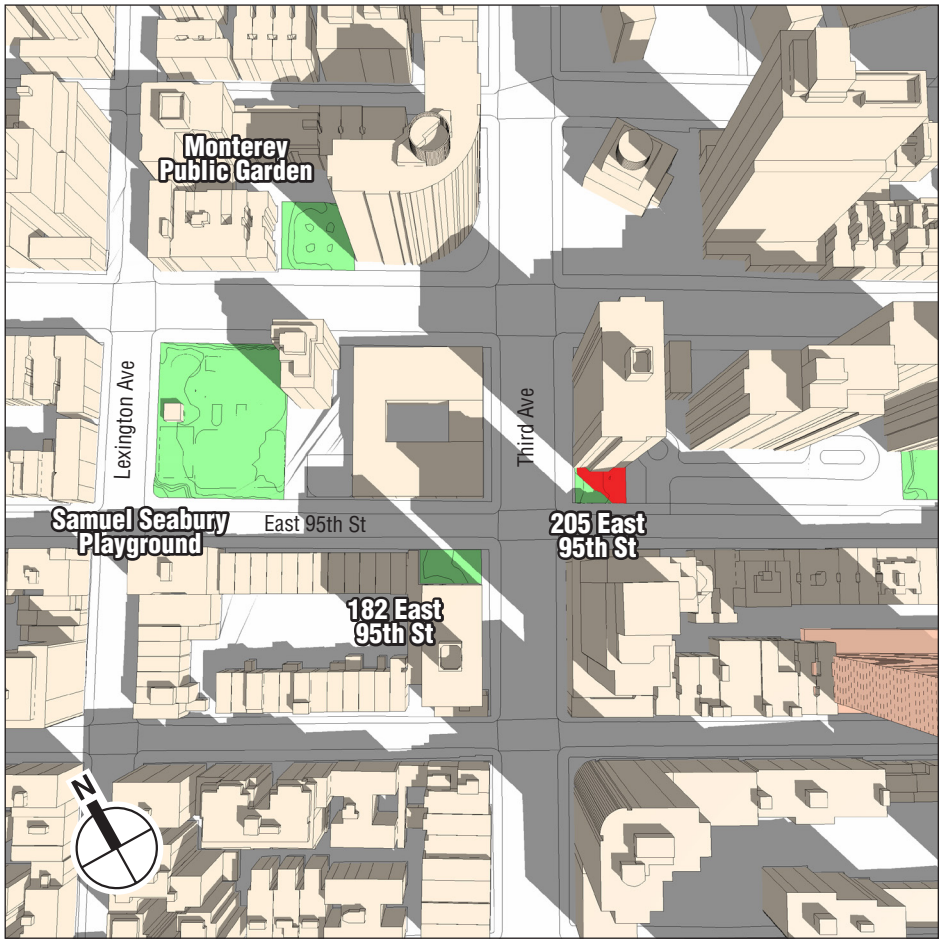
EAST 94TH STREET REZONING

Figure E-5

4.22.19



10:45 AM



11:15 AM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

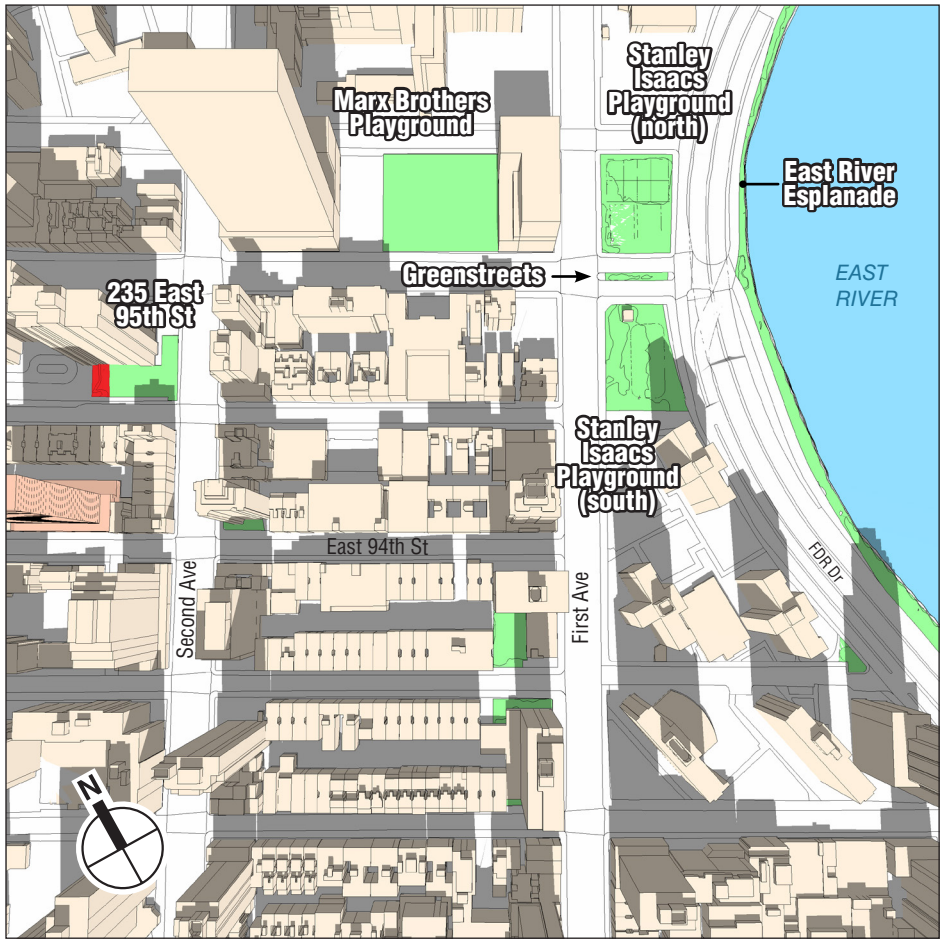
NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

March 21/September 21

EAST 94TH STREET REZONING

Figure E-6

4.22.19



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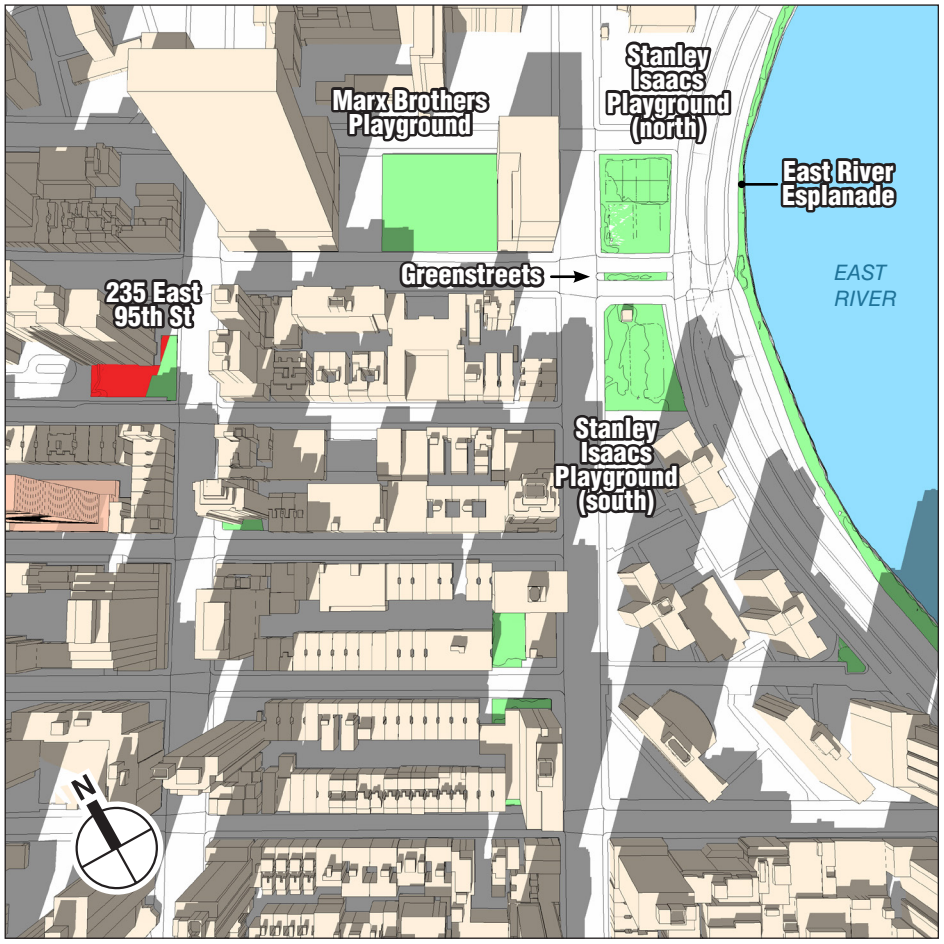


2:15 PM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

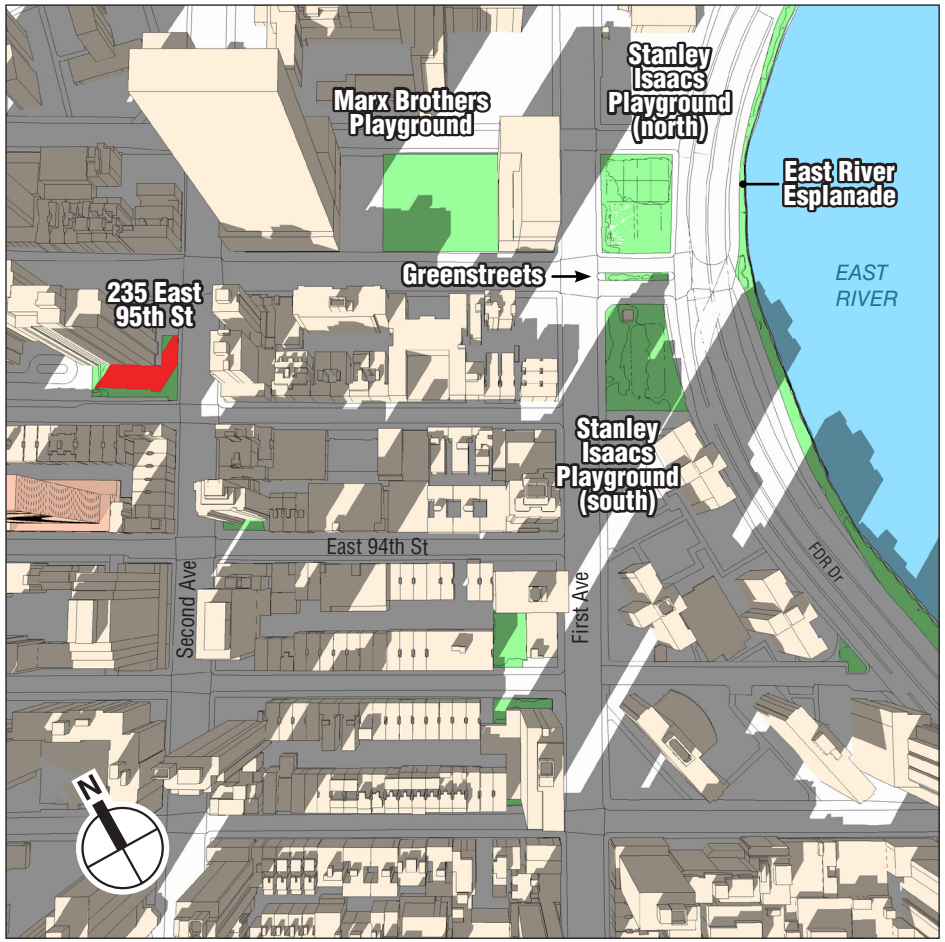
NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

March 21/September 21

EAST 94TH STREET REZONING

Figure E-7

4.22.19



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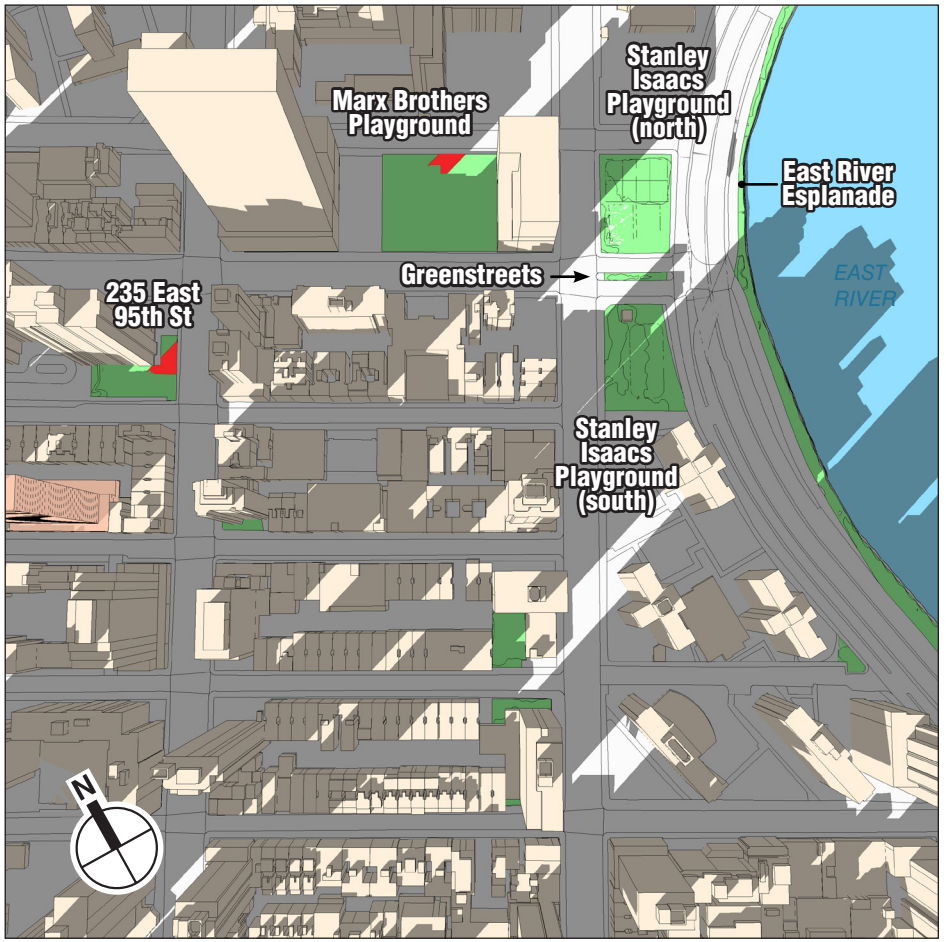


4:15 PM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

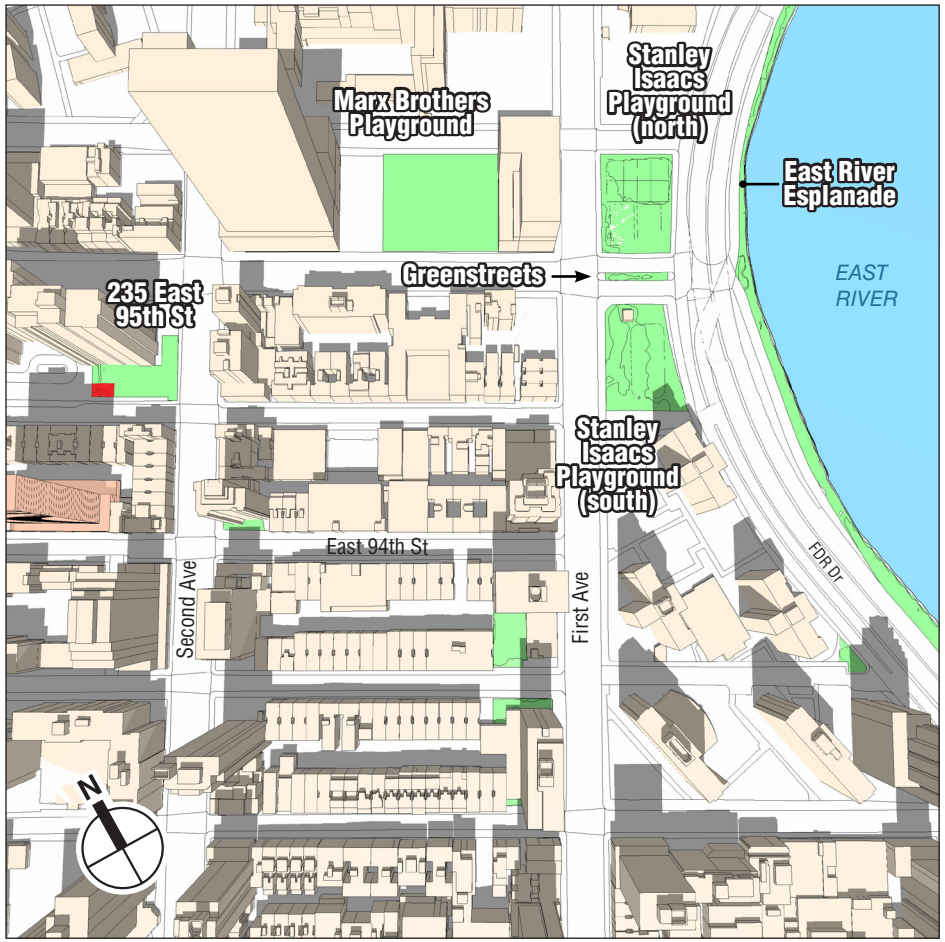
NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

March 21/September 21

EAST 94TH STREET REZONING

Figure E-8

4.22.19



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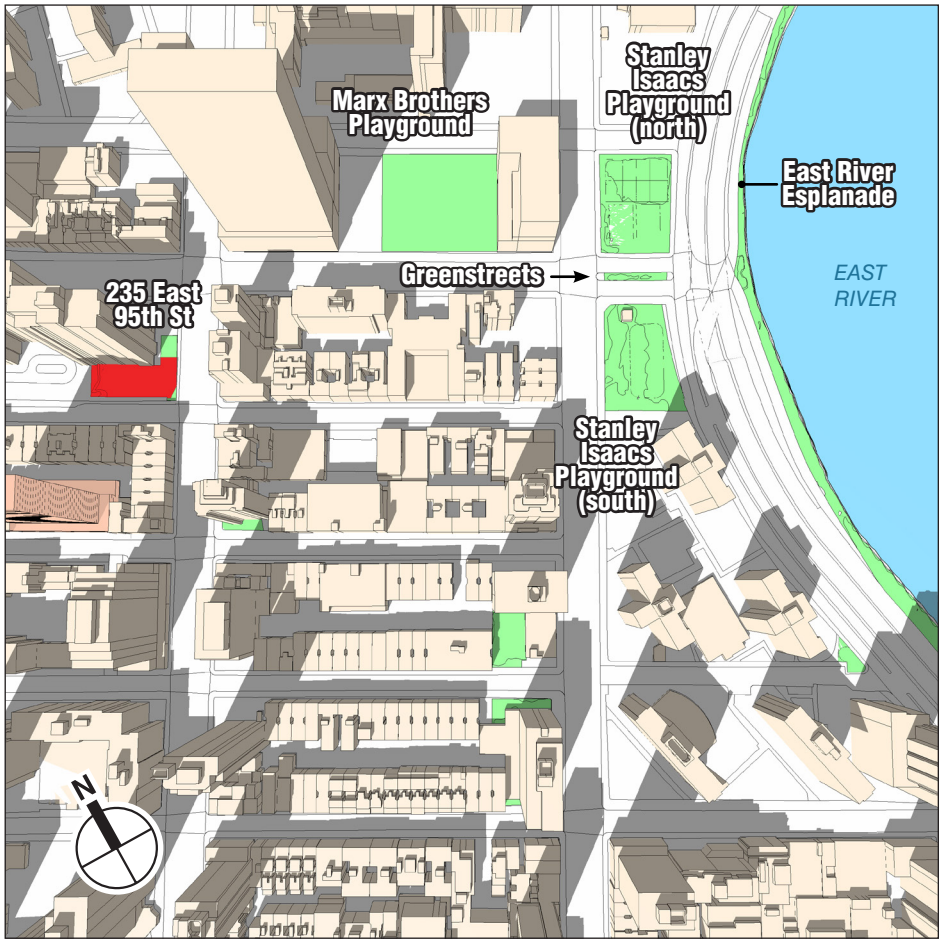


1:45 PM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

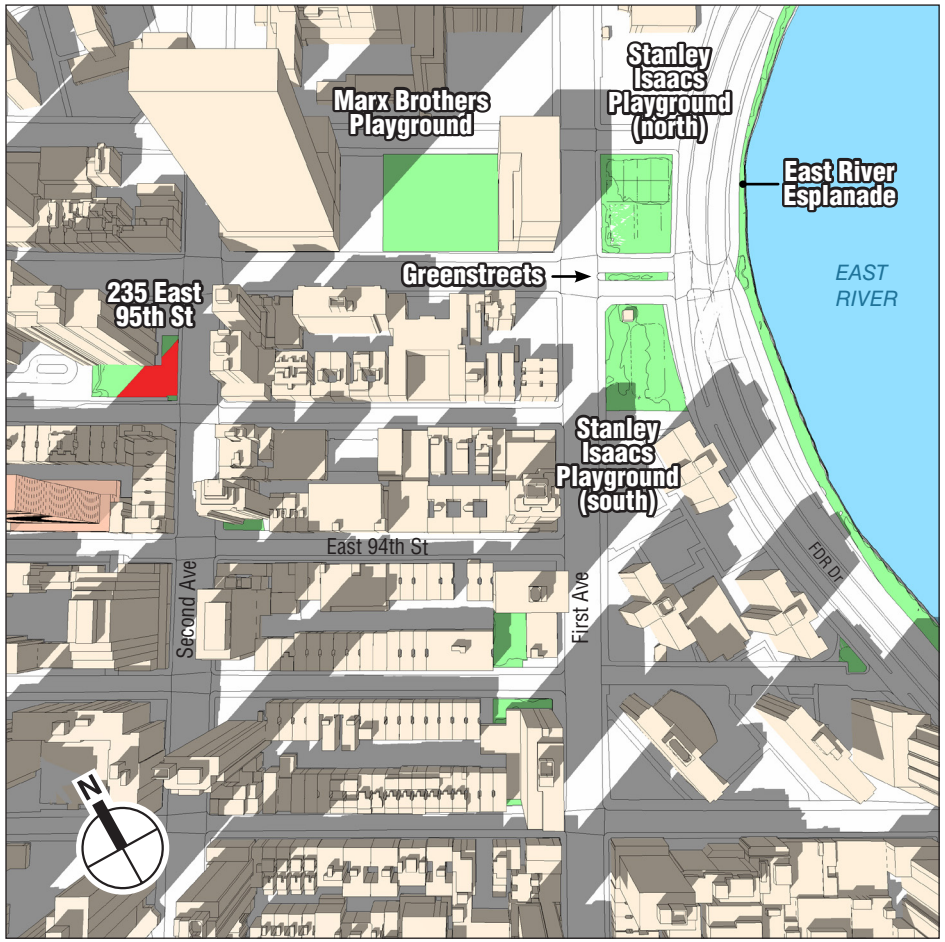
NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

May 6/August 6

EAST 94TH STREET REZONING

Figure E-9

4.22.19



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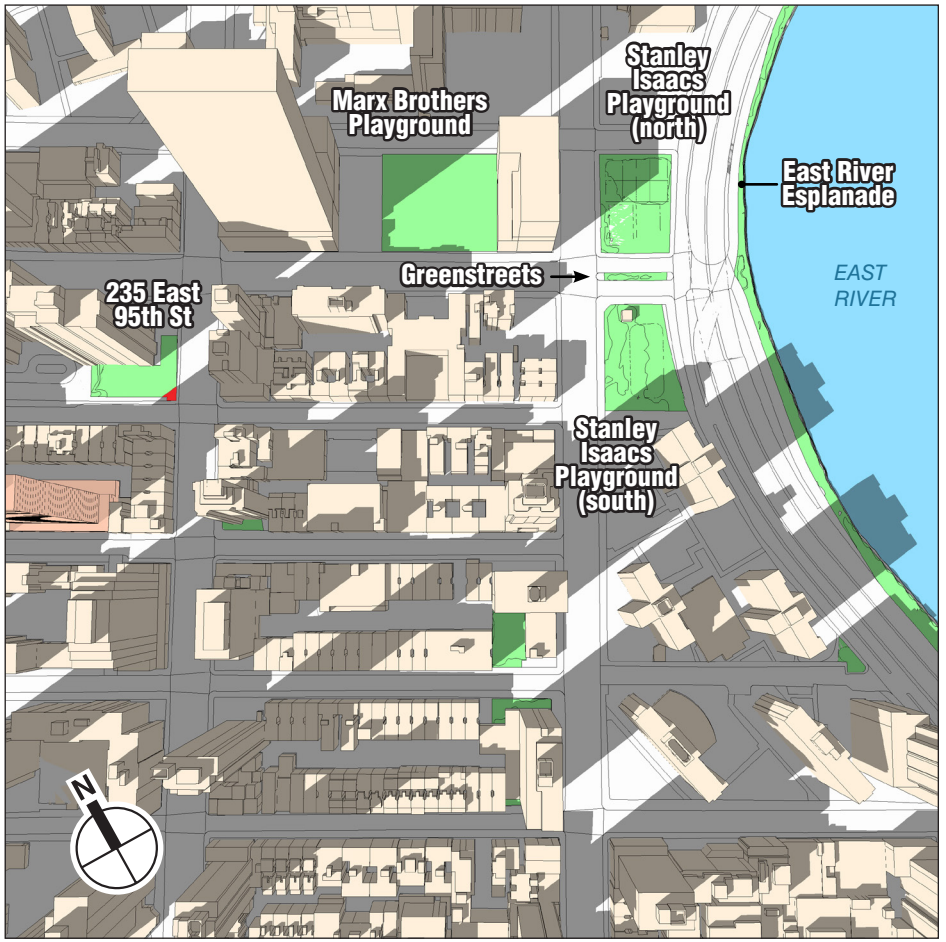


3:45 PM

Proposed Building

Publicly Accessible Open Space

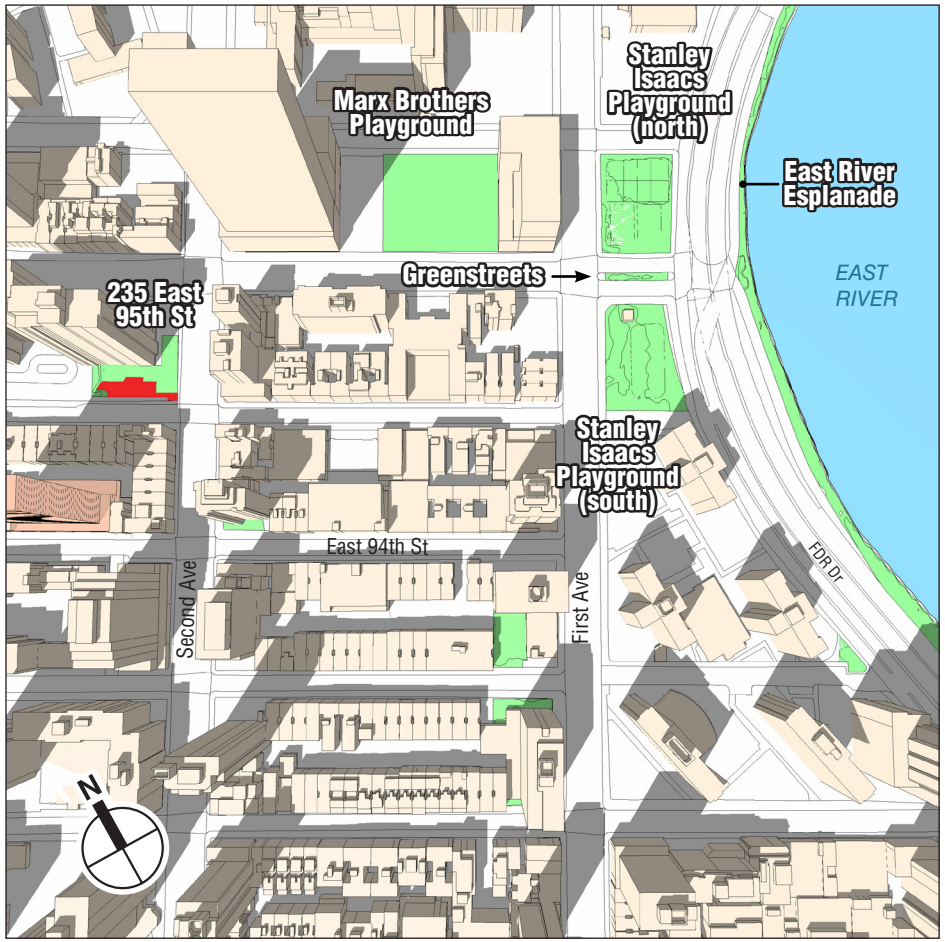
Incremental Shadow on Sun-Sensitive Resources

NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

May 6/August 6

EAST 94TH STREET REZONING

Figure E-10



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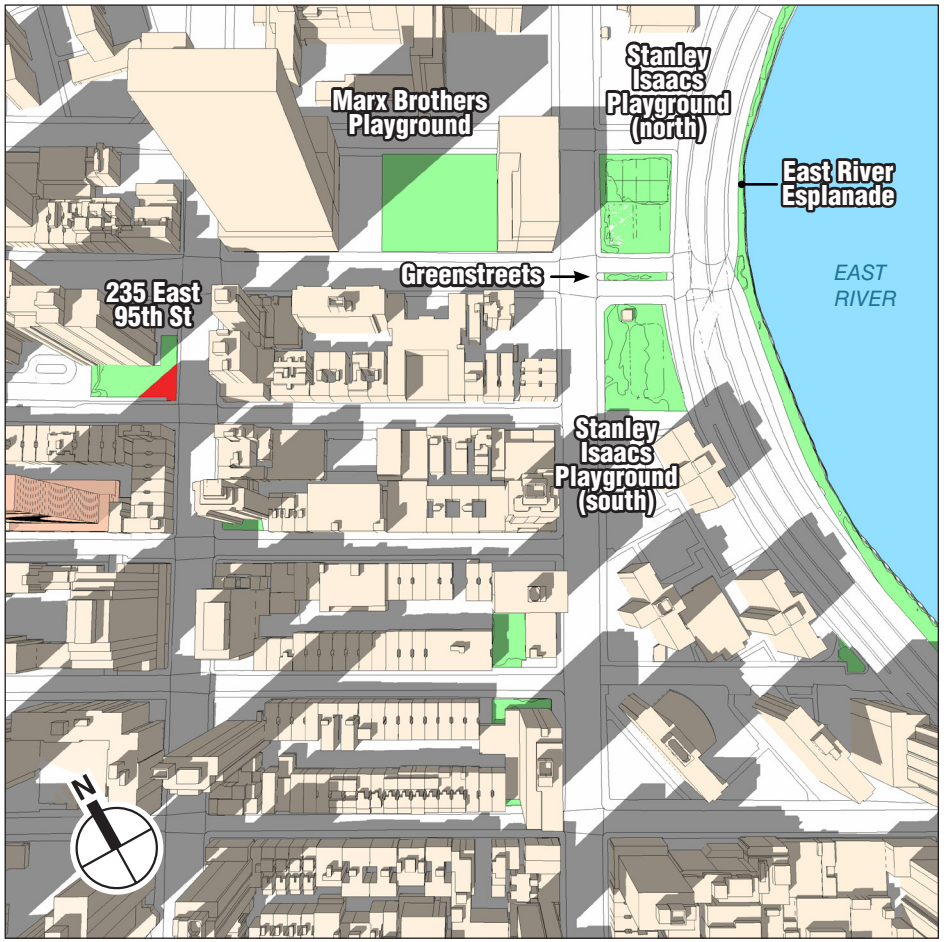


2:45 PM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

June 21

EAST 94TH STREET REZONING

Figure E-11

4.22.19



4:55 PM



5:18 PM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

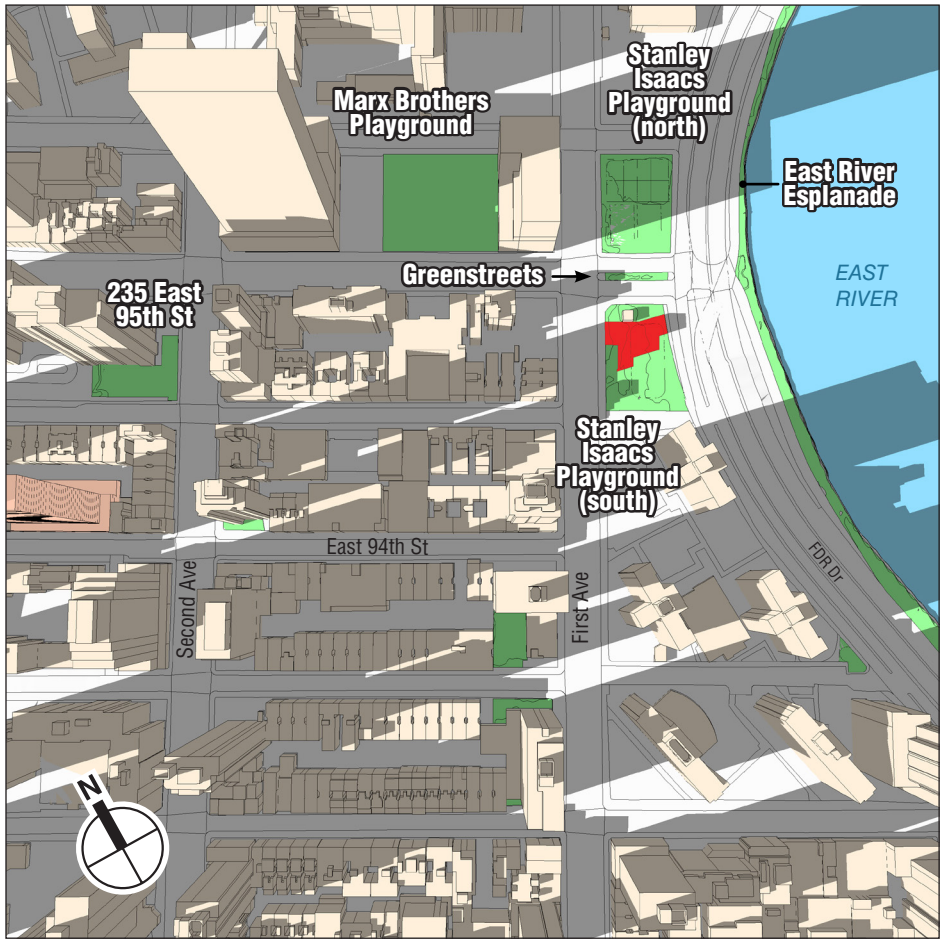
NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

May 6/August 6

EAST 94TH STREET REZONING

Figure E-12

4.22.19



5:15 PM



5:45 PM

Proposed Building

Publicly Accessible Open Space

Incremental Shadow on Sun-Sensitive Resources

NOTE: Daylight Saving Time not used, per *CEQR Technical Manual* guidelines

June 21

EAST 94TH STREET REZONING

Figure E-13

Per CEQR, a significant shadow impact generally occurs when an incremental shadow of ten 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 No Action condition). In the growing season, 4 to 6 hours a day of sunlight is a minimum requirement.
  - A reduction in direct sunlight exposure where the sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).
- Historic and Cultural Resources:
  - A substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of a historic or cultural resource.
- Open Space Utilization:
  - A substantial reduction in the usability of open space as a result of increased shadows.
- 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.

SHADOW EFFECTS BY RESOURCE

The detailed analysis showed that the project-generated incremental shadow would never fall on the 182 East 95th Street POPS, Park Avenue Malls, or the 301 East 94th Street POPS, because, in each case, existing shadows cover the areas where the incremental shadow would otherwise fall. No further discussion of these resources is therefore required.

SAMUEL SEABURY PLAYGROUND

Samuel Seabury Playground is located northwest of the Development Site on Lexington Avenue between East 95th and East 96th Streets. Amenities at the playground include basketball courts, playground equipment, swings, spray showers arranged around a large map of the world, seating areas with benches, and restrooms. Samuel Seabury Playground is in good condition and experiences heavy usage.

As is typical of open spaces in densely developed urban areas, on winter mornings the playground without the Proposed Development is mostly or entirely in existing shadows until nearly noon. With the Proposed Development, a small area of incremental shadow would fall on a portion of the open space among the existing shadows for approximately a half-hour. For approximately half of this duration, or about 15 minutes, the incremental shadow would eliminate the remaining narrow band of sun (see **Figure E-4**).

Incremental shadow would not reach the playground after 9:18 AM on the winter analysis day and would not reach the playground at all in other seasons. Given the limited extent and duration of the incremental shadow on December 21, and further, given that usage on winter mornings would likely be low, the incremental shadow would not significantly affect the use or the character of this open space. With regard to the park's vegetation, the incremental shadow would occur only

during the cold-weather months and therefore would not significantly affect the health of the trees and plantings.

205 EAST 95TH ST POPS

This small residential plaza at the northeast corner of Third Avenue and East 95th Street is paved with red bricks and contains several planters, trees, and shrubs. Ledge seating is available. Site visits in March 2019 and October 2021 noted that the utilization rate was low.

Shadows from existing mid- and high-rise buildings located around and nearby the plaza cover most or all the plaza throughout the day, as is typical in winter in dense urban areas, as noted above. As shadows move over the course of the morning, incremental shadow would fall intermittently on the small portions of the plaza, among existing shadows (e.g., 10 minutes here, 10 minutes there) as specified in **Table E-2**, for a total duration of 45 minutes intermittently between 9:40 AM and 11:05 AM (see **Figures E-4 and E-5**). Given the short duration and very small coverage area at any given moment, and further, given that usage was low at site visits in March and October and would likely be even lower in winter, the incremental shadow would not significantly affect the use of this plaza on this analysis day. Further, this limited incremental shadow occurring outside the City's growing season would not significantly affect the health of the space's plantings,

On the March 21/September 21 analysis day, incremental shadow from the Proposed Development would pass across the plaza for about an hour, from 10:25 AM to 11:30 AM, covering much of the plaza at times (see **Figure E-6**) and briefly shading the entire plaza for about 15 minutes around 11:00 AM. However, the shadow would enter on the west side, move clockwise and exit on the east side, and would fall on any particular spot within the plaza for only about 30 minutes. During the affected period, substantial areas in open spaces within one block (235 East 95th Street residential plaza and Samuel Seabury Playground) would remain sunlit and available. Given this, as well as the low usage rate noted on the March 2019 and October 2021 site visits, and the limited duration of incremental shadow, the Proposed Development would not cause a significant adverse shadow impact on this analysis day. Further, incremental shadow would not fall on the plaza on the May/August and June analysis days.

With regard to the vegetation in the plaza's planters during the growing season months (March through October), a solar exposure analysis indicated that on the March 21 and September 21 analysis days, without the Proposed Development, the southeastern part of the plaza receives approximately three to three and a half hours of direct sun, and the northwestern part receives approximately four to five hours. With the Proposed Development, incremental shadow would pass across the plaza west to east, removing between 30 minutes up to nearly an hour of direct sun depending on the specific area of the plaza. On the May 6/August 6 and June 21 analysis days, representing the heart of the City's growing season, no incremental shadow would fall on the plaza and virtually all areas of the plaza would receive approximately five to six or more hours of direct sunlight, generally adequate for any species of planting. Given this, the relatively brief additional shadow occurring on the March 21 and September 21 "shoulders" of the City's growing season would not be expected to cause significant adverse impacts to the health of the vegetation in the plaza's planters.

MONTEREY PUBLIC GARDEN

This POPS, located on the north side of East 96th Street between Lexington and Third Avenues, contains benches and large planters. Site visits in March 2019 and October 2021 indicated that utilization was low.

Incremental shadow would fall on a portion of the garden for 30 minutes on the winter analysis day, from 10:10 AM to 10:40 AM. Most of the garden would be in existing shadows at this time, as is typical of such spaces in winter in dense urban environments. The extent of incremental shadow would remain small throughout this duration, falling among existing shadows, even when it would briefly eliminate the small area of remaining sunlight for 10 minutes around 10:15 AM (see **Figure E-5**). Given the limited extent and duration of incremental shadow, and the low usage rate of the space, particularly in winter, the incremental shadow would not significantly affect the use of the space. Further, no incremental shadow would fall in spring, summer, or fall. No incremental shadow would occur during the months representing the City's growing season and consequently the vegetation in the garden's planters would not be significantly affected by project-generated shadow.

235 EAST 95TH ST POPS

This POPS is associated with the same residential complex, named Normandie Court, as the POPS at 205 East 95th Street, but is located on the eastern end of the block rather than western end. It is a larger plaza than at 205 East 95th Street, and is paved in the same red-brick style. On the larger East 95th Street side, it is primarily occupied by open and empty paved space, with planters and seating ledges lining the central open area, and a large fountain at the western end. The smaller section on the Second Avenue side is now open, after the completion of the Second Avenue Subway construction, and contains a new subway entrance as well as planters and seating. Site visits in March 2019 and October 2021 indicated that utilization was low.

Incremental shadow would pass across this plaza in the spring, summer, and fall, but not in the winter. On the March 21/September 21 analysis day, when shadows are of moderate length, incremental shadow would enter the western end of the plaza at 12:55 PM and move eastward across it over the course of the remaining afternoon, shading large areas at times, and overlapping with existing shadows at other times (see **Figures E-7 and E-8**). By the end of the analysis day at 4:29 PM, incremental shadow would be limited to a small area at the eastern end of the plaza. Throughout this approximately three-and-a-half-hour duration, areas of sunlight would remain on portions of the plaza, except for a 10-minute period from 2:40 PM to 2:50 PM. In addition, throughout the afternoon, sunlit areas would be available in one or more other open spaces within a block, including the 205 East 95th Street POPS, the 182 East 95th Street POPS, Marx Brothers Playground, and the 301 East 94th Street POPS. Therefore, given the low utilization rate of the plaza, and the availability of remaining sunlit areas within the plaza or in other open spaces within a block, the incremental shadow would not significantly impact the use of this plaza on this analysis day.

On the May 6/August 6 analysis day, incremental shadow would enter the western side of the plaza at 12:55 PM, move gradually eastward, and exit in the late afternoon at 4:00 PM for a total duration of approximately three and a half hours, similar to the March 21/September 21 analysis day (see **Figures E-9 and E-10**). However, shadows on May 6 and August 6 are shorter than on the equinoxes, and larger sunlit areas would remain in portions of the plaza throughout the affected period. Given the low utilization rate of the plaza, and the availability of remaining sunlit areas

within the plaza or in open spaces within one block, the incremental shadow would not significantly impact the use of this plaza on this analysis day.

On June 21, shadows are shorter than on any other day of the year. Incremental shadow would be limited to the southern half of the plaza, as it passed across west to east, for a total duration of two hours and 15 minutes, 1:10 PM to 3:25 PM (see **Figure E-11**). Substantial portions of the plaza would remain in sun during this time, and given the limited extent of such shadow, the available sunlit areas, and the low usage rate, the incremental shadow would not cause a significant adverse impact to the plaza on June 21.

With regard to the vegetation in the plaza's planters during the growing season months (March through October), a solar exposure analysis indicated that all areas of the plaza affected by incremental shadow would receive a minimum of between four and five hours of direct sunlight over the course of the March 21 and September 21 analysis days, which are considered the "shoulders" of the City's growing season. On the May 6/August 6 and June 21 analysis days representing the heart of the growing season, the affected areas of the plaza would receive a minimum of between five and a half and seven hours of direct sunlight. Given the ample direct sunlight throughout the growing season, which would occur primarily in the late morning through early afternoon and again in late afternoon, the health of the plaza's plantings would not be significantly affected by project-generated incremental shadow.

MARX BROTHERS PLAYGROUND

This playground is located northeast of the Development Site, on the block bounded by East 96th and East 97th Streets and First and Second Avenues. The playground currently consists entirely of active amenities, specifically a multi-purpose soccer and baseball field. It is planned to be relocated from the western side of the block to the middle of the block in connection with a future project on this block. Site visits in March 2019 and October 2021 indicated that the playground is heavily used.

Incremental shadow would fall on a small section of the playground for the final 29 minutes of the March 21/September 21 analysis day, 4:00 PM to 4:29 PM (see **Figure E-8**). The extent of the new shadow would be very limited in extent and duration, would not eliminate the remaining sunlight from the playground, and therefore would not significantly affect the use of the space. No incremental shadow would fall on any other analysis day. With regard to the playground's vegetation, the incremental shadow would be very limited in size and duration (29 minutes) on the March 21/September 21 analysis day and would not occur at all during the heart of the City's growing season represented by May 6/August 6 and June 21, and therefore would not significantly affect any vegetation.

STANLEY ISAACS PLAYGROUND

This playground is located between the Franklin Delano Roosevelt East River Drive (FDR Drive) and First Avenue, extending between East 95th and East 97th Streets. The playground contains mostly active space in the form of basketball courts, handball courts, a roller hockey rink, playground equipment, and swings, and also contains water fountains, benches, and restrooms. Site visits in March 2019 and October 2021 showed it experiences low usage.

Incremental shadow would not fall far enough to the east on the winter and March 21/September 21 analysis days to reach this playground. On the May 6/August 6 analysis day, incremental shadow would move across the section of the playground north-adjacent to East 96th Street for

the final 33 minutes of the analysis day, 4:45 PM to 5:18 PM (see **Figure E-12**). Other portions of that part of the playground north of East 96th Street would remain in the sun. A small area of incremental shadow would also fall on a portion of the playground south-adjacent to East 96th Street, from 5:05 PM to 5:18 PM (see **Figure E-12**). Sunlit areas would also remain on this part of the park, south of East 96th Street, during this time. Given the limited extent and duration of the incremental shadow, and the remaining sunlit areas in the playground, the incremental shadow would not significantly affect the use of the playground. The playground would be in sun throughout the morning and early afternoon, and the brief late afternoon incremental shadow would not significantly affect any vegetation.

On June 21, incremental shadow would fall on portions of the playground south of East 96th Street during the final hour of the analysis day, 5:05 PM to 6:01 PM. The extent of the new shadow would move clockwise from the northern part to the southern part over the course of the hour, and areas of the playground adjacent to the incremental shadow would remain in sun throughout this hour (see **Figure E-13**). Therefore, given the limited extent of new shadow and remaining areas of sunlight, the incremental shadow would not significantly affect the use of the playground. The playground would be in sun throughout the morning and early afternoon, and the brief late afternoon incremental shadow would not significantly affect any vegetation.

GRENSTREETS MEDIAN

The Greenstreets planted median in the East 96th Street roadbed between the FDR Drive and First Avenue would receive 23 minutes of incremental shadow at the end of the May 6/August 6 analysis day (see **Figure E-12**). This planted median is entirely in sun during the morning and early afternoon and this minimal amount of new shadow would not significantly affect the health of its plantings. The median would not receive incremental shadow on any other analysis day.

EAST RIVER ESPLANADE

A section of the East River Esplanade (the Esplanade) portion of the Manhattan Waterfront Greenway would receive project-generated incremental shadow on the May 6/August 6 and June 21 analysis days. This part of the Esplanade contains benches, a walkway, and a strip of landscaping. On May 6/August 6 a small section of the Esplanade near the intersection of the FDR Drive and East 96th Street would receive 15 minutes of incremental shadow (see **Figure E-12**). On June 21, a small section of the Esplanade between East 95th and East 96th Streets would receive about 30 minutes of incremental shadow (see **Figure E-13**). The Esplanade is narrow and linear, extending north and south along the waterfront, and on both analysis days, areas of this linear resource adjacent to the incremental shadow would continue to be in full sun during the affected period. Due to its location adjacent to the waterfront, the Esplanade would continue to receive substantial ambient light from the open sky over the East River throughout the day, even in the brief late-afternoon period when incremental shadow would fall on portions of it. Therefore, the incremental shadow from the Proposed Project would not significantly impact the use of this resource. With regard to vegetation, this area of the Esplanade is in sun throughout the morning and early afternoon, and the brief incremental shadow would not significantly affect any plantings along the Esplanade.

EAST RIVER

Incremental shadow would fall on a small portion of the river adjacent to the waterfront from 5:03 PM to 5:18 PM on the May 6/August 6 analysis day and from 5:30 PM to 6:01 PM on the June 21

analysis day (see **Figures E-12 and E-13**). The current flows swiftly in the East River and would move phytoplankton and other natural elements quickly through the shaded area. Therefore, project-generated shadows would not be expected to affect primary productivity. The areas that receive the new shadow would continue to receive direct sunlight for the vast majority of the day, because there are no structures to the east or south. Incremental shadow would therefore not be likely to significantly affect aquatic resources (plankton or fish) in these areas of the East River.

E. CONCLUSION

The assessment concluded that the Proposed Development would cast new shadow on several nearby parks and residential plazas, in certain seasons, but would not cause significant adverse impacts related to shadows to any of the affected resources. ✷

A. INTRODUCTION

This attachment considers the potential for the Proposed Actions to affect architectural and archaeological resources. As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate a mixed-use development on Manhattan Block 1540, Lots 13, 14, and 18 (the Development Site). The Proposed Development would be built on the north side of East 94th Street between Second and Third Avenues, and it would be a 46-story residential building with a 4- and 6-story retail/community facility and residential base.

The analysis characterizes existing conditions, evaluates changes to historic and cultural resources that are expected to occur independent of the Proposed Actions, and identifies and addresses any potential impacts to historic and cultural resources associated with the Proposed Actions.

As described in detail below, the Proposed Actions would not result in a significant adverse impact to archeological and architectural resources.

B. METHODOLOGY

Consistent with the guidance of the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, in order to determine whether the Proposed Development could potentially affect architectural resources, this attachment considers whether the Proposed Actions would result in a physical change to any resource, a physical change to the setting of any resource (such as context or visual prominence), and, if so, whether the change is likely to alter or eliminate the significant characteristics of the resource that make it important. More specifically, as set forth in the *CEQR Technical Manual*, potential impacts to architectural resources may include the following:

- Physical destruction, demolition, damage, alteration, or neglect of all or part of a historic property;
- Changes to an architectural resource that cause it to become a different visual entity;
- Isolation of the property from, or alteration of, its setting or visual relationships with the streetscape, including changes to the resource's visual prominence;
- Introduction of incompatible visual, audible, or atmospheric elements to a resource's setting;
- Replication of aspects of the resource so as 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; and
- Introduction of significant new shadows, or significant lengthening of the duration of existing 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.

The study area for archaeological resources is defined as the area where subsurface disturbance would occur. In a comment letter dated April 3, 2019, the New York City Landmarks Preservation Commission (LPC) determined that it has no archaeological concerns for the Development Site (see **Appendix 2**). Therefore, this analysis focuses on standing structures only.

Attachment A, "Project Description and Screening Analyses," describes the Proposed Development, a 46-story, approximately 484-foot-tall building, as well as a Reasonable Worst Case Development Scenario (RWCDS), which would maximize the base height but concomitantly result in a shorter tower (44 stories rather than 46). Therefore, this assessment analyzes the taller Proposed Development to ensure the most conservative analysis.

To evaluate potential effects due to on-site construction activities, and also to account for visual or contextual impacts, the study area for architectural resources is defined as extending 400 feet from the Project Area (see **Figure F-1**). As defined in the New York City Department of Building's (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88,* adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource.[1] Consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources that were analyzed include: New York City Landmarks (NYCL), Interior Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHD); resources calendared for consideration as one of the above by LPC; resources listed on or formally determined eligible for inclusion on the State and National Registers of Historic Places (S/NR), or contained within a district listed on or formally determined eligible for listing on the Registers; resources recommended by the New York State Board for listing on the Registers; and National Historic Landmarks (NHL). In addition, a survey was conducted to identify any previously undesignated properties that appear to meet S/NR or NYCL eligibility criteria ("potential architectural resources").

C. EXISTING CONDITIONS

The Project Area comprises the Development Site (Block 1540, Lots 13, 14, and 18) as well as adjacent Lots 6, 10, 111, and a portion of Lot 5.

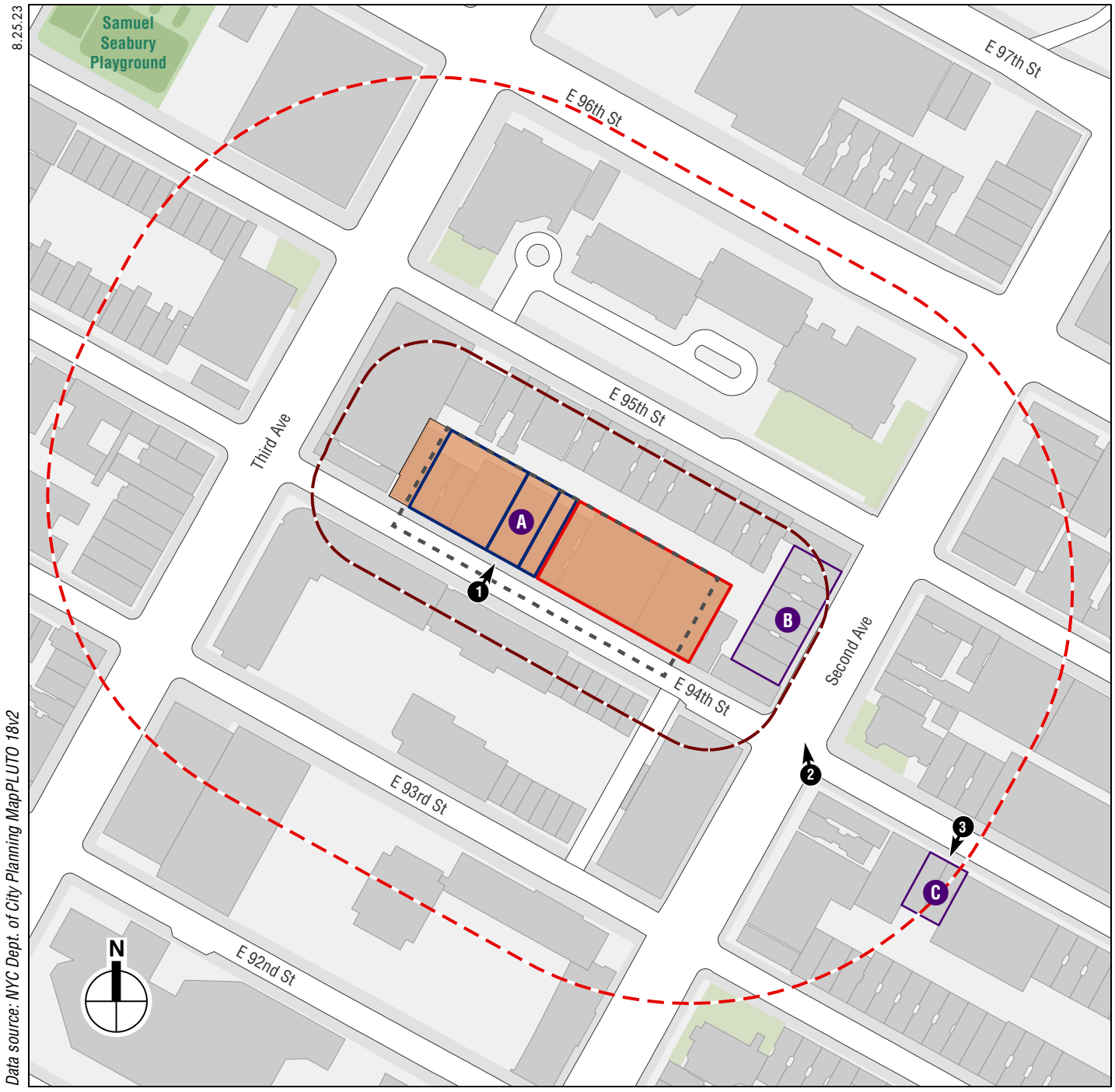
DEVELOPMENT SITE

The Development Site is currently occupied by three buildings: a 3-story parking garage building, built in 1925; a 4-story parking garage building, built in 1926; and a 5-story apartment building, built ca. 1900–1903, which is currently vacant (see **EAS Figures 6a and 6b**). The buildings on the Development Site have not been identified as potential architectural resources.

REMAINDER OF THE PROJECT AREA

The building on Lot 10, at 215 East 94th Street within the Project Area has been identified as a potential architectural resource. This 16,688-gsf, 4-story (70-foot-tall) brick building, a former substation, was constructed by Consolidated Edison (Con Edison) in 1924 and designed by William Whitehill (see View 1 of **Figure F-2**). The building is clad in multi-hued buff colored brick, and set on a high granite base. It is designed with a large central arched opening at the

[1] TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.



Historic Resources Reference Map

EAST 94TH STREET REZONING

Figure F-1



Former Con Edison substation, 215 East 94th Street (Block 1540, Lot 10) **1**

Potential Architectural Resources in Project Area

second story with a central keystone, and is capped with a modillioned cornice. A ground level entrance with a stone surround provides access at street level. The building serves as the gymnasium for the St. David's School, which purchased the building in 1995. In a comment letter dated August 9, 2022, the New York City Landmarks Preservation Commission (LPC) determined that the building at 215 East 94th Street appears S/NR-eligible (see **Appendix 2**).

The lots within the remainder of the Project Area are occupied with 4- and 5-story buildings in residential, commercial, and institutional use. Lot 111 contains a 5-story (55-foot-tall) tenement, constructed ca. 1896–1911 (see **EAS Figure 6b**, View 4). Lot 6 contains three 5-story (62-foot-tall) buildings containing commercial office and ground floor retail space (see **EAS Figure 6a**, View 1). The buildings were constructed ca. 1891–1896; the building on the east side of the lot was expanded from 3 stories to 5 stories between 1898 and 1911. Lot 5 contains one 5-story (56-foot-tall) tenement, constructed ca. 1891-1896 (see **EAS Figure 6a**, View 1). These buildings have not been identified as potential architectural resources.

STUDY AREA

There are two known architectural resources located within the study area. These resources are described below and mapped on **Figure F-1**. No potential architectural resources were identified within the study area, other than the two known resources described below.

The six 5-story brick tenements located at 1817-1829 Second Avenue have been determined eligible for S/NR listing. They were constructed circa 1888 and designed by John C. Burne. The buildings have alternating patterns of building arches, varying types of decorative terra cotta panels located beneath most windows, corbelling beneath the cornices, and corbelled piers that extend from the fifth story between the windows to the cornice (see View 2 of **Figure F-3**). The buildings also have bracketed cornices, embellished by dentils. The building at 1819 Second Avenue is missing its cornice. This group of tenements is significant under National Register Criterion C as an example of late 19th century Neo-Grec multiple dwelling design.

The pair of 5-story red brick and stone tenements located at 308-310 East 94th Street also have been determined eligible for S/NR listing. The buildings were designed by John Hauser and built by developer John McLaughlin (see View 3 of **Figure F-3**). They were constructed in 1893–1894 to accommodate the housing needs for an expanding lower middle class population in the Yorkville neighborhood. They have been determined to be significant under National Register Criterion C as intact examples of Romanesque Revival tenements in New York City.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

As detailed in Attachment A, "Project Description and Screening Analyses," in the absence of the Proposed Actions, no new development is anticipated to occur within the Project Area. Existing buildings and uses observed in the existing condition would remain through the 2026 build year. Within the 400-foot study area, no projects have been identified that are expected to be completed by the 2026 analysis year.

In the future without the Proposed Actions, the condition of architectural resources within the study areas could change. Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects 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. Properties listed on the State



Tenements at 1817-1829 Second Avenue **2**



Tenements at 308-310 East 94th Street **3**

Known Architectural Resources in Study Area

Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately owned sites that are NYCLs or within New York City Historic Districts are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

E. THE FUTURE WITH THE PROPOSED ACTIONS

DEVELOPMENT SITE

In the future with the Proposed Actions, the existing buildings on the Development Site would be demolished, and a new mixed-use (residential, retail, and community facility) building would be constructed on the site. The proposed building would be up to 46 stories tall (approximately 484 feet, not including mechanical bulkhead) tall and approximately 433,886 gsf in size. As there are no known or potential resources on the Development Site, the Proposed Development would not have an adverse effect on such resources.

REMAINDER OF PROJECT AREA

No new development would occur in the remainder of the Project Area, and the existing buildings in this area would remain in the future with the Proposed Actions. Therefore, the Proposed Actions would not result in any changes to the potential resource within the Project Area that would cause it to be a different visual entity, such as a new location, design, materials, or architectural features, or replication of aspects of the resource so as to create a false historical appearance.

To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibrations, falling debris, collapse, etc., the potential architectural resource at 215 East 94th Street (Block 1540, Lot 10), which LPC has determined S/NR-eligible, would be included in a Construction Protection Plan (CPP) for historic structures that would be prepared in coordination with LPC and implemented in consultation with a licensed professional engineer. The CPP would be prepared as set forth in Section 523 of the *CEQR Technical Manual* and in compliance with the procedures included in the DOB's TPPN #10/88 and LPC's *Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would be prepared and implemented prior to demolition and construction activities on the proposed Development Site, and project-related demolition and construction activities would be monitored as specified in the CPP.

STUDY AREA

The Proposed Actions also would not result in direct, physical, or significant adverse visual or contextual impacts on known architectural resources in the study area. The tenements at 1817-1829 Second Avenue exist in a mixed context of older and smaller buildings and more recently constructed residential tower complexes, including the following: the Waterford, a 45-story, 447-foot-tall building on East 93rd Street and Second Avenue; and the 43-story Ruppert Houses and the Easton, a newly constructed 36-story (427-foot-tall) building, on the block bounded by East 92nd and 93rd Streets and Second and Third Avenues. Therefore, the proposed construction of a 46-story mixed-use tower would not adversely impact the historic context of this resource. Due to the distance of the Second Avenue tenements from the Development Site and presence of

intervening buildings, the Proposed Development would also not obstruct or impair public views of this architectural resource.

Neither the former Consolidated Edison (Con Edison) substation within the Proposed Rezoning Area nor the tenements at 1817-1829 Second Avenue and 308-310 East 94th Street have been identified as a historic resource with sunlight-sensitive features. Therefore, the Proposed Actions would not result in the introduction of significant new shadows, or significant lengthening of the duration of existing shadows, over a historic structure with sunlight-sensitive features, to the extent that the architectural details that distinguish that resource as significant are obscured.

The Proposed Actions would not result in any changes to historic resources that would cause them to be a different visual entity, such as a new location, design, materials, or architectural features, or replication of aspects of the resource so as to create a false historical appearance. The Proposed Development would not introduce incompatible visual, audible, or atmospheric elements to the setting of any architectural resources. The residential, retail, and community facility uses of the proposed development are comparable with the use of many of the historic and modern buildings in the study area. The Proposed Actions would not result in the elimination or screening of significant publicly accessible views of any architectural resources in the study area. The Proposed Actions also would not result in the introduction of significant new shadows, or significant lengthening of the duration of existing shadows, on historic structures with sunlight-sensitive features, to the extent that the architectural details that distinguish that resource as significant are obscured.

In summary, the Proposed Actions would not be anticipated to have any significant adverse impacts on historic and cultural resources in the study area, with the preparation and implementation of the CPP. ✷

A. INTRODUCTION

This attachment considers the effects of the Proposed Actions on urban design and visual resources. As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate a mixed-use development on the Development Site. The Proposed Development would be built on Manhattan Block 1540, Lots 13, 14, and 18 (the Development Site) on the north side of East 94th Street between Second and Third Avenues, and would be a 46-story residential building with a 4- and 6-story base with retail/community facility use in the ground floor and cellar and residential use on the upper floors.

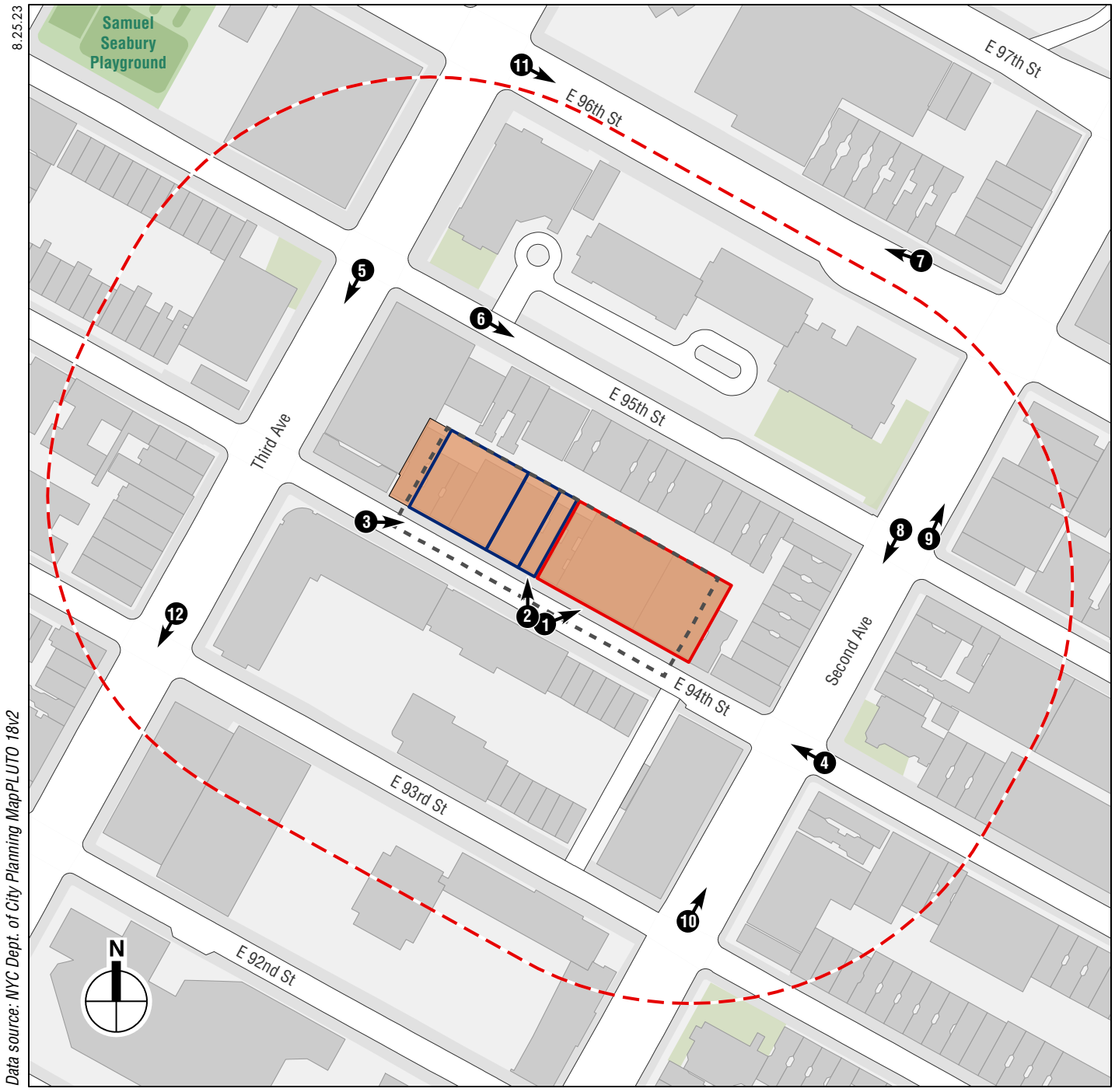
Under the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a project area. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis, if warranted based on the conclusions of the preliminary assessment. The analysis provided below addresses urban design characteristics and visual resources for existing conditions and the future without and with the proposed actions.

As described below, the Proposed Actions would not be anticipated to result in significant adverse impacts to urban design and visual resources.

B. METHODOLOGY

According to the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources 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. Examples include 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 actions. The Proposed Actions would rezone the Project Area from an M1-4 district to a C4-6 district and would modify the proposed C4-6 zoning district boundary to encompass and rezone 25 feet of the adjacent C2-8 district to the east. The proposed rezoning would result in an increase in allowable floor area within the Project Area. The Proposed Actions would therefore result in physical alterations beyond those allowed by existing zoning, meeting the threshold for a preliminary assessment of urban design and visual resources.

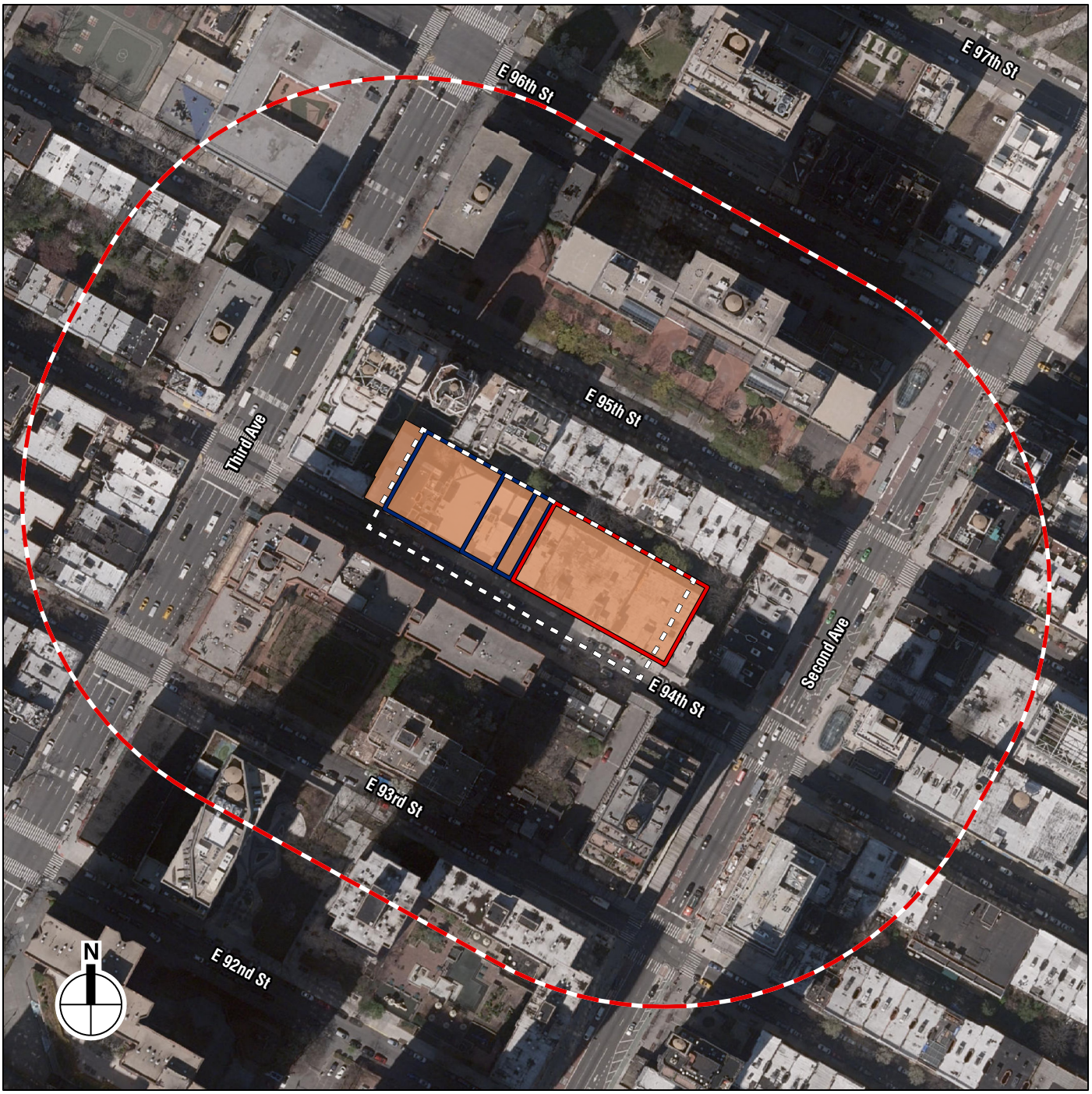
The study area for the urban design and visual resources analysis has been defined as the area within 400 feet of the Project Area, consistent with the study area for the analysis of land use, zoning, and public policy (see **Figures G-1 and G-2**). This study area is roughly bounded by East 96th Street to the north, East 93rd Street to the south, Second Avenue to the east, and Third Avenue to the west.



Urban Design and Visual Resources
Reference Map

EAST 94TH STREET REZONING

Figure G-1



Urban Design and Visual Resources
Aerial Map

Attachment A, "Project Description and Screening Analyses," describes the Proposed Development, a 46-story, approximately 484-foot-tall building, as well as a Reasonable Worst Case Development Scenario (RWCDS), which would maximize the base height and number of dwelling units but concomitantly result in a shorter tower (44 stories rather than 46). Therefore, this assessment analyzes the taller Proposed Development to ensure the most conservative analysis.

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that would result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The Development Site is not on the waterfront and is not in a location that experiences high wind conditions. Therefore, a pedestrian wind conditions analysis is not warranted.

C. EXISTING CONDITIONS

URBAN DESIGN

PROJECT AREA

Development Site

The Development Site comprises Lots 13, 14, and 18 on Block 1540 in the Yorkville neighborhood of Manhattan. It has a total area of 20,597 square feet (sf). Lot 18 contains an approximately 28,454 gross square feet (gsf), 3-story (42-foot-tall) building, with a parking garage on the upper floors and an auto-repair shop in the cellar. The auto-repair shop is accessed by a 13-foot curb cut and a ramp directly from the street. Lot 14 contains a 39,272 gsf, 4-story (45-foot-tall) parking garage. A 44-foot curb cut serves the main garage entrance/exit, as well as a smaller driveway; a 25-foot curb cut serves two other driveways on this lot. Lot 13 houses a vacant 9,735 gsf, 5-story (55-foot-tall) apartment building. The Development Site has approximately 205 feet of frontage on the north side of East 94th Street, a built FAR of approximately 3.76, and a lot coverage of approximately 90 percent (see **Figures G-3 through G-5**).

Remainder of Project Area

The remainder of the Project Area comprises Lots 5, 6, 10, and 111 on Block 1540, with a total lot area of 19,913 sf (see Views 2 and 3 of **Figures G-6 and G-7**). Lot 6 contains three 5-story (62-foot-tall) buildings containing 38,655 gsf of commercial office space with ground floor retail. Lot 10 contains a 16,688-gsf, 4-story (70-foot-tall) gymnasium with accessory offices for a private elementary school; as described in Attachment F, "Historic and Cultural Resources," this building has been identified as a potential architectural resource. Lot 111 contains an 11,118-gsf, 5-story (55-foot-tall) tenement building. Lot 5 contains a 12,105 gsf, 5-story (56-foot-tall) walk-up apartment building with 19 DUs.

In total, the Project Area has approximately 423 feet of frontage on the north side of East 94th Street.

STUDY AREA

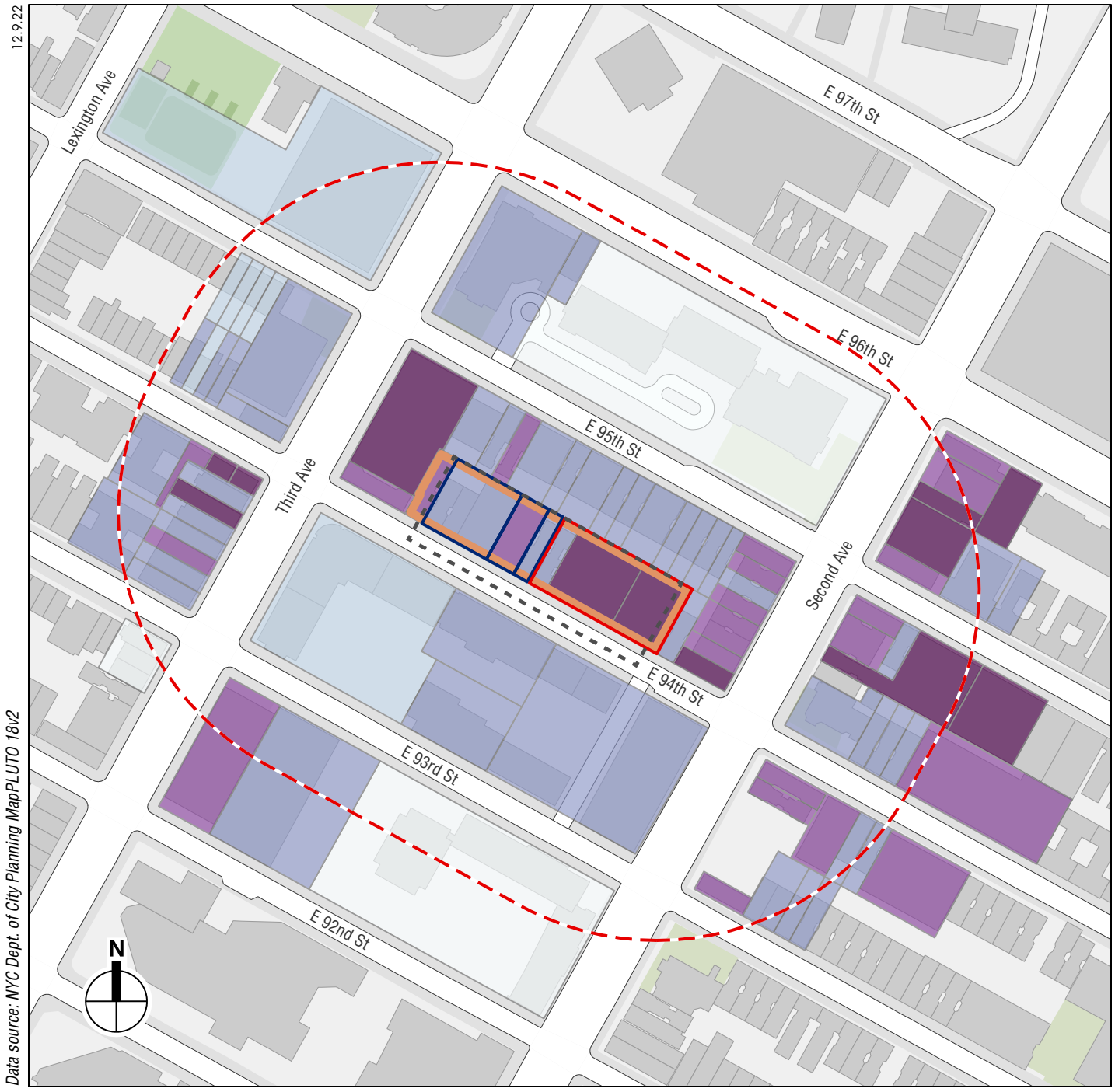
The street pattern in the study area follows the typical Manhattan grid, with wide avenues running north-south and narrow cross streets running east-west, creating long, wide blocks. There is also a through-block driveway that extends between East 93rd and East 94th Streets on the eastern



Urban Design and Visual Resources
Built FAR

EAST 94TH STREET REZONING

Figure G-3



Urban Design and Visual Resources
Lot Coverage

EAST 94TH STREET REZONING

Figure G-4



Urban Design and Visual Resources
Building Heights

EAST 94TH STREET REZONING

Figure G-5



Parking garages on Development Site **1**



Vacant residential building on Development Site, and west-adjacent project area buildings **2**

Development Site and Project Area Photographs



Project Area, view east from near Third Avenue and East 94th Street **3**



East 94th Street, view west from Second Avenue. Astor Terrace and Carnegie Park apartment complexes are on the south side of the street. **4**

Project Area and Study Area Photographs

Figure G-7

portion of the block bounded by Second and Third Avenues, just south of the project block. This private drive provides access to a below-grade parking garage to the west and drive-up access to the Astor Plaza residential development to the east.

The major pedestrian and vehicular thoroughfares in the study area are Second and Third Avenues and East 96th Street. Second Avenue carries one-way traffic traveling south, Third Avenue carries one-way traffic traveling north, and East 96th Street carries two-way traffic. The other east-west oriented streets in the area are one-way and narrower. Four New York City Transit (NYCT) bus routes run along Third Avenue, and two routes run along Second Avenue. There is also a protected bike lane along Second Avenue.

The topography of the area generally slopes downward from west to east. There are no natural features in the study area; open spaces in the study area include public and private plazas associated with the large residential developments noted below. These include the privately-owned public spaces (POPS) associated with the Carnegie Park development, on East 93rd Street east of Third Avenue, the Normandie Court complex on East 95th Street between Second and Third Avenues, the residential building at 182 East 95th Street, and the Waterford development at the southeast corner of Second Avenue and East 93rd Street.

The study area is urban in character, with streets flanked by concrete sidewalks. Parallel parking spaces are available on most streets. There are also Citibike stations at Third Avenue and East 95th Street, Second Avenue south of East 96th Street, and East 93rd Street west of Second Avenue. On Second Avenue, there is a dedicated bus lane on the west side of the avenue, and a dedicated bike lane on the east side of the avenue; there is also an entrance for the Second Avenue subway at the southwest corner of Second Avenue and East 96th Street. There are bus shelters on Second and Third Avenues. There are street trees throughout the study area, primarily along the east-west oriented streets and at the larger residential developments described below.

Street furniture varies among the larger residential developments. The streetscape elements surrounding the Astor Terrace townhouses include decorative wrought-iron fencing, planters, and globe lampposts. There are ample street trees throughout the study area, primarily along the east-west oriented streets, on the corners of Third Avenue, and lining the public plaza associated with the Carnegie Park development. Some of the large residential buildings have street-level signage on walls enclosing private open space, and many have awnings with signage to designate their residential entrances.

The study area is densely developed. The south side of East 94th Street between Second and Third Avenues contains residential and parking garage entrances to Carnegie Park and the Astor Terrace townhouses and residential tower. Carnegie Park is a 30-story (282-foot-tall) residential building. Built in 1986, the L-shaped building has horizontal bands of windows and a curved northern façade, where its tower is located. The building is faced in red brick and built to the lot line, with a 9-story base on the southern portion extending along Third Avenue to East 93rd Street and containing ground floor retail (see View 4 of **Figure G-7**). The eastern portion of this block is occupied by Astor Terrace, a residential development that comprises a 32-story (329-foot-tall) tower fronting Second Avenue and three-story townhouses fronting East 93rd and East 94th Streets. The tower and the townhouses are both clad in dark brick. The two components of the development are separated by a through-block driveway that provides access to a split-level, two-story parking garage topped with an above-grade private open space.

Directly west of the project area on the project block is the Kent, a new 30-story (392-foot-tall) residential tower that is built to the lot line (see View 5 of **Figure G-8**). The north side of the



View south on Third Avenue from East 95th Street. The Kent and Carnegie Park apartment towers are on the east side of the street. **5**



View east on East 95th Street from Third Avenue. Normandie Court is on the north side of the street. **6**

project block, along East 95th Street, is occupied by 5-story tenements and more modern 8- and 10-story apartment buildings. The block directly north of the project block is fully occupied by Normandie Court, a four tower, 34-story development that occupies the entire block between Second and Third Avenues and East 95th and East 96th Streets (see Views 6 and 7 of **Figures G-8 and G-9**). The buildings in this development are rectangular, with their long sides parallel to the street. They are built generally to the lot line along East 96th Street and Third Avenue, and set back on East 95th Street, where there is a driveway entrance to the complex and a low one-story commercial wing, and Second Avenue, where an entrance to the Second Avenue subway is located. At the southwest corner of the development, at East 96th Street and Third Avenue, there is a landscaped plaza with benches.

On the west side of Third Avenue between East 94th and East 96th Streets are P.S. 198, The Straus School, a 4-story, mid-century brick structure, and the Highgate, a 29-story red brick residential tower, built circa 1980. The west side of Third Avenue south of East 94th Street is lined with older mixed-use buildings with ground floor retail. These buildings are generally tenements built in 1926 or earlier and are between three and six stories tall. They are built to the lot line, presenting a uniform streetwall to the pedestrian. Their elevations vary slightly based on the number of floors as well as the topography. The building façades vary in material but generally include ornamented cornices. The study area also includes small portions of the east-west streets west of Third Avenue. These streets generally contain residential buildings of between three and six stories, some with ground floor retail. Many were built in 1925 or earlier and a few newly constructed buildings are interspersed, designed to be contextual with the older architecture.

The Ruppert Houses development is located on the east side of the block bounded by Second and Third Avenues and East 92nd and East 93rd Streets, at the southern edge of the study area. It comprises one 43-story (423-foot-tall) tower and two 18-story (181-foot-tall) towers. The shorter towers are built to the lot line; the taller tower is set back from the street on all sides and surrounded by a private open space. All three buildings have rectilinear massings, are clad in red brick, and are built around private open space. The open space is shielded from view on East 92nd Street by a low red brick wall. The Ruppert Houses development also includes a three-story office building with ground-level retail that fronts Third Avenue and fully occupies its lot. Adjacent to this office building is the Easton, a recently constructed 36-story (427-foot-tall) building in residential and private school use.

The buildings along Second Avenue include the residential towers described above, as well as some tenement buildings with ground-floor retail, including the historic resources on Second Avenue between East 95th and East 96th Streets (see Views 8 through 10 of **Figures G-9 and G-10**) (see Attachment F, "Historic and Cultural Resources"). Also on Second Avenue within the study area is a 32-story residence hotel on East 95th Street (the Marmara) and the Waterford, a 45-story (447-foot-tall) recently constructed residential tower at East 93rd Street and Second Avenue. This building is set back from the lot line on both Second Avenue and East 93rd Street, with a large, paved plaza. Recently completed on the east side of Second Avenue between East 93rd and East 94th Streets is a 23-story (235-foot-tall) tower in use as an assisted living facility.

Building heights, footprint sizes, and lot coverages in the study area vary (see **Figures G-3 through G-5**). Built FARs of smaller tenement buildings range from 2.0 to 4.0; tower developments such as the Ruppert Houses, Normandie Court, Carnegie Park, and the Kent have built FARs ranging from 6.0 to 12.0, and select buildings along Third and Second Avenue, such as the Marmara, and the Highgate have built FARs in exceedance of 12.0. Lot coverages are generally in the range of 35 to 75 percent, but some newer residential and mixed-use tower



View west on East 96th Street near Second Avenue. Normandie Court is on the south side of the avenue. **7**



View south on Second Avenue from near East 95th Street **8**



View north on Second Avenue near East 95th Street **9**



View north on Second Avenue near East 93rd Street **10**

Study Area Photographs

Figure G-10

developments and other buildings in the study area have lot coverages in the range of 75 to 100 percent. Building heights range from four to six stories for tenement buildings and other smaller, older residential structures, and up to 447 feet tall for more modern apartment towers.

VISUAL RESOURCES

Visual resources are an area's unique or important public view corridors, vistas, or natural or built features. These can include historic structures, parks, natural features (such as rivers), or important views.

PROJECT AREA

The buildings within the Project Area are not particularly prominent or distinct in surrounding views; therefore, although the former Con Edison substation has been identified as a potential architectural resource, neither this building nor the other buildings within the Project Area are considered to be visual resources. Views from the sidewalk adjacent to the Project Area are limited by the mature tree cover on East 94th Street.

STUDY AREA

Views north and south along Second and Third Avenues and east-west along East 96th Street generally extend for long distances, but without any notable focus or visual resources within those views (see Views 11 and 12 of **Figure G-11**). There are a few exceptions, including, on Third Avenue near East 96th and East 97th Streets, views of the oxidized copper dome and landscaped grounds of the Islamic Cultural Center of New York. The buildings that make up the Carnegie Park, Astor Terrace, Normandie Court, Kent, Waterford, Easton, and Ruppert Houses developments—as well as other residential towers to the north and south—are visible throughout the study area and largely define this view corridor. As described above, the historic resources in the surrounding area are visually interesting but are not highly visible except along adjacent streets. Within the study area, views are limited on the east-west oriented streets due to topography and mature street tree cover.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

Absent the Proposed Actions, it is anticipated that the buildings in the project area would remain in their current state and that no changes to land use would occur.

Within the 400-foot study area, no projects have been identified that are expected to be completed by the 2026 analysis year. No changes are anticipated to the composition of the study area, which will remain a mix of large-scale and lower-density mixed-use buildings.

E. FUTURE WITH THE PROPOSED ACTIONS

URBAN DESIGN

DEVELOPMENT SITE

In the future with the Proposed Actions, the Development Site is assumed to be redeveloped. The Proposed Development would be a 46-story building with a 4- and 6-story base; the western portion of the base would rise to a height of 66 feet, and the eastern portion of the base would rise to a height of 44 feet. The proposed building would be approximately 433,809 gsf in size and be 484 feet tall, not including mechanical bulkhead (see **Figures G-12 through G-16**). The building would include community facility and local retail space on the ground floor and residential space above. The existing buildings on the Development Site would be demolished for the Proposed



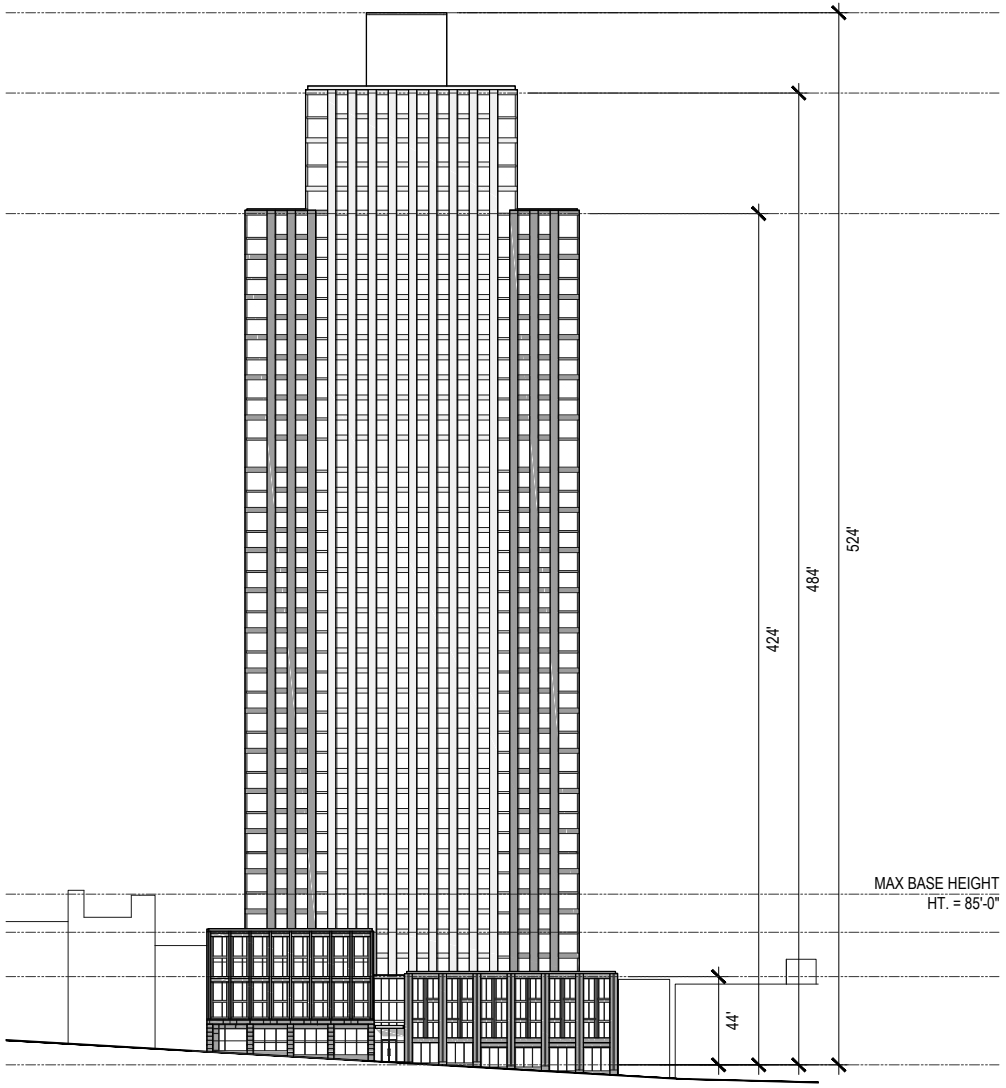
View east on East 96th Street near Third Avenue **11**



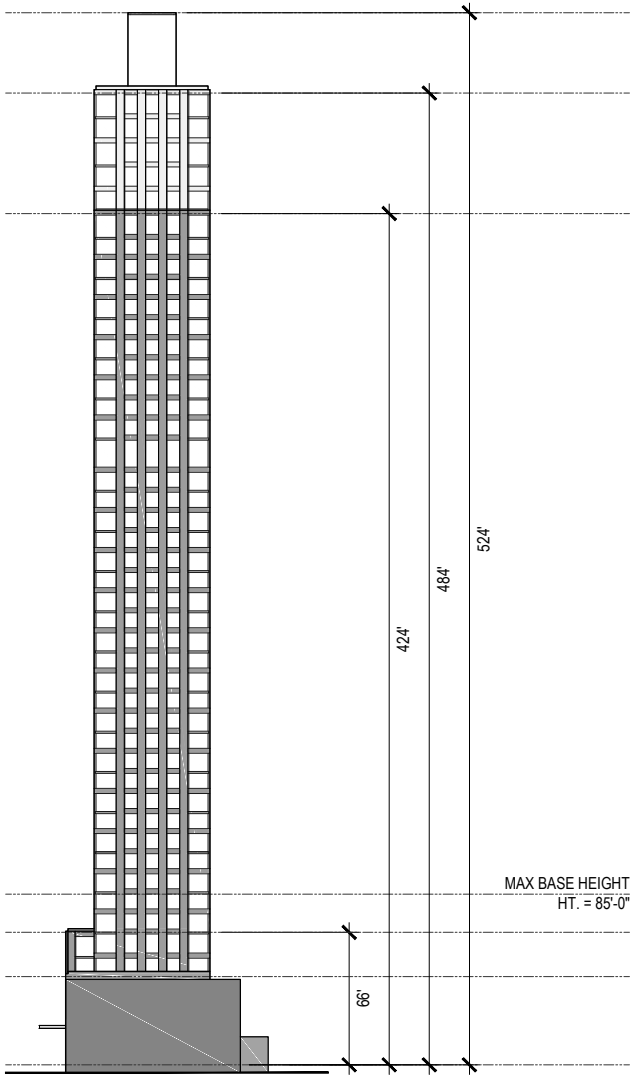
View south on Third Avenue near East 93rd Street **12**

Study Area Photographs

Figure G-11



SOUTH ELEVATION



EAST ELEVATION

Source: Hill West Architects

Proposed Development Elevations

9.1.22



Source: Hill West Architects

Illustrative Rendering of Proposed Development, Aerial View Looking Northeast



Source: Hill West Architects

View looking south towards Proposed Development



Source: Hill West Architects

View looking northwest to Proposed Development

Illustrative Renderings of the Proposed Development



Existing Conditions



Source: Hill West Architects

Future with the Proposed Actions

Illustrative Renderings of the Proposed Development

Figure G-15



Source: Hill West Architects

Existing Conditions



Source: Hill West Architects

Future with the Proposed Actions

Illustrative Renderings of the Proposed Development

Development. In the future with the Proposed Actions, the merged Proposed Zoning Lot would have a built FAR of approximately 12.00 and a lot coverage of approximately 75 percent.

The Proposed Development would utilize 247,164 sf of available zfa on the Development Site and 138,667 sf from the Air Rights Parcels to achieve a total zfa of 385,831 sf on the Development Site and a total zfa of 452,292 sf for the Proposed Zoning Lot. No new development would occur on the Air Rights Parcels or Lot 5, and the existing buildings on those lots, including 34 dwelling units, would remain.

For the purposes of a conservative analysis, a Reasonable Worst Case Development Scenario (RWCDS)—rather than the Proposed Development—is considered in this EAS. In the RWCDS, the Proposed Actions would facilitate the development of a building that would be 44 stories (463 feet tall) with a 77-foot, 7-story commercial/community facility and residential base and a 37-story residential tower above.

The RWCDS differs from the Proposed Development in that it maximizes base height and number of dwelling units. Based on reasonable floor-to-ceiling heights, a base height of 77 feet (7 stories) in the RWCDS is effectively the maximum base height that would comply with the base height regulations (maximum of 85 feet) allowed under the proposed zoning. With a base height of 44 to 66 feet (4 stories on its eastern portion, 6 stories on its western portion), the Proposed Development would not achieve the maximum base height. As a result of the assumptions made in the With Action condition and the building envelope restrictions, the gsf for the Proposed Development and RWCDS differ slightly, but both would maximize the available zoning floor area (385,831 sf).

The Proposed Development would improve the streetscape along East 94th Street, by replacing a vacant building and a parking facility with a new residential building with ground-floor commercial and community facility uses. It would also enhance the pedestrian experience by activating the streetscape with ground floor uses and entrances, and bringing new pedestrian activity to the Development Site.

REMAINDER OF PROJECT AREA

The Proposed Actions would not result in any changes within the remainder of the Project Area. No new development would occur on the Air Rights Parcels, and the existing buildings on those lots would remain as in existing/No Action conditions.

STUDY AREA

The Proposed Actions would not result in any changes to natural features, open spaces, or streets in the study area. The proposed building would be built to the lot line, which would contrast with some of the non-uniform streetwalls immediately surrounding the Development Site, but would be in keeping with the mix of plazas and tower developments in the area and would be consistent with the existing streetwalls along the north side of East 94th Street. The rectangular footprint of the proposed building would be similar to some of the residential towers in the surrounding area, such as Astor Terrace immediately to the south and the Kent immediately to the west.

The overall bulk and height of the proposed building would be in context with the taller buildings in the study area, including the Kent (approximately 392 feet tall), the Easton (approximately 427 feet tall), the Waterford (approximately 447 feet tall), and Ruppert Houses (approximately 423 feet tall).

The Proposed Actions would introduce different uses to the Development Site compared with the future without the Proposed Actions, but these uses would be compatible with existing uses within

the Project Area and study area. Compared to the future without the Proposed Actions, in which the Development Site would remain in its current use, the Proposed Actions would revitalize a site and introduce new active residential and commercial/community facility uses, businesses and pedestrians.

The Proposed Actions would not noticeably change the scale of buildings in the study area; would not involve an area-wide rezoning that would include an increase in permitted floor area or changes in height or setback requirements across many blocks; and would not result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance. While the Proposed Actions would involve a change in the allowable FAR for the Project Area, and would result in the development of a new, tall tower on the Development Site, this change is not considered to significantly alter any urban design characteristics of the surrounding area. Therefore, the Proposed Actions would not be anticipated to significantly affect any urban design features of the Project Area or study area, or the general urban design character of the neighborhood.

Overall, the project would activate the Development Site with uses compatible with those in the study area, improve the pedestrian experience of the study area, and would be in keeping with the mixed-use character of the study area.

VISUAL RESOURCES

PROJECT AREA

As described above, the buildings within the Project Area are not considered to be visual resources. The proposed building would not block views of any visual resources from the sidewalks adjacent to the Project Area.

STUDY AREA

In the future with the Proposed Actions, views along the corridors noted above are expected to remain substantially the same, although views toward the Project Area would now include a new, tall building. From within the study area, the proposed building would be one of many tall, freestanding buildings, and would be in keeping with the large residential towers that define most view corridors in the study area and rise above the surrounding lower-scale development. The proposed building would not obstruct any views to important visual resources, nor eliminate any existing view corridors.

In summary, the Proposed Actions would not change urban design features so that the context of a natural or built visual resource is altered and would not partially or totally block any unique views to a visual resource. Therefore, the Proposed Actions do not merit further analysis of visual resources and would not be anticipated to result in significant adverse effects to visual resources.

Overall, the Proposed Actions would not have any significant adverse impacts on urban design and visual resources. ✷

A. INTRODUCTION

This attachment addresses the potential for the presence of hazardous materials resulting from previous and existing uses at or near the Development Site, and potential risks with respect to any such hazardous materials. As described in Attachment A, "Project Description and Screening Analyses," the Proposed Development would be a new, mixed-use residential and community facility building with 483 dwelling units (DUs) and 23,504 gross square feet (gsf) of commercial and community facility space over the entire footprint of Lots 13, 14, and 18 (the Development Site). The existing buildings on the Development Site (a vacant 5-story residential building, parking garages, and an auto-repair shop) would be demolished, followed by excavation associated with construction of the new building, which would include a full cellar. Zoning floor area from Lots 6, 10, and 111 (the Air Rights Parcels) would be used in the merged zoning lot to facilitate the Proposed Development, but these lots and the buildings on them would not be affected. A portion of Lot 5 would be included in the Proposed Rezoning Area, but this lot and the building on it would not be affected. This assessment analyzes the Proposed Development.

This assessment is based on a series of prior reports and investigations discussed below, including both Phase I Environmental Site Assessments (ESAs) and Subsurface (Phase II) Investigations. ESAs document the findings of a reconnaissance of a development site, an evaluation of readily available historical information, previous environmental reports for the development site, and selected environmental databases and electronic records in accordance with American Society for Testing and Materials (ASTM) E1527-13. The Phase II investigations include results of laboratory analyses of soil, groundwater and soil vapor samples collected from the subsurface of a development site.

B. EXISTING CONDITIONS

SUBSURFACE CONDITIONS

The Development Site, based on the U.S. Geological Survey (USGS) Central Park NY-NJ Quadrangle map, is approximately 30 feet above mean sea level. During the 2023 Phase II Investigation (see below), groundwater was encountered between approximately 3.3 and 17.9 feet below grade. Groundwater is anticipated to flow toward the East River, approximately 1,500 feet away; however, actual groundwater flow direction can be affected by subsurface openings or obstructions such as the nearby subway tunnels, basements, utilities, and other factors. Groundwater in Manhattan is not used as a source of potable water. During the Phase II Investigation, subsurface materials consisted of historical fill material (sand with silt, gravel, ash, brick, and plastic) to a depth of approximately 10 to 15 feet below grade. This fill was underlain by sand, silt, and gravel.

PHASE I ESA, LOTS 14 AND 18 – JANUARY 2014 AND APRIL 2014

Phase I ESAs, for Lots 14 and 18 only, were prepared by AKRF Inc. in January 2014 and by Vertex Companies, Inc. in April 2014. Both identified evidence of Recognized Environmental Conditions (RECs), i.e., "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property," including:

- Sanborn maps from 1939 and 1951 indicated that the lots may have had up to six 550-gallon underground storage tanks (USTs). There were no records indicating their proper closure or removal. Although no other records reviewed indicated past or current tanks, it is possible that these tanks may have been removed, or they may still be present.
- On July 8, 2011, New York State Department of Environmental Conservation (NYSDEC) petroleum spill number 1103888 was generated when an anonymous caller witnessed waste oil being poured down a hole. NYSDEC conducted an investigation and discovered an unregistered waste oil tank. The tenant was instructed by NYSDEC to register the tank. The spill was given a closed status (typically indicating it had been addressed to the satisfaction of the NYSDEC) on July 12, 2011. However, there are no records indicating this tank's proper closure or removal, so it may still be present.
- An auto collision and auto repair shop called Auto Care East occupies the cellar of Lot 18. Motor and waste oil, antifreeze/coolant, gasoline, cleaners, rubbing paste, coolant, degreaser, freeze stop, paint, refinish restorer, and liquid wax were observed.
- The surrounding area was historically mixed-use and included a Consolidated Edison sub-station, steam laundry, and tin smith. Currently, a dry cleaner is located to the northeast.

Other on-site environmental concerns identified in the ESAs included:

- Suspect asbestos-containing materials (ACM) were observed during the reconnaissance including: ceiling, ceramic floor and wall tile and associated mastic, pipe insulation, door and window caulk and putty, skylight and penetration tar, and roofing materials.
- Based on the age of the structures, painted surfaces may contain lead-based paint (LBP).
- Numerous hydraulic lifts were observed, that may have utilized PCB-containing hydraulic fluid. Because of the age of the buildings, fluorescent bulbs, lighting components (e.g., capacitors) and other electrical equipment may contain polychlorinated biphenyls (PCBs) and/or mercury.

SUBSURFACE (PHASE II) INVESTIGATION, LOTS 14 AND 18 – JANUARY 2014

A Subsurface (Phase II) Investigation was conducted by AKRF, Inc. to determine whether former, on-site or off-site activities had adversely affected the subsurface. Field activities consisted of a geophysical survey (which did not identify anomalies consistent with USTs); the advancement of six soil borings (with collection and laboratory analysis of two soil samples from each); the installation of three temporary groundwater monitoring wells (with collection and laboratory analysis of three groundwater samples); and the installation of two probes for the collection and laboratory analysis of two soil vapor samples.

Petroleum-like odors were noted in three of the six borings. Groundwater purged from one of the wells had an oily sheen on the surface (in addition to the petroleum-like odor).

Soil sample analytical results were compared to 6 NYCRR Part 375 Soil Cleanup Objectives (SCOs) for Unrestricted Use (UUSCOs) and Restricted-Residential Use (RRSCOs). Groundwater

sample analytical results were compared to NYSDEC Technical and Operational Guidance Series (TOGS) 1.1.1: Class GA Ambient Water Quality Standards and Guidance Values (AWQSGVs). Although there are currently no regulatory or published guidance values for volatile organic compounds (VOCs) in soil vapor, soil vapor data was used to assess the potential for exposure to receptors and to help define the nature and extent of contamination at the Site. A summary of the analytical results is as follows:

Soil

- Of the volatile organic compounds (VOCs) detected, only acetone, a common laboratory contaminant, exceeded its UUSCO (but not the RRSCO). Methylene chloride, toluene, xylenes, acetone, tetrachloroethene (PCE), styrene, and methyl acetate were also detected, but at levels meeting their UUSCOs.
- Three semi-volatile organic compounds (SVOCs): benzo(a)anthracene, benzo(b)fluoranthene and indeno(1,2,3-cd)pyrene in the same shallow sample exceeded UUSCOs and RRSCOs. Chrysene in the same sample exceeded its UUSCO but not its RRSCO. These SVOCs are polycyclic aromatic hydrocarbons (PAHs), a class of compounds common in coal ash and other combustion byproducts commonly found in historical fill material.
- Six metals (copper, chromium, lead, mercury, nickel, and zinc) exceeded UUSCOs. Lead and mercury exceeded RRSCOs in one deep sample. These findings are most likely attributable to the fill materials, which often contain highly variable concentrations of metals.
- The pesticides 4,4'-DDD, alpha-chlordane and gamma-chlordane were detected, but do not exceed UUSCOs or RRSCOs.
- No PCBs were detected.

Groundwater

- The VOCs acetone, bromodichloromethane, carbon disulfide, isopropylbenzene, m,p-Xylene, o-Xylene, and toluene were detected in two of the groundwater samples but at concentrations below AWQSGVs. These area typically petroleum-related compounds. Acetone was also detected in one sample, but it is a common laboratory artifact. Chloroform was detected in one sample at a level slightly above AWQSGVs.
- Five SVOCs (all PAHs): benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, chrysene, and indeno(1,2,3-cd)pyrene were detected in one sample exceeding AWQSGVs. Each of these compounds was also detected in the soil samples and their presence is most likely attributable to sediment entrained in the sample.
- Arsenic, barium, beryllium, chromium, copper, iron, lead, manganese, mercury, nickel, and sodium were detected above AWQSGVs in one or more of the unfiltered samples (total analysis). The dissolved (i.e., filtered) samples contained only iron, manganese, and sodium above AWQSGVs. These three metals are likely naturally occurring or at least present regionally, and not attributable to discharge at the site.
- No pesticides or PCBs were detected.

Soil Vapor

The NYSDOH has established indoor Air Guideline Values (AGVs) for five of the VOCs analyzed. PCE was the only one detected above AGVs: 1,490 micrograms per cubic meter of air ($\mu g/m^3$) at the sampling location near the northeast-adjacent dry cleaner (the AGV is 30 $\mu g/m^3$). Some typically gasoline-related compounds (2,2,2-trimethylpentane, benzene, toluene,

ethylbenzene, xylenes, heptane, ethyl acetate, methyl ethyl ketone, methyl isobutyl ketone, and cyclohexane) were detected as were the common laboratory contaminants acetone and methylene chloride.

LOT 13

Although no studies have been performed for Lot 13, the Phase I ESAs include information on adjacent (and other nearby) properties. Based upon these studies, Lot 13 was vacant in 1896, but by 1911 it was developed with the current residential building. According to a New York City Fire Department database, the building has or had a 2,500-gallon No. 2 fuel oil aboveground storage tank (AST). No other listings or potential concerns were identified.

Subsurface (Phase II) Investigation Sampling Protocol and Health and Safety Plan – AKRF, Inc., Lots 13, 14, and 18 – February 2023

At the request of the New York City Department of Environmental Protection (NYCDEP), AKRF prepared a Subsurface (Phase II) Investigation Sampling Protocol and Health and Safety Plan for Lots 13, 14, and 18 in February 2023 based on the findings of the Phase I ESA and the 2022 Phase I ESA Regulatory Database Update. The proposed scope of work included: the advancement of 11 soil borings with sample collection and laboratory analysis of two soil samples from each boring; the installation of five temporary groundwater monitoring wells with the collection and laboratory analysis of five groundwater samples; and the installation of eight temporary soil vapor points with the collection and laboratory analysis of eight soil vapor samples. The NYCDEP approved the work plan in a letter dated March 15, 2023.

Subsurface (Phase II) Investigation, Lots 13,14, and 18 – May 2023

The scope of the Phase II investigation undertaken in May 2023 was conducted in accordance with the S*ubsurface (Phase II) Investigation Sampling Protocol and Health and Safety Plan*, prepared by AKRF in February 2023 and approved by NYCDEP in March 2023. It included the advancement of 11 soil borings, the installation of seven soil vapor points, and installation of four temporary wells (within the soil borings), with collection of 22 soil, seven soil vapor, and five groundwater samples (including the collection of a groundwater sample from an existing monitoring well) for laboratory analysis.

Subsurface materials observed during this investigation consisted of historic fill (sand with brick, concrete, gravel, silt, ash and/or asphalt) to depths ranging between approximately 2 and 15 feet below grade (fbg), underlain by sand with varying amounts of silt, gravel, and weathered rock to the terminal boring depth of 25 fbg. The depth to water was measured to be approximately 3.3 and 17.9 fbg in borings and temporary well points (and the permanent monitoring well) during the investigation and regional groundwater is anticipated to flow in a westerly to easterly direction toward the nearby East River. A faint petroleum-like odor and faint sheen was observed on the purge water from samples TW-04, TW-10 and MW-01. No evidence of gross contamination (e.g., floating petroleum product) was noted in the purged groundwater.

Consistent with the prior investigations, slight elevated PID readings (between approximately 15 and 43.8 parts per million [ppm]) were observed at the water table interface in boring SB-04 (located on the west-central portion of the Site). No free-phase petroleum product was observed in the borings.

Soil sample analytical results were compared to 6 NYCRR Part 375 Soil Cleanup Objectives for Unrestricted Use Soil Cleanup Objectives (UUSCOs) and Soil Cleanup Objectives for Restricted

– Residential Use (RRSCOs). Groundwater sample results were compared to the NYSDEC Class GA Ambient Water Quality Standards and Guidance Values (AWQSGVs) as presented in the NYSDEC Division of Water Technical Operational and Guidance Series (TOGS) 1.1.1. Soil vapor sample analytical results were compared to the NYSDOH Matrix Values contained in the *Final Guidance for Evaluating Soil Vapor Intrusion in the State of New York*, dated October 2006 (as subsequently updated).

A summary of the analytical results is as follows:

Soil Analytical Results

- No VOCs were detected above UUSCOs and RRSCOs in the soil samples.
- One SVOC [indeno(1,2,3-cd)pyrene, a polycyclic aromatic compound (PAH) typically associated with fill material] was detected in sample SB-08 (0-2) slightly above its UUSCO and RRSCO.
- Four metals (lead, mercury, nickel, and zinc) exceeded UUSCOs in one or more samples. Of these, mercury also exceeded its RRSCO in two samples [SB-10 (0-2) and SB-11(3-5)].
- Total PCBs were detected in sample SB-01(0-2), above the UUSCO but below the RRSCO. One pesticide (P,P'-DDE) was detected in sample SB-01(0-2) above the UUSCO but below the RRSCO.

In summary, the soil detections appear attributable to historic fill materials observed in the borings rather than an on-site release.

Groundwater Analytical Results

- Five VOCs exceeded their AWQSGVs (drinking water standards) in sample TW-04 including 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, chloroform, isopropylbenzene, and n-propylbenzene. One petroleum-related VOC, tert-butyl methyl ether (MTBE) exceeded its AWQSGV in sample TW-08. Chloroform also exceeded its AWQSGV in sample TW-11.
- No SVOCs were detected above AWQSVs in the groundwater samples.
- In the total (unfiltered) metals analysis, 15 metals (antimony, arsenic, barium, beryllium, chromium, copper, iron, lead, manganese, magnesium, mercury, nickel, sodium, thallium, and zinc) were detected above AWQSGVs. In the dissolved analysis, only iron, manganese and sodium were detected at concentrations above their AWQSGVs in up to two samples.
- No PCBs or pesticides were detected above laboratory detection limits in the samples.

The limited VOC detections were attributable to some combination of historical and current uses at the Site which included current and former automotive use. The detections of metals are typical of urban areas with a history of industrial and automotive/petroleum-related uses.

Soil Vapor Analytical Results

- In soil vapor analysis, petroleum- and solvent-related VOCs were detected at low levels except for one compound (2,2,4-trimethylpentane), which was detected in samples SV-03 and SV-04. There are no matrices for 2,2,4-trimethylpentane. In addition, no VOCs were detected above applicable NYSDOH matrices.

The detection of 2,2,4-trimethylpentane was likely related to the current and former automotive uses at the Site. The remaining low-levels of VOCs detected were attributed to the use of solvents and noted to be potentially associated with historical and current uses on- and off-site operations,

which include current automotive uses on the eastern portion of the Site and nearby facilities including auto repair facilities and dry cleaners.

AKRF recommended that a site-specific RAP and associated CHASP be prepared for implementation during construction and submitted to NYCDEP for review and approval. To address the Phase II findings and the potential for encountering unexpected contamination during the proposed project, an RAP and associated CHASP were prepared for implementation during construction and submitted to DEP in May 2023. The RAP addresses requirements for items such as: soil stockpiling, soil disposal and transportation; dust control; with contingency measures should petroleum storage tanks or other contamination be unexpectedly encountered. The CHASP included measures for worker and community protection, including personal protective equipment, dust control, air monitoring, and emergency response procedures.

C. FUTURE WITHOUT THE PROPOSED ACTIONS

Absent the Proposed Actions, it is anticipated that the buildings on the Development Site (and in the remainder of the Project Area) would remain in their current state. Regulatory requirements relating to petroleum tanks, ACM, LBP, PCBs, etc. would continue to apply, but without the subsurface disturbance associated with the RWCDS, the potential for exposure (to construction workers and the community) to any subsurface hazardous materials would not occur.

D. FUTURE WITH THE PROPOSED ACTIONS

In the future with the Proposed Actions, the Development Site would undergo demolition followed by ground disturbance for construction of the new building which would include a full cellar. The potential for impacts related to hazardous materials would be avoided by incorporating the following:

- Prior to demolition, the remaining building would be surveyed for asbestos by a NYC-certified asbestos investigator and any ACM would be removed and disposed of prior to demolition in accordance with local, state, and federal requirements.
- Demolition would be performed in accordance with applicable LBP requirements (including federal OSHA regulation 29 CFR 1926.62–Lead Exposure in Construction).
- Unless there is labeling or test data indicating that any suspect PCB-containing electrical equipment and fluorescent lighting fixtures do not contain PCBs, and that any fluorescent lighting bulbs do not contain mercury, disposal of these items would be conducted in accordance with applicable federal, state, and local requirements.
- The May 2023 Subsurface (Phase II) Investigation report and a revised RAP were submitted to NYCDEP for review and approval. NYCDEP issued a response letter dated June 14, 2023 following review of the Phase II report indicating that an (E) Designation for hazardous materials should be placed on Development Site to ensure that testing and mitigation would be provided as necessary before any future development and/or soil disturbance.

To ensure performance of the above measures, an (E) Designation for hazardous materials (**E-739)** would be mapped on the Development Site. The (E) Designation would require oversight and approval of a Remedial Action Workplan (RAWP) and CHASP prior to any ground disturbing activities, with potential additional subsurface investigation, as required by OER. The RAWP and CHASP would be subject to review and approval by OER serving as the agency with oversight

authority for the (E) Designation program. The RAWP and CHASP would address requirements for items such as petroleum tank removal, dust control, and contingency measures should unforeseen petroleum tanks or soil contamination be encountered. The RAWP would also include any necessary requirements for vapor controls, as required. Following construction, occupancy permits could only be issued once OER received documentation that the RAWP was properly implemented in a Remedial Action Report (RAR).

E. CONCLUSION

With these measures included as part of the Proposed Development, no significant adverse impacts related to hazardous materials would occur. ✷

Attachment I: Transportation

A. INTRODUCTION

This attachment examines the potential effects of the Proposed Actions and associated Reasonable Worst Case Development Scenario (RWCDS) on nearby transportation systems. Specifically, it compares conditions in the future with the Proposed Actions (the With Action condition) against conditions in the future without the Proposed Actions (the No Action condition) in order to determine the potential for significant adverse impacts to transportation systems. The travel demand projections, trip assignments, and capacity analysis presented in this attachment were conducted pursuant to the methodologies outlined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*. The development projected to result from the Proposed Actions is expected to be completed and operational by 2026, which is the build year or analysis year.

Based on the detailed analyses presented below, the Proposed Development is not expected to result in any significant adverse transportation-related impacts.

BACKGROUND

The Proposed Actions would facilitate the Applicant's proposal for construction of a mixed-use building on the Development Site. The Development Site is located in the Yorkville neighborhood of Manhattan and comprises three lots (Lots 13, 14, and 18) on Block 1540, bounded by East 94th and East 95th Streets and Second and Third Avenues (see **Figure I-1**). Attachment A, "Project Description and Screening Analyses," describes the Proposed Development—a new, mixed-use residential, commercial, and community facility building with approximately 500 dwelling units (DUs) and approximately 24,718 gross square feet (gsf) of commercial/community facility space. As detailed in Attachment A, "Project Description and Screening Analyses," this assessment analyzes a different scenario that includes air rights from a parcel which has since been removed from the Project Area. The total gsf and residential DUs analyzed in those analyses is no longer achievable due to the exclusion of those air rights from the Proposed Development; however, the total gsf and number of residential units considered in this analyses are larger, and thus more conservative, than the Proposed Development. Therefore, this analysis still accurately assesses the potential for environmental impacts.

Lot 18 contains a three-story parking garage building with an approximately 7,700 gsf auto-repair shop in the cellar. The auto-repair shop is accessed by a 13-foot curb cut and a ramp directly from the street. Lot 14 contains a four-story parking garage and has two curb cuts: a 44-foot curb cut, which serves the main public garage entrance/exit and a smaller driveway, and a 25-foot curb cut, which serves two other driveways. The two adjacent parking structures operate as one 390-space attended public parking garage that is open 24 hours a day, seven days a week. Lot 13 houses a vacant walk-up apartment building with 20 dwelling units (DUs).

In the future without the Proposed Actions (No Action), the existing parking garage, auto repair shop, and vacant apartment building would remain unchanged. In the future with the Proposed Actions (With Action), a mixed-use building replacing the above existing uses would be

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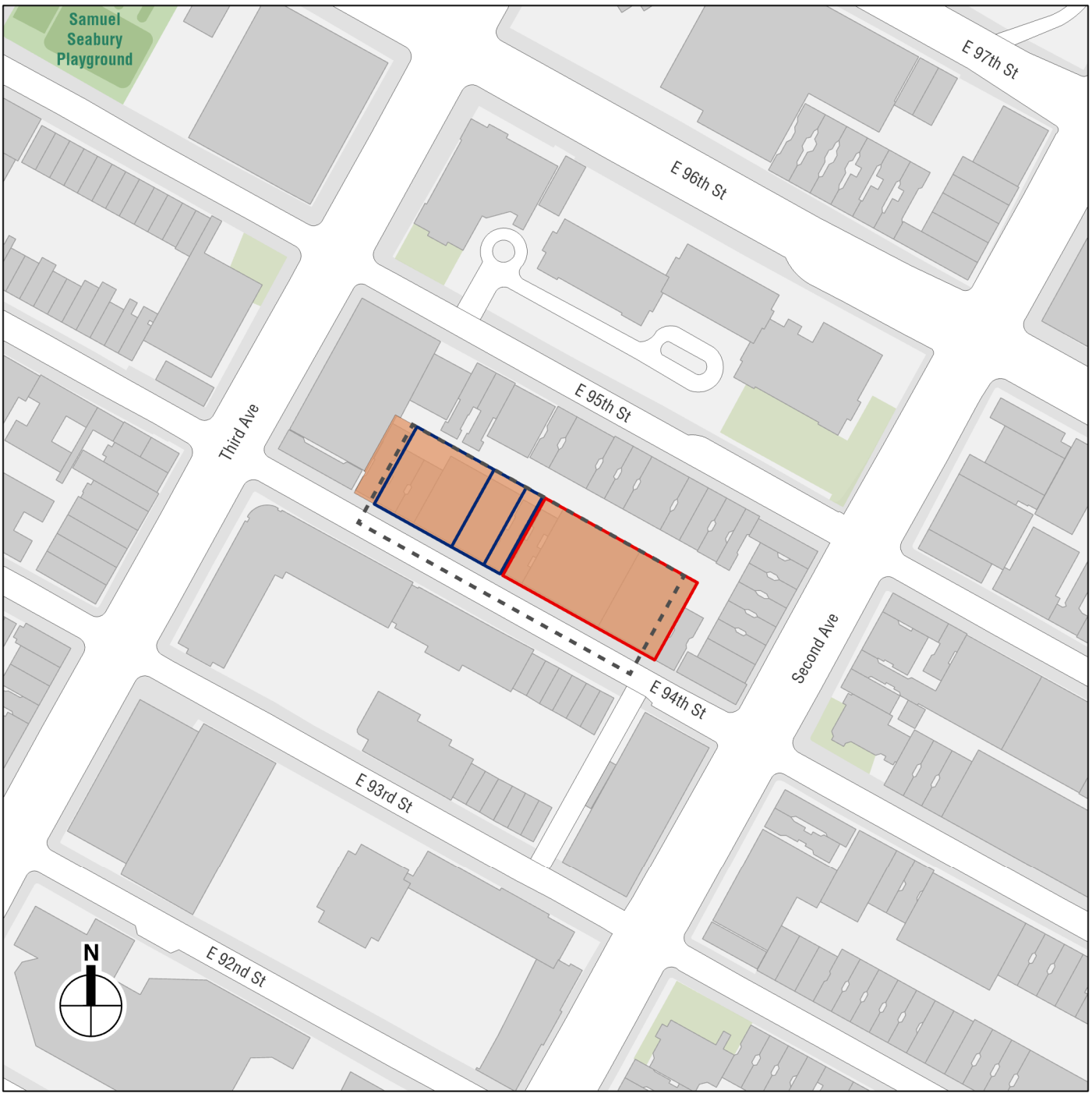


Development Site

Project Area

Air Rights Parcels

Proposed Rezoning Area

Project Location

EAST 94TH STREET REZONING

Figure I-1

constructed on the Development Site. As summarized in **Table I-1**, the RWCDS considered in this assessment assumes the development would include 508 DU, 16,718 gsf of local retail, and a 9,000-gsf medical office.[1] There would be no parking, curb cuts, or loading bays at the Development Site. Residential, retail, and medical office entrances would be located along the north side of East 94th Street between Second and Third Avenues.

Table I-1
RWCDS

Use	RWCDS
Residential (DU)	508
Local Retail (GSF)	16,718
Medical Office (GSF)	9,000
Source: LM East 94th Street LLC, 2019	

B. PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENT

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

LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the number of person and vehicle trips by mode expected to be generated by the Proposed Actions during the weekday AM, midday, and PM peak hours. These estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

[1] This Transportation assessment analyzes a different scenario that includes air rights from a parcel which has since been removed from the Project Area. The total gsf and residential DUs in that scenario is no longer achievable due to the exclusion of those air rights from the Proposed Development; however, the total gsf and number of residential units in that scenario are larger, and thus more conservative, than the Proposed Development. Therefore, this analysis still accurately assesses the potential for environmental impacts.

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the With Action condition were developed based on information from the *CEQR Technical Manual*, U.S. Census Data, New York City Department of Transportation (DOT) recommended rates, and other approved environmental review documents, as summarized in **Table I-2**.

Residential

The daily person trip rate and, temporal and directional distributions for the residential component of the development are from the *CEQR Technical Manual*. Journey-to-Work (JTW) data for the 2015–2019 U.S. Census Bureau American Community Survey (ACS) were used to estimate modal splits for the weekday AM, midday, and PM, and Saturday analysis peak hours.

Table I-2
Travel Demand Assumptions

Use	Residential				Local Retail				Medical Office			
Total Daily Person Trip	(1) Weekday 8.180			Saturday 9.080	(1) Weekday 329.0			Saturday 358.0	(1) Weekday 74.6			Saturday 37.0
	Trips / DU				Trips / KSF				Trips / KSF			
Trip Linkage	0%				25%				0%			
	AM	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**
Temporal	(1)				(1)				(1)			
	9.3%	5.6%	8.5%	8.4%	4.8%	8.0%	10.9%	11.7%	11.0%	12.6%	8.5%	16.6%
Direction	(1)				(1)				(1)			
In	22%	50%	63%	51%	53%	50%	50%	50%	62%	47%	35%	49%
Out	78%	50%	37%	49%	47%	50%	50%	50%	38%	53%	65%	51%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(2)				(4)				(3)			
	AM	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**
Auto	9.0%	9.0%	9.0%	9.0%	6.0%	6.0%	6.0%	6.0%	1.0%	1.0%	1.0%	1.0%
Taxi	4.0%	4.0%	4.0%	4.0%	1.0%	1.0%	1.0%	1.0%	5.0%	5.0%	5.0%	5.0%
Subway	60.0%	60.0%	60.0%	60.0%	1.0%	1.0%	1.0%	1.0%	60.0%	60.0%	60.0%	60.0%
Railroad	2.0%	2.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ferry	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	8.0%	8.0%	8.0%	8.0%	1.0%	1.0%	1.0%	1.0%	5.0%	5.0%	5.0%	5.0%
Walk	17.0%	17.0%	17.0%	17.0%	91.0%	91.0%	91.0%	91.0%	29.0%	29.0%	29.0%	29.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2,3) Weekday/Saturday				(3) Weekday/Saturday				(3) Weekday/Saturday			
Auto	1.12				2.00				1.53			
Taxi	1.40				2.00				1.53			
Daily Delivery Trip Generation Rate	(1) Weekday 0.06			Saturday 0.02	(1) Weekday 0.35			Saturday 0.04	(3) Weekday 0.29			Saturday 0.29
	Delivery Trips / DU				Delivery Trips / KSF				Delivery Trips / KSF			
	AM	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**
Delivery Temporal	(1)				(1)				(3)			
	12%	9%	2%	9%	8%	11%	2%	11%	3.0%	11.0%	1.0%	0.0%
Delivery Direction	(1)				(1)				(3)			
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Sources:
(1) 2021 *CEQR Technical Manual*
(2) U.S. Census Bureau, ACS 2015–2019 Five-Year Estimates – Journey-to-Work (JTW) Data for Census Tracts 152, 154, 156.01, 156.02, 158.01, 158.02, and 162
(3) *Lenox Terrace FEIS* (2020)
(4) Based on DOT mode choice surveys

The vehicle occupancies are from the 2015–2019 U.S. Census ACS for autos and from the 2020 *Lenox Terrace FEIS* for taxis. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

Local Retail

The daily trip generation rate for the local neighborhood retail component of the development is from the *CEQR Technical Manual*. Consistent with assumptions typically accepted by City agencies for the purposes of environmental review, a 25-percent linked trip credit was applied to the local retail trip generation estimates. The temporal and directional distributions are from the *CEQR Technical Manual*. The vehicle occupancies are from the 2020 *Lenox Terrace FEIS*. The modal splits are from DOT mode choice surveys. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

Medical Office

The daily trip generation rate and temporal and directional distributions for the medical office component of the development are from the *CEQR Technical Manual*. The modal splits and vehicle occupancies are from the 2020 *Lenox Terrace FEIS*. The daily delivery trip rate and temporal and directional distributions are from the 2020 *Lenox Terrace FEIS*.

TRAVEL DEMAND PROJECTION SUMMARY

As summarized in **Table I-3**, the With Action condition would generate a total of 655, 648, 858, and 970 incremental person trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Approximately 69, 50, 67, and 79 incremental vehicle trips would be generated during the same respective time periods.

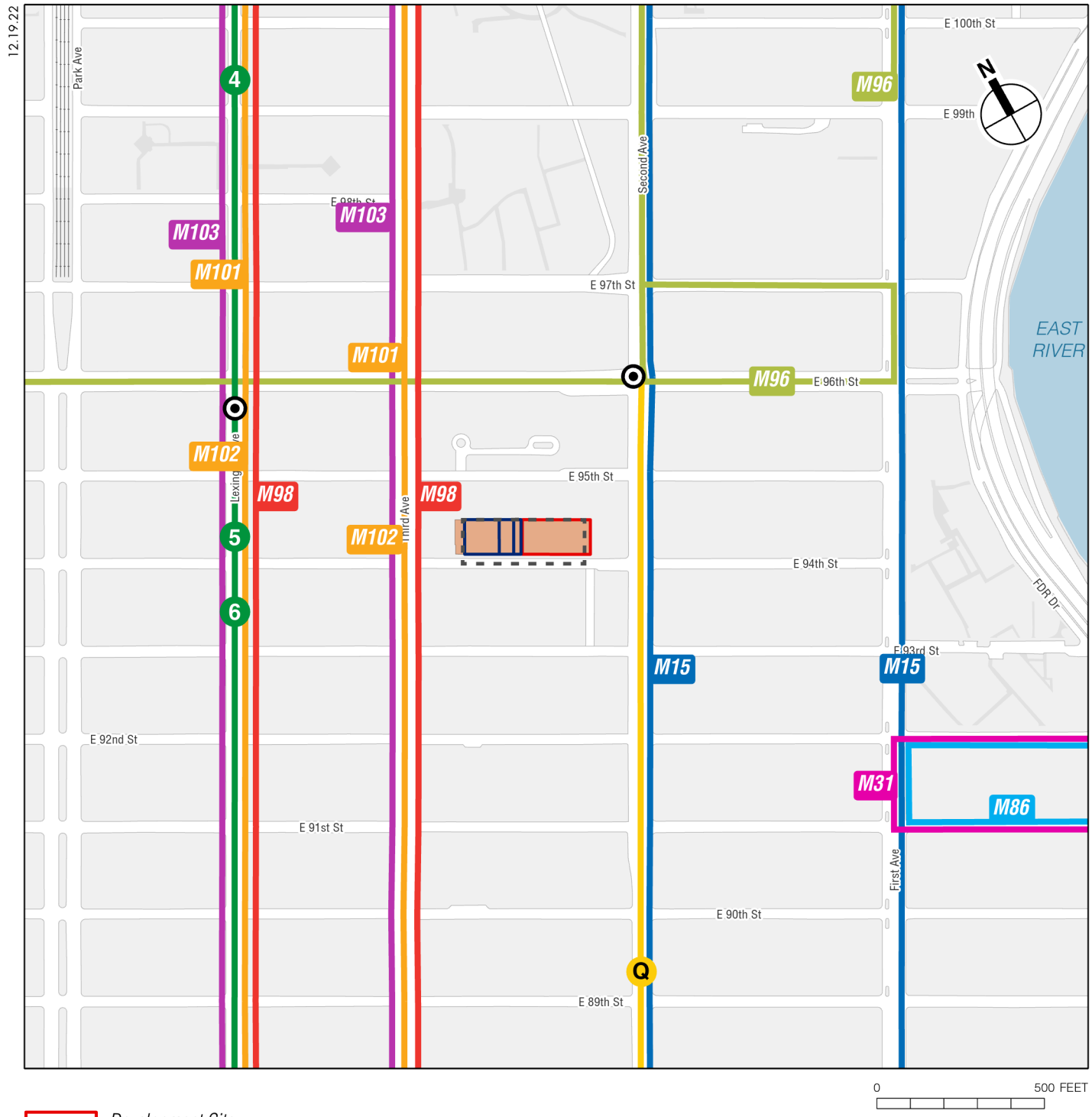
TRAFFIC

The incremental vehicle trips (69, 50, 67, and 79 vehicle trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively) generated in the With Action condition would be at or greater than 50 vehicles during the weekday AM, midday, and PM, and Saturday peak hours. Therefore, a Level 2 screening assessment (presented in the section below) was conducted to determine if a quantified traffic analysis is warranted.

In the With Action condition, the 390-space public parking garage currently located at 231 East 94th Street would be displaced. Based on hourly in/out data provided by the Applicant, the existing garage experiences no more than 28 in/out vehicle trips in the four analysis peak hours. These trips are expected to be dispersed to other area parking facilities and would result in intersection traffic volume changes that would be well below the *CEQR Technical Manual*-specified analysis thresholds. Therefore, the Level 2 screening assessment described above was prepared solely for the incremental vehicle trips generated by the With Action condition. A detailed parking analysis was conducted to determine how the existing on-site parking demand and the With Action condition parking demand could be accommodated by other parking resources in the surrounding area.

TRANSIT

Existing public transit options serving the area surrounding the Development Site are shown in **Figure I-2**. The Development Site is located near two New York City Transit (NYCT) subway stations, the 96th Street-Lexington Avenue Station (No. 6 train) and the 96th Street-Second Avenue Station (Q train) and is also served by the M15 local and Select Bus Service (SBS) bus routes along First and Second Avenues, the crosstown M96 bus route along East 96th Street, and



Development Site

Project Area

Air Rights Parcels

Proposed Rezoning Area

M101 Bus Route

Subway Stop

6 Q Subway Route

Study Area Transit Map

EAST 94TH STREET REZONING

Figure I-2

the M101, M102, and M103 bus routes along Third Avenue and Lexington Avenue in the study area. As detailed in **Table I-3**, the incremental transit trips generated by the With Action condition would be 278, 195, 250, and 272 person trips by subway and 36, 26, 35, and 39 person trips by bus during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Regarding travel via commuter rail, the incremental railroad trips were estimated at fewer than 10 during the analysis peak hours.

Table I-3
Trip Generation Summary: With Action Condition

			Person Trip								Vehicle Trip			
Program	Peak Hour	In/Out	Auto	Taxi	Subway	Railroad	Ferry	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Residential	AM	In	8	3	51	2	0	7	14	85	7	10	2	19
		Out	27	12	181	6	0	24	51	301	24	10	2	36
		Total	35	15	232	8	0	31	65	386	31	20	4	55
	Midday	In	10	5	70	2	0	9	20	116	9	6	1	16
		Out	10	5	70	2	0	9	20	116	9	6	1	16
		Total	20	10	140	4	0	18	40	232	18	12	2	32
	PM	In	20	9	134	4	0	18	38	223	18	8	0	26
		Out	12	5	78	3	0	10	22	130	11	8	0	19
		Total	32	14	212	7	0	28	60	353	29	16	0	45
	Saturday	In	18	8	119	4	0	16	34	199	16	10	0	26
		Out	17	8	114	4	0	15	32	190	15	10	0	25
		Total	35	16	233	8	0	31	66	389	31	20	0	51
Local Retail	AM	In	6	1	1	0	0	1	95	104	3	2	0	5
		Out	6	1	1	0	0	1	85	94	3	2	0	5
		Total	12	2	2	0	0	2	180	198	6	4	0	10
	Midday	In	10	2	2	0	0	2	150	166	5	2	0	7
		Out	10	2	2	0	0	2	150	166	5	2	0	7
		Total	20	4	4	0	0	4	300	332	10	4	0	14
	PM	In	13	2	2	0	0	2	205	224	7	2	0	9
		Out	13	2	2	0	0	2	205	224	7	2	0	9
		Total	26	4	4	0	0	4	410	448	14	4	0	18
	Saturday	In	16	3	3	0	0	3	239	264	8	4	0	12
		Out	16	3	3	0	0	3	239	264	8	4	0	12
		Total	32	6	6	0	0	6	478	528	16	8	0	24
Medical Office	AM	In	0	2	27	0	0	2	13	44	0	2	0	2
		Out	0	1	17	0	0	1	8	27	0	2	0	2
		Total	0	3	44	0	0	3	21	71	0	4	0	4
	Midday	In	0	2	24	0	0	2	12	40	0	2	0	2
		Out	0	2	27	0	0	2	13	44	0	2	0	2
		Total	0	4	51	0	0	4	25	84	0	4	0	4
	PM	In	0	1	12	0	0	1	6	20	0	2	0	2
		Out	0	2	22	0	0	2	11	37	0	2	0	2
		Total	0	3	34	0	0	3	17	57	0	4	0	4
	Saturday	In	0	1	16	0	0	1	8	26	0	2	0	2
		Out	0	1	17	0	0	1	8	27	0	2	0	2
		Total	0	2	33	0	0	2	16	53	0	4	0	4
Total	AM	In	14	6	79	2	0	10	122	233	10	14	2	26
		Out	33	14	199	6	0	26	144	422	27	14	2	43
		Total	47	20	278	8	0	36	266	655	37	28	4	69
	Midday	In	20	9	96	2	0	13	182	322	14	10	1	25
		Out	20	9	99	2	0	13	183	326	14	10	1	25
		Total	40	18	195	4	0	26	365	648	28	20	2	50
	PM	In	33	12	148	4	0	21	249	467	25	12	0	37
		Out	25	9	102	3	0	14	238	391	18	12	0	30
		Total	58	21	250	7	0	35	487	858	43	24	0	67
	Saturday	In	34	12	138	4	0	20	281	489	24	16	0	40
		Out	33	12	134	4	0	19	279	481	23	16	0	39
		Total	67	24	272	8	0	39	560	970	47	32	0	79

For transit operations, NYCT typically considers the weekday commuter peak hours as the only time periods that would be subject to potential studies. Since the incremental subway trips would be greater than 200 during the weekday AM and PM peak hours, a Level 2 screening assessment (presented in the section below) was conducted to determine if a quantified subway analysis is warranted. Since the incremental bus trips would be dispersed among the multiple bus routes serving the study area, no single bus route would exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is not warranted, and the Proposed Actions are not expected to result in any significant adverse bus line-haul impacts. Since the incremental railroad trips are also below the *CEQR Technical Manual* analysis threshold of 200 or more peak hour rail trips, detailed rail analysis is not warranted, and the Proposed Actions would not result in any significant adverse rail impacts.

CWFS FERRY

As shown in **Table I-3**, the Proposed Actions would not generate any incremental ferry trips. Therefore, a detailed CWFS ferry landing or line-haul analysis is not warranted, and the Proposed Actions are not expected to result in any significant adverse ferry impacts.

PEDESTRIANS

All incremental person trips generated by the With Action condition would traverse the pedestrian elements (i.e., sidewalks, corners, and crosswalks) surrounding the Development Site. As shown in **Table I-3**, the net incremental pedestrian trips would be greater than 200 during the weekday AM, midday, and PM, and Saturday peak hours. Therefore, a Level 2 screening assessment (presented in the section below) was conducted to determine if there is a need for additional quantified pedestrian analyses.

PARKING

Typically, when a detailed traffic impact analysis is not warranted, an assessment of the area's parking supply and demand is also not required. However, since the With Action condition would result in the loss of 390 public parking spaces, a review of potential effects on the area's parking supply and utilization was undertaken, as detailed in Section E, "Parking Assessment."

LEVEL 2 SCREENING ASSESSMENT

As part of the Level 2 screening assessment, project-generated trips were assigned to specific intersections and pedestrian elements near the Development Site. As previously stated, further quantified analyses to assess the potential impacts of the With Action condition on the transportation system would be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle-trips or pedestrian elements incurring 200 or more peak hour pedestrian-trips. Similarly, for transit elements, the projected trips were considered in determining the likely transit facilities requiring a detailed analysis of potential impacts.

TRAFFIC

As shown in **Table I-3**, incremental vehicle trips resulting from the With Action condition would exceed the CEQR Level-1 screening threshold during the weekday AM, midday, and PM, and Saturday peak hours. These vehicle trips were assigned to area intersections based on the most likely travel routes to and from the Development Site, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, the configuration of the roadway network, the anticipated locations of site access and egress, locations of parking facilities, and nearby land use

and population characteristics. Auto trips were assigned to off-street parking facilities summarized in **Table I-4 and Figure I-3**.

Table I-4
Existing Off-Street Parking—¼-Mile
Weekday Utilization

Map #	Name/Address	License Number	Licensed Capacity	Utilization Rate					Utilized Spaces					Available Spaces				
				AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT
1	Metropolitan Storage Corp. / 1901 First Avenue	1130472	95	80%	90%	60%	50%	50%	76	86	57	48	48	19	9	38	47	47
2	Metropolitan Storage Corp. / 1918 First Avenue	1026540	233	70%	85%	45%	25%	25%	163	198	105	58	58	70	35	128	175	175
3	MP 97 LLC / 217 E. 96th Street	1230416	200	75%	95%	70%	40%	25%	150	190	140	80	50	50	10	60	120	150
4	E. 97th Parking Corp. / 175 E. 96th Street	1116799	209	60%	80%	70%	20%	35%	125	167	146	42	73	84	42	63	167	136
5	1501 Garage Management Corp. / 1501 Lexington Avenue	1397588	150	75%	85%	50%	25%	50%	113	128	75	38	75	37	22	75	112	75
6	1510 Lexington Garage Corp. / 1510 Lexington Avenue	1366871	170	80%	90%	75%	65%	65%	136	153	128	111	111	34	17	42	59	59
7	1199 PA LLC / 1199 Park Avenue	2036650	74	75%	90%	70%	70%	50%	56	67	52	52	37	18	7	22	22	37
8	Gallant Parking LLC / 182-184 E. 95th Street	769326	112	90%	95%	60%	60%	40%	101	106	67	67	45	11	6	45	45	67
9	215 E. 95th Parking LLC / 201-205 E. 95th Street	1199450/ 1199399	320	80%	80%	80%	80%	80%	256	256	256	256	256	64	64	64	64	64
10	94-95 Parking Corp. / 1832 2nd Avenue	427239	180	85%	75%	75%	60%	50%	153	135	135	108	90	27	45	45	72	90
11	Quik Park / 1829 First Avenue	2027740	36	75%	90%	90%	80%	33%	27	32	32	29	12	9	4	4	7	24
12	Propark America NY LLC / 340 E. 94th Street	2050408	124	80%	70%	80%	25%	60%	99	87	99	31	74	25	37	25	93	50
13	Central Parking Systems of NY / 245 E. 93rd Street	1026203	112	90%	90%	70%	70%	40%	101	101	78	78	45	11	11	34	34	67
14	GMC / 231 E. 94th Street*	1192245	390	87%	85%	86%	92%	52%	339	332	335	359	203	51	58	55	31	187
15	Carnegie Garage LTD / 1675 Third Avenue	816759	90	60%	70%	55%	50%	20%	54	63	50	45	18	36	27	40	45	72
16	MP 93 LLC / 340 E. 93rd Street	1376929	146	90%	90%	80%	60%	30%	131	131	117	88	44	15	15	29	58	102
17	Knickerbocker Plaza LLC / 1751 2nd Avenue	2030422	104	75%	95%	85%	75%	75%	78	99	88	78	78	26	5	16	26	26
18	Yorkville Car Park LLC / 1653 3rd Avenue	2030898	301	80%	90%	60%	40%	25%	241	271	181	120	75	60	30	120	181	226
19	Whitney 90 Parking / 200 E. 90th Street	2025565	109	90%	90%	75%	70%	66%	98	98	82	76	72	11	11	27	33	37
20	Ruppert Car Park LLC / 1601 Third Avenue	2030397	220	70%	85%	80%	60%	70%	154	187	176	132	154	66	33	44	88	66
21	SP Plus Corp. / 1749-1753 First Avenue	203305	39	90%	90%	90%	90%	90%	35	35	35	35	35	4	4	4	4	4
			3,414	**79%**	**86%**	**71%**	**57%**	**48%**	**2,686**	**2,922**	**2,434**	**1,931**	**1,653**	**728**	**492**	**980**	**1,483**	**1,761**

Notes: MD = Midday; ON = Overnight; SAT = Saturday. *Existing parking garage at the Development Site.
Sources: Survey conducted by AKRF Inc., February 2019. Data for 231 E. 94th Street was obtained from GMC Parking.

Taxi trips were distributed to the various proposed Development Site entrances on the north side of East 94th Street. Delivery trips were assigned to Development Site curbsides via DOT-designated truck routes. Traffic assignments for autos, taxis, and deliveries for the various proposed development uses are discussed below.

Residential

Auto trips generated by the proposed residential uses were assigned to the surrounding roadway network based on the 2012–2016 U.S. Census ACS JTW origin-destination estimates. Many of the anticipated residential trips would be traveling to work destinations within the local region of Manhattan (44 percent), with the remaining trips traveling to Upstate New York (16 percent), Long Island (12 percent), Queens (12 percent), Bronx (9 percent), New Jersey (4 percent), and Brooklyn (3 percent). Residential trips were assigned to off-site parking facilities identified within ¼-mile of the Development Site with available overnight capacity and were assumed to use the most direct routes for travel to their destinations. Overall, inbound vehicle trips generated by the proposed residential uses were distributed to the study area roadway network and assigned in the manner listed below, while outbound trips were routed in the opposite directions:

- 34 percent to FDR Drive southbound
- 17 percent to FDR Drive northbound
- 5 percent to First Avenue northbound
- 12 percent to Second Avenue southbound
- 16 percent to Third Avenue northbound
- 6 percent to Lexington Avenue southbound

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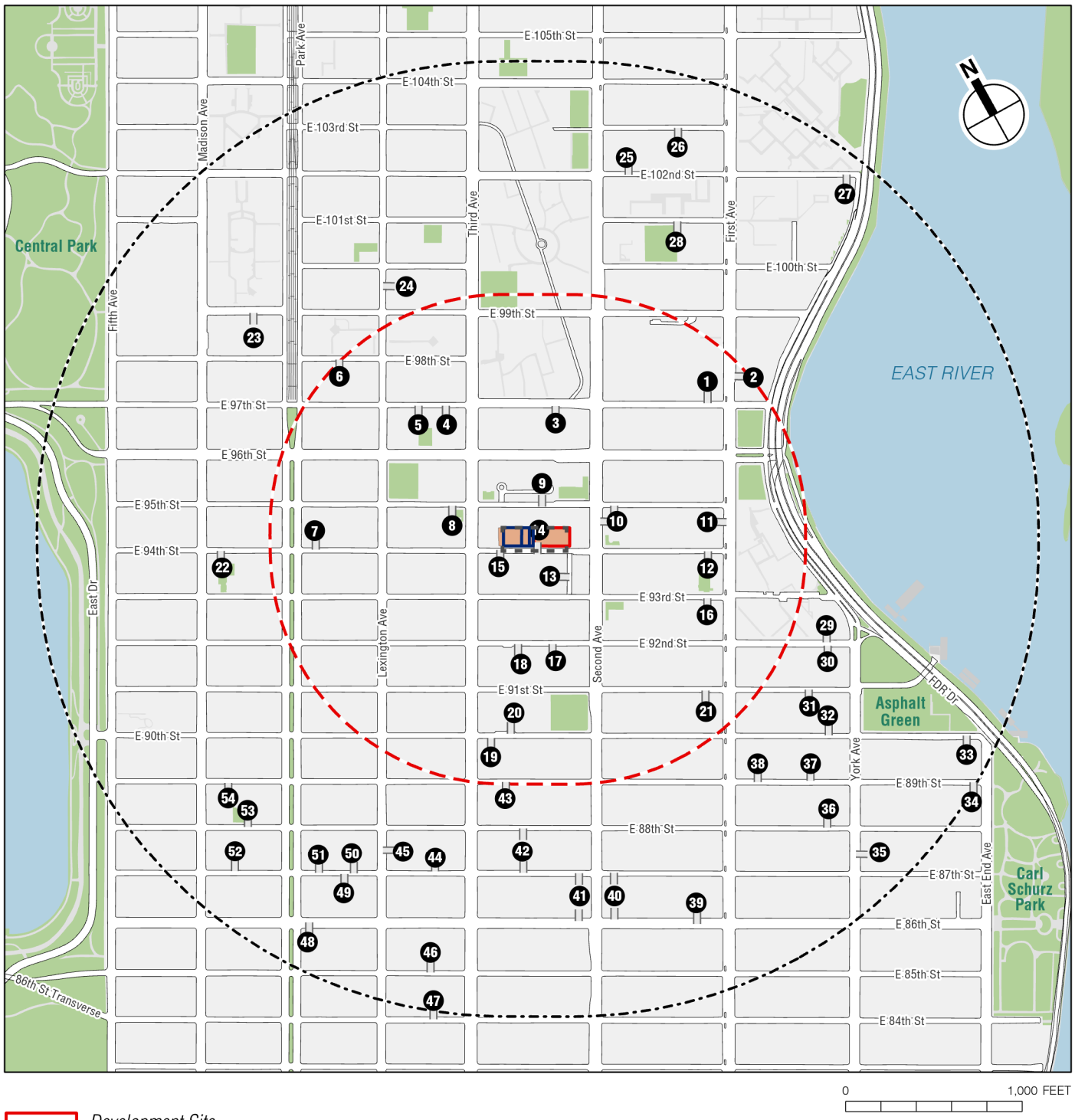


- *Development Site*
- *Project Area*
- *Air Rights Parcels*
- *Proposed Rezoning Area*
- *Study Area (1/4-mile perimeter)*
- *Study Area (1/2-mile perimeter)*
- 1 *Off-Street Parking Facility*

Off-Street Parking Facilities

EAST 94TH STREET REZONING

Figure I-3

- 10 percent to Park Avenue northbound

Taxi trips generated by the proposed residential uses were assigned to the East 94th Street curbside facing the site.

Local Retail

The proposed local retail uses are expected to serve patrons primarily from the immediate area. Auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Approximately 30 percent of vehicle trips were assumed to originate from north of the Development Site, 30 percent from south of the site, 20 percent from northwest of the site, 10 percent from southwest of the site, and 10 percent from southeast of the site, and were assigned to the Development Site first before proceeding to several of the closest off-street parking garages to the Development Site in the manner listed below, while outbound trips were assigned in the opposite directions.

- 10 percent to First Avenue northbound
- 30 percent to Second Avenue southbound
- 30 percent to Third Avenue northbound
- 20 percent to Lexington Avenue southbound
- 10 percent to Park Avenue northbound

Taxi trips generated by the proposed local retail uses were assigned to the East 94th Street curbside facing the site.

Medical Office

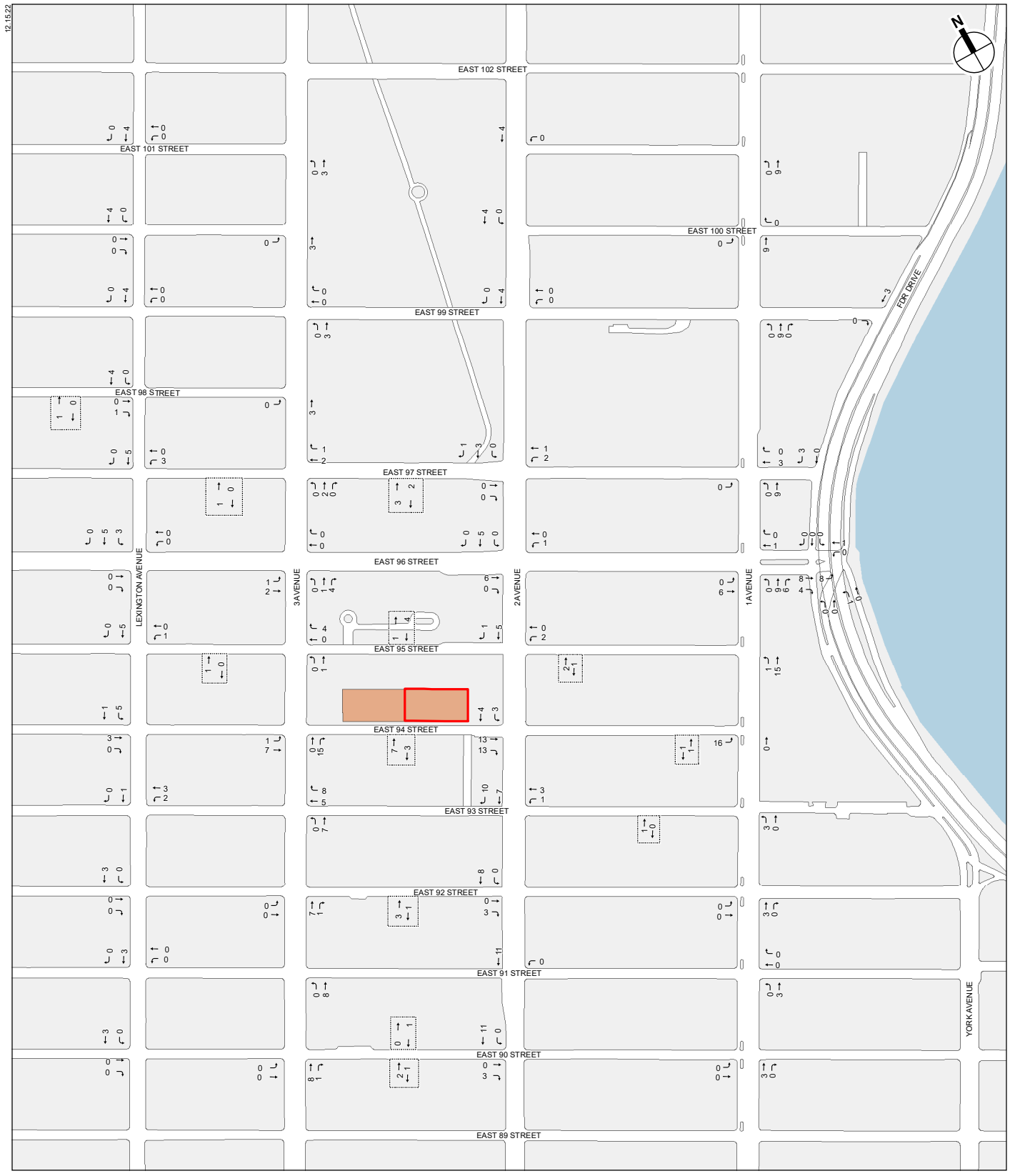
The proposed medical office uses are expected to serve visitors primarily from the immediate area. Auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Approximately 30 percent of vehicle trips were assumed to originate from north of the Development Site, 30 percent from south of the site, 20 percent from northwest of the site, 10 percent from southwest of the site, and 10 percent from southeast of the site, and were assigned to the Development Site before proceeding to several of the closest off-street parking garages to the Development Site following the same patterns as those assumed for local retail. Taxi trips generated by the proposed medical office uses were assigned to the East 94th Street curbside facing the site.

Deliveries

Truck delivery trips for all proposed land uses were assigned to DOT-designated truck routes as long as possible until reaching the area surrounding the Development Site. Truck trips generated by the proposed residential, local retail, and medical office facilities were assigned to the Development Site curbsides.

Summary

According to the *CEQR Technical Manual*, intersections expected to incur 50 or more incremental peak hour vehicle trips as a result of a proposed project would have the potential for significant adverse traffic impacts and should be assessed in a quantified traffic impact analysis. As shown in **Figures I-4 through I-7** and presented in **Table I-5**, the maximum number of incremental vehicle trips for any particular intersection during a peak hour in the With Action condition would be 40, which is below the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips.



Development Site

Project Area

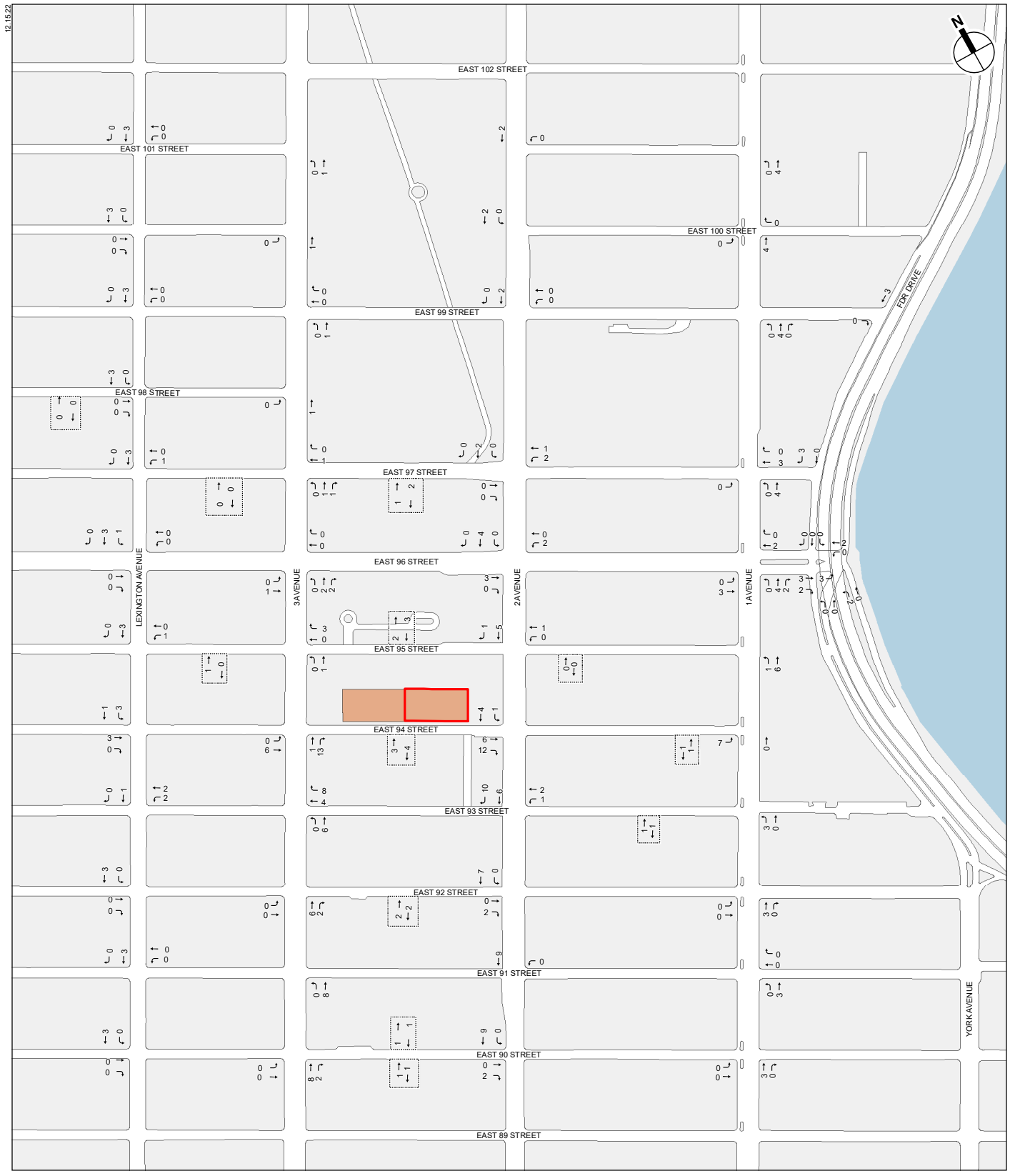
Parking Garages

0 200 FEET

Proposed Development Incremental Vehicle Trips
Weekday AM Peak Hour

EAST 94TH STREET REZONING

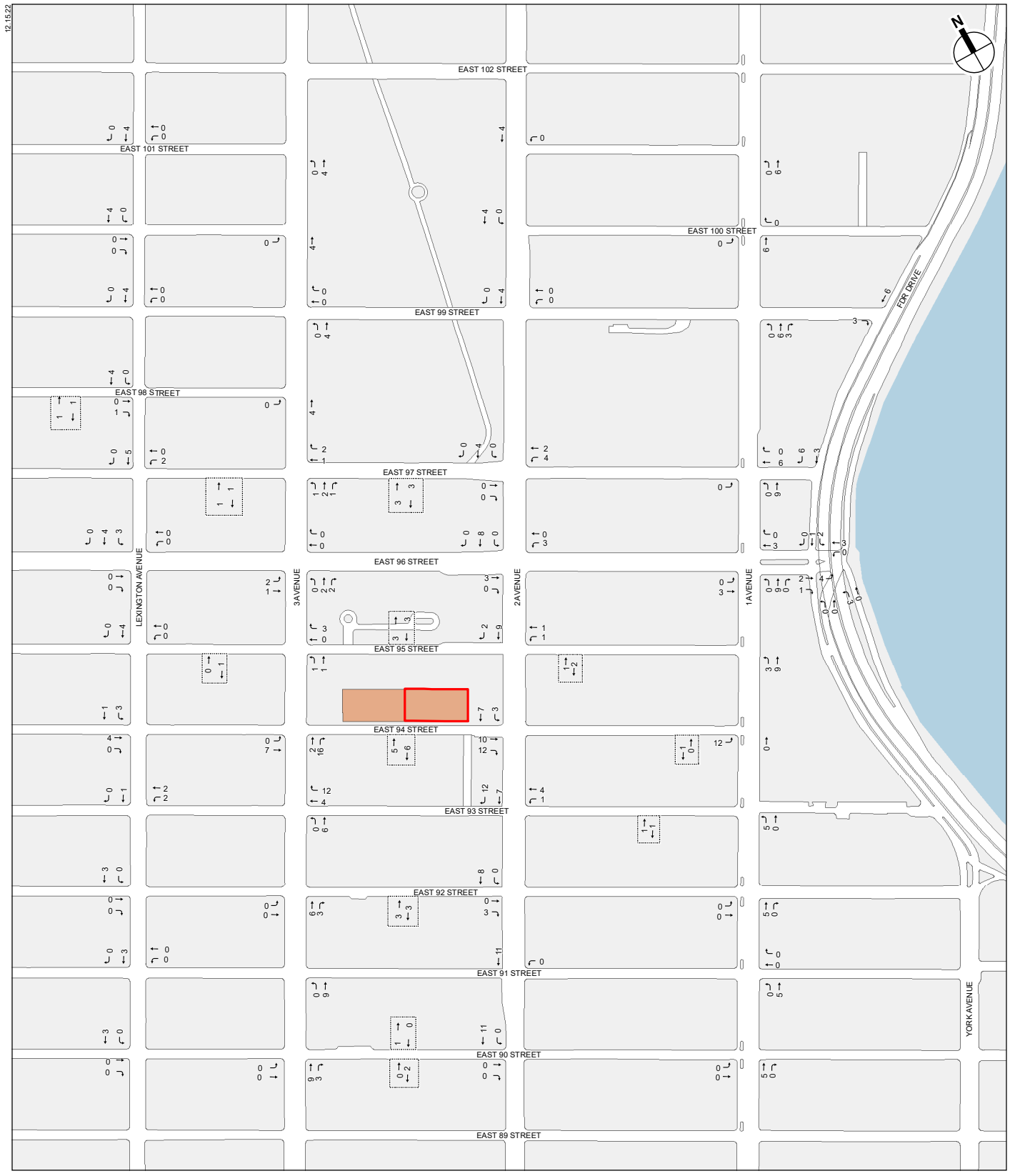
Figure I-4



Proposed Development Incremental Vehicle Trips
Weekday Midday Peak Hour

EAST 94TH STREET REZONING

Figure I-5



Development Site

Project Area

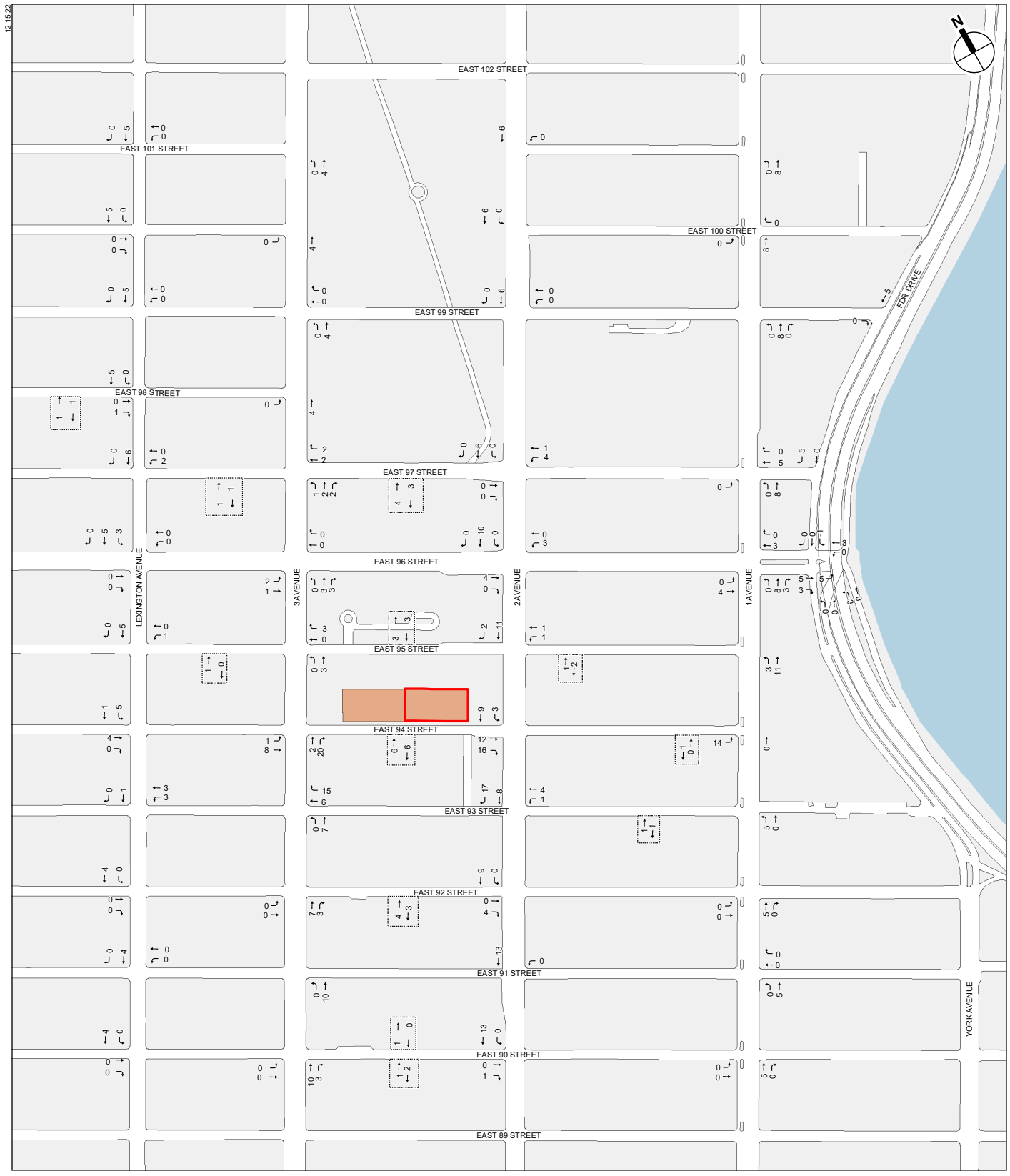
Parking Garages

0 200 FEET

Proposed Development Incremental Vehicle Trips
Weekday PM Peak Hour

EAST 94TH STREET REZONING

Figure I-6



Proposed Development Incremental Vehicle Trips
Saturday Peak Hour

EAST 94TH STREET REZONING

Figure I-7

Therefore, a detailed traffic analysis is not warranted, and the Proposed Actions are not expected to result in any significant adverse traffic impacts.

Table I-5
Traffic Level 2 Screening Analysis Results

Intersection	With Action Condition Incremental Vehicle Trips			
	AM	Midday	PM	Saturday
FDR Drive Service Roads and East 96th Street	13	7	9	10
First Avenue and East 97th Street	12	7	15	13
First Avenue and East 96th Street	22	11	15	18
First Avenue and East 95th Street	16	7	12	14
First Avenue and East 94th Street	16	7	12	14
Second Avenue and East 97th Street	7	5	10	11
Second Avenue and East 96th Street	12	9	14	17
Second Avenue and East 95th Street	8	7	13	15
Second Avenue and East 94th Street	33	23	32	40
Second Avenue and East 93rd Street	21	19	24	30
Second Avenue and East 92nd Street	11	9	11	13
Second Avenue and East 91st Street	11	9	11	13
Second Avenue and East 90th Street	14	11	11	14
Third Avenue and East 94th Street	23	20	25	31
Third Avenue and East 93rd Street	20	18	22	28
Third Avenue and East 92nd Street	8	8	9	10
Third Avenue and East 91st Street	8	8	9	10
Third Avenue and East 90th Street	9	10	12	13
Lexington Avenue and East 94th Street	9	7	8	10

Note: Intersections with fewer than 10 incremental vehicle trips in all peak hours were not presented in this table.

TRANSIT

As noted above, the Development Site is located near two NYCT subway stations, the 96th Street-Lexington Avenue Station (No. 6 train) and the 96th Street-Second Avenue Station (Q train). As summarized in **Table I-3**, the With Action condition is expected to generate 278 and 250 peak hour incremental subway trips during the weekday AM and PM peak hours, respectively. Based on discussions with NYCT, it was projected that approximately 70 percent of the project-generated subway trips would use the Q train at the 96th Street-Second Avenue Station, and the remaining 30 percent would use the No. 6 train at the 96th Street-Lexington Avenue Station. Since this ridership allocation would yield fewer than 200 incremental subway trips on any subway line, quantified analyses of subway station elements and line haul conditions are not warranted.

PEDESTRIANS

As shown in **Table I-3**, the incremental pedestrian trips in the With Action condition would exceed the CEQR analysis threshold of 200 pedestrians during all peak hours. Level 2 pedestrian trip assignments were individually developed for all the proposed uses, as shown in **Figures I-8 through I-11** and discussed below.

- Auto Trips – Motorists were assigned to off-site parking facilities within a ¼-mile radius from the Development Site and were assumed to walk to and from these off-street facilities.
- Taxi Trips – Taxi patrons were assumed to be dropped off and picked up adjacent to the proposed building entrances along East 94th Street.
- Bus Trips – City bus riders were assumed to take buses stopping on First Avenue, Second Avenue, Third Avenue, Lexington Avenue, East 96th Street, and East 97th Street.

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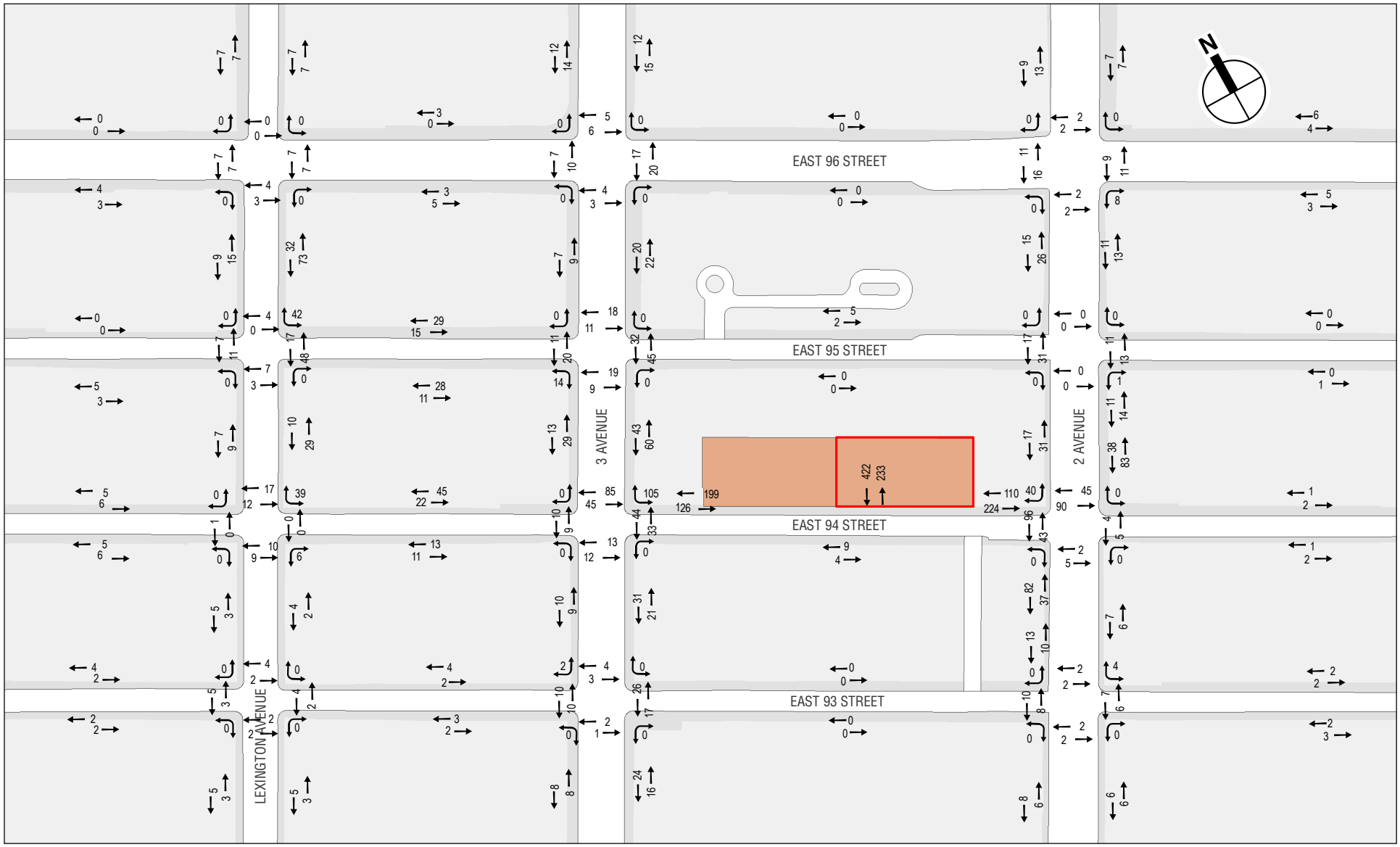

Development Site

Project Area

0 300 FEET

Proposed Development Incremental Pedestrian Trips
Weekday AM Peak Hour

EAST 94TH STREET REZONING

Figure I-8

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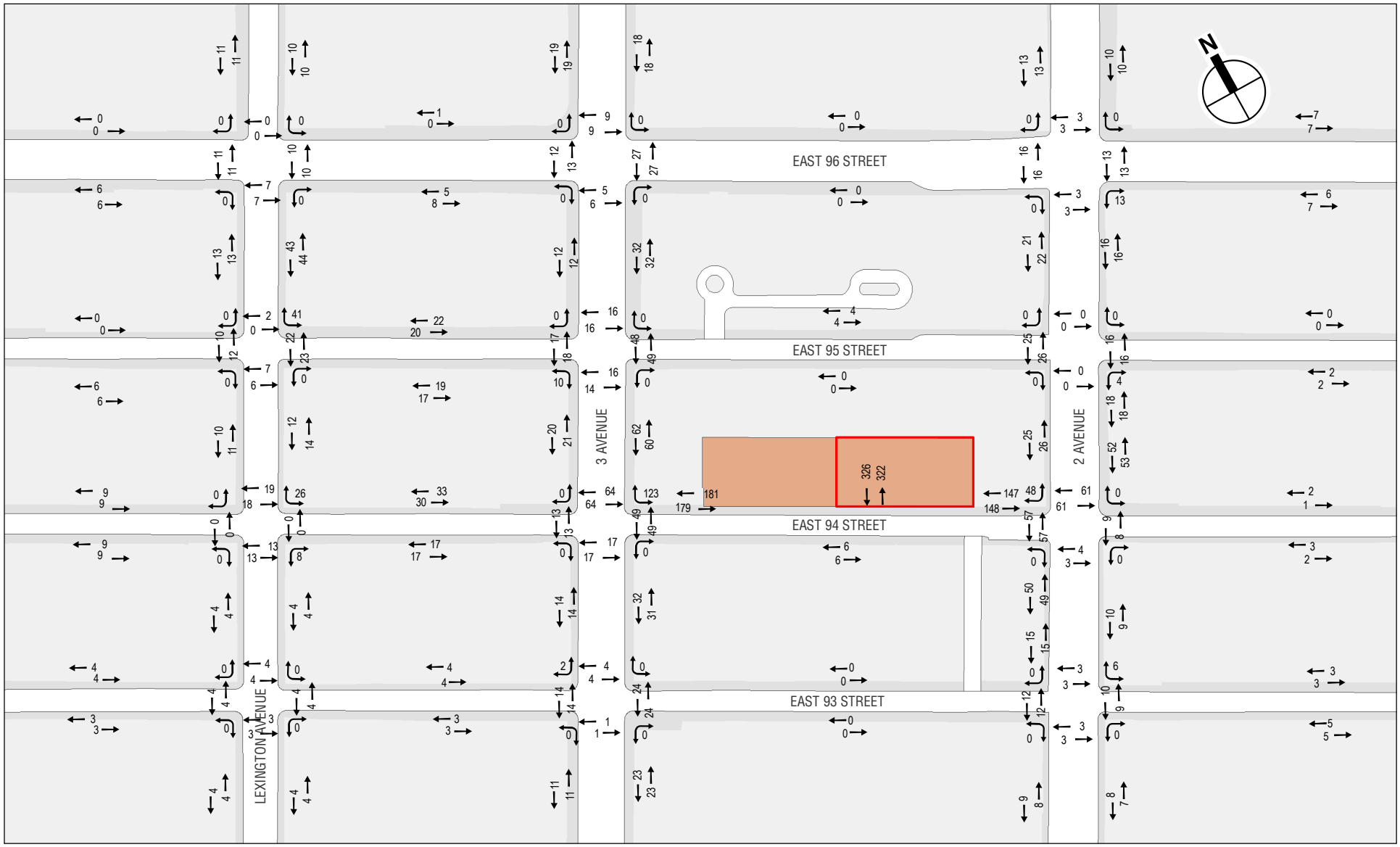


Development Site

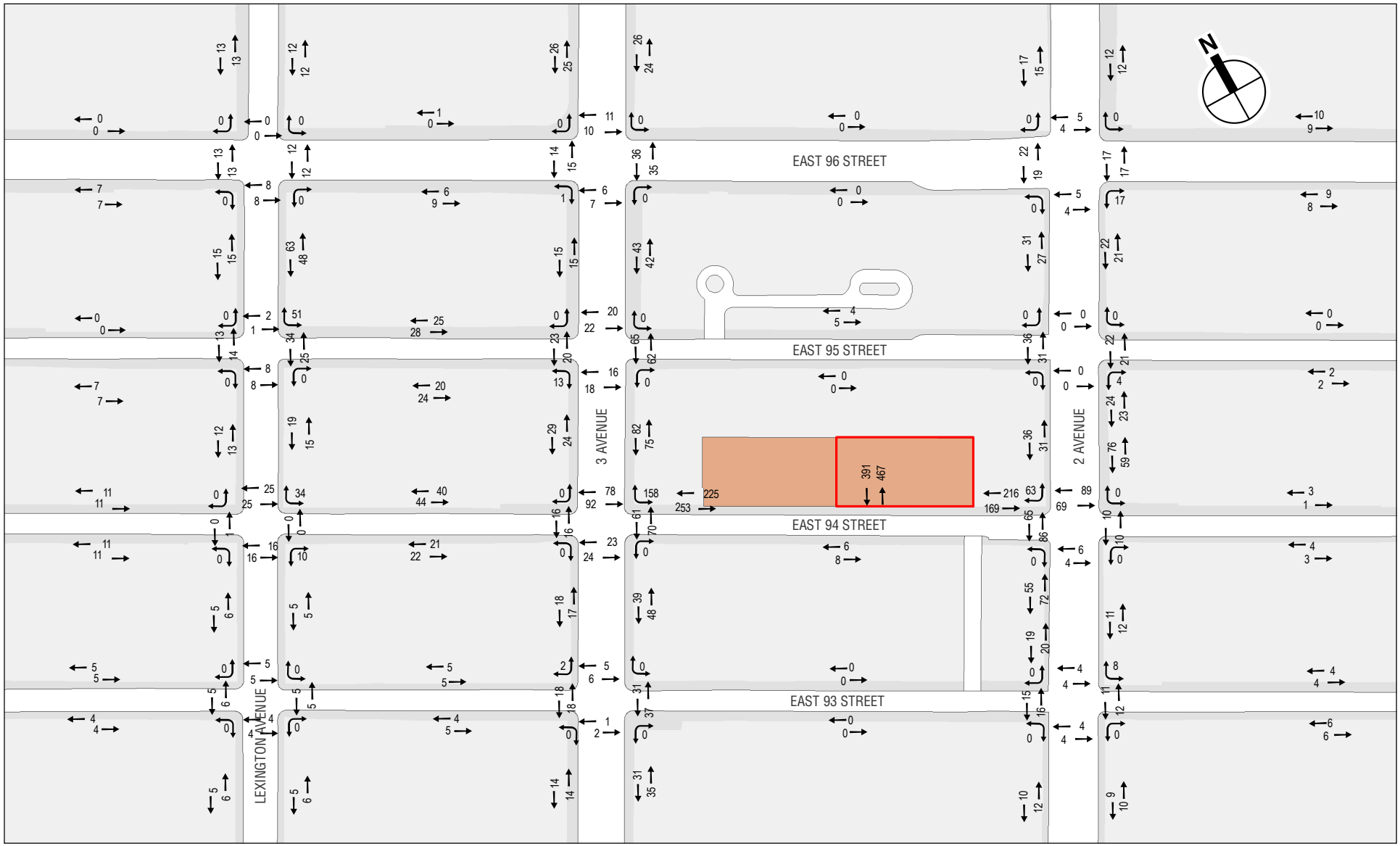
Project Area

0 300 FEET

Proposed Development Incremental Pedestrian Trips
Weekday Midday Peak Hour

EAST 94TH STREET REZONING

Figure I-9



Development Site

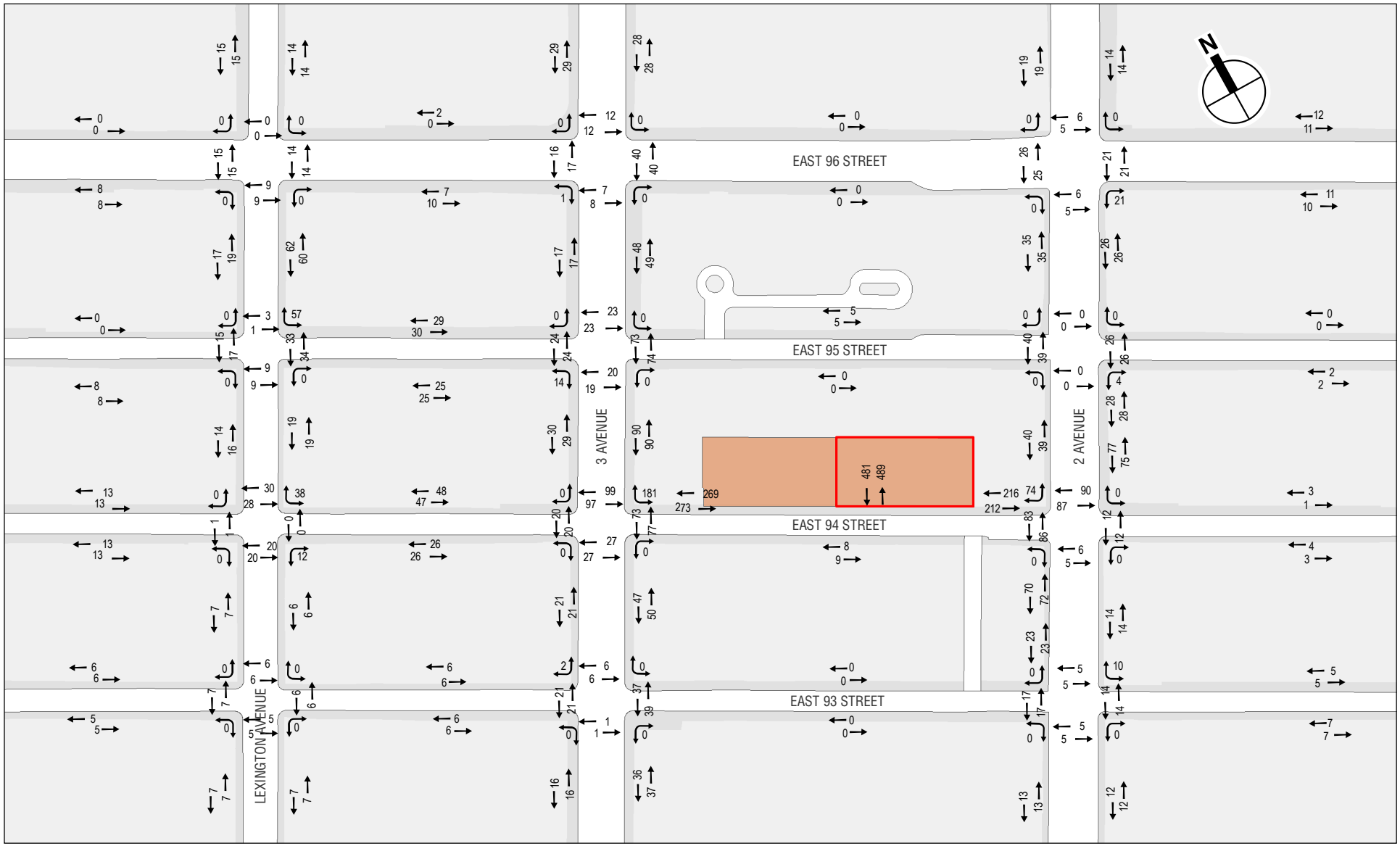
Project Area

0 300 FEET

Proposed Development Incremental Pedestrian Trips
Weekday PM Peak Hour

EAST 94TH STREET REZONING

Figure I-10



Development Site

Project Area

0 300 FEET

Proposed Development Incremental Pedestrian Trips
Saturday Peak Hour

- Subway Trips – 70 percent of the projected subway riders were assigned to the 96th Street-Second Avenue (Q train) Station, and 30 percent were assigned to the 96th Street-Lexington Avenue Station (No. 6 train).
- Walk-Only Trips – Pedestrian walk-only trips were developed by distributing project-generated person trips to surrounding pedestrian facilities (i.e., sidewalks, corner reservoirs, and crosswalks) based on population density data, U.S. Census ACS JTW data, and land use characteristics of the surrounding neighborhood.

Based on the detailed assignment of project-generated pedestrian trips, two sidewalks and five corner reservoirs were identified for detailed analysis of weekday and Saturday peak hour conditions, as summarized in **Table I-6** and depicted in **Figure I-12**.

Table I-6
Pedestrian Level 2 Screening Analysis Results—Analysis Locations

Pedestrian Elements	With Action Incremental Pedestrian Trips				Analysis Location
	AM	Midday	PM	Saturday	
Third Avenue and East 95th Street					
East Crosswalk	77	97	127	147	
Northeast Corner	106	129	169	193	
Southeast Corner	105	127	161	186	
East Sidewalk along Third Avenue between East 95th Street and East 94th Street	103	122	157	180	
Lexington Avenue and East 95th Street					
Northeast Corner	111	88	113	128	
East Sidewalk along Lexington Avenue between East 96th Street and East 95th Street	105	87	111	122	
Second Avenue and East 94th Street					
North Crosswalk	135	122	158	177	
West Crosswalk	139	114	151	169	
Northeast Corner	144	139	178	201	✓
Southwest Corner	146	121	161	180	
Northwest Corner	314	284	372	420	✓
West Sidewalk along Second Avenue between East 94th Street and Subway Entrance	119	99	127	142	
East Sidewalk along Second Avenue between East 94th Street and Subway Entrance	121	105	135	152	
North Sidewalk along East 94th Street between Second Avenue and Development Site Entrance	334	295	385	428	✓
Third Avenue and East 94th Street					
North Crosswalk	130	128	170	196	
East Crosswalk	77	98	131	150	
Northeast Corner	312	349	459	527	✓
Southeast Corner	102	132	178	204	✓
Northwest Corner	149	154	202	236	✓
North Sidewalk along East 94th Street between Third Avenue and Development Site Entrance	325	360	478	542	✓

Notes: ✓ denotes pedestrian elements identified for detailed analysis.
Pedestrian elements with fewer than 100 incremental pedestrian trips in all peak hours were not presented in this table.

C. TRANSPORTATION ANALYSIS METHODOLOGIES

PEDESTRIAN OPERATIONS

The adequacy of a study area's sidewalk and corner reservoir capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 *Highway Capacity Manual (HCM)*, pursuant to procedures detailed in the *CEQR Technical Manual*.

The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet (sf) per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction,

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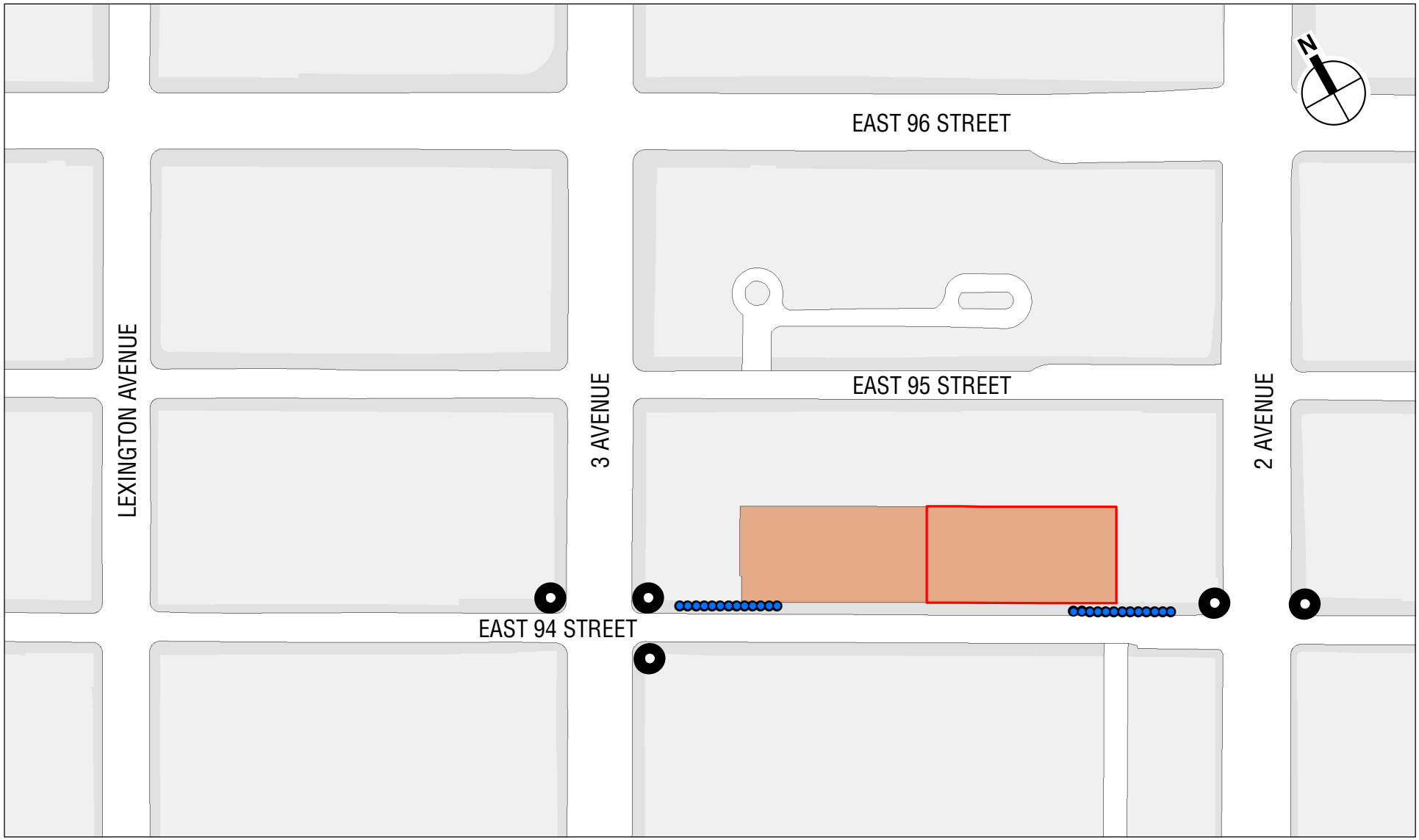


Pedestrian Analysis Locations

Figure I-12

EAST 94TH STREET REZONING

the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk level-of-service (LOS) analysis.

Street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The *HCM* methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians.

The total "time-space" available for these activities, expressed in square feet-seconds, is calculated by multiplying the net area of the corner (in square feet) by the signal's cycle length. The analysis then determines the total circulation time for all pedestrian movements at the corner per signal cycle (expressed as pedestrians per second). The ratio of net time-space divided by the total pedestrian circulation volume per signal cycle provides the LOS measurement of SFP.

The LOS standards for sidewalks and corner reservoirs are summarized in **Table I-7**. The *CEQR Technical Manual*-specified acceptable LOS in Central Business District (CBD) areas is mid-LOS D or better (minimum of 31.5 SFP for sidewalks; minimum of 19.5 for corners) in CBD settings, which include the project study area.

Table I-7
Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks	Corners
A	≥ 530.1 SFP	≥ 60.1 SFP
B	90.1 – 530.0 SFP	40.1 – 60.0 SFP
C	40.1 – 90.0 SFP	24.1 – 40.0 SFP
D	23.1 – 40.0 SFP	15.1 – 24.0 SFP
E	11.1 – 23.0 SFP	8.1 – 15.0 SFP
F	≤ 11.0 SFP	≤ 8.0 SFP

Note: SFP = square feet per pedestrian
Source: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*

SIGNIFICANT IMPACT CRITERIA

The determination of significant pedestrian impacts considers the level of predicted decrease in pedestrian space between the No Action and With Action conditions. For different pedestrian elements, flow conditions, and area types, the CEQR procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

Sidewalks

The CBD sliding-scale formula for determining sidewalk impacts is $Y \geq X/(9.5 - 0.321)$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of mid-LOS D. **Table I-8** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Corner Reservoirs

The determination of significant corner impacts in the CBD is also based on a sliding scale using the following formula: $Y \geq X/9.0 - 0.31$, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable

levels would not constitute a significant impact, this formula would apply only if the With Action pedestrian space falls short of mid-LOS D. **Table I-9** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner reservoir impacts.

Table I-8
Significant Impact Guidance for Sidewalks

CBD Platoon Flow Sliding Scale Formula: *Y ≥ X/(9.5—0.321)*	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
No Action Pedestrian Space ≥ 34.7	With Action Pedestrian Space ≤ 31.4
34.0 to 34.6	≥ 3.3
33.0 to 33.9	≥ 3.2
32.1 to 32.9	≥ 3.1
31.1 to 32.0	≥ 3.0
30.2 to 31.0	≥ 2.9
29.2 to 30.1	≥ 2.8
28.3 to 29.1	≥ 2.7
27.3 to 28.2	≥ 2.6
26.4 to 27.2	≥ 2.5
25.4 to 26.3	≥ 2.4
24.5 to 25.3	≥ 2.3
23.5 to 24.4	≥ 2.2
22.6 to 23.4	≥ 2.1
21.6 to 22.5	≥ 2.0
20.7 to 21.5	≥ 1.9
19.7 to 20.6	≥ 1.8
18.8 to 19.6	≥ 1.7
17.8 to 18.7	≥ 1.6
16.9 to 17.7	≥ 1.5
15.9 to 16.8	≥ 1.4
15.0 to 15.8	≥ 1.3
14.0 to 14.9	≥ 1.2
13.1 to 13.9	≥ 1.1
12.1 to 13.0	≥ 1.0
11.2 to 12.0	≥ 0.9
10.2 to 11.1	≥ 0.8
9.3 to 10.1	≥ 0.7
8.3 to 9.2	≥ 0.6
7.4 to 8.2	≥ 0.5
6.4 to 7.3	≥ 0.4
≤ 6.3	≥ 0.3

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*

Table I-9
Significant Impact Guidance for Corners

CBD Sliding Scale Formula: $Y \geq X/9.0–0.31$	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
No Action Pedestrian Space ≥ 21.5	With Action Pedestrian Space ≤ 19.4
21.3 to 21.4	≥ 2.1
20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3
≤ 5.0	≥ 0.2

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*

D. DETAILED PEDESTRIAN ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," based on the assignment of pedestrian trips in the Level 1 and Level 2 screening analyses, two sidewalks and five corner reservoirs were selected for analysis for the weekday AM, midday, and PM, and Saturday peak hours.

EXISTING CONDITIONS

Weekday pedestrian data were collected in May and November 2019 in accordance with procedures outlined in the *CEQR Technical Manual* during the weekday hours of 7:00 AM to 10:00 AM, 11:00 AM to 2:00 PM, and 4:00 PM to 7:00 PM. Saturday pedestrian data were collected in February 2022 in accordance with procedures outlined in the *CEQR Technical Manual* during the 12:00 PM to 5:00 PM peak period.

Due to current COVID-19 pandemic conditions and based on the data collection guidance issued by DOT in October 2020, the Saturday pedestrian data collected in 2022 were compared and calibrated against the pre-pandemic 2019 data to arrive at appropriate baseline volumes for analysis.

To calibrate the Saturday pedestrian data, weekday crosswalk data were also collected in February 2022 and then compared to the 2019 weekday crosswalk data to determine the growth adjustments needed to arrive at representative pre-COVID Saturday volume levels for use in the analysis. The following steps were taken to adjust the pedestrian volumes:

- The 2019 weekday data were grown to 2022 levels by applying the CEQR background growth rate of 0.25 percent per year for years 2019 through 2022.
- The grown 2019 weekday crosswalk volumes were compared to the 2022 collected weekday crosswalk volumes. It was determined that the grown 2019 weekday crosswalk volumes are higher than the 2022 collected weekday crosswalk volume. Therefore, the grown 2019 weekday pedestrian volumes were used as the baseline weekday analysis volumes.
- For Saturday, the aggregate weekday peak periods adjustment factor developed based on the weekday crosswalk volumes comparison described above was applied uniformly to the February 2022 collected Saturday data to develop the representative pre-COVID Saturday volume levels for analysis.

For analysis, the highest peak hour pedestrian volumes (from 8:00 AM to 9:00 AM, 12:00 PM to 1:00 PM, and 5:30 PM to 6:30 PM for weekdays, 12:00 PM to 1:00 PM for Saturday) during the respective peak periods based on the collected data were used. The existing peak hour pedestrian volumes are shown in **Figures I-13 through I-16**. As shown in **Tables I-10 and I-11**, all analysis locations currently operate at favorable LOS A or B.

Table I-10
Existing Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	150	0.82	510.5	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	154	0.91	341.4	B
Weekday Midday Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	65	0.55	797.1	A
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	84	0.60	409.4	B
Weekday PM Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	127	0.75	552.7	A
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	163	0.73	258.8	B
Saturday Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	144	0.80	519.9	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	196	0.80	234.9	B

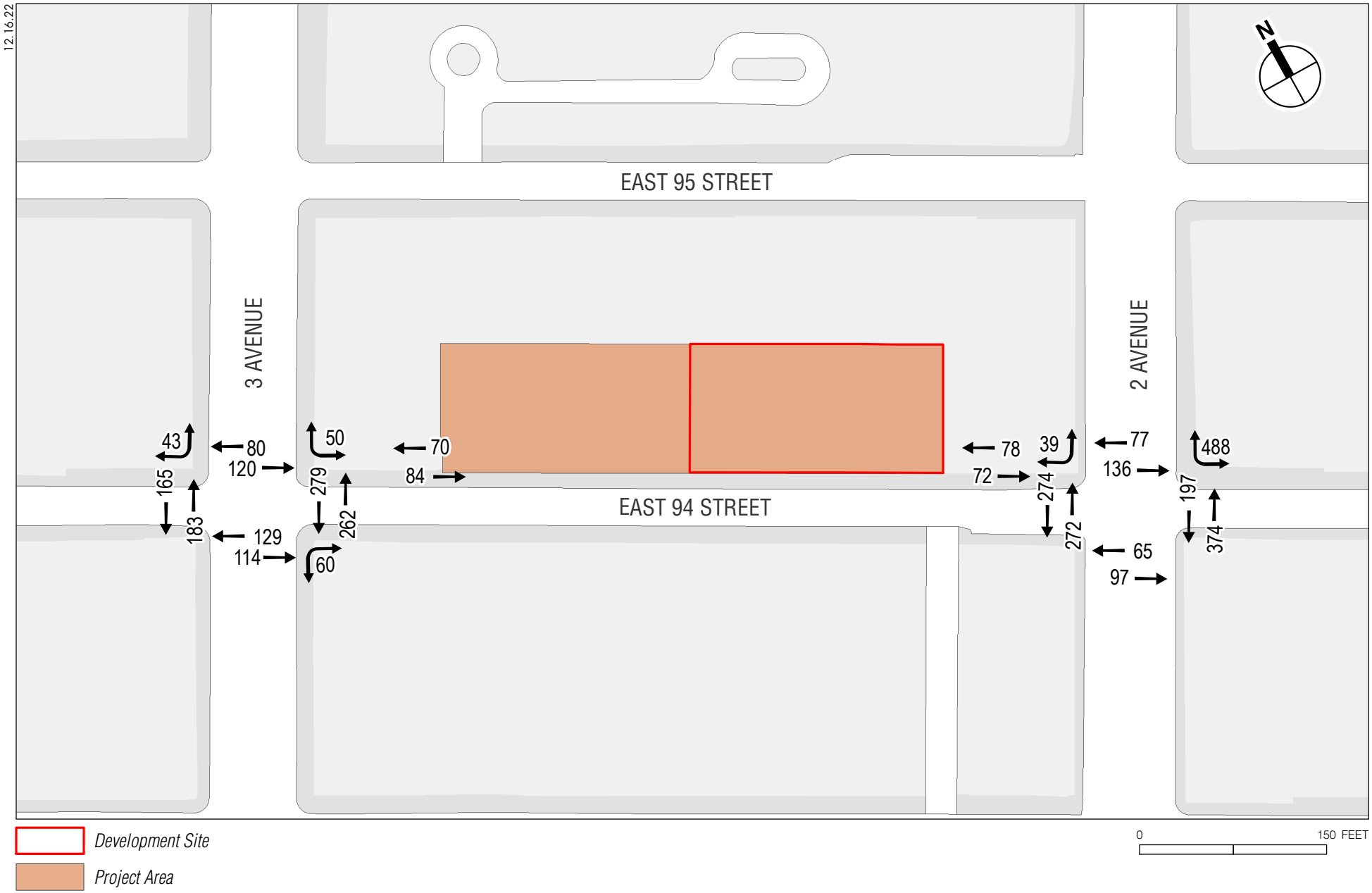
Note: SFP = square feet per pedestrian.

Table I-11
Existing Conditions: Corner Analysis

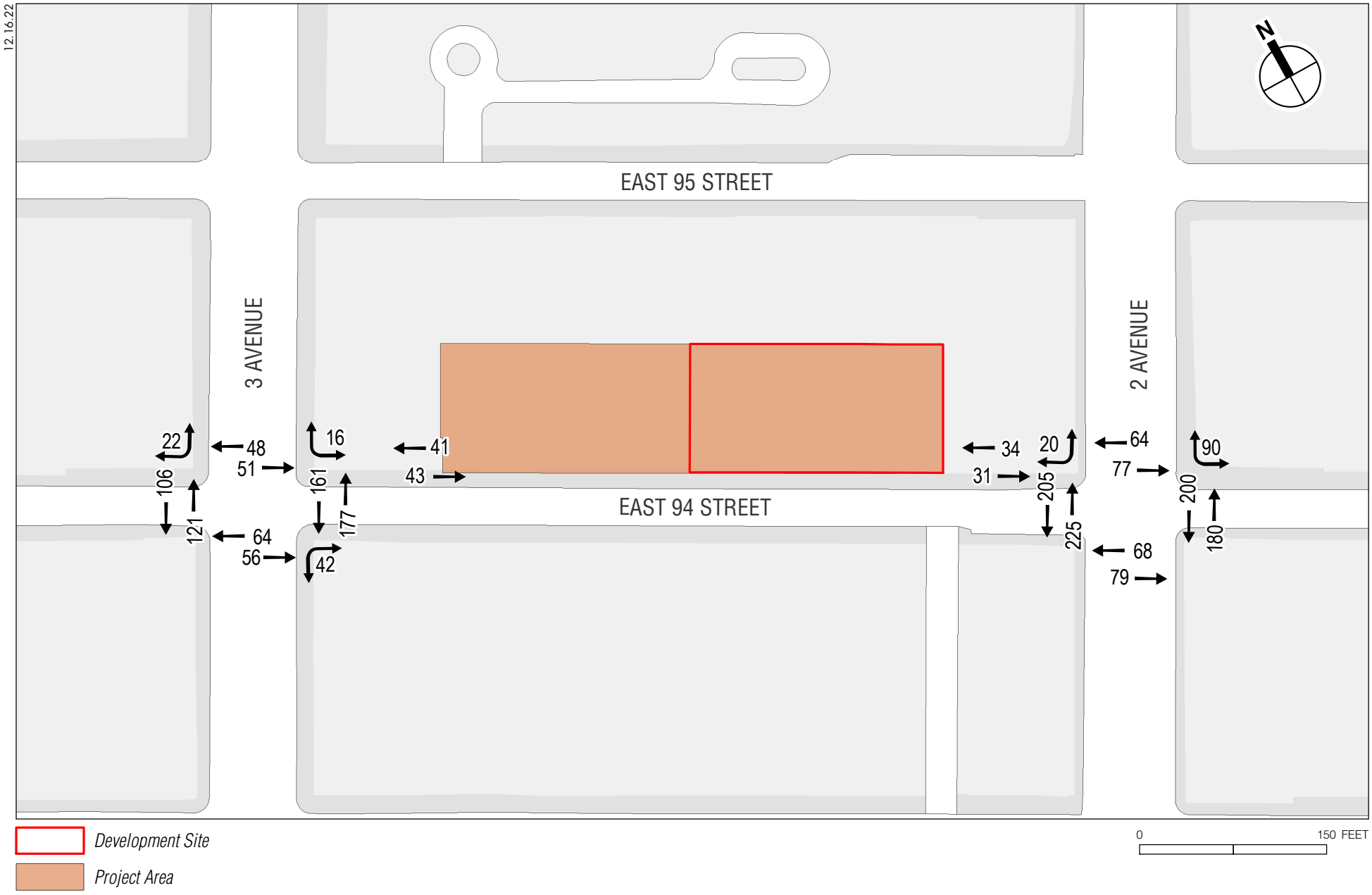
Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
East 94th Street and Second Avenue	Northeast	168.2	A	353.6	A	247.8	A	256.1	A
	Northwest	224.0	A	276.8	A	220.7	A	250.9	A
East 94th Street and Third Avenue	Northeast	126.9	A	265.5	A	160.4	A	164.1	A
	Southeast	128.7	A	282.4	A	183.8	A	175.2	A
	Northwest	108.2	A	267.8	A	159.8	A	140.1	A

FUTURE WITHOUT THE PROPOSED ACTIONS

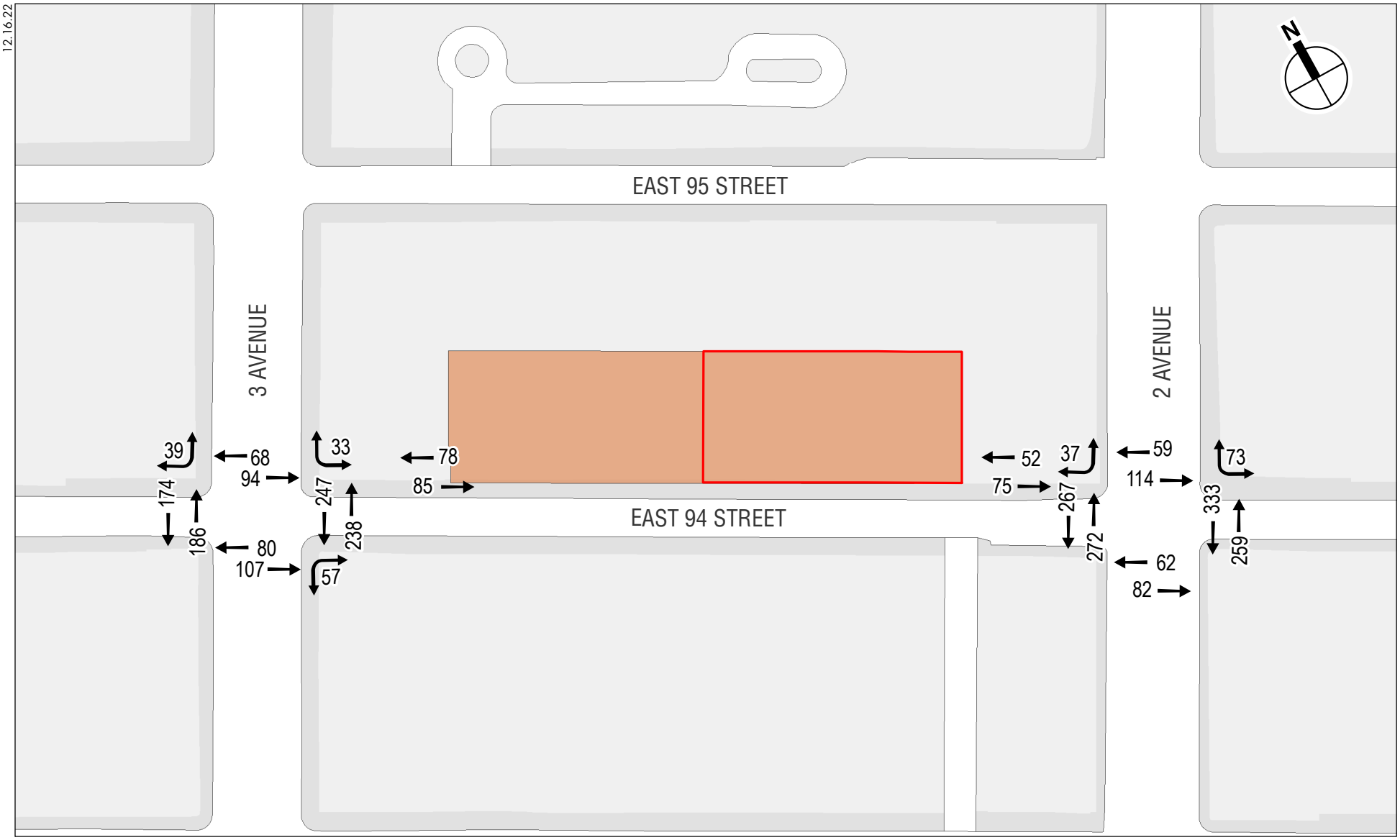
The No Action condition was developed by increasing existing (2022) pedestrian levels by the expected growth in overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the four years between existing 2022 and the anticipated build year of 2026. As detailed in **Table I-12**,



Existing Pedestrian Volumes
Weekday AM Peak Hour



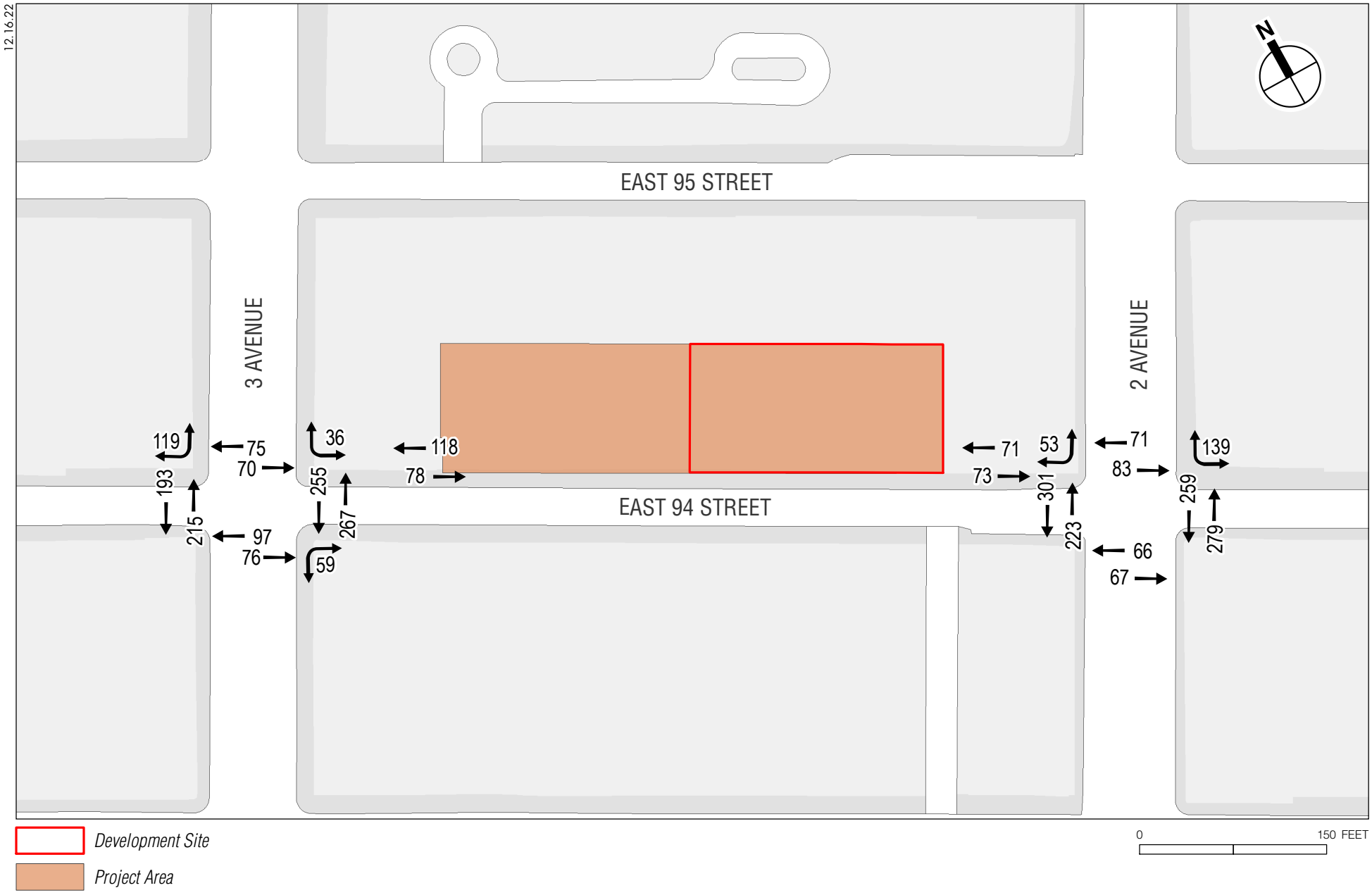
Existing Pedestrian Volumes
Weekday Midday Peak Hour



Existing Pedestrian Volumes
Weekday PM Peak Hour

EAST 94TH STREET REZONING

Figure I-15



Existing Pedestrian Volumes
Saturday Peak Hour

EAST 94TH STREET REZONING

Figure I-16

two development projects expected to occur in the No Action condition (No Build projects) were identified for the ¼-mile study area (see **Figure I-17**). For these discrete No Build projects, person trips were estimated and incorporated into the No Action analyses. The 2026 No Action pedestrian volumes for the weekday AM, midday, and PM, and Saturday peak hours are shown in **Figures I-18 through I-21**.

Table I-12
No Build Projects Expected to be Complete by 2026

Map Ref. No.[1]	Project Name / Address	Development Program	Transportation Assumptions	Status/ Build Year[2]
Development Projects within 1/4-Mile				
1	1802 2nd Avenue	Residential development with 215 DUs	Transportation assumptions from *CEQR Technical Manual*, *Lenox Terrace FEIS* (2020), and U.S. Census Bureau ACS 2015–2019 JTW estimates	2020[3]
2	115 East 97 Street	122,661 gsf School	Transportation assumptions from *Marymount School of New York EAS* (2015)	2026

Notes: [1] See **Figure I-17**.
[2] Projects for which build year is unknown are assumed to be complete by the analysis year (2026)
[3] Weekday pedestrian data originally collected in 2019 and therefore this project is included in the No Action

As shown in **Tables I-13 and I-14**, all sidewalk and corner analysis locations will operate at favorable LOS A or B in the 2026 No Action condition during all analysis peak hours.

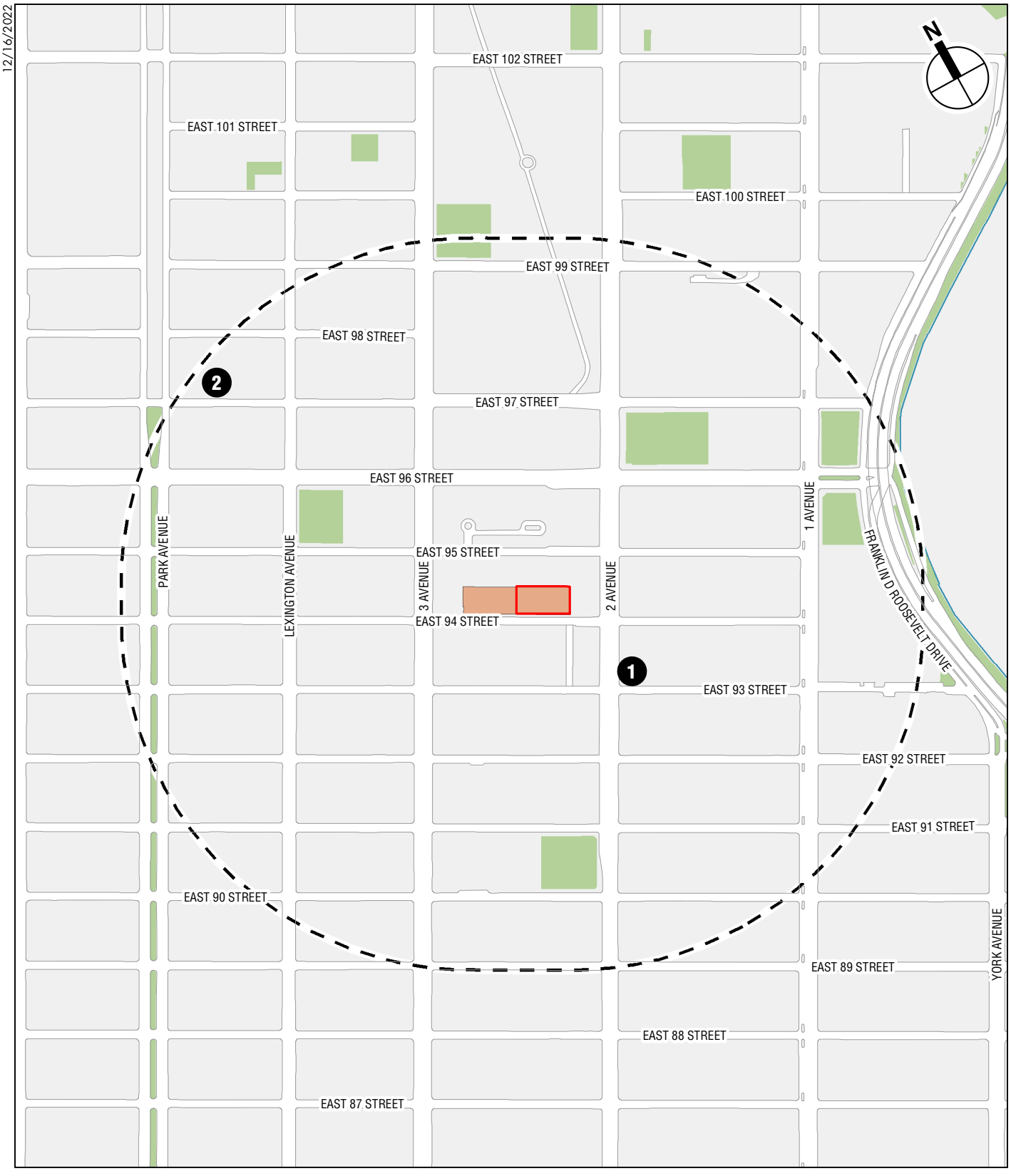
Table I-13
2026 No Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	167	0.82	458.5	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	171	0.91	307.4	B
Weekday Midday Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	72	0.55	719.6	A
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	91	0.60	377.9	B
Weekday PM Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	141	0.75	497.8	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	177	0.73	238.3	B
Saturday Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	160	0.80	467.9	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	212	0.80	217.2	B

Note: SFP = square feet per pedestrian.

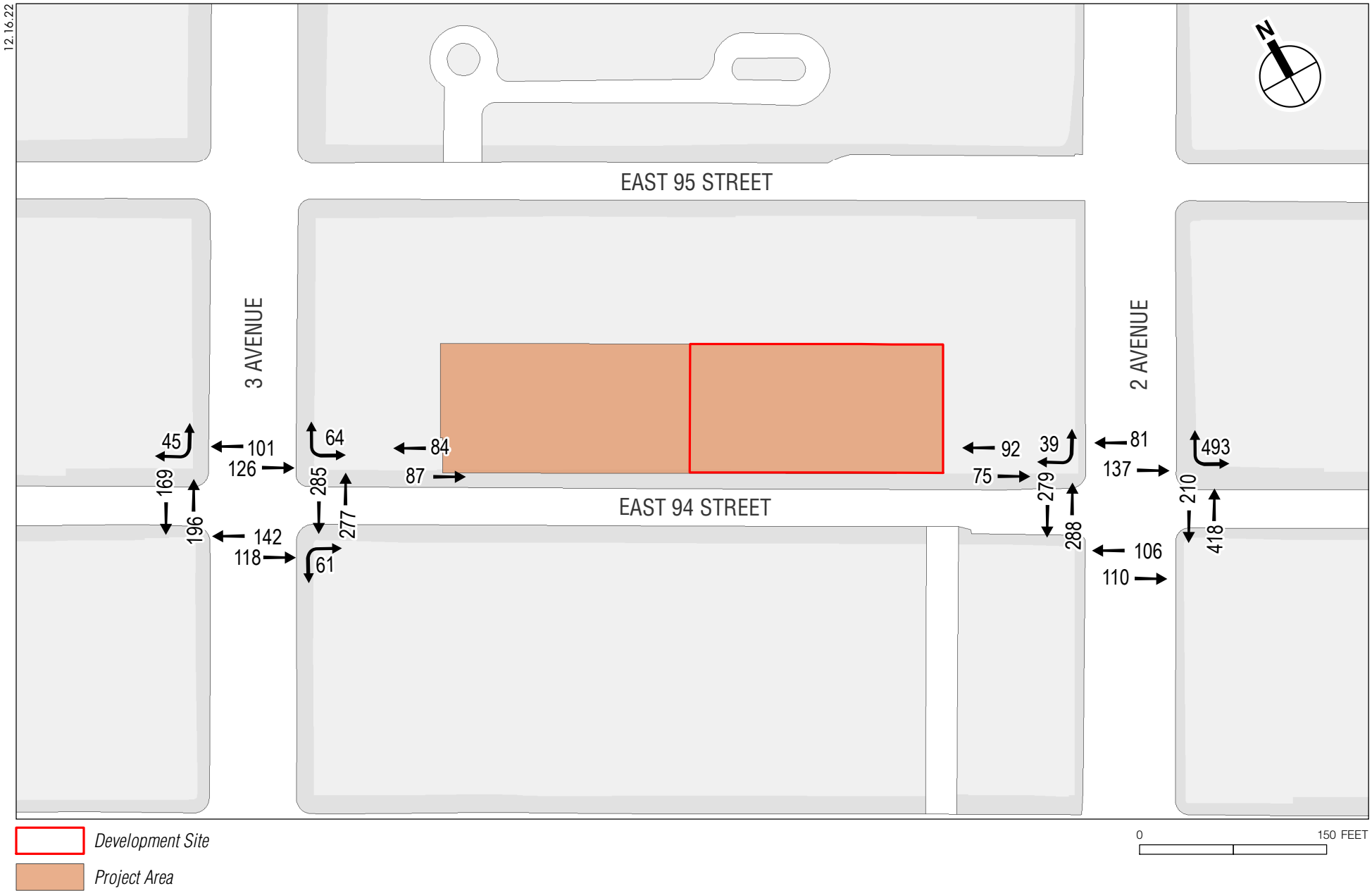
Table I-14
2026 No Action Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
East 94th Street and Second Avenue	Northeast	159.1	A	328.0	A	231.0	A	236.3	A
	Northwest	216.7	A	269.7	A	213.4	A	241.3	A
East 94th Street and Third Avenue	Northeast	115.0	A	244.5	A	147.4	A	150.0	A
	Southeast	120.6	A	269.5	A	175.3	A	166.1	A
	Northwest	99.4	A	247.6	A	144.8	A	128.5	A



EAST 94TH STREET REZONING

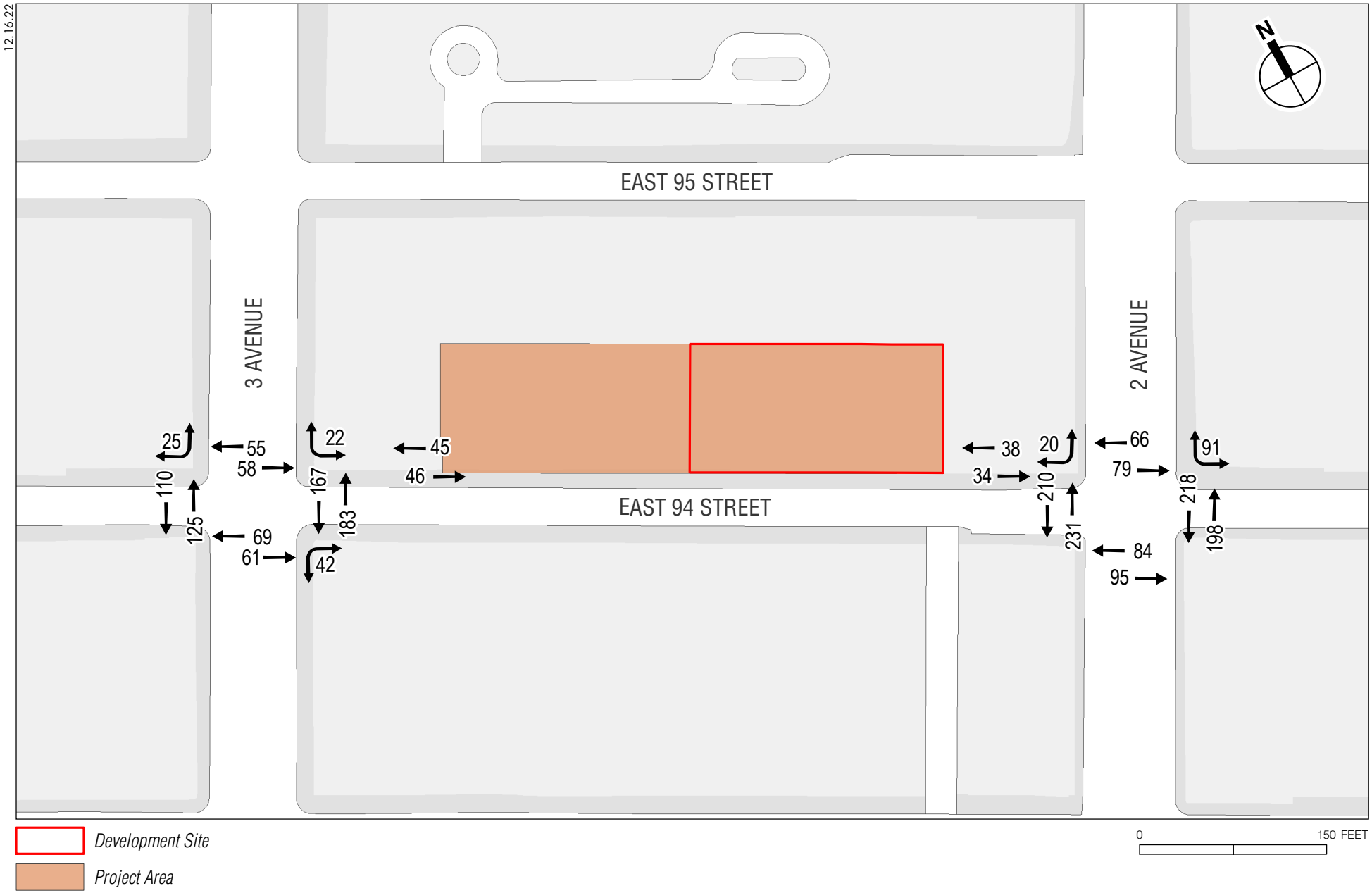
2026 No Build Projects
Figure I-17



2026 No Action Pedestrian Volumes
Weekday AM Peak Hour

EAST 94TH STREET REZONING

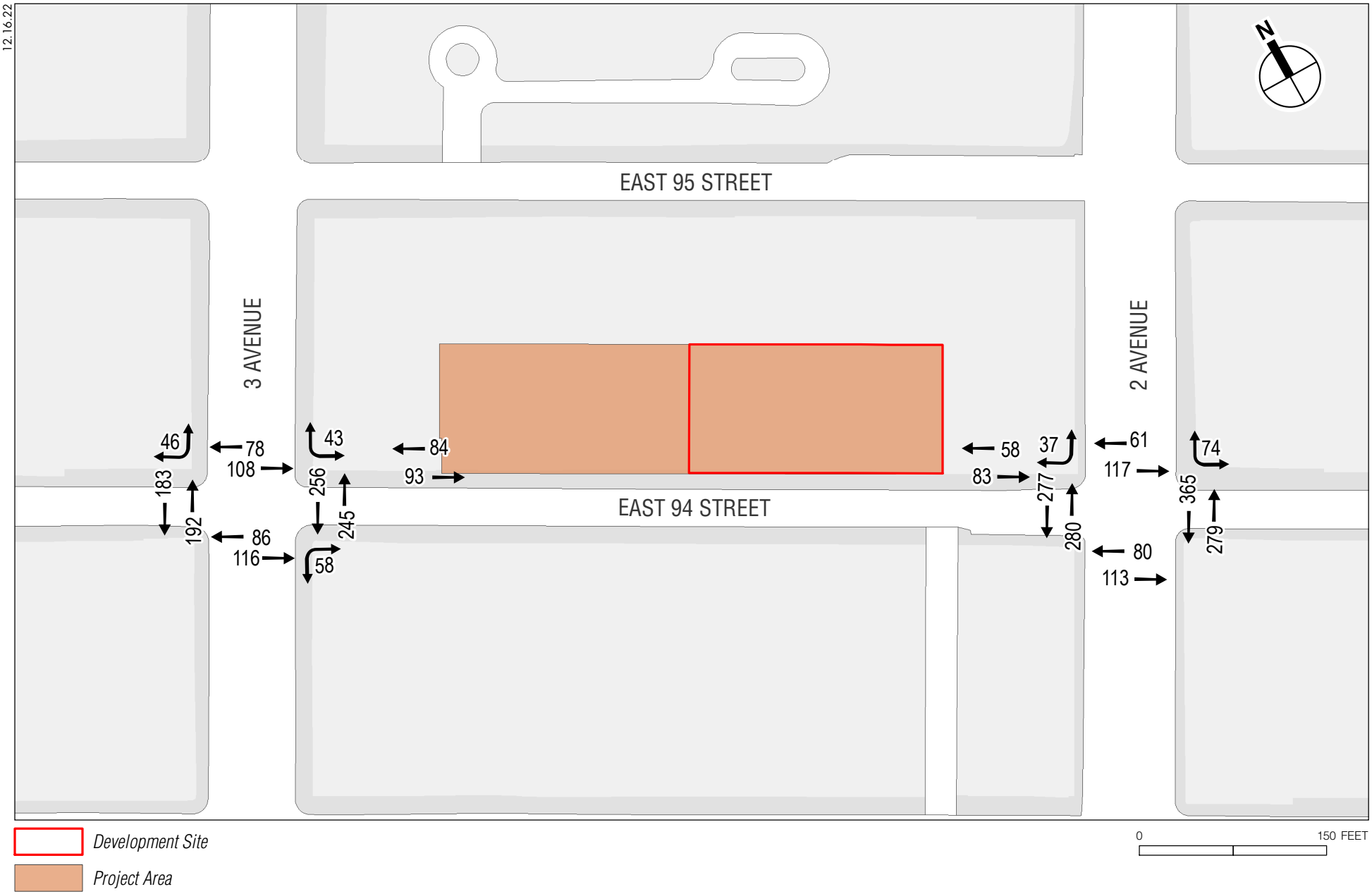
Figure I-18



2026 No Action Pedestrian Volumes
Weekday Midday Peak Hour

EAST 94TH STREET REZONING

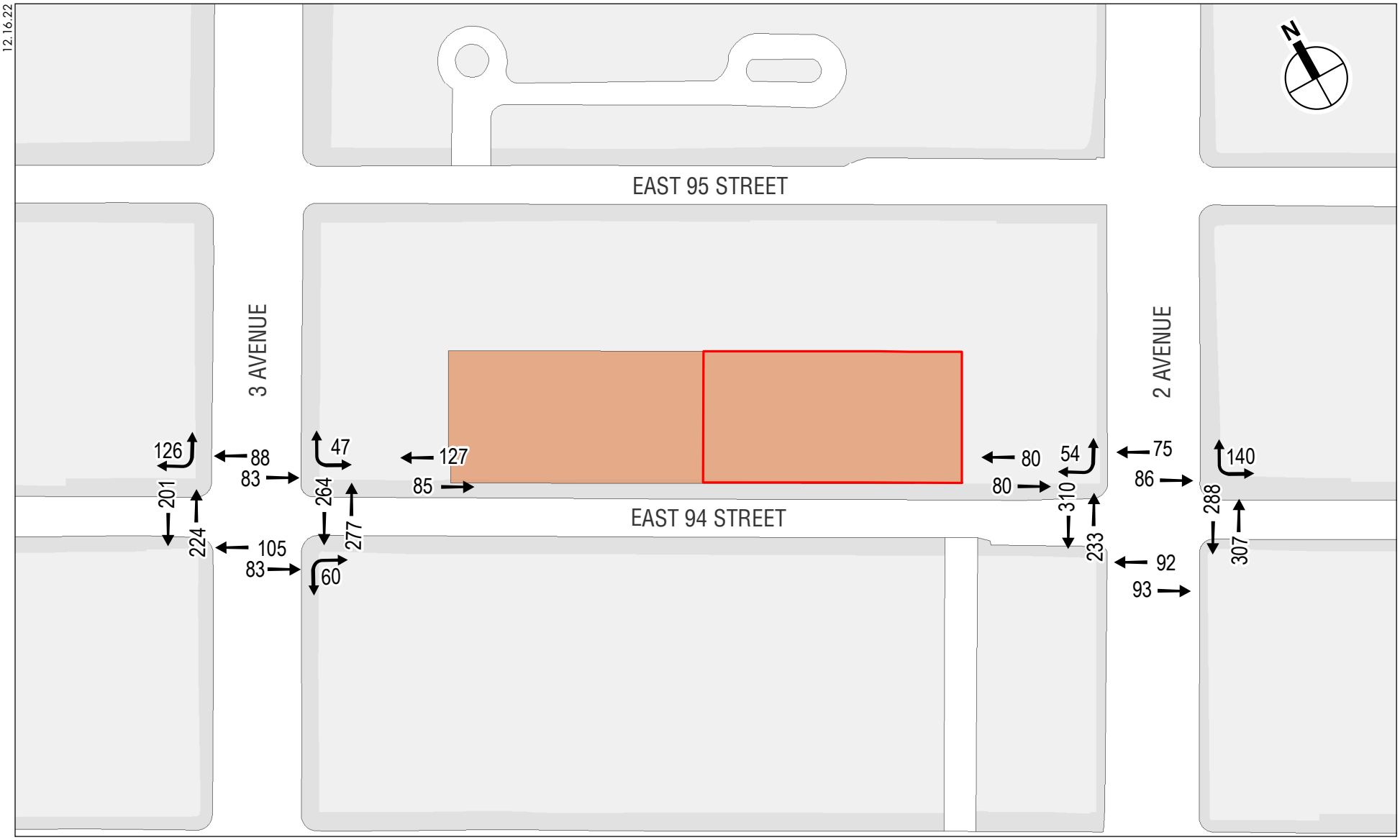
Figure I-19



2026 No Action Pedestrian Volumes
Weekday PM Peak Hour

EAST 94TH STREET REZONING

Figure I-20



2026 No Action Pedestrian Volumes
Saturday Peak Hour

EAST 94TH STREET REZONING

Figure I-21

FUTURE WITH THE PROPOSED ACTIONS

The hourly incremental pedestrian volumes presented above in Section B, "Level 2 Screening Assessment," were added to the projected 2026 No Action volumes to generate the 2026 With Action pedestrian volumes for analysis (see **Figures I-22 through I-25**).

As shown in **Tables I-15 and I-16**, the sidewalk and corner analysis locations would continue to operate at acceptable LOS C or better in the 2026 With Action condition during all analysis peak hours. Therefore, the Proposed Actions would not result in any significant adverse pedestrian impacts.

Table I-15
2026 With Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	501	0.82	152.6	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	496	0.91	105.6	B
Weekday Midday Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	367	0.55	140.9	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	451	0.60	75.7	C
Weekday PM Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	526	0.75	133.1	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	655	0.73	63.7	C
Saturday Peak Hour						
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (east segment)	North	6.5	588	0.80	127.0	B
North Sidewalk along East 94th Street between Second Avenue and Third Avenue (west segment)	North	4.0	754	0.80	60.4	C
Note: SFP = square feet per pedestrian.						

Table I-16
2026 With Action Condition: Corner Analysis

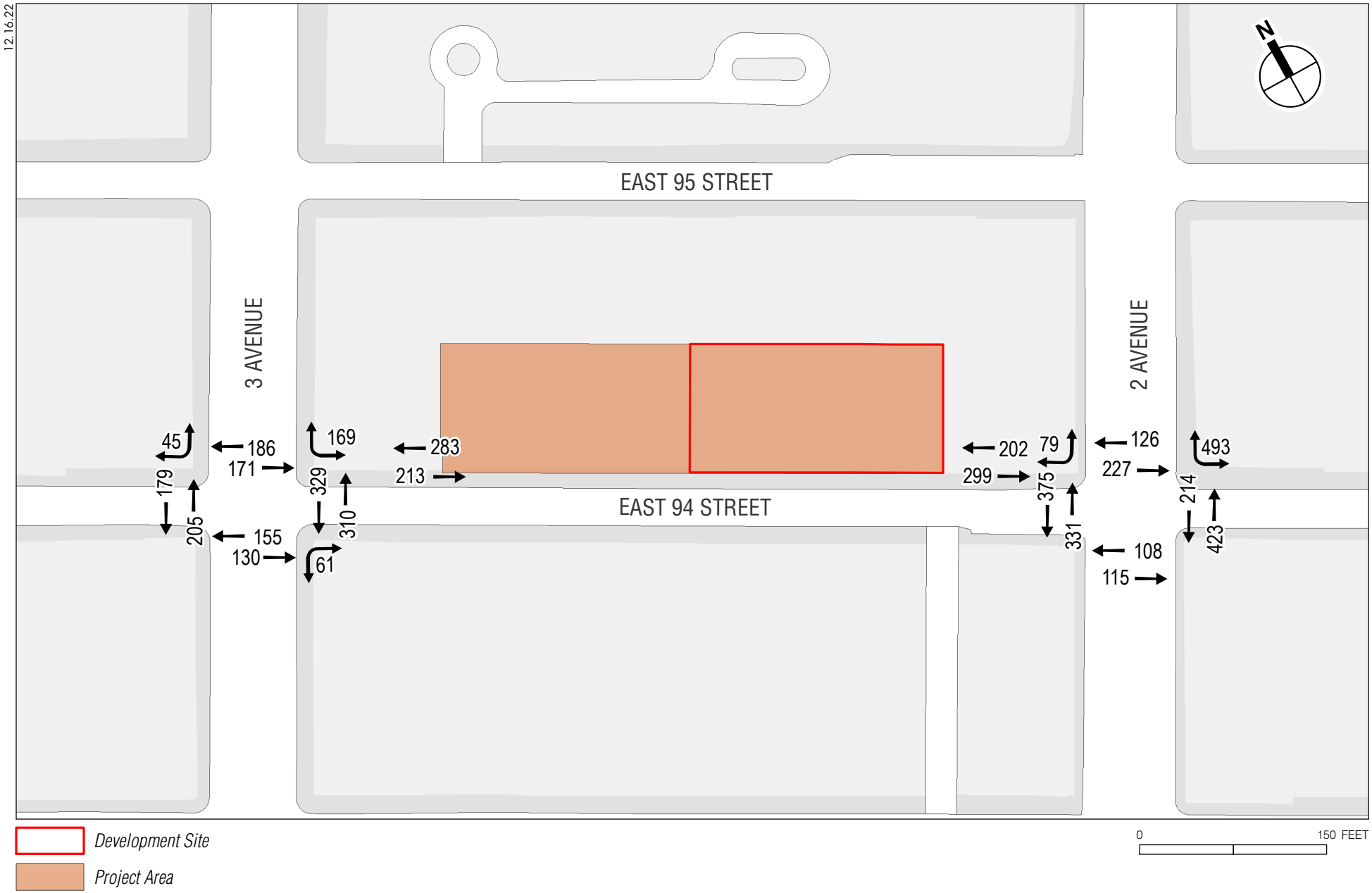
Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
East 94th Street and Second Avenue	Northeast	140.6	A	247.0	A	181.1	A	187.2	A
	Northwest	148.2	A	167.5	A	136.1	A	147.9	A
East 94th Street and Third Avenue	Northeast	76.4	A	124.3	A	81.9	A	79.7	A
	Southeast	105.6	A	211.0	A	137.6	A	126.5	A
	Northwest	77.8	A	162.6	A	98.0	A	88.2	A

E. PARKING ASSESSMENT

As described above, since the Proposed Actions would result in the loss of 390 public parking spaces currently provided at the Development Site, a review of potential effects on the area's parking supply and utilization was undertaken. The assessment considers how parking utilization levels in the surrounding area would change in the With Action condition, accounting for the loss of the 390 public parking spaces at the Development Site and the new parking demand generated by the Proposed Actions, as well as by background growth and No Build projects.

EXISTING CONDITIONS

A survey of off-street parking facilities within ¼-mile of the Development Site was conducted in May 2019. The survey provided an inventory of the public off-street parking facilities in the study area, and their legal capacities and utilization levels. The locations of these parking facilities is



2026 With Action Pedestrian Volumes
Weekday AM Peak Hour

EAST 94TH STREET REZONING

Figure I-22

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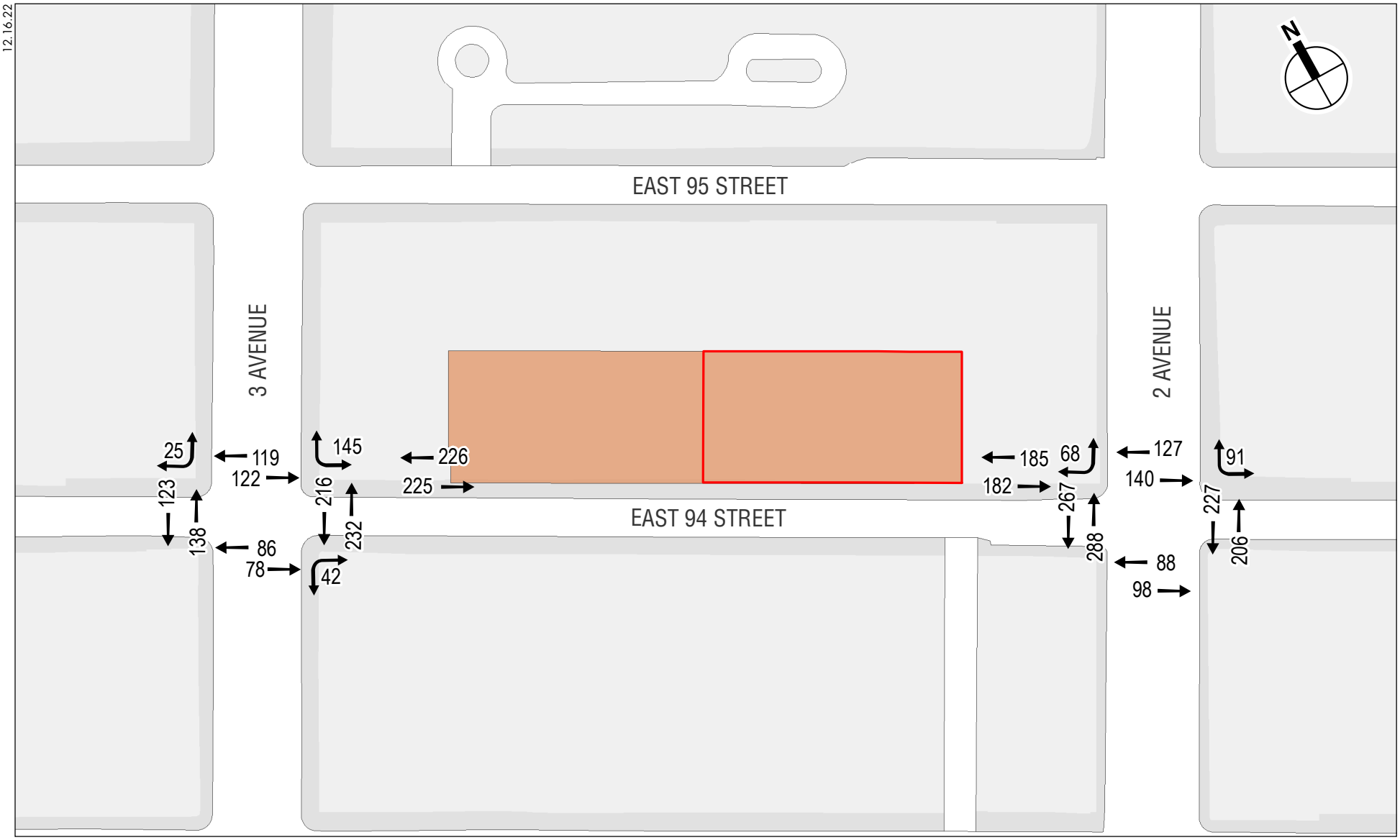
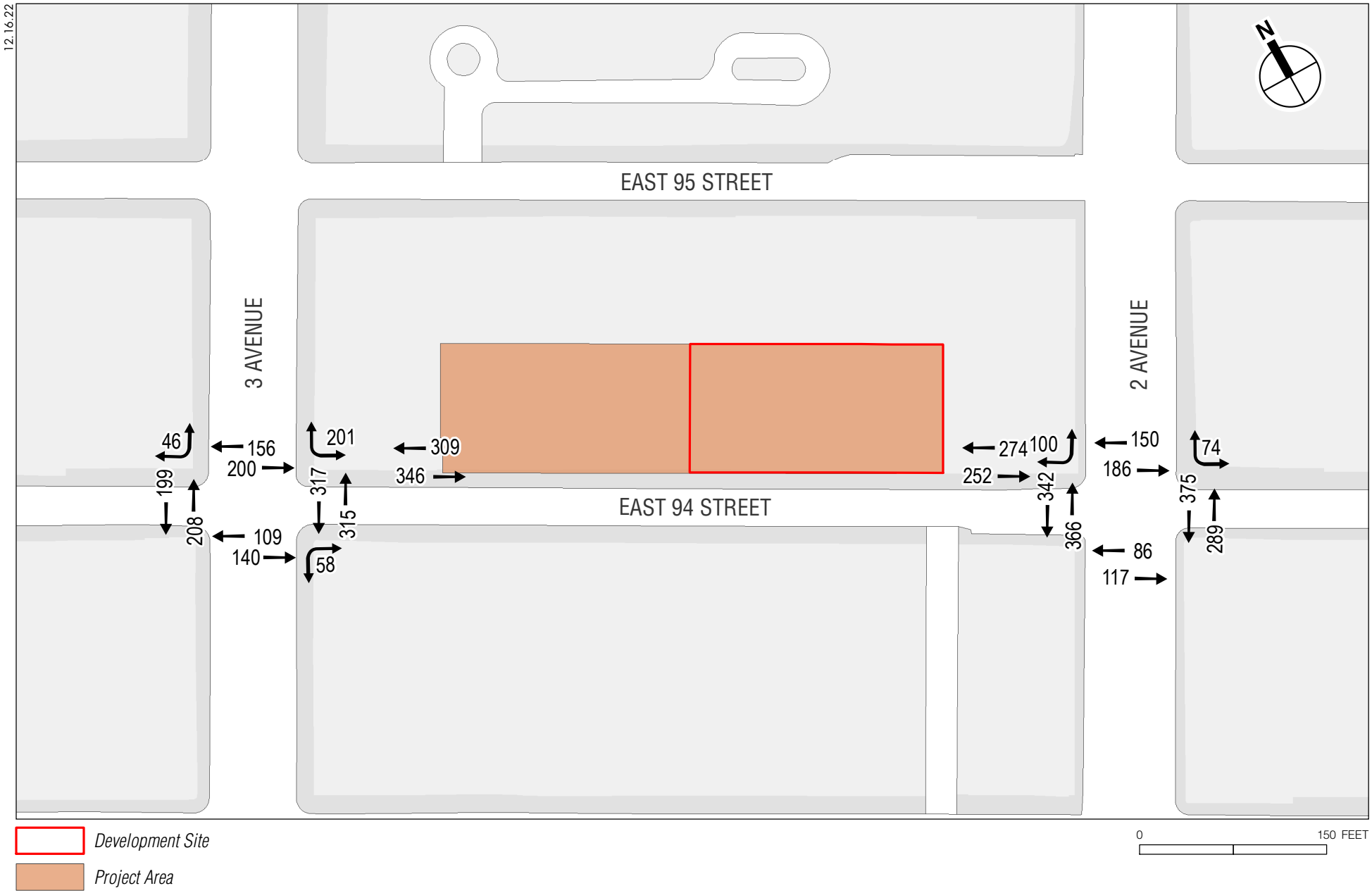


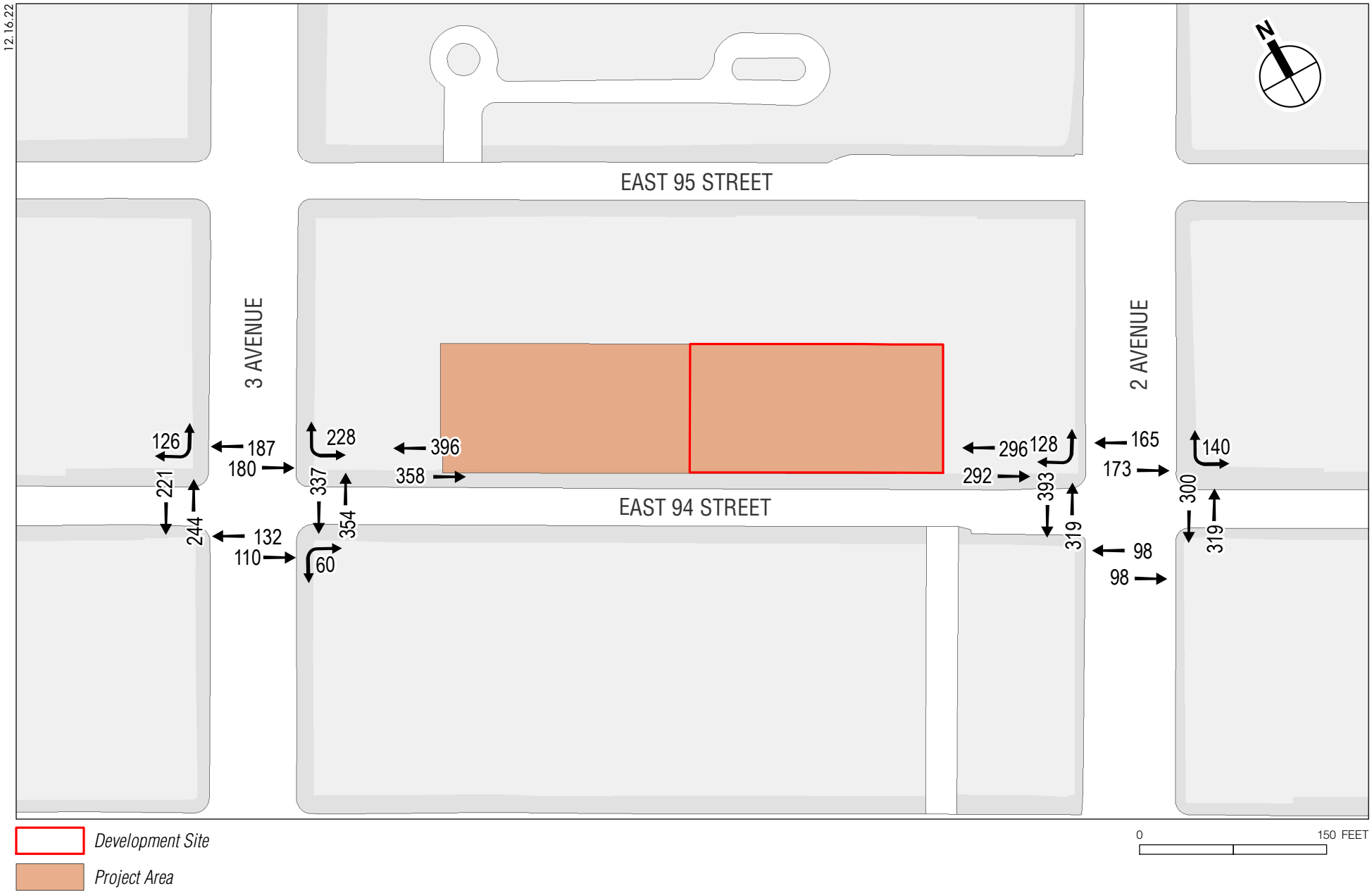
2026 With Action Pedestrian Volumes
Weekday Midday Peak Hour



2026 With Action Pedestrian Volumes
Weekday PM Peak Hour

EAST 94TH STREET REZONING

Figure I-24



2026 With Action Pedestrian Volumes
Saturday Peak Hour

EAST 94TH STREET REZONING

Figure I-25

shown in **Figure I-3**. Based on responses provided by parking attendants and visual inspections, where possible, estimates were made of the parking occupancy or utilization at each facility for the weekday AM, midday, PM, overnight, and Saturday time periods. Utilization information for the parking garage on the Development Site was based on data provided by the parking operator, GMC Parking. A summary of the existing number of available spaces and utilization levels within the ¼-mile study area is presented in **Table I-4**.

Within the ¼-mile parking study area, a total of 21 public parking facilities were inventoried. The combined capacity of these facilities is 3,414 parking spaces. Overall, the parking facilities were 79, 86, 71, 57, and 48 percent utilized, with 728, 492, 980, 1,483, and 1,761 parking spaces available during the weekday AM, midday, PM, overnight, and Saturday time periods, respectively.

FUTURE WITHOUT THE PROPOSED ACTIONS

Off-street public parking utilization is expected to experience growth in the No Action condition related to overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for 2019–2024 and an annual background growth rate of 0.125 percent was assumed for 2024–2026. As presented in **Table I-17**, accounting for the parking demand generated from background growth and the two discrete No Build projects, the No Action condition public parking utilization is expected to increase to 82, 89, 74, 59, and 50 percent during the weekday AM, midday, PM, overnight, and Saturday time periods, respectively.

FUTURE WITH THE PROPOSED ACTIONS

As described above in Section A, "Introduction," in the With Action condition the existing 390-space public parking garage on the Development Site would be displaced. As presented in **Table I-18**, accounting for the No Action parking supply and demand utilization, the displacement of the parking facility on the Development Site, and the With Action condition parking demand, the With Action public parking utilization is expected to increase to 95-, 102-, 86-, 70-, and 58-percent during the weekday AM, midday, PM, overnight, and Saturday time periods, respectively. Per *CEQR Technical Manual* parking analysis guidance, 98 percent parking utilization is considered to be "at capacity."

Table I-17
2019 Existing and 2026 No Action Parking Supply and Utilization
¼-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday
2019 Existing Public Parking Supply	3,414	3,414	3,414	3,414	3,414
2019 Existing Public Parking Demand	2,686	2,922	2,434	1,931	1,653
2019 Existing Public Parking Utilization	79%	86%	71%	57%	48%
2026 No Action Background Incremental Parking Demand	41	44	37	29	25
Discrete No Build Projects Parking Demand	77	67	54	67	40
Discrete No Build Projects Accessory Parking Supply	0	0	0	0	0
Discrete No Build Projects Parking Demand Accommodated by Public Parking	77	67	54	67	40
2026 No Action Public Parking Supply Total	3,414	3,414	3,414	3,414	3,414
2026 No Action Public Parking Demand Total	2,804	3,033	2,525	2,027	1,718
2026 No Action Public Parking Utilization	82%	89%	74%	59%	50%
2026 No Action Available Spaces (Shortfall)	610	381	889	1,387	1,696

Notes:
Sample Calculation,
2026 No Action Parking Demand Total = 2019 Existing Public Parking Demand + 2026 No Action Background Incremental Parking Demand + Discrete No Build Projects Parking Demand Accommodated by Public Parking.
2026 No Action Weekday AM Public Parking Demand Total = 2,686 + 41 + 77 = 2,804

Table I-18
2026 No Action and With Action Parking Supply and Utilization
¼-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday
2026 No Action Public Parking Supply	3,414	3,414	3,414	3,414	3,414
2026 No Action Public Parking Demand	2,804	3,033	2,525	2,027	1,718
2026 No Action Public Parking Utilization	82%	89%	74%	59%	50%
Proposed Project Parking Demand Accommodated by Public Parking	70	49	61	97	46
2026 With Action Public Parking Supply Total	3,024	3,024	3,024	3,024	3,024
2026 With Action Public Parking Demand Total	2,874	3,082	2,586	2,124	1,764
2026 No Action Public Parking Utilization	95%	102%	86%	70%	58%
2026 No Action Available Spaces (Shortfall)	150	(58)	438	900	1,260

Notes:
Sample Calculation,
2026 With Action Parking Demand Total = 2019 Existing Public Parking Demand + 2026 No Action Background Incremental Parking Demand + Discrete No Build Projects Parking Demand Accommodated by Public Parking + Proposed Project Parking Demand Accommodated by Public Parking
2026 With Action Weekday AM Public Parking Demand Total = 2,686 + 41 + 77 + 70 = 2,874

Therefore, the approximately 102 percent parking utilization within the ¼-mile parking study area during the weekday midday peak period would be considered a parking shortfall. The potential parking shortfall would be 58 spaces during the weekday midday peak period. In consideration of this potential parking shortfall, an additional inventory of off-street parking resources was conducted to determine if the overflow demand could be accommodated during the relevant peak periods at a slightly longer walking distance from the Development Site. As shown in **Table I-19** and **Figure I-3**, there are 33 additional parking facilities between ¼-mile and ½-mile of the Development Site that would yield 1,372, 1,045, 1,261, 1,609, and 1,931 additional available parking spaces during the weekday AM, midday, PM, overnight, and Saturday peak periods, respectively. Therefore, it is expected that the excess demand of 58 spaces during the weekday midday peak period could be accommodated within a slightly longer walking distance beyond the ¼-mile radius.

As stated in the *CEQR Technical Manual*, for projects located in Parking Zones 1 and 2 (Manhattan and other CBD areas), the inability of a proposed project to accommodate its future parking demand is considered a parking shortfall, but is generally not considered significant due to the magnitude of available alternative modes of transportation. Therefore, the Proposed Actions would not result in a significant adverse parking impact. In addition, as shown above there would be sufficient available parking resources at a slightly longer walk to the Development Site to accommodate the parking shortfall identified for the ¼-mile study area.

Table I-19
2019 Existing Off-Street Parking Utilization—
Between ¼-Mile and ½-Mile of the Development Site

Map #	Name/Address	License Number	Licensed Capacity	Utilization Rate					Utilized Spaces					Available Spaces				
				AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT
22	Carnegie Car Park LLC / 40-60 E. 94th Street	1076844	110	80%	90%	90%	70%	60%	88	99	99	77	66	22	11	11	33	44
23	Standard Parking Corp. / 1292 Park Avenue	1379056	581	40%	65%	55%	55%	50%	232	378	320	320	291	349	203	261	261	290
24	MP 99 LLC / 1559 Lexington Avenue	1392680	80	80%	90%	80%	80%	CLD	64	72	64	64	CLD	16	8	16	16	CLD
25	Quik Park East 102nd St. Garage LLC / 315 E. 102nd Street	1461276	196	75%	70%	70%	65%	65%	147	137	137	127	127	49	59	59	69	69
26	E. 102nd St. Realty LLC / 333 E. 102nd Street	1182251	155	65%	75%	65%	60%	40%	101	116	101	93	62	54	39	54	62	93
27	MP Uptown LLC / 440 E. 102nd Street	1301293	270	66%	75%	75%	66%	50%	178	203	203	178	135	92	67	67	92	135
28	1955 1st Parking Corporation / 1955 1st Avenue	1183389	109	90%	100%	85%	75%	75%	98	109	93	82	82	11	0	16	27	27
29	92nd Realty LLC / 441 E. 92nd Street	1070436	137	60%	75%	70%	70%	65%	82	103	96	96	89	55	34	41	41	48
30	River York Barclay LLC / 1755 York Avenue	1071281	130	50%	60%	65%	65%	35%	65	78	85	85	46	65	52	45	45	84
31	Eli's Leasing LLC / 422 E. 91st Street	928927	135	80%	85%	85%	70%	40%	108	115	115	95	54	27	20	20	40	81
32	York & 90th Parking LLC / 1735 York Avenue	2037952	92	70%	70%	70%	70%	55%	64	64	64	64	51	28	28	28	28	41
33	200 East End Ave Parking Corp. / 200 East End Avenue	2081153	41	90%	90%	80%	70%	70%	37	37	33	29	29	4	4	8	12	12
34	Waterview Parking Inc. / 180 East End Avenue	1076044	115	85%	80%	80%	75%	75%	98	92	92	86	86	17	23	23	29	29
35	LAZ Parking NY/NJ / 501 E. 87th Street	2028691	66	80%	80%	80%	80%	60%	53	53	53	53	40	13	13	13	13	26
36	88th St. Realty L.P. / 1675 York Avenue	1250870	136	60%	60%	70%	50%	50%	82	82	95	68	68	54	54	41	68	68
37	1725 Parking LLC / 1725 York Avenue	1078653	104	75%	80%	80%	40%	33%	78	83	83	42	34	26	21	21	62	70
38	Gracie Public Parking Corp. / 401 E. 98th Street	901963	114	80%	85%	75%	70%	50%	91	97	86	80	57	23	17	28	34	57
39	Safeway Parking Corp. / 345 E. 86th Street	888537	56	100%	90%	85%	90%	90%	56	50	48	50	50	0	6	8	6	6
40	Quik Park Cooper LLC / 301-329 E. 86th Street	1415834	168	65%	70%	80%	80%	80%	109	118	134	134	134	59	50	34	34	34
41	Newbury Operating LLC / 249 E. 86th Street	692051	146	85%	85%	80%	60%	60%	124	124	117	88	88	22	22	29	58	58
42	Claridge 87 Parking LLC / 201-215 E. 87th Street	1380047	218	65%	75%	80%	55%	45%	142	164	174	120	98	76	54	44	98	120
43	Royal 89 Parking LLC / 200-210 E. 89th Street	1124818	70	90%	90%	90%	90%	80%	63	63	63	63	56	7	7	7	7	14
44	SCR Parking Corporation / 169 E. 87th Street	427311	175	80%	80%	70%	70%	25%	140	140	123	123	44	35	35	52	52	131
45	Quik Park E. 88th St. LLC / 160 E. 88th Street	1416368	36	85%	90%	80%	80%	66%	31	32	29	29	24	5	4	7	7	12
46	Central Parking System Inc. / 185 E. 85th Street	1084609	320	60%	80%	60%	50%	65%	192	256	192	160	208	128	64	128	160	112
47	GMC 171 E. 84th Street Partners LLC / 167 E. 84th Street	2046925	75	80%	75%	65%	70%	80%	60	56	49	53	60	15	19	26	22	15
48	GMC Savoy Garage Partners LLC / 118 E. 86th Street	1413309	184	85%	85%	90%	90%	90%	156	156	166	166	166	28	28	18	18	18
49	PAC Garage Corp. / 120 E. 87th Street	916798	78	80%	80%	55%	50%	25%	62	62	43	39	20	16	16	35	39	58
50	SP Plus Corporation / 115 E. 87th Street	2020004	198	85%	75%	75%	50%	65%	168	149	149	99	129	30	49	49	99	69
51	Enterprise 87 Corporation / 1065 Park Avenue	1445493	30	100%	100%	80%	80%	80%	30	30	24	24	24	0	0	6	6	6
52	Rapid East 87th St. Corp. / 55 E. 87th Street	1117868	57	100%	100%	85%	90%	70%	57	57	48	51	40	0	0	9	6	17
53	SBC Parking LLC / 50 E. 89th Street	1310681	153	70%	75%	70%	65%	50%	107	115	107	99	77	46	38	46	54	76
54	Impark 89 LLC / 1229 Madison Avenue	1119290	43	100%	100%	75%	75%	75%	43	43	32	32	32	0	0	11	11	11
Between ¼-Mile and ½-Mile Area Total			**4,578**	**70%**	**77%**	**72%**	**65%**	**56%**	**3,206**	**3,533**	**3,317**	**2,969**	**2,567**	**1,372**	**1,045**	**1,261**	**1,609**	**1,931**

Notes: MD = Midday; ON = Overnight; SAT = Saturday; CLD = Closed
Source: Collected by AKRF in May 2019

F. CONCLUSION

As demonstrated above, the Proposed Actions would not have any significant adverse transportation-related impacts, as related to traffic, transit, ferry, pedestrians, and parking. ✶

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on air quality. The Proposed Actions would facilitate the development of a mixed-use residential, commercial, and community facility building on Block 1540, Lots 13, 14, and 18 (referred to as the Development Site) in the Yorkville neighborhood of Manhattan. The RWCDS analyzed in this assessment would not exceed any thresholds defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual* for traffic analysis.[1] Therefore, the maximum hourly increase in traffic volume due to the Proposed Development would be 40 vehicle trips. This is below the carbon monoxide (CO) emission screening threshold defined in the *CEQR Technical Manual* (170 auto trips for peak hour trips at any intersection). A mobile source screening was performed, which determined that the RWCDS would not exceed *CEQR Technical Manual* screening thresholds for particulate matter (PM), which are based on an emission equivalent ranging from 12 to 23 heavy duty vehicles, depending on roadway type. Consequently, no mobile source analysis is required.

Since the RWCDS would include fossil fuel-fired heat and hot water systems, a stationary source analysis was conducted to evaluate the potential impact from these sources on air quality. In addition, the Development Site is located within 400 feet of a manufacturing zoned district. Therefore, the potential for emissions from existing nearby industrial facilities to impact air quality at the Development Site was assessed.

As discussed in detail below, the Proposed Actions would not result in any significant adverse impacts on air quality.

B. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

HEAT AND HOT WATER SYSTEMS

Stationary source analyses were conducted using the methodology described in the *CEQR Technical Manual* to assess the potential for air quality impacts associated with emissions from the Proposed Development's heat and hot water systems. An initial screening analysis was prepared using basic project information and applying thresholds defined in the *CEQR Technical Manual*, and further screening was prepared using the U.S. Environmental Protection Agency's (EPA) AERSCREEN model to evaluate potential 1-hour average sulfur dioxide (SO_2), 1-hour

[1] This assessment analyzes a different scenario that includes air rights from a parcel which has since been removed from the Project Area. The total gsf and residential DUs in this scenario is no longer achievable due to the exclusion of those air rights from the Proposed Development; however, since the total gsf and number of residential units in this scenario are larger, and thus more conservative, than the Proposed Development, this analysis still accurately assesses the potential for environmental impacts.

average NO_2, and 24-hour and annual average concentrations of particulate matter less than 2.5 micrometers in diameter ($PM_{2.5}$), which are not included in the initial screening procedure.

Potential 1-hour average nitrogen dioxide (NO_2) concentrations, added to representative background concentrations in the area, were compared with the National Ambient Air Quality Standards (NAAQS). Potential 24-hour and annual average incremental concentrations of $PM_{2.5}$ were compared with the $PM_{2.5}$ *de minimis* criteria defined in the *CEQR Technical Manual* as follows:

- Predicted increase of more than half the difference between the background concentration and the 24-hour standard;
- Annual average $PM_{2.5}$ concentration increments which are predicted to be greater than 0.1 $\mu g/m^3$ at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources); or
- Annual average $PM_{2.5}$ concentration increments which are predicted to be greater than 0.3 µg/m3 at a discrete location (elevated or ground level).

The screening analyses were performed based on the Reasonable Worst Case Development Scenario (RWCDS), which assumes a 456,644-gross square foot (gsf) building with a height of 463 feet.

INITIAL SCREENING ANALYSIS

An initial screening analysis was undertaken using the methodology described in Chapter 17, Section 322.1, of the *CEQR Technical Manual*. This analysis determines the threshold of development size below which the action would not have a significant adverse air quality impact (see "AERSCREEN Analysis" below for evaluation relative to other air pollutant standards). The screening is based on the distance from the development to the nearest building of similar or greater height. The screening procedure uses information regarding the type of fuel to be burned, the development type and maximum size, and the exhaust stack height to evaluate whether or not a significant impact is possible.

AERSCREEN ANALYSIS

Potential 1-hour average NO_2 and 24-hour and annual average $PM_{2.5}$ impacts from the RWCDS building's heat and hot water system's emissions were evaluated using EPA's AERSCREEN model (Version 21112). The AERSCREEN model projects worst-case 1-hour average concentrations downwind from a point, area, or volume source, and longer-period averages are estimated by multiplying the 1-hour results by persistence factors established by EPA or provided in the *CEQR Technical Manual*. AERSCREEN generates application-specific worst-case meteorology using representative minimum and maximum ambient air temperatures, and site-specific surface characteristics such as albedo, Bowen ratio, and surface roughness length.[2] The

[2] Albedo is the fraction of the total incident solar radiation reflected by the ground surface. The Bowen ratio is the ratio of the sensible heat flux to the latent (evaporative) heat flux. The surface roughness length is related to the height of obstacles to the wind flow and represents the height at which the mean horizontal wind speed is zero based on a logarithmic profile.

AERSCREEN model was used to calculate worst-case ambient concentrations of NO_2 and $PM_{2.5}$ from the Proposed Development downwind of the stack.

The model incorporates the Plume Rise Model Enhancements (PRIME) downwash algorithm, which is designed to predict concentrations in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). AERSCREEN uses the Building Profile Input Program for PRIME (BPIPPRM) to provide a detailed analysis of downwash influences on a direction-specific basis. AERSCREEN also incorporates AERMOD's complex terrain algorithms and utilizes the AERMAP terrain processor to account for the actual terrain in the vicinity of the source on a direction-specific basis.

The AERSCREEN model was run both with and without the influence of building downwash, using urban diffusion coefficients that were based on a review of land-use maps of the area. Other model options were selected based on EPA guidance.

Maximum 1-hour average NO_2 concentrations were estimated assuming full conversion of NO_x to NO_2 per EPA's Tier 1 guidance.[3]

Emission Rates and Stack Parameters

The RWCDS would utilize fossil-fuel fired heating and hot water systems with the exhaust stack located on the roof of the building. The screening analysis conservatively assumed the use of No. 2 fuel oil for heating and hot water systems.

Annual emission rates for heating and hot water systems were calculated based on fuel consumption estimates, using energy intensity estimates based on type of development and size of the building (430,926 gsf of residential space and 25,718 gsf of commercial/community space) as recommended in the *CEQR Technical Manual*, and applying emission factors for No. 2 oil-fired boilers.[4] $PM_{2.5}$ emissions were assumed to include both the filterable and condensable components. The short-term emission rates (24-hour and shorter) were calculated by scaling the annual emissions to account for a 100-day heating season. The exhaust from the heat and hot water systems was assumed to be vented through a single stack located three feet above the roof of the building, at a height of approximately 466 feet above grade.

To calculate exhaust velocity, the fuel consumption of the RWCDS was multiplied by EPA's fuel factor for fuel oil,[5] providing the exhaust flow rate at standard temperature. The flow rate was then corrected for the exhaust temperature, and exhaust velocity was calculated based on the stack diameter. Assumptions for stack diameter and exhaust temperature for the heat and hot water systems were obtained from a survey of boiler exhaust data prepared and provided by New York City Department of Environmental Protection (DEP),[6] and were used to calculate the exhaust velocity.

The emission rates and exhaust stack parameters used in the modeling analysis are presented in **Table J-1**.

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[3] EPA. Memorandum: Clarification on the use of AERMOD Dispersion Modeling for Demonstrating Compliance with the NO_2 National Ambient Air Quality Standard. September 30, 2014.

[4] EPA. *Compilation of Air Pollutant Emission Factors AP-42*. 5th Ed., V. I, Ch. 1 3. September 1999.

[5] EPA. *Standards of Performance for New Stationary Sources.* 40 CFR Chapter I Subchapter C Part 60. Appendix A-7, Table 19-2. 2013.

[6] DEP. *Boiler Database*. August 11, 2017.

Table J-1
Exhaust Stack Parameters and Emission Rates

Stack Parameter	Value
Stack Height (feet)	466
Stack Diameter (feet)(1)	4.4
Exhaust Velocity (meters/second)	1.05
Exhaust Temperature (degrees Fahrenheit)(1)	307.8
Emission Rate (grams/second)	
NO_2 (1-hour average)	0.2024
NO_2 (Annual average)	0.0554
SO_2 (1-hour average)	0.0022
$PM_{2.5}$ (24-hour average)	0.0216
$PM_{2.5}$ (Annual average)	0.0059

Note:
(1) Stack parameter assumptions are based on boiler specifications for similar sized systems from boiler air permit data provided by DEP.

Background Concentrations

To estimate the maximum projected total 1-hour average NO_2 and 1-hour SO_2 concentration at a given receptor, the projected concentration increment from the source was added to corresponding background concentration of 110.6 $\mu g/m^3$ and 14.2 $\mu g/m^3$, respectively. These background levels represent the 3-year average of the annual 98th (NO_2) and 99th (SO_2) percentile of the daily-highest 1-hour average concentrations (the statistical form of the standard) monitored at the nearest New York State Department of Environmental Conservation (DEC) background monitoring station at I.S. 52 in the Bronx. The annual average NO_2 background concentration is 32.8 $\mu g/m^3$, which represents the three-year maximum of the arithmetic mean. For NO_2, data from 2017–2019 was used due to uncertainties in the representativeness of background concentrations in 2020 due to effects of COVID-19. For SO_2, data from 2018–2020 was used. Note that the maximum concentration increment would not necessarily coincide with the maximum background levels, and, therefore, this approach results in a conservatively high estimate of total concentrations.

$PM_{2.5}$ impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria. The $PM_{2.5}$ 24-hour average background concentration of 18.5 $\mu g/m^3$ from the JHS 45 ambient monitoring station in Manhattan was used to establish the *de minimis* value of 8.3 $\mu g/m^3$ (based on the 98th percentile concentration, averaged over the years 2018–2020).

Receptor Placement

Receptors (locations at which concentrations are modeled) generally include operable windows in residential or other buildings, air intakes, and publicly accessible ground-level locations, as applicable. No buildings of a similar or greater height were identified out to a distance of 400 feet from the Development Site. Receptors representing nearby, lower buildings at distances of 26, 36, 82, 270 and 318 feet were included. Receptors at ground level locations were also evaluated, including the nearby Normandie Court Plaza.

INDUSTRIAL SOURCES

Nearby industrial facilities were examined to identify any potential for adverse impacts on future residents of the Proposed Development from air toxics. All industrial and manufacturing uses

within 400 feet of the Development Site (the industrial source study area) were considered for inclusion in the air quality impact analyses.

Land use maps and aerial photographs were reviewed to identify potential sources of emissions from manufacturing/industrial operations. An initial search of federal, state, and city compliance and permit data within the study area was conducted using DEP's Clean Air Tracking System (CATS) database[7] and EPA's Envirofacts database.[8] This search showed no permitted operations located within the industrial source study area. Next, a field survey of uses within 400 feet of the Development Site was conducted on April 5, 2019 to identify any potential industrial sites not included in the permit databases. This survey found no additional facilities within the industrial source study area. However, a more recent permit search conducted in February 2022 determined that one business with a current certificate to operate was within 400 feet of the Development Site. The business, Telesca-Heyman, Inc., a cabinet shop located at 304 East 94th Street, has permits for a spray booth and for the exhaust of wood fines (particulate matter) from various woodworking equipment.

The pollutant and emission rates for the permitted source is presented in **Table J-2.** Emission rates were unavailable for the permit pertaining to emissions of wood fines. Therefore, the recent *Acme Fish Expansion Final Environmental Impact Statement (FEIS),*[9] which analyzed multiple woodworking facilities, was used as a reference. To conservatively estimate the emissions from the woodworking equipment, the maximum hourly emission rate from the *FEIS* was used.

Table J-2
Modeled Emission Rates of Existing Industrial Sources

Facility	Description of Process	DEP Permit ID	CAS No.: Pollutant Name	Emissions (lb/hr)	Emissions (lb/yr)
Telesca-Heyman, Inc. Dynamic Repairs	Industrial Spray Booth	PA066290	NY075-00-0: Particulates	0.09[(1)(2)]	521[(2)]
			00108-10-1: Methyl Isobutyl Ketone	1.93	2,413
			00067-64-1: Dimethyl Ketone	1.23	1,538
			00078-93-3: Methyl Ethyl Ketone	0.41	515
			00108-88-3: Toluene	0.32	401
			00067-63-0: Isopropyl Alcohol	0.49	610
	Woodworking	PB012409	NY075-00-016: Wood Fines	0.03[(1)(2)(3)]	185[(2) (3)]

Notes:
[(1)] Emissions were modeled over a 24-hour averaging period, reflecting the number of hours per day the source operates, based on DEP permit data.
[(2)] Emissions were conservatively assumed to be all $PM_{2.5}$[(3)] Emission rate represents the maximum hourly emission rate obtained from permitted sources evaluated in the *Acme Fish Expansion FEIS*, DCP, March 26, 2021.

Maximum potential pollutant concentrations from the identified sources were modeled at various distances using the reference values found in Table 17-3 of the *CEQR Technical Manual*. The database provides screening factors for estimating maximum concentrations based on emissions levels at the source derived from generic AERMOD dispersion modeling for the New York City area. The source-receptor distance selected for each source was based on the minimum distance between the property boundary of the Development Site and the source site. Projected worst-case concentrations at the Development Site were compared with the short-term guideline

[7] DEP. Clean Air Tracking System database. https://a826-web01.nyc.gov/DEP.BoilerInformationExt Accessed February 14, 2022.

[8] EPA. *Envirofacts Data Warehouse*. https://www3.epa.gov/enviro/. Accessed October 21, 2021.

[9] DCP. Acme Fish Expansion Final Environmental Impact Statement. March 26, 2021.

concentrations (SGCs) and annual guideline concentrations (AGCs) recommended in DEC's DAR-1 AGC/SGC tables.[10] These guidelines represent the airborne concentrations which are applied as a screening threshold to determine if the future residents of the Proposed Development could be significantly impacted by nearby sources of air pollution.

In order to evaluate impacts of non-carcinogenic toxic air emissions, DAR-1 includes a methodology called the "hazard index" to characterize the cumulative risk from potential air toxic emissions. The hazard index is based on predicted annual concentrations and annual exposure limits. Hazard quotients are calculated by dividing the maximum modeled concentration of each pollutant by its respective AGC. The quotients are then summed together to calculate a multi-contaminant hazard index for each sensitive receptor. The maximum hazard index indicates the worst-case scenario for potential impacts from non-carcinogenic pollutants. If the combined ratio of pollutant concentration divided by its respective annual exposure threshold for each of the toxic pollutants is found to be less than 2.0, no significant air quality impacts are predicted to occur due to these pollutant releases, since DEC's DAR-1 considers a cumulative hazard index of less than 2.0 to be acceptable.

In addition, DEC characterizes risks of non-criteria carcinogenic pollutants. According to DAR-1, an overall incremental cancer risk from a proposed action of less than one-in-one million is considered to be insignificant. The potential cancer risk associated with each carcinogenic pollutant, as well as the total cancer risk of the releases of all the carcinogenic toxic pollutants combined, can be estimated. If the total incremental cancer risk of all of the carcinogenic toxic pollutants combined is less than one-in-one million, no significant air quality impacts are predicted to occur due to these pollutant releases. Alternatively, if refined air dispersion modeling is used to estimate the maximum concentrations of pollutants, a threshold of 10-in-one-million excess cancer risk for non-criteria carcinogenic compounds can be used. There were no carcinogenic compounds associated with the identified facilities; therefore, analysis of these compounds was not required.

MAJOR OR LARGE STATIONARY EMISSION SOURCES

The potential for emissions from existing nearby large or major sources was evaluated. A review of major- and large-sources permits[11] found one facility within 1,000 feet of the Development Site, Metropolitan Hospital, located at 1901 First Avenue. However, the exhaust stack for this facility is located approximately 1,170 feet from the Development Site. Therefore, no additional analysis was performed, and no significant adverse impacts would occur on the Development Site from major or large stationary sources.

C. FUTURE WITH THE PROPOSED ACTIONS

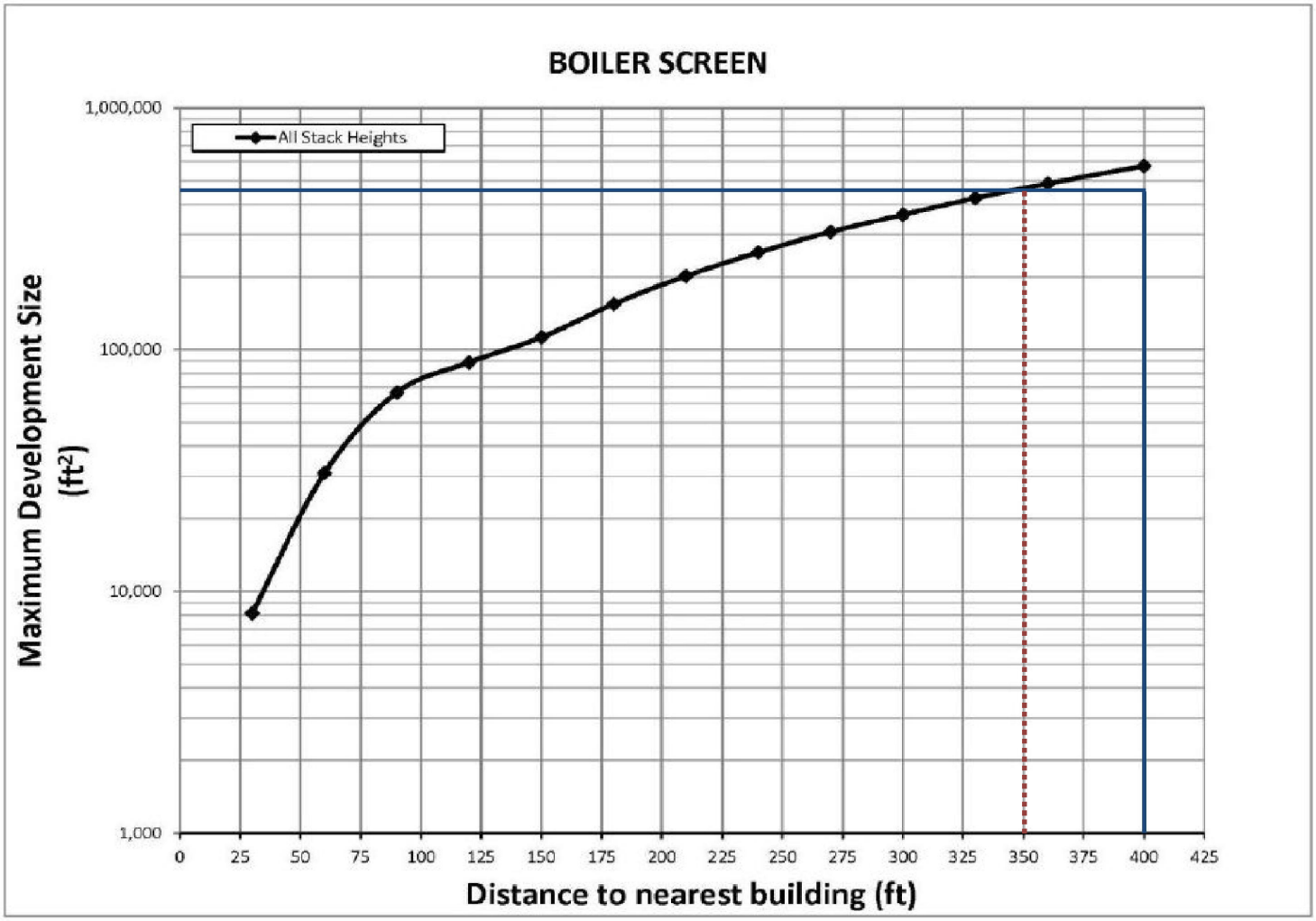
HEAT AND HOT WATER SYSTEMS

INITITIAL SCREENING ANALYSIS

The results of the simplified screening analysis are presented in **Figure J-1**. Since the distance from the Development Site to the nearest building of similar height was determined to be greater

[10] DEC. Policy DAR-1: Guidelines for the Evaluation and Control of Ambient Air Contaminants under Part 212. February 12, 2021.

[11] DEC. *Access to DEC Air Permits*. http://www.dec.ny.gov/chemical/32249.html. Accessed October 21, 2021.



Stack Height: 466 ft
Distance to Nearest Building of Similar of Greater Height: 400 ft.
Proposed Maximum SQFA: 456,644 sq. ft.
Minimum Allowable Distance to Nearest Building: 350 ft.

HVAC Screening
Figure J-1

than 400 feet, this distance was conservatively assumed for the purpose of the analysis, as per the *CEQR Technical Manual*. As indicated by the analysis, potential air quality impacts would not occur at distances greater than 350 feet. Further screening was performed as discussed in the "AERSCREEN Analysis" section below.

AERSCREEN ANALYSIS

The results of the AERSCREEN analysis for 1-hour average and annual NO_2, 1-hour average SO_2 and 24-hour and annual average $PM_{2.5}$ are presented in **Table J-3**. As presented in the table, no exceedance of the 1-hour average NO_2 and SO_2 NAAQS are predicted from the RWCDS. In addition, the maximum predicted incremental concentrations of $PM_{2.5}$ are not predicted to exceed the CEQR *de minimis* criteria. Note that since the local (discrete receptor) $PM_{2.5}$ concentration increment, 0.05 $\mu g/m^3$, is lower than the neighborhood-scale *de minimis* level of 0.1 $\mu g/m^3$, no additional analysis of the area-wide average concentration increment is necessary.

Table J-3
Maximum Modeled Pollutant Concentrations ($\mu g/m^3$)

Pollutant	Averaging Period	Maximum Modeled Concentration	Background	Total Concentration	Criterion
NO_2	1-hour	18.7(1)	110.6	129.3	188(2)
	Annual	0.51	32.8	33.4	100(2)
SO_2	1-hour	0.199	14.2	14.42	196(2)
$PM_{2.5}$	24-hour	1.2	N/A	N/A	8.3(3)
	Annual	0.05	N/A	N/A	0.3(4)

Notes: N/A – Not Applicable
(1) The 1-hour average NO_2 concentration is estimated using NO_2 to NO_x ratio of 0.8 as per EPA guidance.
(2) NAAQS.
(3) $PM_{2.5}$ *de minimis* criteria—24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 $\mu g/m^3$.
(4) $PM_{2.5}$ *de minimis* criteria—annual (discrete receptor).

Overall, based on the two analyses presented, the RWCDS's heating and hot water system would not result in any significant adverse air quality impacts.

To ensure that there are no potential significant adverse air quality impacts from heating and hot water systems, a restriction would be required as part of the Proposed Actions through an Air Quality (E) Designation (**E-739**) that would be placed on the Development Site. The restriction is outlined below.

BLOCK 1540 LOTS 13, 14, 18

Any new residential, community facility and/or commercial development on the above-referenced property must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack(s) is located at the highest tier and at least 466 feet above grade to avoid any potential significant adverse air quality impacts.

INDUSTRIAL SOURCES

Table J-4 presents the maximum potential estimated short-term and long-term concentrations of air toxic compounds from the analyzed, permitted, and unpermitted industrial sources on the Proposed Development. For each modeled compound, the table lists the SGC and AGC. As

presented in the table, maximum concentrations for each air toxic compound were predicted to be below the thresholds.

Table J-4
Maximum Predicted Pollutant Concentration Increments (µg/m³)

Pollutant	CAS No.	Short-term Average (µg/m³)	SGC (µg/m³)(1)	Annual Average (µg/m³)	AGC (µg/m³)(1)
Dimethyl Ketone	00067-64-1	218.7	180,000	1.6	30,000
Toluene	00108-88-3	57.0	37,000	0.4	5,000
Methyl Ethyl Ketone	00078-93-3	73.3	13,000	0.5	5,000
Methyl Isobutyl Ketone	00108-10-1	343.2	31,000	2.6	3,000
Isopropyl Alcohol	00067-73-0	86.8	98,000	0.6	7,000
$PM_{2.5}$(2)	NY075-02-5	26.8(3)	35(5)	8.2	12(5)

Notes: (1) DEC Division of Air Resources, Bureau of Stationary Sources. *DAR-1 AGS/SGC Tables.* February 2021.
(2) $PM_{2.5}$ fraction of solids was conservatively assumed to be 100 percent.
(3) 24-hour average concentration added to a background concentration of 18.5 µg/m³.
(4) Annual average concentration added to a background concentration of 7.5.
(5) NAAQS threshold for 24-hour and annual averaging period.

Cumulative impacts were also determined for the combined effects of multiple air contaminants in accordance with the approach described earlier. Using the predicted concentrations of each pollutant, the maximum hazard index was calculated for each affected receptor associated with the Proposed Actions. (None of the analyzed air toxic compounds were identified as potential carcinogens; therefore, the unit risk analysis was not performed.) The hazard index approach was used to determine the effects of multiple non-carcinogenic compounds.

Table J-5 presents the results of the assessment of cumulative non-carcinogenic effects on the Proposed Actions. As shown in the table, the maximum hazard index at an individual receptor location is less than 2.0, the level considered by DEC's DAR-1 to be significant. Therefore, based upon the cumulative air toxics analysis, the Proposed Actions would not result in a significant impact on air quality.

Table J-5
Estimated Maximum Hazard Index

Pollutant	CAS Number	Estimated Pollutant Concentration (µg/m³)	AGC (µg/m³)	Concentration to AGC Pollutant Ratio
Non-Carcinogenic Compounds				
Dimethyl Ketone	00067-64-1	1.6	30,000	0.00005
Toluene	00108-88-3	0.4	5,000	0.00008
Methyl Ethyl Ketone	00078-93-3	0.5	5,000	0.00011
Methyl Isobutyl Ketone	00108-10-1	2.6	3,000	0.00085
Isopropyl Alcohol	00067-73-0	0.6	7,000	0.00009
			Total Hazard Index	0.0012
			Hazard Index Threshold Value	2.0

Source: DEC, DAR-1, February 2021

In summary, the industrial source analysis did not predict any potential significant adverse air quality impacts on the Development Site from existing industries in the area. ✶

A. INTRODUCTION

This attachment considers the potential for the Proposed Actions to result in significant adverse noise impacts. Attachment A, "Project Description and Screening Analyses" describes the Proposed Development, the construction of a new mixed-use development at on Block 1540, Lots 13, 14, and 18 (referred to as the Development Site in the Yorkville neighborhood of Manhattan (Community District 8), as well as a Reasonable Worst Case Development Scenario (RWCDS), which would maximize the base height but concomitantly result in a shorter tower (44 stories rather than 46). This assessment analyzes the Proposed Development to ensure the most conservative analysis.

According to the guidelines established in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, an initial noise impact screening considers whether a proposed action would generate any mobile or stationary source noise or be located in an area with high ambient noise levels. A noise analysis examines an action for its potential effects on sensitive noise receptors, and the effects on the interior noise levels of residential, commercial, and institutional uses.

In terms of mobile sources, the number of vehicle trips generated by the Proposed Development would be lower than the threshold that would require any detailed Transportation analysis. Considering the small number of vehicular trips generated by the Proposed Actions and the relatively high volume of vehicular traffic in the immediate area, it is not expected that the development would generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of noise passenger car equivalents [Noise PCEs], which would be necessary to cause a 3 dBA increase in existing noise levels). Therefore, significant adverse mobile source noise impacts to existing receptors are unlikely, and further assessment is not warranted.

Consequently, the noise analysis is focused on the level of building attenuations necessary to ensure that interior noise levels within the proposed building would satisfy applicable interior noise criteria.

B. ACOUSTICS FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called "decibels" (dB). The particular character of the sound that we hear (e.g., a whistle compared with a French horn) is determined by the speed, or "frequency," at which the air pressure fluctuates, or "oscillates." Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz (Hz). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and therefore more intrusive than many of the lower frequencies (e.g., the lower notes on the French horn).

"A"-WEIGHTED SOUND LEVEL (DBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or "dBA," and it is the descriptor of noise levels most often used for community noise. As shown in **Table K-1**, the threshold of human hearing is defined as 0 dBA; very quiet conditions (e.g. a library) are approximately 40 dBA; levels between 50 dBA and 70 dBA define the range of noise levels generated by normal daily activity; levels above 70 dBA would be considered noisy, and then loud, intrusive, and deafening as the scale approaches 130 dBA.

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of 10 dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA. At 5 dBA, the change will be readily noticeable.

Table K-1
Noise Levels of Common Sources

Sound Source	SPL (dBA)
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
Source: 2021 *CEQR Technical Manual*	

SOUND LEVEL DESCRIPTORS

Because the sound pressure level unit of dBA describes a noise level at just one moment and few noises are constant, other ways of describing noise that fluctuates over extended periods have been developed. One way is to describe the fluctuating sound heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," L_{eq}, can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted by $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1, L_{10}, L_{50}, L_{90}, and L_x, are used to indicate noise levels that are exceeded 1, 10, 50, 90, and x percent of the time, respectively.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates little, L_{eq} will approximate L_{50} or the median level. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10 or more decibels. Thus, the relationship between L_{eq} and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50}.

For purposes of the RWCDS, the L_{10} descriptor has been selected as the noise descriptor to be used in this noise impact evaluation. The 1-hour L_{10} is the noise descriptor used in the *CEQR Technical Manual* noise exposure guidelines when vehicular traffic is the dominant noise source.

C. NOISE STANDARDS AND CRITERIA

NEW YORK CEQR NOISE CRITERIA

The *CEQR Technical Manual* sets external noise exposure standards; these standards are shown in **Table K-2**. Noise exposure is classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. The noise level specified for outdoor areas requiring serenity and quiet is 55 dBA $L_{10(1)}$.

Table K-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
Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	---------- DNL ≤ 60 dBA ----------	**NA**	---------- 60 < DNL ≤ 65 dBA ----------	**NA**	(i) 65 < DNL ≤ 75 dBA	**NA**	---------- 75 dBA < DNL ----------
Hospital, nursing home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
Residence, residential hotel, or motel	7 AM to 10 PM	$L_{10} \leq 65$ dBA		$65 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 PM to 7 AM	$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 70$ dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, outpatient 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)	
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–10PM)	
Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:
(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more.
(ii) *CEQR Technical Manual* noise criteria for train noise are similar to the above aircraft noise standards; the noise category for train noise is found by taking the L_{dn} value for such train noise to be an L_{dn} (L_{dn} contour) value.
[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 an 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.
[3] One may use Federal Aviation Administration (FAA)-approved L_{dn} contours supplied by the Port Authority of New York and New Jersey, or the noise contours may be computed from the federally approved Integrated Noise Model (INM) Computer Model using flight data supplied by the Port Authority of New York and New Jersey.
[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).
Source:
New York City Department of Environmental Protection (DEP) (adopted policy 1983).

The *CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise level (see **Table K-3**). Recommended noise attenuation values for buildings are designed to maintain an interior L_{10} noise level of 45 dBA for residential and community facility uses and 50 dBA for commercial office uses when vehicular traffic is the dominant noise source and interior

L_{dn} noise level of 40 dBA for residential and community facility uses when rail or aircraft is the dominant noise source.

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

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

Notes:
[A] DNL descriptor based on average values of L_{dn} over a year period.
[B] The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dBA less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.
[C] The required attenuation value is the difference between L_{build} and $L_{interior}$, using the appropriate noise descriptor
Where:
L_{build} is the projected noise level under the build condition rounded up to the whole number
$L_{interior}$ is the designed interior noise level (45 dBA for vehicular noise, 40 dBA for aircraft and train noise)
Source: New York City Department of Environmental Protection.

D. EXISTING NOISE LEVELS

Existing noise levels at the Development Site were measured at two locations. Site 1 is located adjacent to the Development Site on East 94th Street, midway between Second and Third Avenues. Site 2 is also located adjacent to the Development Site on East 94th Street, nearest to Second Avenue (see **Figure K-1**).

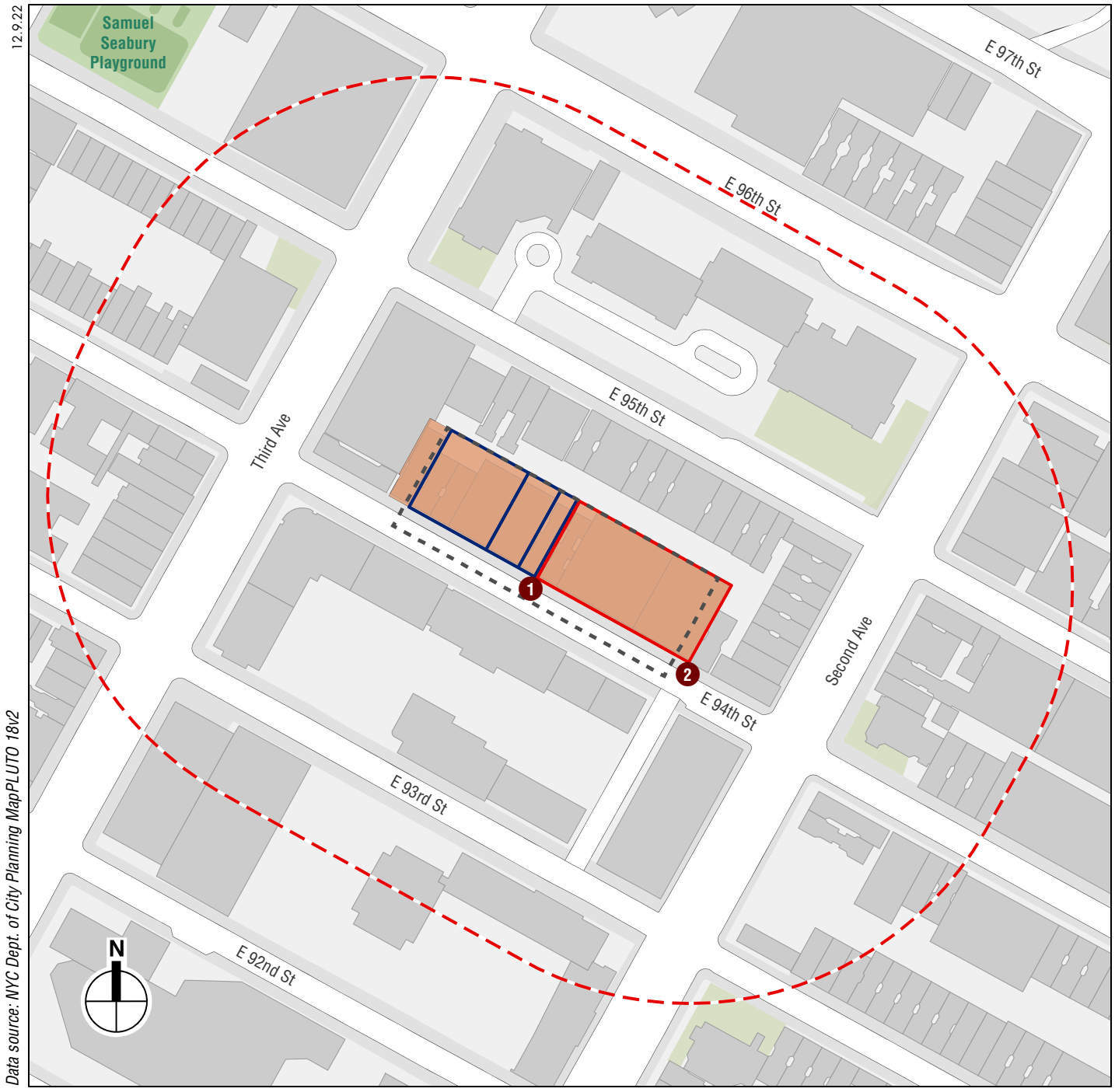
At the receptor sites, the existing noise levels were measured for 20-minute periods during the three weekday peak periods—AM (7:30 AM to 8:30 AM), midday (MD) (12:30 PM to 1:30 PM), and PM (5:00 PM to 6:00 PM). Measurements were conducted on March 20, 2019, and March 31, and April 13, 2022.

EQUIPMENT USED DURING NOISE MONITORING

Measurements were performed using a Brüel & Kjær Sound Level Meter (SLM) Type 2270, a Brüel & Kjær 1/2-inch microphone Type 4189, and a Brüel & Kjær Sound Level Calibrator Type 4231. The SLM has a valid laboratory calibration within 1 year, as is standard practice. The Brüel & Kjær SLM is a Class 1 instrument according to ANSI Standard S1.4-1983 (R2006). The microphone was mounted on a tripod at a height of approximately 5 feet above the ground and was mounted at least approximately 5 feet away from any large reflecting surfaces. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_1, 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

The results of the existing noise level measurements are summarized in **Table K-4**.



Noise Receptor Location

EAST 94TH STREET REZONING

Figure K-1

Table K-4
Existing Noise Levels (in dBA)

Receptor Site	Measurement Location	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
1	Adjacent to Development Site on East 94th Street, midway between Second and Third Avenues	AM	62.3	69.3	65.3	60.3	58.4
		MD	64.1	71.9	66.4	63.4	57.4
		PM	59.5	67.2	62.6	57.5	55.1
2	Adjacent to Development Site, nearest to Second Avenue	AM	64.8	73.4	67.5	62.7	59.5
		MD	64.2	72.7	66.6	62.1	58.7
		PM	62.2	70.4	64.9	60.1	56.9
Note: Measurements were conducted on March 20, 2019, and March 31 and April 13, 2022.							

At the receptor sites, vehicular traffic on the adjacent roadways was the dominant noise source. Measured levels are low and reflect the level of vehicular activity on the adjacent roadways. In terms of the CEQR criteria, the existing noise levels at Sites 1 and 2 are categorized as "marginally acceptable."

E. NOISE ATTENUATION MEASURES

The Proposed Development would be built using standard construction methods. The building façade would be expected to provide composite window/wall attenuation such that interior noise levels would be 45 dBA or lower for residential uses. Furthermore, because the exterior $L_{10(1h)}$ noise levels at the Development Site would be less than 70 dBA, the *CEQR Technical Manual* does not provide a specific requirement for the level of window/wall attenuation.

F. MECHANICAL SYSTEM

The building mechanical systems (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. ✷

A. INTRODUCTION

As detailed in Attachment A, "Project Description and Screening Analyses," the Proposed Development would be a new, mixed-use residential, commercial, and community facility building in the Yorkville neighborhood of Manhattan. The Proposed Development would be built on Lots 13, 14, and 18 (referred to as the Development Site) on Block 1540, located midblock on the north side of East 94th Street between Second and Third Avenues. As detailed below, construction of the Proposed Development is anticipated to begin in late 2023 and be complete by 2026, over an approximately 30-month period.

This section summarizes the planned construction program for the Proposed Development and assesses the potential for significant adverse impacts during the construction period. The city, state, and federal regulations and policies that govern construction are described, followed by the anticipated construction schedule and the types of activities likely to occur during construction. The types of construction equipment are also discussed, along with the number of workers and truck deliveries. Finally, the potential impacts from construction activity are assessed.

As described below, construction of the Proposed Development may result in localized, temporary disruptions (as is the case with most construction activity). However, the Applicant has committed to implementing a variety of measures (e.g., noise control, air emissions control, Maintenance and Protection of Traffic [MPT] plans, etc.) during construction to minimize the effects of construction. With the implementation of these measures, construction of the Proposed Development would not result in significant adverse impacts.

B. GOVERNMENTAL COORDINATION AND OVERSIGHT

Construction oversight involves several city, state, and federal agencies. **Table L-1** lists the primary involved agencies and their areas of responsibility. For projects in New York City, primary construction oversight lies with the New York City Department of Buildings (DOB), which ensures that construction projects meet 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 workers and the general public during construction. The areas of oversight include installation and operation of equipment such as cranes, sidewalk sheds, and safety netting and scaffolding. The New York City Department of Environmental Protection (DEP) enforces the New York City Noise Code, reviews and approves any needed Remedial Action Plans (RAPs) and Construction Health and Safety Plans (CHASP), and regulates water disposal into the sewer system as well as abatement of hazardous materials. The City of New York Department of Sanitation (DSNY) has regulatory and enforcement oversight of the storage, transport, and disposal of asbestos waste. The New York City Fire Department (FDNY) has primary oversight of compliance with the New York City Fire Code and the installation of tanks containing flammable materials. The New York City Department of Transportation (DOT)'s Office of Construction Mitigation and Coordination (OCMC) reviews and approves any necessary traffic lane and sidewalk closures. The

New York City Landmarks Preservation Commission (LPC) reviews any archaeological testing or monitoring that may be required. LPC also reviews and approves construction protection plans (CPPs) and any monitoring measures necessary to prevent damage to historic structures.

Table L-1
Construction Oversight in New York City

Agency	Areas of Responsibility
New York City	
Department of Buildings	Primary oversight for Building Code and site safety
Department of Environmental Protection	Noise, RAPs/CHASPs, dewatering, hazardous materials abatement
City of New York Department of Sanitation	Storage, transport, and disposal of asbestos waste
Fire Department	Compliance with Fire Code, fuel tank installation
Department of Transportation	Lane and sidewalk closures
Landmarks Preservation Commission	Historic and archaeological resources
New York State	
Department of Labor	Asbestos Workers
Department of Environmental Conservation	Hazardous materials and fuel/chemical storage tanks
United States	
Environmental Protection Agency	Air emissions, noise, hazardous materials, poisons
Occupational Safety and Health Administration	Worker safety

At the state level, the New York State Department of Labor (DOL) licenses asbestos workers. The New York State Department of Environmental Conservation (DEC) regulates disposal of hazardous materials, and construction and operation of bulk petroleum and chemical storage tanks. At the federal level, the U.S. Environmental Protection Agency (EPA) has wide-ranging authority over environmental matters, including air emissions, noise, hazardous materials, and the use of poisons, although much of the responsibility is delegated to the state level. The Occupational Safety and Health Administration (OSHA) sets standards for work site safety and construction equipment.

C. CONSTRUCTION PHASING AND SCHEDULE

Table L-2 presents the anticipated construction schedule for the Proposed Development. Construction of the Proposed Development is anticipated to begin in late 2023 and be complete by 2026, over an approximately 30-month period. Construction would proceed in several stages, some of which would overlap: demolition, excavation, and foundation; superstructure and exteriors; and interiors. These stages are described in greater detail in the sections below.

Table L-2
Anticipated Construction Schedule—Proposed Development

Construction Task	Start Month	Finish Month	Approximate Duration (months)[1]
Demolition/Excavation/Foundation	Month 1	Month 7	7
Superstructure/Exteriors	Month 5	Month 22	18
Interiors	Month 6	Month 30	24

Note: [1] Construction would proceed in several stages, some of which would overlap.
Source: Suffolk Construction, October 2022.

D. CONSTRUCTION DESCRIPTION

The following provides a description of the general construction practices and activities for the Proposed Development.

GENERAL CONSTRUCTION PRACTICES

HOURS OF WORK

Construction would be carried out in accordance with New York City laws and regulations, which allow construction activities between 7 AM and 6 PM on weekdays. Construction work would typically begin at 7 AM on weekdays, with most workers arriving between 6 AM and 7 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 PM and would not include all construction workers on-site, but only those involved in the specific task requiring additional work time.

While not expected to be frequent, weekend or night work may also be occasionally required for certain construction activities. Appropriate work permits from DOB would be obtained for any necessary work outside of normal construction hours and no work outside of normal construction hours would be performed until such permits are obtained. The numbers 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 AND ACCESS

During construction, access to the construction site would be fully controlled. Work areas would be fenced off, and limited access points for workers and trucks would be provided. Material deliveries to the construction site would be controlled and scheduled. Based on a preliminary construction logistics plan, concrete operations during the superstructure stage of construction are anticipated to occur within the footprint of the proposed building. In addition, based on the preliminary construction logistics plan, pedestrian use of East 94th Street's northern sidewalk adjacent to the Development Site and vehicular access on East 94th Street would be maintained during all stages of construction. MPT plans would be developed for any required temporary sidewalk or lane narrowing and/or closures on East 94th Street 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.

PUBLIC SAFETY

A variety of measures would be employed to ensure public safety during construction of the Proposed Development, including sidewalk bridges to provide overhead protection; safety signs to alert the public about active construction work; safety barriers to ensure the safety of the public passing by construction areas; flag persons to control trucks entering and exiting the construction areas and/or to provide guidance for pedestrians and bicyclists safety; and safety nettings as the superstructure work advances upward to prevent debris from falling to the ground. All DOB safety

requirements would be followed to ensure the safety of the community and the construction workers themselves.

RODENT CONTROL

Construction contracts would include provisions for a rodent (i.e., mouse and rat) control program. Before the start of construction, the contractor would survey and bait the appropriate areas and provide for proper site sanitation. During construction, the contractor would carry out a maintenance program, as necessary. Signage would be posted and coordination would be conducted with appropriate agencies.

DESCRIPTION OF CONSTRUCTION ACTIVITIES

Prior to the commencement of construction, the work area would be prepared for construction, including the installation of public safety measures such as barriers, netting, and signs. The construction areas would be fenced off. Worker and truck access points would be established and existing street trees would be protected.

Construction would then proceed with the following primary stages: demolition, excavation, and foundation; superstructure and exteriors; and interiors.

DEMOLITION, EXCAVATION, AND FOUNDATION

Demolition

Before the commencement of demolition activities on the existing buildings on the Development Site, the buildings would be surveyed for asbestos by a New York City-certified asbestos investigator and all asbestos-containing materials (ACM) would be removed and disposed of in accordance with local, state, and federal requirements. Any activities with the potential to disturb lead-based paint (LBP) would be performed in accordance with the applicable OSHA regulations (including federal OSHA regulation 29 CFR 1926.62—*Lead Exposure in Construction*). In addition, any suspected polychlorinated biphenyls (PCB)-containing equipment that would be disturbed (such as fluorescent light ballasts) would be evaluated prior to disturbance. Unless labeling or test data indicate the contrary, such equipment would be assumed to contain PCBs, and would be removed and disposed of at properly licensed facilities in accordance with all applicable regulatory requirements.

Prior to demolition, any economically salvageable materials that could be reused would typically be removed. Then the buildings would be demolished using excavators with hoe ram attachments. Demolition activities would also involve the use of jackhammers, loaders, and generators. Demolition debris would be removed from the Development Site; this debris would typically be sorted prior to being disposed at landfills to maximize recycling opportunities.

Excavation and Foundation

The Proposed Development would require excavation activities at the Development Site for the building cellar and foundation. Excavation work would begin with the installation of walls to contain soil around the excavation area, and excavators would then be used to excavate soil. The soil would be loaded onto dump trucks for transport to a licensed disposal facility. This stage would also include the construction of the foundation and below-grade elements of the proposed building, including pile installation activities with the use of a pile driver. Concrete trucks and pumps

would be used to pour the foundation and the below-grade structures. Excavation and foundation activities may also involve the use of compressors, generators, rebar benders, and a dozer.

Dewatering

Water from rain and snow collected in the excavation area during construction would be removed using a dewatering pump. If groundwater dewatering is required, it would be performed in accordance with DEP sewer use requirements.

Superstructure and Exteriors

The superstructure work would include the framework for the proposed building, such as beams, slabs, and columns. Construction of the interior structure—or core—of the building would include elevator shafts; vertical risers for mechanical, electrical, and plumbing systems; electrical and mechanical equipment rooms; core stairs; and restroom areas. A tower crane would first be brought onto the Development Site during the superstructure task and would be used to lift structural components and other large materials. During this stage of construction, the exterior envelope systems of the proposed building would also be installed. The exterior units would be transported via a hoist to the appropriate floors for installation. Superstructure and exteriors activities may also include the use of compressors, bar benders, welding machines, concrete vibrators, concrete finishers, and a variety of trucks.

INTERIORS

Activities during the interiors stage would 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 touchup of the building 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 interiors would include a hoist, forklifts, and a variety of small handheld tools.

Interiors would typically be the quietest period of construction in terms of its effect on the public, because most of the construction activities would occur inside the building with the façades substantially complete on the floors where interiors work would occur.

E. NUMBER OF CONSTRUCTION WORKERS AND MATERIAL DELIVERIES

Table L-3 shows the estimated averaged daily numbers of workers and deliveries to the Development Site by calendar quarter for all construction activities. For the Proposed Development, the combined peak construction worker vehicle and truck trip generation would occur during the third quarter of Year 1 construction. The average number of workers throughout the construction period would be 202 per day. The peak number of workers would be 314 per day in the third quarter of Year 1 construction. For truck trips, the average number of trucks would be 22 per day, and the peak would occur in the third quarter of Year 1 construction, with 32 trucks per day.

Table L-3
Average Number of Daily Workers and Trucks by Quarter
Proposed Development

Year	Year 1				Year 2				Year 3			
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	Average	Maximum
Workers	58	216	314	307	303	287	251	185	83	13	202	314
Trucks	17	32	30	27	27	27	27	14	8	8	22	32

Source: Suffolk Construction, October 2022

F. ENVIRONMENTAL EFFECTS OF THE PROPOSED DEVELOPMENT'S CONSTRUCTION ACTIVITIES

Similar to other construction projects in New York City, construction of the Proposed Development would result in some temporary disruptions to the surrounding area. The following analysis describes the temporary effects on transportation, air quality, noise, and vibration. It also considers potential effects in other technical areas including land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, hazardous materials, and water and sewer infrastructure.

TRANSPORTATION

The construction transportation analysis assesses the potential for construction activities to result in significant adverse impacts to traffic, transit (i.e., subway and bus), pedestrian elements (i.e., sidewalks, corners, and crosswalks), and parking conditions. The analysis is based on the peak worker and truck trips during construction under the Proposed Development which, as described below, are developed based on several factors including worker modal splits (how the workers access the sites per mode of transportation: automobile, transit, or walking), vehicle occupancy and trip distribution, truck passenger car equivalents (PCEs), and arrival/departure patterns. Based on the projections summarized in **Table L-3**, the greatest construction-related traffic demand for the Proposed Development would occur during the third quarter of Year 1, when the combination of worker vehicle trips and truck trips would be the highest. The greatest construction-related pedestrian, transit, and parking demand would occur during that same time period.

TRAFFIC

To ensure that there could be no significant adverse traffic impacts associated with the potential for construction activities to block through traffic along East 94th Street, the Applicant shall require vehicular access on and through East 94th Street be maintained during all stages of construction. This measure will be memorialized in a Restrictive Declaration to be recorded against the Development Site in association with the Proposed Development.

For construction traffic, the forecasted trip increments during the peak construction period were distributed across different hours of the workday by direction of travel, and truck trips were converted to passenger car equivalents (PCEs). These estimates were then compared to the *CEQR Technical Manual* analysis thresholds to determine if further analyses are warranted to determine the potential for construction traffic impacts.

Daily Workforce and Truck Deliveries

For a reasonable worst-case analysis of potential traffic-related impacts during construction, the daily workforce and truck trip projections in the peak quarter were used to estimate peak hour construction trips. It is expected that construction of the Proposed Development would generate the highest amount of combined daily traffic in the third quarter of Year 1 construction, with an estimated average of 314 workers and 30 truck deliveries per day.

Construction Worker Modal Splits and Vehicle Occupancy

Based on the latest available U.S. Census data for workers in the construction and excavation industry (2000 Census), it is anticipated that 43 percent of construction workers would commute to the Development Site using private autos at an average occupancy of approximately 1.39 persons per vehicle. Approximately 49 percent of the construction workers would commute via transit, and eight percent would walk.

Peak Hour Construction Worker Vehicle and Truck Trips

Similar to other construction projects in New York City, most of the construction activities at the Development Site are expected to take place from 7:00 AM to 3:30 PM. While construction truck trips would occur throughout the day (with more trips during the morning), and most trucks would remain in the area for short durations, most construction workers would 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"), whereas each worker vehicle was assumed to arrive near the work shift start hour and depart near the work-shift end hour. Further, in accordance with the *CEQR Technical Manual*, it was assumed that each truck has a PCE of two.

The estimated daily vehicle trips were distributed throughout the workday based on projected work shift allocations and likely arrival/departure patterns for construction workers and trucks. For construction workers, the majority (approximately 80 percent) of the arrival and departure trips would take place during the hour before and after each work shift (6:00 to 7:00 AM for arrival and 3:00 to 4:00 PM for departure on a regular day shift). Construction truck deliveries into the construction site typically peak during the hour (6:00 to 7:00 AM) before each shift (25 percent), overlapping with construction worker arrival traffic.

Table L-4 presents the hourly trip projections. As shown, the maximum construction-related traffic trips would be approximately 110 PCEs between 6:00 AM and 7:00 AM and 82 PCEs between 3:00 PM and 4:00 PM.

Table L-4
Peak Construction Vehicle Trip Projections

Hour	Auto Trips			Truck Trips			Total Vehicle Trips			Total PCE Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
With Action Construction – Year 1 Quarter 3												
6 AM–7 AM	78	0	78	8	8	16	86	8	94	94	16	110
7 AM–8 AM	19	0	19	3	3	6	22	3	25	25	6	31
8 AM–9 AM	0	0	0	3	3	6	3	3	6	6	6	12
9 AM–10 AM	0	0	0	3	3	6	3	3	6	6	6	12
10 AM–11 AM	0	0	0	3	3	6	3	3	6	6	6	12
11 AM–12 PM	0	0	0	3	3	6	3	3	6	6	6	12
12 PM–1 PM	0	0	0	3	3	6	3	3	6	6	6	12
1 PM–2 PM	0	0	0	1	1	2	1	1	2	2	2	4
2 PM–3 PM	0	4	4	1	1	2	1	5	6	2	6	8
3 PM–4 PM	0	78	78	1	1	2	1	79	80	2	80	82
4 PM–5 PM	0	15	15	1	1	2	1	16	17	2	17	19
Daily Total	97	97	194	30	30	60	127	127	254	157	157	314

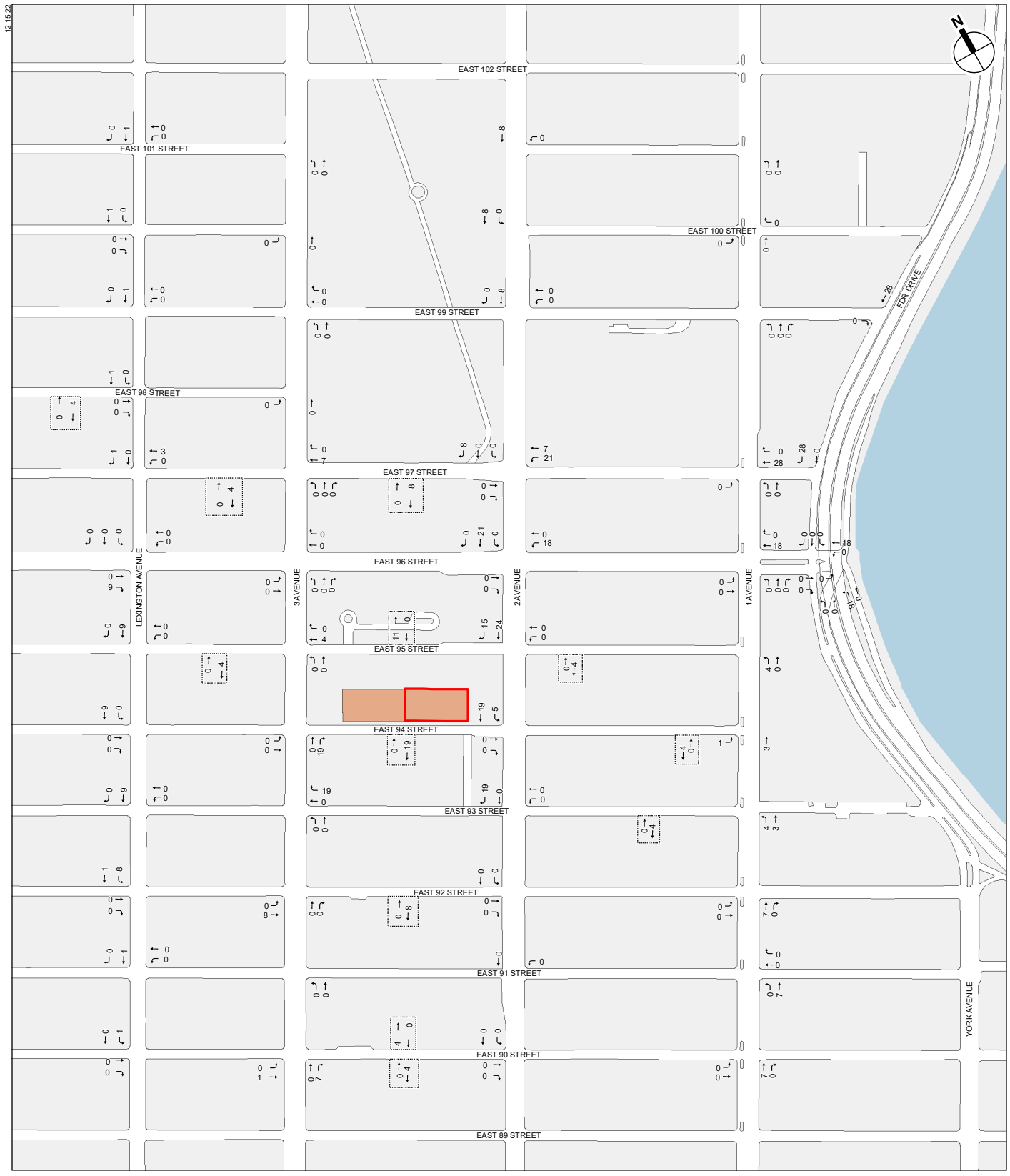
Note: Hourly construction worker and truck trips were derived from an estimated quarterly average number of construction workers and truck deliveries per day, with each truck delivery resulting in two daily trips (arrival and departure).

Level 2 Screening

As shown in **Table L-4**, the projected construction PCEs would exceed the *CEQR Technical Manual* threshold of 50 vehicle-trips (a "Level 1" screening) during the 6 AM to 7 AM and 3 PM to 4 PM peak hours. Therefore, a trip assignment ("Level 2") screening assessment was conducted for the Proposed Development. As part of the Level 2 screening assessment, the Proposed Development's construction trips were assigned to specific intersections near the Development Site. Further quantified analyses to assess the potential impacts of the construction of the Proposed Development on the transportation system could be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle-trips.

Construction vehicle trips, shown in **Table L-4**, have been assigned to area intersections based on the most likely travel routes to and from the Development Site, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, and nearby land use and population characteristics. Construction workers were assigned to various off-street parking facilities within approximately ¼-mile of the Development Site. As detailed in Attachment I, "Transportation," there would be a total off-street capacity of approximately 3,024 spaces (across 20 facilities excluding the garage on the Development Site) within ¼-mile of the Development Site. Approximately 25 percent of construction worker auto trips were assigned to garage number 13 and garage number 15 combined, 15 percent to garage number 9, 10 percent to garage number 3, 10 percent to garage number 17 and garage number 18 combined, 5 percent to garage number 4 and garage number 5 combined, and 5 percent to garages 6, 8, 10, 12, 16, 19, and 20 each, based on the origin of the trips, the available spaces during the AM peak period, and the distance of the garages from the Development Site. Trucks would follow DOT truck routes and would make deliveries on East 94th Street at the Development Site.

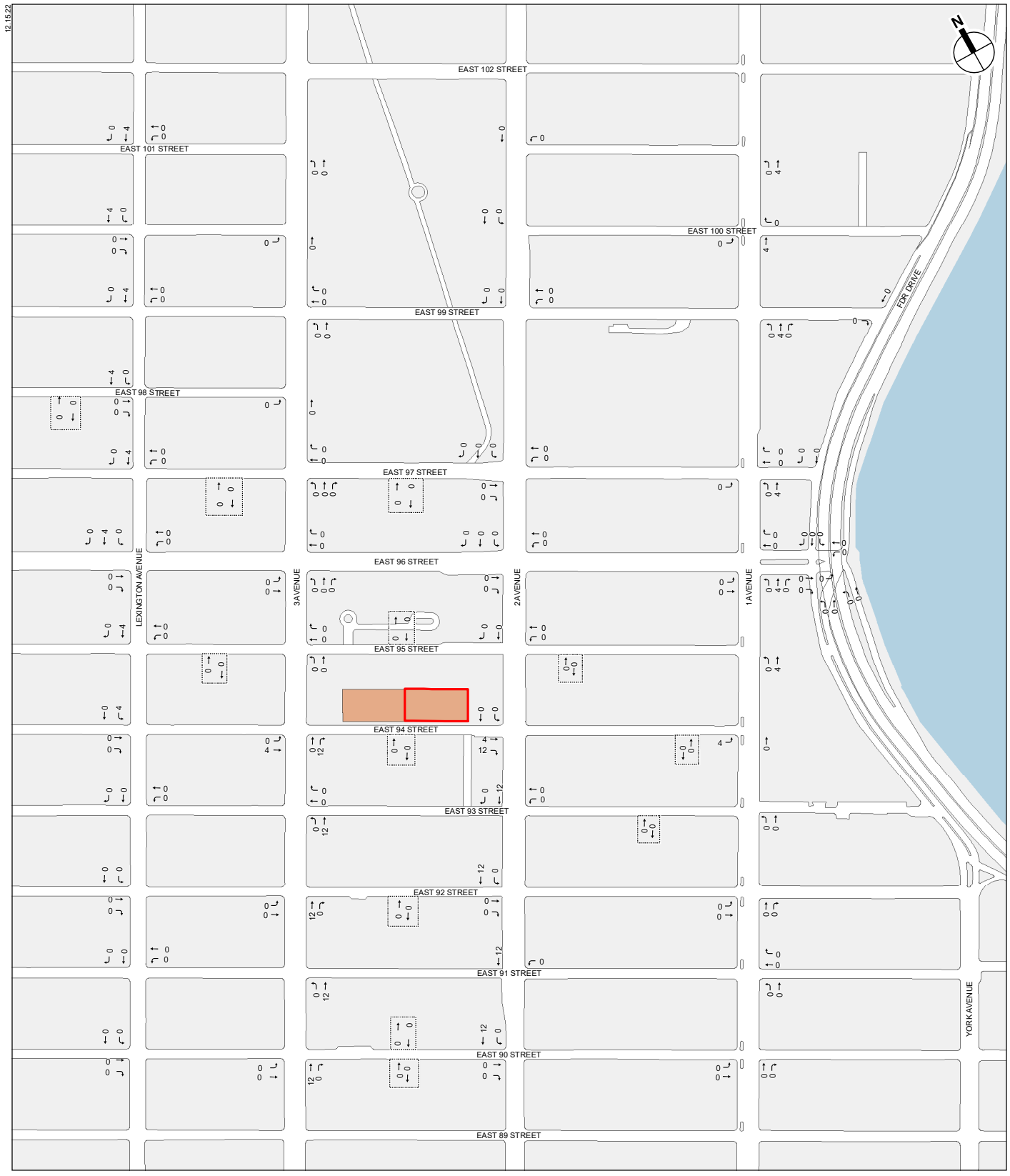
Figures L-1 through L-4 show the construction worker auto and construction truck trips in PCEs for the Proposed Development for the weekday construction AM and PM peak hours. **Figures L-5 and L-6** show the total construction vehicle trips in PCEs for the Proposed Development for the weekday construction AM and PM peak hours. As shown in **Table L-5 and Figures L-5 and L-6**, no intersections would incur construction-related vehicle trips that exceed the analysis threshold



Construction Worker Vehicle Trips
Construction AM Peak Hour (6 AM - 7 AM)

EAST 94TH STREET REZONING

Figure L-1



Construction Truck Trips (in PCEs)
Construction AM Peak Hour (6 AM - 7 AM)

EAST 94TH STREET REZONING

Figure L-2



Development Site

Project Area

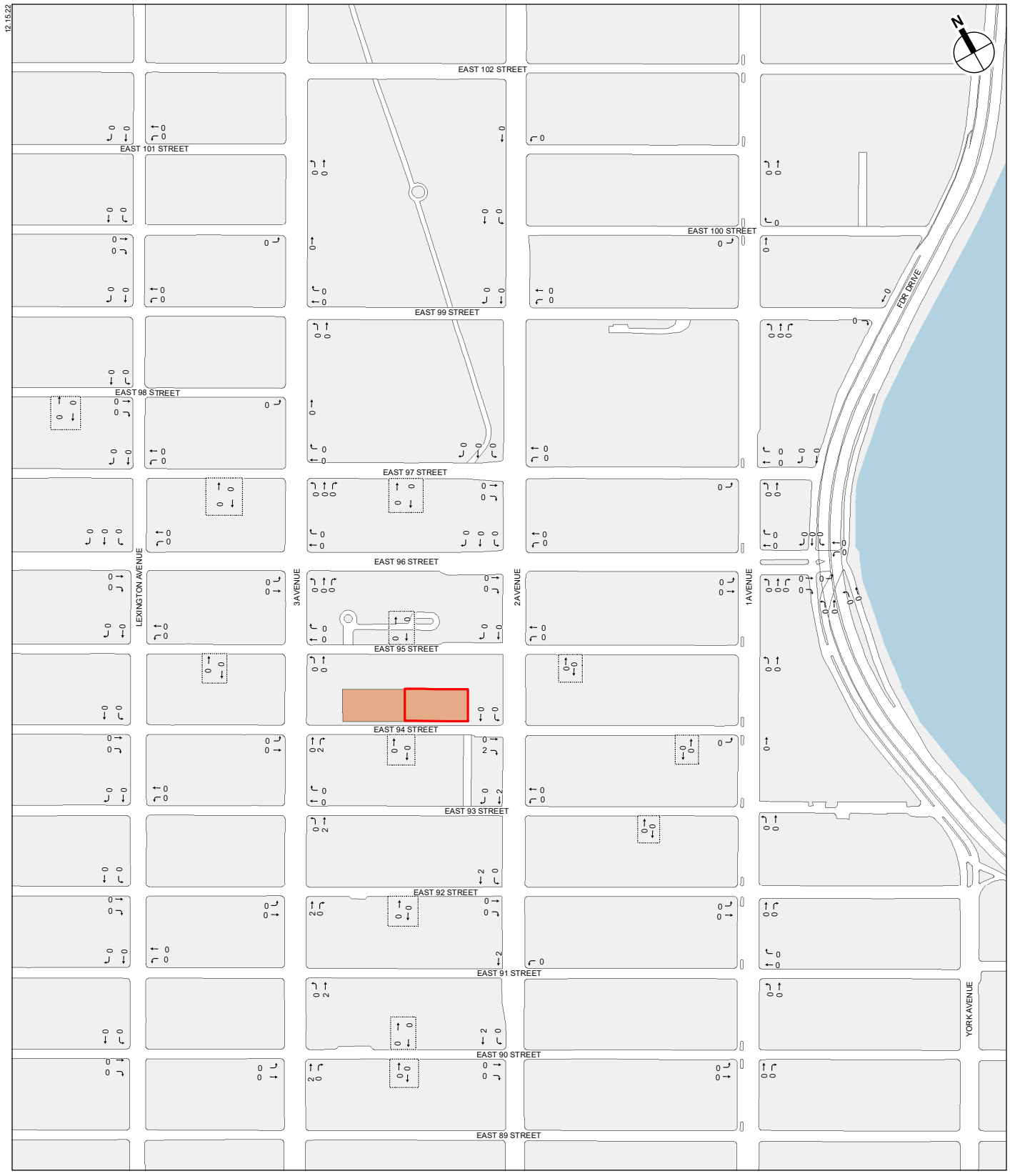
Parking Garages

0 200 FEET

Construction Worker Vehicle Trips
Construction PM Peak Hour (3 PM - 4 PM)

EAST 94TH STREET REZONING

Figure L-3



Development Site

Project Area

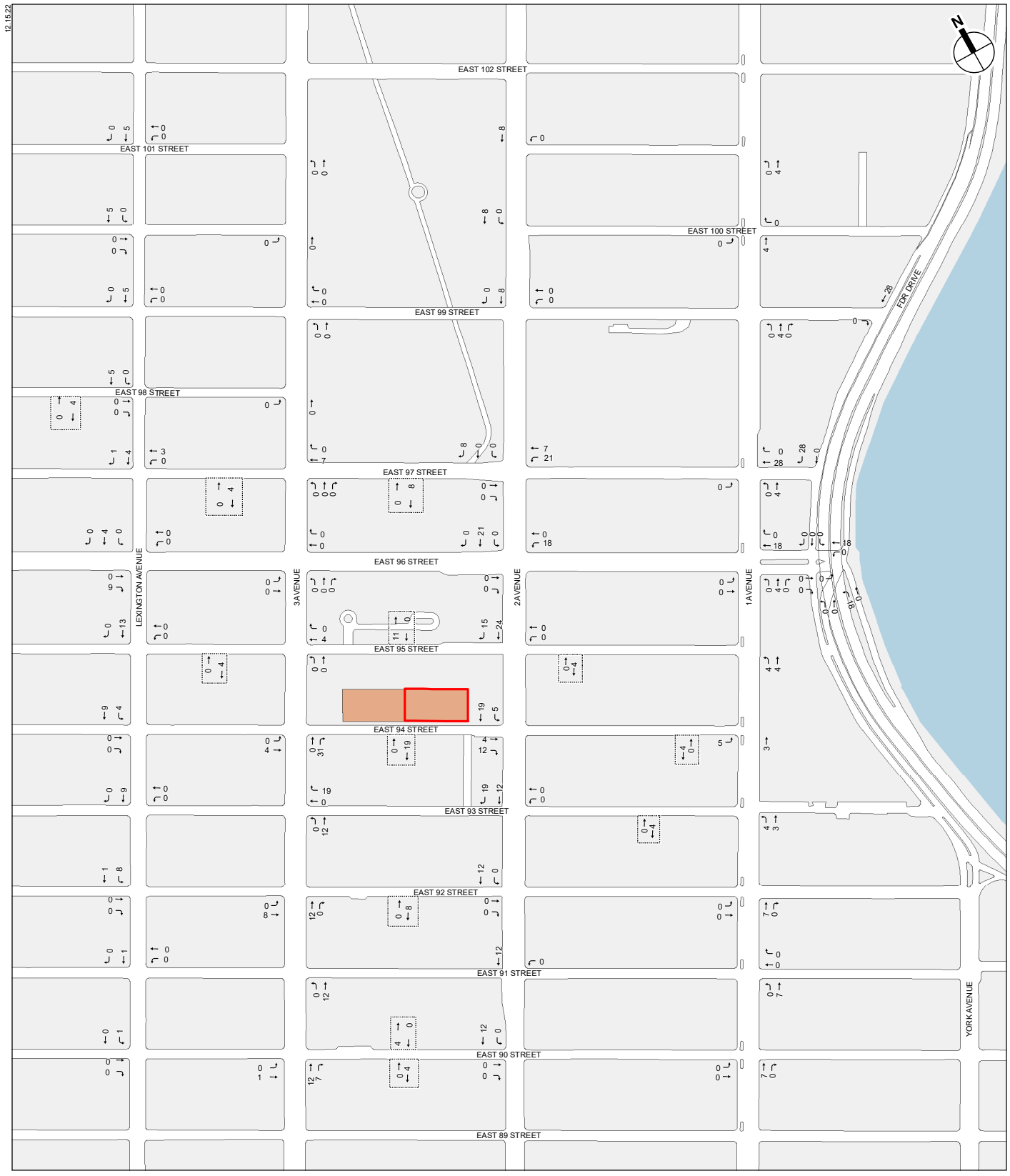
Parking Garages

0 200 FEET

Construction Truck Trips (in PCEs)
Construction PM Peak Hour (3 PM - 4 PM)

EAST 94TH STREET REZONING

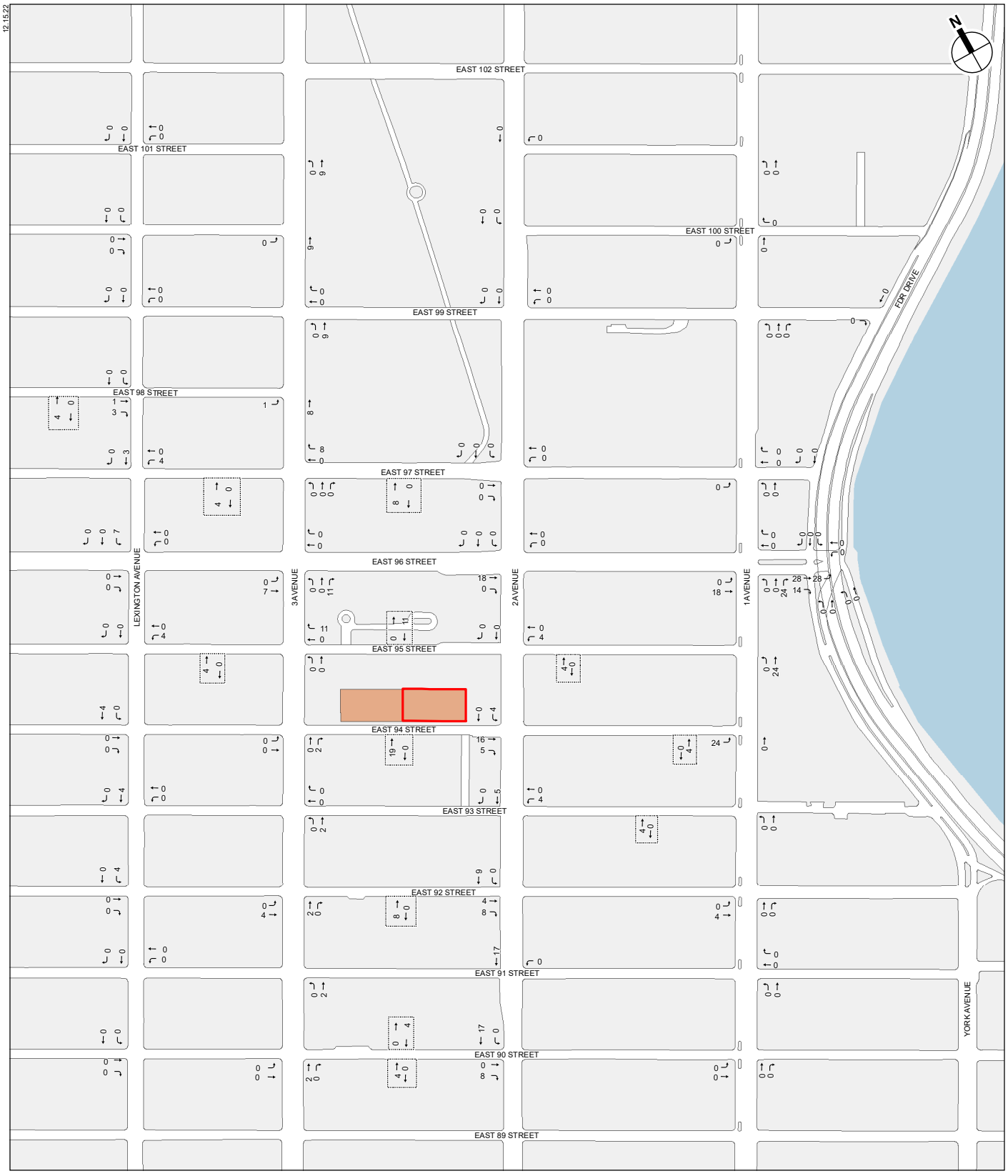
Figure L-4



Total Construction Vehicle Trips (in PCEs)
Construction AM Peak Hour (6 AM - 7 AM)

EAST 94TH STREET REZONING

Figure L-5



Development Site

Project Area

Parking Garages

0 200 FEET

Total Construction Vehicle Trips (in PCEs)
Construction PM Peak Hour (3 PM - 4 PM)

EAST 94TH STREET REZONING

Figure L-6

of 50 PCEs during either construction peak hour. Accordingly, and based on the Applicant's commitment to maintain access on and through East 94th Street during all stages of construction, construction of the Proposed Development would not result in the potential for any significant adverse traffic impacts.

Table L-5
Construction Traffic Level 2 Screening Analysis Results

Intersection	Construction PCE Trips (Weekday)	
	AM	PM
FDR S Service Road and East 99th Street	28	0
FDR S Service Road and East 97th Street	28	0
FDR Ramps and East 96th Street	18	42
First Avenue and East 97th Street	32	0
First Avenue and East 96th Street	22	42
First Avenue and East 95th Street	8	24
First Avenue and East 94th Street	8	24
Second Avenue and East 97th Street	36	0
Second Avenue and East 96th Street	39	18
Second Avenue and East 95th Street	39	4
Second Avenue and East 94th Street	40	25
Second Avenue and East 93rd Street	31	9
Second Avenue and East 92nd Street	12	21
Second Avenue and East 91st Street	12	17
Third Avenue and East 96th Street	0	18
Third Avenue and East 95th Street	4	11
Third Avenue and East 94th Street	35	2
Third Avenue and East 93rd Street	31	2
Third Avenue and East 92nd Street	20	6
Third Avenue and East 91st Street	12	2
Lexington Avenue and East 96th Street	13	7
Lexington Avenue and East 95th Street	13	4
Lexington Avenue and East 94th Street	13	4
Note: Intersections with fewer than 10 project-generated vehicle trips in a peak hour are not presented in this table.		

TRANSIT

As described above, based on the latest available U.S. Census data for workers in the construction and excavation industry, it is anticipated that 49 percent of construction workers would commute to the Development Site via public transportation. With a total of 314 construction workers and 80 percent assumed to commute during the early morning and mid-afternoon construction peak hours, there would be a maximum of 123 construction worker trips made by subway, bus, commuter rail, or ferry during each of these non-commuter peak hours. Considering that these trips are well below the *CEQR Technical Manual* analysis threshold of 200 peak hour transit trips and that they are made outside of the critical commuter peak hours, no further detailed transit analyses are warranted and construction of the Proposed Development would not have the potential to result in any transit impacts during construction.

PEDESTRIANS

Of the 314 construction workers, approximately 251 (80 percent of 314) would travel during the early morning and mid-afternoon construction peak hours via the various modes of transportation described above. Nearly half of these workers, having parked several blocks away, would use various roadways to walk to/from the Development Site. About half of the remaining workers would walk to/from the surrounding neighborhood, and the rest would board or disembark from buses and subways adjacent to the Development Site. With a multitude of possible pedestrian paths leading to/from the Development Site, no single sidewalk, corner reservoir, or crosswalk is expected to incur incremental construction worker pedestrian trips that would exceed the *CEQR Technical Manual* analysis threshold of 200 peak hour pedestrian trips. Additionally, construction worker-related pedestrian trips would take place during hours when background pedestrian levels are significantly lower than the commuter peak hours and are typically not subject to concern or assessment of operational conditions. Therefore, a detailed pedestrian analysis is not warranted, and construction of the Proposed Development would not result in the potential for any significant adverse pedestrian impacts.

PARKING

As described above, the peak number of incremental construction workers would be 314 per day. Approximately 43 percent of these construction workers would commute to the area by private autos at an average occupancy of approximately 1.39 persons per vehicle. These autos would, therefore, generate a maximum parking demand of 97 parking spaces. Accounting for the displacement of the existing 390-space public parking garage on the Development Site, this construction parking demand could result in a potential parking shortfall within a ¼-mile radius of the Development Site as the parking analysis presented for the project's operational condition in Attachment I, "Transportation." As described in the *CEQR Technical Manual*, for Manhattan, due to the abundance of transportation options, any parking shortfall that may result from this parking demand is not considered significant and therefore would not constitute a significant adverse parking impact. Furthermore, like the operational parking analysis presented in Attachment I, there would be sufficient available parking resources at a slightly longer walk to the Development Site to accommodate the potential peak construction parking shortfall within the ¼-mile study area.

AIR QUALITY

As is typical with construction projects in New York City, construction of the Proposed Development would require use of both non-road construction equipment and on-road vehicles. Non-road construction equipment includes equipment operating on-site such as excavators, cranes and loaders. On-road vehicles include construction delivery trucks, dump trucks, concrete trucks, and construction worker vehicles arriving at and departing from the construction site as well as operating on-site. Emissions from non-road construction equipment and on-road vehicles have the potential to affect air quality. Emissions from dust-generating construction activities (i.e., truck loading and unloading operations) also have the potential to affect air quality. The *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 duration and intensity of construction activities, the location of nearby sensitive receptors, emissions control measures, and construction-generated vehicle trips.

The construction air quality assessment presented in this section includes a comparison of the air emissions from the construction of the Proposed Development with the air emissions estimates for individual construction stages taken from detailed modeling analyses that have previously undergone the City's environmental review and approval process. Two approved projects, the *Two Bridges Large Scale Residential Development (LRSD) Final Environmental Impact Statement (FEIS)* (CEQR No. 17DCP148M) and the *Block 675 East FEIS* (CEQR No. 17DCP159M), were identified with similar building construction activities and emissions reduction programs as the Proposed Development and were therefore selected for the comparative assessment.

DURATION AND INTENSITY OF CONSTRUCTION ACTIVITIES

As is typical in New York City, construction of the Proposed Development would result in temporary disruption to the surrounding area. The overall construction duration for the Proposed Development is anticipated to be approximately 30 months.

As shown in **Table L-6**, the duration of similar construction activities for the proposed buildings included in the Block 675 East and Two Bridges LSRD projects would be comparable to the durations anticipated for the Proposed Development. The overall construction duration for the Proposed Development would be within the construction durations of those proposed buildings, which range from 23 to 42 months. However, unlike the Proposed Development, both the Block 675 East and Two Bridges LSRD projects would include multiple buildings with substantial construction overlap. Therefore, the maximum construction intensity for the Proposed Development would be less, as discussed in the section below.

Table L-6
Conceptual Construction Duration (Months)[1]

Construction Stage	Proposed Development	Block 675 East		Two Bridges LSRD		
		Project Site A	Project Site B	Site 4 (4A/4B)	Site 5	Site 6A
Demolition	7	1	2	1	N/A	N/A
Excavation and Foundation		9	6	13	9	10
Superstructure	18	11	6	8	10	14
Exteriors		20	6	11	11	17
Interiors	25	29	9	14	18	20
Site Work	N/A	N/A	N/A	7	3	3
Development Size (approximate gsf)	433,886	Up to 960,000	262,292	632,376	1,244,960	672,266
Construction Duration by Building	30	42	23	36	35	34
Overall Construction Duration	30	42		36		
Nearest sensitive Receptors	Adjacent sidewalk receptors	Adjacent sidewalk receptors		Adjacent sidewalk receptors		

Notes: [1] Construction would proceed in several stages, some of which would overlap.
Sources: *Block 675 East FEIS* (CEQR No. 17DCP159M); *Two Bridges LSRD FEIS* (CEQR No. 17DCP148M)

INTENSITY OF CONSTRUCTION ACTIVITIES

Construction-related emissions were calculated for each calendar year throughout the duration of construction on a peak day and an annual rolling basis for particulate matter ($PM_{2.5}$) (see **Figures L-7 and L-8**). $PM_{2.5}$ was selected for determining the worst-case periods for all pollutants

analyzed because the ratio of predicted $PM_{2.5}$ incremental concentrations to the impact criteria is anticipated to be higher than for other pollutants.

As shown in **Table L-7**, the construction of the Proposed Development would result in a projected maximum short-term emission rate of 0.386 pounds of $PM_{2.5}$ per day and a maximum annual average emission rate of 0.210 pounds of $PM_{2.5}$ per day during Month 6 of the construction activities and the annual period from Month 1 to Month 12, respectively. These maximum $PM_{2.5}$ emission rates predicted for the Proposed Development are comparable to those for the Block 675 East and Two Bridges LSRD projects, where the maximum short-term emission rates range from 0.208 lbs per day to 0.684 lbs per day, while annual average emission rates range from 0.096 lbs per day to 0.264 lbs per day. However, unlike the Proposed Development, both the Block 675 East and Two Bridges LSRD projects would include multiple buildings with substantial construction overlap. Therefore, as presented in **Table L-7**, the overall peak short-term and annual emissions for the Proposed Development would be less than those analyzed for the Block 675 East and Two Bridges LSRD projects, where the detailed air quality analyses performed for these projects concluded that there would be no significant air quality impacts.

The approach and procedures for the construction of the Proposed Development 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. Construction sources would move around the Development Site over the construction period such that the air pollutant concentration increments would not persist in any single location. While the emissions from the overlap of superstructure/exteriors and interiors activities would result in the highest equipment emissions, they would not involve soil disturbance that generates dust emissions. Furthermore, interiors activities would generally occur within an enclosed building, thereby shielding nearby sensitive receptors from construction activities. Therefore, emissions during this stage are also less likely to directly affect nearby sensitive receptor locations.

Table L-7
Construction Activity $PM_{2.5}$ Emissions (lb per day)

Construction Stage	Proposed Development	Block 675 East		Two Bridges LSRD		
		Project Site B	Project Site B	Site 4 (4A/4B)	Site 5	Site 6A
Short-Term Emissions						
Demolition	0.340[(1)]	0.144	0.214	0.138	N/A	N/A
Excavation and Foundation		0.684	0.239	0.143	N/A	0.426
Superstructure	0.111[(1)]	0.339	0.192	0.040	N/A	0.149
Exteriors		0.000	0.000	0.048	N/A	0.040
Interiors	0.050[(1)]	0.000	0.000	0.000	N/A	0.000
Peak Short-Term Emissions by Building	**0.386**	**0.684**	**0.239**	**0.208**	**0.416**	**0.426**
Overall Peak Short-Term Emissions	**0.386**	**0.923**		**1.050**		
Annual Emissions						
Peak Annual Emissions by Building	**0.210**	**0.216**	**0.136**	**0.096**	**0.264**	**0.193**
Overall Peak Annual Emissions	**0.210**	**0.352**		**0.546**		

Note: [(1)] A portion of the foundation, superstructure/exteriors, and interiors construction stages for the Proposed Development would occur simultaneously.
Sources: *Block 675 East FEIS* (CEQR No. 17DCP159M); *Two Bridges LSRD FEIS* (CEQR No. 17DCP148M)

Overall, emissions associated with construction of the Proposed Development would likely be lower than a typical project due to the emission control measures to be implemented during construction (see "Emission Control Measures") and comparable to other projects that were committed to implementing similar emission control measures.

LOCATION OF NEARBY SENSITIVE RECEPTORS

The area immediately surrounding Proposed Development consists of a mix of commercial and residential uses. There are also community facility uses, schools (P.S. 198, Trevor Day School, and Windward School), and playground in the surrounding area, but these resources are generally some distance away from the Development Site. There would be construction trucks and construction workers arriving at the area, as well as trucks and other vehicles backing up, loading, and unloading. These disruptions would be most pronounced in areas immediately adjacent to the construction areas but would have more limited effects on land uses in the larger study area, as most construction activities would take place within the Development Site or within portions of sidewalks and parking lanes immediately adjacent to the Development Site. However, as discussed above, an emissions reduction program would be implemented for the construction activities associated with Proposed Development and is expected to substantially reduce diesel emissions and minimize the effects of air quality on nearby receptors.

EMISSION CONTROL MEASURES

Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include the use of clean fuel, diesel equipment reduction, dust suppression measures, and idling restrictions. These measures will be memorialized in a Restrictive Declaration to be recorded against the Development Site in association with the Proposed Development:

- **Clean Fuel.** Ultra-low-sulfur diesel (ULSD) fuel would be used exclusively for all diesel engines throughout the Development Site.
- **Diesel Equipment Reduction.** Electrically powered equipment such as welders and saws would be used instead of diesel-powered versions of that equipment, to the extent feasible and practicable.
- **Dust Control Measures.** To minimize dust emissions from construction activities, a dust control plan, including a 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 Development 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. All measures required by the portion of DEP's Construction Dust Rules regulating construction-related dust emissions would be implemented.
- **Idling Restriction.** As required by local law, all stationary vehicles on roadways adjacent to the Development Site would be prohibited from idling for more than three minutes. In addition, all trucks would be required to shut off their engines when in the loading dock. The idling restriction excludes vehicles that are using their engines to operate a loading, unloading, or processing device (e.g., concrete-mixing trucks) or otherwise required for the proper operation of the engine.

In addition, the following measures would be implemented to further reduce air pollutant emissions during construction and will be memorialized in a Restrictive Declaration to be recorded against the Development Site in association with the Proposed Development:

- **Best Available Tailpipe Reduction Technologies.** Non-road diesel engines with a power rating of 50 horsepower (hp) or greater and controlled truck fleets (i.e., truck fleets under long-term contract for the Proposed Development), including but not limited to concrete mixing and pumping trucks, would utilize the best available technology (BAT) for reducing diesel particulate matter emissions (currently diesel particulate filters).
- **Utilization of Newer Equipment.** EPA's Tier 1 through 4 standards for non-road engines regulate the emission of criteria pollutants from new engines, including PM, CO, NOx, and hydrocarbons (HC). To the extent practicable, all diesel-powered non-road construction equipment with a power rating of 50 hp or greater would meet at least the Tier 3 emissions standard and be retrofitted with diesel particulate filters. All diesel-powered engines in the project rated less than 50 hp would meet at least the Tier 2 emissions standard.

Similar emission reduction measures were committed to in the Block 675 East and Two Bridges LSRD projects, and the air quality analyses performed for those projects concluded that there would be no significant air quality impacts. Overall, the emissions control program for the Proposed Development is expected to substantially reduce air pollutant emissions during construction, similar to the emission control programs for the Block 675 East and Two Bridges LSRD projects.

CONCLUSION

As shown in **Tables L-6 and L-7**, the construction of the Proposed Development would result in comparable construction durations and emission intensities as the Block 675 East and Two Bridges LSRD projects. Furthermore, the Proposed Development would include similar emission control measures. While construction of Proposed Development would result in elevated pollutant emissions at and near the construction activities, emissions would be temporary in nature, with construction activities persisting for up to 30 months. Emissions sources would move throughout the Development Site during the construction; therefore, no single location would experience elevated emissions for the entire construction duration. Furthermore, measures would be taken to reduce pollutant emissions during construction. For example, a watering program would be implemented to minimize dust emissions from construction activities and all measures required by the portion of DEP's Construction Dust Rules regulating construction-related dust emissions would be strictly followed.

Therefore, since the detailed air quality analyses performed for the Block 675 East and Two Bridges LSRD projects concluded that there would be no significant air quality impacts, and construction of the Proposed Development would result in comparable construction durations and emission intensities, the Proposed Development would not result in any significant adverse construction air quality impacts, and no further analysis is required.

NOISE

Construction of the Proposed Development has the potential to result in noise impacts generated by the operation of construction equipment on construction sites and construction-related vehicles traveling to and from the construction work area on adjacent roadways. The potential for noise impacts due to the construction of the Proposed Development is discussed below.

SOUND LEVEL DESCRIPTORS

Attachment K, "Noise," defines the sound level descriptors. The $L_{eq(1)}$ is the noise descriptor recommended for use in the *CEQR Technical Manual* for vehicular traffic and construction noise impact evaluation, and is used to provide an indication of highest expected sound levels. The 1-hour L_{10} is the noise descriptor used in the *CEQR Technical Manual* noise exposure guidelines. The maximum 1-hour equivalent sound level ($L_{eq(1)}$) and maximum 1-hour L_{10} were selected as the noise descriptors used in the construction noise impact evaluation.

CONSTRUCTION ANALYSIS FUNDAMENTALS

Construction activities increase noise levels as a result of (1) the operation of construction equipment on site; and (2) the movement of construction-related vehicles (i.e., worker trips, and material and equipment trips) on the roadways to and from the construction site. The combined effect of each of these noise sources was evaluated.

Noise from the on-site operation of construction equipment at a specific receptor location near a construction site is generally calculated by computing the sum of the noise produced by all pieces of equipment operating at the construction site. For each piece of equipment, the noise level at a receptor location is a function of the following:

- The noise emission level of the equipment;
- A usage factor, which accounts for the percentage of time the equipment is operating at full power;
- The distance between the piece of equipment and the receptor;
- Topography and ground effects; and
- Shielding.

Similarly, noise levels due to construction-related traffic are a function of the following:

- The noise emission levels of the type of vehicle (e.g., auto, light-duty truck, heavy-duty truck, bus, etc.);
- Volume of vehicular traffic on each roadway segment;
- Vehicular speed;
- The distance between the roadway and the receptor;
- Topography and ground effects; and
- Shielding.

CONSTRUCTION NOISE ANALYSIS METHODOLOGY

A detailed modeling analysis was conducted to quantify potential construction noise effects at existing noise receptors (e.g., residences, etc.) near the Project Area. The construction noise methodology involves the following process:

1. *Select analysis hours for construction mobile source noise analysis*. The 6:00 AM to 7:00 AM hour was selected as the analysis hour because this would be the hour when the highest number of construction worker auto and construction truck trips to and from the construction site would simultaneously occur.

2. *Conduct construction mobile source analysis*. At each of the roadway segments analyzed for construction traffic, the construction worker vehicle and construction truck trips during the analysis hour were converted to Noise Passenger Car Equivalents (PCEs) and compared to the existing level of Noise PCEs to determine whether there would be a potential doubling at any noise receptor, which would result in an exceedance of CEQR noise screening thresholds (i.e., a 3 dBA increase in noise levels).
3. *Select analysis hours for cumulative on-site equipment and construction truck noise analysis*. The 7:00 AM to 8:00 AM hour was selected as the analysis hour because this would be the hour when the highest number of truck trips to and from the construction site would overlap with on-site equipment operation.
4. *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 Development during operation of on-site construction equipment and/or along routes taken to and from the Development Site by construction trucks.
5. *Establish existing noise levels at selected receptors.* Existing condition noise levels were measured at five locations representing receptors near the proposed construction areas. The noise measurement procedures were the same as those used for the operational noise analysis (see Attachment K, "Noise"). A CadnaA model representing the existing conditions (including existing building geometry and existing condition traffic levels) was calibrated based on the measured existing noise levels and used to calculate baseline noise levels at the other noise receptor locations included in the analysis.
6. *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.
7. *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 and construction truck and worker vehicle trip assignments, a CadnaA model for each analysis period was created. All models include each of the construction noise sources during the analysis period and hour, calculation points representing multiple locations on various façades and floors of the associated receptors previously identified, as well as the noise control measures that would be used on the construction site.
8. *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 arithmetically subtracted from the cumulative noise level in each analysis period to determine the noise level increments.
9. *Compare construction noise increments to impact criteria*. For each analysis period and each noise receptor, the predicted noise increments due to construction was compared to CEQR noise impact thresholds and additional incremental noise impact criteria as described below.

10. *Establish construction noise duration*. For each receptor, the noise level increments in each analysis period were evaluated to determine the duration during construction that the receptor would experience exceedances of impact criteria.
11. *Identify potential construction noise impacts.* Based on the affected area, magnitude, and duration of predicted construction noise, a determination was made as to whether construction of the Proposed Development would have the potential to result in significant adverse construction noise impacts.

CONSTRUCTION MOBILE SOURCE ANALYSIS

A Noise PCE analysis was conducted for noise levels from construction mobile sources. At noise receptor sites along roadways leading to and from the proposed construction work area, the construction worker vehicle and construction truck trips during the analysis hour were converted to Noise PCEs and compared to the existing level of Noise PCEs to estimate the maximum increase in noise levels from these sources. The 6:00 AM to 7:00 AM hour was selected as the analysis hour because this would be the hour when the highest number of worker vehicle and construction truck trips to and from the construction site would occur.

Construction truck trips that would occur during the construction workday (i.e., after 7:00 AM) were included in the modeling of construction noise as discussed below.

NOISE RECEPTOR SITES

A noise-sensitive receptor is defined in Chapter 19, "Noise," Section 114 of the 2021 *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, theaters, and commercial offices. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches.

Within the study area, multiple receptor locations close to the construction areas were selected for the construction noise analysis to represent buildings or noise-sensitive open space locations that have the potential to experience elevated noise as a result of construction. These receptors were located adjacent to planned areas of activity or streets where construction trucks would pass. At some buildings, multiple façades were analyzed as receptors. At buildings with multiple floors, noise receptors at multiple elevations were analyzed. Receptors at street level were used to represent open space locations. The receptor sites selected for detailed analysis represented locations where maximum project effects due to construction noise would be expected.

Within the study area, 153 receptor locations were selected for the construction noise analysis. **Table L-8** lists the noise measurement sites (i.e., sites M1 to M5) as well as the noise receptor sites (i.e., sites 1 to 153) and the associated land use at these sites.

Table L-8
Noise Receptors by Location and Land Use

Receptor	Location	Block / Lot	Associated Land Use
M1	East 95th Street between Second and Third Avenues	N/A	N/A
M2	Second Avenue between East 94th and East 95th Streets	N/A	N/A
M3	East 94th Street between Second and Third Avenues	N/A	N/A
M4	Third Avenue between East 94th and East 95th Streets	N/A	N/A
M5	Block 1540 Interior, one story elevated	N/A	N/A
1	1656 Third Avenue	Block 1521 / Lot 40	Residential with Commercial Below
2	1668 Third Avenue	Block 1522 / Lot 36	Residential with Commercial Below
3, 4	182 East 94 Street	Block 1522 / Lot 40	Residential
5, 6	152 East 94 Street	Block 1522 / Lot 44	Residential
7	167 East 94 Street	Block 1523 / Lot 28	Residential
8, 9	1678 Third Avenue	Block 1523 / Lot 33	Residential with Commercial Below
10-12	1680 Third Avenue	Block 1523 / Lot 34	Residential with Commercial Below
13, 14	1694 Third Avenue	Block 1524 / Lot 23	Public Facilities and Institutions
15, 16	1767 Second Avenue	Block 1538 / Lot 21	Residential with Commercial Below
17, 18	203 East 92 Street	Block 1538 / Lot 7501	Residential with Commercial Below
19-21	220 East 94 Street	Block 1539 / Lot 8	Residential with Commercial Below
22	225 East 93 Street	Block 1539 / Lot 10	Residential
23-44	245 East 93 Street	Block 1539 / Lot 7501	Residential with Commercial Below
45-51	200 East 94 Street	Block 1539 / Lot 7502	Residential with Commercial Below
52, 53	1679 Third Avenue	Block 1540 / Lot 1	Residential with Commercial Below
54, 55	205 East 94 Street	Block 1540 / Lot 5	Residential
56-61	207 East 94 Street	Block 1540 / Lot 6	Commercial and Office Buildings
62, 63	215 East 94 Street	Block 1540 / Lot 10	Public Facilities and Institutions
64-66	245 East 94 Street	Block 1540 / Lot 21	Residential
67, 68	1817 Second Avenue	Block 1540 / Lot 22	Residential with Commercial Below
69, 70	1819 Second Avenue	Block 1540 / Lot 23	Residential with Commercial Below
71-74	1821 Second Avenue	Block 1540 / Lot 24	Residential with Commercial Below
75, 76	1825 Second Avenue	Block 1540 / Lot 26	Residential with Commercial Below
77, 78	1827 Second Avenue	Block 1540 / Lot 27	Residential with Commercial Below
79, 80	1829 Second Avenue	Block 1540 / Lot 28	Residential with Commercial Below
81, 82	1831 Second Avenue	Block 1540 / Lot 29	Residential
83, 84	234 East 95 Street	Block 1540 / Lot 30	Residential
85, 86	232 East 95 Street	Block 1540 / Lot 31	Residential
87, 88	230 East 95 Street	Block 1540 / Lot 32	Residential
89, 90	226 East 95 Street	Block 1540 / Lot 34	Residential
91, 92	224 East 95 Street	Block 1540 / Lot 35	Residential
93, 94	222 East 95 Street	Block 1540 / Lot 36	Residential
95, 96	220 East 95 Street	Block 1540 / Lot 37	Residential
97, 98	216 East 95 Street	Block 1540 / Lot 39	Residential
99, 100	210 East 95 Street	Block 1540 / Lot 42	Residential
101, 102	208 East 95 Street	Block 1540 / Lot 43	Residential
103-106	219 East 94 Street	Block 1540 / Lot 111	Residential
107, 108	236 East 95 Street	Block 1540 / Lot 129	Residential with Commercial Below
109, 110, 152	206 East 95 Street	Block 1540 / Lot 7501	Residential
111, 112, 153	212 East 95 Street	Block 1540 / Lot 7502	Residential
113-116	1681 Third Avenue	Block 1540 / Lot 7503	Residential with Commercial Below

Table L-8 (cont'd)
Noise Receptors by Location and Land Use

Receptor	Location	Block / Lot	Associated Land Use
15, 16	1767 Second Avenue	Block 1538 / Lot 21	Residential with Commercial Below
17, 18	203 East 92 Street	Block 1538 / Lot 7501	Residential with Commercial Below
19-21	220 East 94 Street	Block 1539 / Lot 8	Residential with Commercial Below
22	225 East 93 Street	Block 1539 / Lot 10	Residential
23-44	245 East 93 Street	Block 1539 / Lot 7501	Residential with Commercial Below
45-51	200 East 94 Street	Block 1539 / Lot 7502	Residential with Commercial Below
52, 53	1679 Third Avenue	Block 1540 / Lot 1	Residential with Commercial Below
54, 55	205 East 94 Street	Block 1540 / Lot 5	Residential
56-61	207 East 94 Street	Block 1540 / Lot 6	Commercial and Office Buildings
62, 63	215 East 94 Street	Block 1540 / Lot 10	Public Facilities and Institutions
64-66	245 East 94 Street	Block 1540 / Lot 21	Residential
67, 68	1817 Second Avenue	Block 1540 / Lot 22	Residential with Commercial Below
69, 70	1819 Second Avenue	Block 1540 / Lot 23	Residential with Commercial Below
71-74	1821 Second Avenue	Block 1540 / Lot 24	Residential with Commercial Below
75, 76	1825 Second Avenue	Block 1540 / Lot 26	Residential with Commercial Below
77, 78	1827 Second Avenue	Block 1540 / Lot 27	Residential with Commercial Below
79, 80	1829 Second Avenue	Block 1540 / Lot 28	Residential with Commercial Below
81, 82	1831 Second Avenue	Block 1540 / Lot 29	Residential
83, 84	234 East 95 Street	Block 1540 / Lot 30	Residential
85, 86	232 East 95 Street	Block 1540 / Lot 31	Residential
87, 88	230 East 95 Street	Block 1540 / Lot 32	Residential
89, 90	226 East 95 Street	Block 1540 / Lot 34	Residential
91, 92	224 East 95 Street	Block 1540 / Lot 35	Residential
93, 94	222 East 95 Street	Block 1540 / Lot 36	Residential
95, 96	220 East 95 Street	Block 1540 / Lot 37	Residential
97, 98	216 East 95 Street	Block 1540 / Lot 39	Residential
99, 100	210 East 95 Street	Block 1540 / Lot 42	Residential
101, 102	208 East 95 Street	Block 1540 / Lot 43	Residential
103-106	219 East 94 Street	Block 1540 / Lot 111	Residential
107, 108	236 East 95 Street	Block 1540 / Lot 129	Residential with Commercial Below
109, 110, 152	206 East 95 Street	Block 1540 / Lot 7501	Residential
111, 112, 153	212 East 95 Street	Block 1540 / Lot 7502	Residential
113-116	1681 Third Avenue	Block 1540 / Lot 7503	Residential with Commercial Below
117	1695 Third Avenue	Block 1541 / Lot 1	Residential with Commercial Below
118-121	1849 Second Avenue	Block 1541 / Lot 21	Residential with Commercial Below
122, 123	1776 Second Avenue	Block 1555 / Lot 7501	Residential with Commercial Below
124	303 East 93 Street	Block 1556 / Lot 5	Residential with Commercial Below
125	322 East 94 Street	Block 1556 / Lot 39	Residential
126	308 East 94 Street	Block 1556 / Lot 46	Residential with Commercial Below
127, 128	1814 Second Avenue	Block 1556 / Lot 49	Residential with Commercial Below
129	1802 Second Avenue	Block 1556 / Lot 52	Residential with Commercial Below
130, 131	303 East 94 Street	Block 1557 / Lot 5	Residential
132	329 East 94 Street	Block 1557 / Lot 17	Residential
133, 134	312 East 95 Street	Block 1557 / Lot 41	Public Facilities and Institutions
135	1834 Second Avenue	Block 1557 / Lot 50	Residential with Commercial Below
136, 137	1838 Second Avenue	Block 1557 / Lot 7501	Residential with Commercial Below
138-140	301 East 94 Street	Block 1557 / Lot 7502	Residential
141, 142	1840 Second Avenue	Block 1558 / Lot 1	Residential with Commercial Below
143, 144	1844 Second Avenue	Block 1558 / Lot 3	Residential with Commercial Below
145	303 East 95 Street	Block 1558 / Lot 5	Residential
146	320 East 96 Street	Block 1558 / Lot 34	Public Facilities and Institutions
147, 148	1852 Second Avenue	Block 1558 / Lot 50	Residential with Commercial Below
149	302 East 96 Street	Block 1558 / Lot 7501	Residential
150	1865 Second Avenue	Block 1646 / Lot 7501	Residential with Commercial Below
151	215 East 96 Street	Block 1646 / Lot 7502	Residential with Commercial Below

Construction Noise Modeling

Noise effects from construction activities were evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual*.

Geographic input data used with the CadnaA model included site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the approximate geographic location and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the proposed development site, as well as noise control measures—were input to the model.

Construction equipment source strength was determined by the L_{max} levels presented in Table 22-1 of the *CEQR Technical Manual*. For construction equipment not included in this table, other reference sources, manufacturer specifications, or field measured noise levels were used.

In addition, construction-related vehicles were assigned to the adjacent roadways. The model calculated A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well as the contribution from each noise source. The $L_{10(1)}$ noise levels were conservatively estimated by adding 3 dBA to the $L_{eq(1)}$ noise levels, as is standard practice.

Determination of Non-Construction Noise Levels

Noise generated by construction activities (calculated using the CadnaA model as described above) were added to baseline (i.e., non-construction) noise levels, including noise generated by non-construction traffic on adjacent roadways, to determine the total noise levels at each receptor location. Baseline noise levels were calculated using the CadnaA model using existing condition traffic data. The existing condition CadnaA model included noise measurement location Site 1 from Attachment K, "Noise," as Site M3 for the purpose of validating the calculated existing condition noise level modeling. Four additional noise measurements were taken for the purposes of determining non-construction noise levels and both calibrating and validating the existing condition CadnaA model.

EXISTING NOISE LEVELS

Using the noise measurement methodology described in Attachment K, "Noise," a noise survey was conducted at five locations near the proposed construction work area. At the receptor sites, 20-minute duration noise measurements were conducted during the typical weekday AM (7:00 AM – 9:00 AM) peak period and were used to represent baseline noise levels for comparison with predicted construction noise levels. Measurements at sites M1 through M4 were conducted on March 20, 2019, and the measurement at site M5 was conducted on October 18, 2022.

Noise Survey Results

The results of the measurements of existing noise levels are summarized in **Table L-9**. Roadway traffic was the dominant noise source at each location.

Table L-9
Measured Existing Noise Levels (in dBA)

Site	Location	Date	Start Time	L_{eq}	L_{10}
M1	East 95th Street between Second and Third Avenues	3/20/2019	7:02 AM	61.4	63.3
M2	Second Avenue between East 94th and East 95th Streets	3/20/2019	7:26 AM	72.3	75.6
M3	East 94th Street between Second and Third Avenues	3/20/2019	7:49 AM	62.3	65.3
M4	Third Avenue between East 94th and East 95th Streets	3/20/2019	8:15 AM	72.0	75.2
M5	Block 1540 Interior, one story elevated	10/18/2022	7:00 AM	59.1	59.5
Note: Field measurements were performed by AKRF, Inc.					

In terms of the *CEQR Technical Manual* criteria, noise levels at this receptor are categorized as "acceptable" at M1 and M5, "marginally acceptable" at M3, and "marginally unacceptable" at M2 and M4.

ANALYSIS TIME PERIOD SELECTION

The construction noise analysis estimated construction noise levels based on projected activity and equipment usage as well as the level of construction traffic for various stages of construction of the Proposed Development.

Based on the anticipated construction schedule and preliminary construction estimates developed for the Proposed Development, specific time periods during construction were selected for detailed analysis. The periods were selected to capture each major construction stage (e.g., excavation/foundation work, superstructure work, interior fit-out work) at the building to be constructed under the Proposed Actions, including major overlaps of construction stages. These would be the time periods with the potential to result in the maximum incremental construction noise at nearby receptors. Each analysis time period conservatively represented 1 to 8 months of time based on the duration of activities that would be underway during the time period.

The 8 worst-case time periods selected for the detailed construction noise analysis are shown in **Table L-10.**

CONSTRUCTION NOISE IMPACT CRITERIA

Chapter 22 of the *CEQR Technical Manual* breaks construction duration into "short-term" and "long-term" and states that construction noise is not likely to require analysis unless it "affects a sensitive receptor over a long period of time." Consequently, the construction noise analysis considers the potential for construction of a project to create high noise levels (the "intensity"), whether construction noise would occur for an extended period of time (the "duration"), and the locations where construction has the potential to produce noise ("receptors") in evaluating potential construction noise effects.

The noise impact criteria described in Chapter 19, Section 410 of the *CEQR Technical Manual* serve as a screening-level threshold for potential construction noise impacts. If construction of the proposed project would not result in any exceedances of these criteria at a given receptor, then

that receptor would not have the potential to experience a construction noise impact. 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 dBA $L_{eq(1)}$, a 5 dBA $L_{eq(1)}$ or greater increase would require further consideration.
- If the No Action noise level is between 60 dBA $L_{eq(1)}$ and 62 dBA $L_{eq(1)}$, a resultant $L_{eq(1)}$ of 65 dBA or greater would require further consideration.
- If the No Action noise level is equal to or greater than 62 dBA $L_{eq(1)}$, or if the analysis period is a nighttime period (defined in the CEQR criteria as being between 10PM and 7AM), the threshold requiring further consideration would be a 3 dBA $L_{eq(1)}$ or greater increase.

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 that receptor would be warranted. Noise level increases that would be considered "objectionable" (i.e., equal to or greater than 15 dBA) lasting 12 consecutive months or more and noise level increases considered "very objectionable" (i.e., equal to or greater than 20 dBA)[1] lasting three months or more could 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 the façade attenuation can be determined based on readily available information, interior noise levels may also be considered in the determination of impact significance. Portions of the construction period during which predicted interior L_{10} noise levels would be in the acceptable range (i.e., not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial office uses), would not be counted toward the consecutive duration of construction noise impact as described above. The consideration of interior noise levels is discussed only for receptors at which it would change the determination of impact significance.

Table L-10
Construction Noise Analysis Time Periods

Months	Construction Activities during Analysis Period
1, 2	Existing Building Demolition
3, 4	Demolition/Excavation/Foundation, Impact Pile Driving
5	Foundation, Superstructure/Exteriors
6, 7	Foundation, Superstructure/Exteriors, Interiors
8–12	Superstructure/Exteriors, Interiors
13–17	Superstructure/Exteriors, Interiors
18–22	Superstructure/Exteriors, Interiors
23–30	Interiors

EVALUATION OF CONSTRUCTION NOISE LEVELS

The predicted exterior noise level increments during construction of the Proposed Development at the analyzed receptor sites were compared to the construction noise impact thresholds described above. At the noise-sensitive receptors that experience exceedances of these thresholds during the analysis periods as determined above, the duration of exceedance of each impact threshold was

[1] Definition of "objectionable" and "very objectionable" noise level increases based on Table B from New York State Department of Environmental Conservation Assessing and Mitigating Noise Impacts policy manual, revised February 2001.

determined. The significance of exceedances was determined based on the predicted magnitude and duration of the construction noise at these locations according to the criteria described above. Based on the incremental noise level increase, overall exterior noise levels for each analysis period were also determined.

NOISE REDUCTION MEASURES

Construction of the Proposed Development would be required to follow 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) for construction noise control measures. Additionally, construction of the Proposed Development would incorporate some noise control measures that go beyond those required by Code. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *New York City Noise Control Code.* These measures could include a variety of source and path controls.

In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures, 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* would be utilized from the start of construction. **Table L-11** shows the noise levels for typical construction equipment that would be used for construction of the Proposed Development.
- As early in the construction period as logistics would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable. Where electrical equipment cannot be used, diesel or gas-powered generators and pumps would be located within buildings to the extent feasible and practicable.
- Where feasible and practicable, the construction site would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than 3 minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In addition, source controls listed below would be implemented as PCREs beyond New York regulations for the construction of the Proposed Project:

- As shown in **Table L-11**, equipment such as generators, concrete vibrators, and hoists would be required to meet the mandated noise levels to be used for construction of the Proposed Development.

Table L-11
Construction Equipment Noise Emissions in dBA

Equipment List	Typical L_{max} Noise Level at 50 feet[1]	Project-Specific Noise Level at 50 feet
Bar Bender	80	
Concrete Mixer Truck	85	
Concrete Pump	82	
Concrete Trowel	70[2]	
Concrete Vibrator	76[3]	66
Crane	85	
Dozer	85	
Excavator	85	
Forklift	64[4]	
Front End Loader	80	
Generator	82	70
Hoist	75	65
Impact Pile Driver	95	
Jackhammer	85	
Pumps	77	
Vibratory Concrete Mixer	80	
Welder / Torch	73	

Notes:
[1] Rules for Citywide Construction Noise Mitigation, Chapter 28, DEP, 2007, except where noted.
[2] Previous project equipment noise certification
[3] Federal Transit Administration, Report No. 0123 September 2018, Table 7-1 Construction Equipment Noise Emission Levels
[4] Forklift Noise Emission (Model 9000 Dan Truck)

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures, under New York regulations, would be implemented:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations.
- Noise barriers construction from plywood or other materials would be utilized to provide shielding (e.g., the construction sites would have a minimum 8-foot-tall barrier around the perimeter).
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents) for certain equipment as necessary to remain consistent with **Table L-11**. The details to construct portable noise barriers, enclosures, tents, etc. are shown in DEP's *Rules for Citywide Construction Noise Mitigation.*[2]

In addition, the path controls listed below would be implemented as PCREs beyond New York regulations for the construction of the Proposed Project. These measures will be memorialized in a Restrictive Declaration to be recorded against the Development Site in association with the Proposed Development:

- Concrete trucks would be required to be located inside site-perimeter noise barriers while pouring or being washed out.

[2] As found at http://www.nyc.gov/html/dep/pdf/noise_constr_rule.pdf

- Throughout superstructure and interiors work, generators and concrete operations would be relocated to within the building footprint under the constructed second floor slab.

CONSTRUCTION NOISE ANALYSIS RESULTS

Cumulative On-Site and Mobile Construction Noise Sources

Using the methodology described and considering the noise abatement measures specified above, cumulative noise analysis were performed to determine maximum 1-hour equivalent ($L_{eq(1)}$) noise levels that would be expected at each of the 153 noise receptor locations during each of the 8 selected construction periods.

The full results of the detailed construction noise analysis are shown in **Appendix 4**. The results of the detailed construction noise analysis, including at locations where "objectionable" or "very objectionable" noise level increases are predicted, are summarized in **Table L-12**.

Table L-12
Construction Noise Analysis Results in dBA

Receptor	Address	Existing L_{10}	Max Total L_{10}	Max Change in L_{10}	Maximum Continuous Duration (months)	
					"Objectionable" Increase	"Very Objectionable" Increase
1	1656 Third Avenue	73.7	73.9	0.4	0	0
2	1668 Third Avenue	74.1	74.3	0.2	0	0
3, 4	182 East 94 Street	74.0	74.5	2.6	0	0
5, 6	152 East 94 Street	64.4	67.2	4.4	0	0
7	167 East 94 Street	64.2	66.5	2.7	0	0
8, 9	1678 Third Avenue	73.7	73.9	1.6	0	0
10-12	1680 Third Avenue	72.5	72.7	3.4	0	0
13, 14	1694 Third Avenue	72.7	72.9	0.2	0	0
15, 16	1767 Second Avenue	66.7	76.4	14.0	0	0
17, 18	203 East 92 Street	66.4	71.4	9.1	0	0
19-21	220 East 94 Street	65.2	83.9	20.9	7	2
22	225 East 93 Street	63.2	69.7	7.0	0	0
23-44	245 East 93 Street	75.0	84.1	20.3	7	2
45-51	200 East 94 Street	72.9	76.1	12.7	0	0
52, 53	1679 Third Avenue	73.8	74.0	4.4	0	0
54, 55	205 East 94 Street	65.4	72.4	7.1	0	0
56-61	207 East 94 Street	64.9	77.2	14.7	0	0
62, 63	215 East 94 Street	64.4	79.7	16.5	4	0
64-66	245 East 94 Street	65.8	87.9	25.7	5	2
67, 68	1817 Second Avenue	74.7	81.2	12.7	0	0
69, 70	1819 Second Avenue	74.0	74.3	4.9	0	0
71-74	1821 Second Avenue	74.0	83.3	21.1	2	2
75, 76	1825 Second Avenue	74.0	84.7	22.5	2	2
77, 78	1827 Second Avenue	74.0	83.0	20.8	2	2
79, 80	1829 Second Avenue	74.0	78.7	16.5	2	0
81, 82	1831 Second Avenue	74.1	74.6	2.4	0	0
83, 84	234 East 95 Street	66.7	85.4	23.2	3	2
85, 86	232 East 95 Street	66.4	85.4	23.2	3	2
87, 88	230 East 95 Street	66.2	85.9	23.7	3	2
89, 90	226 East 95 Street	66.1	86.3	24.1	5	2
91, 92	224 East 95 Street	66.3	86.4	24.2	5	2
93, 94	222 East 95 Street	66.6	86.3	24.1	5	2
95, 96	220 East 95 Street	66.7	85.1	22.9	3	2
97, 98	216 East 95 Street	67.0	83.8	21.6	2	2
99, 100	210 East 95 Street	66.7	76.5	14.2	0	0

Table L-12
Construction Noise Analysis Results in dBA

Receptor	Address	Existing L_{10}	Max Total L_{10}	Max Change in L_{10}	Maximum Continuous Duration (months)	
					"Objectionable" Increase	"Very Objectionable" Increase
101, 102	208 East 95 Street	66.5	76.1	13.8	0	0
103-106	219 East 94 Street	64.3	87.7	25.5	7	2
107, 108	236 East 95 Street	67.2	85.1	22.9	2	2
109, 110, 152	206 East 95 Street	68.4	78.3	13.2	0	0
111, 112, 153	212 East 95 Street	68.5	81.5	19.2	2	0
113-116	1681 Third Avenue	73.7	74.9	10.4	0	0
117	1695 Third Avenue	68.0	72.0	9.2	0	0
118-121	1849 Second Avenue	70.4	75.8	13.4	0	0
122, 123	1776 Second Avenue	72.6	72.8	3.2	0	0
124	303 East 93 Street	67.4	67.6	0.2	0	0
125	322 East 94 Street	63.1	69.8	7.1	0	0
126	308 East 94 Street	64.0	71.6	7.9	0	0
127, 128	1814 Second Avenue	74.2	76.8	5.7	0	0
129	1802 Second Avenue	74.0	74.9	4.2	0	0
130, 131	303 East 94 Street	66.0	72.4	7.4	0	0
132	329 East 94 Street	63.7	68.3	5.1	0	0
133, 134	312 East 95 Street	66.1	69.6	7.3	0	0
135	1834 Second Avenue	74.7	75.0	1.0	0	0
136, 137	1838 Second Avenue	74.8	75.1	1.4	0	0
138-140	301 East 94 Street	74.7	74.9	8.9	0	0
141, 142	1840 Second Avenue	74.6	74.8	0.9	0	0
143, 144	1844 Second Avenue	74.5	74.7	5.9	0	0
145	303 East 95 Street	66.8	67.9	1.6	0	0
146	320 East 96 Street	66.2	67.1	1.7	0	0
147, 148	1852 Second Avenue	71.1	71.3	3.9	0	0
149	302 East 96 Street	64.1	66.1	2.2	0	0
150	1865 Second Avenue	69.6	70.0	0.6	0	0
151	215 East 96 Street	63.8	66.3	4.1	0	0

The noise levels shown in **Table L-12** are maximum 1-hour L_{10} noise levels; however, noise levels resulting from construction typically fluctuate throughout the day and from day to day during each construction phase and would not be sustained at these maximum values. Additionally, noise levels expected to result from the construction of the Proposed Development would be comparable to those from typical construction sites in New York City involving a new building with concrete slab floors and foundation. Similarly, potential disruptions to adjacent residences and other receptors from elevated noise levels generated by construction would be expected to be comparable to those that would occur immediately adjacent to a typical New York City construction site during the portions of the construction period when the loudest activities would occur.

At some receptors, construction of the Proposed Development would result in increments that would exceed the CEQR construction noise screening thresholds and/or that would be considered "objectionable" (i.e., 15 dBA or greater) or "very objectionable" (i.e., 20 dBA or greater). The potential for significant adverse impacts at these receptors was determined by evaluating the duration of these increments, as described below.

Residential Receptors at 245 East 94th Street

Receptors 64 through 66 represent the residential building immediately east of the Development Site at 245 East 94th Street. Existing noise levels at these receptors are in the low to mid-60s dBA,

which would be considered "marginally acceptable" according to *CEQR Technical Manual* noise exposure criteria.

At receptors 64 and 66, which represent the north and south façades of the building not directly facing the proposed construction work area, construction is predicted to result in noise levels up to the mid-80s dBA, resulting in noise level increases up to approximately 19 dBA during the most noise-intensive stages of construction (i.e., demolition and initial superstructure concrete operations), which would occur for up to approximately 3 non-consecutive months. According to *CEQR Technical Manual* noise exposure criteria, maximum construction noise levels at these façades would be in the "clearly unacceptable" category. Based on the prediction of no "very objectionable" noise level increases and less than 12 months of "objectionable" noise level increases, while construction noise at these façades would be perceptible, it would not rise to the level of a significant impact.

At receptor 65, which represents the west façade of this building directly overlooking the proposed construction work area, construction is predicted to result in noise levels up to the high 80s dBA, resulting in noise level increases up to approximately 26 dBA during the most noise-intensive stages of construction (i.e., pile driving and initial superstructure concrete operations), which would occur for up to approximately four non-consecutive months. Over the course of the construction period, "very objectionable" increases are predicted to occur at this façade for a maximum of no more than two consecutive months and a total of no more than four non-consecutive months, while "objectionable" increases are predicted to occur for no more than five consecutive months. According to *CEQR Technical Manual* noise exposure criteria, maximum construction noise levels at these façades would be in the "clearly unacceptable" category.

Based on field observations, the windows on the west façade of 245 East 94th Street appear to consist of insulated glass and make up only a small portion of the building façade surface area, with the remaining façade consisting of brick/masonry construction. Consequently, the building façade would be expected to provide approximately 30 dBA window/wall attenuation, resulting in interior noise levels less than 45 dBA (i.e., the threshold considered acceptable for residential use according to *CEQR Technical Manual* noise exposure criteria) for all but five months of construction. Further, due to the expected window/wall attenuation provided by the building façade, the predicted exterior noise levels exceeding 85 dBA during the most noise-intensive construction activities would not be experienced by building inhabitants and therefore not present the potential for public health effects. Consequently, based on the very limited area of effect and duration of noise due to construction of the Proposed Development, it would not rise to the level of a significant impact.

Residential Receptors at 219 East 94th Street

Receptors 103 through 106 represent the residential building immediately west of the Development Site at 219 East 94th Street. Existing noise levels at these receptors are in the low to mid-60s dBA, which would be considered "acceptable" according to *CEQR Technical Manual* noise exposure criteria.

At receptors 103 and 106, which represent the north and south façades of the building not directly facing the proposed construction work area, construction is predicted to result in noise levels up to the low 80s dBA, resulting in noise level increases up to approximately 19 dBA during the most noise-intensive stages of construction (i.e., demolition and pile driving), which would occur for up to approximately 4 months. According to *CEQR Technical Manual* noise exposure criteria, maximum construction noise levels at these façades would be in the "clearly unacceptable" category. Based on the prediction of no "very objectionable" and less than 12 months of

"objectionable" noise level increases, while construction noise at these façades would be perceptible, it would not rise to the level of a significant impact.

At receptors 104 and 105, which represent the east façades of this building directly overlooking the proposed construction work area, construction is predicted to result in noise levels up to the high 80s dBA, resulting in noise level increases up to approximately 25 dBA during the most noise-intensive stages of construction (i.e., pile driving and initial superstructure concrete operations), which would occur for up to approximately 2 months. Over the course of the construction period, "very objectionable" increases are predicted to occur at this façade for a maximum of no more than two consecutive months, while "objectionable" increases are predicted to occur for no more than seven consecutive months. According to *CEQR Technical Manual* noise exposure criteria, maximum construction noise levels at these façades would be in the "clearly unacceptable" category.

Based on field observations, the windows on the east façade of 219 East 94th Street appear to consist of insulated glass and make up only a small portion of the building façade surface area, with the remaining façade consisting of brick/masonry construction. Consequently, the building façade would be expected to provide approximately 30 dBA window/wall attenuation, resulting in interior noise levels less than 45 dBA (i.e., the threshold considered acceptable for residential use according to *CEQR Technical Manual* noise exposure criteria) for all but seven months of construction. Further, due to the expected window/wall attenuation provided by the building façade, the predicted exterior noise levels exceeding 85 dBA during the most noise-intensive construction activities would not be experienced by building inhabitants and therefore not present the potential for public health effects. Consequently, based on the very limited area of effect and duration of noise due to construction of the proposed project, it would not rise to the level of a significant impact.

Other Receptors on Block 1540 Facing Construction

Other receptors on Block 1540 facing construction, including receptors 62, 63, 71, 73, 75, 77, 79, 83, 85, 87, 89, 91, 93, 95, 97, 107, and 111 are located along East 94th Street, East 95th Street, or Second Avenue, facing the block interior. Existing noise levels at these receptors range around the low 60s dBA, which would be considered "acceptable" according to *CEQR Technical Manual* noise exposure criteria.

At these receptors, construction is predicted to produce noise levels up to the mid 80s dBA, resulting in noise level increases up to approximately 24 dBA during the most noise-intensive stages of construction (i.e., demolition, pile driving, and initial superstructure concrete operations), which would occur for up to approximately 5 consecutive months (during which only two consecutive months would experience a 20 dBA or greater noise level increase). According to *CEQR Technical Manual* noise exposure criteria, maximum construction noise levels at these façades would be in the "clearly unacceptable" category. While the predicted construction noise levels at these receptors would be perceptible and potentially disruptive at times, based on the prediction of "objectionable" noise level increases for up to approximately 5 consecutive months and "very objectionable" noise level increases up to two consecutive months, the predicted construction noise at these façades would not rise to the level of a significant impact.

Receptors on Block 1539 Across East 94th Street from Construction Receptors located on Block 1539 along East 94th Street across from construction, include receptors 19, 20, 23, 25, 27, 29, 31, 33 and 40. Existing noise levels at these receptors range from the low to mid-60s dBA, which would be considered "acceptable" to "marginally acceptable" according to *CEQR Technical Manual* noise exposure criteria.

At these receptors, construction is predicted to result in noise levels up to the mid-80s dBA, resulting in noise level increases up to approximately 20 dBA during the most noise-intensive stages of construction (i.e., demolition and pile driving), which would occur for up to approximately 2 consecutive months at any receptor. According to *CEQR Technical Manual* noise exposure criteria, maximum construction noise levels at these façades would be in the "clearly unacceptable" category. While the predicted construction noise levels at these receptors would be perceptible and potentially disruptive at times, based on the prediction of "objectionable" noise level increases for up to approximately 7 consecutive months and "very objectionable" noise level increases up to two consecutive months, the predicted construction noise at these façades would not rise to the level of a significant impact.

Other Nearby Receptors

At the remaining receptors, construction of the Proposed Development would, for some portion of the construction period, result in noise level increases that would be perceptible to noticeable. However, at these receptors, maximum noise level increases would not result in "objectionable" or "very objectionable" noise level increases. Consequently, while construction noise at these receptors may be perceptible at times, it would not rise to the level of a significant impact according to the impact criteria described above.

Construction Mobile Sources (6:00 AM to 7:00 AM)

Construction worker vehicles and trucks traveling on roadways prior to the start of the construction workday would have the potential to generate noise at receptors along the routes used to access the construction sites. Using the methodology described above, construction worker vehicles and trucks traveling to and from the construction sites between 6:00 AM and 7:00 AM were estimated. Noise resulting from vehicular activity associated with construction of the Proposed Project would not result in a significant increase in noise levels (i.e., would not result in a doubling of Noise PCEs, which would be necessary to produce a 3 dBA noise level increase) on any roadways other than East 94th Street between Second and Third Avenues, and would therefore not rise to the level of a significant adverse impact. At East 94th Street between Second and Third Avenues, construction traffic was estimated to result in approximately a 6 dBA noise level increase and total noise levels in the low 70s dBA, i.e., in the "marginally unacceptable" category according to *CEQR Technical Manual* noise exposure guidance. These noise level projections associated with construction worker and truck deliveries are conservative in that they reflect the maximum vehicle volumes that would occur throughout the entire construction period, whereas periods of construction activity that result in fewer workers and truck deliveries would result in smaller noise level increments from vehicular traffic. While vehicular activity associated with construction of the Proposed Project would have the potential to result in noise level increases that slightly exceed the CEQR construction noise screening thresholds and that would be noticeable at receptors along this roadway segment, the maximum noise level increases would not be considered "objectionable" or "very objectionable," i.e., would not reach or exceed 15 dBA or 20 dBA, respectively. Consequently, while noise due to construction traffic at these receptors may be perceptible at times, it would not rise to the level of a significant impact according to the impact criteria described above.

Construction vehicles traveling to and from construction sites during the construction workday are included in the detailed construction noise analysis described above.

CONCLUSIONS

Construction of the Proposed Development is predicted to result in elevated noise levels at several of the analyzed receptors, which represent existing residential buildings, commercial offices, and outdoor recreational spaces. At these receptors, construction of the Proposed Development would, for some portion of the construction period, result in noise level increases that would be perceptible to noticeable and at times, "objectionable" to "very objectionable". However, at these receptors, any "very objectionable" noise level increases would occur for less than 3 consecutive months, and any "objectionable" noise level increases would occur for less than 12 months. Consequently, while construction noise at these receptors would be perceptible, it would not rise to the level of a significant impact according to the impact criteria described above. 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. Further, construction would comply with *New York City Noise Control Code* regulations as well as commit to use of lower noise emission limits for select pieces of equipment and additional shielding for concrete operations within the Site to reduce noise levels at surrounding receptors. Per *New York City Noise Control Code* regulations, the Proposed Development would be required to prepare a Construction Noise Mitigation Plan, which may identify more control measures that would further reduce construction noise levels. Therefore, the predicted levels of construction noise were determined not to rise to the level of a significant adverse impact at any noise receptors.

VIBRATION

Construction activities have the potential to result in vibration levels that may cause structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. Vibratory levels at a receiver are a function of the source strength (which is dependent upon the construction equipment and methods utilized), the distance between the equipment and the receiver, the characteristics of the transmitting medium, and the receiver building construction. Construction equipment operation causes ground vibrations which spread through the ground and decrease in strength with distance. Vehicular traffic, even in locations close to major roadways, typically does not result in perceptible vibration levels unless there are discontinuities in the roadway surface. With the exception of the case of fragile and possibly historically significant structures or buildings, construction activities generally do not reach the levels that can cause architectural or structural damage but can achieve levels that may be perceptible and annoying in buildings very close to a construction site. An assessment has been prepared to quantify potential vibration impacts of construction activities on structures and residences near the Development Site.

Construction Vibration Criteria

For purposes of assessing potential structural or architectural damage at historic buildings, the determination of a significant impact was based on the vibration impact criterion used by LPC of a PPV of 0.50 inches/second as specified in the DOB TPPN #10/88. For non-fragile buildings, vibration levels between 0.5 inches/second and 2.0 inches/second would typically not be expected to result in any structural or architectural damage.

For purposes of evaluating potential annoyance or interference with vibration-sensitive activities, vibration levels greater than 65 VdB would have the potential to result in significant adverse impacts if they were to occur for a prolonged period of time.

ANALYSIS METHODOLOGY

For purposes of assessing potential structural or architectural damage, the following formula was used:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

where: PPV_{equip} is the peak particle velocity in in/sec of the equipment at the receiver location;

PPV_{ref} is the reference vibration level in in/sec at 25 feet; and

D is the distance from the equipment to the received location in feet.

For purposes of assessing potential annoyance or interference with vibration sensitive activities, the following formula was used:

$$L_v(D) = L_v(ref) - 30\log(D/25)$$

where: $L_v(D)$ is the vibration level in VdB of the equipment at the receiver location;

Lv(ref) is the reference vibration level in VdB at 25 feet; and

D is the distance from the equipment to the receiver location in feet.

Table L-12 shows vibration source levels for typical construction equipment.

Table L-12
Vibration Source Levels for Construction Equipment (dBA)

Equipment		PPV_{ref} (in/sec)	Approximate L_{vf} (ref) (VdB)
Pile Driver (impact)	Upper Range	1.518	112
	Typical	0.644	104
Large Bulldozer		0.089	87
Jackhammer		0.035	79
Source: FTA Transit Noise and Vibration Impact Assessment (2018)			

The source vibration levels shown in **Table L-12** were projected to nearby receptors to estimate the levels of construction vibration that would occur near the Development Site.

CONSTRUCTION VIBRATION ANALYSIS RESULTS

The buildings of most concern with regards to the potential for structural or architectural damage due to vibration are the existing buildings and structures immediately adjacent to the north of the construction work areas as well as 215 East 94th Street, which has been identified as S/NR-eligible by LPC (see Appendix 2). To avoid adverse physical impacts on architectural resources located close enough to project construction (within 90 feet), the Proposed Project would develop and implement a CPP in consultation with the LPC. The CPP would include a requirement for monitoring to determine the amount of vibration at the subject structure (215 E 94th Street) during the construction period, as well as a prohibition on vibration exceeding the acceptable threshold (i.e., 0.5 in/sec). If construction were to result in vibration exceeding this threshold, the CPP would require construction means and methods to be altered to avoid producing such exceedances.

For construction at the Development Site, vibration levels within 55 feet may result in PPV levels between 0.50 and 2.0 in/sec, which is generally considered acceptable for a non-historic building or structure, including during impact pile driving, which would be the most vibration-intensive

activities associated with the Proposed Development. Additional receptors farther away from the Development Site would experience less vibration than those listed above, which would not be expected to cause structural or architectural damage.

In terms of potential vibration levels that would be perceptible and annoying, the equipment that would have the most potential for producing levels that exceed the 65 VdB limit is the impact pile driver. It would have the potential to produce perceptible vibration levels (i.e., vibration levels exceeding 65 VdB) at receptor locations within approximately 550 feet depending on soil conditions. However, the operation would only occur for limited periods of time at a particular location and therefore would not result in any significant adverse impacts.

Consequently, significant adverse vibration impacts would not result from construction of the Proposed Development.

OTHER TECHNICAL AREAS

LAND USE AND NEIGHBORHOOD CHARACTER

As is typical with construction projects, during periods of peak activity there would be some disruption to the nearby area. There would be construction trucks and construction workers coming to the area, as well as trucks and other vehicles backing up, loading, and unloading. These disruptions would be most pronounced in areas immediately adjacent to the Development Site but would have more limited effects on land uses in the larger study area, as most construction activities would take place within the Development Site or within portions of sidewalks and parking lanes along East 94th Street immediately adjacent to the Development Site. Overall, construction activities at the Development Site would be evident to the local community. However, throughout the construction period, measures would be implemented to control air quality, noise, and vibration within the Development Site, including the erection of construction barriers. The barriers would reduce potentially undesirable views of construction areas, buffer noise emitted from construction activities, and protect the safety of pedestrians and bicyclists. Therefore, the construction of the Proposed Development would not result in significant or long-term adverse impacts on local land use patterns or the character of the broader neighborhood.

SOCIOECONOMIC CONDITIONS

Construction of the Proposed Development would not block or restrict access to any facilities in the area, affect the operations of any nearby businesses, or obstruct major thoroughfares used by customers or 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 construction activity. Construction would also contribute to increased tax revenues for the city and state, including those from personal income taxes. Therefore, construction activities associated with the Proposed Development would not result in any significant adverse impacts on socioeconomic conditions.

COMMUNITY FACILITIES

No community facilities (i.e., public or publicly funded schools, libraries, childcare centers, health care facilities, or fire and police stations) would be directly affected by construction activities. The construction area would be surrounded by construction barriers that would limit the effects of construction on nearby facilities. Measures outlined in the MPT plan to be implemented for the Proposed Development would ensure that lane closures and sidewalk closures are kept to a

minimum and that adequate pedestrian access is maintained. Construction workers would not place any burden on public schools and would have minimal, if any, demands on libraries, childcare facilities, and health care facilities. New York City Police Department (NYPD) and FDNY emergency services and response times would not be materially affected by construction.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both archaeological and architectural resources. As detailed in Attachment F, "Historic and Cultural Resources," LPC has determined that it has no archaeological concerns for the Development Site, and, therefore, no further archaeological analysis is warranted. To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibrations, falling debris, collapse, etc. on the potential architectural resource at 215 East 94th Street (Block 1540, Lot 10), which LPC has determined to be S/NR-eligible, this building would be included in a CPP for historic structures that would be prepared in coordination with LPC and implemented in consultation with a licensed professional engineer. The CPP would be prepared as set forth in Section 523 of the *CEQR Technical Manual* and in compliance with the procedures included in the DOB's TPPN #10/88 and LPC's *Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would be prepared and implemented prior to demolition and construction activities on the proposed Development Site, and project-related demolition and construction activities would be monitored as specified in the CPP.

HAZARDOUS MATERIALS

A detailed assessment of the potential risks related to the construction of the Proposed Development with respect to any hazardous materials is described in Attachment E, "Hazardous Materials."

The Development Site would undergo demolition followed by ground disturbance for construction of the new building which would include a full cellar. The potential for impacts related to hazardous materials would be avoided by incorporating the following:

- Prior to demolition, the remaining building would be surveyed for asbestos by a NYC-certified asbestos investigator and any ACM would be removed and disposed of prior to demolition in accordance with local, state, and federal requirements.
- Demolition would be performed in accordance with applicable LBP requirements (including federal OSHA regulation 29 CFR 1926.62–Lead Exposure in Construction).
- Unless there is labeling or test data indicating that any suspect PCB-containing electrical equipment and fluorescent lighting fixtures do not contain PCBs, and that any fluorescent lighting bulbs do not contain mercury, disposal of these items would be conducted in accordance with applicable federal, state, and local requirements.
- Updated Phase I ESA regulatory databases addressing the Development Site was obtained in August 2022. An updated RAP and associated CHASP addressing the entire Development Site and any changes that have taken place since the 2014 Phase I/II was prepared and submitted (along with the Phase I ESA database documentation related to these changes) to DEP for review and approval. The RAP and CHASP set out procedures to be followed to avoid the potential for adverse impacts related to hazardous materials identified by the studies/investigations as well as other hazardous materials that could be (unexpectedly) encountered. The RAP outlined requirements for items such as: soil management (including

stockpiling, handling, transportation, and disposal), dust control and air monitoring, and contingency measures should USTs or soil contamination be encountered and requirements for vapor controls (e.g., a vapor barrier around the foundation elements) to avoid the potential for soil vapor intrusion into the new structure. The CHASP presented a hazard assessment for the construction workers and set out the requirements for real-time air monitoring (for respirable dust and VOCs) during portions of the subsurface disturbance, to protect both the construction workers and the community. As indicated in the RAP & CHASP, following construction, occupancy permits would only be issued once DEP received and approved a Remedial Closure Report, certified by a New York licensed Professional Engineer, that documented the RAP and CHASP were properly implemented.

- DEP reviewed the August 2022 Phase I Regulatory Database Update and updated RAP & CHASP and in a response letter dated September 21, 2022 determined that an updated Subsurface (Phase II) Investigation (to be performed on Lots 13, 14, and 18) would be required to adequately identify/characterize the surface and subsurface soils, groundwater and soil vapor of the subject property. As requested by DEP, a Work Plan for this testing would be prepared for DEP's approval. Following implementation of any such additional testing a report documenting its performance and describing its findings would be prepared and submitted to DEP for review and approval, with updates to the RAP & CHASP, as required.
- Removal of all known USTs, ASTs, and any unforeseen petroleum tanks would be performed in accordance with applicable regulatory requirements including NYSDEC requirements relating to spill reporting and tank registration.
- If dewatering would be necessary for the proposed construction, water would be discharged to sewers in accordance with DEP requirements.

With these measures included, no significant adverse impacts related to hazardous materials would occur.

WATER AND SEWER INFRASTRUCTURE

Infrastructure activities at the Development Site would include utility connections to existing water, sewer, electric, gas, and telecommunications. These activities would be coordinated with DEP, Con Edison, or the appropriate private utility company to ensure that service to customers in nearby areas is not disrupted. All utility lines would be located either in the streetbed or within the below-grade space. Residents and workers in nearby buildings are not expected to experience substantial disruptions to water supply or wastewater removal. Any disruption to service that may occur when new equipment (e.g., a transformer, or a sewer or water line) is put into operation is expected to be very short-term (i.e., hours). Therefore, the construction of the Proposed Development's infrastructure improvements would not cause any significant adverse impacts to nearby users of these services. ✷

APPENDIX 1
WATERFRONT REVITALIZATION PROGRAM

FOR INTERNAL USE ONLY	WRP No. 22-082
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: LM East 94th LLC

Name of Applicant Representative: Lisa Lau, AKRF Inc.

Address: 440 Park Avenue South, New York, NY

Telephone: (646)388-9781 Email: llau@akrf.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

LM East 94th LLC (the Applicant) seeks a zoning map amendment and a zoning text amendment (the Proposed Actions) to facilitate a mixed-use development (the Proposed Development). The Proposed Actions would rezone an existing M1-4 district located midblock on the north side of East 94th Street between Second and Third Avenues in the Yorkville neighborhood of Manhattan to a C4-6 district and a C2-8 district. The Proposed Actions also include a zoning text amendment to Appendix F of the Zoning Resolution of the City of New York pursuant to Section 201 of the New York City Charter to establish a Mandatory Inclusionary Housing (MIH) area over the Proposed Rezoning Area, plus the entirety of Lot 18. The Proposed Rezoning Area comprises Manhattan Block 1540, Lots 6, 10, 111, 13, 14, and portions of Lots 5 and 18. The Applicant is pursuing a zoning lot merger to combine the lots in the Project Area (excluding Lot 5) into one zoning lot (the Proposed Zoning Lot). The Proposed Development would be built on Lots 13, 14, and 18 (the Development Site). Zoning floor area from Lots 6, 10, and 111 (the Air Rights Parcels) will be used in the merged zoning lot to facilitate the Proposed Development. The Proposed Development would be a mixed-use building with 483 dwelling units (DUs) (including 121-145 affordable DUs at MIH Option 1), and approximately 23,504 gross square feet (gsf) of commercial/community facility space.

2. Purpose of activity

The Applicant believes the Proposed Actions would strengthen the existing character of the Yorkville neighborhood by facilitating a new mixed-use residential and commercial/community facility development. The Proposed Development would also create 121-145 new affordable units through the MIH program, which aligns with New York City's goal to create and preserve 300,000 affordable apartments by 2026 as outlined in the City's updated housing plan, Housing New York 2.0 (2017) and is consistent with Mayor Adam's plan, Housing Our Neighbors (2022). A rezoning from M1-4 to C4-6 and C2-8 is needed to facilitate the Proposed Development because the existing M1-4 zoning district does not allow residential uses.

C. PROJECT LOCATION

Borough: Manhattan Tax Block/Lot(s): Block 1540, Lots 5, 6, 10, 13, 14, 18, 111

Street Address: 221-239 East 94th Street

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

☐ City Map Amendment	☑ Zoning Certification	☐ Concession
☑ Zoning Map Amendment	☐ Zoning Authorizations	☐ UDAAP
☑ Zoning Text Amendment	☐ Acquisition – Real Property	☐ Revocable Consent
☐ Site Selection – Public Facility	☐ Disposition – Real Property	☐ Franchise
☐ Housing Plan & Project	☑ Other, explain: Joint CPC/MTA cert re ZR 95-041	
☐ Special Permit		

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

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	☐ Funding for Construction, specify: _____
☐ Rulemaking	☐ Policy or Plan, specify: _____
☐ Construction of Public Facilities	☐ Funding of Program, specify: _____
☐ 384 (b) (4) Approval	☐ Permits, specify: _____
☑ Other, explain: Permits from DOT's Office of Construction Mitigation and Coordination (OCMC)	

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: LM East 94th LLC; Lisa Lau, AKRF Inc.

Address: 440 Park Avenue South, New York, NY

Telephone: (646)388-9781 Email: llau@akrf.com

Applicant/Agent's Signature: Lisa M. Lau

Date: 9/15/2023

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

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	East 94th Street Rezoning
Location	Block 1540, Lots 13, 14, 18 (Development Site); midblock on the north side of East 94th Street between Second and Third Avenues
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	Zoning map amendment and a zoning text amendment (the Proposed Actions) to facilitate a mixed-use development (the Proposed Development). The Proposed Development would be a new 46-story, mixed-use residential, commercial, and community facility building with approximately 483 dwelling units (DUs) (including 121–145 affordable DUs), and approximately 23,504 gross square feet (gsf) of commercial/ community facility space. The existing buildings on the Development Site (Block 1540, Lots 13, 14, 18) include a vacant 5-story residential building, parking garages, and an auto-repair shop; these would be demolished for the Proposed Development.
Planned Completion Date	2026
Expected Project Lifespan	2100

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	2.87	**2.87**	**NAVD88**	*Appendix A - Horns Hook Station*
1% flood height	12.00	**12.00**	**NAVD88**	*FEMA Preliminary FIRM*
Design flood elevation	21.46	**21.46**	**NAVD88**	*Lowest ground elevation used as Preliminary DFE*
As relevant:				
0.2% flood height	-->			

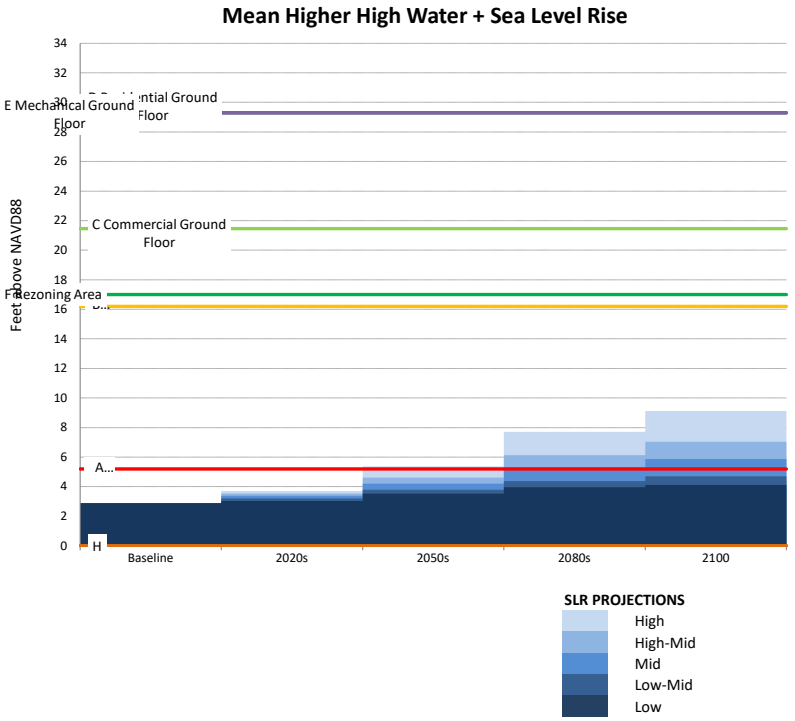
Data will be converted based on the following datums:

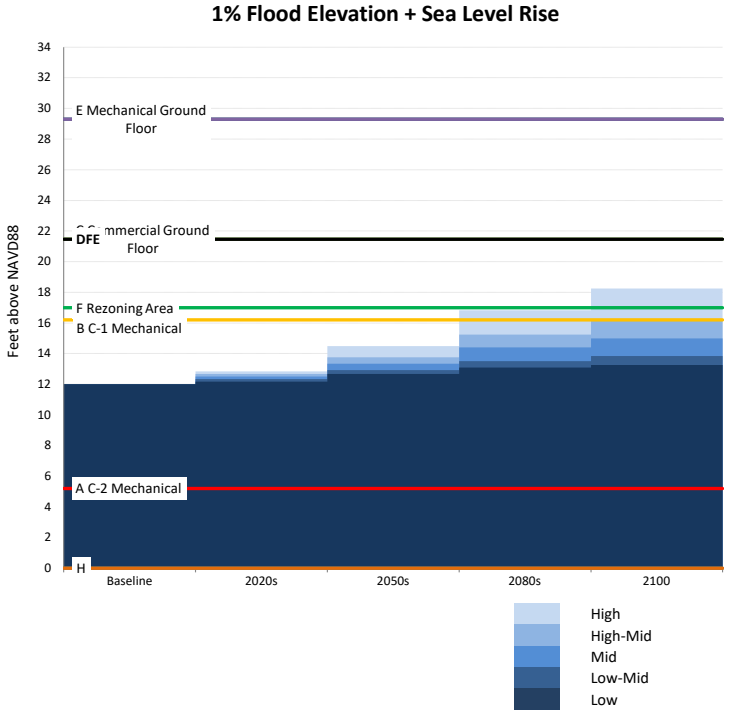
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

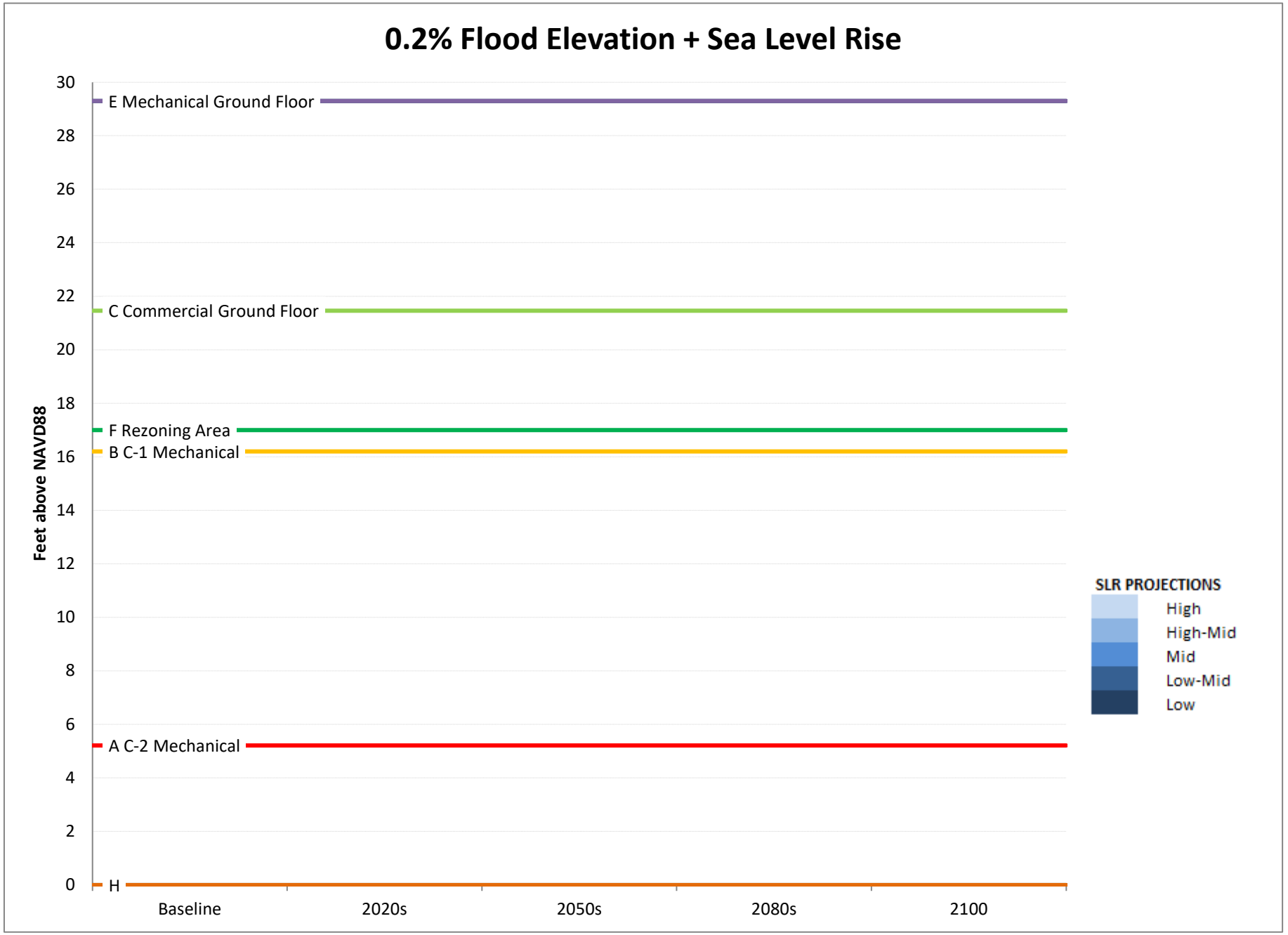
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A C-2 Mechanical	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2080	5.2	Feet	NAVD88	5.2	5.2	2.3	#VALUE!
Lowest representative elevation for mechanical, electrical, and plumbing within the cellar at the lowest end of the sloped Development Site.									
B C-1 Mechanical	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2080	16.2	Feet	NAVD88	16.2	16.2	13.3	#VALUE!
Separate cellar space further west within Development Site for mechanical, electrical, and plumbing.									
C Commercial Ground Floor	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	21.5	Feet	NAVD88	21.5	21.5	18.6	#VALUE!
Retail and community facility space starting at the lowest curb elevation at the lowest end of the sloped Development Site.									
D Residential Ground Floor	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	29.3	Feet	NAVD88	29.3	29.3	26.4	#VALUE!
The lowest residential entrance and lobby space which is located within the existing Tax Lot 14.									
E Mechanical Ground Floor	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2100	29.3	Feet	NAVD88	29.3	29.3	26.4	#VALUE!
Ground floor mechanical, electrical, and plumbing located at same elevation as the residential lobby.									
F Rezoning Area	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☑ Other	2080	17.0	Feet	NAVD88	17.0	17.0	14.1	#VALUE!
Tax lots within the Rezoning Area are "air rights parcels" where the existing buildings will remain. Elevation represents the lowest estimated spot elevation within the Rezoning Area. No new development would occur within this space.									
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 Mechanical Ground Floor
C Commercial Ground Floor
F Rezoning Area
B C-1 Mechanical
A C-2 Mechanical
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	**2014**
2020s	0.17	0.33	0.50	0.67	0.83	**2020s**
2050s	0.67	0.92	1.33	1.75	2.50	**2050s**
2080s	1.08	1.50	2.42	3.25	4.83	**2080s**
2100	1.25	1.83	3.00	4.17	6.25	**2100**

	MHHW+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.87	2.87	2.87	2.87	2.87
2020s	3.04	3.20	3.37	3.54	3.70
2050s	3.54	3.79	4.20	4.62	5.37
2080s	3.95	4.37	5.29	6.12	7.70
2100	4.12	4.70	5.87	7.04	9.12

	1%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	12.00	12.00	12.00	12.00	12.00
2020s	12.17	12.33	12.50	12.67	12.83
2050s	12.67	12.92	13.33	13.75	14.50
2080s	13.08	13.50	14.42	15.25	16.83
2100	13.25	13.83	15.00	16.17	18.25

	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 C-2 Mechanical	5	5.21
B C-1 Mechanical	16	16.2
C Commercial Ground Floor	21.46	21.46
D Residential Ground Floor	29.3	29.3
E Mechanical Ground Floor	29.3	29.3
F Rezoning Area	17	17
G	0	0
H	0	0
DFE	21.46	21.46

See **Figures 1-1 through 1-5**

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 2

LPC CORRESPONDENCE

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 22DCP186M
Project: E. 94 ST. REZONING
Date Received: 7/15/2022

Properties with no Architectural or Archaeological significance:
1) 221 EAST 94 STREET, BBL: 1015400013
2) 231 EAST 94 STREET, BBL: 1015400014
3) 239 EAST 94 STREET, BBL: 1015400018

Properties with Architectural significance in the project area:
1) 215 EAST 94 STREET, BBL: 1015400010, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST, COMMENTS: FORMER CON ED SUBSTATION. AIR RIGHTS PROPERTY, NO IMPACT.

Comments:

The LPC is in receipt of the EAS dated 5/10/22. The Historic and Cultural Resources chapter appears acceptable with the addition of 215 E. 94 St. as S/NR eligible. The Shadows chapter also appears acceptable.

Gina Santucci

8/9/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 34085_FSO_GS_08092022.docx

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-M
Project: E. 94 ST. REZONING
Date received: 4/1/2019

Properties with no Archaeological significance:

1) ADDRESS: 221 EAST 94 STREET, BBL: 1015400013
2) ADDRESS: 231 EAST 94 STREET, BBL: 1015400014
3) ADDRESS: 239 EAST 94 STREET, BBL: 1015400018

Gina Santucci 4/3/2019

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 34085_FSO_DNP_04032019.doc

APPENDIX 3
HAZARDOUS MATERIALS

Environmental, Planning, and Engineering Consultants

440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

August 26, 2022

NYC Department of City Planning
Environmental Assessment and Review Division
120 Broadway, 31st Floor
New York, NY 10271

Re: Phase I Environmental Site Assessment (ESA) Regulatory Database Update
221-243 East 94th Street, New York, New York - Block 1540, Lots 13, 14, and 18
AKRF Project Number 180378
DCP Review No. 2021M0354

To Whom It May Concern:

At the request of the NYC Department of City Planning (DCP), AKRF, Inc. prepared this Phase I Environmental Site Assessment (ESA) Regulatory Database Review Update for the above-referenced Site (also identified as Block 1540, Lots 13, 14, and 18). This update includes an evaluation of an environmental regulatory database search conducted in accordance with American Society for Testing and Materials (ASTM) Standard E1527-13 (and is also consistent with the ASTM E1527-21 Standard) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Practice*. The Site comprises three separate lots: Lot 13 (221 East 94th Street) consists of a 2,491-square foot (SF) lot developed with a five-story vacant residential building with a basement; Lot 14 (223-243 East 94th Street) consists of a 10,330 SF lot developed with a four-story garage with a partial cellar; and Lot 18 (243 East 94th Street) consists of a 7,775 SF lot developed with a four-story building with an auto-body facility occupying the first floor. AKRF previously completed a Phase I ESA and a Subsurface (Phase II) Investigation of a portion on the Site (Lots 14 and 18) in January 2014 and a Remedial Action Plan (RAP) and Construction Health & Safety Plan (CHASP) in February 2014 for the same two lots. AKRF understands that the current proposed project includes Lots 13, 14 and 18 and would include discretionary actions requiring review in accordance with New York City Environmental Quality Review (CEQR). The proposed project would require demolition of the existing buildings and redevelopment with a mixed-use building with a full cellar including approximately 20,000 square feet of ground floor retail and/or community facility space and 490 residential units (including affordable units).

PRIOR REPORTS

Phase I Environmental Site Assessment, 239 East 94th Street, New York, New York, AKRF Inc., January 2014

The Phase I ESA conducted in January 2014 on Lots 14 and 18 identified "Recognized Environmental Conditions" (RECs), i.e., the presence or likely presence of hazardous substances or petroleum in the ground or groundwater. These were:

- Historical Sanborn maps from 1939 and 1951 indicated that the Site may have had up to six 550-gallon USTs. There were no records indicating their proper closure or removal. Although none of the records reviewed indicated past or current 550-gallon tanks at the Site, prior tanks may have been removed, or may still be present. The presence or former presence of the gasoline tanks has the potential to have affected subsurface conditions at the Site.
- On July 8, 2011, NYSDEC spill number 1103888 was generated when an anonymous caller witnessed waste oil being poured down a hole at the Site. NYSDEC conducted an investigation and discovered an unregistered waste oil tank. The tenant was instructed by NYSDEC to register the tank. Spill number 1103888 was given a closed status on July 12, 2011. There are no records indicating the tank's proper closure or removal. It was noted that the presence or former presence of the waste oil tank has some potential to have affected subsurface conditions at the Site.
- An auto repair shop called Auto Care East was occupying the cellar of the Site, according to the Phase I ESA. Motor and waste oil, antifreeze/coolant, gasoline, cleaners, rubbing paste, coolant, degreaser, freeze stop, paint, refinish restorer, and liquid wax were observed.
- The surrounding area was historically mixed-use and included a Consolidated Edison Sub-Station, steam laundry, and tin smith. The Phase I ESA report indicated that a drycleaner was located northeast-adjacent to the Site.
- Petroleum spills, hazardous waste generators, and sites with petroleum bulk storage were located in the vicinity of the Site. Several facilities were historically located on the same block as the Site.

The Phase I ESA also identified a potential for subsurface vapors, and thus a potential for vapor migration to the Site, i.e., into current or future buildings at the Site, based on the current/former on-site/offsite uses. Based upon the findings in the Phase I ESA, AKRF recommended performance of a subsurface (Phase II) investigation including the collection and laboratory analysis of subsurface samples.

Phase II Environmental Site Assessment, 434 East 90th Street and 239 East 94th Street, New York, New York, AKRF Inc., January 2014

A Phase II ESA was completed by AKRF in December 2013 for Lots 14 and 18 (referred to as "Site B"). The Phase II investigation included: the advancement of 6 borings with the collection and laboratory analysis of 12 soil samples and 3 groundwater samples, and the installation of 2 soil vapor points with the collection of a sub-slab vapor sample from each for laboratory analysis. Subsurface materials consisted of historical fill (sand with silt, gravel, ash, brick and plastic) down to a depth of approximately 10 feet below surface grade (bsg). The fill was underlain by sand, silt, and gravel. Groundwater was encountered at approximately 10 feet bsg.

Soil sample laboratory analyses indicated that the only volatile organic compound (VOC) that exceeded Unrestricted Use Soil Cleanup Objectives (USCOs) was acetone, in soil samples SB-4 (12'), SB-5 (0-2'), SB-5 (11'), SB-6 (0-2'), and SB-6 (8'). It was however noted that acetone is a common laboratory artifact. Several SVOCs and metals exceeded USCOs and/or Restricted Residential Soil Cleanup Objectives (RRSCOs), but these exceedances were likely attributable to historical fill materials (encountered in the borings) rather than a spill or release. The VOC chloroform and the SVOCs benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, chrysene, and indeno(1,2,3-cd)pyrene were detected in one groundwater sample at levels above NYSDEC Class GA standards. Typically petroleum-related compounds were only detected at levels below Class GA standards in all groundwater samples. However, these compounds were most likely the source of the petroleum odors and petroleum sheen

observed in one groundwater sample. Iron, manganese, and sodium were detected at concentrations exceeding Class GA standards in two of the groundwater samples. The detected SVOCs were also detected in the soil samples and it was noted that their presence may be attributable to the turbidity of the samples. Metals detected above Class GA standard were naturally occurring and their presence in the groundwater beneath the Site did not represent an environmental concern.

One VOC, 2,2,4-trimethylpentane (typically associated with gasoline), was detected in soil vapor sample SV-1 and 21 VOCs were detected in soil vapor sample SV-2. Tetrachloroethene (PCE), a common dry-cleaning solvent, was detected about the then used guideline value in sample SV- 2. As this sample was collected from near the northeast-adjacent drycleaner, the elevated detection of PCE was believed to be related to this off-site source.

AKRF recommended a Remedial Action Plan (RAP), and associated Construction Health and Safety Plan (CHASP) be prepared for implementation during the then proposed construction and submitted to the New York City Department of Environmental Protection (NYCDEP) for review and approval. AKRF also recommended that soil and fill materials excavated as part of site development activities should be properly handled and managed in accordance with applicable regulations and the RAP/CHASP, and that any USTs discovered during construction should be properly closed and removed, along with any contaminated soil.

Remedial Action Plan and Construction Health and Safety Plan, 239 East 94th Street, New York, New York, AKRF, Inc., February 2014

Based on the findings of the Phase I ESA and Phase II ESA Report, AKRF prepared a Remedial Action Plan (RAP) (Lots 14 and 18) in February 2014. The RAP identified procedures to be undertaken, including procedures for removal of petroleum storage tanks, dewatering, excavation and disposal of soil, soil stockpiling, waste management and transport, dust control and air monitoring. The RAP also detailed the placement of a minimum 20-mil vapor barrier around the new building foundations and construction of a site cap, consisting of concrete building foundations, sidewalks/pathways, or, in landscaped areas, two feet of clean cover soil meeting specified analytical requirements. Once remedial actions were complete, a Remedial Closure Report was required to be certified by a Professional Engineer and submitted to the NYCDEP for review and approval.

Phase I Environmental Site Assessment, 231-243 East 94th Street, New York, New York, The Vertex Companies, Inc., April 2014

The Phase I ESA conducted in April 2014 (on Lots 14 and 18) identified "Recognized Environmental Conditions" (RECs), i.e., the presence or likely presence of hazardous substances or petroleum in the ground or groundwater. These were:

- A 275-gallon waste oil UST, the age and construction of which was unknown; and
- The presence of PCE in soil vapor in the northeast portion of the Site.

Vertex concluded that the Phase II conducted by AKRF was sufficient for Site characterization and recommended the installation of a vapor barrier during the redevelopment of the Site.

UPDATED REGULATORY DATABASE REVIEW

EDR/Lightbox of Shelton, Connecticut, was contracted in August 2022 to obtain information regarding the regulatory status of the Site and the surrounding area in accordance with requirements (relating to data sources and search distances) contained in the ASTM E1527-21 Standard. This information included records from databases maintained by the USEPA and NYSDEC, and proprietary databases compiled by EDR. AKRF reviewed these records to identify the known or likely use, generation, storage, treatment,

and/or disposal of hazardous material and chemicals, or releases of such materials, which may have impacted the Site. All applicable regulatory databases met ASTM guidelines requesting utilization of information within 90 days' receipt from the appropriate agency. A copy of the EDR report is included in Attachment A. In addition to the Regulatory Database review, AKRF sent Freedom of Information requests to the following Federal, City and State agencies. The results of the review of the federal and state records received are presented below. Copies of the correspondence are included in *Attachment A.*

United States Environmental Protection Agency (USEPA)

The USEPA is an independent agency of the federal government that is established for environmental protection that is responsible for the research, development, and enforcement of national environmental regulations. The USEPA Region 2 covers New York City and manages publicly available records online (www.epa.gov/myproperty). A search for records in the USEPA's online database on August 17, 2022 yielded no records for the Site.

New York State Department of Environmental Conservation (NYSDEC)

The NYSDEC is responsible for the implementation and enforcement of state-mandated environmental regulations to protect the state's natural resources. The NYSDEC Region 2 covers New York City. A freedom of information law (FOIL) request dated August 17, 2022 was submitted to the NYSDEC to determine whether the agency holds records pertaining to the Site. As of the date of preparation of this report, a response was not received from the NYSDEC. Upon receipt of a response, AKRF will review the response and, if conclusions contained within this report are affected, AKRF will submit an addendum letter. AKRF previously received a response from the NYSDEC dated April 23, 2021, indicating the NYSDEC has no records responsive to the information request.

New York City Department of Environmental Protection (NYCDEP)

The New York City Department of Environmental Protection (DEP) protects public health, critical quality of life issues, and the environment by supplying clean drinking water, collecting and treating wastewater, and reducing air, noise, and hazardous materials pollution. A FOIL request dated August 17, 2022 was submitted to the NYCDEP to determine whether the agency holds records pertaining to the Site. As of the date of preparation of this report, a response was not received from the NYCDEP. Upon receipt of a response, AKRF will review the response and, if conclusions contained within this report are affected, AKRF will submit an addendum letter.

New York State Department of Health (NYSDOH)

The NYSDOH maintains files of health-related environmental incidents in the State of New York. These incidents may include spills of hazardous chemicals, citizen's complaints regarding hazardous chemicals, or reports of chemical odors or fumes. A FOIL request dated August 17, 2022 was submitted to the NYSDOH to determine whether the agency holds records pertaining to the Site. As of the date of preparation of this report, a response was not received from the NYSDOH. Upon receipt of a response, AKRF will review the response and, if conclusions contained within this report are affected, AKRF will submit an addendum letter.

New York City Fire Department (FDNY)

A FOIL request dated August 17, 2022 was submitted to the FDNY to determine whether the agency holds records pertaining to current or former tanks at the Site. As of the date of preparation of this report, a response was not received from the FDNY. Upon receipt of a response, AKRF will review the response and, if conclusions contained within this report are affected, AKRF will submit an addendum letter.

Federal and State Records

Federal ASTM standard records reviewed included: the National Priority List (NPL); Superfund Enterprise Management System (SEMS), including Superfund Enterprise Management System Archive

(SEMS-ARCHIVE); Comprehensive Environmental Response, Compensation, and Liability Information System-No Further Remedial Action Planned (CERCLIS-NFRAP); Corrective Actions Report (CORRACTS); Resource Conservation and Recovery Information System (RCRIS); and Emergency Response Notification System (ERNS). Federal ASTM supplemental records reviewed included: Toxic Chemical Release Inventory System (TRIS); Superfund Consent Decrees (CONSENT); Records of Decision (ROD); National Priority List Deletions (Delisted NPL); and United States Brownfields.

The state records reviewed included the listings of hazardous material spills (SPILLS); Leaking Underground Storage Tanks (LTANKs); Chemical Bulk Storage (CBS); Solid Waste Facilities (SWF); Petroleum Bulk Storage (PBS); State Inactive Hazardous Waste Disposal Sites (SHWS); Hazardous Substance Waste Disposal Site Inventory (HSWDS); Major Oil Storage Facilities (MOSF); Environmental Restoration Program (ERP); Voluntary Cleanup Program (VCP); and New York Brownfield Cleanup Program (BCP).

National Priorities Listing (NPL) and Delisted NPL Sites

The NPL is a subset of the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and lists properties that are ranked as high priority for cleanup under the Superfund program. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the USEPA uses to delete sites from the NPL ("delisted" NPL sites). In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL when no further response is appropriate.

The Site was not listed in the NPL or Delisted NPL databases. No NPL sites were identified within a one-mile radius of the Site.

Superfund Enterprise Management System (SEMS) (Formerly known as CERCLIS), including SEMS-ARCHIVE Sites (Formerly Known As CERCLIS-NFRAP Sites)

The Superfund Enterprise Management System (SEMS) database tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of USEPA's Superfund Program across the United States. The list was formerly known as CERCLIS and was renamed to SEMS by the EPA in 2015. The Site is not listed in the SEMS or SEMS-ARCHIVE database.

One SEMS site was identified within a ½-mile radius of the Site. Based on its location and listing details, this facility is not anticipated to have affected subsurface conditions at the Site. No SEMS-ARCHIVE sites were identified within a ½-mile radius of the Site.

Corrective Action Report (CORRACTS) and Resource Conservation and Recovery Act - Treatment, Storage, or Disposal Facilities (RCRA-TSDF)

The Resource Conservation and Recovery Act (RCRA) program identifies and tracks hazardous wastes from the point of generation to the point of disposal. The RCRA-TSDF database tracks those facilities that treat, store and/or dispose of hazardous materials (as defined by RCRA), referred to as TSD facilities. The CORRACTS database identifies TSD facilities that have conducted, or are currently conducting, corrective action(s) as regulated under RCRA.

Neither the Site nor any other facilities within a 1-mile radius of the Site were listed in the CORRACTS database, or within a ½-mile radius of the Site in the RCRIS-TSD database.

Resource Conservation and Recovery Information System Generators/Transporters (RCRIS Gen/Trans)

This database lists sites that have filed notification forms regarding hazardous waste activity, including: treatment, storage and disposal facilities (TSDs); very small quantity generators (VSQG), small quantity generators (SQG), and large quantity generators (LQG); and transporters regulated under RCRA.

One SQG facility and one non-generator were identified at the Site (consistent with prior reports):

- Auto Care East Inc., located at 243 East 94th Street, was listed as a SQG of ignitable waste, benzene, methyl ethyl ketone, tetrachloroethylene, trichloroethylene, and spent non-halogenated solvents in 2011. No violations were reported.
- Yorkville Parking Corp, located at 231 East 94th Street, was listed as a LQG of ignitable waste in 1987 and a non-generator in 2007. No violations were reported.

Sixteen LQG facilities, seven additional SQG facilities, nine VSQG facilities and 271 additional non-generators were identified within a ⅛-mile radius of the Site. Pertinent nearby listings included:

- SY Astor Terrace Cleaners, located at 1809 2nd Avenue, approximately 187 feet southeast of the Site, was listed as a SQG in 2007 and a historic conditionally exempt small quantity generator (CESQG-now designated VSQG) of spent halogenated solvents in 2006. No violations were reported.
- Knickerbocker Plaza Cleaners, located at 1767 2nd Avenue, approximately 423 feet south of the Site, was listed as a VSQG in 2006, and 2007, a historical non-generator, and a historical LQG of spent halogenated solvents in 1985. No violations were reported.
- Laundromat 94th Street Corp, located at 178 East 94th Street, approximately 501 feet west of the Site, was listed as a non-generator in 1995, 2006 and 2007, and a historical LQG of spent halogenated solvents in 1985. No violations were reported.

No new pertinent RCRA listings were identified in the updated database information. Based on their location and/or listing details, these and the remaining facilities are not anticipated to have affected subsurface conditions at the Site.

US Aerometric Information Retrieval System (US AIRS) Facility Subsystem (AFS)/NY AIRS

This database comprises a subsystem of the US Aerometric Information Retrieval System (US AIRS), an information management system that serves as a national repository for data about airborne pollution in the United States. The AIRS Facility Subsystem (AFS) contains estimates of air emissions, regulatory compliance data, and permit tracking on air pollution point sources monitored by USEPA and/or state and local air regulatory agencies.

The Site (Auto Care East at 243 East 94th Street) was listed in the NY AIRS database for a permit issued in September 2020 under ID 2620400020 with an expiration date of September 2030 for the auto body shop operations emissions (likely related so spray painting and surface coating operations). No further pertinent information was provided. The listing is consistent with operations identified in the 2014 Phase I ESA which included auto spraying and painting and does not represent a new environmental concern. No additional AIRS facilities were listed in the database information.

Federal Institutional Control / Engineering Control Registries

These registries are listings of sites with engineering and institutional controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

The Site was not listed in the Federal Institutional Control/Engineering Control Registries databases. One facility was listed in the Federal Institutional Control databases within a ½-mile of the Site. Based on listing details and distance from the Site, the facility is not anticipated to have affected environmental conditions at the Site.

Emergency Response Notification System (ERNS)

The Emergency Response Notification System (ERNS) is a national database used to collect information on reported releases of oil and hazardous substances.

The Site is not listed in the ERNS database.

Toxic Release Inventory System (TRIS)

TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Neither the Site nor any other facilities within a ¼-mile radius of the Site were listed in the TRIS database.

New York State Inactive Hazardous Waste Disposal Sites (SHWS)

The New York State Inactive Hazardous Waste Disposal Site database, compiled by the New York State Department of Environmental Conservation (NYSDEC), maintains information regarding the investigation and cleanup of suspected hazardous waste sites (State Superfund sites).

One SHWS site was identified within a one-mile radius of the Site. Based on its distance from the Site (over 5,000 feet away), the facility is not anticipated to have affected subsurface conditions at the Site.

Hazardous Substance Waste Disposal Site Inventory (HSWDS)

The list includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-Registry sites that USEPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites. The sites on the list will not automatically be made Superfund sites, rather each site will be further evaluated for listing on the Registry.

Neither the Site nor any other facilities within a ½-mile radius of the Site were listed in the HSWDS database.

Solid Waste Management Facilities (SWF/LF)

The SWF/LF database is a comprehensive listing of State permitted/recorded solid waste facilities.

One SWF/LF site was identified within a ½-mile radius of the Site. A NYC Department of Sanitation facility located at East 91st Street and the East River, approximately 2,100 feet southeast of the Site as an inactive transfer station. Given its location in an inferred downgradient groundwater flow direction and distance, this facility would not be anticipated to have affected subsurface conditions at the Site.

Vapor Reopened Sites

"Vapor Intrusion" refers to the process by which volatile chemicals move from a subsurface source into the indoor air of overlying or adjacent buildings. The subsurface source can be either contaminated groundwater or contaminated soil, which releases vapors into the pore spaces in the soil. Improvements in analytical techniques and knowledge gained from site investigations in New York and other states has led to an increased awareness of soil vapor as a medium of concern and of the potential for exposures from the soil vapor intrusion pathway. Based on this additional information, New York State is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

Neither the Site nor any other facilities within a ½-mile radius of the Site are listed in the Vapor Reopened database.

New York State Spills Information Database (NY Spills)/Leaking Underground Storage Tanks (LTANKS)

The NY Spills database, including LTANKS sites, was researched to identify listings within ½-mile of the Site.

One spill was listed at the Site (and previously summarized in the 2014 Phase I ESA):

- On July 8, 2011, Spill No. 1103888 was reported at Auto Care East, located at 243 East 94th Street when a caller indicated that used oil was being dumped down a hole. During the subsequent inspection, no spill was noticed, but an unregistered underground waste oil tank was observed. The spill was closed in July 2011. The owner of the facility was informed that this UST needed to be registered in the PBS database, however no records indicating the tank's proper closure or removal exist.

Seventy-seven additional spills were reported on surrounding properties within a ½-mile radius. Pertinent nearby listings were:

- Spill No. 9007910 was reported at 182 East 95th Street, approximately 185 feet west of the Site, in July 1990. According to the database listing, a 20,000-gallon fuel-oil UST was leaking into the subbasement. Oil was pumped out of the tank, and from the sump. The super stated that the tank would be replaced. According to the PBS database, the tank was closed prior to micro conversion in March 1991. The spill was closed in February 1991.
- Spill No. 0304796 was reported in August, 2003 on 2nd Avenue between East 94th and East 95th Street, approximately 139 feet east of the Site, and is associated with the former gasoline station located at 1824-1828 2nd Avenue. The Spill was closed in January 2013. The database indicated that high PID readings were observed from 8 to 14 feet below grade, and VOC contamination was observed from 8 to 12 feet below grade and in groundwater, located 8.5 feet below ground surface. This spill, as well as Spill No. 02090305, were consolidated under Spill No. 86-07761. This site was excavated out to groundwater, approximately 10 feet below grade, and redeveloped with a hotel. Contaminated soil encountered beneath the sidewalk during the MTA 2nd Avenue line project was also completely excavated out. MTA has also been de-watering the subway tunnel for over five years. This spill was closed in September 2013.
- Spill No. 1000377 was reported in April 2010 when an unknown substance was observed running down the south side of the East 95th Street sidewalk between Second and Third Avenues, approximately 230 feet north of the Site. The spill was closed the same day it was reported in April 2010.
- Spill No. 1007262 was reported in October 2010 when petroleum contaminated soil was encountered during roadway excavation activities at the intersection of East 95th Street and 2nd Avenue, approximately 265 feet northeast of the Site. NYSDEC case manager suspected the contamination encountered was related to spill number 1000773. Spill number 1007262 was closed in December 2014.
- Spill No. 1101556 was reported in May 2011 when petroleum contaminated soil was encountered during sidewalk construction in front of 1849 Second Avenue, approximately 355 feet north of the Site. According to the database, the contaminated soil was to be excavated and removed from the property. Soil samples were reportedly collected which exhibited no contamination, and spill number 1101556 was closed in June 2014.

No new pertinent spills (on-site or in the surrounding areas) were identified in the updated database information. Based on listing details, including nature of the spills, distance from the Site, and/or inferred

groundwater flow direction, the remaining spill listings are not anticipated to have affected subsurface conditions at the Site.

Petroleum Bulk Storage Tanks (USTs/ASTs)

The NYSDEC petroleum bulk storage (PBS) tank database was researched to identify listings for the Site and properties located within ⅛-mile of the Site. The Site was not identified in the PBS database. 181 PBS facilities were identified within a ⅛-mile radius of the Site. Details of pertinent nearby facilities are summarized in Table 1.

Table 1
Petroleum Bulk Storage Facility Data

Location	Capacity (gallons)/Type	Product Stored	Install Date	Status	Approximate Distance/Direction from Site
245 East 94th Street	2,000 AST	No. 2 Fuel Oil	2/01/1960	In Service	East-adjacent
220 East 95th Street	2,500 AST	No. 2 Fuel Oil	09/05/1975	In Service	North-adjacent
222 East 95th Street	2,000 AST	No. 2 Fuel Oil	01/01/1960	In Service	North-adjacent
230 East 95th Street	1,500 AST	No. 2 Fuel Oil	01/01/1978	Closed - Removed	North-adjacent
Adriatic Realty Co. 247 East 94th Street	2,000 AST	No. 2 Fuel Oil	10/03/1956	In Service	10 feet east
210 East 95th Street	1,100 AST	No. 2 Fuel Oil	01/01/1998	Closed - Removed	100 feet northwest
207-13 East 94th Street	10,000 AST	No. 6 Fuel Oil	N/A	Closed - Removed	116 feet west
220 East 95th Street	2,500 AST	No. 2 Fuel Oil	N/A	In Service	118 feet northeast
205 East 94th Street	2,000 AST	No. 2 Fuel Oil	12/01/1965	In Service	181 feet west
Highgate 182 East 95th Street	10,000 AST 20,000 UST	No. 4 Fuel Oil No. 6 Fuel Oil	06/01/1991 12/01/1980	In Service Closed-Prior to Micro Conversion (03/91)	185 feet northwest
Mobil S/S 1824 2nd Avenue	2,000 UST 550 UST 8x 550 UST	No. 2 Fuel Oil	12/01/1975 12/01/1948 12/01/1948	Out of Service Converted to Non-regulated use Out of Service	197 feet east
Aster Terrace Condominium 245 East 93rd Street	20,000 UST 7,400 UST	No. 6 Fuel Oil No. 2 Fuel Oil	04/01/1985 04/01/1988	Converted to Non-Regulated Use In Service	200 feet south
Normandie Court 205-235 East 95th Street	20,000 AST 17,550 AST 275 AST	No. 6 Fuel Oil No. 2 Fuel Oil Diesel	05/01/1986 06/21/2016 01/01/1985	Closed in Place In Service In Service	245 feet north
Carnegie Park Apartments 200 East 94th Street	2x 15,000 UST 10,000 AST	No. 2 Fuel Oil	09/01/1985 06/06/2008	Closed – Removed In Service	307 feet southwest
1676 Third Avenue	7x 550 UST 215 UST	No. 2 Fuel Oil Waste Oil	12/01/1946 – 12/011977 Unknown	Converted to Non-regulated use Closed - Removed	416 feet southwest

Notes: AST – aboveground storage tank
UST – underground storage tank

No PBS facilities that would indicate new potential environmental concerns were identified in the updated database information.

Major Oil Storage Facilities (MOSF) Database

The MOSF database identifies onshore facilities or vessels with petroleum storage capacities of 400,000 gallons or more.

Neither the Site nor any other facilities within a ½-mile radius of the Site are listed in the MOSF database.

Chemical Bulk Storage (CBS)

The NYSDEC chemical bulk storage (CBS) tank database was researched to identify facilities storing hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size. This database lists facilities registered (and closed) since effective date of CBS regulations (July 15, 1988) through the date request is processed for the Site and properties located within ⅛ mile of the Site.

Neither the Site nor any other facilities within a ⅛ -mile radius of the Site are listed in the CBS database.

Voluntary and Brownfields Cleanup Program (VCP/BCP) Sites and State Institutional Control / Engineering Control Registries

The NYSDEC Voluntary and Brownfields Cleanup Programs (VCP/BCP) databases were researched to identify listings for the Site and within a 1-mile radius of the Site. Additionally, the New York City VCP (NYC VCP) database was researched to identify listings for the Site and within a 1-mile radius of the Site.

The Site was not listed in the VCP/BCP databases. One VCP site and two BCP sites were identified within a ½ -mile radius of the Site. Based on their distance from the Site and anticipated groundwater flow directions, these facilities in the VCP/BCP programs are not anticipated to have affected subsurface conditions at the Site.

Registered Dry Cleaners

The registered dry cleaners database was researched to identify listings within ½-mile of the Site. The Site is not listed in the Registered Dry Cleaners database. The regulatory agency database search identified 16 registered dry cleaners within a ½-mile radius of the Site. Pertinent listings included:

Listing	Approx. Distance/ Direction	Assumed Hydraulic Gradient	Map ID Number	Regulatory Site ID #/ Status/Available Data
SY Astor Terrace Cleaners 1809 2nd Avenue New York, NY	200 feet southeast	Down-/Cross-gradient	Block 1539, Lot 7501	This facility is listed as a registered dry cleaner (facility ID No. 2-6204-01226), effective as of 2000. This address is also listed in the RCRA Generator and EDR Historic Cleaner databases.
Knickerbocker Plaza 1767 2nd Avenue New York, NY	423 feet south	Cross-gradient	Block 1538, Lot 21	This facility is listed as a registered dry cleaner (facility ID No. 2-6204-00164), effective as of 2003. The last inspection date listed is March 2022.
Green Castle Laundromat 178 East 94th Street New York, NY	501 feet west	Up-gradient	Block 1522 Lot 141	This facility is listed as a registered dry cleaner (facility ID No. 2-6204-01148). The last inspection date listed is October 2020.

Although there is some potential for the listed dry cleaner facilities to have affected regional subsurface conditions, none would indicate new potential environmental concerns from the 2014 Phase I ESA.

E-Designation Sites (E-Designation)

E-(Environmental) Designations are assigned to properties by the City of New York to ensure that sampling and remediation takes place on the properties, and to avoid any significant impacts related to hazardous materials at these locations. The E-designations require that the owner of the Sites conduct a testing and sampling protocol; and remediation where appropriate, to the satisfaction of city agencies.

The Site was not listed in the E-Designation database.

EDR Manufactured Gas Plants (Coal Gas)

The EDR manufactured gas plant (MGP) database was researched to identify listings for the Site and within a ¼-mile radius of the Site.

Neither the Site nor any other facilities within a ¼-mile radius of the Site were listed in the MGP database.

EDR US Historic Auto Stations

The EDR US Historic Auto Stations are listings compiled by EDR of potential gas station/filling station/ service station sites. According to the database, "the categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station etc."

The Site was not listed in the EDR US Historic Auto Stations database. Five historic auto stations were identified within a ⅛-mile radius of the Site, with some potential to have affected regional subsurface conditions, including: 3M Mobil Service Center Inc., located approximately 197 feet east of the Site, was listed in the database from 1974 to 1991; Arnies Ninety Fourth St Corp., approximately 209 feet east of the Site, was listed in the database from 1969 through 1971; Ernies Service Station, approximately 416 feet west of the Site, was listed in the database from 1974 to 1994 as Ernies Service Station, and from 1992 to 1994 as Moreira Service Station. Based on listing details, these facilities would indicate new environmental concerns from the 2014 Phase I ESA

EDR Historical Cleaners

The EDR US Historic Cleaners are listings compiled by EDR of potential dry cleaner sites. According to the database, "the categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, Laundromat, cleaning/laundry, wash & dry etc."

Listing	Approx. Distance/ Direction	Assumed Hydraulic Gradient	Map ID Number	Regulatory Site ID #/ Status/Available Data
Lees Town Cleaners Inc 236 East 95th Street New York, NY	Northeast adjacent	Cross-gradient	Block 1540 Lot 129	This facility is listed in the Historic Cleaners database as Lees Town Cleaners Inc and Fabricare Town Cleaners from 1995-2013.
Barres Bros Suburban 1821-23 2nd Avenue	50 feet east	Down-gradient	Block 1540, Lot 24	This facility is listed in the Historic Cleaners database as Barres Bros Suburban from 1969-1975.
SY Astor Terrace Cleaners 1809 2nd Avenue New York, NY	200 feet southeast	Down-/Cross-gradient	Block 1539, Lot 7501	This facility is listed in the Historic Cleaners database as Astor Terrace Cleaners Inc, SY Astor Terrace Cleaners Inc, and Sang Yoon Suk Cleaners in 1992-2013. This address is also listed in the RCRA Generators and Registered Dry Cleaners Databases.
Knickerbocker Plaza 1767 2nd Avenue New York, NY	423 feet south	Cross-gradient	Block 1538, Lot 21	This facility is listed in the Historic Cleaners database as Knickerbocker Plaza Cleaners from 1987-2009. This address is also listed in the RCRA Generators and Registered Dry Cleaners Databases.

Although there is some potential for the listed facilities to have affected regional subsurface conditions, no historical dry-cleaning facilities that would indicate new environmental concerns were identified in the updated database information from the 2014 Phase I ESA.

Conclusions

In summary, AKRF completed an updated regulatory database review for the Site (Block 1540, Lots 13, 14, and 18). The review of the updated database information did not identify any new facilities or spills that would materially change the conclusions of the 2014 Phase I ESA or indicate that the Phase II ESA is likely to no longer appropriately characterize the Site. As such, recommendations are as previously presented: per CEQR requirements, all future subsurface disturbance associated with the proposed project should be performed in accordance with a NYCDEP-approved Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) to address potential contamination and/or USTs encountered during excavation, as required. Upon completion of renovation activities, a P.E.-certified Closure Report should be prepared for review and approval by the NYCDEP).

If you should have any questions, please do not hesitate to contact us.

Sincerely,
AKRF, Inc.

Marcus Simons
Senior Vice President

Neoma Chefalo
Technical Director

cc: J. Morris/AKRF

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AKRF

440 Park Avenue South, New York, NY 10016

221-243 East 94th Street

New York, New York

SITE LOCATION

DATE
8/25/2022

PROJECT NO.
180378

FIGURE
1



LEGEND

- PROJECT SITE BOUNDARY
- 14 — LOT BOUNDARY AND TAX LOT NUMBER
- 1540 — BLOCK NUMBER
- BUILDING

Map Source:
NYCDCP (NYC Dept. of City Planning) GIS database

0 60 120
SCALE IN FEET

AKRF
440 Park Avenue South, New York, NY 10016

221-243 East 94th Street
New York, New York

SITE DETAIL

DATE
8/25/2022

PROJECT NO.
180378

FIGURE
2

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APPENDIX 4
CONSTRUCTION

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
001	1	1656 Third Avenue	73.7	73.8	73.9	73.8	73.8	73.8	73.9	73.8	73.8	73.9	73.8
001	2	1656 Third Avenue	73.7	73.8	73.9	73.8	73.8	73.8	73.9	73.8	73.8	73.9	73.8
001	3	1656 Third Avenue	73.1	73.2	73.3	73.2	73.2	73.2	73.3	73.2	73.2	73.3	73.2
001	4	1656 Third Avenue	72.5	72.6	72.8	72.6	72.6	72.6	72.7	72.6	72.6	72.8	72.6
001	5	1656 Third Avenue	72.0	72.1	72.4	72.1	72.1	72.1	72.2	72.1	72.2	72.4	72.1
002	1	1668 Third Avenue	74.1	74.1	74.3	74.2	74.2	74.2	74.3	74.2	74.2	74.2	74.1
002	2	1668 Third Avenue	74.0	74.0	74.2	74.1	74.1	74.1	74.2	74.1	74.1	74.1	74.0
002	3	1668 Third Avenue	73.4	73.4	73.6	73.5	73.5	73.5	73.6	73.5	73.5	73.5	73.4
002	4	1668 Third Avenue	72.8	72.8	73.0	72.9	72.9	72.9	73.0	73.0	72.9	72.9	72.8
002	5	1668 Third Avenue	72.3	72.3	72.5	72.4	72.4	72.5	72.5	72.5	72.4	72.4	72.3
002	6	1668 Third Avenue	71.9	71.9	72.1	72.0	72.0	72.1	72.1	72.1	72.0	72.0	71.9
003	1	182 East 94 Street	69.4	69.6	70.7	70.7	69.8	70.3	70.6	70.5	70.4	70.1	69.6
003	2	182 East 94 Street	69.8	70.0	71.7	71.1	70.2	71.7	70.9	70.8	70.7	70.5	70.0
003	3	182 East 94 Street	69.6	69.8	71.5	71.2	70.0	71.5	70.8	70.6	70.5	70.3	69.8
003	4	182 East 94 Street	69.2	69.4	71.4	71.4	69.7	71.3	70.7	70.3	70.2	69.9	69.4
003	5	182 East 94 Street	68.8	69.0	71.3	71.3	69.3	71.0	70.5	70.0	69.8	69.5	69.0
003	6	182 East 94 Street	68.5	68.8	71.0	71.0	69.5	70.8	70.1	69.8	69.6	69.2	68.8
003	7	182 East 94 Street	68.1	68.4	70.7	70.7	69.2	70.6	69.6	69.5	69.3	68.9	68.4
004	1	182 East 94 Street	74.0	74.1	74.5	74.5	74.1	74.5	74.4	74.4	74.3	74.2	74.1
004	2	182 East 94 Street	73.9	74.0	74.4	74.4	74.0	74.4	74.4	74.3	74.3	74.2	74.0
004	3	182 East 94 Street	73.4	73.5	74.1	74.1	73.6	73.9	73.9	73.9	73.8	73.7	73.5
004	4	182 East 94 Street	72.9	73.0	74.0	74.0	73.1	73.5	73.6	73.4	73.4	73.2	73.0
004	5	182 East 94 Street	72.4	72.5	73.9	73.9	72.6	73.0	73.2	73.0	72.9	72.8	72.5
004	6	182 East 94 Street	72.0	72.1	73.6	73.6	72.6	72.7	72.8	72.6	72.6	72.5	72.1
004	7	182 East 94 Street	71.6	71.8	73.1	73.1	72.3	72.4	72.5	72.3	72.2	72.1	71.8
005	1	152 East 94 Street	64.1	64.8	66.9	65.8	65.2	66.9	66.5	66.4	66.3	65.9	64.8
005	2	152 East 94 Street	64.4	65.1	66.9	66.0	65.5	66.9	66.8	66.6	66.5	66.2	65.1
005	3	152 East 94 Street	64.3	65.0	66.6	66.2	65.3	66.6	66.6	66.4	66.4	66.0	65.0
005	4	152 East 94 Street	64.0	64.7	66.4	66.4	65.0	66.3	66.3	66.2	66.2	65.7	64.7
005	5	152 East 94 Street	63.8	64.5	66.7	66.7	64.8	66.1	66.3	66.0	65.9	65.5	64.5
005	6	152 East 94 Street	63.8	64.5	66.9	66.9	64.7	66.0	66.6	65.9	65.8	65.3	64.5
005	7	152 East 94 Street	63.7	64.4	67.2	67.2	65.0	66.0	66.1	65.8	65.7	65.2	64.4
005	8	152 East 94 Street	63.4	64.1	66.6	66.6	64.7	65.4	65.9	65.6	65.5	64.9	64.1
005	9	152 East 94 Street	63.3	64.0	66.7	66.7	64.6	66.0	65.8	65.5	65.4	64.8	64.0
005	10	152 East 94 Street	63.2	63.9	66.9	66.9	64.5	65.8	65.6	65.4	65.3	64.8	63.9
005	11	152 East 94 Street	63.1	63.8	67.0	67.0	64.6	65.7	65.5	65.3	65.2	64.6	63.8
005	12	152 East 94 Street	62.8	63.5	67.2	67.2	64.3	65.5	65.2	65.0	64.9	64.4	63.5
006	8	152 East 94 Street	62.2	62.5	64.2	63.6	62.5	62.7	63.4	63.5	64.2	63.4	62.9
006	9	152 East 94 Street	62.2	62.8	65.4	65.4	62.8	64.4	64.4	64.4	64.3	63.5	62.9
006	10	152 East 94 Street	62.2	63.0	66.0	66.0	63.8	64.0	64.4	64.4	64.4	63.6	63.0
006	11	152 East 94 Street	62.2	63.0	66.2	66.2	64.1	65.1	64.5	64.5	64.4	63.7	63.0
006	12	152 East 94 Street	62.2	63.0	66.5	66.5	64.1	65.1	64.5	64.5	64.4	63.7	63.0
007	1	167 East 94 Street	63.7	64.2	66.4	64.7	64.7	66.4	65.5	65.1	65.5	65.2	64.2
007	2	167 East 94 Street	64.2	64.7	66.5	65.2	65.2	66.5	66.0	65.5	65.9	65.6	64.7
007	3	167 East 94 Street	64.2	64.7	66.4	65.5	65.2	66.4	65.9	65.5	65.9	65.6	64.7
007	4	167 East 94 Street	64.1	64.6	66.3	65.9	65.0	66.3	65.7	65.5	65.8	65.4	64.6
007	5	167 East 94 Street	63.9	64.4	66.3	66.3	64.8	66.1	65.4	65.6	65.6	65.3	64.4
007	6	167 East 94 Street	63.8	64.3	66.5	66.5	64.6	66.1	65.2	65.5	65.5	65.2	64.3
008	1	1678 Third Avenue	73.7	73.8	73.9	73.8	73.8	73.9	73.9	73.9	73.9	73.9	73.8
008	2	1678 Third Avenue	73.7	73.8	73.9	73.8	73.8	73.9	73.9	73.9	73.9	73.9	73.8
008	3	1678 Third Avenue	73.2	73.3	73.5	73.4	73.3	73.4	73.4	73.4	73.5	73.5	73.3
008	4	1678 Third Avenue	72.7	72.8	73.1	73.0	72.8	73.0	72.9	72.9	73.1	73.0	72.8
008	5	1678 Third Avenue	72.2	72.3	72.7	72.6	72.3	72.5	72.5	72.5	72.7	72.5	72.3
008	6	1678 Third Avenue	71.8	71.9	72.3	72.2	72.0	72.1	72.1	72.2	72.3	72.1	71.9
009	1	1678 Third Avenue	68.0	68.2	69.6	69.1	68.5	69.6	68.9	68.7	68.9	68.7	68.2
009	2	1678 Third Avenue	68.7	68.9	70.1	69.7	69.1	70.1	69.5	69.3	69.5	69.4	68.9
009	3	1678 Third Avenue	68.8	69.0	70.2	69.8	69.2	70.2	69.5	69.4	69.6	69.4	69.0
009	4	1678 Third Avenue	68.6	68.8	69.7	69.7	69.0	69.5	69.3	69.2	69.4	69.2	68.8
009	5	1678 Third Avenue	68.5	68.7	69.8	69.8	68.9	69.5	69.2	69.2	69.3	69.1	68.7
010	1	1680 Third Avenue	66.5	66.5	66.6	66.6	66.6	66.6	66.6	66.6	66.6	66.6	66.5
010	2	1680 Third Avenue	67.9	67.9	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	67.9
010	3	1680 Third Avenue	68.3	68.3	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.3
010	4	1680 Third Avenue	68.4	68.4	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.4
010	5	1680 Third Avenue	68.4	68.4	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.4
010	6	1680 Third Avenue	68.3	68.3	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.4	68.3
010	7	1680 Third Avenue	68.1	68.1	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.1
010	8	1680 Third Avenue	67.7	67.7	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.7
010	9	1680 Third Avenue	67.2	67.2	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.2
010	10	1680 Third Avenue	67.0	67.0	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.0
010	11	1680 Third Avenue	66.9	66.9	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	66.9
010	12	1680 Third Avenue	66.9	66.9	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	66.9
010	13	1680 Third Avenue	66.7	66.7	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.8	66.7
010	14	1680 Third Avenue	66.6	66.6	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.6
010	15	1680 Third Avenue	66.4	66.4	66.5	66.5	66.5	66.5	66.5	66.5	66.5	66.5	66.4
010	16	1680 Third Avenue	66.2	66.2	66.3	66.3	66.3	66.3	66.3	66.3	66.3	66.3	66.2
010	17	1680 Third Avenue	66.0	66.0	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.1	66.0
010	18	1680 Third Avenue	65.8	65.8	65.9	65.9	65.9	65.9	65.9	65.9	65.9	65.9	65.8
010	19	1680 Third Avenue	65.7	65.7	65.8	65.8	65.8	65.8	65.8	65.8	65.8	65.8	65.7
010	20	1680 Third Avenue	65.5	65.5	65.6	65.6	65.6	65.6	65.6	65.6	65.6	65.6	65.5
010	21	1680 Third Avenue	65.3	65.3	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.3
010	22	1680 Third Avenue	65.1	65.1	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.1
010	23	1680 Third Avenue	64.9	64.9	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	64.9
010	24	1680 Third Avenue	64.8	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.9	64.8
010	25	1680 Third Avenue	64.6	64.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.6
011	1	1680 Third Avenue	72.1	72.1	72.3	72.2	72.2	72.2	72.3	72.2	72.3	72.2	72.1
011	2	1680 Third Avenue	72.5	72.5	72.7	72.6	72.6	72.6	72.7	72.6	72.7	72.6	72.5
011	3	1680 Third Avenue	72.4	72.4	72.6	72.5	72.5	72.6	72.6	72.5	72.6	72.6	72.4
011	4	1680 Third Avenue	72.1	72.1	72.3	72.2	72.2	72.3	72.3	72.2	72.3	72.2	72.1
011	5	1680 Third Avenue	71.7	71.7	71.9	71.8	71.8	71.9	71.9	71.8	71.9	71.9	71.7
011	6	1680 Third Avenue	71.4	71.4	71.6	71.5	71.5	71.6	71.6	71.6	71.6	71.6	71.4
011	7	1680 Third Avenue	71.0	71.0	71.2	71.1	71.1	71.2	71.2	71.2	71.2	71.2	71.0
011	8	1680 Third Avenue	70.7	70.8	70.9	70.8	70.8	70.9	70.9	70.9	70.9	70.9	70.8
011	9	1680 Third Avenue	70.4	70.5	70.7	70.5	70.5	70.6	70.6	70.6	70.7	70.6	70.5
011	10	1680 Third Avenue	70.1	70.2	70.4	70.2	70.2	70.3	70.3	70.4	70.4	70.3	70.2
011	11	1680 Third Avenue	69.8	69.9	70.1	69.9	69.9	70.0	70.0	70.1	70.1	70.0	69.9
011	12	1680 Third Avenue	69.6	69.7	69.9	69.7	69.7	69.8	69.8	69.9	69.9	69.8	69.7
011	13	1680 Third Avenue	69.3	69.4	69.6	69.4	69.4	69.5	69.5	69.6	69.6	69.5	69.4
011	14	1680 Third Avenue	69.0	69.1	69.3	69.1	69.1	69.2	69.3	69.3	69.3	69.2	69.1
011	15	1680 Third Avenue	68.7	68.8	69.0	68.9	68.9	69.0	69.0	69.0	69.0	69.0	68.8
011	16	1680 Third Avenue	68.5	68.6	68.8	68.8	68.7	68.8	68.8	68.8	68.8	68.8	68.6
011	17	1680 Third Avenue	68.3	68.4	68.7	68.6	68.5	68.6	68.6	68.6	68.7	68.6	68.4
011	18	1680 Third Avenue	68.1	68.2	68.5	68.4	68.3	68.4	68.4	68.5	68.5	68.4	68.2
011	19	1680 Third Avenue	67.9	68.0	68.3	68.2	68.1	68.2	68.3	68.3	68.3	68.2	68.0
011	20	1680 Third Avenue	67.5	67.6	67.9	67.9	67.7	67.8	67.9	67.9	67.9	67.8	67.6
011	21	1680 Third Avenue	67.3	67.4	67.8	67.7	67.5	67.8	67.8	67.7	67.7	67.7	67.4
011	22	1680 Third Avenue	67.1	67.2	67.7	67.5	67.3	67.7	67.7	67.5	67.5	67.5	67.2
011	23	1680 Third Avenue	66.9	67.0	67.7	67.4	67.1	67.7	67.6	67.3	67.4	67.3	67.0
011	24	1680 Third Avenue	66.6	66.7	67.5	67.1	66.9	67.5	67.4	67.1	67.1	66.9	66.7
011	25	1680 Third Avenue	66.3	66.4	67.2	67.0	66.6	67.2	67.2	66.8	66.8	66.6	66.4
012	1	1680 Third Avenue	62.2	62.4	63.2	62.4	62.4	62.4	62.4	62.6	63.2	63.0	62.7
012	2	1680 Third Avenue	62.2	62.4	63.7	62.4	62.5	62.5	62.5	62.9	63.7	63.1	62.7
012	3	1680 Third Avenue	62.2	62.5	63.7	62.5	62.5	62.5	62.6	63.0	63.7	63.1	62.7
012	4	1680 Third Avenue	62.2	62.5	64.2	62.5	62.5	62.5	62.6	63.4	64.2	63.2	62.7
012	5	1680 Third Avenue	62.2	62.5	64.3	62.5	62.5	62.5	62.6	63.7	64.3	63.2	62.7
012	6	1680 Third Avenue	62.2	62.5	64.4	62.5	62.5	62.5	62.6	63.7	64.4	63.2	62.7
012	7	1680 Third Avenue	63.1	63.4	65.1	63.7	63.4	63.8	63.6	64.9	65.1	64.1	63.6
012	8	1680 Third Avenue	65.0	65.3	66.5	65.7	65.4	65.7	65.6	66.3	66.5	65.8	65.3
012	9	1680 Third Avenue	65.5	65.8	67.1	66.2	65.9	66.2	66.1	67.1	67.0	66.3	65.8
012	10	1680 Third Avenue	66.0	66.3	67.4	66.7	66.4	66.7	66.6	67.4	67.4	66.7	66.3
012	11	1680 Third Avenue	66.0	66.3	67.5	66.9	66.4	66.8	66.6	67.5	67.4	66.8	66.3
012	12	1680 Third Avenue	65.8	66.1	67.3	66.9	66.2	66.8	66.6	67.3	67.2	66.6	66.1
012	13	1680 Third Avenue	65.7	66.0	67.2	67.0	66.1	66.9	66.8	67.2	67.2	66.5	66.0
012	14	1680 Third Avenue	65.5	65.8	67.1	67.1	65.9	66.9	66.7	67.1	67.0	66.4	65.8
012	15	1680 Third Avenue	65.3	65.7	67.2	67.2	65.8	66.9	66.6	66.9	66.9	66.2	65.7
012	16	1680 Third Avenue	65.2	65.6	67.2	67.2	65.7	67.0	66.7	66.8	66.8	66.2	65.6
012	17	1680 Third Avenue	65.0	65.4	67.2	67.2	65.5	66.9	66.7	66.7	66.7	66.0	65.4
012	18	1680 Third Avenue	64.8	65.2	67.3	67.3	65.4	66.9	66.8	66.5	66.6	65.9	65.2
012	19	1680 Third Avenue	64.6	65.0	67.5	67.5	65.2	66.3	66.9	66.4	66.4	65.8	65.0
012	20	1680 Third Avenue	64.7	65.1	67.7	67.7	65.3	65.9	67.0	66.5	66.5	65.9	65.1
012	21	1680 Third Avenue	64.6	65.0	67.7	67.7	65.2	66.2	67.0	66.4	66.4	65.9	65.0
012	22	1680 Third Avenue	64.5	65.0	67.8	67.8	65.2	66.6	66.2	66.3	66.4	66.0	65.0
012	23	1680 Third Avenue	64.3	64.8	67.7	67.7	65.0	66.6	65.9	66.2	66.2	65.8	64.8
012	24	1680 Third Avenue	64.2	64.7	67.5	67.5	65.0	66.9	65.9	66.1	66.2	65.8	64.7
012	25	1680 Third Avenue	64.1	64.7	67.5	67.5	65.0	66.8	65.8	66.0	66.1	65.8	64.7
013	1	1694 Third Avenue	72.4	72.4	72.6	72.5	72.5	72.5	72.6	72.5	72.6	72.6	72.4
013	2	1694 Third Avenue	72.7	72.7	72.9	72.8	72.8	72.8	72.9	72.8	72.9	72.9	72.7
013	3	1694 Third Avenue	72.4	72.5	72.6	72.5	72.5	72.5	72.6	72.5	72.6	72.6	72.5
014	1	1694 Third Avenue	67.8	67.8	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.8
014	2	1694 Third Avenue	68.7	68.7	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.7
014	3	1694 Third Avenue	68.8	68.8	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.8

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
001	1	1656 Third Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1
001	2	1656 Third Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1
001	3	1656 Third Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1
001	4	1656 Third Avenue	0.1	0.3	0.1	0.1	0.1	0.2	0.1	0.1	0.3	0.1
001	5	1656 Third Avenue	0.1	0.4	0.1	0.1	0.1	0.2	0.1	0.2	0.4	0.1
002	1	1668 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
002	2	1668 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
002	3	1668 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
002	4	1668 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.0
002	5	1668 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0
002	6	1668 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0
003	1	182 East 94 Street	0.2	1.3	1.3	0.4	0.9	1.2	1.1	1.0	0.7	0.2
003	2	182 East 94 Street	0.2	1.9	1.3	0.4	1.9	1.1	1.0	0.9	0.7	0.2
003	3	182 East 94 Street	0.2	1.9	1.6	0.4	1.9	1.2	1.0	0.9	0.7	0.2
003	4	182 East 94 Street	0.2	2.2	2.2	0.5	2.1	1.5	1.1	1.0	0.7	0.2
003	5	182 East 94 Street	0.2	2.5	2.5	0.5	2.2	1.7	1.2	1.0	0.7	0.2
003	6	182 East 94 Street	0.3	2.5	2.5	1.0	2.3	1.6	1.3	1.1	0.7	0.3
003	7	182 East 94 Street	0.3	2.6	2.6	1.1	2.5	1.5	1.4	1.2	0.8	0.3
004	1	182 East 94 Street	0.1	0.5	0.5	0.1	0.5	0.4	0.4	0.3	0.2	0.1
004	2	182 East 94 Street	0.1	0.5	0.5	0.1	0.5	0.5	0.4	0.4	0.3	0.1
004	3	182 East 94 Street	0.1	0.7	0.7	0.2	0.5	0.5	0.5	0.4	0.3	0.1
004	4	182 East 94 Street	0.1	1.1	1.1	0.2	0.6	0.7	0.5	0.5	0.3	0.1
004	5	182 East 94 Street	0.1	1.5	1.5	0.2	0.6	0.8	0.6	0.5	0.4	0.1
004	6	182 East 94 Street	0.1	1.6	1.6	0.6	0.7	0.8	0.6	0.6	0.5	0.1
004	7	182 East 94 Street	0.2	1.5	1.5	0.7	0.8	0.9	0.7	0.6	0.5	0.2
005	1	152 East 94 Street	0.7	2.8	1.7	1.1	2.8	2.4	2.3	2.2	1.8	0.7
005	2	152 East 94 Street	0.7	2.5	1.6	1.1	2.5	2.4	2.2	2.1	1.8	0.7
005	3	152 East 94 Street	0.7	2.3	1.9	1.0	2.3	2.3	2.1	2.1	1.7	0.7
005	4	152 East 94 Street	0.7	2.4	2.4	1.0	2.3	2.3	2.2	2.2	1.7	0.7
005	5	152 East 94 Street	0.7	2.9	2.9	1.0	2.3	2.5	2.2	2.1	1.7	0.7
005	6	152 East 94 Street	0.7	3.1	3.1	0.9	2.2	2.8	2.1	2.0	1.5	0.7
005	7	152 East 94 Street	0.7	3.5	3.5	1.3	2.3	2.4	2.1	2.0	1.5	0.7
005	8	152 East 94 Street	0.7	3.2	3.2	1.3	2.0	2.5	2.2	2.1	1.5	0.7
005	9	152 East 94 Street	0.7	3.4	3.4	1.3	2.7	2.5	2.2	2.1	1.5	0.7
005	10	152 East 94 Street	0.7	3.7	3.7	1.3	2.6	2.4	2.2	2.1	1.6	0.7
005	11	152 East 94 Street	0.7	3.9	3.9	1.5	2.6	2.4	2.2	2.1	1.5	0.7
005	12	152 East 94 Street	0.7	4.4	4.4	1.5	2.7	2.4	2.2	2.1	1.6	0.7
006	8	152 East 94 Street	0.2	1.9	1.4	0.2	0.5	1.1	1.3	1.9	1.1	0.6
006	9	152 East 94 Street	0.6	3.1	3.1	0.6	2.1	2.2	2.1	2.0	1.3	0.7
006	10	152 East 94 Street	0.7	3.7	3.7	1.5	1.7	2.2	2.1	2.1	1.4	0.7
006	11	152 East 94 Street	0.7	4.0	4.0	1.9	2.8	2.3	2.2	2.2	1.5	0.7
006	12	152 East 94 Street	0.7	4.3	4.3	1.9	2.9	2.2	2.2	2.2	1.5	0.7
007	1	167 East 94 Street	0.5	2.7	1.0	1.0	2.7	1.8	1.4	1.8	1.5	0.5
007	2	167 East 94 Street	0.5	2.3	1.0	1.0	2.3	1.8	1.3	1.7	1.4	0.5
007	3	167 East 94 Street	0.5	2.2	1.3	1.0	2.2	1.7	1.3	1.7	1.4	0.5
007	4	167 East 94 Street	0.5	2.2	1.8	0.9	2.2	1.6	1.4	1.7	1.3	0.5
007	5	167 East 94 Street	0.5	2.4	2.4	0.9	2.2	1.5	1.7	1.7	1.4	0.5
007	6	167 East 94 Street	0.5	2.7	2.7	0.8	2.3	1.4	1.7	1.7	1.4	0.5
008	1	1678 Third Avenue	0.1	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1
008	2	1678 Third Avenue	0.1	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1
008	3	1678 Third Avenue	0.1	0.3	0.2	0.1	0.2	0.2	0.2	0.3	0.3	0.1
008	4	1678 Third Avenue	0.1	0.4	0.3	0.1	0.3	0.2	0.2	0.4	0.3	0.1
008	5	1678 Third Avenue	0.1	0.5	0.4	0.1	0.3	0.3	0.3	0.5	0.3	0.1
008	6	1678 Third Avenue	0.1	0.5	0.4	0.2	0.3	0.3	0.4	0.5	0.3	0.1
009	1	1678 Third Avenue	0.2	1.6	1.1	0.5	1.6	0.9	0.7	0.9	0.7	0.2
009	2	1678 Third Avenue	0.2	1.4	1.0	0.4	1.4	0.8	0.6	0.8	0.7	0.2
009	3	1678 Third Avenue	0.2	1.4	1.0	0.4	1.4	0.7	0.6	0.8	0.6	0.2
009	4	1678 Third Avenue	0.2	1.1	1.1	0.4	0.9	0.7	0.6	0.8	0.6	0.2
009	5	1678 Third Avenue	0.2	1.3	1.3	0.4	1.0	0.7	0.7	0.8	0.6	0.2
010	1	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	2	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	3	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	4	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	5	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	6	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	7	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	8	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	9	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	10	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	11	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	12	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	13	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	14	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	15	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	16	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	17	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	18	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	19	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	20	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	21	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	22	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	23	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	24	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
010	25	1680 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
011	1	1680 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.1	0.0
011	2	1680 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.1	0.0
011	3	1680 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.0
011	4	1680 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.2	0.1	0.0
011	5	1680 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.0
011	6	1680 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0
011	7	1680 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0
011	8	1680 Third Avenue	0.1	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1
011	9	1680 Third Avenue	0.1	0.3	0.1	0.1	0.2	0.2	0.2	0.3	0.2	0.1
011	10	1680 Third Avenue	0.1	0.3	0.1	0.1	0.2	0.2	0.3	0.3	0.2	0.1
011	11	1680 Third Avenue	0.1	0.3	0.1	0.1	0.2	0.2	0.3	0.3	0.2	0.1
011	12	1680 Third Avenue	0.1	0.3	0.1	0.1	0.2	0.2	0.3	0.3	0.2	0.1
011	13	1680 Third Avenue	0.1	0.3	0.1	0.1	0.2	0.2	0.3	0.3	0.2	0.1
011	14	1680 Third Avenue	0.1	0.3	0.1	0.1	0.2	0.3	0.3	0.3	0.2	0.1
011	15	1680 Third Avenue	0.1	0.3	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.1
011	16	1680 Third Avenue	0.1	0.3	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.1
011	17	1680 Third Avenue	0.1	0.4	0.3	0.2	0.3	0.3	0.3	0.4	0.3	0.1
011	18	1680 Third Avenue	0.1	0.4	0.3	0.2	0.3	0.3	0.4	0.4	0.3	0.1
011	19	1680 Third Avenue	0.1	0.4	0.3	0.2	0.3	0.4	0.4	0.4	0.3	0.1
011	20	1680 Third Avenue	0.1	0.4	0.4	0.2	0.3	0.4	0.4	0.4	0.3	0.1
011	21	1680 Third Avenue	0.1	0.5	0.4	0.2	0.5	0.5	0.4	0.4	0.4	0.1
011	22	1680 Third Avenue	0.1	0.6	0.4	0.2	0.6	0.6	0.4	0.4	0.4	0.1
011	23	1680 Third Avenue	0.1	0.8	0.5	0.2	0.8	0.7	0.4	0.5	0.4	0.1
011	24	1680 Third Avenue	0.1	0.9	0.5	0.3	0.9	0.8	0.5	0.5	0.3	0.1
011	25	1680 Third Avenue	0.1	0.9	0.7	0.3	0.9	0.9	0.5	0.5	0.3	0.1
012	1	1680 Third Avenue	0.1	1.0	0.1	0.2	0.1	0.2	0.3	1.0	0.8	0.4
012	2	1680 Third Avenue	0.2	1.5	0.2	0.2	0.2	0.3	0.7	1.5	0.8	0.5
012	3	1680 Third Avenue	0.2	1.4	0.2	0.3	0.2	0.3	0.8	1.4	0.9	0.5
012	4	1680 Third Avenue	0.2	2.0	0.2	0.3	0.3	0.3	1.1	2.0	0.9	0.5
012	5	1680 Third Avenue	0.3	2.1	0.3	0.3	0.3	0.4	1.5	2.1	0.9	0.5
012	6	1680 Third Avenue	0.3	2.1	0.3	0.3	0.3	0.3	1.5	2.1	1.0	0.5
012	7	1680 Third Avenue	0.3	2.0	0.6	0.3	0.7	0.5	1.8	2.0	1.0	0.5
012	8	1680 Third Avenue	0.3	1.5	0.7	0.4	0.7	0.6	1.3	1.5	0.8	0.3
012	9	1680 Third Avenue	0.3	1.6	0.7	0.4	0.7	0.6	1.6	1.5	0.8	0.3
012	10	1680 Third Avenue	0.3	1.4	0.7	0.4	0.7	0.6	1.4	1.4	0.7	0.3
012	11	1680 Third Avenue	0.3	1.5	0.9	0.4	0.8	0.6	1.5	1.4	0.8	0.3
012	12	1680 Third Avenue	0.3	1.5	1.1	0.4	1.0	0.8	1.5	1.4	0.8	0.3
012	13	1680 Third Avenue	0.3	1.5	1.3	0.4	1.2	1.1	1.5	1.5	0.8	0.3
012	14	1680 Third Avenue	0.3	1.6	1.6	0.4	1.4	1.2	1.6	1.5	0.9	0.3
012	15	1680 Third Avenue	0.4	1.9	1.9	0.5	1.6	1.3	1.6	1.6	0.9	0.4
012	16	1680 Third Avenue	0.4	2.0	2.0	0.5	1.8	1.5	1.6	1.6	1.0	0.4
012	17	1680 Third Avenue	0.4	2.2	2.2	0.5	1.9	1.7	1.7	1.7	1.0	0.4
012	18	1680 Third Avenue	0.4	2.5	2.5	0.6	2.1	2.0	1.7	1.8	1.1	0.4
012	19	1680 Third Avenue	0.4	2.9	2.9	0.6	1.7	2.3	1.8	1.8	1.2	0.4
012	20	1680 Third Avenue	0.4	3.0	3.0	0.6	1.2	2.3	1.8	1.8	1.2	0.4
012	21	1680 Third Avenue	0.4	3.1	3.1	0.6	1.6	2.4	1.8	1.8	1.3	0.4
012	22	1680 Third Avenue	0.5	3.3	3.3	0.7	2.1	1.7	1.8	1.9	1.5	0.5
012	23	1680 Third Avenue	0.5	3.4	3.4	0.7	2.3	1.6	1.9	1.9	1.5	0.5
012	24	1680 Third Avenue	0.5	3.3	3.3	0.8	2.7	1.7	1.9	2.0	1.6	0.5
012	25	1680 Third Avenue	0.6	3.4	3.4	0.9	2.7	1.7	1.9	2.0	1.7	0.6
013	1	1694 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.0
013	2	1694 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.0
013	3	1694 Third Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.1
014	1	1694 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
014	2	1694 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
014	3	1694 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
015	1	1767 Second Avenue	62.2	62.7	66.2	63.2	63.0	62.7	63.0	64.5	66.2	65.1	63.5
015	2	1767 Second Avenue	63.0	63.7	66.6	64.1	63.9	63.7	64.1	65.0	66.6	65.7	64.1
015	3	1767 Second Avenue	63.1	64.2	66.6	65.5	65.0	64.5	65.5	65.2	66.6	66.1	64.2
015	4	1767 Second Avenue	63.0	64.2	66.5	66.1	66.4	65.0	65.7	65.2	66.5	66.1	64.2
015	5	1767 Second Avenue	62.8	63.8	67.1	66.4	67.1	65.8	65.7	65.1	66.5	66.5	63.8
015	6	1767 Second Avenue	62.5	63.6	67.3	66.8	67.3	65.9	65.8	65.0	66.4	66.8	63.6
015	7	1767 Second Avenue	62.3	63.5	67.6	67.4	67.6	66.0	65.7	65.0	66.6	66.5	63.5
015	8	1767 Second Avenue	62.2	63.2	68.3	67.5	68.3	66.0	65.7	65.0	66.9	66.2	63.2
015	9	1767 Second Avenue	62.2	63.2	69.7	67.6	69.7	66.2	65.9	65.2	67.4	66.3	63.2
015	10	1767 Second Avenue	62.2	63.2	70.3	67.7	70.3	66.5	66.2	65.3	67.6	66.4	63.2
015	11	1767 Second Avenue	62.2	63.2	70.5	67.8	70.5	66.5	66.4	65.7	67.6	66.5	63.2
015	12	1767 Second Avenue	62.2	63.2	70.7	67.9	70.7	66.7	66.8	65.9	67.7	66.6	63.2
015	13	1767 Second Avenue	62.2	62.9	70.9	67.8	70.9	66.9	67.2	66.7	67.7	66.7	62.9
015	14	1767 Second Avenue	62.2	63.0	70.4	68.0	70.4	67.0	67.6	67.1	67.7	66.7	63.0
015	15	1767 Second Avenue	62.2	63.2	70.8	68.3	70.8	67.2	68.2	67.6	67.7	66.7	63.2
015	16	1767 Second Avenue	62.2	63.4	72.1	69.1	72.1	67.5	67.7	67.6	67.5	66.3	63.4
015	17	1767 Second Avenue	62.2	63.5	72.5	69.6	72.5	67.9	68.1	67.5	67.5	66.4	63.5
015	18	1767 Second Avenue	62.2	63.5	73.5	69.7	73.5	68.1	68.5	67.5	67.6	66.5	63.5
015	19	1767 Second Avenue	62.2	63.5	74.1	70.3	74.1	68.4	69.3	67.5	67.6	66.6	63.5
015	20	1767 Second Avenue	62.2	63.6	73.4	70.5	73.4	68.5	69.2	67.5	67.6	66.7	63.6
015	21	1767 Second Avenue	62.2	63.6	73.7	70.8	73.7	68.9	69.3	67.5	67.7	66.7	63.6
015	22	1767 Second Avenue	62.2	63.6	74.3	71.0	74.3	69.2	69.7	67.4	67.7	66.7	63.6
015	23	1767 Second Avenue	62.2	63.6	74.3	71.3	74.3	69.7	70.0	67.4	67.7	66.5	63.6
015	24	1767 Second Avenue	62.2	63.7	74.3	71.3	74.3	68.9	69.9	67.3	67.7	66.5	63.7
015	25	1767 Second Avenue	62.2	63.7	74.3	71.3	74.3	68.8	69.8	67.3	67.7	66.5	63.7
015	26	1767 Second Avenue	62.2	63.7	74.3	71.3	74.3	68.8	69.7	67.2	67.7	66.6	63.7
015	27	1767 Second Avenue	62.2	63.7	74.2	71.3	74.2	68.8	69.1	67.2	67.7	66.6	63.7
015	28	1767 Second Avenue	62.2	63.8	74.2	71.3	74.2	68.9	69.1	67.2	67.7	66.7	63.8
015	29	1767 Second Avenue	62.2	63.8	74.1	71.3	74.1	68.9	68.9	67.2	67.6	66.7	63.8
015	30	1767 Second Avenue	62.2	63.8	74.0	71.2	74.0	69.0	68.8	67.1	67.6	66.7	63.8
015	31	1767 Second Avenue	62.2	63.8	74.0	71.0	74.0	69.1	68.7	67.0	67.6	66.7	63.8
015	32	1767 Second Avenue	62.2	63.8	73.9	71.0	73.9	69.2	68.6	67.0	67.5	66.7	63.8
015	33	1767 Second Avenue	62.2	63.9	73.9	71.0	73.9	69.3	67.6	67.0	67.5	66.7	63.9
015	34	1767 Second Avenue	62.2	63.9	73.8	71.0	73.8	69.5	67.5	66.9	67.3	66.7	63.9
015	35	1767 Second Avenue	62.2	63.8	73.7	70.9	73.7	69.6	67.5	66.8	67.2	66.7	63.8
015	36	1767 Second Avenue	62.2	63.9	73.2	70.9	73.2	69.6	67.5	66.8	67.0	66.7	63.9
015	37	1767 Second Avenue	62.2	63.9	73.1	70.8	73.1	69.7	67.4	66.7	66.9	66.7	63.9
016	1	1767 Second Avenue	66.5	66.7	69.7	67.3	66.8	67.0	67.9	69.5	69.7	68.5	66.7
016	2	1767 Second Avenue	66.7	66.9	70.2	67.9	67.4	67.4	68.6	70.2	69.9	68.8	66.9
016	3	1767 Second Avenue	66.5	66.7	70.4	68.7	67.7	67.8	69.3	70.4	69.9	68.8	66.7
016	4	1767 Second Avenue	66.2	66.5	70.3	69.9	69.1	68.6	70.3	70.3	69.9	68.7	66.5
016	5	1767 Second Avenue	65.9	66.2	70.7	70.7	70.1	69.2	70.7	70.2	69.7	68.6	66.2
016	6	1767 Second Avenue	65.5	65.8	71.2	70.9	70.5	69.8	71.2	70.1	69.6	68.4	65.8
016	7	1767 Second Avenue	65.2	65.6	71.3	71.3	70.9	70.0	71.2	70.0	69.6	68.2	65.6
016	8	1767 Second Avenue	64.7	65.2	71.7	71.7	71.5	70.2	71.2	69.9	69.5	67.7	65.2
016	9	1767 Second Avenue	64.3	64.8	72.7	71.7	72.7	70.3	71.4	69.8	69.4	67.7	64.8
016	10	1767 Second Avenue	64.0	64.6	73.9	71.6	73.9	70.6	71.7	69.7	69.4	67.7	64.6
016	11	1767 Second Avenue	63.7	64.5	74.6	71.6	74.6	70.8	71.9	69.6	68.9	67.6	64.5
016	12	1767 Second Avenue	63.2	64.2	74.8	71.3	74.8	70.7	70.7	69.5	68.9	67.5	64.2
016	13	1767 Second Avenue	63.0	63.7	75.1	71.5	75.1	70.9	70.7	69.5	68.9	67.5	63.7
016	14	1767 Second Avenue	62.8	63.6	75.3	71.6	75.3	71.1	70.9	69.0	68.8	67.6	63.6
016	15	1767 Second Avenue	62.6	63.5	75.6	71.8	75.6	71.2	71.1	69.0	68.9	67.6	63.5
016	16	1767 Second Avenue	62.4	63.4	76.4	71.9	76.4	71.1	70.8	69.0	68.8	67.6	63.4
017	1	203 East 92 Street	66.3	66.3	67.7	66.4	66.4	66.3	66.4	66.4	67.7	67.3	66.5
017	2	203 East 92 Street	66.4	66.5	67.8	66.5	66.5	66.5	66.5	66.5	67.8	67.4	66.6
017	3	203 East 92 Street	66.1	66.2	67.6	66.2	66.2	66.2	66.2	66.3	67.6	67.3	66.3
017	4	203 East 92 Street	65.8	65.9	67.5	65.9	66.0	65.9	65.9	66.1	67.5	67.1	66.0
017	5	203 East 92 Street	65.5	65.6	67.4	65.6	65.7	65.6	65.6	65.9	67.4	67.0	65.8
017	6	203 East 92 Street	65.2	65.3	67.0	65.3	65.4	65.3	65.3	65.7	67.0	66.9	65.5
017	7	203 East 92 Street	65.0	65.1	67.2	65.1	65.2	65.1	65.2	65.9	67.2	66.8	65.4
017	8	203 East 92 Street	64.7	64.8	67.1	64.8	64.9	64.8	64.9	66.0	67.1	66.7	65.2
017	9	203 East 92 Street	64.4	64.5	67.0	64.5	64.6	64.5	64.6	66.2	67.0	66.6	64.9
017	10	203 East 92 Street	64.2	64.4	67.1	64.4	64.6	64.4	64.4	66.4	67.1	66.4	64.8
017	11	203 East 92 Street	63.9	64.1	67.0	64.1	64.3	64.1	64.1	66.7	67.0	66.3	64.2
017	12	203 East 92 Street	63.7	64.0	67.0	64.1	64.2	64.0	64.0	66.7	67.0	66.0	64.0
017	13	203 East 92 Street	63.5	63.8	66.9	64.0	64.1	63.8	63.9	66.4	66.9	66.0	63.9
017	14	203 East 92 Street	63.3	63.7	66.8	63.9	64.2	63.7	63.8	66.8	66.8	65.9	63.7
017	15	203 East 92 Street	63.2	63.7	66.8	64.0	64.3	63.8	63.9	66.7	66.8	65.9	63.7
017	16	203 East 92 Street	63.0	63.6	66.7	64.2	64.6	63.9	63.8	66.6	66.7	65.8	63.6
017	17	203 East 92 Street	62.8	63.6	66.6	64.5	65.0	63.9	63.8	66.5	66.6	65.8	63.6
017	18	203 East 92 Street	62.6	63.6	66.6	64.9	65.5	64.0	64.1	66.4	66.6	65.7	63.6
017	19	203 East 92 Street	62.7	63.7	66.6	65.2	65.9	64.2	64.4	66.5	66.6	65.8	63.7
017	20	203 East 92 Street	62.4	63.5	67.4	65.4	67.4	64.6	64.5	66.3	66.5	65.7	63.5
017	21	203 East 92 Street	62.3	63.5	67.8	66.3	67.8	64.8	65.0	66.3	66.5	65.7	63.5
017	22	203 East 92 Street	62.4	63.6	68.1	66.4	68.1	65.1	65.2	66.3	66.5	65.9	63.6
017	23	203 East 92 Street	62.3	63.5	68.2	66.5	68.2	65.1	65.5	66.3	66.5	65.9	63.5
017	24	203 East 92 Street	62.2	63.5	68.3	66.6	68.3	65.1	66.0	66.2	66.5	65.9	63.5
017	25	203 East 92 Street	62.2	63.5	68.6	66.9	68.6	65.3	66.2	66.2	66.5	66.0	63.5
017	26	203 East 92 Street	62.2	63.5	68.6	66.8	68.6	65.8	66.4	66.2	66.5	66.0	63.5
017	27	203 East 92 Street	62.2	63.6	68.9	67.0	68.9	66.1	66.6	66.2	66.5	66.0	63.6
017	28	203 East 92 Street	62.2	63.6	69.0	67.2	69.0	65.8	66.8	66.2	66.5	66.1	63.6
017	29	203 East 92 Street	62.2	63.6	69.3	67.5	69.3	66.0	67.0	66.2	66.5	66.1	63.6
017	30	203 East 92 Street	62.2	63.6	70.0	67.3	70.0	66.4	67.3	66.2	66.5	66.2	63.6
017	31	203 East 92 Street	62.2	63.6	70.2	67.5	70.2	66.7	67.7	66.1	66.5	66.2	63.6
017	32	203 East 92 Street	62.2	63.6	70.3	67.7	70.3	66.8	66.8	66.1	66.3	66.2	63.6
017	33	203 East 92 Street	62.2	63.6	70.5	67.9	70.5	66.8	66.7	66.0	66.3	66.2	63.6
017	34	203 East 92 Street	62.2	63.6	70.7	68.0	70.7	66.9	66.7	66.0	66.3	66.2	63.6
017	35	203 East 92 Street	62.2	63.7	69.8	68.1	69.8	66.9	66.5	66.0	66.3	66.2	63.7
017	36	203 East 92 Street	62.2	63.7	70.2	68.2	70.2	67.0	66.5	66.0	66.3	66.2	63.7
017	37	203 East 92 Street	62.2	63.7	70.6	68.3	70.6	67.1	66.5	66.0	66.3	66.3	63.7
017	38	203 East 92 Street	62.2	63.7	70.8	68.0	70.8	66.8	66.6	65.9	66.3	66.3	63.7
017	39	203 East 92 Street	62.2	63.7	71.4	68.0	71.4	66.8	66.5	65.8	66.3	66.3	63.7
017	40	203 East 92 Street	62.2	63.7	70.7	68.1	70.7	66.9	66.3	65.8	66.3	66.3	63.7
017	41	203 East 92 Street	62.2	63.7	69.9	68.3	69.9	67.2	66.2	65.8	66.2	66.3	63.7
018	1	203 East 92 Street	62.2	62.4	64.3	62.4	62.5	62.4	62.4	62.4	63.4	64.3	62.6
018	2	203 East 92 Street	62.2	62.4	64.5	62.4	62.5	62.4	62.4	62.4	63.5	64.5	62.7
018	3	203 East 92 Street	62.2	62.4	64.9	62.4	62.5	62.4	62.4	62.4	63.7	64.9	62.7
018	4	203 East 92 Street	62.2	62.4	65.1	62.4	62.5	62.4	62.4	62.4	64.1	65.1	62.8
018	5	203 East 92 Street	62.2	62.4	65.5	62.4	62.5	62.4	62.4	62.5	64.1	65.5	62.9
018	6	203 East 92 Street	62.2	62.4	65.5	62.4	62.5	62.4	62.4	62.7	65.3	65.5	63.0
018	7	203 East 92 Street	62.2	62.4	65.3	62.4	62.5	62.4	62.4	62.8	65.3	65.3	63.1
018	8	203 East 92 Street	62.2	62.4	66.0	62.4	62.5	62.4	62.4	62.9	66.0	65.3	62.6
018	9	203 East 92 Street	62.2	62.4	66.5	62.4	62.5	62.4	62.4	63.4	66.5	65.4	62.7
018	10	203 East 92 Street	62.2	62.4	66.6	62.5	62.6	62.4	62.4	63.7	66.6	65.5	62.7
018	11	203 East 92 Street	62.2	62.4	66.6	62.5	62.7	62.4	62.4	64.0	66.6	65.5	62.7
018	12	203 East 92 Street	62.2	62.5	66.7	62.6	62.9	62.5	62.6	65.3	66.7	65.4	62.8
018	13	203 East 92 Street	62.2	62.6	66.7	62.7	63.0	62.6	62.7	65.3	66.7	65.4	62.9
018	14	203 East 92 Street	62.2	62.7	66.7	62.8	63.2	62.7	62.9	66.7	66.7	65.3	63.0
018	15	203 East 92 Street	62.2	63.1	66.7	63.2	63.8	63.1	63.2	66.7	66.7	65.3	63.3
018	16	203 East 92 Street	62.2	63.3	66.7	63.4	64.2	63.4	63.5	66.7	66.7	65.3	63.3
018	17	203 East 92 Street	62.2	63.3	66.8	63.8	64.9	63.8	64.0	66.6	66.8	65.4	63.3
018	18	203 East 92 Street	62.2	63.3	66.8	64.5	65.8	64.4	64.6	66.6	66.8	65.4	63.3
018	19	203 East 92 Street	62.2	63.4	66.8	65.2	66.5	64.9	65.3	66.6	66.8	65.5	63.4
018	20	203 East 92 Street	62.2	63.4	66.8	65.5	66.8	64.9	65.8	66.7	66.8	65.7	63.4
018	21	203 East 92 Street	62.2	63.4	67.6	66.0	67.6	65.6	67.0	66.7	66.8	65.8	63.4
018	22	203 East 92 Street	62.2	63.4	68.9	66.8	68.9	66.3	66.6	66.7	66.8	65.8	63.4
018	23	203 East 92 Street	62.2	63.4	69.4	67.2	69.4	67.1	68.0	66.7	66.8	65.9	63.4
018	24	203 East 92 Street	62.2	63.5	70.3	67.5	70.3	67.2	68.1	66.6	66.8	65.9	63.5
018	25	203 East 92 Street	62.2	63.5	70.3	67.6	70.3	66.6	68.2	66.6	66.8	65.9	63.5
018	26	203 East 92 Street	62.2	63.5	70.3	67.7	70.3	66.7	67.3	66.6	66.8	65.9	63.5
018	27	203 East 92 Street	62.2	63.5	70.3	68.0	70.3	66.5	67.4	66.5	66.8	66.0	63.5
018	28	203 East 92 Street	62.2	63.5	70.3	68.0	70.3	66.6	67.5	66.5	66.8	66.0	63.5
018	29	203 East 92 Street	62.2	63.6	70.2	68.3	70.2	66.8	67.2	66.5	66.8	66.0	63.6
018	30	203 East 92 Street	62.2	63.6	70.3	68.4	70.3	66.5	67.1	66.5	66.8	66.0	63.6
018	31	203 East 92 Street	62.2	63.6	70.2	68.1	70.2	66.7	67.1	66.4	66.7	66.0	63.6
018	32	203 East 92 Street	62.2	63.6	70.2	67.9	70.2	66.8	67.2	66.4	66.6	66.0	63.6
018	33	203 East 92 Street	62.2	63.6	70.3	67.9	70.3	67.1	66.7	66.3	66.6	66.0	63.6
018	34	203 East 92 Street	62.2	63.6	70.4	68.0	70.4	67.3	66.8	66.3	66.6	66.0	63.6
018	35	203 East 92 Street	62.2	63.6	70.5	68.2	70.5	67.5	66.7	66.3	66.6	66.1	63.6
018	36	203 East 92 Street	62.2	63.6	70.7	68.5	70.7	67.5	66.7	66.3	66.3	66.1	63.6
018	37	203 East 92 Street	62.2	63.7	69.7	68.5	69.7	67.6	66.6	66.2	66.3	66.1	63.7
018	38	203 East 92 Street	62.2	63.7	69.7	68.5	69.7	67.7	66.5	66.0	66.2	66.1	63.7
018	39	203 East 92 Street	62.2	63.7	70.1	68.5	70.1	67.7	66.4	66.0	66.2	66.1	63.7
018	40	203 East 92 Street	62.2	63.7	70.5	68.5	70.5	67.7	66.4	65.9	66.2	66.1	63.7
018	41	203 East 92 Street	62.2	63.7	70.7	68.5	70.7	67.8	66.4	65.9	66.1	66.1	63.7
019	1	220 East 94 Street	63.9	64.6	75.2	75.0	73.2	75.1	75.2	73.1	68.3	66.1	64.6
019	2	220 East 94 Street	64.1	64.8	77.4	76.6	77.4	76.4	75.9	73.2	68.7	66.3	64.8
019	3	220 East 94 Street	63.8	64.7	79.7	79.7	79.6	76.7	76.2	73.1	69.0	66.3	64.7
019	4	220 East 94 Street	63.4	64.2	81.9	80.3	81.9	75.9	75.9	72.9	68.9	65.9	64.2
019	5	220 East 94 Street	63.1	64.0	82.2	79.1	82.2	75.9	76.0	72.7	69.2	65.8	64.0

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
015	1	1767 Second Avenue	0.5	4.0	0.9	0.7	0.5	0.7	2.3	4.0	2.8	1.3
015	2	1767 Second Avenue	0.7	3.6	1.1	0.9	0.7	1.1	2.0	3.6	2.7	1.1
015	3	1767 Second Avenue	1.1	3.5	2.4	1.9	1.4	2.4	2.1	3.5	3.0	1.1
015	4	1767 Second Avenue	1.2	3.5	3.1	3.4	2.0	2.7	2.2	3.5	3.1	1.2
015	5	1767 Second Avenue	1.0	4.3	3.6	4.3	3.0	2.9	2.3	3.7	3.7	1.0
015	6	1767 Second Avenue	1.1	4.8	4.3	4.8	3.4	3.3	2.5	3.9	4.3	1.1
015	7	1767 Second Avenue	1.2	5.3	5.1	5.3	3.7	3.4	2.7	4.3	4.2	1.2
015	8	1767 Second Avenue	0.9	6.1	5.2	6.1	3.8	3.5	2.8	4.7	4.0	0.9
015	9	1767 Second Avenue	0.9	7.4	5.4	7.4	4.0	3.6	2.9	5.1	4.1	0.9
015	10	1767 Second Avenue	0.9	8.1	5.5	8.1	4.2	3.9	3.1	5.4	4.2	0.9
015	11	1767 Second Avenue	0.9	8.3	5.6	8.3	4.3	4.2	3.4	5.4	4.3	0.9
015	12	1767 Second Avenue	1.0	8.4	5.6	8.4	4.5	4.6	3.7	5.4	4.3	1.0
015	13	1767 Second Avenue	0.7	8.7	5.6	8.7	4.7	5.0	4.4	5.4	4.4	0.7
015	14	1767 Second Avenue	0.8	8.2	5.7	8.2	4.8	5.4	4.9	5.5	4.5	0.8
015	15	1767 Second Avenue	1.0	8.6	6.1	8.6	4.9	5.9	5.4	5.5	4.4	1.0
015	16	1767 Second Avenue	1.2	9.8	6.9	9.8	5.2	5.5	5.4	5.3	4.1	1.2
015	17	1767 Second Avenue	1.2	10.3	7.3	10.3	5.6	5.9	5.3	5.3	4.2	1.2
015	18	1767 Second Avenue	1.2	11.3	7.5	11.3	5.9	6.2	5.2	5.4	4.2	1.2
015	19	1767 Second Avenue	1.3	11.8	8.1	11.8	6.2	7.0	5.2	5.4	4.3	1.3
015	20	1767 Second Avenue	1.3	11.1	8.3	11.1	6.2	6.9	5.2	5.4	4.5	1.3
015	21	1767 Second Avenue	1.3	11.5	8.5	11.5	6.7	7.1	5.2	5.4	4.4	1.3
015	22	1767 Second Avenue	1.4	12.0	8.8	12.0	6.9	7.5	5.1	5.4	4.4	1.4
015	23	1767 Second Avenue	1.4	12.0	9.0	12.0	7.5	7.8	5.1	5.4	4.3	1.4
015	24	1767 Second Avenue	1.4	12.0	9.0	12.0	6.7	7.7	5.1	5.4	4.3	1.4
015	25	1767 Second Avenue	1.4	12.0	9.0	12.0	6.5	7.6	5.1	5.4	4.3	1.4
015	26	1767 Second Avenue	1.5	12.0	9.0	12.0	6.5	7.5	5.0	5.4	4.3	1.5
015	27	1767 Second Avenue	1.5	11.9	9.0	11.9	6.5	6.9	5.0	5.4	4.3	1.5
015	28	1767 Second Avenue	1.5	11.9	9.0	11.9	6.6	6.9	4.9	5.4	4.4	1.5
015	29	1767 Second Avenue	1.5	11.8	9.0	11.8	6.7	6.7	4.9	5.4	4.4	1.5
015	30	1767 Second Avenue	1.6	11.8	8.9	11.8	6.8	6.5	4.9	5.4	4.5	1.6
015	31	1767 Second Avenue	1.6	11.8	8.8	11.8	6.9	6.5	4.8	5.4	4.5	1.6
015	32	1767 Second Avenue	1.6	11.7	8.8	11.7	6.9	6.3	4.8	5.3	4.5	1.6
015	33	1767 Second Avenue	1.6	11.7	8.8	11.7	7.1	5.4	4.7	5.3	4.5	1.6
015	34	1767 Second Avenue	1.6	11.6	8.8	11.6	7.3	5.3	4.7	5.1	4.5	1.6
015	35	1767 Second Avenue	1.6	11.5	8.7	11.5	7.3	5.3	4.6	4.9	4.5	1.6
015	36	1767 Second Avenue	1.6	10.9	8.7	10.9	7.3	5.2	4.5	4.7	4.5	1.6
015	37	1767 Second Avenue	1.6	10.8	8.6	10.8	7.4	5.1	4.5	4.7	4.5	1.6
016	1	1767 Second Avenue	0.2	3.2	0.8	0.3	0.5	1.4	3.0	3.2	2.0	0.2
016	2	1767 Second Avenue	0.2	3.5	1.2	0.7	0.7	1.9	3.5	3.2	2.1	0.2
016	3	1767 Second Avenue	0.2	3.9	2.2	1.2	1.3	2.8	3.9	3.4	2.3	0.2
016	4	1767 Second Avenue	0.3	4.1	3.7	2.9	2.4	4.1	4.1	3.7	2.5	0.3
016	5	1767 Second Avenue	0.3	4.8	4.8	4.2	3.3	4.8	4.3	3.8	2.7	0.3
016	6	1767 Second Avenue	0.3	5.7	5.4	5.0	4.3	5.7	4.6	4.1	2.9	0.3
016	7	1767 Second Avenue	0.4	6.1	6.1	5.7	4.8	6.0	4.8	4.4	3.0	0.4
016	8	1767 Second Avenue	0.5	7.0	7.0	6.8	5.5	6.5	5.2	4.8	3.0	0.5
016	9	1767 Second Avenue	0.5	8.4	7.4	8.4	6.0	7.1	5.5	5.1	3.4	0.5
016	10	1767 Second Avenue	0.6	9.9	7.6	9.9	6.6	7.7	5.7	5.4	3.7	0.6
016	11	1767 Second Avenue	0.8	10.9	7.9	10.9	7.1	8.2	5.9	5.2	3.9	0.8
016	12	1767 Second Avenue	1.0	11.6	8.1	11.6	7.5	7.5	6.3	5.7	4.3	1.0
016	13	1767 Second Avenue	0.7	12.1	8.5	12.1	7.9	7.7	6.5	5.9	4.5	0.7
016	14	1767 Second Avenue	0.8	12.5	8.8	12.5	8.3	8.1	6.2	6.0	4.8	0.8
016	15	1767 Second Avenue	0.9	13.0	9.2	13.0	8.6	8.5	6.4	6.3	5.0	0.9
016	16	1767 Second Avenue	1.0	14.0	9.5	14.0	8.7	8.4	6.6	6.4	5.2	1.0
017	1	203 East 92 Street	0.0	1.4	0.1	0.1	0.0	0.1	0.1	1.4	1.0	0.2
017	2	203 East 92 Street	0.1	1.4	0.1	0.1	0.1	0.1	0.1	1.4	1.0	0.2
017	3	203 East 92 Street	0.1	1.5	0.1	0.1	0.1	0.1	0.2	1.5	1.2	0.2
017	4	203 East 92 Street	0.1	1.7	0.1	0.2	0.1	0.1	0.3	1.7	1.3	0.2
017	5	203 East 92 Street	0.1	1.9	0.1	0.2	0.1	0.1	0.4	1.9	1.5	0.3
017	6	203 East 92 Street	0.1	1.8	0.1	0.2	0.1	0.1	0.5	1.8	1.7	0.3
017	7	203 East 92 Street	0.1	2.2	0.1	0.2	0.1	0.2	0.9	2.2	1.8	0.4
017	8	203 East 92 Street	0.1	2.4	0.1	0.2	0.1	0.2	1.3	2.4	2.0	0.5
017	9	203 East 92 Street	0.1	2.6	0.1	0.2	0.1	0.2	1.8	2.6	2.2	0.5
017	10	203 East 92 Street	0.2	2.9	0.2	0.4	0.2	0.2	2.2	2.9	2.2	0.6
017	11	203 East 92 Street	0.2	3.1	0.2	0.4	0.2	0.2	2.8	3.1	2.4	0.3
017	12	203 East 92 Street	0.3	3.3	0.4	0.5	0.3	0.3	3.0	3.3	2.3	0.3
017	13	203 East 92 Street	0.3	3.4	0.5	0.6	0.3	0.4	2.9	3.4	2.5	0.4
017	14	203 East 92 Street	0.4	3.5	0.6	0.9	0.4	0.5	3.5	3.5	2.6	0.4
017	15	203 East 92 Street	0.5	3.6	0.8	1.1	0.6	0.7	3.5	3.6	2.7	0.5
017	16	203 East 92 Street	0.6	3.7	1.2	1.6	0.9	0.8	3.6	3.7	2.8	0.6
017	17	203 East 92 Street	0.8	3.8	1.7	2.2	1.1	1.0	3.7	3.8	3.0	0.8
017	18	203 East 92 Street	1.0	4.0	2.3	2.9	1.4	1.5	3.8	4.0	3.1	1.0
017	19	203 East 92 Street	1.0	3.9	2.5	3.2	1.5	1.7	3.8	3.9	3.1	1.0
017	20	203 East 92 Street	1.1	5.0	3.0	5.0	2.2	2.1	3.9	4.1	3.3	1.1
017	21	203 East 92 Street	1.2	5.5	4.0	5.5	2.5	2.7	4.0	4.2	3.4	1.2
017	22	203 East 92 Street	1.2	5.7	4.0	5.7	2.7	2.8	3.9	4.1	3.5	1.2
017	23	203 East 92 Street	1.2	5.9	4.2	5.9	2.8	3.2	4.0	4.2	3.6	1.2
017	24	203 East 92 Street	1.2	6.1	4.3	6.1	2.8	3.8	4.0	4.3	3.7	1.2
017	25	203 East 92 Street	1.3	6.3	4.7	6.3	3.1	3.9	4.0	4.3	3.7	1.3
017	26	203 East 92 Street	1.3	6.4	4.6	6.4	3.6	4.2	4.0	4.3	3.7	1.3
017	27	203 East 92 Street	1.3	6.7	4.7	6.7	3.9	4.3	4.0	4.3	3.8	1.3
017	28	203 East 92 Street	1.3	6.8	5.0	6.8	3.6	4.5	4.0	4.3	3.9	1.3
017	29	203 East 92 Street	1.3	7.0	5.2	7.0	3.8	4.8	3.9	4.3	3.9	1.3
017	30	203 East 92 Street	1.3	7.8	5.1	7.8	4.2	5.1	3.9	4.3	3.9	1.3
017	31	203 East 92 Street	1.4	8.0	5.3	8.0	4.4	5.5	3.9	4.3	3.9	1.4
017	32	203 East 92 Street	1.4	8.1	5.4	8.1	4.5	4.5	3.9	4.1	3.9	1.4
017	33	203 East 92 Street	1.4	8.3	5.6	8.3	4.5	4.5	3.8	4.1	4.0	1.4
017	34	203 East 92 Street	1.4	8.4	5.7	8.4	4.7	4.4	3.8	4.1	4.0	1.4
017	35	203 East 92 Street	1.4	7.6	5.9	7.6	4.7	4.3	3.7	4.1	4.0	1.4
017	36	203 East 92 Street	1.4	8.0	5.9	8.0	4.7	4.3	3.7	4.0	4.0	1.4
017	37	203 East 92 Street	1.4	8.3	6.0	8.3	4.9	4.3	3.7	4.0	4.0	1.4
017	38	203 East 92 Street	1.4	8.6	5.7	8.6	4.5	4.3	3.6	4.0	4.0	1.4
017	39	203 East 92 Street	1.4	9.1	5.7	9.1	4.6	4.2	3.6	4.0	4.0	1.4
017	40	203 East 92 Street	1.5	8.4	5.9	8.4	4.7	4.1	3.5	4.0	4.0	1.5
017	41	203 East 92 Street	1.4	7.7	6.0	7.7	4.9	4.0	3.5	4.0	4.0	1.4
018	1	203 East 92 Street	0.1	2.0	0.2	0.3	0.1	0.1	0.1	1.1	2.0	0.4
018	2	203 East 92 Street	0.1	2.3	0.2	0.3	0.1	0.1	0.2	1.2	2.3	0.4
018	3	203 East 92 Street	0.1	2.6	0.2	0.3	0.1	0.1	0.2	1.4	2.6	0.5
018	4	203 East 92 Street	0.1	2.8	0.2	0.3	0.1	0.1	0.2	1.9	2.8	0.5
018	5	203 East 92 Street	0.1	3.2	0.2	0.3	0.1	0.1	0.2	1.9	3.2	0.6
018	6	203 East 92 Street	0.1	3.2	0.2	0.3	0.1	0.1	0.5	3.0	3.2	0.8
018	7	203 East 92 Street	0.1	3.1	0.2	0.3	0.1	0.1	0.5	3.1	3.0	0.9
018	8	203 East 92 Street	0.1	3.7	0.2	0.3	0.1	0.1	0.6	3.7	3.1	0.4
018	9	203 East 92 Street	0.1	4.3	0.2	0.3	0.1	0.1	1.1	4.3	3.1	0.4
018	10	203 East 92 Street	0.2	4.3	0.2	0.4	0.2	0.2	1.5	4.3	3.2	0.5
018	11	203 East 92 Street	0.2	4.3	0.2	0.4	0.2	0.2	1.8	4.3	3.3	0.5
018	12	203 East 92 Street	0.3	4.4	0.4	0.6	0.3	0.4	3.0	4.4	3.2	0.5
018	13	203 East 92 Street	0.4	4.4	0.5	0.7	0.4	0.5	3.1	4.4	3.1	0.6
018	14	203 East 92 Street	0.5	4.5	0.6	0.9	0.5	0.7	4.4	4.5	3.0	0.8
018	15	203 East 92 Street	0.8	4.5	0.9	1.5	0.8	1.0	4.4	4.5	3.1	1.0
018	16	203 East 92 Street	1.0	4.5	1.2	2.0	1.1	1.2	4.4	4.5	3.1	1.0
018	17	203 East 92 Street	1.1	4.5	1.5	2.6	1.5	1.8	4.3	4.5	3.1	1.1
018	18	203 East 92 Street	1.1	4.5	2.3	3.5	2.1	2.3	4.3	4.5	3.2	1.1
018	19	203 East 92 Street	1.1	4.5	2.9	4.2	2.6	3.0	4.3	4.5	3.3	1.1
018	20	203 East 92 Street	1.1	4.6	3.2	4.6	2.7	3.6	4.4	4.6	3.4	1.1
018	21	203 East 92 Street	1.1	5.4	3.7	5.4	3.3	4.8	4.4	4.6	3.5	1.1
018	22	203 East 92 Street	1.2	6.7	4.6	6.7	4.1	4.3	4.4	4.6	3.6	1.2
018	23	203 East 92 Street	1.2	7.2	4.9	7.2	4.9	5.7	4.4	4.6	3.6	1.2
018	24	203 East 92 Street	1.2	8.1	5.2	8.1	5.0	5.9	4.3	4.6	3.6	1.2
018	25	203 East 92 Street	1.2	8.1	5.4	8.1	4.3	5.9	4.3	4.6	3.7	1.2
018	26	203 East 92 Street	1.3	8.1	5.5	8.1	4.4	5.1	4.3	4.6	3.7	1.3
018	27	203 East 92 Street	1.3	8.1	5.8	8.1	4.3	5.1	4.3	4.6	3.7	1.3
018	28	203 East 92 Street	1.3	8.1	5.8	8.1	4.3	5.2	4.3	4.6	3.7	1.3
018	29	203 East 92 Street	1.3	8.0	6.0	8.0	4.5	4.9	4.2	4.6	3.7	1.3
018	30	203 East 92 Street	1.3	8.1	6.2	8.1	4.3	4.9	4.2	4.6	3.8	1.3
018	31	203 East 92 Street	1.3	8.0	5.9	8.0	4.5	4.9	4.2	4.4	3.8	1.3
018	32	203 East 92 Street	1.3	8.0	5.6	8.0	4.6	4.9	4.2	4.3	3.8	1.3
018	33	203 East 92 Street	1.4	8.1	5.6	8.1	4.9	4.5	4.1	4.3	3.8	1.4
018	34	203 East 92 Street	1.4	8.2	5.7	8.2	5.1	4.5	4.1	4.3	3.8	1.4
018	35	203 East 92 Street	1.4	8.3	5.9	8.3	5.2	4.5	4.0	4.3	3.9	1.4
018	36	203 East 92 Street	1.4	8.4	6.2	8.4	5.3	4.4	4.0	4.0	3.9	1.4
018	37	203 East 92 Street	1.4	7.4	6.2	7.4	5.4	4.3	3.9	4.0	3.9	1.4
018	38	203 East 92 Street	1.4	7.5	6.2	7.5	5.4	4.3	3.8	4.0	3.9	1.4
018	39	203 East 92 Street	1.4	7.8	6.2	7.8	5.4	4.2	3.7	4.0	3.9	1.4
018	40	203 East 92 Street	1.4	8.3	6.2	8.3	5.5	4.2	3.7	3.9	3.9	1.4
018	41	203 East 92 Street	1.4	8.4	6.2	8.4	5.6	4.2	3.7	3.9	3.9	1.4
019	1	220 East 94 Street	0.7	11.3	11.1	9.3	11.2	11.3	9.2	4.4	2.2	0.7
019	2	220 East 94 Street	0.7	13.3	12.5	13.3	12.3	11.8	9.1	4.6	2.2	0.7
019	3	220 East 94 Street	0.9	15.9	15.9	15.8	12.9	12.4	9.3	5.2	2.5	0.9
019	4	220 East 94 Street	0.8	18.5	16.9	18.5	12.5	12.5	9.5	5.5	2.5	0.8
019	5	220 East 94 Street	0.9	19.1	16.0	19.1	12.8	12.9	9.6	6.1	2.7	0.9

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
019	6	220 East 94 Street	62.8	63.9	82.1	79.0	82.1	76.2	76.0	72.9	68.8	65.8	63.9
019	7	220 East 94 Street	62.6	63.7	82.0	79.3	82.0	76.5	74.9	73.0	69.3	65.7	63.7
019	8	220 East 94 Street	62.4	63.5	81.8	79.5	81.8	76.0	74.3	73.2	70.0	65.7	63.5
019	9	220 East 94 Street	62.3	63.5	81.9	79.3	81.9	75.6	74.1	73.3	70.3	65.8	63.5
020	1	220 East 94 Street	63.9	64.6	77.4	77.4	74.0	76.8	76.8	74.2	68.6	66.4	64.6
020	2	220 East 94 Street	64.1	64.9	79.4	79.4	78.3	78.2	77.6	74.3	68.8	66.6	64.9
020	3	220 East 94 Street	63.8	65.0	82.8	82.8	81.1	79.0	78.0	74.4	69.1	66.6	65.0
020	4	220 East 94 Street	63.4	64.4	83.7	83.2	83.7	78.1	78.1	74.6	69.4	66.3	64.4
020	5	220 East 94 Street	63.0	64.4	83.9	82.2	83.9	78.0	79.0	74.6	69.6	66.3	64.4
020	6	220 East 94 Street	62.7	64.3	83.6	82.1	83.6	78.4	78.1	74.9	69.4	66.4	64.3
020	7	220 East 94 Street	62.5	64.1	83.4	82.0	83.4	78.5	77.1	75.1	69.9	66.3	64.1
020	8	220 East 94 Street	62.4	63.9	83.2	82.1	83.2	78.2	76.7	75.3	70.5	66.5	63.9
020	9	220 East 94 Street	62.2	63.9	82.9	81.8	82.9	77.9	76.4	75.6	71.5	67.0	63.9
021	1	220 East 94 Street	62.2	62.3	64.6	63.5	63.5	62.8	63.1	64.6	63.2	62.7	62.3
021	2	220 East 94 Street	62.2	62.3	64.6	63.8	63.6	62.9	63.3	64.6	63.2	62.7	62.3
021	3	220 East 94 Street	62.2	62.3	65.0	64.2	63.7	63.0	63.7	65.0	63.2	62.7	62.3
021	4	220 East 94 Street	62.2	62.3	65.3	64.7	64.0	63.3	64.1	65.3	63.3	62.8	62.3
021	5	220 East 94 Street	62.2	62.3	65.4	65.0	64.1	63.5	64.8	65.4	63.3	62.8	62.3
021	6	220 East 94 Street	62.6	62.6	66.1	66.1	64.5	64.1	65.4	65.6	64.2	63.1	62.6
021	7	220 East 94 Street	63.5	63.5	66.6	66.6	65.3	64.9	65.9	66.1	65.3	64.0	63.5
021	8	220 East 94 Street	64.5	64.6	67.2	67.2	66.6	65.9	66.9	66.7	66.0	65.0	64.6
021	9	220 East 94 Street	65.2	65.4	67.8	67.8	67.3	66.8	67.3	67.1	66.6	65.7	65.4
022	1	225 East 93 Street	62.2	62.5	65.4	63.7	62.8	62.5	62.7	62.7	63.4	65.4	62.6
022	2	225 East 93 Street	62.2	62.6	65.8	64.0	62.9	62.6	62.7	62.8	64.2	65.8	62.7
022	3	225 East 93 Street	62.2	62.7	65.9	64.7	63.0	62.7	62.9	62.8	65.9	65.1	62.8
022	4	225 East 93 Street	62.2	62.8	66.3	65.4	63.1	62.8	63.0	62.8	66.3	65.3	62.8
022	5	225 East 93 Street	62.2	62.9	67.3	65.8	63.1	63.0	63.1	62.9	67.3	65.5	62.9
022	6	225 East 93 Street	62.2	63.0	68.2	66.3	63.1	63.2	63.1	63.0	68.2	65.8	63.0
022	7	225 East 93 Street	62.2	63.0	68.4	66.9	63.1	63.3	63.1	63.4	68.4	66.3	63.0
022	8	225 East 93 Street	62.2	63.0	69.0	66.9	63.0	63.3	63.0	64.2	69.0	66.6	63.1
022	9	225 East 93 Street	62.3	63.1	69.3	66.9	63.1	63.4	63.1	65.5	69.3	66.8	63.1
022	10	225 East 93 Street	62.7	63.5	69.5	67.3	64.5	64.0	63.9	67.5	69.5	67.1	63.5
022	11	225 East 93 Street	63.2	64.0	69.7	67.5	65.6	64.6	65.4	69.6	69.7	67.5	64.0
023	1	245 East 93 Street	63.4	64.1	78.5	78.5	74.9	77.9	77.4	73.5	68.0	66.1	64.1
023	2	245 East 93 Street	63.7	64.6	80.6	80.6	79.3	79.0	78.5	74.0	68.7	66.5	64.6
023	3	245 East 93 Street	63.5	64.9	83.7	83.7	82.2	80.3	79.6	74.4	69.0	66.7	64.9
024	1	245 East 93 Street	62.2	62.3	64.6	64.4	64.2	63.3	63.7	64.0	64.6	64.0	62.3
024	2	245 East 93 Street	62.2	62.3	64.7	64.6	64.3	63.4	63.9	64.0	64.7	64.1	62.3
024	3	245 East 93 Street	62.2	62.4	65.1	64.9	64.4	63.6	64.4	65.0	65.1	64.2	62.4
025	1	245 East 93 Street	63.6	64.3	78.9	78.9	75.3	78.1	77.2	73.6	68.2	66.5	64.3
025	2	245 East 93 Street	63.9	64.9	81.0	81.0	79.7	79.3	78.7	74.0	68.8	66.9	64.9
025	3	245 East 93 Street	63.7	65.4	84.0	84.0	83.1	81.0	79.2	74.4	69.3	67.2	65.4
026	1	245 East 93 Street	62.2	62.3	65.2	64.9	64.5	63.7	64.7	64.4	65.2	64.7	62.3
026	2	245 East 93 Street	62.2	62.3	65.3	65.2	64.7	63.8	65.0	64.4	65.3	64.7	62.3
026	3	245 East 93 Street	62.2	62.3	66.0	65.5	64.9	64.1	66.0	65.3	65.5	64.8	62.3
027	1	245 East 93 Street	63.6	64.3	78.8	78.8	75.2	78.0	77.2	73.5	68.6	66.7	64.3
027	2	245 East 93 Street	64.0	65.0	80.9	80.9	79.6	79.4	78.9	73.9	68.9	67.1	65.0
027	3	245 East 93 Street	63.8	65.1	84.1	84.1	83.2	81.4	79.5	74.2	69.1	67.2	65.1
028	1	245 East 93 Street	62.2	62.3	65.3	64.8	63.8	63.9	64.5	64.2	65.3	64.8	62.3
028	2	245 East 93 Street	62.2	62.3	65.6	64.9	64.0	64.0	65.0	64.7	65.6	65.0	62.3
028	3	245 East 93 Street	62.2	62.3	65.8	65.0	64.2	64.0	65.4	65.6	65.8	65.1	62.3
029	1	245 East 93 Street	63.6	64.3	78.6	78.6	74.7	77.9	77.0	73.3	68.6	66.7	64.3
029	2	245 East 93 Street	64.0	64.9	80.8	80.8	79.3	79.4	79.2	73.7	68.9	67.1	64.9
029	3	245 East 93 Street	63.9	65.1	84.0	84.0	83.2	81.7	79.3	74.0	69.1	67.3	65.1
030	1	245 East 93 Street	62.2	62.3	65.5	64.8	63.8	64.1	64.5	64.4	65.5	65.0	62.3
030	2	245 East 93 Street	62.2	62.3	65.8	64.9	63.9	64.3	64.9	65.0	65.8	65.2	62.3
030	3	245 East 93 Street	62.2	62.4	66.0	65.3	64.2	64.4	65.5	65.9	66.0	65.3	62.4
031	1	245 East 93 Street	63.7	64.4	78.4	78.4	74.8	77.9	76.5	73.0	68.5	66.6	64.4
031	2	245 East 93 Street	64.1	65.0	80.5	80.5	79.2	79.5	78.8	73.4	68.8	67.0	65.0
031	3	245 East 93 Street	64.1	65.7	83.7	83.7	83.1	81.5	78.8	73.8	69.3	67.4	65.7
032	1	245 East 93 Street	62.2	62.3	65.1	65.1	63.9	64.4	64.4	63.8	65.1	64.4	62.3
032	2	245 East 93 Street	62.2	62.3	65.5	65.5	64.3	64.6	64.9	64.5	65.4	64.8	62.3
032	3	245 East 93 Street	62.2	62.4	65.9	65.9	64.6	64.7	65.3	65.4	65.8	64.9	62.4
033	1	245 East 93 Street	63.8	64.4	78.0	77.9	74.7	78.0	76.4	72.7	68.6	66.7	64.4
033	2	245 East 93 Street	64.3	65.1	80.0	80.0	79.5	79.9	78.9	73.1	68.8	67.1	65.1
033	3	245 East 93 Street	64.4	65.8	83.4	83.4	82.8	81.5	78.9	73.5	69.3	67.5	65.8
034	1	245 East 93 Street	62.2	62.4	73.1	65.3	66.7	73.1	71.9	66.9	64.8	64.4	62.4
034	2	245 East 93 Street	62.2	62.5	75.6	66.7	69.3	74.8	75.6	67.0	64.9	64.4	62.5
034	3	245 East 93 Street	62.2	62.5	75.6	67.8	75.2	75.6	75.4	67.2	65.0	64.4	62.5
035	1	245 East 93 Street	62.2	62.3	65.1	64.5	64.0	65.1	64.1	63.7	64.9	64.3	62.3
035	2	245 East 93 Street	62.2	62.3	65.3	64.8	64.4	65.3	64.2	64.1	65.1	64.4	62.3
035	3	245 East 93 Street	62.2	62.4	65.5	65.4	65.1	65.5	64.7	65.4	65.5	64.5	62.4
036	1	245 East 93 Street	62.2	62.5	69.8	66.5	67.2	66.2	66.8	69.8	68.3	65.0	62.5
036	2	245 East 93 Street	62.2	62.6	69.9	67.0	68.2	66.4	67.1	69.9	68.5	65.2	62.6
036	3	245 East 93 Street	62.2	62.7	70.1	68.2	69.0	67.0	68.6	70.1	68.7	65.6	62.7
037	1	245 East 93 Street	62.2	63.0	70.9	68.0	67.5	67.5	67.4	70.9	68.5	65.6	63.0
037	2	245 East 93 Street	62.2	63.0	71.0	68.7	68.6	68.0	68.1	71.0	68.7	65.8	63.0
037	3	245 East 93 Street	62.2	63.1	71.1	69.8	69.6	68.8	69.3	71.1	68.9	65.9	63.1
038	1	245 East 93 Street	62.2	63.0	70.5	68.0	68.3	68.9	68.0	70.5	68.5	65.9	63.0
038	2	245 East 93 Street	62.2	63.1	70.7	68.8	69.4	69.3	69.7	70.7	68.8	65.9	63.1
038	3	245 East 93 Street	62.2	63.1	70.8	69.7	70.4	69.8	70.2	70.8	68.9	66.1	63.1
039	1	245 East 93 Street	68.3	68.3	70.7	69.6	68.9	70.7	70.3	70.7	70.0	69.1	68.3
039	2	245 East 93 Street	69.9	69.9	72.1	71.0	70.5	71.9	72.1	71.8	71.3	70.5	69.9
039	3	245 East 93 Street	70.3	70.3	72.8	71.5	70.9	72.4	72.8	72.1	71.7	71.0	70.3
040	1	245 East 93 Street	65.6	66.0	78.0	75.1	73.1	78.0	72.9	71.6	68.6	67.2	66.0
040	2	245 East 93 Street	66.5	66.9	79.2	77.2	76.9	79.2	73.6	72.0	69.3	68.0	66.9
040	3	245 East 93 Street	66.6	67.0	81.3	80.5	80.5	81.3	74.0	72.2	69.6	68.1	67.0
040	4	245 East 93 Street	66.5	66.9	81.5	80.8	81.5	78.7	74.8	72.3	69.5	67.9	66.9
040	5	245 East 93 Street	66.3	66.8	81.7	80.7	81.7	80.3	74.7	72.4	69.6	67.8	66.8
040	6	245 East 93 Street	66.0	66.5	81.6	80.1	81.6	81.0	75.1	72.5	69.7	67.5	66.5
040	7	245 East 93 Street	65.8	66.3	81.6	80.3	81.6	80.6	75.0	72.6	69.7	67.4	66.3
040	8	245 East 93 Street	65.6	66.1	81.5	80.5	81.5	80.3	74.7	72.7	69.4	67.2	66.1
040	9	245 East 93 Street	65.5	66.0	81.6	80.4	81.6	79.9	74.6	72.7	69.6	67.2	66.0
040	10	245 East 93 Street	65.5	66.0	81.5	80.1	81.5	79.4	74.3	72.8	70.3	67.2	66.0
040	11	245 East 93 Street	65.3	65.8	81.6	79.8	81.6	79.0	74.0	72.8	70.3	67.2	65.8
040	12	245 East 93 Street	65.0	65.5	81.5	79.5	81.5	78.5	73.7	72.8	70.5	67.0	65.5
040	13	245 East 93 Street	64.8	65.3	81.3	79.1	81.3	78.2	73.6	72.8	70.6	67.0	65.3
040	14	245 East 93 Street	64.6	65.1	81.1	78.8	81.1	77.8	73.4	72.7	70.9	66.9	65.1
040	15	245 East 93 Street	64.3	64.8	80.9	78.5	80.9	77.6	73.3	72.7	71.2	66.8	64.8
040	16	245 East 93 Street	64.1	64.6	80.6	78.2	80.6	77.2	73.1	72.6	71.2	66.9	64.6
040	17	245 East 93 Street	63.8	64.3	79.9	77.9	79.9	76.8	72.8	72.4	71.5	66.9	64.3
040	18	245 East 93 Street	63.6	64.2	79.6	77.6	79.6	76.4	72.6	72.3	71.8	67.0	64.2
040	19	245 East 93 Street	63.4	64.0	79.3	77.1	79.3	76.0	72.4	72.2	72.0	67.1	64.0
040	20	245 East 93 Street	63.3	63.9	78.6	76.4	78.6	75.8	72.1	72.3	72.4	67.7	63.9
040	21	245 East 93 Street	63.2	63.8	78.3	76.1	78.3	75.4	71.9	72.1	72.4	67.9	63.8
040	22	245 East 93 Street	63.1	63.7	78.0	75.8	78.0	75.1	71.7	72.0	72.6	68.4	63.7
040	23	245 East 93 Street	63.1	63.7	77.8	75.6	77.8	74.8	71.6	71.8	72.6	68.8	63.7
040	24	245 East 93 Street	63.3	63.9	77.5	75.3	77.5	74.5	71.4	72.0	73.0	70.1	63.9
040	25	245 East 93 Street	63.1	63.7	77.2	73.7	77.2	73.4	71.2	71.7	73.0	69.8	63.7
040	26	245 East 93 Street	62.9	63.5	77.0	73.1	77.0	73.1	71.0	71.5	73.0	69.8	63.5
040	27	245 East 93 Street	62.8	63.4	76.7	72.9	76.7	72.9	70.8	71.4	72.9	70.2	63.4
040	28	245 East 93 Street	62.8	63.4	76.5	72.7	76.5	72.6	70.8	71.2	72.9	70.8	63.4
040	29	245 East 93 Street	62.6	63.3	76.3	72.5	76.3	72.3	70.6	71.0	72.7	71.2	63.3
040	30	245 East 93 Street	62.4	63.1	76.1	72.2	76.1	72.1	70.4	70.9	72.7	71.3	63.1
041	1	245 East 93 Street	74.5	74.5	75.7	75.1	74.9	75.7	74.8	74.9	74.6	74.6	74.5
041	2	245 East 93 Street	74.3	74.3	75.5	75.0	74.8	75.5	74.6	74.7	74.4	74.4	74.3
041	3	245 East 93 Street	73.7	73.7	75.1	74.7	74.3	75.1	74.1	74.2	73.8	73.8	73.7
041	4	245 East 93 Street	73.0	73.0	74.6	74.3	73.7	74.6	73.4	73.3	73.2	73.1	73.0
041	5	245 East 93 Street	72.5	72.5	74.3	74.1	73.5	74.3	73.0	72.7	72.7	72.7	72.5
041	6	245 East 93 Street	72.0	72.0	73.9	73.9	73.7	73.9	72.5	72.2	72.2	72.2	72.0
041	7	245 East 93 Street	71.6	71.6	73.6	73.6	73.5	73.6	71.9	71.8	71.8	71.8	71.6
041	8	245 East 93 Street	71.1	71.1	73.2	72.1	71.7	73.2	71.3	71.3	71.3	71.3	71.1
041	9	245 East 93 Street	70.7	70.7	71.0	70.9	71.0	71.0	70.9	70.9	70.9	70.9	70.7
041	10	245 East 93 Street	70.2	70.2	70.5	70.4	70.5	70.5	70.5	70.4	70.4	70.4	70.2
041	11	245 East 93 Street	69.9	69.9	70.2	70.1	70.2	70.2	70.2	70.1	70.1	70.1	69.9
041	12	245 East 93 Street	69.6	69.6	69.9	69.8	69.9	69.9	69.9	69.8	69.8	69.8	69.6
041	13	245 East 93 Street	69.2	69.2	69.5	69.4	69.5	69.5	69.5	69.4	69.4	69.4	69.2
041	14	245 East 93 Street	68.8	68.8	69.1	69.1	69.1	69.1	69.1	69.0	69.0	69.0	68.8
041	15	245 East 93 Street	68.5	68.5	68.9	68.8	68.9	68.8	68.8	68.7	68.7	68.7	68.5
041	16	245 East 93 Street	68.3	68.3	68.7	68.6	68.7	68.6	68.6	68.5	68.5	68.5	68.3
041	17	245 East 93 Street	68.0	68.0	68.4	68.3	68.4	68.4	68.3	68.2	68.2	68.2	68.0
041	18	245 East 93 Street	67.6	67.6	68.2	67.9	68.2	68.0	67.9	67.8	67.8	67.8	67.6
041	19	245 East 93 Street	67.4	67.4	68.0	67.7	68.0	67.8	67.7	67.6	67.6	67.6	67.4
041	20	245 East 93 Street	67.1	67.1	67.7	67.4	67.7	67.5	67.4	67.3	67.3	67.3	67.1
041	21	245 East 93 Street	66.9	66.9	67.5	67.2	67.5	67.3	67.2	67.1	67.1	67.1	66.9
041	22	245 East 93 Street	66.6	66.6	67.3	66.9	67.3	67.0	66.9	66.8	66.8	66.8	66.6
041	23	245 East 93 Street	66.4	66.4	67.1	66.7	67.1	66.8	66.7	66.6	66.7	66.6	66.4
041	24	245 East 93 Street	66.1	66.1	66.8	66.4	66.8	66.5	66.4	66.4	66.4	66.4	66.1
041	25	245 East 93 Street	65.9	65.9	66.6	66.2	66.6	66.3	66.2	66.2	66.2	66.2	65.9
041	26	245 East 93 Street	65.7	65.7	66.4	66.0	66.4	66.1	66.0	66.0	66.0	66.0	65.7

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
019	6	220 East 94 Street	1.1	19.3	16.2	19.3	13.4	13.2	10.1	6.0	3.0	1.1
019	7	220 East 94 Street	1.1	19.4	16.7	19.4	13.9	12.3	10.4	6.7	3.1	1.1
019	8	220 East 94 Street	1.1	19.4	17.1	19.4	13.6	11.9	10.8	7.6	3.3	1.1
019	9	220 East 94 Street	1.2	19.6	17.0	19.6	13.3	11.8	11.0	8.0	3.5	1.2
020	1	220 East 94 Street	0.7	13.5	13.5	10.1	12.9	12.9	10.3	4.7	2.5	0.7
020	2	220 East 94 Street	0.8	15.3	15.3	14.2	14.1	13.5	10.2	4.7	2.5	0.8
020	3	220 East 94 Street	1.2	19.0	19.0	17.3	15.2	14.2	10.6	5.3	2.8	1.2
020	4	220 East 94 Street	1.0	20.3	19.8	20.3	14.7	14.7	11.2	6.0	2.9	1.0
020	5	220 East 94 Street	1.4	20.9	19.2	20.9	15.0	16.0	11.6	6.6	3.3	1.4
020	6	220 East 94 Street	1.6	20.9	19.4	20.9	15.7	15.4	12.2	6.7	3.7	1.6
020	7	220 East 94 Street	1.6	20.9	19.5	20.9	16.0	14.6	12.6	7.4	3.8	1.6
020	8	220 East 94 Street	1.5	20.8	19.7	20.8	15.8	14.3	12.9	8.1	4.1	1.5
020	9	220 East 94 Street	1.6	20.7	19.6	20.7	15.7	14.1	13.4	9.2	4.8	1.6
021	1	220 East 94 Street	0.0	2.3	1.3	1.3	0.5	0.8	2.3	0.9	0.4	0.0
021	2	220 East 94 Street	0.0	2.4	1.6	1.4	0.6	1.0	2.4	0.9	0.4	0.0
021	3	220 East 94 Street	0.0	2.7	2.0	1.4	0.7	1.5	2.7	0.9	0.5	0.0
021	4	220 East 94 Street	0.0	3.0	2.4	1.7	1.0	1.9	3.0	1.0	0.5	0.0
021	5	220 East 94 Street	0.0	3.2	2.7	1.9	1.3	2.5	3.2	1.0	0.5	0.0
021	6	220 East 94 Street	0.0	3.6	3.6	1.9	1.5	2.8	3.0	1.6	0.5	0.0
021	7	220 East 94 Street	0.0	3.1	3.1	1.8	1.4	2.5	2.6	1.8	0.5	0.0
021	8	220 East 94 Street	0.1	2.7	2.7	2.1	1.4	2.4	2.2	1.5	0.5	0.1
021	9	220 East 94 Street	0.3	2.6	2.6	2.1	1.6	2.1	1.9	1.4	0.6	0.3
022	1	225 East 93 Street	0.3	3.1	1.5	0.6	0.3	0.4	0.5	1.2	3.1	0.4
022	2	225 East 93 Street	0.4	3.5	1.7	0.7	0.4	0.5	0.5	2.0	3.5	0.4
022	3	225 East 93 Street	0.5	3.6	2.4	0.8	0.5	0.7	0.6	3.6	2.8	0.5
022	4	225 East 93 Street	0.5	4.1	3.1	0.8	0.6	0.8	0.6	4.1	3.0	0.5
022	5	225 East 93 Street	0.6	5.1	3.5	0.8	0.7	0.8	0.7	5.1	3.2	0.6
022	6	225 East 93 Street	0.7	5.9	4.1	0.8	1.0	0.8	0.8	5.9	3.6	0.7
022	7	225 East 93 Street	0.8	6.2	4.7	0.8	1.0	0.8	1.1	6.2	4.0	0.8
022	8	225 East 93 Street	0.8	6.8	4.7	0.8	1.1	0.8	1.9	6.8	4.3	0.8
022	9	225 East 93 Street	0.8	7.0	4.6	0.9	1.1	0.8	3.2	7.0	4.5	0.9
022	10	225 East 93 Street	0.8	6.8	4.6	1.8	1.3	1.2	4.8	6.8	4.5	0.8
022	11	225 East 93 Street	0.8	6.5	4.3	2.4	1.4	2.2	6.4	6.5	4.3	0.8
023	1	245 East 93 Street	0.7	15.1	15.1	11.5	14.5	14.0	10.1	4.6	2.7	0.7
023	2	245 East 93 Street	0.9	16.9	16.9	15.6	15.3	14.8	10.3	5.0	2.8	0.9
023	3	245 East 93 Street	1.4	20.2	20.2	18.7	16.8	16.1	10.9	5.5	3.2	1.4
024	1	245 East 93 Street	0.0	2.3	2.1	2.0	1.0	1.5	1.7	2.3	1.7	0.0
024	2	245 East 93 Street	0.1	2.4	2.3	2.1	1.1	1.7	1.7	2.4	1.8	0.1
024	3	245 East 93 Street	0.1	2.8	2.7	2.1	1.3	2.2	2.7	2.8	1.9	0.1
025	1	245 East 93 Street	0.7	15.3	15.3	11.7	14.5	13.6	10.0	4.6	2.9	0.7
025	2	245 East 93 Street	1.0	17.1	17.1	15.8	15.4	14.8	10.1	4.9	3.0	1.0
025	3	245 East 93 Street	1.7	20.3	20.3	19.4	17.3	15.5	10.7	5.6	3.5	1.7
026	1	245 East 93 Street	0.0	3.0	2.7	2.2	1.4	2.4	2.1	3.0	2.4	0.0
026	2	245 East 93 Street	0.0	3.1	2.9	2.5	1.5	2.7	2.1	3.1	2.5	0.0
026	3	245 East 93 Street	0.0	3.7	3.2	2.6	1.8	3.7	3.0	3.2	2.6	0.0
027	1	245 East 93 Street	0.7	15.2	15.2	11.6	14.4	13.6	9.9	5.0	3.1	0.7
027	2	245 East 93 Street	1.0	16.9	16.9	15.6	15.4	14.9	9.9	4.9	3.1	1.0
027	3	245 East 93 Street	1.3	20.3	20.3	19.4	17.6	15.7	10.4	5.3	3.4	1.3
028	1	245 East 93 Street	0.0	3.1	2.6	1.6	1.7	2.3	2.0	3.1	2.6	0.0
028	2	245 East 93 Street	0.1	3.3	2.7	1.7	1.7	2.7	2.5	3.3	2.8	0.1
028	3	245 East 93 Street	0.1	3.5	2.8	2.0	1.8	3.2	3.3	3.5	2.8	0.1
029	1	245 East 93 Street	0.7	15.0	15.0	11.1	14.3	13.4	9.7	5.0	3.1	0.7
029	2	245 East 93 Street	0.9	16.8	16.8	15.3	15.4	15.2	9.7	4.9	3.1	0.9
029	3	245 East 93 Street	1.2	20.1	20.1	19.3	17.8	15.4	10.1	5.2	3.4	1.2
030	1	245 East 93 Street	0.1	3.3	2.5	1.5	1.9	2.2	2.2	3.3	2.7	0.1
030	2	245 East 93 Street	0.1	3.6	2.7	1.6	2.0	2.7	2.7	3.6	3.0	0.1
030	3	245 East 93 Street	0.1	3.8	3.0	2.0	2.2	3.2	3.7	3.8	3.1	0.1
031	1	245 East 93 Street	0.7	14.7	14.7	11.1	14.2	12.8	9.3	4.8	2.9	0.7
031	2	245 East 93 Street	0.9	16.4	16.4	15.1	15.4	14.7	9.3	4.7	2.9	0.9
031	3	245 East 93 Street	1.6	19.6	19.6	19.0	17.4	14.7	9.7	5.2	3.3	1.6
032	1	245 East 93 Street	0.1	2.9	2.9	1.6	2.1	2.1	1.5	2.8	2.2	0.1
032	2	245 East 93 Street	0.1	3.3	3.3	2.0	2.4	2.7	2.2	3.2	2.6	0.1
032	3	245 East 93 Street	0.1	3.6	3.6	2.4	2.5	3.1	3.2	3.5	2.7	0.1
033	1	245 East 93 Street	0.6	14.2	14.1	10.9	14.2	12.6	8.9	4.8	2.9	0.6
033	2	245 East 93 Street	0.8	15.7	15.7	15.2	15.6	14.6	8.8	4.5	2.8	0.8
033	3	245 East 93 Street	1.4	19.0	19.0	18.4	17.1	14.5	9.1	4.9	3.1	1.4
034	1	245 East 93 Street	0.2	10.8	3.0	4.4	10.8	9.7	4.7	2.6	2.2	0.2
034	2	245 East 93 Street	0.2	13.4	4.5	7.0	12.5	13.4	4.8	2.7	2.2	0.2
034	3	245 East 93 Street	0.2	13.4	5.6	13.0	13.4	13.2	5.0	2.8	2.1	0.2
035	1	245 East 93 Street	0.1	2.8	2.3	1.7	2.8	1.9	1.5	2.7	2.0	0.1
035	2	245 East 93 Street	0.1	3.0	2.5	2.2	3.0	2.0	1.9	2.8	2.1	0.1
035	3	245 East 93 Street	0.1	3.2	3.2	2.9	3.2	2.5	3.1	3.2	2.3	0.1
036	1	245 East 93 Street	0.3	7.6	4.3	5.0	4.0	4.5	7.6	6.0	2.8	0.3
036	2	245 East 93 Street	0.4	7.7	4.7	5.9	4.2	4.9	7.7	6.2	3.0	0.4
036	3	245 East 93 Street	0.5	7.8	5.9	6.8	4.8	6.3	7.8	6.5	3.3	0.5
037	1	245 East 93 Street	0.7	8.7	5.8	5.2	5.3	5.1	8.7	6.2	3.3	0.7
037	2	245 East 93 Street	0.8	8.8	6.5	6.4	5.7	5.9	8.8	6.5	3.5	0.8
037	3	245 East 93 Street	0.8	8.9	7.6	7.3	6.5	7.0	8.9	6.6	3.7	0.8
038	1	245 East 93 Street	0.8	8.3	5.7	6.1	6.6	5.7	8.3	6.2	3.7	0.8
038	2	245 East 93 Street	0.8	8.4	6.5	7.2	7.1	7.5	8.4	6.5	3.6	0.8
038	3	245 East 93 Street	0.9	8.5	7.4	8.2	7.6	7.9	8.5	6.7	3.9	0.9
039	1	245 East 93 Street	0.1	2.5	1.3	0.6	2.5	2.0	2.4	1.7	0.8	0.1
039	2	245 East 93 Street	0.0	2.2	1.1	0.6	2.1	2.2	1.9	1.4	0.6	0.0
039	3	245 East 93 Street	0.0	2.5	1.2	0.7	2.1	2.5	1.8	1.5	0.7	0.0
040	1	245 East 93 Street	0.4	12.4	9.5	7.5	12.4	7.3	6.0	3.0	1.6	0.4
040	2	245 East 93 Street	0.4	12.7	10.7	10.4	12.7	7.1	5.5	2.8	1.5	0.4
040	3	245 East 93 Street	0.4	14.7	13.9	13.9	14.7	7.4	5.6	3.0	1.5	0.4
040	4	245 East 93 Street	0.4	15.0	14.3	15.0	12.2	8.3	5.8	3.0	1.4	0.4
040	5	245 East 93 Street	0.5	15.4	14.4	15.4	14.0	8.4	6.1	3.3	1.5	0.5
040	6	245 East 93 Street	0.5	15.6	14.1	15.6	15.0	9.1	6.5	3.7	1.5	0.5
040	7	245 East 93 Street	0.5	15.8	14.5	15.8	14.8	9.2	6.8	3.9	1.6	0.5
040	8	245 East 93 Street	0.5	15.9	14.9	15.9	14.7	9.1	7.1	3.8	1.6	0.5
040	9	245 East 93 Street	0.5	16.1	14.9	16.1	14.4	9.1	7.2	4.1	1.7	0.5
040	10	245 East 93 Street	0.5	16.0	14.6	16.0	13.9	8.8	7.3	4.8	1.7	0.5
040	11	245 East 93 Street	0.5	16.3	14.5	16.3	13.7	8.7	7.5	5.0	1.9	0.5
040	12	245 East 93 Street	0.5	16.5	14.5	16.5	13.5	8.7	7.8	5.5	2.0	0.5
040	13	245 East 93 Street	0.5	16.5	14.3	16.5	13.4	8.8	8.0	5.8	2.2	0.5
040	14	245 East 93 Street	0.5	16.5	14.2	16.5	13.2	8.8	8.1	6.3	2.3	0.5
040	15	245 East 93 Street	0.5	16.6	14.2	16.6	13.3	9.0	8.4	6.9	2.5	0.5
040	16	245 East 93 Street	0.5	16.5	14.1	16.5	13.1	9.0	8.5	7.1	2.8	0.5
040	17	245 East 93 Street	0.5	16.1	14.1	16.1	13.0	9.0	8.6	7.7	3.1	0.5
040	18	245 East 93 Street	0.6	16.0	14.0	16.0	12.8	9.0	8.7	8.2	3.4	0.6
040	19	245 East 93 Street	0.6	15.9	13.7	15.9	12.6	9.0	8.8	8.6	3.7	0.6
040	20	245 East 93 Street	0.6	15.3	13.1	15.3	12.5	8.8	9.0	9.1	4.4	0.6
040	21	245 East 93 Street	0.6	15.1	12.9	15.1	12.2	8.7	8.9	9.2	4.7	0.6
040	22	245 East 93 Street	0.6	14.9	12.7	14.9	12.0	8.6	8.9	9.5	5.3	0.6
040	23	245 East 93 Street	0.6	14.7	12.5	14.7	11.7	8.5	8.7	9.5	5.7	0.6
040	24	245 East 93 Street	0.6	14.2	12.0	14.2	11.2	8.1	8.7	9.7	6.8	0.6
040	25	245 East 93 Street	0.6	14.1	10.6	14.1	10.3	8.1	8.6	9.9	6.7	0.6
040	26	245 East 93 Street	0.6	14.1	10.2	14.1	10.2	8.1	8.6	10.1	6.9	0.6
040	27	245 East 93 Street	0.6	13.9	10.1	13.9	10.1	8.0	8.6	10.1	7.4	0.6
040	28	245 East 93 Street	0.6	13.7	9.9	13.7	9.8	8.0	8.4	10.1	8.0	0.6
040	29	245 East 93 Street	0.7	13.7	9.9	13.7	9.7	8.0	8.4	10.1	8.6	0.7
040	30	245 East 93 Street	0.7	13.7	9.8	13.7	9.7	8.0	8.5	10.3	8.9	0.7
041	1	245 East 93 Street	0.0	1.2	0.6	0.4	1.2	0.3	0.4	0.1	0.1	0.0
041	2	245 East 93 Street	0.0	1.2	0.7	0.5	1.2	0.3	0.4	0.1	0.1	0.0
041	3	245 East 93 Street	0.0	1.4	1.0	0.6	1.4	0.4	0.5	0.1	0.1	0.0
041	4	245 East 93 Street	0.0	1.6	1.3	0.7	1.6	0.4	0.3	0.2	0.1	0.0
041	5	245 East 93 Street	0.0	1.8	1.6	1.0	1.8	0.5	0.2	0.2	0.2	0.0
041	6	245 East 93 Street	0.0	1.9	1.9	1.7	1.9	0.5	0.2	0.2	0.2	0.0
041	7	245 East 93 Street	0.0	2.0	2.0	1.9	2.0	0.3	0.2	0.2	0.2	0.0
041	8	245 East 93 Street	0.0	2.1	1.0	0.6	2.1	0.2	0.2	0.2	0.2	0.0
041	9	245 East 93 Street	0.0	0.3	0.2	0.3	0.3	0.2	0.2	0.2	0.2	0.0
041	10	245 East 93 Street	0.0	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.0
041	11	245 East 93 Street	0.0	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.0
041	12	245 East 93 Street	0.0	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.0
041	13	245 East 93 Street	0.0	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.0
041	14	245 East 93 Street	0.0	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.0
041	15	245 East 93 Street	0.0	0.4	0.3	0.4	0.3	0.3	0.2	0.2	0.2	0.0
041	16	245 East 93 Street	0.0	0.4	0.3	0.4	0.3	0.3	0.2	0.2	0.2	0.0
041	17	245 East 93 Street	0.0	0.4	0.3	0.4	0.4	0.3	0.2	0.2	0.2	0.0
041	18	245 East 93 Street	0.0	0.6	0.3	0.6	0.4	0.3	0.2	0.2	0.2	0.0
041	19	245 East 93 Street	0.0	0.6	0.3	0.6	0.4	0.3	0.2	0.2	0.2	0.0
041	20	245 East 93 Street	0.0	0.6	0.3	0.6	0.4	0.3	0.2	0.2	0.2	0.0
041	21	245 East 93 Street	0.0	0.6	0.3	0.6	0.4	0.3	0.2	0.2	0.2	0.0
041	22	245 East 93 Street	0.0	0.7	0.3	0.7	0.4	0.3	0.2	0.2	0.2	0.0
041	23	245 East 93 Street	0.0	0.7	0.3	0.7	0.4	0.3	0.2	0.3	0.2	0.0
041	24	245 East 93 Street	0.0	0.7	0.3	0.7	0.4	0.3	0.3	0.3	0.3	0.0
041	25	245 East 93 Street	0.0	0.7	0.3	0.7	0.4	0.3	0.3	0.3	0.3	0.0
041	26	245 East 93 Street	0.0	0.7	0.3	0.7	0.4	0.3	0.3	0.3	0.3	0.0

Construction Noise Results
221-243 East 94th Street

				Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Existing L_{10}	L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
041	27	245 East 93 Street	65.5	65.5	66.2	65.8	66.2	65.9	65.8	65.8	65.8	65.8	65.5
041	28	245 East 93 Street	65.3	65.3	66.0	65.6	66.0	65.7	65.6	65.6	65.6	65.6	65.3
041	29	245 East 93 Street	65.1	65.1	65.9	65.4	65.9	65.5	65.4	65.4	65.4	65.4	65.1
041	30	245 East 93 Street	64.9	64.9	65.7	65.2	65.7	65.3	65.2	65.2	65.2	65.2	64.9
042	1	245 East 93 Street	75.0	75.0	75.2	75.1	75.1	75.1	75.2	75.1	75.1	75.1	75.0
042	2	245 East 93 Street	74.6	74.6	74.8	74.7	74.7	74.7	74.8	74.7	74.7	74.7	74.6
042	3	245 East 93 Street	73.9	73.9	74.1	74.0	74.0	74.0	74.1	74.0	74.0	74.0	73.9
042	4	245 East 93 Street	73.1	73.1	73.3	73.2	73.2	73.3	73.3	73.3	73.2	73.2	73.1
042	5	245 East 93 Street	72.6	72.6	72.8	72.7	72.7	72.8	72.8	72.8	72.8	72.7	72.6
042	6	245 East 93 Street	72.1	72.1	72.3	72.2	72.2	72.3	72.3	72.3	72.3	72.2	72.1
042	7	245 East 93 Street	71.6	71.6	71.8	71.7	71.8	71.8	71.8	71.8	71.8	71.8	71.6
042	8	245 East 93 Street	71.1	71.1	71.3	71.2	71.3	71.3	71.3	71.3	71.3	71.3	71.1
042	9	245 East 93 Street	70.6	70.6	70.8	70.7	70.8	70.8	70.8	70.8	70.8	70.8	70.6
042	10	245 East 93 Street	70.1	70.1	70.3	70.3	70.3	70.3	70.3	70.3	70.3	70.3	70.1
042	11	245 East 93 Street	69.7	69.7	69.9	69.9	69.9	69.9	69.9	69.9	69.9	69.9	69.7
042	12	245 East 93 Street	69.4	69.4	69.6	69.6	69.6	69.6	69.6	69.6	69.6	69.6	69.4
042	13	245 East 93 Street	69.0	69.0	69.3	69.2	69.2	69.2	69.3	69.2	69.2	69.2	69.0
042	14	245 East 93 Street	68.7	68.7	69.0	68.9	68.9	68.9	69.0	69.0	68.9	68.9	68.7
042	15	245 East 93 Street	68.4	68.4	68.7	68.6	68.6	68.6	68.7	68.7	68.7	68.6	68.4
042	16	245 East 93 Street	68.1	68.1	68.4	68.3	68.4	68.3	68.4	68.4	68.4	68.4	68.1
042	17	245 East 93 Street	67.8	67.8	68.1	68.0	68.1	68.0	68.1	68.1	68.1	68.1	67.8
042	18	245 East 93 Street	67.5	67.5	67.8	67.7	67.8	67.8	67.8	67.8	67.8	67.8	67.5
042	19	245 East 93 Street	67.2	67.2	67.5	67.4	67.5	67.5	67.5	67.5	67.5	67.5	67.2
042	20	245 East 93 Street	66.9	66.9	67.3	67.1	67.2	67.2	67.3	67.2	67.2	67.3	66.9
042	21	245 East 93 Street	66.7	66.7	67.2	66.9	67.0	67.0	67.1	67.0	67.0	67.2	66.7
042	22	245 East 93 Street	66.4	66.4	67.0	66.6	66.7	66.7	66.8	66.7	66.7	67.0	66.4
042	23	245 East 93 Street	66.2	66.2	66.9	66.4	66.5	66.5	66.6	66.5	66.6	66.9	66.2
042	24	245 East 93 Street	65.9	65.9	66.7	66.1	66.2	66.2	66.3	66.3	66.3	66.7	65.9
042	25	245 East 93 Street	65.7	65.7	66.8	65.9	66.1	66.0	66.2	66.1	66.1	66.8	65.7
042	26	245 East 93 Street	65.4	65.4	66.9	65.6	65.8	65.7	65.9	65.8	65.8	66.9	65.4
042	27	245 East 93 Street	65.2	65.2	65.9	65.4	65.6	65.5	65.7	65.6	65.6	65.9	65.2
042	28	245 East 93 Street	65.0	65.0	65.5	65.2	65.4	65.3	65.5	65.4	65.4	65.2	65.0
042	29	245 East 93 Street	64.8	64.8	65.3	65.0	65.2	65.1	65.3	65.2	65.2	65.0	64.8
042	30	245 East 93 Street	64.6	64.6	65.1	64.8	65.0	65.0	65.1	65.0	65.1	64.9	64.6
043	1	245 East 93 Street	65.3	65.4	69.5	68.5	67.3	68.6	68.3	69.5	68.5	67.3	65.4
043	2	245 East 93 Street	68.6	68.7	71.2	70.9	70.3	70.8	70.8	71.2	70.6	69.5	68.7
043	3	245 East 93 Street	69.3	69.3	72.0	71.8	71.0	71.6	72.0	71.7	71.1	70.1	69.3
043	4	245 East 93 Street	69.6	69.6	72.6	72.2	71.8	72.1	72.6	71.9	71.4	70.5	69.6
043	5	245 East 93 Street	69.5	69.5	73.3	73.2	72.5	72.7	73.3	71.9	71.4	70.5	69.5
043	6	245 East 93 Street	68.7	68.8	73.7	73.7	73.2	72.6	73.1	71.5	70.9	69.8	68.8
043	7	245 East 93 Street	68.7	68.8	74.1	73.9	74.0	72.9	74.1	71.5	71.0	70.0	68.8
043	8	245 East 93 Street	68.4	68.5	74.8	73.9	74.8	73.2	74.2	71.4	70.9	69.8	68.5
043	9	245 East 93 Street	68.8	68.9	75.8	74.0	75.8	73.6	74.2	71.6	71.2	70.1	68.9
043	10	245 East 93 Street	68.8	68.9	76.7	74.1	76.7	74.0	74.4	71.6	71.2	70.2	68.9
043	11	245 East 93 Street	68.7	68.8	77.3	74.4	77.3	74.2	74.3	71.6	71.2	70.2	68.8
043	12	245 East 93 Street	68.6	68.7	77.3	75.2	77.3	74.0	74.4	71.6	71.3	70.2	68.7
043	13	245 East 93 Street	68.4	68.5	78.1	75.4	78.1	74.4	74.4	71.5	71.2	70.0	68.5
043	14	245 East 93 Street	68.2	68.3	78.3	75.6	78.3	74.3	74.4	71.5	71.2	70.0	68.3
043	15	245 East 93 Street	68.0	68.2	78.2	75.6	78.2	73.7	74.9	71.4	71.1	69.9	68.2
043	16	245 East 93 Street	67.8	68.0	78.2	75.7	78.2	73.6	74.9	71.3	71.1	69.8	68.0
043	17	245 East 93 Street	67.6	67.8	78.1	75.3	78.1	73.6	74.9	71.1	70.8	69.8	67.8
043	18	245 East 93 Street	67.6	67.9	78.0	75.3	78.0	73.6	74.4	71.0	70.8	69.9	67.9
043	19	245 East 93 Street	67.6	67.9	77.9	75.0	77.9	73.6	74.4	71.0	70.9	69.9	67.9
043	20	245 East 93 Street	67.6	67.9	77.8	75.0	77.8	73.7	74.1	71.0	70.9	70.0	67.9
043	21	245 East 93 Street	67.3	67.7	77.8	74.8	77.8	73.6	74.0	70.6	70.7	69.8	67.7
043	22	245 East 93 Street	67.3	67.7	77.8	74.8	77.8	73.6	73.1	70.6	70.8	69.9	67.7
043	23	245 East 93 Street	66.9	67.4	77.5	74.5	77.5	73.6	72.2	70.3	70.6	69.8	67.4
043	24	245 East 93 Street	66.9	67.5	77.1	74.5	77.1	73.6	72.1	70.2	70.5	69.9	67.5
043	25	245 East 93 Street	66.8	67.5	76.0	74.3	76.0	73.4	71.1	70.2	70.5	69.7	67.5
043	26	245 East 93 Street	66.6	67.0	75.8	74.2	75.8	73.0	70.5	70.0	70.4	69.7	67.0
043	27	245 East 93 Street	66.6	67.0	75.6	74.1	75.6	72.6	70.1	70.0	70.4	69.8	67.0
043	28	245 East 93 Street	66.6	67.1	75.4	74.1	75.4	72.4	69.9	69.9	70.4	70.0	67.1
043	29	245 East 93 Street	66.5	67.1	75.3	74.0	75.3	72.2	69.8	69.8	70.4	70.0	67.1
043	30	245 East 93 Street	66.5	67.4	75.2	73.4	75.2	71.6	69.7	69.8	70.4	70.1	67.4
044	1	245 East 93 Street	64.0	64.2	74.2	73.8	71.5	74.2	72.0	70.0	67.6	65.8	64.2
044	2	245 East 93 Street	65.9	66.1	75.3	75.1	74.6	75.3	73.4	71.3	68.9	67.3	66.1
044	3	245 East 93 Street	66.5	66.7	79.0	76.2	79.0	76.3	73.5	71.8	69.7	67.8	66.7
044	4	245 East 93 Street	66.8	67.1	79.0	78.4	79.0	77.0	75.0	72.0	70.0	68.1	67.1
044	5	245 East 93 Street	66.9	67.1	80.6	78.5	80.6	78.4	76.5	72.2	70.2	68.2	67.1
044	6	245 East 93 Street	66.9	67.1	80.6	79.3	80.6	78.4	76.5	72.3	70.4	68.2	67.1
044	7	245 East 93 Street	66.8	67.1	81.5	79.4	81.5	76.9	76.2	72.4	70.4	68.1	67.1
044	8	245 East 93 Street	66.9	67.2	81.4	79.1	81.4	77.0	76.1	72.6	70.5	68.2	67.2
044	9	245 East 93 Street	67.1	67.4	81.3	78.4	81.3	77.6	75.8	72.7	70.8	68.4	67.4
044	10	245 East 93 Street	67.2	67.5	81.2	78.5	81.2	77.9	75.7	72.8	71.1	68.6	67.5
044	11	245 East 93 Street	67.2	67.5	81.1	78.5	81.1	78.0	75.6	72.8	71.3	68.5	67.5
044	12	245 East 93 Street	67.1	67.4	80.9	78.4	80.9	77.6	75.5	72.8	71.3	68.5	67.4
044	13	245 East 93 Street	67.1	67.4	80.8	78.4	80.8	77.2	75.4	72.8	71.5	68.6	67.4
044	14	245 East 93 Street	67.0	67.3	80.6	78.2	80.6	76.9	75.3	72.8	71.7	68.8	67.3
044	15	245 East 93 Street	67.1	67.3	80.4	78.2	80.4	76.5	75.0	72.8	71.8	69.0	67.3
044	16	245 East 93 Street	67.1	67.4	80.2	78.0	80.2	76.2	74.8	72.8	72.0	69.3	67.4
044	17	245 East 93 Street	67.1	67.3	80.0	77.7	80.0	75.9	74.6	72.7	72.1	69.6	67.3
044	18	245 East 93 Street	67.0	67.3	79.9	77.5	79.9	75.5	74.4	72.6	72.2	69.8	67.3
044	19	245 East 93 Street	66.6	66.9	79.1	77.2	79.1	75.2	74.1	72.4	72.2	69.0	66.9
044	20	245 East 93 Street	66.3	66.6	78.8	76.9	78.8	74.9	73.8	72.3	72.2	69.1	66.6
044	21	245 East 93 Street	66.3	66.6	78.7	76.6	78.7	74.7	73.7	72.1	72.3	69.6	66.6
044	22	245 East 93 Street	66.4	66.7	78.5	76.4	78.5	74.4	73.5	72.0	72.4	69.7	66.7
044	23	245 East 93 Street	66.6	66.9	77.8	76.2	77.8	74.2	73.4	71.8	72.5	70.1	66.9
044	24	245 East 93 Street	66.7	67.0	77.7	76.0	77.7	74.0	73.3	72.4	73.1	71.2	67.0
044	25	245 East 93 Street	66.7	67.0	77.3	75.8	77.3	73.8	73.1	72.2	73.1	71.5	67.0
044	26	245 East 93 Street	66.7	67.0	77.1	75.6	77.1	73.6	73.0	72.1	73.1	71.7	67.0
044	27	245 East 93 Street	66.7	67.0	76.9	75.3	76.9	73.4	72.7	72.2	73.2	72.0	67.0
044	28	245 East 93 Street	66.7	67.0	76.7	75.1	76.7	73.1	72.3	72.1	73.2	72.0	67.0
044	29	245 East 93 Street	66.6	67.0	76.5	74.7	76.5	72.9	72.1	71.9	73.1	72.2	67.0
044	30	245 East 93 Street	66.5	66.9	76.3	74.1	76.3	72.7	72.0	72.2	73.4	73.0	66.9
045	1	200 East 94 Street	72.5	72.5	72.7	72.6	72.6	72.6	72.7	72.6	72.6	72.6	72.5
045	2	200 East 94 Street	72.9	72.9	73.1	73.0	73.0	73.1	73.1	73.0	73.0	73.0	72.9
045	3	200 East 94 Street	72.7	72.7	72.9	72.8	72.8	72.9	72.9	72.9	72.8	72.8	72.7
045	4	200 East 94 Street	72.3	72.3	72.5	72.4	72.4	72.5	72.5	72.5	72.5	72.4	72.3
045	5	200 East 94 Street	71.9	71.9	72.1	72.0	72.0	72.1	72.1	72.1	72.0	72.0	71.9
045	6	200 East 94 Street	71.4	71.4	71.6	71.5	71.5	71.6	71.6	71.6	71.5	71.5	71.4
045	7	200 East 94 Street	71.1	71.1	71.3	71.2	71.2	71.3	71.3	71.3	71.2	71.2	71.1
045	8	200 East 94 Street	70.7	70.7	70.9	70.8	70.8	70.9	70.9	70.8	70.8	70.8	70.7
045	9	200 East 94 Street	70.4	70.4	70.6	70.5	70.5	70.6	70.6	70.5	70.5	70.5	70.4
045	10	200 East 94 Street	70.0	70.0	70.2	70.1	70.2	70.2	70.2	70.1	70.1	70.2	70.0
045	11	200 East 94 Street	69.7	69.7	69.9	69.8	69.9	69.9	69.9	69.9	69.8	69.9	69.7
045	12	200 East 94 Street	69.4	69.4	69.6	69.5	69.6	69.6	69.6	69.6	69.6	69.6	69.4
045	13	200 East 94 Street	69.2	69.2	69.4	69.3	69.4	69.4	69.4	69.4	69.4	69.4	69.2
045	14	200 East 94 Street	68.7	68.7	68.9	68.8	68.9	68.9	68.9	68.9	68.9	68.9	68.7
045	15	200 East 94 Street	68.2	68.2	68.4	68.3	68.4	68.4	68.4	68.4	68.4	68.4	68.2
045	16	200 East 94 Street	68.0	68.0	68.2	68.1	68.2	68.2	68.2	68.2	68.2	68.2	68.0
045	17	200 East 94 Street	67.7	67.7	67.9	67.8	67.9	67.9	67.9	67.9	67.9	67.9	67.7
045	18	200 East 94 Street	67.4	67.4	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.4
045	19	200 East 94 Street	67.1	67.1	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.3	67.1
045	20	200 East 94 Street	66.9	66.9	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1	66.9
045	21	200 East 94 Street	66.7	66.7	66.9	66.9	66.9	66.9	66.9	66.9	66.9	66.9	66.7
045	22	200 East 94 Street	66.5	66.5	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.5
045	23	200 East 94 Street	66.2	66.3	66.5	66.4	66.4	66.4	66.5	66.4	66.4	66.4	66.3
045	24	200 East 94 Street	66.0	66.1	66.3	66.2	66.2	66.2	66.3	66.2	66.2	66.2	66.1
045	25	200 East 94 Street	65.8	65.9	66.1	66.0	66.0	66.0	66.1	66.0	66.0	66.0	65.9
045	26	200 East 94 Street	65.6	65.7	65.9	65.8	65.9	65.8	65.9	65.8	65.8	65.8	65.7
045	27	200 East 94 Street	65.4	65.5	65.7	65.6	65.7	65.6	65.7	65.6	65.6	65.6	65.5
045	28	200 East 94 Street	65.2	65.3	65.5	65.4	65.5	65.4	65.5	65.4	65.4	65.4	65.3
046	1	200 East 94 Street	63.7	64.2	68.0	68.0	65.0	67.4	67.4	68.0	67.0	65.4	64.2
046	2	200 East 94 Street	66.1	66.5	71.8	70.3	67.4	71.8	69.4	69.3	68.6	67.4	66.5
046	3	200 East 94 Street	66.6	67.0	72.0	71.6	68.2	72.0	70.3	69.6	68.9	67.8	67.0
046	4	200 East 94 Street	66.7	67.0	72.8	72.8	71.2	72.0	70.6	69.6	69.0	67.9	67.0
046	5	200 East 94 Street	66.6	66.9	73.4	73.4	71.3	72.0	70.9	69.7	68.9	67.8	66.9
046	6	200 East 94 Street	66.4	66.7	72.9	72.9	71.4	71.9	70.5	69.7	68.8	67.6	66.7
046	7	200 East 94 Street	66.2	66.6	72.6	72.6	71.5	71.8	69.9	69.8	68.7	67.5	66.6
046	8	200 East 94 Street	66.0	66.4	72.8	72.8	71.9	71.7	69.8	69.7	68.7	67.4	66.4
046	9	200 East 94 Street	65.8	66.2	73.1	73.1	72.0	71.6	69.7	69.5	68.7	67.3	66.2
046	10	200 East 94 Street	65.5	66.0	73.4	73.4	72.1	71.5	69.4	69.4	68.6	67.2	66.0
046	11	200 East 94 Street	65.2	65.7	73.3	73.3	72.0	71.4	69.0	69.3	68.5	67.1	65.7
046	12	200 East 94 Street	64.7	65.3	73.3	73.3	71.9	71.3	69.1	68.8	68.4	66.6	65.3
046	13	200 East 94 Street	64.5	65.1	73.1	73.1	72.0	71.2	69.2	68.7	68.3	66.6	65.1
046	14	200 East 94 Street	64.4	65.1	73.1	73.1	71.9	71.2	69.1	68.7	68.5	66.7	65.1
046	15	200 East 94 Street	64.3	65.1	73.1	73.1	71.9	71.1	69.1	68.7	68.5	67.1	65.1
046	16	200 East 94 Street	63.9	64.9	73.0	73.0	72.1	71.0	68.9	68.6	68.5	67.1	64.9
046	17	200 East 94 Street	63.9	65.1	72.9	72.9	72.3	71.0	68.8	68.5	68.5	66.9	65.1
046	18	200 East 94 Street	63.7	64.4	72.7	72.7	72.2	71.0	68.5	68.7	68.9	67.3	64.4

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
041	27	245 East 93 Street	0.0	0.7	0.3	0.7	0.4	0.3	0.3	0.3	0.3	0.0
041	28	245 East 93 Street	0.0	0.7	0.3	0.7	0.4	0.3	0.3	0.3	0.3	0.0
041	29	245 East 93 Street	0.0	0.8	0.3	0.8	0.4	0.3	0.3	0.3	0.3	0.0
041	30	245 East 93 Street	0.0	0.8	0.3	0.8	0.4	0.3	0.3	0.3	0.3	0.0
042	1	245 East 93 Street	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
042	2	245 East 93 Street	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
042	3	245 East 93 Street	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
042	4	245 East 93 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0
042	5	245 East 93 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.0
042	6	245 East 93 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.0
042	7	245 East 93 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
042	8	245 East 93 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
042	9	245 East 93 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
042	10	245 East 93 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
042	11	245 East 93 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
042	12	245 East 93 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
042	13	245 East 93 Street	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.0
042	14	245 East 93 Street	0.0	0.3	0.2	0.2	0.2	0.3	0.3	0.2	0.2	0.0
042	15	245 East 93 Street	0.0	0.3	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.0
042	16	245 East 93 Street	0.0	0.3	0.2	0.3	0.2	0.3	0.3	0.3	0.3	0.0
042	17	245 East 93 Street	0.0	0.3	0.2	0.3	0.2	0.3	0.3	0.3	0.3	0.0
042	18	245 East 93 Street	0.0	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.0
042	19	245 East 93 Street	0.0	0.3	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.0
042	20	245 East 93 Street	0.0	0.4	0.2	0.3	0.3	0.4	0.3	0.3	0.4	0.0
042	21	245 East 93 Street	0.0	0.5	0.2	0.3	0.3	0.4	0.3	0.3	0.5	0.0
042	22	245 East 93 Street	0.0	0.6	0.2	0.3	0.3	0.4	0.3	0.3	0.6	0.0
042	23	245 East 93 Street	0.0	0.7	0.2	0.3	0.3	0.4	0.3	0.4	0.7	0.0
042	24	245 East 93 Street	0.0	0.8	0.2	0.3	0.3	0.4	0.4	0.4	0.8	0.0
042	25	245 East 93 Street	0.0	1.1	0.2	0.4	0.3	0.5	0.4	0.4	1.1	0.0
042	26	245 East 93 Street	0.0	1.5	0.2	0.4	0.3	0.5	0.4	0.4	1.5	0.0
042	27	245 East 93 Street	0.0	0.7	0.2	0.4	0.3	0.5	0.4	0.4	0.7	0.0
042	28	245 East 93 Street	0.0	0.5	0.2	0.4	0.3	0.5	0.4	0.4	0.2	0.0
042	29	245 East 93 Street	0.0	0.5	0.2	0.4	0.3	0.5	0.4	0.4	0.2	0.0
042	30	245 East 93 Street	0.0	0.5	0.2	0.4	0.4	0.5	0.4	0.5	0.3	0.0
043	1	245 East 93 Street	0.1	4.3	3.2	2.0	3.3	3.0	4.3	3.2	2.0	0.1
043	2	245 East 93 Street	0.1	2.6	2.3	1.7	2.2	2.2	2.6	2.0	0.9	0.1
043	3	245 East 93 Street	0.0	2.7	2.5	1.7	2.3	2.7	2.4	1.8	0.9	0.0
043	4	245 East 93 Street	0.0	3.0	2.6	2.2	2.5	3.0	2.3	1.8	0.9	0.0
043	5	245 East 93 Street	0.1	3.8	3.7	3.0	3.2	3.8	2.5	1.9	1.0	0.1
043	6	245 East 93 Street	0.1	5.0	5.0	4.5	3.9	4.5	2.8	2.2	1.1	0.1
043	7	245 East 93 Street	0.1	5.4	5.2	5.3	4.2	5.4	2.8	2.3	1.3	0.1
043	8	245 East 93 Street	0.1	6.4	5.5	6.4	4.8	5.8	3.0	2.5	1.4	0.1
043	9	245 East 93 Street	0.1	7.0	5.3	7.0	4.8	5.5	2.8	2.4	1.3	0.1
043	10	245 East 93 Street	0.1	7.9	5.3	7.9	5.2	5.6	2.8	2.5	1.4	0.1
043	11	245 East 93 Street	0.1	8.7	5.7	8.7	5.5	5.6	2.9	2.5	1.5	0.1
043	12	245 East 93 Street	0.1	8.7	6.6	8.7	5.5	5.8	3.0	2.7	1.6	0.1
043	13	245 East 93 Street	0.1	9.7	7.1	9.7	6.0	6.0	3.1	2.8	1.6	0.1
043	14	245 East 93 Street	0.2	10.2	7.4	10.2	6.1	6.2	3.3	3.0	1.8	0.2
043	15	245 East 93 Street	0.2	10.3	7.6	10.3	5.7	6.9	3.4	3.1	1.9	0.2
043	16	245 East 93 Street	0.2	10.4	7.9	10.4	5.8	7.1	3.5	3.3	2.0	0.2
043	17	245 East 93 Street	0.2	10.5	7.7	10.5	6.0	7.3	3.5	3.2	2.2	0.2
043	18	245 East 93 Street	0.3	10.4	7.7	10.4	6.0	6.8	3.4	3.2	2.3	0.3
043	19	245 East 93 Street	0.3	10.3	7.4	10.3	6.0	6.8	3.4	3.3	2.3	0.3
043	20	245 East 93 Street	0.3	10.3	7.4	10.3	6.1	6.5	3.4	3.3	2.4	0.3
043	21	245 East 93 Street	0.4	10.5	7.6	10.5	6.4	6.7	3.3	3.4	2.5	0.4
043	22	245 East 93 Street	0.4	10.5	7.5	10.5	6.4	5.8	3.3	3.5	2.6	0.4
043	23	245 East 93 Street	0.6	10.6	7.6	10.6	6.8	5.3	3.4	3.7	2.9	0.6
043	24	245 East 93 Street	0.7	10.3	7.6	10.3	6.7	5.2	3.3	3.7	3.0	0.7
043	25	245 East 93 Street	0.8	9.2	7.5	9.2	6.6	4.3	3.4	3.7	2.9	0.8
043	26	245 East 93 Street	0.4	9.2	7.6	9.2	6.4	4.0	3.4	3.8	3.1	0.4
043	27	245 East 93 Street	0.4	9.0	7.6	9.0	6.0	3.5	3.4	3.8	3.2	0.4
043	28	245 East 93 Street	0.5	8.8	7.5	8.8	5.8	3.3	3.3	3.8	3.4	0.5
043	29	245 East 93 Street	0.6	8.8	7.5	8.8	5.7	3.3	3.3	3.9	3.6	0.6
043	30	245 East 93 Street	0.9	8.7	6.9	8.7	5.1	3.2	3.3	3.9	3.7	0.9
044	1	245 East 93 Street	0.3	10.3	9.8	7.6	10.3	8.1	6.1	3.6	1.8	0.3
044	2	245 East 93 Street	0.2	9.4	9.2	8.7	9.4	7.5	5.5	3.0	1.4	0.2
044	3	245 East 93 Street	0.2	12.5	9.7	12.5	9.8	7.0	5.3	3.2	1.3	0.2
044	4	245 East 93 Street	0.3	12.2	11.6	12.2	10.3	8.2	5.3	3.2	1.4	0.3
044	5	245 East 93 Street	0.2	13.7	11.6	13.7	11.5	9.6	5.3	3.3	1.3	0.2
044	6	245 East 93 Street	0.3	13.7	12.4	13.7	11.5	9.6	5.5	3.5	1.3	0.3
044	7	245 East 93 Street	0.3	14.7	12.7	14.7	10.2	9.4	5.6	3.6	1.3	0.3
044	8	245 East 93 Street	0.3	14.5	12.2	14.5	10.2	9.2	5.7	3.7	1.3	0.3
044	9	245 East 93 Street	0.3	14.2	11.4	14.2	10.5	8.7	5.6	3.7	1.4	0.3
044	10	245 East 93 Street	0.3	14.0	11.4	14.0	10.7	8.5	5.6	3.9	1.4	0.3
044	11	245 East 93 Street	0.3	13.9	11.4	13.9	10.8	8.4	5.6	4.1	1.3	0.3
044	12	245 East 93 Street	0.3	13.8	11.4	13.8	10.5	8.4	5.8	4.3	1.4	0.3
044	13	245 East 93 Street	0.3	13.7	11.4	13.7	10.2	8.3	5.8	4.4	1.5	0.3
044	14	245 East 93 Street	0.3	13.6	11.3	13.6	9.9	8.3	5.8	4.7	1.8	0.3
044	15	245 East 93 Street	0.3	13.3	11.1	13.3	9.4	7.9	5.7	4.7	1.9	0.3
044	16	245 East 93 Street	0.3	13.1	10.9	13.1	9.1	7.7	5.7	4.9	2.2	0.3
044	17	245 East 93 Street	0.3	12.9	10.6	12.9	8.8	7.5	5.6	5.0	2.5	0.3
044	18	245 East 93 Street	0.3	12.9	10.5	12.9	8.6	7.4	5.6	5.2	2.8	0.3
044	19	245 East 93 Street	0.3	12.6	10.6	12.6	8.7	7.5	5.8	5.6	2.4	0.3
044	20	245 East 93 Street	0.3	12.6	10.6	12.6	8.7	7.6	6.0	5.9	2.8	0.3
044	21	245 East 93 Street	0.3	12.4	10.3	12.4	8.4	7.4	5.8	6.0	3.3	0.3
044	22	245 East 93 Street	0.3	12.1	10.1	12.1	8.1	7.1	5.6	6.0	3.3	0.3
044	23	245 East 93 Street	0.3	11.3	9.6	11.3	7.6	6.8	5.3	5.9	3.6	0.3
044	24	245 East 93 Street	0.3	11.0	9.4	11.0	7.3	6.6	5.7	6.4	4.5	0.3
044	25	245 East 93 Street	0.3	10.6	9.1	10.6	7.1	6.4	5.5	6.4	4.8	0.3
044	26	245 East 93 Street	0.3	10.4	8.9	10.4	6.9	6.3	5.5	6.4	5.0	0.3
044	27	245 East 93 Street	0.3	10.3	8.7	10.3	6.8	6.0	5.5	6.5	5.3	0.3
044	28	245 East 93 Street	0.3	10.0	8.4	10.0	6.4	5.6	5.4	6.5	5.3	0.3
044	29	245 East 93 Street	0.4	9.9	8.1	9.9	6.3	5.5	5.3	6.5	5.6	0.4
044	30	245 East 93 Street	0.4	9.8	7.6	9.8	6.2	5.5	5.8	6.9	6.5	0.4
045	1	200 East 94 Street	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
045	2	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
045	3	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0
045	4	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.0
045	5	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0
045	6	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0
045	7	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.0
045	8	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
045	9	200 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
045	10	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.2	0.0
045	11	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.2	0.0
045	12	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	13	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	14	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	15	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	16	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	17	200 East 94 Street	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	18	200 East 94 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	19	200 East 94 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	20	200 East 94 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	21	200 East 94 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	22	200 East 94 Street	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
045	23	200 East 94 Street	0.1	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.1
045	24	200 East 94 Street	0.1	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.1
045	25	200 East 94 Street	0.1	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.1
045	26	200 East 94 Street	0.1	0.3	0.2	0.3	0.2	0.3	0.2	0.2	0.2	0.1
045	27	200 East 94 Street	0.1	0.3	0.2	0.3	0.2	0.3	0.2	0.2	0.2	0.1
045	28	200 East 94 Street	0.1	0.3	0.2	0.3	0.2	0.3	0.2	0.2	0.2	0.1
046	1	200 East 94 Street	0.5	4.3	4.3	1.3	3.7	3.7	4.3	3.3	1.7	0.5
046	2	200 East 94 Street	0.4	5.7	4.2	1.3	5.7	3.3	3.2	2.5	1.3	0.4
046	3	200 East 94 Street	0.4	5.4	5.0	1.6	5.4	3.7	3.0	2.3	1.2	0.4
046	4	200 East 94 Street	0.3	6.1	6.1	4.5	5.3	3.9	2.9	2.3	1.2	0.3
046	5	200 East 94 Street	0.3	6.8	6.8	4.7	5.4	4.3	3.1	2.3	1.2	0.3
046	6	200 East 94 Street	0.3	6.5	6.5	5.0	5.5	4.1	3.3	2.4	1.2	0.3
046	7	200 East 94 Street	0.4	6.4	6.4	5.3	5.6	3.7	3.6	2.5	1.3	0.4
046	8	200 East 94 Street	0.4	6.8	6.8	5.9	5.7	3.8	3.7	2.7	1.4	0.4
046	9	200 East 94 Street	0.4	7.3	7.3	6.2	5.8	3.9	3.7	2.9	1.5	0.4
046	10	200 East 94 Street	0.5	7.9	7.9	6.6	6.0	3.9	3.9	3.1	1.7	0.5
046	11	200 East 94 Street	0.5	8.1	8.1	6.8	6.2	3.8	4.1	3.3	1.9	0.5
046	12	200 East 94 Street	0.6	8.6	8.6	7.2	6.6	4.4	4.1	3.7	1.9	0.6
046	13	200 East 94 Street	0.6	8.6	8.6	7.5	6.7	4.7	4.2	3.8	2.1	0.6
046	14	200 East 94 Street	0.7	8.7	8.7	7.5	6.8	4.7	4.3	4.1	2.3	0.7
046	15	200 East 94 Street	0.8	8.8	8.8	7.6	6.8	4.8	4.4	4.2	2.8	0.8
046	16	200 East 94 Street	1.0	9.1	9.1	8.2	7.1	5.0	4.7	4.6	3.2	1.0
046	17	200 East 94 Street	1.2	9.0	9.0	8.4	7.1	4.9	4.6	4.6	3.0	1.2
046	18	200 East 94 Street	0.7	9.0	9.0	8.5	7.3	4.8	5.0	5.2	3.6	0.7

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
046	19	200 East 94 Street	63.5	64.2	71.9	71.9	70.7	71.0	68.4	68.9	69.1	67.6	64.2
046	20	200 East 94 Street	63.5	64.2	71.7	71.7	70.8	71.0	68.2	68.8	69.1	67.7	64.2
046	21	200 East 94 Street	63.2	64.1	71.8	71.7	71.8	70.8	68.0	68.7	69.0	67.9	64.1
046	22	200 East 94 Street	63.0	64.1	71.7	71.6	71.7	70.7	67.9	68.6	69.0	68.0	64.1
046	23	200 East 94 Street	62.9	64.5	71.7	71.5	71.7	70.6	67.7	68.6	68.9	67.9	64.5
046	24	200 East 94 Street	62.8	64.5	71.7	71.4	71.7	70.5	67.5	68.5	68.8	68.0	64.5
046	25	200 East 94 Street	62.5	64.3	71.7	70.2	71.7	70.4	67.3	68.4	68.8	67.8	64.3
046	26	200 East 94 Street	62.4	64.4	71.6	69.9	71.6	70.3	67.2	68.3	68.7	67.9	64.4
046	27	200 East 94 Street	62.2	64.4	71.5	69.8	71.5	70.2	67.0	68.2	68.6	68.1	64.4
046	28	200 East 94 Street	62.2	64.5	71.5	69.7	71.5	70.1	67.0	68.1	68.6	68.2	64.5
047	1	200 East 94 Street	64.3	64.9	71.8	71.8	68.9	71.4	70.8	70.3	68.2	66.2	64.9
047	2	200 East 94 Street	64.6	65.2	73.2	72.9	70.6	73.2	71.7	70.5	68.5	66.5	65.2
047	3	200 East 94 Street	64.4	65.0	75.3	75.3	71.1	73.3	72.0	70.5	68.1	66.4	65.0
047	4	200 East 94 Street	64.1	64.7	76.1	76.1	74.0	72.8	72.6	70.5	68.0	66.1	64.7
047	5	200 East 94 Street	64.0	64.6	75.2	75.2	75.2	72.8	71.8	70.6	68.6	66.0	64.6
047	6	200 East 94 Street	63.7	64.4	75.7	75.0	75.7	72.9	71.4	70.5	68.5	65.9	64.4
047	7	200 East 94 Street	63.5	64.2	75.7	75.4	75.7	73.1	71.4	70.6	68.7	65.8	64.2
047	8	200 East 94 Street	63.3	64.0	75.8	75.8	75.6	73.0	71.6	70.8	68.8	65.8	64.0
047	9	200 East 94 Street	63.2	63.9	75.7	75.7	75.6	73.0	71.3	70.5	68.9	65.8	63.9
047	10	200 East 94 Street	63.0	63.8	75.7	75.7	75.5	73.0	71.2	70.5	69.0	65.8	63.8
048	12	200 East 94 Street	62.2	62.8	67.7	63.5	63.5	63.2	64.0	67.2	67.7	65.0	62.8
048	13	200 East 94 Street	62.2	62.8	68.2	64.9	65.5	64.3	65.9	68.2	67.9	65.4	62.8
048	14	200 East 94 Street	62.2	62.9	68.2	66.5	67.2	66.2	67.5	68.2	68.0	65.7	62.9
048	15	200 East 94 Street	62.2	63.0	70.1	67.3	70.1	67.7	69.3	68.3	68.0	65.4	63.0
048	16	200 East 94 Street	62.2	63.1	72.7	69.3	72.7	68.9	70.0	68.3	68.3	65.9	63.1
048	17	200 East 94 Street	62.2	63.2	73.4	70.8	73.4	70.0	68.6	68.4	68.3	66.0	63.2
048	18	200 East 94 Street	62.2	63.4	73.7	72.0	73.7	69.0	68.6	68.7	68.8	67.2	63.4
048	19	200 East 94 Street	62.2	63.5	73.4	73.3	73.4	69.6	68.5	68.8	68.9	67.5	63.5
048	20	200 East 94 Street	62.2	63.8	73.4	72.7	73.4	69.9	68.4	68.9	69.1	67.7	63.8
048	21	200 East 94 Street	62.2	64.1	73.3	72.9	73.3	69.8	68.3	68.9	69.2	68.0	64.1
048	22	200 East 94 Street	62.2	63.2	73.3	72.8	73.3	69.7	68.2	68.9	69.3	68.2	63.2
048	23	200 East 94 Street	62.2	63.2	73.3	72.6	73.3	69.7	68.0	69.3	69.6	68.8	63.2
048	24	200 East 94 Street	62.2	63.4	73.2	72.5	73.2	69.6	68.0	69.2	69.6	68.9	63.4
048	25	200 East 94 Street	62.2	63.6	73.2	72.2	73.2	69.5	67.9	68.2	68.7	68.0	63.6
048	26	200 East 94 Street	62.2	64.1	73.3	71.5	73.3	69.4	67.8	68.1	68.7	68.1	64.1
048	27	200 East 94 Street	62.2	64.4	73.2	71.4	73.2	69.3	67.6	68.0	68.7	68.3	64.4
048	28	200 East 94 Street	62.2	64.5	73.5	71.2	73.5	69.2	67.3	68.0	68.6	68.3	64.5
049	1	200 East 94 Street	62.8	62.8	63.6	63.2	63.6	63.0	63.1	63.1	63.2	63.1	62.8
049	2	200 East 94 Street	64.7	64.7	65.2	65.0	65.2	64.8	64.9	64.9	65.0	64.9	64.7
049	3	200 East 94 Street	65.6	65.6	66.0	65.8	66.0	65.7	65.8	65.7	65.8	65.8	65.6
049	4	200 East 94 Street	66.5	66.5	66.8	66.7	66.8	66.6	66.6	66.6	66.7	66.6	66.5
049	5	200 East 94 Street	66.9	66.9	67.2	67.1	67.2	67.0	67.0	67.0	67.1	67.0	66.9
049	6	200 East 94 Street	67.1	67.1	67.4	67.2	67.4	67.2	67.2	67.2	67.3	67.2	67.1
049	7	200 East 94 Street	67.2	67.2	67.5	67.3	67.5	67.3	67.3	67.3	67.4	67.3	67.2
049	8	200 East 94 Street	67.3	67.3	67.6	67.4	67.6	67.4	67.4	67.4	67.5	67.4	67.3
049	9	200 East 94 Street	67.4	67.4	67.6	67.5	67.6	67.5	67.5	67.6	67.6	67.5	67.4
049	10	200 East 94 Street	67.4	67.4	67.7	67.5	67.6	67.5	67.5	67.6	67.7	67.6	67.4
050	1	200 East 94 Street	63.4	63.5	65.2	63.5	63.6	63.5	63.5	63.8	65.2	64.9	64.0
050	2	200 East 94 Street	64.5	64.6	66.0	64.6	64.7	64.6	64.6	64.8	66.0	65.8	65.0
050	3	200 East 94 Street	65.4	65.4	66.7	65.5	65.6	65.4	65.5	65.7	66.7	66.5	65.8
050	4	200 East 94 Street	66.3	66.3	67.4	66.4	66.4	66.3	66.4	66.6	67.4	67.2	66.6
050	5	200 East 94 Street	67.0	67.0	67.9	67.1	67.1	67.0	67.0	67.5	67.9	67.8	67.3
050	6	200 East 94 Street	67.3	67.3	68.2	67.4	67.4	67.3	67.3	67.8	68.2	68.1	67.6
050	7	200 East 94 Street	67.4	67.4	68.3	67.4	67.5	67.4	67.4	67.9	68.3	68.2	67.7
050	8	200 East 94 Street	67.4	67.4	68.3	67.4	67.5	67.4	67.4	67.9	68.3	68.2	67.5
050	9	200 East 94 Street	67.3	67.3	68.2	67.3	67.4	67.3	67.3	67.8	68.2	67.9	67.5
050	10	200 East 94 Street	67.2	67.2	68.1	67.3	67.3	67.2	67.2	67.8	68.1	67.7	67.4
050	11	200 East 94 Street	67.1	67.1	67.8	67.2	67.2	67.1	67.2	67.7	67.8	67.6	67.3
050	12	200 East 94 Street	67.0	67.0	67.7	67.0	67.1	67.0	67.0	67.5	67.7	67.6	67.2
050	13	200 East 94 Street	66.7	66.7	67.5	66.8	66.8	66.7	66.7	67.3	67.5	67.3	66.9
050	14	200 East 94 Street	66.3	66.3	67.1	66.4	66.4	66.3	66.4	67.0	67.1	67.0	66.5
050	15	200 East 94 Street	66.1	66.1	67.0	66.2	66.2	66.1	66.2	66.8	67.0	66.8	66.3
050	16	200 East 94 Street	66.2	66.2	67.1	66.4	66.3	66.2	66.4	67.0	67.1	66.9	66.4
050	17	200 East 94 Street	66.1	66.2	67.0	66.3	66.2	66.2	66.4	67.0	67.0	66.9	66.3
050	18	200 East 94 Street	66.0	66.2	66.9	66.3	66.2	66.3	66.4	66.9	66.9	66.8	66.2
050	19	200 East 94 Street	66.0	66.2	67.2	66.2	67.2	66.3	66.6	66.9	66.9	66.8	66.2
050	20	200 East 94 Street	65.9	66.2	67.1	66.2	67.1	66.3	66.8	66.8	66.8	66.7	66.2
050	21	200 East 94 Street	65.8	66.1	67.4	66.1	67.4	66.2	66.7	66.7	66.8	66.7	66.1
050	22	200 East 94 Street	65.8	66.1	67.6	66.1	67.6	66.3	66.8	66.7	66.8	66.7	66.1
050	23	200 East 94 Street	65.9	66.1	67.7	66.1	67.7	66.4	66.9	66.8	66.8	66.8	66.2
050	24	200 East 94 Street	66.2	66.5	67.9	67.2	67.9	66.7	67.1	67.0	67.1	67.0	66.5
050	25	200 East 94 Street	66.4	66.7	68.1	67.6	68.1	66.8	67.3	67.2	67.2	67.2	66.7
050	26	200 East 94 Street	66.7	67.0	68.4	67.8	68.4	67.1	67.5	67.4	67.5	67.5	67.0
050	27	200 East 94 Street	66.8	67.1	68.5	67.8	68.5	67.5	67.6	67.5	67.6	67.6	67.1
050	28	200 East 94 Street	66.8	66.9	68.6	67.8	68.6	67.8	67.6	67.5	67.6	67.6	66.9
051	11	200 East 94 Street	62.2	62.4	64.6	62.4	62.6	62.4	62.5	63.3	64.6	64.2	62.9
051	12	200 East 94 Street	62.2	62.4	64.6	62.5	62.7	62.4	62.6	64.2	64.6	64.2	62.9
051	13	200 East 94 Street	62.2	62.5	64.6	62.5	62.7	62.5	62.6	64.3	64.6	64.3	62.9
051	14	200 East 94 Street	62.5	62.8	64.8	62.8	63.0	62.8	62.9	64.5	64.8	64.5	63.2
051	15	200 East 94 Street	63.7	63.9	65.6	63.9	64.1	64.0	64.1	65.5	65.6	65.4	64.2
051	16	200 East 94 Street	63.6	63.9	65.5	63.9	64.1	63.9	64.0	65.5	65.5	65.4	64.1
051	17	200 East 94 Street	63.3	63.6	65.3	63.6	63.8	63.7	63.8	65.3	65.3	65.2	63.9
051	18	200 East 94 Street	62.9	63.3	65.1	63.3	63.4	63.3	63.6	65.0	65.1	64.9	63.5
051	19	200 East 94 Street	62.8	63.3	65.0	63.3	63.4	63.3	63.7	65.0	65.0	64.9	63.5
051	20	200 East 94 Street	62.8	63.3	65.0	63.3	63.5	63.4	63.8	65.0	65.0	64.9	63.5
051	21	200 East 94 Street	62.8	63.4	65.0	63.4	63.6	63.7	63.4	65.0	65.0	65.0	63.5
051	22	200 East 94 Street	63.2	63.8	65.3	63.8	64.0	64.1	63.8	65.2	65.3	65.2	63.8
051	23	200 East 94 Street	62.9	63.6	65.1	63.6	63.9	64.0	63.6	65.0	65.1	65.1	63.6
051	24	200 East 94 Street	62.7	63.4	65.0	63.5	64.4	63.7	63.5	64.9	65.0	64.9	63.4
051	25	200 East 94 Street	62.5	63.1	64.9	63.1	64.7	63.6	63.3	64.7	64.9	64.8	63.2
051	26	200 East 94 Street	62.4	63.0	65.1	63.0	65.1	63.3	63.2	64.6	64.8	64.8	63.2
051	27	200 East 94 Street	62.2	62.9	65.2	62.9	65.2	63.2	63.3	64.6	64.7	64.7	63.0
051	28	200 East 94 Street	62.2	62.9	65.6	62.9	65.6	63.2	63.5	64.5	64.7	64.8	63.2
052	1	1679 Third Avenue	73.8	73.8	74.0	73.9	73.9	74.0	74.0	73.9	73.9	73.9	73.8
052	2	1679 Third Avenue	73.8	73.8	74.0	73.9	73.9	74.0	74.0	74.0	74.0	73.9	73.8
052	3	1679 Third Avenue	73.2	73.2	73.4	73.3	73.3	73.4	73.4	73.4	73.4	73.4	73.2
052	4	1679 Third Avenue	72.6	72.6	72.8	72.8	72.8	72.8	72.8	72.8	72.8	72.8	72.6
052	5	1679 Third Avenue	72.1	72.1	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.1
052	6	1679 Third Avenue	71.6	71.6	71.8	71.8	71.8	71.8	71.8	71.8	71.8	71.8	71.6
053	1	1679 Third Avenue	66.5	66.8	69.7	69.1	67.3	69.7	68.0	67.7	67.7	67.5	66.8
053	2	1679 Third Avenue	67.6	67.9	70.4	69.8	68.5	70.4	68.8	68.7	68.8	68.5	67.9
053	3	1679 Third Avenue	67.8	68.1	70.2	70.2	68.6	69.5	69.0	68.8	68.9	68.6	68.1
053	4	1679 Third Avenue	67.7	68.0	71.2	71.2	68.6	69.4	69.0	68.8	68.8	68.4	68.0
053	5	1679 Third Avenue	67.5	67.8	71.6	71.6	68.4	69.7	68.9	68.8	68.7	68.2	67.8
053	6	1679 Third Avenue	67.3	67.6	71.7	71.7	68.3	70.1	68.7	69.1	68.7	68.0	67.6
054	1	205 East 94 Street	64.5	65.1	69.0	68.9	66.0	69.0	66.9	66.7	66.5	66.0	65.1
054	2	205 East 94 Street	65.3	66.0	70.0	69.5	67.1	70.0	67.6	67.4	67.3	66.8	66.0
054	3	205 East 94 Street	65.4	66.0	70.7	70.7	67.8	68.6	68.2	67.5	67.3	66.9	66.0
054	4	205 East 94 Street	65.4	66.0	72.2	72.2	67.9	68.6	68.5	67.6	67.3	66.8	66.0
054	5	205 East 94 Street	65.3	65.9	72.4	72.4	68.1	69.1	68.6	67.6	67.3	66.6	65.9
055	1	205 East 94 Street	62.2	62.3	64.5	62.9	64.5	63.0	63.1	63.5	64.0	62.6	62.3
055	2	205 East 94 Street	62.2	62.3	64.6	63.1	64.6	63.1	63.4	63.6	64.1	62.6	62.3
055	3	205 East 94 Street	62.2	62.3	65.3	63.1	65.3	63.1	63.5	63.8	64.2	62.6	62.3
055	4	205 East 94 Street	62.2	62.3	65.7	63.1	65.7	63.1	63.6	64.3	64.2	62.6	62.3
055	5	205 East 94 Street	62.2	62.3	66.0	63.1	66.0	63.2	64.2	65.9	64.4	62.7	62.3
055	6	205 East 94 Street	62.2	62.4	67.5	63.2	67.1	63.7	66.2	67.5	65.4	62.8	62.4
056	1	207 East 94 Street	64.4	65.0	69.9	69.7	65.8	69.9	68.4	67.9	66.4	66.0	65.0
056	2	207 East 94 Street	64.9	65.6	71.0	70.3	68.2	71.0	68.7	68.3	67.0	66.5	65.6
056	3	207 East 94 Street	64.9	65.6	72.3	72.3	69.3	69.7	69.7	68.4	67.1	66.5	65.6
056	4	207 East 94 Street	64.9	65.6	73.3	73.3	70.1	69.8	69.8	68.5	67.1	66.4	65.6
056	5	207 East 94 Street	64.8	65.4	73.4	73.4	70.9	70.5	69.6	68.7	67.1	66.3	65.4
056	6	207 East 94 Street	64.6	65.2	73.4	73.4	71.4	71.1	69.5	69.2	67.2	65.9	65.2
057	1	207 East 94 Street	62.2	62.3	69.3	63.9	69.3	65.9	65.3	65.6	63.6	62.5	62.3
057	2	207 East 94 Street	62.2	62.3	72.4	64.2	72.4	66.2	65.2	66.7	63.4	62.5	62.3
057	3	207 East 94 Street	62.2	62.3	72.8	65.4	72.8	66.3	65.4	68.3	63.4	62.6	62.3
057	4	207 East 94 Street	62.2	62.4	72.9	65.7	72.9	66.5	66.1	69.5	64.3	62.7	62.4
057	5	207 East 94 Street	62.2	62.7	73.1	66.6	73.1	67.0	67.5	69.7	64.8	62.9	62.7
057	6	207 East 94 Street	62.2	63.2	73.5	67.3	73.5	68.3	68.2	69.9	65.4	63.6	63.2
058	1	207 East 94 Street	64.3	65.0	70.4	70.4	65.9	70.3	70.0	69.0	66.5	66.0	65.0
058	2	207 East 94 Street	64.7	65.5	71.8	71.2	68.6	71.8	70.2	69.3	66.9	66.5	65.5
058	3	207 East 94 Street	64.6	65.4	73.4	73.4	70.1	70.5	71.0	69.3	67.0	66.4	65.4
058	4	207 East 94 Street	64.4	65.1	74.2	74.2	71.2	70.6	71.1	69.2	66.9	66.1	65.1
058	5	207 East 94 Street	64.3	65.0	74.4	74.4	72.2	71.4	70.6	69.3	66.9	65.9	65.0
058	6	207 East 94 Street	64.1	64.8	74.1	74.1	72.5	71.8	70.4	69.7	67.1	65.7	64.8
059	1	207 East 94 Street	62.2	62.3	64.3	63.3	64.3	63.0	63.3	63.2	62.6	62.4	62.3
059	2	207 East 94 Street	62.2	62.3	65.0	63.5	65.0	63.1	63.3	63.3	62.6	62.5	62.3
059	3	207 East 94 Street	62.2	62.3	65.3	63.5	65.3	63.1	63.4	63.5	62.6	62.5	62.3
059	4	207 East 94 Street	62.2	62.3	65.5	63.5	65.5	63.2	63.5	63.6	62.7	62.5	62.3
059	5	207 East 94 Street	62.2	62.3	65.7	63.5	65.7	63.3	63.8	63.9	62.9	62.6	62.3
059	6	207 East 94 Street	62.2	62.7	66.4	63.7	66.4	63.6	64.3	65.2	65.5	63.1	62.7

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
046	19	200 East 94 Street	0.7	8.4	8.4	7.2	7.5	4.9	5.4	5.6	4.1	0.7
046	20	200 East 94 Street	0.7	8.2	8.2	7.3	7.5	4.7	5.3	5.6	4.2	0.7
046	21	200 East 94 Street	0.9	8.6	8.5	8.6	7.6	4.8	5.5	5.8	4.7	0.9
046	22	200 East 94 Street	1.1	8.7	8.6	8.7	7.7	4.9	5.6	6.0	5.0	1.1
046	23	200 East 94 Street	1.6	8.8	8.6	8.8	7.7	4.8	5.7	6.0	5.0	1.6
046	24	200 East 94 Street	1.7	8.9	8.6	8.9	7.7	4.7	5.7	6.0	5.2	1.7
046	25	200 East 94 Street	1.8	9.2	7.7	9.2	7.9	4.8	5.9	6.3	5.3	1.8
046	26	200 East 94 Street	2.0	9.2	7.5	9.2	7.9	4.8	5.9	6.3	5.5	2.0
046	27	200 East 94 Street	2.1	9.3	7.6	9.3	7.9	4.8	5.9	6.4	5.9	2.1
046	28	200 East 94 Street	2.2	9.3	7.5	9.3	7.8	4.7	5.9	6.3	5.9	2.2
047	1	200 East 94 Street	0.6	7.5	7.5	4.6	7.1	6.5	6.0	3.9	1.9	0.6
047	2	200 East 94 Street	0.6	8.6	8.3	6.0	8.6	7.1	5.9	3.9	1.9	0.6
047	3	200 East 94 Street	0.6	10.9	10.9	6.7	8.9	7.6	6.1	3.7	2.0	0.6
047	4	200 East 94 Street	0.6	12.0	12.0	9.9	8.7	8.5	6.4	3.9	2.0	0.6
047	5	200 East 94 Street	0.6	11.2	11.2	11.2	8.8	7.8	6.6	4.6	2.0	0.6
047	6	200 East 94 Street	0.7	12.0	11.3	12.0	9.2	7.7	6.8	4.8	2.2	0.7
047	7	200 East 94 Street	0.7	12.2	11.9	12.2	9.6	7.9	7.1	5.2	2.3	0.7
047	8	200 East 94 Street	0.7	12.5	12.5	12.3	9.7	8.3	7.5	5.5	2.5	0.7
047	9	200 East 94 Street	0.7	12.5	12.5	12.4	9.8	8.1	7.3	5.7	2.6	0.7
047	10	200 East 94 Street	0.8	12.7	12.7	12.5	10.0	8.2	7.5	6.0	2.8	0.8
048	12	200 East 94 Street	0.5	5.4	1.3	1.3	1.0	1.7	4.9	5.4	2.7	0.5
048	13	200 East 94 Street	0.6	5.9	2.6	3.2	2.0	3.7	5.9	5.6	3.2	0.6
048	14	200 East 94 Street	0.6	5.9	4.2	5.0	4.0	5.3	5.9	5.7	3.5	0.6
048	15	200 East 94 Street	0.7	7.8	5.1	7.8	5.4	7.0	6.0	5.8	3.2	0.7
048	16	200 East 94 Street	0.9	10.5	7.1	10.5	6.6	7.8	6.1	6.0	3.7	0.9
048	17	200 East 94 Street	1.0	11.2	8.6	11.2	7.8	6.3	6.2	6.1	3.7	1.0
048	18	200 East 94 Street	1.2	11.5	9.7	11.5	6.8	6.3	6.5	6.5	5.0	1.2
048	19	200 East 94 Street	1.3	11.1	11.0	11.1	7.3	6.2	6.5	6.7	5.3	1.3
048	20	200 East 94 Street	1.6	11.1	10.5	11.1	7.7	6.2	6.6	6.9	5.4	1.6
048	21	200 East 94 Street	1.8	11.0	10.6	11.0	7.6	6.1	6.7	6.9	5.8	1.8
048	22	200 East 94 Street	0.9	11.0	10.6	11.0	7.5	5.9	6.7	7.0	5.9	0.9
048	23	200 East 94 Street	1.0	11.0	10.4	11.0	7.4	5.8	7.0	7.3	6.5	1.0
048	24	200 East 94 Street	1.1	10.9	10.3	10.9	7.3	5.7	6.9	7.3	6.7	1.1
048	25	200 East 94 Street	1.3	10.9	9.9	10.9	7.3	5.6	5.9	6.5	5.8	1.3
048	26	200 East 94 Street	1.9	11.0	9.2	11.0	7.2	5.6	5.9	6.5	5.9	1.9
048	27	200 East 94 Street	2.2	10.9	9.1	10.9	7.0	5.4	5.8	6.5	6.0	2.2
048	28	200 East 94 Street	2.3	11.3	8.9	11.3	6.9	5.1	5.7	6.4	6.1	2.3
049	1	200 East 94 Street	0.0	0.8	0.4	0.8	0.2	0.3	0.3	0.4	0.3	0.0
049	2	200 East 94 Street	0.0	0.5	0.3	0.5	0.1	0.2	0.2	0.3	0.2	0.0
049	3	200 East 94 Street	0.0	0.4	0.2	0.4	0.1	0.2	0.2	0.3	0.2	0.0
049	4	200 East 94 Street	0.0	0.3	0.2	0.3	0.1	0.1	0.1	0.2	0.2	0.0
049	5	200 East 94 Street	0.0	0.3	0.2	0.3	0.1	0.1	0.1	0.2	0.1	0.0
049	6	200 East 94 Street	0.0	0.3	0.2	0.3	0.1	0.1	0.1	0.2	0.1	0.0
049	7	200 East 94 Street	0.0	0.3	0.2	0.3	0.1	0.1	0.1	0.3	0.1	0.0
049	8	200 East 94 Street	0.0	0.3	0.1	0.3	0.1	0.1	0.1	0.3	0.1	0.0
049	9	200 East 94 Street	0.0	0.3	0.1	0.3	0.1	0.1	0.2	0.2	0.1	0.0
049	10	200 East 94 Street	0.0	0.3	0.1	0.2	0.1	0.1	0.2	0.3	0.2	0.0
050	1	200 East 94 Street	0.1	1.8	0.1	0.3	0.1	0.1	0.4	1.8	1.5	0.6
050	2	200 East 94 Street	0.1	1.5	0.1	0.2	0.1	0.1	0.4	1.5	1.3	0.5
050	3	200 East 94 Street	0.1	1.3	0.1	0.2	0.1	0.1	0.3	1.3	1.1	0.4
050	4	200 East 94 Street	0.0	1.1	0.1	0.2	0.0	0.1	0.3	1.1	0.9	0.4
050	5	200 East 94 Street	0.0	1.0	0.1	0.1	0.0	0.1	0.5	1.0	0.8	0.3
050	6	200 East 94 Street	0.0	0.9	0.1	0.1	0.0	0.1	0.5	0.9	0.8	0.3
050	7	200 East 94 Street	0.0	0.9	0.1	0.1	0.0	0.1	0.5	0.9	0.8	0.3
050	8	200 East 94 Street	0.0	0.9	0.1	0.1	0.0	0.1	0.5	0.9	0.8	0.2
050	9	200 East 94 Street	0.0	1.0	0.1	0.1	0.0	0.1	0.5	1.0	0.7	0.2
050	10	200 East 94 Street	0.1	0.9	0.1	0.2	0.1	0.1	0.6	0.9	0.5	0.2
050	11	200 East 94 Street	0.1	0.7	0.1	0.2	0.1	0.1	0.7	0.7	0.6	0.2
050	12	200 East 94 Street	0.0	0.7	0.1	0.1	0.0	0.1	0.5	0.7	0.6	0.2
050	13	200 East 94 Street	0.0	0.8	0.1	0.1	0.0	0.1	0.7	0.8	0.6	0.2
050	14	200 East 94 Street	0.1	0.9	0.1	0.1	0.1	0.1	0.7	0.9	0.7	0.2
050	15	200 East 94 Street	0.1	0.9	0.1	0.1	0.1	0.1	0.8	0.9	0.8	0.2
050	16	200 East 94 Street	0.1	0.9	0.2	0.1	0.1	0.2	0.8	0.9	0.8	0.2
050	17	200 East 94 Street	0.1	0.9	0.3	0.2	0.1	0.3	0.9	0.9	0.8	0.2
050	18	200 East 94 Street	0.2	0.9	0.3	0.2	0.3	0.4	0.9	0.9	0.8	0.2
050	19	200 East 94 Street	0.2	1.2	0.3	1.2	0.3	0.6	0.9	0.9	0.8	0.2
050	20	200 East 94 Street	0.3	1.2	0.3	1.2	0.4	0.9	0.9	1.0	0.9	0.3
050	21	200 East 94 Street	0.3	1.6	0.3	1.6	0.4	0.9	0.9	1.0	0.9	0.3
050	22	200 East 94 Street	0.3	1.8	0.3	1.8	0.5	1.0	0.9	1.0	0.9	0.3
050	23	200 East 94 Street	0.3	1.8	0.3	1.8	0.5	1.0	0.9	1.0	0.9	0.3
050	24	200 East 94 Street	0.3	1.7	1.0	1.7	0.5	0.9	0.9	0.9	0.9	0.3
050	25	200 East 94 Street	0.3	1.7	1.2	1.7	0.5	0.9	0.8	0.9	0.8	0.3
050	26	200 East 94 Street	0.3	1.7	1.1	1.7	0.4	0.8	0.8	0.8	0.8	0.3
050	27	200 East 94 Street	0.3	1.7	1.0	1.7	0.7	0.8	0.7	0.8	0.8	0.3
050	28	200 East 94 Street	0.1	1.8	1.0	1.8	1.0	0.8	0.7	0.8	0.8	0.1
051	11	200 East 94 Street	0.1	2.3	0.2	0.3	0.1	0.2	1.0	2.3	2.0	0.6
051	12	200 East 94 Street	0.2	2.4	0.2	0.4	0.2	0.3	1.9	2.4	2.0	0.6
051	13	200 East 94 Street	0.3	2.4	0.3	0.5	0.3	0.4	2.0	2.4	2.1	0.6
051	14	200 East 94 Street	0.3	2.3	0.3	0.5	0.3	0.4	2.0	2.3	2.0	0.7
051	15	200 East 94 Street	0.2	1.9	0.2	0.4	0.3	0.4	1.8	1.9	1.7	0.5
051	16	200 East 94 Street	0.3	1.9	0.3	0.5	0.3	0.4	1.9	1.9	1.8	0.5
051	17	200 East 94 Street	0.3	2.0	0.3	0.5	0.4	0.5	2.0	2.0	1.9	0.6
051	18	200 East 94 Street	0.4	2.2	0.4	0.5	0.4	0.7	2.1	2.2	2.0	0.6
051	19	200 East 94 Street	0.5	2.2	0.5	0.6	0.5	0.9	2.2	2.2	2.1	0.7
051	20	200 East 94 Street	0.5	2.2	0.5	0.7	0.6	1.0	2.2	2.2	2.1	0.7
051	21	200 East 94 Street	0.6	2.2	0.6	0.8	0.9	0.6	2.2	2.2	2.2	0.7
051	22	200 East 94 Street	0.6	2.1	0.6	0.8	0.9	0.6	2.0	2.1	2.0	0.6
051	23	200 East 94 Street	0.7	2.2	0.7	1.0	1.1	0.7	2.1	2.2	2.2	0.7
051	24	200 East 94 Street	0.7	2.3	0.8	1.7	1.0	0.8	2.2	2.3	2.2	0.7
051	25	200 East 94 Street	0.6	2.4	0.6	2.2	1.1	0.8	2.2	2.4	2.3	0.7
051	26	200 East 94 Street	0.6	2.7	0.6	2.7	0.9	0.8	2.2	2.4	2.4	0.8
051	27	200 East 94 Street	0.6	3.0	0.6	3.0	0.9	1.1	2.3	2.4	2.4	0.8
051	28	200 East 94 Street	0.6	3.3	0.6	3.3	0.9	1.3	2.3	2.4	2.5	0.9
052	1	1679 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
052	2	1679 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.0
052	3	1679 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0
052	4	1679 Third Avenue	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
052	5	1679 Third Avenue	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
052	6	1679 Third Avenue	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
053	1	1679 Third Avenue	0.3	3.2	2.6	0.8	3.2	1.5	1.2	1.2	1.0	0.3
053	2	1679 Third Avenue	0.3	2.8	2.2	0.9	2.8	1.2	1.1	1.2	0.9	0.3
053	3	1679 Third Avenue	0.3	2.4	2.4	0.8	1.7	1.2	1.0	1.1	0.8	0.3
053	4	1679 Third Avenue	0.3	3.5	3.5	0.9	1.7	1.3	1.1	1.1	0.7	0.3
053	5	1679 Third Avenue	0.3	4.1	4.1	0.9	2.2	1.4	1.3	1.2	0.7	0.3
053	6	1679 Third Avenue	0.3	4.4	4.4	1.0	2.8	1.4	1.8	1.4	0.7	0.3
054	1	205 East 94 Street	0.6	4.5	4.4	1.5	4.5	2.4	2.2	2.0	1.5	0.6
054	2	205 East 94 Street	0.7	4.7	4.2	1.8	4.7	2.3	2.1	2.0	1.5	0.7
054	3	205 East 94 Street	0.6	5.3	5.3	2.4	3.2	2.8	2.1	1.9	1.5	0.6
054	4	205 East 94 Street	0.6	6.8	6.8	2.5	3.2	3.1	2.2	1.9	1.4	0.6
054	5	205 East 94 Street	0.6	7.1	7.1	2.8	3.8	3.3	2.3	2.0	1.3	0.6
055	1	205 East 94 Street	0.0	2.2	0.7	2.2	0.7	0.9	1.2	1.7	0.3	0.0
055	2	205 East 94 Street	0.1	2.3	0.9	2.3	0.8	1.2	1.4	1.8	0.3	0.1
055	3	205 East 94 Street	0.1	3.1	0.9	3.1	0.9	1.3	1.6	1.9	0.4	0.1
055	4	205 East 94 Street	0.1	3.4	0.9	3.4	0.9	1.4	2.1	2.0	0.4	0.1
055	5	205 East 94 Street	0.1	3.7	0.9	3.7	0.9	1.9	3.7	2.1	0.4	0.1
055	6	205 East 94 Street	0.2	5.3	0.9	4.9	1.5	4.0	5.3	3.2	0.5	0.2
056	1	207 East 94 Street	0.6	5.5	5.3	1.4	5.5	4.0	3.5	2.0	1.6	0.6
056	2	207 East 94 Street	0.7	6.1	5.4	3.3	6.1	3.8	3.4	2.1	1.6	0.7
056	3	207 East 94 Street	0.7	7.4	7.4	4.4	4.8	4.8	3.5	2.2	1.6	0.7
056	4	207 East 94 Street	0.7	8.4	8.4	5.2	4.9	4.9	3.6	2.2	1.5	0.7
056	5	207 East 94 Street	0.6	8.6	8.6	6.1	5.7	4.8	3.9	2.3	1.5	0.6
056	6	207 East 94 Street	0.6	8.8	8.8	6.8	6.5	4.9	4.6	2.6	1.3	0.6
057	1	207 East 94 Street	0.0	7.1	1.7	7.1	3.6	3.1	3.3	1.3	0.3	0.0
057	2	207 East 94 Street	0.1	10.2	1.9	10.2	4.0	3.0	4.4	1.2	0.3	0.1
057	3	207 East 94 Street	0.1	10.6	3.2	10.6	4.0	3.2	6.1	1.2	0.4	0.1
057	4	207 East 94 Street	0.2	10.6	3.5	10.6	4.2	3.9	7.3	2.0	0.4	0.2
057	5	207 East 94 Street	0.5	10.8	4.3	10.8	4.8	5.3	7.4	2.5	0.6	0.5
057	6	207 East 94 Street	1.0	11.3	5.1	11.3	6.1	5.9	7.7	3.1	1.3	1.0
058	1	207 East 94 Street	0.7	6.1	6.1	1.6	6.0	5.7	4.7	2.2	1.7	0.7
058	2	207 East 94 Street	0.8	7.1	6.5	3.9	7.1	5.5	4.6	2.2	1.8	0.8
058	3	207 East 94 Street	0.8	8.8	8.8	5.5	5.9	6.4	4.7	2.4	1.8	0.8
058	4	207 East 94 Street	0.7	9.8	9.8	6.8	6.2	6.7	4.8	2.5	1.7	0.7
058	5	207 East 94 Street	0.7	10.1	10.1	7.9	7.1	6.3	5.0	2.6	1.6	0.7
058	6	207 East 94 Street	0.7	10.0	10.0	8.4	7.7	6.3	5.6	3.0	1.6	0.7
059	1	207 East 94 Street	0.0	2.1	1.1	2.1	0.8	1.0	0.9	0.3	0.2	0.0
059	2	207 East 94 Street	0.0	2.7	1.2	2.7	0.9	1.1	1.0	0.4	0.2	0.0
059	3	207 East 94 Street	0.0	3.1	1.2	3.1	0.9	1.1	1.3	0.4	0.2	0.0
059	4	207 East 94 Street	0.1	3.2	1.2	3.2	0.9	1.3	1.3	0.5	0.3	0.1
059	5	207 East 94 Street	0.1	3.5	1.3	3.5	1.1	1.5	1.7	0.7	0.3	0.1
059	6	207 East 94 Street	0.5	4.2	1.4	4.2	1.4	2.0	3.0	3.3	0.8	0.5

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
060	1	207 East 94 Street	64.2	65.2	73.0	73.0	66.1	71.7	71.6	70.0	67.7	66.3	65.2
060	2	207 East 94 Street	64.5	65.4	74.5	74.5	70.6	73.5	72.1	70.3	67.0	66.5	65.4
060	3	207 East 94 Street	64.2	65.1	76.6	76.6	72.4	72.2	72.7	70.3	66.9	66.3	65.1
060	4	207 East 94 Street	64.0	65.0	76.7	76.7	73.9	72.3	72.7	70.4	66.7	66.0	65.0
060	5	207 East 94 Street	63.7	64.7	77.2	77.2	73.9	73.1	72.6	70.4	66.6	65.7	64.7
060	6	207 East 94 Street	63.6	64.6	77.1	77.1	75.2	73.3	72.4	70.7	66.6	65.5	64.6
061	1	207 East 94 Street	62.2	62.3	69.3	64.4	68.4	68.9	69.3	68.9	63.9	62.5	62.3
061	2	207 East 94 Street	62.2	62.3	71.2	65.2	71.2	69.3	70.0	68.6	64.5	62.5	62.3
061	3	207 East 94 Street	62.2	62.3	72.8	65.8	72.8	69.3	69.2	68.7	65.2	62.5	62.3
061	4	207 East 94 Street	62.2	62.3	73.7	68.2	73.7	69.3	69.1	68.9	65.4	62.5	62.3
061	5	207 East 94 Street	62.2	62.3	76.9	68.2	76.9	69.3	69.1	69.1	65.6	62.5	62.3
061	6	207 East 94 Street	62.2	62.3	76.9	68.2	76.9	69.2	68.9	69.4	64.0	62.5	62.3
062	1	215 East 94 Street	64.0	65.0	74.7	74.7	66.4	72.8	73.4	71.5	68.8	66.4	65.0
062	2	215 East 94 Street	64.4	65.6	77.8	77.8	73.2	75.1	74.5	71.9	67.5	66.9	65.6
062	3	215 East 94 Street	64.1	65.3	78.9	78.9	75.4	74.2	75.2	71.9	67.3	66.6	65.3
062	4	215 East 94 Street	63.7	65.0	79.1	79.1	76.1	74.4	75.3	72.0	67.1	66.3	65.0
062	5	215 East 94 Street	63.4	64.7	79.7	79.7	76.6	75.2	75.3	72.2	67.0	66.1	64.7
062	6	215 East 94 Street	63.1	64.5	79.6	79.6	78.2	75.3	75.1	72.5	67.0	65.9	64.5
062	7	215 East 94 Street	62.9	64.3	79.4	79.4	79.2	75.2	75.2	72.7	67.0	65.7	64.3
063	1	215 East 94 Street	62.2	62.3	72.0	64.8	72.0	71.5	71.5	69.7	62.9	62.5	62.3
063	2	215 East 94 Street	62.2	62.3	74.8	66.1	74.8	72.1	72.3	68.0	62.9	62.5	62.3
063	3	215 East 94 Street	62.2	62.3	77.3	67.0	77.3	72.1	71.7	64.7	63.0	62.5	62.3
063	4	215 East 94 Street	62.2	62.3	77.9	70.0	77.9	72.1	71.4	64.8	63.1	62.6	62.3
063	5	215 East 94 Street	62.2	62.3	78.4	70.7	78.4	72.1	70.0	65.2	63.2	62.7	62.3
063	6	215 East 94 Street	62.2	62.3	78.5	70.7	78.5	72.0	69.3	66.5	63.3	62.7	62.3
063	7	215 East 94 Street	62.2	62.3	78.4	64.7	78.4	70.0	66.1	66.8	63.5	62.7	62.3
064	1	245 East 94 Street	65.2	66.2	81.0	75.7	68.0	81.0	72.3	69.8	69.6	69.3	66.2
064	2	245 East 94 Street	65.7	67.2	85.1	83.1	78.2	85.1	76.4	70.2	69.8	69.5	67.2
064	3	245 East 94 Street	65.8	67.3	83.0	82.9	78.6	83.0	76.9	70.4	69.5	69.1	67.3
064	4	245 East 94 Street	65.7	67.1	85.6	82.5	78.2	85.6	75.9	70.8	69.0	68.6	67.1
064	5	245 East 94 Street	65.5	66.9	84.5	82.3	78.0	84.5	75.4	70.7	68.6	68.1	66.9
065	1	245 East 94 Street	62.2	62.3	75.8	64.6	75.1	72.7	75.8	74.3	74.3	74.3	62.3
065	2	245 East 94 Street	62.2	62.3	87.9	64.7	87.9	81.7	76.0	73.6	73.5	73.5	62.3
065	3	245 East 94 Street	62.2	62.3	87.7	64.8	87.7	82.0	81.6	71.9	71.7	71.7	62.3
065	4	245 East 94 Street	62.2	62.3	87.3	64.9	87.3	82.0	86.4	70.2	69.8	69.7	62.3
065	5	245 East 94 Street	62.2	62.3	87.0	67.6	87.0	82.1	86.5	73.0	72.1	72.1	62.3
066	1	245 East 94 Street	62.2	62.3	70.8	64.2	67.0	70.8	67.1	65.1	64.8	64.6	62.3
066	2	245 East 94 Street	62.2	62.3	80.8	64.5	80.8	74.9	67.7	65.9	64.8	64.7	62.3
066	3	245 East 94 Street	62.2	62.3	80.9	65.0	80.9	75.1	72.8	66.5	64.8	64.8	62.3
066	4	245 East 94 Street	62.2	62.3	80.8	65.4	80.8	75.1	75.3	66.7	64.9	64.6	62.3
066	5	245 East 94 Street	62.2	62.3	80.8	66.8	80.8	75.1	74.9	67.5	64.9	64.5	62.3
067	1	1817 Second Avenue	67.8	68.2	79.1	73.7	69.1	79.1	70.0	69.9	69.1	69.1	68.2
067	2	1817 Second Avenue	68.6	69.0	81.2	75.6	72.4	81.2	70.8	70.5	69.8	69.7	69.0
067	3	1817 Second Avenue	68.7	69.1	80.5	78.1	74.0	80.5	70.9	70.7	69.9	69.8	69.1
067	4	1817 Second Avenue	68.5	68.9	81.1	78.2	74.5	81.1	70.9	70.8	69.8	69.5	68.9
067	5	1817 Second Avenue	68.2	68.6	80.9	78.4	75.7	80.9	70.7	71.2	69.6	69.2	68.6
068	1	1817 Second Avenue	74.7	74.7	75.0	75.0	74.9	75.0	74.9	74.9	74.9	74.9	74.7
068	2	1817 Second Avenue	74.4	74.4	74.8	74.8	74.6	74.7	74.7	74.6	74.6	74.6	74.4
068	3	1817 Second Avenue	73.6	73.6	74.1	74.1	73.8	74.0	73.9	73.8	73.8	73.8	73.6
068	4	1817 Second Avenue	72.9	72.9	73.6	73.6	73.2	73.3	73.2	73.2	73.1	73.1	72.9
068	5	1817 Second Avenue	72.4	72.4	73.2	73.2	72.7	72.8	72.7	72.7	72.7	72.6	72.4
069	1	1819 Second Avenue	62.2	62.3	66.6	63.8	64.6	66.6	66.3	64.9	65.1	65.2	62.3
069	2	1819 Second Avenue	62.2	62.3	66.8	64.0	65.7	66.8	66.5	65.0	65.5	65.3	62.3
069	3	1819 Second Avenue	62.2	62.3	67.1	64.4	66.2	67.1	66.6	65.2	65.8	65.2	62.3
069	4	1819 Second Avenue	62.2	62.3	67.0	64.5	66.2	67.0	66.7	65.7	66.0	65.1	62.3
069	5	1819 Second Avenue	62.2	62.3	67.0	64.7	66.2	67.0	66.8	66.8	65.9	64.9	62.3
070	1	1819 Second Avenue	74.0	74.0	74.3	74.1	74.2	74.2	74.3	74.2	74.2	74.2	74.0
070	2	1819 Second Avenue	74.0	74.0	74.3	74.1	74.2	74.2	74.3	74.2	74.2	74.2	74.0
070	3	1819 Second Avenue	73.4	73.4	74.0	73.6	73.7	73.6	73.7	74.0	73.8	73.6	73.4
070	4	1819 Second Avenue	72.8	72.8	73.5	73.0	73.1	73.1	73.1	73.5	73.3	73.0	72.8
070	5	1819 Second Avenue	72.3	72.3	73.1	72.5	72.6	72.6	72.7	73.1	72.8	72.6	72.3
071	1	1821 Second Avenue	62.2	62.6	70.3	64.0	70.3	69.3	68.6	66.9	64.7	64.8	62.6
071	2	1821 Second Avenue	62.2	62.7	73.6	64.2	73.6	69.8	68.9	66.1	65.0	65.0	62.7
071	3	1821 Second Avenue	62.2	62.7	74.9	64.6	74.9	70.5	69.3	66.5	65.2	65.2	62.7
071	4	1821 Second Avenue	62.2	62.7	77.6	65.2	77.6	70.6	69.8	68.0	65.8	65.1	62.7
071	5	1821 Second Avenue	62.2	62.8	77.8	65.8	77.8	70.6	70.0	67.9	66.2	65.2	62.8
072	1	1821 Second Avenue	74.0	74.0	74.2	74.1	74.2	74.2	74.2	74.2	74.2	74.2	74.0
072	2	1821 Second Avenue	74.0	74.0	74.3	74.1	74.2	74.2	74.3	74.2	74.2	74.2	74.0
072	3	1821 Second Avenue	73.4	73.4	73.9	73.6	73.6	73.6	73.7	73.9	73.7	73.6	73.4
072	4	1821 Second Avenue	72.8	72.8	73.4	73.0	73.1	73.0	73.1	73.4	73.2	73.0	72.8
072	5	1821 Second Avenue	72.3	72.3	73.0	72.5	72.6	72.6	72.7	73.0	72.7	72.5	72.3
073	1	1821 Second Avenue	62.2	62.5	73.8	64.1	73.8	73.7	71.0	70.2	64.3	63.9	62.5
073	2	1821 Second Avenue	62.2	62.6	78.3	64.5	78.3	75.5	71.9	70.6	64.5	64.0	62.6
073	3	1821 Second Avenue	62.2	62.7	83.2	65.1	83.2	76.1	71.7	70.3	64.9	64.1	62.7
073	4	1821 Second Avenue	62.2	63.1	83.2	65.9	83.2	76.1	75.2	70.1	65.7	64.6	63.1
073	5	1821 Second Avenue	62.2	63.2	83.3	67.3	83.3	76.1	75.2	71.5	66.3	64.7	63.2
074	1	1821 Second Avenue	74.0	74.0	74.2	74.1	74.2	74.2	74.2	74.2	74.1	74.1	74.0
074	2	1821 Second Avenue	74.0	74.0	74.2	74.1	74.2	74.2	74.2	74.2	74.1	74.1	74.0
074	3	1821 Second Avenue	73.4	73.4	73.7	73.5	73.6	73.6	73.7	73.7	73.6	73.5	73.4
074	4	1821 Second Avenue	72.8	72.8	73.1	73.0	73.0	73.0	73.1	73.0	73.0	73.0	72.8
074	5	1821 Second Avenue	72.3	72.3	72.6	72.5	72.6	72.5	72.6	72.5	72.5	72.5	72.3
075	1	1825 Second Avenue	62.2	62.8	74.7	63.8	74.7	71.9	68.4	70.1	64.7	63.8	62.8
075	2	1825 Second Avenue	62.2	62.9	79.3	64.2	79.3	74.7	70.1	71.1	64.9	63.9	62.9
075	3	1825 Second Avenue	62.2	62.9	83.4	64.9	83.4	75.6	73.2	71.7	65.2	64.3	62.9
075	4	1825 Second Avenue	62.2	63.0	84.5	66.0	84.5	75.6	74.5	72.5	65.7	64.4	63.0
075	5	1825 Second Avenue	62.2	63.0	84.7	68.2	84.7	75.6	74.7	71.2	66.4	64.4	63.0
076	1	1825 Second Avenue	74.0	74.0	74.5	74.1	74.2	74.2	74.2	74.5	74.1	74.1	74.0
076	2	1825 Second Avenue	74.0	74.0	74.5	74.1	74.2	74.2	74.2	74.5	74.1	74.1	74.0
076	3	1825 Second Avenue	73.4	73.4	73.8	73.5	73.6	73.6	73.7	73.8	73.6	73.5	73.4
076	4	1825 Second Avenue	72.9	72.9	73.2	73.0	73.1	73.1	73.2	73.1	73.1	73.1	72.9
076	5	1825 Second Avenue	72.3	72.3	72.6	72.5	72.6	72.5	72.6	72.5	72.5	72.5	72.3
077	1	1827 Second Avenue	62.2	62.3	73.3	63.3	73.3	72.3	70.7	70.8	65.2	63.2	62.3
077	2	1827 Second Avenue	62.2	62.3	77.4	63.6	77.4	73.7	71.8	71.0	65.5	63.2	62.3
077	3	1827 Second Avenue	62.2	62.4	81.7	64.1	81.7	74.6	73.0	71.5	65.7	63.4	62.4
077	4	1827 Second Avenue	62.2	62.5	82.7	64.8	82.7	74.7	73.4	71.9	65.8	63.4	62.5
077	5	1827 Second Avenue	62.2	62.4	83.0	66.5	83.0	74.7	73.7	71.6	66.2	63.7	62.4
078	1	1827 Second Avenue	74.0	74.0	74.2	74.1	74.2	74.2	74.2	74.1	74.1	74.2	74.0
078	2	1827 Second Avenue	74.0	74.0	74.2	74.1	74.2	74.2	74.2	74.2	74.2	74.2	74.0
078	3	1827 Second Avenue	73.5	73.5	73.7	73.6	73.7	73.7	73.7	73.7	73.7	73.6	73.5
078	4	1827 Second Avenue	72.9	72.9	73.1	73.0	73.1	73.1	73.1	73.1	73.1	73.1	72.9
078	5	1827 Second Avenue	72.4	72.4	72.6	72.5	72.6	72.6	72.6	72.6	72.6	72.6	72.4
079	1	1829 Second Avenue	62.2	62.3	70.5	63.9	70.5	68.8	67.5	68.1	65.4	63.4	62.3
079	2	1829 Second Avenue	62.2	62.4	73.0	64.3	73.0	69.4	68.0	68.6	65.3	63.3	62.4
079	3	1829 Second Avenue	62.2	62.4	75.6	64.9	75.6	69.8	68.5	69.7	66.4	63.6	62.4
079	4	1829 Second Avenue	62.2	62.6	77.9	66.0	77.9	69.9	68.9	70.5	66.5	63.6	62.6
079	5	1829 Second Avenue	62.2	62.5	78.7	67.7	78.7	70.1	69.7	71.5	67.2	63.9	62.5
080	1	1829 Second Avenue	74.0	74.0	74.4	74.1	74.2	74.2	74.2	74.4	74.1	74.2	74.0
080	2	1829 Second Avenue	74.0	74.0	74.5	74.1	74.2	74.2	74.2	74.5	74.2	74.2	74.0
080	3	1829 Second Avenue	73.5	73.5	74.1	73.6	73.7	73.7	73.7	74.1	73.7	73.6	73.5
080	4	1829 Second Avenue	72.9	72.9	73.2	73.0	73.1	73.1	73.2	73.2	73.1	73.1	72.9
080	5	1829 Second Avenue	72.4	72.4	72.7	72.6	72.6	72.6	72.7	72.6	72.6	72.6	72.4
081	1	1831 Second Avenue	67.1	67.2	68.6	67.3	67.5	67.3	67.3	68.6	68.4	67.7	67.2
081	2	1831 Second Avenue	67.9	68.0	69.2	68.1	68.2	68.1	68.2	69.2	69.0	68.5	68.0
081	3	1831 Second Avenue	68.1	68.2	69.4	68.3	68.4	68.3	68.4	69.4	69.2	68.7	68.2
081	4	1831 Second Avenue	68.1	68.2	69.4	68.3	68.4	68.3	68.5	69.4	69.2	68.7	68.2
081	5	1831 Second Avenue	67.9	68.0	69.3	68.2	68.2	68.1	68.3	69.3	69.1	68.5	68.0
081	6	1831 Second Avenue	67.8	67.9	69.6	68.2	68.2	68.0	68.5	69.6	69.2	68.5	67.9
081	7	1831 Second Avenue	67.1	67.2	69.2	68.0	67.6	67.6	68.6	69.2	68.7	67.9	67.2
081	8	1831 Second Avenue	66.9	67.0	69.1	68.0	67.5	67.7	68.5	69.1	68.6	67.8	67.0
081	9	1831 Second Avenue	66.7	66.8	69.0	67.9	67.4	67.9	68.7	69.0	68.6	67.7	66.8
081	10	1831 Second Avenue	66.5	66.6	68.9	68.1	67.4	67.9	68.7	68.9	68.5	67.6	66.6
082	1	1831 Second Avenue	74.0	74.0	74.4	74.1	74.1	74.1	74.2	74.4	74.1	74.1	74.0
082	2	1831 Second Avenue	74.1	74.1	74.6	74.2	74.2	74.2	74.3	74.6	74.2	74.2	74.1
082	3	1831 Second Avenue	73.5	73.5	74.0	73.6	73.7	73.6	73.7	74.0	73.7	73.6	73.5
082	4	1831 Second Avenue	73.0	73.0	73.3	73.1	73.2	73.2	73.2	73.3	73.2	73.1	73.0
082	5	1831 Second Avenue	72.4	72.4	72.7	72.6	72.6	72.6	72.7	72.6	72.7	72.6	72.4
082	6	1831 Second Avenue	71.9	71.9	72.2	72.1	72.1	72.1	72.2	72.2	72.2	72.1	71.9
082	7	1831 Second Avenue	71.5	71.5	71.9	71.7	71.7	71.7	71.9	71.9	71.8	71.7	71.5
082	8	1831 Second Avenue	71.1	71.1	71.6	71.3	71.3	71.4	71.5	71.6	71.5	71.3	71.1
082	9	1831 Second Avenue	70.7	70.7	71.3	71.0	71.3	71.0	71.1	71.2	71.1	70.9	70.7
082	10	1831 Second Avenue	70.4	70.4	71.6	70.7	71.6	70.8	70.8	70.9	70.8	70.6	70.4
083	1	234 East 95 Street	62.2	62.7	76.8	65.0	76.8	74.8	72.6	72.4	66.3	64.9	62.7
083	2	234 East 95 Street	62.2	62.7	81.7	65.8	81.7	76.9	75.0	72.7	66.4	64.9	62.7
083	3	234 East 95 Street	62.2	62.7	84.8	67.0	84.8	77.5	76.4	73.4	66.5	64.6	62.7
083	4	234 East 95 Street	62.2	62.7	85.4	69.0	85.4	77.6	75.9	73.1	66.5	64.2	62.7
083	5	234 East 95 Street	62.2	62.7	85.3	71.2	85.3	77.5	75.6	72.8	66.8	64.0	62.7
084	1	234 East 95 Street	66.5	66.6	68.3	66.8	67.5	66.8	66.9	68.3	67.9	67.2	66.6
084	2	234 East 95 Street	66.7	66.8	68.5	67.0	67.7	67.0	67.1	68.5	68.1	67.4	66.8
084	3	234 East 95 Street	66.7	66.8	68.5	67.1	67.7	67.0	67.2	68.5	68.2	67.4	66.8
084	4	234 East 95 Street	66.6	66.7	68.6	67.0	67.6	66.9	67.2	68.6	68.1	67.4	66.7

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
								6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
			Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
060	1	207 East 94 Street	1.0	8.8	8.8	1.9	7.5	7.4	5.8	3.5	2.1	1.0
060	2	207 East 94 Street	0.9	10.0	10.0	6.1	9.0	7.6	5.8	2.5	2.0	0.9
060	3	207 East 94 Street	0.9	12.4	12.4	8.2	8.0	8.5	6.1	2.7	2.1	0.9
060	4	207 East 94 Street	1.0	12.7	12.7	9.9	8.3	8.7	6.4	2.7	2.0	1.0
060	5	207 East 94 Street	1.0	13.5	13.5	10.2	9.4	8.9	6.7	2.9	2.0	1.0
060	6	207 East 94 Street	1.0	13.5	13.5	11.6	9.7	8.8	7.1	3.0	1.9	1.0
061	1	207 East 94 Street	0.0	7.1	2.1	6.2	6.7	7.1	6.6	1.7	0.2	0.0
061	2	207 East 94 Street	0.0	8.9	3.0	8.9	7.0	7.8	6.3	2.2	0.2	0.0
061	3	207 East 94 Street	0.0	10.6	3.5	10.6	7.0	6.9	6.5	2.9	0.2	0.0
061	4	207 East 94 Street	0.0	11.5	5.9	11.5	7.0	6.9	6.7	3.1	0.3	0.0
061	5	207 East 94 Street	0.1	14.7	5.9	14.7	7.0	6.9	6.9	3.3	0.3	0.1
061	6	207 East 94 Street	0.1	14.6	5.9	14.6	6.9	6.6	7.2	1.7	0.3	0.1
062	1	215 East 94 Street	1.0	10.7	10.7	2.4	8.8	9.4	7.5	4.8	2.4	1.0
062	2	215 East 94 Street	1.2	13.4	13.4	8.8	10.7	10.1	7.5	3.1	2.5	1.2
062	3	215 East 94 Street	1.2	14.8	14.8	11.3	10.1	11.1	7.8	3.2	2.5	1.2
062	4	215 East 94 Street	1.3	15.4	15.4	12.4	10.7	11.6	8.3	3.4	2.6	1.3
062	5	215 East 94 Street	1.3	16.3	16.3	13.2	11.8	11.9	8.8	3.6	2.7	1.3
062	6	215 East 94 Street	1.4	16.5	16.5	15.1	12.2	12.0	9.4	3.9	2.8	1.4
062	7	215 East 94 Street	1.4	16.5	16.5	16.3	12.3	12.3	9.8	4.1	2.8	1.4
063	1	215 East 94 Street	0.0	9.7	2.6	9.7	9.3	9.2	7.5	0.6	0.3	0.0
063	2	215 East 94 Street	0.0	12.5	3.9	12.5	9.8	10.1	5.8	0.7	0.3	0.0
063	3	215 East 94 Street	0.0	15.1	4.8	15.1	9.8	9.5	2.4	0.7	0.3	0.0
063	4	215 East 94 Street	0.0	15.7	7.8	15.7	9.8	9.1	2.5	0.9	0.3	0.0
063	5	215 East 94 Street	0.0	16.2	8.4	16.2	9.8	7.8	2.9	1.0	0.4	0.0
063	6	215 East 94 Street	0.0	16.3	8.4	16.3	9.7	7.0	4.3	1.1	0.4	0.0
063	7	215 East 94 Street	0.1	16.2	2.4	16.2	7.8	3.9	4.5	1.3	0.5	0.1
064	1	245 East 94 Street	1.0	15.8	10.5	2.8	15.8	7.1	4.6	4.4	4.1	1.0
064	2	245 East 94 Street	1.5	19.4	17.4	12.5	19.4	10.7	4.5	4.1	3.8	1.5
064	3	245 East 94 Street	1.5	17.2	17.1	12.8	17.2	11.1	4.6	3.7	3.3	1.5
064	4	245 East 94 Street	1.4	19.9	16.8	12.5	19.9	10.2	5.1	3.3	2.9	1.4
064	5	245 East 94 Street	1.4	19.0	16.8	12.5	19.0	9.9	5.2	3.1	2.6	1.4
065	1	245 East 94 Street	0.0	13.5	2.3	12.9	10.5	13.5	12.0	12.0	12.0	0.0
065	2	245 East 94 Street	0.0	25.7	2.5	25.7	19.5	13.7	11.4	11.3	11.3	0.0
065	3	245 East 94 Street	0.0	25.5	2.6	25.5	19.8	19.3	9.7	9.5	9.5	0.0
065	4	245 East 94 Street	0.0	25.1	2.7	25.1	19.8	24.2	8.0	7.6	7.5	0.0
065	5	245 East 94 Street	0.0	24.8	5.4	24.8	19.9	24.3	10.7	9.8	9.8	0.0
066	1	245 East 94 Street	0.0	8.6	1.9	4.7	8.6	4.9	2.8	2.5	2.4	0.0
066	2	245 East 94 Street	0.0	18.5	2.3	18.5	12.7	5.5	3.7	2.6	2.4	0.0
066	3	245 East 94 Street	0.0	18.6	2.8	18.6	12.9	10.6	4.2	2.5	2.5	0.0
066	4	245 East 94 Street	0.0	18.5	3.2	18.5	12.9	13.1	4.5	2.6	2.3	0.0
066	5	245 East 94 Street	0.0	18.5	4.5	18.5	12.9	12.7	5.3	2.7	2.2	0.0
067	1	1817 Second Avenue	0.4	11.3	5.9	1.3	11.3	2.2	2.1	1.3	1.3	0.4
067	2	1817 Second Avenue	0.4	12.6	7.0	3.8	12.6	2.2	1.9	1.2	1.1	0.4
067	3	1817 Second Avenue	0.4	11.8	9.4	5.3	11.8	2.2	2.0	1.2	1.1	0.4
067	4	1817 Second Avenue	0.4	12.6	9.7	6.0	12.6	2.4	2.3	1.3	1.0	0.4
067	5	1817 Second Avenue	0.4	12.7	10.2	7.5	12.7	2.5	3.0	1.4	1.0	0.4
068	1	1817 Second Avenue	0.0	0.3	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.0
068	2	1817 Second Avenue	0.0	0.4	0.4	0.2	0.3	0.3	0.2	0.2	0.2	0.0
068	3	1817 Second Avenue	0.0	0.5	0.5	0.2	0.4	0.3	0.2	0.2	0.2	0.0
068	4	1817 Second Avenue	0.0	0.7	0.7	0.3	0.4	0.3	0.3	0.2	0.2	0.0
068	5	1817 Second Avenue	0.0	0.8	0.8	0.3	0.4	0.3	0.3	0.3	0.2	0.0
069	1	1819 Second Avenue	0.0	4.3	1.6	2.3	4.3	4.1	2.6	2.9	3.0	0.0
069	2	1819 Second Avenue	0.0	4.5	1.8	3.5	4.5	4.2	2.8	3.2	3.0	0.0
069	3	1819 Second Avenue	0.0	4.9	2.1	3.9	4.9	4.3	3.0	3.6	3.0	0.0
069	4	1819 Second Avenue	0.0	4.7	2.3	3.9	4.7	4.5	3.5	3.8	2.9	0.0
069	5	1819 Second Avenue	0.0	4.8	2.5	4.0	4.8	4.5	4.6	3.7	2.7	0.0
070	1	1819 Second Avenue	0.0	0.3	0.1	0.2	0.2	0.3	0.2	0.2	0.2	0.0
070	2	1819 Second Avenue	0.0	0.3	0.1	0.2	0.2	0.3	0.2	0.2	0.2	0.0
070	3	1819 Second Avenue	0.0	0.6	0.2	0.3	0.2	0.3	0.6	0.4	0.2	0.0
070	4	1819 Second Avenue	0.0	0.7	0.2	0.3	0.3	0.3	0.7	0.5	0.2	0.0
070	5	1819 Second Avenue	0.0	0.8	0.2	0.3	0.3	0.4	0.8	0.5	0.3	0.0
071	1	1821 Second Avenue	0.4	8.1	1.7	8.1	7.1	6.3	4.7	2.4	2.5	0.4
071	2	1821 Second Avenue	0.5	11.4	1.9	11.4	7.6	6.7	3.9	2.8	2.8	0.5
071	3	1821 Second Avenue	0.5	12.7	2.3	12.7	8.3	7.0	4.3	3.0	2.9	0.5
071	4	1821 Second Avenue	0.5	15.4	3.0	15.4	8.3	7.6	5.7	3.6	2.9	0.5
071	5	1821 Second Avenue	0.5	15.6	3.6	15.6	8.3	7.8	5.6	3.9	2.9	0.5
072	1	1821 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
072	2	1821 Second Avenue	0.0	0.3	0.1	0.2	0.2	0.3	0.2	0.2	0.2	0.0
072	3	1821 Second Avenue	0.0	0.5	0.2	0.2	0.2	0.3	0.5	0.3	0.2	0.0
072	4	1821 Second Avenue	0.0	0.6	0.2	0.3	0.2	0.3	0.6	0.4	0.2	0.0
072	5	1821 Second Avenue	0.0	0.7	0.2	0.3	0.3	0.4	0.7	0.4	0.2	0.0
073	1	1821 Second Avenue	0.3	11.6	1.8	11.6	11.5	8.8	8.0	2.0	1.6	0.3
073	2	1821 Second Avenue	0.4	16.1	2.2	16.1	13.3	9.7	8.3	2.3	1.7	0.4
073	3	1821 Second Avenue	0.5	21.0	2.8	21.0	13.8	9.5	8.1	2.6	1.9	0.5
073	4	1821 Second Avenue	0.9	21.0	3.6	21.0	13.8	13.0	7.8	3.4	2.4	0.9
073	5	1821 Second Avenue	0.9	21.1	5.1	21.1	13.8	13.0	9.2	4.0	2.4	0.9
074	1	1821 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.0
074	2	1821 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.0
074	3	1821 Second Avenue	0.0	0.3	0.1	0.2	0.2	0.3	0.3	0.2	0.1	0.0
074	4	1821 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.0
074	5	1821 Second Avenue	0.0	0.3	0.2	0.3	0.2	0.3	0.2	0.2	0.2	0.0
075	1	1825 Second Avenue	0.6	12.4	1.6	12.4	9.7	6.2	7.8	2.4	1.5	0.6
075	2	1825 Second Avenue	0.6	17.0	1.9	17.0	12.4	7.8	8.9	2.7	1.7	0.6
075	3	1825 Second Avenue	0.7	21.2	2.6	21.2	13.4	10.9	9.5	3.0	2.1	0.7
075	4	1825 Second Avenue	0.7	22.3	3.7	22.3	13.4	12.2	10.3	3.5	2.1	0.7
075	5	1825 Second Avenue	0.8	22.5	5.9	22.5	13.4	12.4	8.9	4.2	2.1	0.8
076	1	1825 Second Avenue	0.0	0.5	0.1	0.2	0.2	0.2	0.5	0.1	0.1	0.0
076	2	1825 Second Avenue	0.0	0.5	0.1	0.2	0.2	0.2	0.5	0.1	0.1	0.0
076	3	1825 Second Avenue	0.0	0.4	0.1	0.2	0.2	0.3	0.4	0.2	0.1	0.0
076	4	1825 Second Avenue	0.0	0.3	0.1	0.2	0.2	0.3	0.2	0.2	0.2	0.0
076	5	1825 Second Avenue	0.0	0.3	0.2	0.3	0.2	0.3	0.2	0.2	0.2	0.0
077	1	1827 Second Avenue	0.0	11.0	1.1	11.0	10.1	8.4	8.5	2.9	0.9	0.0
077	2	1827 Second Avenue	0.1	15.2	1.4	15.2	11.5	9.6	8.8	3.2	1.0	0.1
077	3	1827 Second Avenue	0.2	19.4	1.8	19.4	12.3	10.7	9.2	3.4	1.1	0.2
077	4	1827 Second Avenue	0.3	20.5	2.5	20.5	12.4	11.1	9.7	3.6	1.2	0.3
077	5	1827 Second Avenue	0.2	20.8	4.2	20.8	12.4	11.5	9.4	3.9	1.5	0.2
078	1	1827 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.2	0.0
078	2	1827 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
078	3	1827 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0
078	4	1827 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
078	5	1827 Second Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
079	1	1829 Second Avenue	0.1	8.3	1.7	8.3	6.5	5.2	5.9	3.2	1.2	0.1
079	2	1829 Second Avenue	0.1	10.7	2.0	10.7	7.2	5.8	6.4	3.0	1.1	0.1
079	3	1829 Second Avenue	0.2	13.4	2.7	13.4	7.6	6.2	7.4	4.2	1.3	0.2
079	4	1829 Second Avenue	0.4	15.7	3.8	15.7	7.7	6.6	8.3	4.2	1.3	0.4
079	5	1829 Second Avenue	0.2	16.5	5.4	16.5	7.8	7.4	9.2	5.0	1.7	0.2
080	1	1829 Second Avenue	0.0	0.4	0.1	0.2	0.2	0.2	0.4	0.1	0.2	0.0
080	2	1829 Second Avenue	0.0	0.5	0.1	0.2	0.2	0.2	0.5	0.2	0.2	0.0
080	3	1829 Second Avenue	0.0	0.6	0.1	0.2	0.2	0.2	0.6	0.2	0.1	0.0
080	4	1829 Second Avenue	0.0	0.3	0.1	0.2	0.2	0.3	0.3	0.2	0.2	0.0
080	5	1829 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.0
081	1	1831 Second Avenue	0.1	1.5	0.2	0.4	0.2	0.2	1.5	1.3	0.6	0.1
081	2	1831 Second Avenue	0.1	1.3	0.2	0.3	0.2	0.3	1.3	1.1	0.6	0.1
081	3	1831 Second Avenue	0.1	1.3	0.2	0.3	0.2	0.3	1.3	1.1	0.6	0.1
081	4	1831 Second Avenue	0.1	1.3	0.2	0.3	0.2	0.4	1.3	1.1	0.6	0.1
081	5	1831 Second Avenue	0.1	1.4	0.3	0.3	0.2	0.4	1.4	1.2	0.6	0.1
081	6	1831 Second Avenue	0.1	1.8	0.4	0.4	0.2	0.7	1.8	1.4	0.7	0.1
081	7	1831 Second Avenue	0.1	2.1	0.9	0.5	0.5	1.5	2.1	1.6	0.8	0.1
081	8	1831 Second Avenue	0.1	2.2	1.1	0.6	0.8	1.6	2.2	1.7	0.9	0.1
081	9	1831 Second Avenue	0.1	2.3	1.2	0.7	1.2	2.0	2.3	1.9	1.0	0.1
081	10	1831 Second Avenue	0.1	2.4	1.6	0.9	1.4	2.2	2.4	2.0	1.1	0.1
082	1	1831 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.2	0.4	0.1	0.1	0.0
082	2	1831 Second Avenue	0.0	0.5	0.1	0.1	0.1	0.2	0.5	0.1	0.1	0.0
082	3	1831 Second Avenue	0.0	0.5	0.1	0.2	0.1	0.2	0.5	0.2	0.1	0.0
082	4	1831 Second Avenue	0.0	0.3	0.1	0.2	0.2	0.2	0.3	0.2	0.1	0.0
082	5	1831 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.3	0.2	0.0
082	6	1831 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.0
082	7	1831 Second Avenue	0.0	0.4	0.2	0.2	0.2	0.4	0.4	0.3	0.2	0.0
082	8	1831 Second Avenue	0.0	0.5	0.2	0.2	0.3	0.4	0.5	0.4	0.2	0.0
082	9	1831 Second Avenue	0.0	0.6	0.3	0.6	0.3	0.4	0.5	0.4	0.2	0.0
082	10	1831 Second Avenue	0.0	1.2	0.3	1.2	0.4	0.4	0.5	0.4	0.2	0.0
083	1	234 East 95 Street	0.4	14.5	2.7	14.5	12.5	10.4	10.2	4.0	2.6	0.4
083	2	234 East 95 Street	0.5	19.4	3.5	19.4	14.7	12.8	10.5	4.2	2.6	0.5
083	3	234 East 95 Street	0.5	22.6	4.8	22.6	15.3	14.1	11.1	4.2	2.3	0.5
083	4	234 East 95 Street	0.5	23.2	6.8	23.2	15.4	13.6	10.8	4.3	2.0	0.5
083	5	234 East 95 Street	0.5	23.1	8.9	23.1	15.3	13.4	10.6	4.5	1.7	0.5
084	1	234 East 95 Street	0.1	1.8	0.3	1.0	0.3	0.4	1.8	1.4	0.7	0.1
084	2	234 East 95 Street	0.1	1.8	0.3	1.0	0.3	0.4	1.8	1.4	0.7	0.1
084	3	234 East 95 Street	0.1	1.8	0.4	1.0	0.3	0.5	1.8	1.5	0.7	0.1
084	4	234 East 95 Street	0.1	2.0	0.4	1.0	0.3	0.6	2.0	1.5	0.8	0.1

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
084	5	234 East 95 Street	66.5	66.6	68.7	67.0	67.5	66.8	67.2	68.7	68.2	67.4	66.6
085	1	232 East 95 Street	62.2	63.0	75.5	64.8	75.5	74.7	73.2	72.0	65.8	64.6	63.0
085	2	232 East 95 Street	62.2	63.0	80.7	65.5	80.7	77.1	75.3	72.2	65.9	64.6	63.0
085	3	232 East 95 Street	62.2	62.7	85.0	66.7	85.0	77.9	76.5	72.8	66.0	64.6	62.7
085	4	232 East 95 Street	62.2	62.8	85.4	68.7	85.4	78.0	76.3	73.1	66.5	64.0	62.8
085	5	232 East 95 Street	62.2	62.8	85.2	71.2	85.2	77.9	76.0	73.4	66.6	64.1	62.8
086	1	232 East 95 Street	66.2	66.2	67.3	66.5	67.3	66.5	66.5	67.3	67.0	66.7	66.2
086	2	232 East 95 Street	66.4	66.4	67.5	66.7	67.4	66.7	66.7	67.5	67.2	66.8	66.4
086	3	232 East 95 Street	66.3	66.3	67.4	66.6	67.4	66.6	66.6	67.4	67.1	66.8	66.3
086	4	232 East 95 Street	66.1	66.1	67.3	66.5	67.2	66.4	66.5	67.3	67.0	66.6	66.1
086	5	232 East 95 Street	66.0	66.0	67.3	66.5	67.1	66.3	66.5	67.3	67.1	66.6	66.0
087	1	230 East 95 Street	62.2	62.7	75.4	64.9	75.4	74.8	73.6	71.7	65.6	64.2	62.7
087	2	230 East 95 Street	62.2	62.7	80.8	65.7	80.8	77.4	75.8	71.9	65.8	64.0	62.7
087	3	230 East 95 Street	62.2	62.7	85.5	67.0	85.5	78.3	77.2	72.8	65.7	63.5	62.7
087	4	230 East 95 Street	62.2	62.7	85.9	69.1	85.9	78.3	76.8	73.6	66.2	64.4	62.7
087	5	230 East 95 Street	62.2	62.8	85.7	71.7	85.7	78.3	76.6	73.9	66.3	64.4	62.8
088	1	230 East 95 Street	66.0	66.0	66.9	66.3	66.9	66.2	66.2	66.3	66.2	66.1	66.0
088	2	230 East 95 Street	66.2	66.2	67.1	66.5	67.1	66.4	66.4	66.5	66.4	66.3	66.2
088	3	230 East 95 Street	66.0	66.0	66.9	66.3	66.9	66.2	66.3	66.3	66.2	66.1	66.0
088	4	230 East 95 Street	65.8	65.8	66.8	66.1	66.8	66.1	66.1	66.2	66.0	66.0	65.8
088	5	230 East 95 Street	65.7	65.7	66.7	66.0	66.7	66.0	66.0	66.2	66.1	65.9	65.7
089	1	226 East 95 Street	62.2	62.7	75.4	65.1	75.1	75.4	74.1	71.5	65.4	63.4	62.7
089	2	226 East 95 Street	62.2	62.8	81.0	66.0	81.0	78.0	76.7	72.1	65.7	63.4	62.8
089	3	226 East 95 Street	62.2	62.8	85.8	67.5	85.8	78.8	78.0	73.3	66.2	63.9	62.8
089	4	226 East 95 Street	62.2	62.8	86.3	69.9	86.3	78.9	77.5	74.0	66.4	64.5	62.8
089	5	226 East 95 Street	62.2	62.8	86.1	72.8	86.1	78.9	77.5	74.4	66.8	64.5	62.8
090	1	226 East 95 Street	65.7	65.8	66.9	66.0	66.7	66.0	66.3	66.9	66.6	66.2	65.8
090	2	226 East 95 Street	66.1	66.2	67.2	66.4	67.1	66.4	66.7	67.2	67.0	66.5	66.2
090	3	226 East 95 Street	65.8	65.9	67.0	66.1	66.8	66.1	66.4	67.0	66.8	66.3	65.9
090	4	226 East 95 Street	65.5	65.7	66.8	65.8	66.6	65.8	66.3	66.8	66.6	66.1	65.7
090	5	226 East 95 Street	65.3	65.5	66.7	65.7	66.5	65.7	66.4	66.7	66.5	65.9	65.5
091	1	224 East 95 Street	62.2	62.8	75.1	64.7	75.1	75.1	74.7	71.4	64.8	63.4	62.8
091	2	224 East 95 Street	62.2	62.8	81.0	65.7	81.0	77.8	76.6	72.0	65.0	63.4	62.8
091	3	224 East 95 Street	62.2	62.8	85.8	67.1	85.8	78.5	77.8	73.1	66.0	64.1	62.8
091	4	224 East 95 Street	62.2	62.8	86.4	69.4	86.4	78.6	77.1	73.9	66.4	64.3	62.8
091	5	224 East 95 Street	62.2	62.8	86.3	72.8	86.3	78.6	77.3	74.3	66.6	64.4	62.8
092	1	224 East 95 Street	66.1	66.2	67.8	66.5	67.3	66.5	66.8	67.8	67.3	66.7	66.2
092	2	224 East 95 Street	66.3	66.4	68.0	66.7	67.5	66.7	67.1	68.0	67.5	66.9	66.4
092	3	224 East 95 Street	65.9	66.0	67.7	66.3	67.3	66.4	66.8	67.7	67.3	66.6	66.0
092	4	224 East 95 Street	65.5	65.7	67.5	66.0	67.0	66.0	66.7	67.5	67.0	66.3	65.7
092	5	224 East 95 Street	65.2	65.4	67.4	65.8	66.7	65.8	66.7	67.4	67.0	66.2	65.4
093	1	222 East 95 Street	62.2	62.6	75.4	64.3	75.4	75.3	74.0	71.5	64.6	63.4	62.6
093	2	222 East 95 Street	62.2	62.7	81.0	65.1	81.0	77.6	76.4	71.8	64.9	63.4	62.7
093	3	222 East 95 Street	62.2	62.8	85.6	66.5	85.6	78.1	77.5	73.0	66.0	64.2	62.8
093	4	222 East 95 Street	62.2	62.8	86.3	69.3	86.3	78.2	76.9	73.6	66.5	64.4	62.8
093	5	222 East 95 Street	62.2	62.9	86.0	72.5	86.0	78.2	77.0	74.1	66.8	64.5	62.9
094	1	222 East 95 Street	66.3	66.4	67.9	66.6	67.1	66.6	66.9	67.9	67.6	66.9	66.4
094	2	222 East 95 Street	66.6	66.7	68.2	66.9	67.5	66.9	67.2	68.2	67.8	67.2	66.7
094	3	222 East 95 Street	66.2	66.3	68.0	66.6	67.2	66.6	66.9	68.0	67.6	66.9	66.3
094	4	222 East 95 Street	65.7	65.9	67.7	66.2	66.8	66.2	66.7	67.7	67.2	66.5	65.9
094	5	222 East 95 Street	65.3	65.5	67.5	65.8	66.5	65.9	66.6	67.5	67.1	66.3	65.5
095	1	220 East 95 Street	62.2	62.5	74.7	65.0	74.7	74.3	73.7	71.4	64.4	63.5	62.5
095	2	220 East 95 Street	62.2	62.6	79.6	66.2	79.6	76.7	75.9	71.4	64.9	63.6	62.6
095	3	220 East 95 Street	62.2	62.6	84.3	68.0	84.3	77.1	77.0	72.6	65.9	64.2	62.6
095	4	220 East 95 Street	62.2	62.7	85.1	70.6	85.1	77.3	76.2	73.0	66.9	64.1	62.7
095	5	220 East 95 Street	62.2	62.8	84.8	72.7	84.8	77.3	76.3	73.4	67.0	64.1	62.8
096	1	220 East 95 Street	66.6	66.6	67.4	66.9	67.2	66.8	66.9	67.4	67.1	66.9	66.6
096	2	220 East 95 Street	66.7	66.7	67.5	67.0	67.5	66.9	67.1	67.5	67.3	67.0	66.7
096	3	220 East 95 Street	66.3	66.3	67.2	66.6	67.2	66.6	66.7	67.2	67.0	66.6	66.3
096	4	220 East 95 Street	65.8	65.8	66.9	66.2	66.9	66.1	66.3	66.8	66.6	66.2	65.8
096	5	220 East 95 Street	65.4	65.4	66.6	65.8	66.5	65.7	65.9	66.6	66.4	66.0	65.4
097	1	216 East 95 Street	62.2	62.5	74.2	63.8	74.2	73.6	72.7	70.8	64.6	63.1	62.5
097	2	216 East 95 Street	62.2	62.6	78.8	64.7	78.8	75.9	75.1	71.1	65.0	63.4	62.6
097	3	216 East 95 Street	62.2	62.6	83.0	66.5	83.0	76.2	75.1	72.1	65.6	64.0	62.6
097	4	216 East 95 Street	62.2	62.6	83.7	69.7	83.7	76.3	75.0	72.2	66.3	64.1	62.6
097	5	216 East 95 Street	62.2	62.6	83.8	73.8	83.8	76.2	74.8	72.4	66.9	64.2	62.6
098	1	216 East 95 Street	66.8	66.8	67.4	67.1	67.4	67.0	67.1	67.2	67.0	66.9	66.8
098	2	216 East 95 Street	67.0	67.0	67.7	67.3	67.7	67.2	67.3	67.3	67.2	67.1	67.0
098	3	216 East 95 Street	66.5	66.5	67.3	66.8	67.3	66.7	66.9	66.9	66.8	66.7	66.5
098	4	216 East 95 Street	66.0	66.0	67.0	66.4	67.0	66.3	66.4	66.5	66.4	66.3	66.0
098	5	216 East 95 Street	65.6	65.6	66.7	66.0	66.7	65.9	66.1	66.3	66.2	66.0	65.6
099	1	210 East 95 Street	62.2	62.6	69.3	63.3	69.3	67.3	67.2	67.2	64.5	63.0	62.6
099	2	210 East 95 Street	62.2	62.6	72.0	63.7	72.0	68.4	67.7	67.5	65.1	63.1	62.6
099	3	210 East 95 Street	62.2	62.6	74.7	65.0	74.7	68.7	69.0	67.7	65.6	63.3	62.6
099	4	210 East 95 Street	62.2	62.7	75.8	65.9	75.8	68.7	69.1	68.0	66.2	63.4	62.7
099	5	210 East 95 Street	62.2	62.7	76.0	66.3	76.0	68.7	69.1	69.2	66.7	63.5	62.7
099	6	210 East 95 Street	62.2	62.7	76.5	66.7	76.5	68.9	69.3	69.6	67.5	63.6	62.7
100	1	210 East 95 Street	66.3	66.3	66.6	66.5	66.6	66.4	66.5	66.6	66.5	66.4	66.3
100	2	210 East 95 Street	66.7	66.7	67.2	67.0	67.2	66.9	67.0	67.1	67.0	66.8	66.7
100	3	210 East 95 Street	66.5	66.5	67.2	66.8	67.2	66.7	66.9	67.1	66.8	66.6	66.5
100	4	210 East 95 Street	66.1	66.1	66.9	66.5	66.9	66.4	66.6	66.8	66.5	66.3	66.1
100	5	210 East 95 Street	65.8	65.8	66.8	66.2	66.8	66.1	66.4	66.6	66.2	66.1	65.8
101	1	208 East 95 Street	62.2	62.4	70.0	64.5	70.0	68.5	67.6	68.3	66.2	62.9	62.4
101	2	208 East 95 Street	62.2	62.4	72.9	65.1	72.9	68.9	68.6	68.6	65.9	63.0	62.4
101	3	208 East 95 Street	62.2	62.6	74.4	66.0	74.4	68.9	68.7	68.8	65.1	63.1	62.6
101	4	208 East 95 Street	62.2	62.7	75.6	67.3	75.6	68.9	68.7	69.3	65.5	63.3	62.7
101	5	208 East 95 Street	62.2	62.8	76.1	67.2	76.1	69.0	68.7	70.1	66.2	63.6	62.8
102	1	208 East 95 Street	66.1	66.2	67.3	66.3	66.4	66.2	66.4	67.3	67.1	66.5	66.2
102	2	208 East 95 Street	66.5	66.6	67.7	66.7	66.9	66.7	66.9	67.7	67.5	66.9	66.6
102	3	208 East 95 Street	66.4	66.5	67.7	66.7	66.9	66.6	66.8	67.7	67.4	66.9	66.5
102	4	208 East 95 Street	66.1	66.2	67.5	66.4	66.8	66.3	66.6	67.5	67.2	66.7	66.2
102	5	208 East 95 Street	65.9	66.0	67.4	66.3	66.6	66.2	66.8	67.4	67.1	66.5	66.0
103	1	219 East 94 Street	63.9	65.1	75.1	75.1	67.4	72.5	74.9	72.4	69.1	66.1	65.1
103	2	219 East 94 Street	64.3	65.9	81.2	81.2	78.5	76.9	76.2	72.9	69.2	66.8	65.9
103	3	219 East 94 Street	64.0	65.6	81.1	81.1	78.8	76.1	76.7	73.0	67.7	66.7	65.6
103	4	219 East 94 Street	63.6	65.3	81.3	81.3	79.1	76.3	76.6	73.6	67.4	66.5	65.3
103	5	219 East 94 Street	63.2	65.0	81.5	81.5	79.4	77.0	76.5	73.9	67.4	66.1	65.0
104	1	219 East 94 Street	62.2	62.3	75.7	65.5	75.4	72.5	75.7	65.2	62.8	62.5	62.3
104	2	219 East 94 Street	62.2	62.4	87.6	65.9	87.6	81.2	79.3	66.7	62.6	62.6	62.4
104	3	219 East 94 Street	62.2	62.5	87.3	68.7	87.3	81.2	79.5	68.6	62.8	62.7	62.5
104	4	219 East 94 Street	62.2	62.4	86.9	77.9	86.9	81.0	79.8	70.2	63.2	62.8	62.4
104	5	219 East 94 Street	62.2	62.5	86.4	78.8	86.4	80.7	79.8	74.7	63.9	63.1	62.5
105	1	219 East 94 Street	62.2	62.3	76.2	64.9	76.2	75.3	73.4	63.4	62.8	62.5	62.3
105	2	219 East 94 Street	62.2	62.3	87.7	65.6	87.7	81.1	79.0	64.2	62.8	62.6	62.3
105	3	219 East 94 Street	62.2	62.4	87.4	68.4	87.4	80.9	79.3	64.9	62.8	62.6	62.4
105	4	219 East 94 Street	62.2	62.4	86.9	77.6	86.9	80.5	79.9	66.2	62.9	62.8	62.4
105	5	219 East 94 Street	62.2	62.4	86.4	77.9	86.4	80.2	80.0	71.4	63.4	62.8	62.4
106	1	219 East 94 Street	62.2	62.3	73.8	66.9	73.8	73.3	72.8	70.5	63.1	62.6	62.3
106	2	219 East 94 Street	62.2	62.3	80.2	68.2	80.2	74.9	75.1	70.3	63.3	62.6	62.3
106	3	219 East 94 Street	62.2	62.3	81.0	69.3	81.0	75.1	75.1	68.3	63.3	62.7	62.3
106	4	219 East 94 Street	62.2	62.3	81.7	72.3	81.7	75.1	75.1	68.9	63.5	63.0	62.3
106	5	219 East 94 Street	62.2	62.3	81.8	73.8	81.8	75.1	74.5	68.5	63.9	63.1	62.3
107	1	236 East 95 Street	62.2	63.0	76.4	63.9	76.4	74.4	72.2	72.3	66.2	64.2	63.0
107	2	236 East 95 Street	62.2	63.0	80.3	64.4	80.3	76.5	74.3	72.6	66.5	64.4	63.0
107	3	236 East 95 Street	62.2	63.1	84.7	65.2	84.7	76.9	75.4	73.2	66.5	64.4	63.1
107	4	236 East 95 Street	62.2	63.1	85.1	67.0	85.1	77.0	76.0	74.0	66.8	64.2	63.1
107	5	236 East 95 Street	62.2	62.7	85.0	69.8	85.0	76.9	76.5	73.1	66.8	64.2	62.7
108	1	236 East 95 Street	66.8	66.9	68.5	67.2	68.0	67.1	67.2	68.5	68.2	67.5	66.9
108	2	236 East 95 Street	67.2	67.3	68.8	67.6	68.3	67.5	67.6	68.8	68.6	67.9	67.3
108	3	236 East 95 Street	67.2	67.3	68.9	67.6	68.3	67.5	67.7	68.9	68.6	67.9	67.3
108	4	236 East 95 Street	67.2	67.3	68.9	67.6	68.3	67.5	67.8	68.9	68.7	68.0	67.3
108	5	236 East 95 Street	67.0	67.1	68.9	67.5	68.2	67.4	67.7	68.9	68.7	67.9	67.1
109	1	206 East 95 Street	62.2	62.5	66.4	62.8	62.9	63.3	63.1	63.8	66.4	62.8	62.5
109	2	206 East 95 Street	62.2	62.6	66.7	63.0	66.0	63.8	63.4	64.8	66.7	63.1	62.6
109	3	206 East 95 Street	62.2	62.7	68.0	63.1	68.0	64.0	63.4	65.4	67.1	63.5	62.7
109	4	206 East 95 Street	62.2	62.7	68.0	63.2	68.0	64.0	63.5	67.1	67.5	63.5	62.7
109	5	206 East 95 Street	62.2	62.7	68.6	62.9	68.3	64.1	63.7	68.6	67.7	63.6	62.7
109	6	206 East 95 Street	62.2	62.7	69.9	63.4	69.9	64.8	64.6	69.7	68.0	63.7	62.7
109	7	206 East 95 Street	62.2	62.9	71.0	65.1	70.7	66.4	67.5	71.0	68.5	64.0	62.9
109	8	206 East 95 Street	62.2	62.9	74.9	65.8	74.9	67.5	68.0	71.3	68.6	63.9	62.9
109	9	206 East 95 Street	62.2	62.9	75.0	66.3	75.0	67.8	68.3	71.5	67.8	64.1	62.9
109	10	206 East 95 Street	62.2	63.0	75.4	66.5	75.4	68.2	69.1	70.0	68.6	64.2	63.0
109	11	206 East 95 Street	62.2	63.0	74.9	66.3	74.9	67.9	69.4	70.4	68.9	64.4	63.0
109	12	206 East 95 Street	62.2	63.1	75.0	67.8	75.0	68.9	70.5	70.5	69.4	64.9	63.1
109	13	206 East 95 Street	63.7	64.3	75.8	69.3	75.8	70.4	70.5	70.7	70.0	66.0	64.3
109	14	206 East 95 Street	65.8	66.2	76.3	70.6	76.3	71.0	71.1	71.2	70.6	67.4	66.2
109	15	206 East 95 Street	66.5	66.9	76.7	71.5	76.7	71.8	71.3	71.5	71.0	68.1	66.9
109	16	206 East 95 Street	67.3	67.7	77.5	72.3	77.5	72.1	71.9	71.7	71.4	68.8	67.7
109	17	206 East 95 Street	67.7	68.1	78.2	72.8	78.2	72.1	71.9	71.8	71.6	69.2	68.1
109	18	206 East 95 Street	67.9	68.3	78.3	73.0	78.3	72.4	71.7	71.8	71.8	69.2	68.3

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
084	5	234 East 95 Street	0.1	2.2	0.5	1.0	0.3	0.7	2.2	1.7	0.9	0.1
085	1	232 East 95 Street	0.7	13.3	2.6	13.3	12.4	10.9	9.7	3.5	2.3	0.7
085	2	232 East 95 Street	0.8	18.4	3.3	18.4	14.9	13.1	9.9	3.7	2.3	0.8
085	3	232 East 95 Street	0.5	22.8	4.5	22.8	15.7	14.2	10.6	3.8	2.4	0.5
085	4	232 East 95 Street	0.5	23.2	6.5	23.2	15.8	14.0	10.8	4.2	1.7	0.5
085	5	232 East 95 Street	0.5	23.0	8.9	23.0	15.7	13.7	11.2	4.3	1.8	0.5
086	1	232 East 95 Street	0.0	1.1	0.3	1.1	0.3	0.3	1.1	0.8	0.5	0.0
086	2	232 East 95 Street	0.0	1.1	0.3	1.0	0.3	0.3	1.1	0.8	0.4	0.0
086	3	232 East 95 Street	0.0	1.1	0.3	1.1	0.3	0.3	1.1	0.8	0.5	0.0
086	4	232 East 95 Street	0.0	1.2	0.4	1.1	0.3	0.4	1.2	0.9	0.5	0.0
086	5	232 East 95 Street	0.0	1.3	0.5	1.1	0.3	0.5	1.3	1.1	0.6	0.0
087	1	230 East 95 Street	0.5	13.2	2.6	13.2	12.5	11.4	9.5	3.3	1.9	0.5
087	2	230 East 95 Street	0.5	18.5	3.5	18.5	15.2	13.5	9.7	3.5	1.8	0.5
087	3	230 East 95 Street	0.5	23.3	4.7	23.3	16.1	15.0	10.6	3.4	1.3	0.5
087	4	230 East 95 Street	0.5	23.7	6.9	23.7	16.1	14.5	11.4	4.0	2.2	0.5
087	5	230 East 95 Street	0.5	23.5	9.5	23.5	16.1	14.3	11.7	4.0	2.2	0.5
088	1	230 East 95 Street	0.0	0.9	0.3	0.9	0.2	0.2	0.3	0.2	0.1	0.0
088	2	230 East 95 Street	0.0	0.9	0.3	0.9	0.2	0.2	0.3	0.2	0.1	0.0
088	3	230 East 95 Street	0.0	0.9	0.3	0.9	0.2	0.3	0.3	0.2	0.1	0.0
088	4	230 East 95 Street	0.0	1.0	0.3	1.0	0.3	0.3	0.4	0.2	0.2	0.0
088	5	230 East 95 Street	0.0	1.0	0.3	1.0	0.3	0.3	0.5	0.4	0.2	0.0
089	1	226 East 95 Street	0.5	13.2	2.8	12.9	13.2	11.8	9.2	3.1	1.1	0.5
089	2	226 East 95 Street	0.5	18.7	3.7	18.7	15.8	14.4	9.8	3.5	1.2	0.5
089	3	226 East 95 Street	0.5	23.6	5.3	23.6	16.5	15.8	11.0	4.0	1.6	0.5
089	4	226 East 95 Street	0.5	24.1	7.7	24.1	16.6	15.3	11.8	4.2	2.2	0.5
089	5	226 East 95 Street	0.6	23.9	10.6	23.9	16.6	15.3	12.1	4.6	2.3	0.6
090	1	226 East 95 Street	0.1	1.2	0.3	1.0	0.3	0.6	1.2	0.9	0.5	0.1
090	2	226 East 95 Street	0.1	1.1	0.3	1.0	0.3	0.6	1.1	0.9	0.4	0.1
090	3	226 East 95 Street	0.1	1.2	0.3	1.0	0.3	0.6	1.2	1.0	0.5	0.1
090	4	226 East 95 Street	0.2	1.3	0.3	1.1	0.3	0.8	1.3	1.1	0.6	0.2
090	5	226 East 95 Street	0.2	1.4	0.4	1.2	0.4	1.1	1.4	1.2	0.6	0.2
091	1	224 East 95 Street	0.5	12.9	2.5	12.9	12.9	12.4	9.1	2.5	1.1	0.5
091	2	224 East 95 Street	0.5	18.7	3.4	18.7	15.6	14.3	9.7	2.7	1.2	0.5
091	3	224 East 95 Street	0.6	23.6	4.9	23.6	16.3	15.6	10.8	3.8	1.9	0.6
091	4	224 East 95 Street	0.6	24.2	7.2	24.2	16.4	14.9	11.7	4.2	2.1	0.6
091	5	224 East 95 Street	0.6	24.1	10.6	24.1	16.4	15.1	12.0	4.3	2.1	0.6
092	1	224 East 95 Street	0.1	1.7	0.4	1.2	0.4	0.7	1.7	1.2	0.6	0.1
092	2	224 East 95 Street	0.1	1.7	0.4	1.2	0.4	0.8	1.7	1.2	0.6	0.1
092	3	224 East 95 Street	0.1	1.8	0.4	1.4	0.5	0.9	1.8	1.4	0.7	0.1
092	4	224 East 95 Street	0.2	2.0	0.5	1.5	0.5	1.2	2.0	1.5	0.8	0.2
092	5	224 East 95 Street	0.2	2.2	0.6	1.5	0.6	1.5	2.2	1.8	1.0	0.2
093	1	222 East 95 Street	0.4	13.2	2.1	13.2	13.1	11.8	9.2	2.3	1.1	0.4
093	2	222 East 95 Street	0.5	18.7	2.9	18.7	15.4	14.1	9.6	2.7	1.1	0.5
093	3	222 East 95 Street	0.6	23.4	4.2	23.4	15.9	15.3	10.7	3.8	2.0	0.6
093	4	222 East 95 Street	0.6	24.1	7.0	24.1	16.0	14.6	11.4	4.3	2.2	0.6
093	5	222 East 95 Street	0.6	23.8	10.3	23.8	16.0	14.8	11.8	4.6	2.3	0.6
094	1	222 East 95 Street	0.1	1.6	0.3	0.8	0.3	0.6	1.6	1.3	0.6	0.1
094	2	222 East 95 Street	0.1	1.6	0.3	0.9	0.3	0.6	1.6	1.2	0.6	0.1
094	3	222 East 95 Street	0.1	1.8	0.4	1.0	0.4	0.7	1.8	1.4	0.7	0.1
094	4	222 East 95 Street	0.2	2.0	0.5	1.1	0.5	1.0	2.0	1.5	0.8	0.2
094	5	222 East 95 Street	0.2	2.2	0.5	1.2	0.6	1.3	2.2	1.8	1.0	0.2
095	1	220 East 95 Street	0.3	12.4	2.7	12.4	12.0	11.5	9.1	2.2	1.3	0.3
095	2	220 East 95 Street	0.3	17.3	4.0	17.3	14.4	13.6	9.1	2.7	1.4	0.3
095	3	220 East 95 Street	0.4	22.1	5.8	22.1	14.9	14.8	10.4	3.7	2.0	0.4
095	4	220 East 95 Street	0.4	22.9	8.3	22.9	15.1	13.9	10.7	4.7	1.9	0.4
095	5	220 East 95 Street	0.5	22.6	10.5	22.6	15.1	14.0	11.1	4.7	1.9	0.5
096	1	220 East 95 Street	0.0	0.8	0.3	0.6	0.2	0.3	0.8	0.5	0.3	0.0
096	2	220 East 95 Street	0.0	0.8	0.3	0.8	0.2	0.4	0.8	0.6	0.3	0.0
096	3	220 East 95 Street	0.0	0.9	0.3	0.9	0.3	0.4	0.9	0.7	0.3	0.0
096	4	220 East 95 Street	0.0	1.1	0.4	1.1	0.3	0.5	1.0	0.8	0.4	0.0
096	5	220 East 95 Street	0.0	1.2	0.4	1.1	0.3	0.5	1.2	1.0	0.6	0.0
097	1	216 East 95 Street	0.3	11.9	1.6	11.9	11.4	10.5	8.5	2.4	0.9	0.3
097	2	216 East 95 Street	0.3	16.5	2.5	16.5	13.6	12.9	8.9	2.8	1.2	0.3
097	3	216 East 95 Street	0.3	20.8	4.2	20.8	13.9	12.9	9.8	3.3	1.8	0.3
097	4	216 East 95 Street	0.4	21.5	7.4	21.5	14.0	12.8	9.9	4.1	1.9	0.4
097	5	216 East 95 Street	0.4	21.6	11.6	21.6	13.9	12.5	10.2	4.7	2.0	0.4
098	1	216 East 95 Street	0.0	0.6	0.3	0.6	0.2	0.3	0.4	0.2	0.1	0.0
098	2	216 East 95 Street	0.0	0.7	0.3	0.7	0.2	0.3	0.3	0.2	0.1	0.0
098	3	216 East 95 Street	0.0	0.8	0.3	0.8	0.2	0.4	0.4	0.3	0.2	0.0
098	4	216 East 95 Street	0.0	1.0	0.4	1.0	0.3	0.4	0.5	0.4	0.3	0.0
098	5	216 East 95 Street	0.0	1.1	0.4	1.1	0.3	0.5	0.7	0.6	0.4	0.0
099	1	210 East 95 Street	0.4	7.1	1.1	7.1	5.1	4.9	5.0	2.3	0.7	0.4
099	2	210 East 95 Street	0.4	9.7	1.4	9.7	6.2	5.4	5.2	2.8	0.9	0.4
099	3	210 East 95 Street	0.4	12.4	2.8	12.4	6.5	6.8	5.5	3.3	1.0	0.4
099	4	210 East 95 Street	0.4	13.5	3.7	13.5	6.5	6.9	5.7	3.9	1.2	0.4
099	5	210 East 95 Street	0.4	13.7	4.0	13.7	6.5	6.9	6.9	4.5	1.2	0.4
099	6	210 East 95 Street	0.5	14.2	4.4	14.2	6.6	7.1	7.3	5.2	1.4	0.5
100	1	210 East 95 Street	0.0	0.3	0.2	0.3	0.1	0.2	0.3	0.2	0.1	0.0
100	2	210 East 95 Street	0.0	0.5	0.3	0.5	0.2	0.3	0.4	0.3	0.1	0.0
100	3	210 East 95 Street	0.0	0.7	0.3	0.7	0.2	0.4	0.6	0.3	0.1	0.0
100	4	210 East 95 Street	0.0	0.8	0.4	0.8	0.3	0.5	0.7	0.4	0.2	0.0
100	5	210 East 95 Street	0.0	1.0	0.4	1.0	0.3	0.6	0.8	0.4	0.3	0.0
101	1	208 East 95 Street	0.1	7.8	2.2	7.8	6.2	5.4	6.1	3.9	0.6	0.1
101	2	208 East 95 Street	0.2	10.6	2.9	10.6	6.7	6.4	6.3	3.7	0.7	0.2
101	3	208 East 95 Street	0.3	12.1	3.8	12.1	6.7	6.5	6.5	2.8	0.9	0.3
101	4	208 East 95 Street	0.5	13.4	5.1	13.4	6.7	6.5	7.1	3.2	1.0	0.5
101	5	208 East 95 Street	0.6	13.8	4.9	13.8	6.8	6.5	7.8	3.9	1.3	0.6
102	1	208 East 95 Street	0.1	1.2	0.2	0.3	0.1	0.3	1.2	1.0	0.4	0.1
102	2	208 East 95 Street	0.1	1.2	0.2	0.4	0.2	0.4	1.2	1.0	0.4	0.1
102	3	208 East 95 Street	0.1	1.3	0.3	0.5	0.2	0.4	1.3	1.0	0.5	0.1
102	4	208 East 95 Street	0.1	1.4	0.3	0.7	0.2	0.5	1.4	1.1	0.6	0.1
102	5	208 East 95 Street	0.1	1.5	0.4	0.7	0.3	0.9	1.5	1.2	0.6	0.1
103	1	219 East 94 Street	1.2	11.2	11.2	3.5	8.6	11.0	8.5	5.2	2.2	1.2
103	2	219 East 94 Street	1.6	16.9	16.9	14.2	12.6	11.9	8.6	4.9	2.5	1.6
103	3	219 East 94 Street	1.6	17.1	17.1	14.8	12.1	12.7	9.0	3.7	2.7	1.6
103	4	219 East 94 Street	1.7	17.7	17.7	15.5	12.7	13.0	10.0	3.8	2.9	1.7
103	5	219 East 94 Street	1.8	18.3	18.3	16.2	13.8	13.3	10.7	4.2	2.9	1.8
104	1	219 East 94 Street	0.1	13.5	3.2	13.2	10.3	13.5	3.0	0.5	0.3	0.1
104	2	219 East 94 Street	0.2	25.4	3.7	25.4	18.9	17.0	4.4	0.4	0.3	0.2
104	3	219 East 94 Street	0.2	25.1	6.5	25.1	18.9	17.2	6.4	0.6	0.5	0.2
104	4	219 East 94 Street	0.1	24.7	15.7	24.7	18.7	17.5	7.9	1.0	0.5	0.1
104	5	219 East 94 Street	0.3	24.2	16.5	24.2	18.4	17.5	12.4	1.7	0.9	0.3
105	1	219 East 94 Street	0.0	13.9	2.7	13.9	13.1	11.1	1.2	0.5	0.3	0.0
105	2	219 East 94 Street	0.1	25.5	3.3	25.5	18.8	16.7	1.9	0.6	0.3	0.1
105	3	219 East 94 Street	0.1	25.2	6.2	25.2	18.6	17.0	2.6	0.6	0.4	0.1
105	4	219 East 94 Street	0.1	24.7	15.4	24.7	18.2	17.6	4.0	0.7	0.5	0.1
105	5	219 East 94 Street	0.1	24.2	15.7	24.2	17.9	17.7	9.1	1.2	0.6	0.1
106	1	219 East 94 Street	0.0	11.6	4.7	11.6	11.0	10.6	8.3	0.9	0.3	0.0
106	2	219 East 94 Street	0.0	17.9	5.9	17.9	12.7	12.9	8.1	1.1	0.4	0.0
106	3	219 East 94 Street	0.0	18.7	7.0	18.7	12.9	12.9	6.0	1.0	0.5	0.0
106	4	219 East 94 Street	0.0	19.4	10.0	19.4	12.9	12.9	6.6	1.3	0.8	0.0
106	5	219 East 94 Street	0.0	19.6	11.6	19.6	12.9	12.2	6.2	1.7	0.8	0.0
107	1	236 East 95 Street	0.8	14.1	1.7	14.1	12.1	9.9	10.1	4.0	2.0	0.8
107	2	236 East 95 Street	0.8	18.0	2.1	18.0	14.2	12.0	10.4	4.2	2.1	0.8
107	3	236 East 95 Street	0.8	22.5	3.0	22.5	14.7	13.2	10.9	4.2	2.2	0.8
107	4	236 East 95 Street	0.8	22.9	4.8	22.9	14.8	13.7	11.8	4.5	1.9	0.8
107	5	236 East 95 Street	0.5	22.8	7.6	22.8	14.7	14.2	10.8	4.5	2.0	0.5
108	1	236 East 95 Street	0.1	1.7	0.4	1.2	0.3	0.4	1.7	1.4	0.7	0.1
108	2	236 East 95 Street	0.1	1.6	0.4	1.1	0.3	0.4	1.6	1.4	0.7	0.1
108	3	236 East 95 Street	0.1	1.7	0.4	1.1	0.3	0.5	1.7	1.4	0.7	0.1
108	4	236 East 95 Street	0.1	1.7	0.4	1.1	0.3	0.6	1.7	1.5	0.8	0.1
108	5	236 East 95 Street	0.1	1.9	0.5	1.2	0.4	0.7	1.9	1.7	0.9	0.1
109	1	206 East 95 Street	0.3	4.2	0.6	0.7	1.1	0.8	1.6	4.2	0.6	0.3
109	2	206 East 95 Street	0.3	4.5	0.8	3.7	1.6	1.1	2.5	4.5	0.9	0.3
109	3	206 East 95 Street	0.4	5.8	0.9	5.8	1.7	1.2	3.1	4.9	1.3	0.4
109	4	206 East 95 Street	0.4	5.8	1.0	5.8	1.7	1.2	4.9	5.2	1.2	0.4
109	5	206 East 95 Street	0.5	6.4	0.7	6.1	1.9	1.4	6.4	5.4	1.4	0.5
109	6	206 East 95 Street	0.4	7.7	1.1	7.7	2.6	2.4	7.5	5.7	1.5	0.4
109	7	206 East 95 Street	0.6	8.8	2.9	8.4	4.2	5.3	8.8	6.2	1.7	0.6
109	8	206 East 95 Street	0.7	12.7	3.6	12.7	5.3	5.8	9.0	6.4	1.7	0.7
109	9	206 East 95 Street	0.7	12.8	4.0	12.8	5.6	6.1	9.2	5.6	1.9	0.7
109	10	206 East 95 Street	0.7	13.2	4.2	13.2	5.9	6.9	7.8	6.4	1.9	0.7
109	11	206 East 95 Street	0.8	12.7	4.0	12.7	5.6	7.2	8.2	6.7	2.2	0.8
109	12	206 East 95 Street	0.8	12.8	5.6	12.8	6.6	8.3	8.3	7.2	2.7	0.8
109	13	206 East 95 Street	0.6	12.1	5.6	12.1	6.7	6.8	7.1	6.3	2.3	0.6
109	14	206 East 95 Street	0.4	10.5	4.8	10.5	5.3	5.3	5.5	4.8	1.6	0.4
109	15	206 East 95 Street	0.4	10.3	5.0	10.3	5.3	4.8	5.0	4.5	1.6	0.4
109	16	206 East 95 Street	0.4	10.3	5.0	10.3	4.8	4.6	4.4	4.1	1.5	0.4
109	17	206 East 95 Street	0.4	10.5	5.1	10.5	4.5	4.3	4.1	4.0	1.5	0.4
109	18	206 East 95 Street	0.5	10.4	5.1	10.4	4.5	3.8	4.0	3.9	1.3	0.5

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
110	1	206 East 95 Street	63.7	63.7	64.9	64.0	64.3	63.9	64.0	64.9	64.7	64.2	63.7
110	2	206 East 95 Street	64.6	64.6	65.6	64.9	65.1	64.8	64.8	65.6	65.5	65.0	64.6
110	3	206 East 95 Street	64.7	64.7	65.7	65.0	65.2	64.9	65.0	65.7	65.6	65.2	64.7
110	4	206 East 95 Street	64.7	64.7	65.7	65.0	65.3	64.9	65.0	65.7	65.6	65.2	64.7
110	5	206 East 95 Street	64.7	64.7	65.8	65.1	65.4	64.9	65.1	65.8	65.6	65.2	64.7
110	6	206 East 95 Street	64.6	64.6	65.7	65.1	65.3	64.9	65.1	65.7	65.7	65.2	64.6
110	7	206 East 95 Street	63.8	63.8	65.1	64.4	64.6	64.1	64.4	65.1	65.1	64.5	63.8
110	8	206 East 95 Street	63.7	63.7	65.2	64.3	64.6	64.1	64.4	65.0	65.2	64.4	63.7
110	9	206 East 95 Street	63.8	63.8	65.2	64.5	64.7	64.3	64.5	65.1	65.2	64.5	63.8
110	10	206 East 95 Street	64.0	64.0	65.5	65.0	64.8	64.5	64.8	65.2	65.5	64.7	64.0
110	11	206 East 95 Street	64.1	64.1	65.6	65.1	65.1	64.7	65.0	65.4	65.6	64.8	64.1
110	12	206 East 95 Street	64.1	64.1	65.7	65.1	65.1	64.9	65.1	65.7	65.6	64.9	64.1
110	13	206 East 95 Street	64.1	64.1	65.7	65.1	65.1	65.0	65.2	65.7	65.6	64.9	64.1
110	14	206 East 95 Street	64.1	64.1	65.7	65.1	65.2	65.1	65.1	65.7	65.7	65.0	64.1
110	15	206 East 95 Street	64.0	64.0	65.6	65.1	65.2	65.2	65.0	65.6	65.6	65.0	64.0
110	16	206 East 95 Street	64.1	64.1	65.7	65.1	65.5	65.3	65.2	65.6	65.7	65.1	64.1
110	17	206 East 95 Street	64.0	64.1	65.6	65.2	65.6	65.3	65.2	65.6	65.6	65.0	64.1
110	18	206 East 95 Street	63.9	64.0	65.7	65.1	65.7	65.5	65.2	65.5	65.6	65.0	64.0
111	1	212 East 95 Street	62.2	62.4	73.9	64.5	73.9	72.5	73.1	70.1	64.8	62.9	62.4
111	2	212 East 95 Street	62.2	62.5	77.5	66.0	77.5	73.3	73.1	70.5	65.1	63.0	62.5
111	3	212 East 95 Street	62.2	62.6	80.4	67.6	80.4	73.3	72.3	71.2	65.5	63.2	62.6
111	4	212 East 95 Street	62.2	62.6	81.0	70.8	81.0	73.3	72.3	71.1	66.1	63.5	62.6
111	5	212 East 95 Street	62.2	62.7	81.5	71.5	81.5	73.4	72.3	71.9	66.6	64.0	62.7
111	6	212 East 95 Street	62.2	62.7	81.5	71.6	81.5	73.4	72.3	71.5	67.5	64.2	62.7
111	7	212 East 95 Street	62.2	62.8	81.3	71.5	81.3	72.8	71.5	71.8	68.2	64.1	62.8
111	8	212 East 95 Street	62.2	62.8	80.4	71.5	80.4	73.0	71.5	72.2	67.6	64.2	62.8
111	9	212 East 95 Street	62.2	62.9	80.3	71.1	80.3	73.2	71.7	72.7	67.6	64.3	62.9
111	10	212 East 95 Street	62.2	63.0	80.2	71.3	80.2	73.4	72.1	72.8	68.4	64.4	63.0
111	11	212 East 95 Street	62.2	63.2	80.2	71.7	80.2	73.8	72.6	72.3	69.2	64.5	63.2
112	1	212 East 95 Street	66.6	66.6	66.9	66.7	66.9	66.7	66.7	66.7	66.7	66.7	66.6
112	2	212 East 95 Street	66.7	66.7	67.1	66.8	67.1	66.8	66.9	66.9	66.8	66.8	66.7
112	3	212 East 95 Street	66.4	66.4	66.9	66.6	66.9	66.6	66.6	66.6	66.6	66.5	66.4
112	4	212 East 95 Street	65.9	65.9	66.5	66.1	66.5	66.1	66.1	66.1	66.2	66.1	65.9
112	5	212 East 95 Street	65.5	65.5	66.2	65.7	66.2	65.7	65.8	65.8	65.9	65.7	65.5
112	6	212 East 95 Street	65.2	65.2	65.9	65.4	65.9	65.4	65.6	65.7	65.6	65.4	65.2
112	7	212 East 95 Street	64.9	64.9	65.7	65.3	65.7	65.2	65.5	65.4	65.3	65.1	64.9
112	8	212 East 95 Street	64.7	64.7	65.5	65.2	65.5	65.0	65.3	65.3	65.2	65.0	64.7
112	9	212 East 95 Street	64.5	64.5	65.4	65.0	65.4	65.0	65.2	65.1	65.0	64.8	64.5
112	10	212 East 95 Street	64.3	64.3	65.2	64.8	65.2	65.0	65.0	64.9	64.9	64.6	64.3
112	11	212 East 95 Street	64.1	64.1	66.6	64.6	66.6	64.8	64.8	64.8	64.8	64.5	64.1
113	1	1681 Third Avenue	73.6	73.6	73.8	73.7	73.7	73.7	73.8	73.7	73.7	73.7	73.6
113	2	1681 Third Avenue	73.7	73.7	73.9	73.8	73.8	73.8	73.9	73.8	73.8	73.8	73.7
113	3	1681 Third Avenue	73.2	73.2	73.4	73.3	73.3	73.3	73.4	73.3	73.3	73.3	73.2
113	4	1681 Third Avenue	72.6	72.6	72.8	72.7	72.7	72.7	72.8	72.7	72.7	72.7	72.6
113	5	1681 Third Avenue	72.0	72.0	72.2	72.1	72.1	72.2	72.2	72.1	72.1	72.1	72.0
113	6	1681 Third Avenue	71.6	71.6	71.8	71.7	71.7	71.8	71.8	71.7	71.7	71.7	71.6
113	7	1681 Third Avenue	71.2	71.2	71.4	71.3	71.3	71.4	71.4	71.3	71.3	71.3	71.2
113	8	1681 Third Avenue	70.8	70.8	71.0	70.9	70.9	71.0	71.0	70.9	70.9	70.9	70.8
113	9	1681 Third Avenue	70.4	70.4	70.6	70.5	70.5	70.6	70.6	70.5	70.5	70.5	70.4
113	10	1681 Third Avenue	70.1	70.1	70.3	70.2	70.2	70.3	70.3	70.2	70.2	70.2	70.1
113	11	1681 Third Avenue	69.8	69.8	70.0	69.9	70.0	70.0	70.0	69.9	69.9	69.9	69.8
113	12	1681 Third Avenue	69.4	69.4	69.6	69.5	69.6	69.6	69.6	69.5	69.5	69.5	69.4
113	13	1681 Third Avenue	69.1	69.1	69.3	69.2	69.3	69.3	69.3	69.2	69.2	69.2	69.1
113	14	1681 Third Avenue	68.8	68.8	69.0	68.9	69.0	69.0	69.0	69.0	68.9	68.9	68.8
113	15	1681 Third Avenue	68.5	68.5	68.7	68.6	68.7	68.7	68.7	68.7	68.7	68.6	68.5
113	16	1681 Third Avenue	68.2	68.2	68.4	68.3	68.4	68.4	68.4	68.4	68.4	68.3	68.2
113	17	1681 Third Avenue	67.9	67.9	68.1	68.0	68.1	68.1	68.1	68.1	68.1	68.0	67.9
113	18	1681 Third Avenue	67.7	67.7	67.9	67.8	67.9	67.9	67.9	67.9	67.9	67.8	67.7
113	19	1681 Third Avenue	67.4	67.4	67.6	67.5	67.6	67.6	67.6	67.6	67.6	67.5	67.4
113	20	1681 Third Avenue	67.2	67.2	67.4	67.3	67.4	67.4	67.4	67.4	67.4	67.3	67.2
113	21	1681 Third Avenue	67.0	67.0	67.2	67.1	67.2	67.2	67.2	67.2	67.2	67.2	67.0
113	22	1681 Third Avenue	66.8	66.8	67.0	67.0	67.0	67.0	67.0	67.0	67.0	67.0	66.8
113	23	1681 Third Avenue	66.5	66.5	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.7	66.5
113	24	1681 Third Avenue	66.3	66.3	66.6	66.5	66.5	66.6	66.5	66.5	66.5	66.5	66.3
113	25	1681 Third Avenue	66.1	66.2	66.4	66.3	66.3	66.4	66.3	66.3	66.3	66.3	66.2
113	26	1681 Third Avenue	65.8	65.9	66.1	66.0	66.0	66.1	66.0	66.0	66.0	66.0	65.9
113	27	1681 Third Avenue	65.6	65.7	65.9	65.8	65.8	65.9	65.8	65.8	65.8	65.8	65.7
113	28	1681 Third Avenue	65.4	65.4	65.8	65.6	65.6	65.8	65.6	65.6	65.6	65.6	65.4
113	29	1681 Third Avenue	65.2	65.3	65.6	65.5	65.4	65.6	65.5	65.4	65.4	65.4	65.3
113	30	1681 Third Avenue	65.0	65.1	65.4	65.3	65.2	65.4	65.3	65.2	65.2	65.2	65.1
113	31	1681 Third Avenue	64.8	64.9	65.0	64.9	65.0	65.0	65.0	65.0	65.0	65.0	64.9
113	32	1681 Third Avenue	64.7	64.8	64.9	64.8	64.9	64.9	64.9	64.9	64.9	64.9	64.8
113	33	1681 Third Avenue	64.5	64.6	64.8	64.7	64.8	64.7	64.7	64.7	64.7	64.7	64.6
113	34	1681 Third Avenue	64.3	64.4	64.6	64.5	64.6	64.5	64.5	64.5	64.5	64.5	64.4
113	35	1681 Third Avenue	64.2	64.3	64.5	64.4	64.5	64.4	64.4	64.4	64.4	64.4	64.3
113	36	1681 Third Avenue	64.0	64.1	64.3	64.2	64.3	64.2	64.2	64.2	64.2	64.2	64.1
114	10	1681 Third Avenue	62.2	62.9	67.7	62.9	64.0	62.9	63.9	67.7	66.8	64.0	63.3
114	11	1681 Third Avenue	63.7	64.5	68.3	64.6	66.8	64.9	65.8	68.3	67.6	65.2	64.5
114	12	1681 Third Avenue	64.7	65.4	68.7	65.9	68.0	66.1	67.0	68.7	68.2	66.3	65.4
114	13	1681 Third Avenue	65.2	65.9	68.9	66.4	68.7	66.9	68.1	68.9	68.6	66.9	65.9
114	14	1681 Third Avenue	65.3	66.0	70.0	66.8	70.0	67.4	68.5	69.0	68.7	67.0	66.0
114	15	1681 Third Avenue	65.1	65.8	70.3	67.2	70.3	67.7	68.8	68.9	68.7	66.9	65.8
114	16	1681 Third Avenue	64.9	65.7	71.4	67.4	71.4	67.7	68.6	68.8	68.7	66.8	65.7
114	17	1681 Third Avenue	64.8	65.7	71.5	68.0	71.5	67.7	68.1	68.7	68.6	66.8	65.7
114	18	1681 Third Avenue	64.6	65.6	71.7	68.2	71.7	68.4	68.2	68.7	68.6	66.8	65.6
114	19	1681 Third Avenue	64.4	65.6	71.9	68.4	71.9	69.0	68.2	68.5	68.6	66.8	65.6
114	20	1681 Third Avenue	64.2	65.7	72.0	69.0	72.0	69.2	68.2	68.4	68.5	66.7	65.7
114	21	1681 Third Avenue	64.0	65.7	72.3	68.1	72.3	69.2	68.2	68.3	68.4	66.7	65.7
114	22	1681 Third Avenue	64.0	65.2	72.0	68.2	72.0	69.1	68.2	68.3	68.5	66.9	65.2
114	23	1681 Third Avenue	63.8	65.1	72.9	68.4	72.9	69.0	68.2	68.2	68.4	66.8	65.1
114	24	1681 Third Avenue	63.6	65.0	73.0	68.9	73.0	69.0	68.2	68.1	68.4	66.8	65.0
114	25	1681 Third Avenue	63.4	64.9	72.5	69.3	72.5	68.9	68.1	68.0	68.3	66.7	64.9
114	26	1681 Third Avenue	63.2	64.8	72.4	69.4	72.4	68.7	68.0	67.9	68.2	66.5	64.8
114	27	1681 Third Avenue	63.0	64.8	72.4	69.3	72.4	68.7	67.7	67.8	68.1	66.7	64.8
114	28	1681 Third Avenue	62.9	64.8	72.4	69.4	72.4	68.6	67.4	67.7	68.1	66.7	64.8
114	29	1681 Third Avenue	62.7	64.7	72.2	68.7	72.2	68.4	67.3	67.5	67.3	66.9	64.7
114	30	1681 Third Avenue	62.5	64.6	72.2	68.7	72.2	68.4	67.1	67.4	67.3	67.0	64.6
114	31	1681 Third Avenue	62.3	64.5	72.2	68.6	72.2	68.3	66.9	67.3	67.1	67.1	64.5
114	32	1681 Third Avenue	62.2	64.6	72.2	68.7	72.2	68.3	66.8	66.8	67.0	67.1	64.6
114	33	1681 Third Avenue	62.2	65.0	72.0	68.9	72.0	68.3	66.8	66.4	67.0	67.1	65.0
114	34	1681 Third Avenue	62.2	65.3	72.0	68.5	72.0	68.2	66.6	66.3	67.0	67.1	65.3
114	35	1681 Third Avenue	62.2	65.3	71.7	68.3	71.7	67.8	66.1	66.3	66.9	67.1	65.3
114	36	1681 Third Avenue	62.2	65.3	71.5	68.3	71.5	67.7	66.0	66.2	66.9	67.1	65.3
114	37	1681 Third Avenue	62.2	65.4	71.5	68.2	71.5	67.7	66.0	66.2	66.8	67.1	65.4
115	10	1681 Third Avenue	62.2	62.7	67.9	64.4	66.3	63.9	65.2	67.9	66.8	63.6	62.7
115	11	1681 Third Avenue	62.2	62.8	68.6	64.8	68.6	64.7	66.0	68.0	67.0	63.9	62.8
115	12	1681 Third Avenue	62.2	62.8	69.3	65.8	69.3	65.6	67.2	68.0	67.2	63.6	62.8
115	13	1681 Third Avenue	62.2	62.9	70.8	66.3	70.8	66.6	68.0	68.0	67.0	63.7	62.9
115	14	1681 Third Avenue	62.2	62.9	71.8	67.0	71.8	67.2	68.4	68.0	67.4	63.9	62.9
115	15	1681 Third Avenue	62.3	63.0	72.7	67.1	72.7	67.3	67.3	68.0	67.7	64.5	63.0
115	16	1681 Third Avenue	63.2	64.0	73.0	68.0	73.0	68.0	67.6	68.2	68.0	65.5	64.0
115	17	1681 Third Avenue	63.7	64.7	73.7	68.3	73.7	68.7	67.8	68.3	68.3	65.9	64.7
115	18	1681 Third Avenue	64.2	64.7	73.9	68.3	73.9	69.2	68.3	68.5	68.4	66.3	64.7
115	19	1681 Third Avenue	64.4	64.9	74.1	68.8	74.1	69.6	68.5	68.5	68.6	66.5	64.9
115	20	1681 Third Avenue	64.9	65.4	74.9	69.3	74.9	69.7	68.7	68.7	68.8	66.9	65.4
115	21	1681 Third Avenue	65.4	65.9	73.4	70.0	73.4	70.0	68.9	68.9	69.0	67.3	65.9
115	22	1681 Third Avenue	66.1	66.6	73.5	70.7	73.5	70.3	69.2	69.2	69.4	67.9	66.6
115	23	1681 Third Avenue	66.6	67.2	73.6	71.0	73.6	70.6	69.5	69.4	69.6	68.3	67.2
115	24	1681 Third Avenue	66.7	67.5	73.6	71.2	73.6	70.6	69.5	69.4	69.7	68.4	67.5
115	25	1681 Third Avenue	66.7	67.5	73.5	71.0	73.5	70.5	69.4	69.4	69.7	68.5	67.5
115	26	1681 Third Avenue	66.8	67.6	73.5	70.9	73.5	70.6	69.4	69.4	69.7	68.8	67.6
115	27	1681 Third Avenue	66.7	67.6	73.4	70.9	73.4	70.5	69.4	69.3	69.7	68.9	67.6
115	28	1681 Third Avenue	66.8	67.7	73.5	71.0	73.5	70.5	69.6	69.2	69.7	69.2	67.7
115	29	1681 Third Avenue	66.9	67.8	73.5	71.1	73.5	70.5	69.8	69.3	69.7	69.3	67.8
115	30	1681 Third Avenue	66.9	67.9	73.4	71.2	73.4	70.4	69.8	69.2	69.7	69.3	67.9
115	31	1681 Third Avenue	66.9	67.9	73.4	71.3	73.4	70.4	69.8	69.2	69.7	69.5	67.9
115	32	1681 Third Avenue	66.9	67.9	73.9	71.4	73.9	70.4	68.9	69.1	69.6	69.7	67.9
115	33	1681 Third Avenue	66.9	68.0	73.5	71.4	73.5	70.3	68.8	69.1	69.6	69.7	68.0
115	34	1681 Third Avenue	66.9	68.1	73.4	71.3	73.4	70.2	68.8	69.0	69.5	69.7	68.1
115	35	1681 Third Avenue	66.9	68.4	73.4	70.6	73.4	70.0	68.7	69.0	69.5	69.7	68.4
115	36	1681 Third Avenue	66.9	68.4	73.4	70.2	73.4	69.9	68.7	68.9	69.5	69.7	68.4
115	37	1681 Third Avenue	66.9	68.5	73.6	70.0	73.6	69.9	68.7	68.9	69.4	69.7	68.5
116	1	1681 Third Avenue	67.4	67.4	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.4
116	2	1681 Third Avenue	68.4	68.4	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.4
116	3	1681 Third Avenue	68.4	68.4	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.4
116	4	1681 Third Avenue	68.4	68.4	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.5	68.4
116	5	1681 Third Avenue	68.2	68.2	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.2
116	6	1681 Third Avenue	68.0	68.0	68.1	68.1	68.1	68.1	68.1	68.1	68.1	68.1	68.0
116	7	1681 Third Avenue	67.7	67.7	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.7
116	8	1681 Third Avenue	67.5	67.5	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.5

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
110	1	206 East 95 Street	0.0	1.2	0.3	0.6	0.2	0.3	1.2	1.0	0.5	0.0
110	2	206 East 95 Street	0.0	1.0	0.3	0.5	0.2	0.2	1.0	0.9	0.4	0.0
110	3	206 East 95 Street	0.0	1.0	0.3	0.5	0.2	0.3	1.0	0.9	0.5	0.0
110	4	206 East 95 Street	0.0	1.0	0.3	0.6	0.2	0.3	1.0	0.9	0.5	0.0
110	5	206 East 95 Street	0.0	1.1	0.4	0.7	0.2	0.4	1.1	0.9	0.5	0.0
110	6	206 East 95 Street	0.0	1.1	0.5	0.7	0.3	0.5	1.1	1.1	0.6	0.0
110	7	206 East 95 Street	0.0	1.3	0.6	0.8	0.3	0.6	1.3	1.3	0.7	0.0
110	8	206 East 95 Street	0.0	1.5	0.6	0.9	0.4	0.7	1.3	1.5	0.7	0.0
110	9	206 East 95 Street	0.0	1.4	0.7	0.9	0.5	0.7	1.3	1.4	0.7	0.0
110	10	206 East 95 Street	0.0	1.5	1.0	0.8	0.5	0.8	1.2	1.5	0.7	0.0
110	11	206 East 95 Street	0.0	1.5	1.0	1.0	0.6	0.9	1.3	1.5	0.7	0.0
110	12	206 East 95 Street	0.0	1.6	1.0	1.0	0.8	1.0	1.6	1.5	0.8	0.0
110	13	206 East 95 Street	0.0	1.6	1.0	1.0	0.9	1.1	1.6	1.5	0.8	0.0
110	14	206 East 95 Street	0.0	1.6	1.0	1.1	1.0	1.0	1.6	1.6	0.9	0.0
110	15	206 East 95 Street	0.0	1.6	1.1	1.2	1.2	1.0	1.6	1.6	1.0	0.0
110	16	206 East 95 Street	0.0	1.6	1.0	1.4	1.2	1.1	1.5	1.6	1.0	0.0
110	17	206 East 95 Street	0.1	1.6	1.2	1.6	1.3	1.2	1.6	1.6	1.0	0.1
110	18	206 East 95 Street	0.1	1.8	1.2	1.8	1.6	1.3	1.6	1.7	1.1	0.1
111	1	212 East 95 Street	0.1	11.7	2.3	11.7	10.3	10.8	7.8	2.5	0.6	0.1
111	2	212 East 95 Street	0.2	15.3	3.7	15.3	11.0	10.8	8.3	2.9	0.8	0.2
111	3	212 East 95 Street	0.4	18.1	5.4	18.1	11.0	10.0	8.9	3.3	0.9	0.4
111	4	212 East 95 Street	0.4	18.7	8.5	18.7	11.0	10.0	8.9	3.9	1.2	0.4
111	5	212 East 95 Street	0.4	19.2	9.2	19.2	11.1	10.1	9.7	4.3	1.7	0.4
111	6	212 East 95 Street	0.5	19.2	9.4	19.2	11.1	10.1	9.3	5.2	1.9	0.5
111	7	212 East 95 Street	0.5	19.0	9.3	19.0	10.6	9.2	9.6	5.9	1.9	0.5
111	8	212 East 95 Street	0.6	18.1	9.2	18.1	10.7	9.2	9.9	5.4	1.9	0.6
111	9	212 East 95 Street	0.6	18.0	8.9	18.0	10.9	9.5	10.5	5.4	2.0	0.6
111	10	212 East 95 Street	0.7	17.9	9.0	17.9	11.2	9.8	10.6	6.2	2.1	0.7
111	11	212 East 95 Street	0.9	17.9	9.5	17.9	11.6	10.4	10.0	6.9	2.2	0.9
112	1	212 East 95 Street	0.0	0.3	0.1	0.3	0.1	0.1	0.1	0.1	0.1	0.0
112	2	212 East 95 Street	0.0	0.4	0.1	0.4	0.1	0.2	0.2	0.1	0.1	0.0
112	3	212 East 95 Street	0.0	0.5	0.2	0.5	0.2	0.2	0.2	0.2	0.1	0.0
112	4	212 East 95 Street	0.0	0.6	0.2	0.6	0.2	0.2	0.2	0.3	0.2	0.0
112	5	212 East 95 Street	0.0	0.7	0.2	0.7	0.2	0.3	0.3	0.4	0.2	0.0
112	6	212 East 95 Street	0.0	0.7	0.2	0.7	0.2	0.4	0.5	0.4	0.2	0.0
112	7	212 East 95 Street	0.0	0.8	0.4	0.8	0.3	0.6	0.5	0.4	0.2	0.0
112	8	212 East 95 Street	0.0	0.8	0.5	0.8	0.3	0.6	0.6	0.5	0.3	0.0
112	9	212 East 95 Street	0.0	0.9	0.5	0.9	0.5	0.7	0.6	0.5	0.3	0.0
112	10	212 East 95 Street	0.0	0.9	0.5	0.9	0.7	0.7	0.6	0.6	0.3	0.0
112	11	212 East 95 Street	0.0	2.5	0.5	2.5	0.7	0.7	0.7	0.7	0.4	0.0
113	1	1681 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
113	2	1681 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
113	3	1681 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
113	4	1681 Third Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0
113	5	1681 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
113	6	1681 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
113	7	1681 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
113	8	1681 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
113	9	1681 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
113	10	1681 Third Avenue	0.0	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.0
113	11	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.0
113	12	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.0
113	13	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.0
113	14	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.0
113	15	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0
113	16	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0
113	17	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0
113	18	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0
113	19	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0
113	20	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0
113	21	1681 Third Avenue	0.0	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.0
113	22	1681 Third Avenue	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
113	23	1681 Third Avenue	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.0
113	24	1681 Third Avenue	0.0	0.3	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.0
113	25	1681 Third Avenue	0.1	0.3	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.1
113	26	1681 Third Avenue	0.1	0.3	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.1
113	27	1681 Third Avenue	0.1	0.3	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.1
113	28	1681 Third Avenue	0.0	0.4	0.2	0.2	0.4	0.2	0.2	0.2	0.2	0.0
113	29	1681 Third Avenue	0.1	0.4	0.3	0.2	0.4	0.3	0.2	0.2	0.2	0.1
113	30	1681 Third Avenue	0.1	0.4	0.3	0.2	0.4	0.3	0.2	0.2	0.2	0.1
113	31	1681 Third Avenue	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1
113	32	1681 Third Avenue	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1
113	33	1681 Third Avenue	0.1	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.1
113	34	1681 Third Avenue	0.1	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.1
113	35	1681 Third Avenue	0.1	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.1
113	36	1681 Third Avenue	0.1	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.1
114	10	1681 Third Avenue	0.6	5.5	0.6	1.8	0.6	1.7	5.5	4.6	1.7	1.1
114	11	1681 Third Avenue	0.8	4.6	0.9	3.1	1.2	2.1	4.6	3.9	1.5	0.8
114	12	1681 Third Avenue	0.7	4.0	1.2	3.3	1.4	2.3	4.0	3.5	1.6	0.7
114	13	1681 Third Avenue	0.7	3.7	1.2	3.5	1.7	2.9	3.7	3.4	1.7	0.7
114	14	1681 Third Avenue	0.7	4.7	1.5	4.7	2.1	3.2	3.7	3.4	1.7	0.7
114	15	1681 Third Avenue	0.7	5.2	2.1	5.2	2.6	3.7	3.8	3.6	1.8	0.7
114	16	1681 Third Avenue	0.8	6.5	2.5	6.5	2.8	3.7	3.9	3.8	1.9	0.8
114	17	1681 Third Avenue	0.9	6.7	3.2	6.7	2.9	3.3	3.9	3.8	2.0	0.9
114	18	1681 Third Avenue	1.0	7.1	3.6	7.1	3.8	3.6	4.1	4.0	2.2	1.0
114	19	1681 Third Avenue	1.2	7.5	4.0	7.5	4.6	3.8	4.1	4.2	2.4	1.2
114	20	1681 Third Avenue	1.5	7.8	4.8	7.8	5.0	4.0	4.2	4.3	2.5	1.5
114	21	1681 Third Avenue	1.7	8.3	4.1	8.3	5.2	4.2	4.3	4.4	2.7	1.7
114	22	1681 Third Avenue	1.2	8.0	4.2	8.0	5.1	4.2	4.3	4.5	2.9	1.2
114	23	1681 Third Avenue	1.3	9.1	4.6	9.1	5.2	4.4	4.4	4.6	3.0	1.3
114	24	1681 Third Avenue	1.4	9.4	5.3	9.4	5.4	4.6	4.5	4.8	3.2	1.4
114	25	1681 Third Avenue	1.5	9.1	5.9	9.1	5.5	4.7	4.6	4.9	3.3	1.5
114	26	1681 Third Avenue	1.6	9.2	6.2	9.2	5.5	4.8	4.7	5.0	3.3	1.6
114	27	1681 Third Avenue	1.8	9.4	6.3	9.4	5.7	4.7	4.8	5.1	3.7	1.8
114	28	1681 Third Avenue	1.9	9.5	6.5	9.5	5.7	4.5	4.8	5.2	3.8	1.9
114	29	1681 Third Avenue	2.0	9.5	6.0	9.5	5.7	4.6	4.8	4.6	4.2	2.0
114	30	1681 Third Avenue	2.1	9.7	6.2	9.7	5.9	4.6	4.9	4.8	4.5	2.1
114	31	1681 Third Avenue	2.2	9.9	6.3	9.9	6.0	4.6	5.0	4.8	4.8	2.2
114	32	1681 Third Avenue	2.4	9.9	6.5	9.9	6.0	4.6	4.5	4.8	4.9	2.4
114	33	1681 Third Avenue	2.8	9.7	6.6	9.7	6.0	4.5	4.2	4.8	4.9	2.8
114	34	1681 Third Avenue	3.0	9.7	6.2	9.7	5.9	4.3	4.1	4.7	4.9	3.0
114	35	1681 Third Avenue	3.0	9.5	6.1	9.5	5.6	3.9	4.0	4.7	4.9	3.0
114	36	1681 Third Avenue	3.1	9.2	6.0	9.2	5.5	3.8	4.0	4.7	4.9	3.1
114	37	1681 Third Avenue	3.1	9.2	5.9	9.2	5.4	3.7	3.9	4.6	4.9	3.1
115	10	1681 Third Avenue	0.5	5.6	2.2	4.0	1.7	3.0	5.6	4.6	1.4	0.5
115	11	1681 Third Avenue	0.5	6.3	2.6	6.3	2.5	3.7	5.7	4.7	1.6	0.5
115	12	1681 Third Avenue	0.6	7.0	3.5	7.0	3.3	5.0	5.7	4.9	1.3	0.6
115	13	1681 Third Avenue	0.6	8.6	4.1	8.6	4.3	5.7	5.7	4.8	1.5	0.6
115	14	1681 Third Avenue	0.7	9.6	4.8	9.6	4.9	6.2	5.7	5.1	1.7	0.7
115	15	1681 Third Avenue	0.8	10.4	4.8	10.4	5.0	5.0	5.7	5.4	2.2	0.8
115	16	1681 Third Avenue	0.8	9.8	4.8	9.8	4.8	4.5	5.0	4.8	2.3	0.8
115	17	1681 Third Avenue	1.0	10.0	4.6	10.0	5.0	4.1	4.6	4.6	2.2	1.0
115	18	1681 Third Avenue	0.5	9.7	4.1	9.7	5.0	4.1	4.3	4.3	2.1	0.5
115	19	1681 Third Avenue	0.5	9.7	4.5	9.7	5.3	4.1	4.1	4.2	2.1	0.5
115	20	1681 Third Avenue	0.5	10.0	4.5	10.0	4.8	3.8	3.8	4.0	2.1	0.5
115	21	1681 Third Avenue	0.5	8.0	4.6	8.0	4.6	3.5	3.5	3.7	1.9	0.5
115	22	1681 Third Avenue	0.5	7.4	4.6	7.4	4.3	3.1	3.1	3.3	1.8	0.5
115	23	1681 Third Avenue	0.7	7.0	4.5	7.0	4.0	2.9	2.8	3.0	1.7	0.7
115	24	1681 Third Avenue	0.8	6.9	4.5	6.9	3.9	2.8	2.7	3.0	1.7	0.8
115	25	1681 Third Avenue	0.8	6.8	4.3	6.8	3.8	2.7	2.7	3.0	1.8	0.8
115	26	1681 Third Avenue	0.8	6.8	4.1	6.8	3.8	2.6	2.6	2.9	2.0	0.8
115	27	1681 Third Avenue	0.9	6.7	4.3	6.7	3.8	2.7	2.6	3.0	2.3	0.9
115	28	1681 Third Avenue	0.9	6.7	4.3	6.7	3.7	2.8	2.5	2.9	2.4	0.9
115	29	1681 Third Avenue	0.9	6.6	4.3	6.6	3.6	2.9	2.4	2.8	2.5	0.9
115	30	1681 Third Avenue	1.0	6.5	4.3	6.5	3.6	2.9	2.3	2.8	2.4	1.0
115	31	1681 Third Avenue	1.0	6.5	4.4	6.5	3.6	2.9	2.3	2.8	2.6	1.0
115	32	1681 Third Avenue	1.1	7.0	4.5	7.0	3.5	2.0	2.2	2.7	2.8	1.1
115	33	1681 Third Avenue	1.1	6.6	4.5	6.6	3.4	1.9	2.2	2.7	2.8	1.1
115	34	1681 Third Avenue	1.2	6.5	4.5	6.5	3.3	1.9	2.1	2.6	2.8	1.2
115	35	1681 Third Avenue	1.5	6.5	3.7	6.5	3.1	1.8	2.1	2.6	2.8	1.5
115	36	1681 Third Avenue	1.5	6.5	3.3	6.5	3.0	1.8	2.0	2.6	2.8	1.5
115	37	1681 Third Avenue	1.6	6.8	3.1	6.8	3.0	1.8	2.0	2.5	2.8	1.6
116	1	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
116	2	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
116	3	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
116	4	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
116	5	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
116	6	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
116	7	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0
116	8	1681 Third Avenue	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
116	9	1681 Third Avenue	67.3	67.3	67.5	67.4	67.5	67.4	67.4	67.4	67.4	67.4	67.3
116	10	1681 Third Avenue	62.2	62.3	62.6	62.4	62.6	62.4	62.4	62.4	62.4	62.4	62.3
116	11	1681 Third Avenue	64.0	64.0	64.3	64.2	64.3	64.2	64.2	64.2	64.2	64.1	64.0
116	12	1681 Third Avenue	64.7	64.7	64.9	64.8	64.9	64.8	64.9	64.9	64.9	64.8	64.7
116	13	1681 Third Avenue	65.0	65.0	65.2	65.1	65.2	65.1	65.2	65.2	65.1	65.1	65.0
116	14	1681 Third Avenue	65.4	65.4	65.6	65.5	65.6	65.5	65.6	65.5	65.5	65.5	65.4
116	15	1681 Third Avenue	65.4	65.4	65.6	65.5	65.6	65.5	65.6	65.5	65.5	65.5	65.4
116	16	1681 Third Avenue	65.3	65.3	65.5	65.4	65.5	65.4	65.5	65.4	65.4	65.5	65.3
116	17	1681 Third Avenue	65.1	65.1	65.3	65.2	65.3	65.2	65.3	65.2	65.2	65.3	65.1
116	18	1681 Third Avenue	64.9	65.0	65.1	65.0	65.1	65.0	65.1	65.0	65.1	65.1	65.0
116	19	1681 Third Avenue	64.8	64.9	65.1	64.9	65.0	64.9	65.0	64.9	65.1	65.0	64.9
116	20	1681 Third Avenue	64.6	64.7	64.9	64.7	64.9	64.7	64.8	64.7	64.9	64.8	64.7
116	21	1681 Third Avenue	64.5	64.6	64.8	64.6	64.8	64.7	64.7	64.7	64.8	64.7	64.6
116	22	1681 Third Avenue	64.3	64.4	64.6	64.4	64.6	64.5	64.5	64.6	64.6	64.5	64.4
116	23	1681 Third Avenue	64.1	64.2	64.4	64.2	64.4	64.3	64.3	64.4	64.4	64.3	64.2
116	24	1681 Third Avenue	64.0	64.1	64.4	64.2	64.4	64.2	64.3	64.3	64.3	64.3	64.1
116	25	1681 Third Avenue	63.8	63.9	64.3	64.0	64.3	64.2	64.3	64.1	64.1	64.1	63.9
116	26	1681 Third Avenue	63.7	63.8	64.7	63.9	64.7	64.2	64.3	64.0	64.0	64.0	63.8
116	27	1681 Third Avenue	63.6	63.7	64.7	63.9	64.7	64.1	64.2	63.9	63.9	63.9	63.7
116	28	1681 Third Avenue	63.4	63.5	64.6	63.7	64.6	63.9	64.0	63.7	63.8	63.8	63.5
116	29	1681 Third Avenue	63.3	63.4	64.6	63.6	64.6	63.8	63.9	63.6	63.7	63.7	63.4
116	30	1681 Third Avenue	63.2	63.3	64.6	63.5	64.6	63.7	63.8	63.5	63.6	63.6	63.3
116	31	1681 Third Avenue	63.0	63.1	64.4	63.3	64.4	63.5	63.6	63.4	63.4	63.4	63.1
116	32	1681 Third Avenue	62.9	63.0	64.4	63.2	64.4	63.4	63.5	63.3	63.3	63.3	63.0
116	33	1681 Third Avenue	62.8	62.9	64.3	63.1	64.3	63.3	63.4	63.2	63.2	63.2	62.9
116	34	1681 Third Avenue	62.7	62.8	64.2	63.0	64.2	63.2	63.3	63.1	63.1	63.1	62.8
116	35	1681 Third Avenue	62.5	62.6	64.0	62.8	64.0	63.1	63.2	62.9	62.9	62.9	62.6
116	36	1681 Third Avenue	62.2	62.4	63.8	62.6	63.8	62.8	62.9	62.6	62.7	62.7	62.4
116	37	1681 Third Avenue	62.2	62.5	63.9	62.5	63.9	62.8	62.9	62.6	62.7	62.7	62.5
117	1	1695 Third Avenue	65.5	65.6	67.2	65.6	65.7	65.6	65.7	65.8	67.2	66.2	65.7
117	2	1695 Third Avenue	67.4	67.5	68.5	67.5	67.5	67.5	67.5	67.6	68.5	68.0	67.5
117	3	1695 Third Avenue	67.9	68.0	68.9	68.0	68.0	68.0	68.0	68.2	68.9	68.5	68.0
117	4	1695 Third Avenue	68.0	68.1	69.1	68.1	68.1	68.1	68.1	68.3	69.1	68.6	68.1
117	5	1695 Third Avenue	68.0	68.1	69.2	68.1	68.1	68.1	68.1	68.3	69.2	68.6	68.1
117	6	1695 Third Avenue	67.9	68.0	69.2	68.0	68.0	68.0	68.0	68.3	69.2	68.5	68.1
117	7	1695 Third Avenue	67.7	67.8	69.0	67.8	67.8	67.8	67.9	68.1	69.0	68.3	67.9
117	8	1695 Third Avenue	67.5	67.6	68.9	67.6	67.6	67.6	67.7	68.0	68.9	68.2	67.7
117	9	1695 Third Avenue	67.3	67.4	68.8	67.4	67.4	67.4	67.5	67.9	68.8	68.0	67.5
117	10	1695 Third Avenue	67.1	67.2	68.7	67.2	67.3	67.3	67.3	68.1	68.7	67.9	67.4
117	11	1695 Third Avenue	66.8	66.9	68.5	66.9	67.1	67.0	67.0	68.0	68.5	67.7	67.1
117	12	1695 Third Avenue	66.6	66.8	68.4	66.8	66.9	66.8	66.8	67.8	68.4	67.6	67.0
117	13	1695 Third Avenue	66.3	66.5	68.2	66.5	66.7	66.5	66.6	68.1	68.2	67.4	66.8
117	14	1695 Third Avenue	66.1	66.3	68.1	66.3	66.5	66.3	66.4	68.1	68.0	67.3	66.6
117	15	1695 Third Avenue	65.8	66.0	67.9	66.0	66.3	66.1	66.1	67.9	67.9	67.1	66.4
117	16	1695 Third Avenue	65.6	65.8	67.8	65.8	66.2	65.9	66.0	67.8	67.8	67.0	65.9
117	17	1695 Third Avenue	65.4	65.7	67.7	65.7	66.1	65.8	65.9	67.7	67.6	66.9	65.8
117	18	1695 Third Avenue	65.2	65.6	67.6	65.6	66.1	65.7	65.8	67.5	67.6	66.8	65.6
117	19	1695 Third Avenue	65.0	65.5	67.5	65.6	66.5	65.6	65.9	67.4	67.5	66.7	65.5
117	20	1695 Third Avenue	64.7	65.3	67.3	65.6	66.5	65.6	66.1	67.2	67.3	66.6	65.3
117	21	1695 Third Avenue	64.6	65.3	67.2	65.3	66.8	65.9	66.5	67.1	67.2	66.7	65.4
117	22	1695 Third Avenue	64.4	65.3	67.3	65.5	67.3	66.1	66.8	67.0	67.1	66.7	65.3
117	23	1695 Third Avenue	64.2	65.2	68.0	65.7	68.0	66.8	66.0	66.9	67.0	66.5	65.2
117	24	1695 Third Avenue	64.1	65.2	68.6	66.0	68.6	67.5	66.4	66.8	67.0	66.3	65.2
117	25	1695 Third Avenue	63.9	65.1	69.4	66.1	69.4	67.8	66.6	66.7	66.9	66.3	65.1
117	26	1695 Third Avenue	63.7	65.2	70.6	66.7	70.6	67.9	66.7	66.6	66.8	66.5	65.2
117	27	1695 Third Avenue	63.6	65.2	69.3	67.0	69.3	67.1	66.6	66.5	66.7	66.6	65.2
117	28	1695 Third Avenue	63.5	65.2	70.9	67.3	70.9	67.4	66.6	66.4	66.7	66.6	65.2
117	29	1695 Third Avenue	63.4	65.1	71.4	67.4	71.4	67.6	66.7	66.3	66.6	66.6	65.1
117	30	1695 Third Avenue	63.3	65.1	71.4	67.8	71.4	67.7	66.6	66.2	66.5	66.5	65.1
117	31	1695 Third Avenue	63.1	65.0	71.7	67.9	71.7	67.7	66.4	66.1	66.4	66.4	65.0
117	32	1695 Third Avenue	63.0	64.9	71.8	68.0	71.8	67.7	66.3	66.0	66.4	66.4	64.9
117	33	1695 Third Avenue	62.8	64.8	72.0	68.0	72.0	67.6	66.1	65.9	66.2	66.3	64.8
118	1	1849 Second Avenue	62.2	62.4	66.2	62.5	62.6	62.4	62.7	66.2	65.8	64.1	62.4
118	2	1849 Second Avenue	62.2	62.4	67.5	62.6	62.6	62.5	62.8	67.5	66.0	64.2	62.4
118	3	1849 Second Avenue	62.9	63.1	67.8	63.3	63.3	63.2	63.8	67.8	66.3	64.7	63.1
118	4	1849 Second Avenue	63.3	63.5	68.0	63.8	63.7	63.6	64.5	68.0	66.7	64.8	63.5
118	5	1849 Second Avenue	63.5	63.7	68.4	64.3	64.0	64.0	65.2	68.4	67.0	65.0	63.7
118	6	1849 Second Avenue	63.5	63.7	68.4	65.1	64.9	64.8	66.8	68.4	67.3	65.1	63.7
118	7	1849 Second Avenue	63.6	63.8	68.5	65.7	65.7	65.4	67.3	68.5	67.4	65.3	63.8
118	8	1849 Second Avenue	63.6	63.8	68.6	66.6	66.3	66.1	67.8	68.6	67.5	65.3	63.8
118	9	1849 Second Avenue	63.6	63.9	68.6	67.5	67.1	66.7	68.2	68.6	67.5	65.4	63.9
118	10	1849 Second Avenue	63.5	63.8	68.7	67.7	67.7	67.9	68.7	68.4	67.6	65.5	63.8
118	11	1849 Second Avenue	63.4	63.7	68.9	68.4	68.2	68.2	68.9	68.2	67.6	65.6	63.7
118	12	1849 Second Avenue	63.2	63.6	68.9	68.8	68.9	68.6	68.9	68.2	67.6	65.5	63.6
118	13	1849 Second Avenue	63.1	63.6	69.9	69.0	69.9	68.9	69.1	68.0	67.6	65.5	63.6
118	14	1849 Second Avenue	63.0	63.5	70.5	69.3	70.5	69.3	69.2	68.0	67.6	65.5	63.5
118	15	1849 Second Avenue	62.9	63.5	71.1	69.1	71.1	69.4	69.2	68.0	67.6	65.6	63.5
118	16	1849 Second Avenue	62.7	63.5	72.3	69.0	72.3	69.8	69.2	67.9	67.6	65.7	63.5
118	17	1849 Second Avenue	62.6	63.6	72.3	69.1	72.3	69.8	68.5	67.8	67.6	65.8	63.6
118	18	1849 Second Avenue	62.5	63.7	72.9	69.0	72.9	69.9	68.4	67.8	67.6	65.7	63.7
118	19	1849 Second Avenue	62.4	62.9	74.7	69.0	74.7	69.9	68.3	67.6	67.6	65.8	62.9
118	20	1849 Second Avenue	62.3	62.8	74.1	68.9	74.1	69.9	68.2	67.6	67.6	66.0	62.8
118	21	1849 Second Avenue	62.2	62.8	74.7	68.9	74.7	69.8	68.1	67.5	67.7	66.2	62.8
118	22	1849 Second Avenue	62.2	62.9	75.4	68.9	75.4	69.8	68.0	67.5	67.7	66.5	62.9
118	23	1849 Second Avenue	62.2	63.1	75.6	68.7	75.6	69.8	68.0	67.5	67.7	66.6	63.1
118	24	1849 Second Avenue	62.2	63.5	75.3	68.7	75.3	69.8	67.9	67.5	67.7	66.7	63.5
118	25	1849 Second Avenue	62.2	63.8	75.3	68.6	75.3	69.8	67.8	67.4	67.7	66.6	63.8
118	26	1849 Second Avenue	62.2	63.9	75.3	68.6	75.3	69.8	67.7	67.3	67.7	67.0	63.9
118	27	1849 Second Avenue	62.2	63.9	75.3	68.6	75.3	69.8	67.7	67.3	67.7	67.3	63.9
118	28	1849 Second Avenue	62.2	63.9	75.2	68.5	75.2	69.7	67.6	67.2	67.7	67.5	63.9
118	29	1849 Second Avenue	62.2	64.0	74.8	68.5	74.8	69.7	67.5	67.2	67.7	67.5	64.0
118	30	1849 Second Avenue	62.2	64.0	74.8	68.3	74.8	69.3	67.2	67.1	67.7	67.6	64.0
118	31	1849 Second Avenue	62.2	64.1	74.7	68.3	74.7	69.2	67.1	67.0	67.7	67.7	64.1
118	32	1849 Second Avenue	62.2	64.1	74.6	68.1	74.6	69.2	67.1	67.0	67.7	67.7	64.1
118	33	1849 Second Avenue	62.2	64.2	74.5	68.0	74.5	69.1	67.1	67.0	67.7	67.7	64.2
118	34	1849 Second Avenue	62.2	64.2	74.5	68.0	74.5	68.8	67.0	66.9	67.7	67.8	64.2
118	35	1849 Second Avenue	62.2	64.2	74.4	68.0	74.4	68.8	66.8	66.8	67.6	67.8	64.2
118	36	1849 Second Avenue	62.2	64.3	74.3	68.1	74.3	68.7	66.8	66.7	67.5	67.8	64.3
119	1	1849 Second Avenue	62.2	62.4	67.1	62.5	62.6	62.4	62.7	67.1	66.2	64.3	62.8
119	2	1849 Second Avenue	62.2	62.5	67.5	62.6	62.6	62.5	63.0	67.5	66.4	64.4	62.8
119	3	1849 Second Avenue	62.2	62.5	67.8	62.7	62.8	62.5	63.4	67.8	66.7	64.4	62.8
119	4	1849 Second Avenue	62.2	62.7	68.0	62.8	62.8	62.7	63.7	68.0	66.8	64.5	62.9
119	5	1849 Second Avenue	62.2	62.9	68.0	63.1	62.9	63.0	64.7	68.0	67.1	64.6	62.9
119	6	1849 Second Avenue	62.2	62.9	68.1	63.6	63.4	63.7	65.8	68.1	67.2	64.7	62.9
119	7	1849 Second Avenue	62.2	62.9	68.1	64.6	64.1	64.1	66.4	68.1	67.2	64.9	62.9
119	8	1849 Second Avenue	62.2	63.0	68.2	65.9	64.9	64.8	67.0	68.2	67.3	65.0	63.0
119	9	1849 Second Avenue	62.2	63.0	68.3	66.8	65.4	65.2	67.3	68.3	67.5	65.0	63.0
119	10	1849 Second Avenue	62.2	63.0	68.3	66.7	66.3	66.3	67.5	68.3	67.5	65.1	63.0
119	11	1849 Second Avenue	62.2	63.1	68.3	67.2	66.5	66.7	67.7	68.3	67.4	65.2	63.1
119	12	1849 Second Avenue	62.2	63.1	68.4	68.4	66.9	67.1	68.3	68.3	67.5	65.3	63.1
119	13	1849 Second Avenue	62.2	63.1	68.8	68.8	67.3	67.5	68.4	68.3	67.5	65.3	63.1
119	14	1849 Second Avenue	62.2	63.1	68.9	68.9	68.0	67.9	68.5	67.8	67.6	65.4	63.1
119	15	1849 Second Avenue	62.2	63.2	69.3	69.3	68.6	68.5	68.6	67.9	67.5	65.6	63.2
119	16	1849 Second Avenue	62.2	63.2	69.8	69.8	69.2	68.6	69.7	68.0	67.5	65.7	63.2
119	17	1849 Second Avenue	62.2	63.2	70.2	69.9	70.2	68.9	68.4	68.0	67.5	65.8	63.2
119	18	1849 Second Avenue	62.2	63.3	70.8	70.1	70.8	68.9	68.3	68.0	67.7	65.9	63.3
119	19	1849 Second Avenue	62.2	63.4	71.5	70.1	71.5	69.3	68.2	68.0	67.7	66.1	63.4
119	20	1849 Second Avenue	62.2	63.5	72.3	70.0	72.3	69.2	68.1	68.0	67.8	66.3	63.5
119	21	1849 Second Avenue	62.2	63.9	72.6	70.0	72.6	69.2	68.0	68.0	67.8	66.3	63.9
119	22	1849 Second Avenue	62.2	64.1	72.7	69.9	72.7	69.3	68.0	67.9	67.8	66.5	64.1
119	23	1849 Second Avenue	62.2	64.2	73.4	69.9	73.4	69.3	67.8	67.9	67.9	66.6	64.2
119	24	1849 Second Avenue	62.2	64.0	74.3	69.5	74.3	69.1	67.9	67.8	67.9	66.8	64.0
119	25	1849 Second Avenue	62.2	64.0	74.9	69.3	74.9	69.1	67.5	67.7	67.9	67.0	64.0
119	26	1849 Second Avenue	62.2	63.8	75.6	68.8	75.6	68.9	67.5	67.7	67.9	67.3	63.8
119	27	1849 Second Avenue	62.2	63.8	75.6	68.7	75.6	68.9	67.4	67.7	67.9	67.6	63.8
119	28	1849 Second Avenue	62.2	63.8	75.6	68.2	75.6	68.8	67.3	67.7	67.9	67.7	63.8
119	29	1849 Second Avenue	62.2	63.9	75.6	68.1	75.6	68.7	67.2	67.6	67.9	67.7	63.9
119	30	1849 Second Avenue	62.2	63.9	74.8	68.0	74.8	68.6	67.1	68.0	68.4	68.3	63.9
119	31	1849 Second Avenue	62.2	64.0	74.6	68.0	74.6	68.5	67.2	67.8	68.3	68.3	64.0
119	32	1849 Second Avenue	62.2	64.0	74.1	67.9	74.1	68.5	67.1	67.9	68.5	68.4	64.0
119	33	1849 Second Avenue	62.2	64.0	74.0	67.7	74.0	68.4	66.8	68.3	68.9	68.9	64.0
119	34	1849 Second Avenue	62.2	64.1	73.9	67.6	73.9	68.3	66.7	68.1	68.9	68.9	64.1
119	35	1849 Second Avenue	62.2	64.1	73.9	67.6	73.9	68.3	66.7	68.1	68.8	68.9	64.1
119	36	1849 Second Avenue	62.2	64.1	73.8	67.3	73.8	68.3	66.5	68.0	68.7	68.9	64.1
119	37	1849 Second Avenue	62.2	64.2	73.6	67.2	73.6	68.3	66.5	68.0	68.6	68.9	64.2
119	38	1849 Second Avenue	62.2	64.2	73.5	67.2	73.5	68.1	66.4	67.9	68.6	68.9	64.2
119	39	1849 Second Avenue	62.2	64.2	73.4	67.1	73.4	68.0	66.3	67.8	68.6	68.6	64.2
119	40	1849 Second Avenue	62.2	64.2	73.4	67.0	73.4	68.0	66.3	67.8	68.2	68.6	64.2
120	1	1849 Second Avenue	62.7	63.0	67.6	63.0	63.1	63.0	63.1	67.6	66.2	64.5	63.2
120	2	1849 Second Avenue	63.9	64.1	68.7	64.2	64.2	64.1	64.3	68.7	66.8	65.5	64.3

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
116	9	1681 Third Avenue	0.0	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.0
116	10	1681 Third Avenue	0.0	0.3	0.2	0.3	0.1	0.2	0.2	0.2	0.1	0.0
116	11	1681 Third Avenue	0.0	0.3	0.2	0.3	0.2	0.2	0.2	0.2	0.1	0.0
116	12	1681 Third Avenue	0.0	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.0
116	13	1681 Third Avenue	0.0	0.2	0.1	0.2	0.1	0.2	0.2	0.1	0.1	0.0
116	14	1681 Third Avenue	0.0	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.0
116	15	1681 Third Avenue	0.0	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.0
116	16	1681 Third Avenue	0.0	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.2	0.0
116	17	1681 Third Avenue	0.0	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.2	0.0
116	18	1681 Third Avenue	0.1	0.2	0.1	0.2	0.1	0.2	0.1	0.2	0.2	0.1
116	19	1681 Third Avenue	0.1	0.3	0.1	0.2	0.1	0.2	0.1	0.3	0.2	0.1
116	20	1681 Third Avenue	0.1	0.3	0.1	0.3	0.1	0.2	0.1	0.3	0.2	0.1
116	21	1681 Third Avenue	0.1	0.3	0.1	0.3	0.2	0.2	0.2	0.3	0.2	0.1
116	22	1681 Third Avenue	0.1	0.3	0.1	0.3	0.2	0.2	0.3	0.3	0.2	0.1
116	23	1681 Third Avenue	0.1	0.3	0.1	0.3	0.2	0.2	0.3	0.3	0.2	0.1
116	24	1681 Third Avenue	0.1	0.4	0.2	0.4	0.2	0.3	0.3	0.3	0.3	0.1
116	25	1681 Third Avenue	0.1	0.5	0.2	0.5	0.4	0.5	0.3	0.3	0.3	0.1
116	26	1681 Third Avenue	0.1	1.0	0.2	1.0	0.5	0.6	0.3	0.3	0.3	0.1
116	27	1681 Third Avenue	0.1	1.1	0.3	1.1	0.5	0.6	0.3	0.3	0.3	0.1
116	28	1681 Third Avenue	0.1	1.2	0.3	1.2	0.5	0.6	0.3	0.4	0.4	0.1
116	29	1681 Third Avenue	0.1	1.3	0.3	1.3	0.5	0.6	0.3	0.4	0.4	0.1
116	30	1681 Third Avenue	0.1	1.4	0.3	1.4	0.5	0.6	0.3	0.4	0.4	0.1
116	31	1681 Third Avenue	0.1	1.4	0.3	1.4	0.5	0.6	0.4	0.4	0.4	0.1
116	32	1681 Third Avenue	0.1	1.5	0.3	1.5	0.5	0.6	0.4	0.4	0.4	0.1
116	33	1681 Third Avenue	0.1	1.5	0.3	1.5	0.5	0.6	0.4	0.4	0.4	0.1
116	34	1681 Third Avenue	0.1	1.5	0.3	1.5	0.5	0.6	0.4	0.4	0.4	0.1
116	35	1681 Third Avenue	0.1	1.5	0.3	1.5	0.6	0.7	0.4	0.4	0.4	0.1
116	36	1681 Third Avenue	0.1	1.6	0.3	1.6	0.6	0.7	0.4	0.4	0.4	0.1
116	37	1681 Third Avenue	0.3	1.7	0.3	1.7	0.6	0.7	0.4	0.4	0.5	0.3
117	1	1695 Third Avenue	0.1	1.7	0.1	0.2	0.1	0.2	0.3	1.7	0.7	0.2
117	2	1695 Third Avenue	0.1	1.1	0.1	0.1	0.1	0.1	0.2	1.1	0.6	0.1
117	3	1695 Third Avenue	0.1	1.0	0.1	0.1	0.1	0.1	0.3	1.0	0.6	0.1
117	4	1695 Third Avenue	0.1	1.1	0.1	0.1	0.1	0.1	0.3	1.1	0.6	0.1
117	5	1695 Third Avenue	0.1	1.2	0.1	0.1	0.1	0.1	0.3	1.2	0.6	0.1
117	6	1695 Third Avenue	0.1	1.3	0.1	0.1	0.1	0.1	0.4	1.3	0.6	0.2
117	7	1695 Third Avenue	0.1	1.3	0.1	0.1	0.1	0.2	0.4	1.3	0.6	0.2
117	8	1695 Third Avenue	0.1	1.4	0.1	0.1	0.1	0.2	0.5	1.4	0.7	0.2
117	9	1695 Third Avenue	0.1	1.5	0.1	0.1	0.1	0.2	0.6	1.5	0.7	0.2
117	10	1695 Third Avenue	0.1	1.6	0.1	0.2	0.2	0.2	1.0	1.6	0.8	0.3
117	11	1695 Third Avenue	0.1	1.7	0.1	0.3	0.2	0.2	1.2	1.7	0.9	0.3
117	12	1695 Third Avenue	0.2	1.8	0.2	0.3	0.2	0.2	1.2	1.8	1.0	0.4
117	13	1695 Third Avenue	0.2	1.9	0.2	0.4	0.2	0.3	1.8	1.9	1.1	0.5
117	14	1695 Third Avenue	0.2	2.0	0.2	0.4	0.2	0.3	2.0	1.9	1.2	0.5
117	15	1695 Third Avenue	0.2	2.1	0.2	0.5	0.3	0.3	2.1	2.1	1.3	0.6
117	16	1695 Third Avenue	0.2	2.2	0.2	0.6	0.3	0.4	2.2	2.2	1.4	0.3
117	17	1695 Third Avenue	0.3	2.3	0.3	0.7	0.4	0.5	2.3	2.2	1.5	0.4
117	18	1695 Third Avenue	0.4	2.4	0.4	0.9	0.5	0.6	2.3	2.4	1.6	0.4
117	19	1695 Third Avenue	0.5	2.5	0.6	1.5	0.6	0.9	2.4	2.5	1.7	0.5
117	20	1695 Third Avenue	0.6	2.6	0.9	1.8	0.9	1.4	2.5	2.6	1.9	0.6
117	21	1695 Third Avenue	0.7	2.6	0.7	2.2	1.3	1.9	2.5	2.6	2.1	0.8
117	22	1695 Third Avenue	0.9	2.9	1.1	2.9	1.7	2.4	2.6	2.7	2.3	0.9
117	23	1695 Third Avenue	1.0	3.8	1.5	3.8	2.6	1.8	2.7	2.8	2.3	1.0
117	24	1695 Third Avenue	1.1	4.5	1.9	4.5	3.4	2.3	2.7	2.9	2.2	1.1
117	25	1695 Third Avenue	1.2	5.5	2.2	5.5	3.9	2.7	2.8	3.0	2.4	1.2
117	26	1695 Third Avenue	1.5	6.9	3.0	6.9	4.2	3.0	2.9	3.1	2.8	1.5
117	27	1695 Third Avenue	1.6	5.7	3.4	5.7	3.5	3.0	2.9	3.1	3.0	1.6
117	28	1695 Third Avenue	1.7	7.4	3.8	7.4	3.9	3.1	2.9	3.2	3.1	1.7
117	29	1695 Third Avenue	1.7	8.0	4.0	8.0	4.2	3.3	2.9	3.2	3.2	1.7
117	30	1695 Third Avenue	1.8	8.1	4.5	8.1	4.4	3.3	2.9	3.2	3.2	1.8
117	31	1695 Third Avenue	1.9	8.6	4.8	8.6	4.6	3.3	3.0	3.3	3.3	1.9
117	32	1695 Third Avenue	1.9	8.8	5.0	8.8	4.7	3.3	3.0	3.4	3.4	1.9
117	33	1695 Third Avenue	2.0	9.2	5.2	9.2	4.8	3.3	3.1	3.4	3.5	2.0
118	1	1849 Second Avenue	0.2	4.0	0.3	0.4	0.2	0.4	4.0	3.5	1.9	0.2
118	2	1849 Second Avenue	0.2	5.2	0.3	0.4	0.2	0.6	5.2	3.8	2.0	0.2
118	3	1849 Second Avenue	0.2	4.9	0.4	0.4	0.3	0.9	4.9	3.4	1.8	0.2
118	4	1849 Second Avenue	0.2	4.7	0.5	0.4	0.3	1.2	4.7	3.4	1.5	0.2
118	5	1849 Second Avenue	0.2	4.9	0.8	0.5	0.5	1.7	4.9	3.5	1.5	0.2
118	6	1849 Second Avenue	0.2	4.9	1.6	1.4	1.3	3.3	4.9	3.8	1.6	0.2
118	7	1849 Second Avenue	0.2	4.9	2.1	2.1	1.8	3.7	4.9	3.8	1.7	0.2
118	8	1849 Second Avenue	0.2	5.0	3.0	2.7	2.5	4.2	5.0	3.9	1.7	0.2
118	9	1849 Second Avenue	0.3	5.0	3.9	3.5	3.1	4.6	5.0	3.9	1.8	0.3
118	10	1849 Second Avenue	0.3	5.2	4.2	4.2	4.4	5.2	4.9	4.1	2.0	0.3
118	11	1849 Second Avenue	0.3	5.5	5.0	4.8	4.8	5.5	4.8	4.2	2.2	0.3
118	12	1849 Second Avenue	0.4	5.7	5.6	5.7	5.4	5.7	5.0	4.4	2.3	0.4
118	13	1849 Second Avenue	0.5	6.8	5.9	6.8	5.8	6.0	4.9	4.5	2.4	0.5
118	14	1849 Second Avenue	0.5	7.5	6.3	7.5	6.3	6.2	5.0	4.6	2.5	0.5
118	15	1849 Second Avenue	0.6	8.2	6.2	8.2	6.5	6.3	5.1	4.7	2.7	0.6
118	16	1849 Second Avenue	0.8	9.6	6.3	9.6	7.1	6.5	5.2	4.9	3.0	0.8
118	17	1849 Second Avenue	1.0	9.7	6.5	9.7	7.2	5.9	5.2	5.0	3.2	1.0
118	18	1849 Second Avenue	1.2	10.4	6.5	10.4	7.4	5.9	5.3	5.1	3.2	1.2
118	19	1849 Second Avenue	0.5	12.3	6.6	12.3	7.5	5.9	5.2	5.2	3.4	0.5
118	20	1849 Second Avenue	0.5	11.8	6.6	11.8	7.6	5.9	5.3	5.3	3.7	0.5
118	21	1849 Second Avenue	0.6	12.4	6.6	12.4	7.6	5.9	5.3	5.4	3.9	0.6
118	22	1849 Second Avenue	0.7	13.2	6.6	13.2	7.6	5.8	5.2	5.4	4.3	0.7
118	23	1849 Second Avenue	0.9	13.4	6.5	13.4	7.6	5.7	5.2	5.4	4.3	0.9
118	24	1849 Second Avenue	1.3	13.1	6.5	13.1	7.6	5.6	5.2	5.5	4.5	1.3
118	25	1849 Second Avenue	1.6	13.1	6.4	13.1	7.6	5.6	5.1	5.5	4.3	1.6
118	26	1849 Second Avenue	1.6	13.1	6.4	13.1	7.6	5.5	5.1	5.5	4.7	1.6
118	27	1849 Second Avenue	1.7	13.1	6.3	13.1	7.6	5.4	5.1	5.5	5.1	1.7
118	28	1849 Second Avenue	1.7	13.0	6.2	13.0	7.5	5.4	5.0	5.5	5.3	1.7
118	29	1849 Second Avenue	1.7	12.6	6.2	12.6	7.5	5.3	4.9	5.5	5.3	1.7
118	30	1849 Second Avenue	1.8	12.5	6.1	12.5	7.1	4.9	4.9	5.5	5.4	1.8
118	31	1849 Second Avenue	1.8	12.4	6.1	12.4	6.9	4.9	4.8	5.4	5.4	1.8
118	32	1849 Second Avenue	1.9	12.3	5.9	12.3	6.9	4.9	4.7	5.4	5.4	1.9
118	33	1849 Second Avenue	1.9	12.2	5.8	12.2	6.9	4.9	4.7	5.4	5.5	1.9
118	34	1849 Second Avenue	2.0	12.2	5.8	12.2	6.5	4.7	4.7	5.4	5.6	2.0
118	35	1849 Second Avenue	2.0	12.1	5.7	12.1	6.5	4.6	4.6	5.4	5.6	2.0
118	36	1849 Second Avenue	2.0	12.0	5.9	12.0	6.5	4.5	4.5	5.3	5.6	2.0
119	1	1849 Second Avenue	0.2	4.9	0.3	0.4	0.2	0.5	4.9	4.0	2.0	0.5
119	2	1849 Second Avenue	0.2	5.3	0.4	0.4	0.2	0.8	5.3	4.2	2.1	0.6
119	3	1849 Second Avenue	0.3	5.6	0.5	0.5	0.3	1.2	5.6	4.4	2.2	0.6
119	4	1849 Second Avenue	0.4	5.8	0.6	0.6	0.4	1.4	5.8	4.6	2.3	0.6
119	5	1849 Second Avenue	0.6	5.8	0.9	0.7	0.7	2.4	5.8	4.9	2.3	0.6
119	6	1849 Second Avenue	0.7	5.9	1.3	1.1	1.5	3.5	5.9	4.9	2.5	0.7
119	7	1849 Second Avenue	0.7	5.9	2.3	1.9	1.9	4.2	5.9	5.0	2.6	0.7
119	8	1849 Second Avenue	0.7	5.9	3.6	2.7	2.5	4.7	5.9	5.1	2.7	0.7
119	9	1849 Second Avenue	0.8	6.0	4.5	3.2	3.0	5.1	6.0	5.2	2.8	0.8
119	10	1849 Second Avenue	0.8	6.0	4.4	4.0	4.1	5.2	6.0	5.2	2.8	0.8
119	11	1849 Second Avenue	0.8	6.0	5.0	4.3	4.5	5.5	6.0	5.1	2.9	0.8
119	12	1849 Second Avenue	0.8	6.2	6.2	4.7	4.9	6.1	6.0	5.2	3.0	0.8
119	13	1849 Second Avenue	0.9	6.5	6.5	5.1	5.2	6.2	6.0	5.3	3.1	0.9
119	14	1849 Second Avenue	0.9	6.7	6.7	5.7	5.6	6.2	5.6	5.4	3.2	0.9
119	15	1849 Second Avenue	0.9	7.1	7.1	6.3	6.2	6.3	5.6	5.3	3.3	0.9
119	16	1849 Second Avenue	0.9	7.6	7.6	6.9	6.3	7.5	5.7	5.2	3.4	0.9
119	17	1849 Second Avenue	1.0	7.9	7.7	7.9	6.6	6.2	5.8	5.3	3.5	1.0
119	18	1849 Second Avenue	1.0	8.6	7.8	8.6	6.7	6.0	5.8	5.4	3.7	1.0
119	19	1849 Second Avenue	1.1	9.3	7.8	9.3	7.0	5.9	5.7	5.5	3.9	1.1
119	20	1849 Second Avenue	1.3	10.1	7.8	10.1	6.9	5.9	5.7	5.6	4.0	1.3
119	21	1849 Second Avenue	1.6	10.4	7.8	10.4	6.9	5.8	5.7	5.6	4.1	1.6
119	22	1849 Second Avenue	1.9	10.5	7.7	10.5	7.0	5.8	5.6	5.6	4.2	1.9
119	23	1849 Second Avenue	2.0	11.2	7.7	11.2	7.0	5.6	5.6	5.6	4.3	2.0
119	24	1849 Second Avenue	1.7	12.0	7.3	12.0	6.9	5.6	5.6	5.6	4.5	1.7
119	25	1849 Second Avenue	1.8	12.7	7.0	12.7	6.9	5.2	5.5	5.6	4.8	1.8
119	26	1849 Second Avenue	1.5	13.4	6.5	13.4	6.7	5.2	5.5	5.6	5.1	1.5
119	27	1849 Second Avenue	1.6	13.4	6.5	13.4	6.6	5.1	5.4	5.6	5.4	1.6
119	28	1849 Second Avenue	1.6	13.4	5.9	13.4	6.5	5.1	5.4	5.6	5.4	1.6
119	29	1849 Second Avenue	1.7	13.4	5.9	13.4	6.5	4.9	5.4	5.6	5.4	1.7
119	30	1849 Second Avenue	1.7	12.5	5.8	12.5	6.4	4.9	5.7	6.2	6.0	1.7
119	31	1849 Second Avenue	1.7	12.3	5.7	12.3	6.2	4.9	5.6	6.1	6.0	1.7
119	32	1849 Second Avenue	1.7	11.8	5.6	11.8	6.2	4.9	5.6	6.2	6.2	1.7
119	33	1849 Second Avenue	1.8	11.8	5.4	11.8	6.2	4.5	6.0	6.6	6.7	1.8
119	34	1849 Second Avenue	1.8	11.7	5.4	11.7	6.1	4.5	5.9	6.6	6.7	1.8
119	35	1849 Second Avenue	1.9	11.7	5.4	11.7	6.0	4.4	5.9	6.5	6.6	1.9
119	36	1849 Second Avenue	1.9	11.6	5.1	11.6	6.0	4.3	5.8	6.5	6.6	1.9
119	37	1849 Second Avenue	1.9	11.4	5.0	11.4	6.0	4.2	5.7	6.4	6.6	1.9
119	38	1849 Second Avenue	2.0	11.3	4.9	11.3	5.9	4.2	5.6	6.4	6.6	2.0
119	39	1849 Second Avenue	2.0	11.2	4.9	11.2	5.8	4.1	5.6	6.3	6.3	2.0
119	40	1849 Second Avenue	2.0	11.1	4.8	11.1	5.8	4.0	5.6	5.9	6.3	2.0
120	1	1849 Second Avenue	0.3	4.9	0.3	0.4	0.3	0.4	4.9	3.5	1.8	0.5
120	2	1849 Second Avenue	0.2	4.8	0.3	0.3	0.2	0.4	4.8	2.9	1.6	0.4

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
120	3	1849 Second Avenue	64.8	65.0	69.4	65.1	65.1	65.0	65.3	69.4	67.5	66.3	65.1
120	4	1849 Second Avenue	65.4	65.7	69.6	65.8	65.7	65.7	66.0	69.6	67.9	66.8	65.7
120	5	1849 Second Avenue	65.7	66.0	69.8	66.2	66.0	66.0	66.8	69.8	68.2	67.0	66.0
120	6	1849 Second Avenue	65.8	66.1	69.9	66.8	66.2	66.2	67.1	69.9	68.5	67.1	66.1
120	7	1849 Second Avenue	65.8	66.1	69.9	66.9	66.4	66.4	68.2	69.9	68.7	67.1	66.1
120	8	1849 Second Avenue	65.8	66.1	69.9	67.7	66.7	66.9	69.0	69.9	68.9	67.2	66.1
120	9	1849 Second Avenue	65.7	66.0	69.9	68.5	66.8	67.1	69.2	69.9	68.9	67.2	66.0
120	10	1849 Second Avenue	65.6	66.0	69.6	68.8	67.0	67.5	69.1	69.6	68.9	67.2	66.0
120	11	1849 Second Avenue	65.5	65.9	69.6	69.0	67.3	68.0	69.4	69.6	68.9	67.2	65.9
120	12	1849 Second Avenue	65.4	65.8	69.7	69.4	67.6	68.9	69.7	69.6	68.9	67.2	65.8
120	13	1849 Second Avenue	65.3	65.8	69.9	69.9	68.1	69.4	69.7	69.5	69.0	67.3	65.8
120	14	1849 Second Avenue	65.2	65.7	70.0	70.0	68.9	69.8	69.8	69.5	69.0	67.2	65.7
120	15	1849 Second Avenue	65.0	65.6	70.3	70.3	70.0	70.2	69.7	69.1	68.9	67.2	65.6
120	16	1849 Second Avenue	64.9	65.6	71.0	70.3	71.0	70.3	69.6	69.0	69.0	67.2	65.6
120	17	1849 Second Avenue	64.8	65.5	73.2	70.5	73.2	70.4	69.5	69.0	68.9	67.3	65.5
120	18	1849 Second Avenue	64.7	65.6	71.9	70.2	71.9	70.7	69.4	69.1	68.9	67.3	65.6
120	19	1849 Second Avenue	64.5	65.5	73.0	70.1	73.0	70.7	69.3	68.9	68.9	67.3	65.5
120	20	1849 Second Avenue	64.3	65.0	74.7	70.0	74.7	70.6	69.1	68.9	68.9	67.3	65.0
120	21	1849 Second Avenue	64.0	64.8	74.3	69.9	74.3	70.7	69.0	68.7	68.8	67.3	64.8
120	22	1849 Second Avenue	63.9	64.8	74.9	69.8	74.9	70.6	68.9	68.7	68.8	67.4	64.8
120	23	1849 Second Avenue	63.7	64.7	75.6	69.4	75.6	70.5	68.7	68.5	68.8	67.5	64.7
120	24	1849 Second Avenue	63.5	64.4	75.8	68.7	75.8	70.4	68.5	68.4	68.7	67.6	64.4
120	25	1849 Second Avenue	63.3	64.1	75.6	68.4	75.6	70.3	68.3	68.3	68.7	67.6	64.1
120	26	1849 Second Avenue	63.1	64.4	75.5	68.3	75.5	70.1	67.8	68.2	68.6	67.5	64.4
120	27	1849 Second Avenue	63.0	64.4	75.5	68.1	75.5	69.8	67.5	68.1	68.6	67.8	64.4
120	28	1849 Second Avenue	62.9	64.3	75.4	68.0	75.4	69.6	67.4	68.2	68.7	68.2	64.3
120	29	1849 Second Avenue	62.8	64.3	75.3	67.8	75.3	69.4	67.2	67.9	68.5	68.3	64.3
120	30	1849 Second Avenue	62.7	64.3	75.3	67.5	75.3	69.2	67.1	67.8	68.5	68.3	64.3
120	31	1849 Second Avenue	62.6	64.2	75.2	67.5	75.2	69.1	67.0	67.7	68.4	68.3	64.2
120	32	1849 Second Avenue	62.4	64.1	74.5	67.2	74.5	68.6	66.8	67.5	68.4	68.3	64.1
120	33	1849 Second Avenue	62.4	64.2	74.4	66.8	74.4	68.5	66.8	67.3	68.3	68.4	64.2
120	34	1849 Second Avenue	62.3	64.2	74.1	66.7	74.1	68.4	66.7	67.2	68.3	68.3	64.2
120	35	1849 Second Avenue	62.2	64.2	74.0	66.7	74.0	68.0	66.7	67.1	68.2	68.4	64.2
120	36	1849 Second Avenue	62.2	64.2	73.9	66.6	73.9	68.0	66.7	67.0	68.2	68.3	64.2
120	37	1849 Second Avenue	62.2	64.2	73.8	66.5	73.8	67.8	66.5	67.0	68.1	68.4	64.2
120	38	1849 Second Avenue	62.2	64.3	73.8	66.5	73.8	67.7	66.4	67.0	68.0	68.4	64.3
121	1	1849 Second Avenue	68.4	68.4	68.6	68.5	68.5	68.5	68.6	68.6	68.6	68.5	68.4
121	2	1849 Second Avenue	69.8	69.8	70.0	69.9	69.9	69.9	70.0	70.0	70.0	69.9	69.8
121	3	1849 Second Avenue	70.3	70.3	70.5	70.4	70.4	70.4	70.5	70.5	70.5	70.4	70.3
121	4	1849 Second Avenue	70.4	70.4	70.6	70.5	70.5	70.5	70.6	70.6	70.6	70.5	70.4
121	5	1849 Second Avenue	70.4	70.4	70.6	70.5	70.5	70.5	70.6	70.6	70.6	70.5	70.4
121	6	1849 Second Avenue	70.2	70.2	70.4	70.3	70.3	70.3	70.4	70.4	70.4	70.3	70.2
121	7	1849 Second Avenue	70.0	70.0	70.2	70.1	70.1	70.1	70.2	70.2	70.2	70.1	70.0
121	8	1849 Second Avenue	69.8	69.8	70.0	70.0	70.0	70.0	70.0	70.0	70.0	69.9	69.8
121	9	1849 Second Avenue	69.6	69.6	69.9	69.8	69.8	69.8	69.9	69.8	69.8	69.7	69.6
121	10	1849 Second Avenue	69.3	69.3	69.6	69.5	69.5	69.5	69.6	69.5	69.5	69.4	69.3
121	11	1849 Second Avenue	69.1	69.1	69.4	69.3	69.3	69.3	69.4	69.3	69.3	69.2	69.1
121	12	1849 Second Avenue	68.9	68.9	69.2	69.1	69.1	69.1	69.2	69.1	69.1	69.1	68.9
121	13	1849 Second Avenue	68.6	68.6	68.9	68.8	68.9	68.9	68.9	68.8	68.8	68.8	68.6
121	14	1849 Second Avenue	68.4	68.4	68.7	68.6	68.7	68.7	68.7	68.6	68.6	68.6	68.4
121	15	1849 Second Avenue	68.1	68.1	68.5	68.4	68.5	68.4	68.4	68.3	68.3	68.3	68.1
121	16	1849 Second Avenue	67.7	67.7	68.2	68.0	68.2	68.0	68.0	67.9	67.9	67.9	67.7
121	17	1849 Second Avenue	67.4	67.4	68.1	67.8	68.1	67.7	67.7	67.7	67.7	67.6	67.4
121	18	1849 Second Avenue	67.2	67.2	68.2	67.5	68.2	67.6	67.5	67.5	67.5	67.4	67.2
121	19	1849 Second Avenue	66.9	66.9	68.4	67.2	68.4	67.3	67.2	67.2	67.2	67.1	66.9
121	20	1849 Second Avenue	66.7	66.7	68.3	67.0	68.3	67.2	67.0	67.0	67.0	66.9	66.7
121	21	1849 Second Avenue	66.5	66.5	68.2	66.7	68.2	67.0	66.9	66.8	66.8	66.7	66.5
121	22	1849 Second Avenue	66.2	66.2	68.0	66.4	68.0	66.7	66.6	66.5	66.5	66.4	66.2
121	23	1849 Second Avenue	66.0	66.1	67.5	66.2	67.5	66.4	66.3	66.3	66.3	66.3	66.1
121	24	1849 Second Avenue	65.8	65.9	67.3	66.0	67.3	66.3	66.1	66.1	66.1	66.1	65.9
121	25	1849 Second Avenue	65.6	65.7	67.1	65.8	67.1	66.1	66.0	65.9	65.9	65.9	65.7
121	26	1849 Second Avenue	65.4	65.5	67.0	65.6	67.0	65.9	65.8	65.7	65.7	65.7	65.5
121	27	1849 Second Avenue	65.2	65.3	66.9	65.4	66.9	65.8	65.6	65.5	65.6	65.5	65.3
121	28	1849 Second Avenue	65.0	65.1	66.7	65.3	66.7	65.7	65.4	65.3	65.4	65.4	65.1
121	29	1849 Second Avenue	64.8	64.9	66.5	65.1	66.5	65.5	65.2	65.1	65.2	65.2	64.9
121	30	1849 Second Avenue	64.7	64.8	66.4	65.0	66.4	65.5	65.1	65.0	65.1	65.1	64.8
121	31	1849 Second Avenue	64.5	64.6	66.3	64.8	66.3	65.4	64.9	64.9	64.9	64.9	64.6
121	32	1849 Second Avenue	64.4	64.5	66.2	64.7	66.2	65.3	64.8	64.8	64.8	64.8	64.5
121	33	1849 Second Avenue	64.2	64.3	66.0	64.5	66.0	65.2	64.6	64.6	64.6	64.6	64.3
121	34	1849 Second Avenue	64.1	64.2	65.9	64.4	65.9	65.1	64.5	64.5	64.5	64.5	64.2
121	35	1849 Second Avenue	63.9	64.0	65.7	64.2	65.7	64.9	64.3	64.3	64.3	64.4	64.0
121	36	1849 Second Avenue	63.8	63.9	65.6	64.1	65.6	65.1	64.2	64.2	64.2	64.3	63.9
121	37	1849 Second Avenue	63.6	63.7	65.5	63.9	65.5	64.9	64.0	64.0	64.0	64.1	63.7
121	38	1849 Second Avenue	63.5	63.6	65.4	63.8	65.4	64.9	63.9	63.9	63.9	64.0	63.6
122	1	1776 Second Avenue	72.1	72.1	72.3	72.2	72.2	72.2	72.3	72.2	72.3	72.3	72.1
122	2	1776 Second Avenue	72.6	72.6	72.8	72.7	72.7	72.7	72.7	72.7	72.8	72.8	72.6
122	3	1776 Second Avenue	72.5	72.5	72.7	72.6	72.6	72.6	72.6	72.6	72.7	72.7	72.5
122	4	1776 Second Avenue	72.1	72.1	72.3	72.2	72.2	72.2	72.3	72.2	72.3	72.3	72.1
122	5	1776 Second Avenue	71.8	71.8	72.0	71.9	71.9	71.9	72.0	71.9	72.0	72.0	71.8
122	6	1776 Second Avenue	71.3	71.3	71.5	71.4	71.4	71.4	71.5	71.4	71.5	71.5	71.3
122	7	1776 Second Avenue	71.0	71.0	71.3	71.1	71.1	71.1	71.2	71.2	71.2	71.3	71.0
122	8	1776 Second Avenue	70.5	70.5	70.8	70.6	70.6	70.6	70.7	70.7	70.8	70.8	70.5
122	9	1776 Second Avenue	70.1	70.1	70.4	70.2	70.2	70.2	70.3	70.3	70.4	70.4	70.1
122	10	1776 Second Avenue	69.8	69.8	70.1	69.9	69.9	69.9	70.0	70.0	70.1	70.1	69.8
122	11	1776 Second Avenue	69.4	69.4	69.8	69.5	69.5	69.6	69.6	69.6	69.8	69.7	69.4
122	12	1776 Second Avenue	69.1	69.1	69.5	69.2	69.2	69.3	69.3	69.4	69.5	69.5	69.1
122	13	1776 Second Avenue	68.8	68.8	69.2	68.9	68.9	69.0	69.0	69.1	69.2	69.1	68.8
122	14	1776 Second Avenue	68.4	68.4	68.8	68.5	68.6	68.6	68.6	68.8	68.8	68.8	68.4
122	15	1776 Second Avenue	68.1	68.1	68.6	68.3	68.3	68.3	68.3	68.6	68.6	68.5	68.1
122	16	1776 Second Avenue	67.8	67.8	68.4	68.0	68.0	68.0	68.0	68.4	68.3	68.2	67.8
122	17	1776 Second Avenue	67.5	67.5	68.1	67.7	67.7	67.7	67.8	68.1	68.0	67.9	67.5
122	18	1776 Second Avenue	67.2	67.3	67.8	67.4	67.4	67.4	67.5	67.8	67.7	67.6	67.3
122	19	1776 Second Avenue	67.0	67.1	67.6	67.2	67.2	67.2	67.3	67.5	67.6	67.4	67.1
122	20	1776 Second Avenue	66.7	66.8	67.3	66.9	66.9	67.0	67.0	67.2	67.3	67.1	66.8
122	21	1776 Second Avenue	66.5	66.7	67.1	66.7	66.7	66.8	66.8	67.0	67.1	66.9	66.7
122	22	1776 Second Avenue	66.2	66.3	66.9	66.5	66.5	66.5	66.6	66.7	66.9	66.6	66.3
122	23	1776 Second Avenue	66.0	66.2	66.7	66.3	66.3	66.3	66.4	66.6	66.7	66.4	66.2
122	24	1776 Second Avenue	65.7	66.0	66.4	66.0	66.1	66.1	66.1	66.4	66.4	66.2	66.1
122	25	1776 Second Avenue	65.5	65.8	66.3	65.8	65.9	65.8	66.0	66.2	66.3	66.2	65.9
122	26	1776 Second Avenue	65.3	65.6	66.3	65.6	65.7	65.6	65.8	66.1	66.1	66.3	65.7
122	27	1776 Second Avenue	65.1	65.4	66.6	65.5	65.6	65.4	65.6	65.9	65.9	66.6	65.5
122	28	1776 Second Avenue	64.9	65.2	66.5	65.3	65.4	65.2	65.4	65.7	65.8	66.5	65.4
122	29	1776 Second Avenue	64.7	65.1	66.7	65.1	65.2	65.1	65.3	65.5	65.6	66.7	65.2
122	30	1776 Second Avenue	64.5	64.9	66.7	64.9	65.1	64.9	65.1	65.4	65.5	66.7	65.0
122	31	1776 Second Avenue	64.3	64.7	66.6	64.7	64.9	64.7	64.9	65.2	65.3	66.6	64.8
122	32	1776 Second Avenue	64.1	64.6	66.6	64.6	64.8	64.6	64.8	65.1	65.2	66.6	64.7
122	33	1776 Second Avenue	63.9	64.4	66.3	64.4	64.7	64.4	64.6	64.9	65.1	66.3	64.5
122	34	1776 Second Avenue	63.7	64.2	66.2	64.2	64.6	64.2	64.4	64.7	65.1	66.2	64.3
122	35	1776 Second Avenue	63.5	64.1	66.1	64.1	64.3	64.1	64.3	64.6	65.1	66.1	64.2
122	36	1776 Second Avenue	63.3	63.9	66.0	63.9	64.2	63.9	64.1	64.4	65.0	66.0	64.0
122	37	1776 Second Avenue	63.2	63.8	66.0	63.8	64.1	63.8	64.0	64.3	65.2	66.0	63.9
122	38	1776 Second Avenue	63.0	63.7	65.9	63.7	64.0	63.7	63.9	64.2	65.4	65.9	63.8
122	39	1776 Second Avenue	62.9	63.6	65.5	63.6	63.9	63.6	63.9	64.1	65.4	65.5	63.7
122	40	1776 Second Avenue	62.7	63.4	65.4	63.4	63.8	63.5	63.8	64.0	65.3	65.4	63.6
122	41	1776 Second Avenue	62.6	63.3	65.5	63.3	63.7	63.5	63.7	64.0	65.5	65.4	63.5
122	42	1776 Second Avenue	62.6	63.3	65.6	63.3	63.8	63.5	63.7	64.0	65.6	65.4	63.5
122	43	1776 Second Avenue	62.2	63.1	65.3	63.1	63.7	63.3	63.4	63.7	65.3	65.2	63.2
122	44	1776 Second Avenue	62.2	62.8	65.4	62.8	63.8	63.3	63.5	63.7	65.4	65.2	63.2
123	1	1776 Second Avenue	65.9	66.0	66.3	66.0	66.1	66.1	66.1	66.1	66.3	66.3	66.0
123	2	1776 Second Avenue	67.5	67.6	67.9	67.6	67.6	67.6	67.7	67.6	67.8	67.9	67.6
123	3	1776 Second Avenue	68.0	68.1	68.3	68.1	68.1	68.1	68.2	68.1	68.3	68.3	68.1
123	4	1776 Second Avenue	68.2	68.3	68.5	68.3	68.3	68.3	68.4	68.4	68.5	68.5	68.3
123	5	1776 Second Avenue	68.2	68.3	68.5	68.3	68.3	68.3	68.4	68.4	68.5	68.5	68.3
123	6	1776 Second Avenue	68.1	68.1	68.5	68.2	68.2	68.2	68.3	68.3	68.5	68.4	68.1
123	7	1776 Second Avenue	67.8	67.8	68.2	68.0	67.9	67.9	68.0	68.0	68.2	68.2	67.8
123	8	1776 Second Avenue	67.4	67.4	67.8	67.6	67.6	67.6	67.6	67.6	67.8	67.8	67.4
123	9	1776 Second Avenue	66.9	66.9	67.3	67.1	67.1	67.1	67.1	67.1	67.3	67.3	66.9
123	10	1776 Second Avenue	66.6	66.6	67.1	66.8	66.8	66.8	66.8	66.9	67.1	67.1	66.6
123	11	1776 Second Avenue	66.4	66.4	66.9	66.6	66.6	66.6	66.6	66.7	66.9	66.9	66.4
123	12	1776 Second Avenue	66.2	66.2	66.7	66.5	66.4	66.4	66.5	66.6	66.7	66.7	66.2
123	13	1776 Second Avenue	66.1	66.1	66.7	66.4	66.3	66.3	66.4	66.5	66.6	66.7	66.1
123	14	1776 Second Avenue	65.9	66.0	66.5	66.3	66.1	66.1	66.2	66.3	66.4	66.5	66.0
123	15	1776 Second Avenue	65.7	65.8	66.4	65.9	65.9	65.9	66.0	66.1	66.2	66.4	65.8
123	16	1776 Second Avenue	65.4	65.5	66.1	65.6	65.6	65.7	65.7	65.9	66.0	66.1	65.5
123	17	1776 Second Avenue	65.2	65.4	66.0	65.4	65.5	65.5	65.5	65.7	65.8	66.0	65.4
123	18	1776 Second Avenue	65.0	65.2	65.9	65.2	65.3	65.3	65.3	65.5	65.6	65.9	65.3
123	19	1776 Second Avenue	64.8	65.0	65.6	65.0	65.1	65.1	65.2	65.3	65.4	65.6	65.0
123	20	1776 Second Avenue	64.6	64.8	65.6	64.8	64.9	65.0	65.0	65.1	65.3	65.6	64.8
123	21	1776 Second Avenue	64.4	64.6	65.5	64.6	64.8	64.8	64.9	64.9	65.1	65.5	64.9
123	22	1776 Second Avenue	64.2	64.4	65.0	64.4	64.6	64.6	64.8	64.8	64.9	65.0	64.7

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
120	3	1849 Second Avenue	0.2	4.6	0.3	0.3	0.2	0.5	4.6	2.7	1.5	0.3
120	4	1849 Second Avenue	0.3	4.2	0.4	0.3	0.3	0.6	4.2	2.5	1.4	0.3
120	5	1849 Second Avenue	0.3	4.1	0.5	0.3	0.3	1.1	4.1	2.5	1.3	0.3
120	6	1849 Second Avenue	0.3	4.1	1.0	0.4	0.4	1.3	4.1	2.7	1.3	0.3
120	7	1849 Second Avenue	0.3	4.1	1.1	0.6	0.6	2.4	4.1	2.9	1.3	0.3
120	8	1849 Second Avenue	0.3	4.1	1.9	0.9	1.1	3.2	4.1	3.1	1.4	0.3
120	9	1849 Second Avenue	0.3	4.2	2.8	1.1	1.4	3.5	4.2	3.2	1.5	0.3
120	10	1849 Second Avenue	0.4	4.0	3.2	1.4	1.9	3.5	4.0	3.3	1.6	0.4
120	11	1849 Second Avenue	0.4	4.1	3.5	1.8	2.5	3.9	4.1	3.4	1.7	0.4
120	12	1849 Second Avenue	0.4	4.3	4.0	2.2	3.5	4.3	4.2	3.5	1.8	0.4
120	13	1849 Second Avenue	0.5	4.6	4.6	2.8	4.1	4.4	4.2	3.7	2.0	0.5
120	14	1849 Second Avenue	0.5	4.8	4.8	3.7	4.6	4.6	4.3	3.8	2.0	0.5
120	15	1849 Second Avenue	0.6	5.3	5.3	5.0	5.2	4.7	4.1	3.9	2.2	0.6
120	16	1849 Second Avenue	0.7	6.1	5.4	6.1	5.4	4.7	4.1	4.1	2.3	0.7
120	17	1849 Second Avenue	0.7	8.4	5.7	8.4	5.6	4.7	4.2	4.1	2.5	0.7
120	18	1849 Second Avenue	0.9	7.2	5.5	7.2	6.0	4.7	4.4	4.2	2.6	0.9
120	19	1849 Second Avenue	1.0	8.5	5.6	8.5	6.2	4.8	4.4	4.4	2.8	1.0
120	20	1849 Second Avenue	0.7	10.4	5.7	10.4	6.3	4.8	4.6	4.6	3.0	0.7
120	21	1849 Second Avenue	0.8	10.3	5.9	10.3	6.7	5.0	4.7	4.8	3.3	0.8
120	22	1849 Second Avenue	0.9	11.0	5.9	11.0	6.7	5.0	4.8	4.9	3.5	0.9
120	23	1849 Second Avenue	1.0	11.9	5.7	11.9	6.8	5.0	4.8	5.1	3.8	1.0
120	24	1849 Second Avenue	0.9	12.3	5.2	12.3	6.9	5.0	4.9	5.2	4.1	0.9
120	25	1849 Second Avenue	0.8	12.3	5.1	12.3	7.0	5.0	5.0	5.4	4.3	0.8
120	26	1849 Second Avenue	1.3	12.4	5.2	12.4	7.0	4.7	5.1	5.5	4.4	1.3
120	27	1849 Second Avenue	1.4	12.5	5.1	12.5	6.8	4.5	5.1	5.6	4.8	1.4
120	28	1849 Second Avenue	1.4	12.5	5.1	12.5	6.7	4.5	5.3	5.8	5.3	1.4
120	29	1849 Second Avenue	1.5	12.5	5.0	12.5	6.6	4.4	5.1	5.7	5.5	1.5
120	30	1849 Second Avenue	1.6	12.6	4.8	12.6	6.5	4.4	5.1	5.8	5.6	1.6
120	31	1849 Second Avenue	1.6	12.6	4.9	12.6	6.5	4.4	5.1	5.8	5.7	1.6
120	32	1849 Second Avenue	1.7	12.1	4.8	12.1	6.2	4.4	5.1	6.0	5.9	1.7
120	33	1849 Second Avenue	1.8	12.0	4.4	12.0	6.1	4.4	4.9	5.9	6.0	1.8
120	34	1849 Second Avenue	1.9	11.8	4.4	11.8	6.1	4.4	4.9	6.0	6.0	1.9
120	35	1849 Second Avenue	1.9	11.8	4.4	11.8	5.8	4.4	4.9	5.9	6.2	1.9
120	36	1849 Second Avenue	2.0	11.7	4.3	11.7	5.7	4.4	4.8	5.9	6.1	2.0
120	37	1849 Second Avenue	2.0	11.6	4.3	11.6	5.6	4.2	4.8	5.9	6.2	2.0
120	38	1849 Second Avenue	2.1	11.6	4.3	11.6	5.5	4.2	4.7	5.8	6.2	2.1
121	1	1849 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0
121	2	1849 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0
121	3	1849 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0
121	4	1849 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0
121	5	1849 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0
121	6	1849 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0
121	7	1849 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0
121	8	1849 Second Avenue	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.0
121	9	1849 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.1	0.0
121	10	1849 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.1	0.0
121	11	1849 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.1	0.0
121	12	1849 Second Avenue	0.0	0.3	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.0
121	13	1849 Second Avenue	0.0	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.0
121	14	1849 Second Avenue	0.0	0.3	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.0
121	15	1849 Second Avenue	0.0	0.4	0.3	0.4	0.3	0.3	0.2	0.2	0.2	0.0
121	16	1849 Second Avenue	0.0	0.5	0.3	0.5	0.3	0.3	0.2	0.2	0.2	0.0
121	17	1849 Second Avenue	0.0	0.7	0.4	0.7	0.3	0.3	0.3	0.3	0.2	0.0
121	18	1849 Second Avenue	0.0	1.0	0.3	1.0	0.4	0.3	0.3	0.3	0.2	0.0
121	19	1849 Second Avenue	0.0	1.5	0.3	1.5	0.4	0.3	0.3	0.3	0.2	0.0
121	20	1849 Second Avenue	0.0	1.6	0.3	1.6	0.5	0.3	0.3	0.3	0.2	0.0
121	21	1849 Second Avenue	0.0	1.7	0.2	1.7	0.5	0.4	0.3	0.3	0.2	0.0
121	22	1849 Second Avenue	0.0	1.8	0.2	1.8	0.5	0.4	0.3	0.3	0.2	0.0
121	23	1849 Second Avenue	0.1	1.5	0.2	1.5	0.4	0.3	0.3	0.3	0.3	0.1
121	24	1849 Second Avenue	0.1	1.5	0.2	1.5	0.5	0.3	0.3	0.3	0.3	0.1
121	25	1849 Second Avenue	0.1	1.5	0.2	1.5	0.5	0.4	0.3	0.3	0.3	0.1
121	26	1849 Second Avenue	0.1	1.6	0.2	1.6	0.5	0.4	0.3	0.3	0.3	0.1
121	27	1849 Second Avenue	0.1	1.7	0.2	1.7	0.6	0.4	0.3	0.4	0.3	0.1
121	28	1849 Second Avenue	0.1	1.7	0.3	1.7	0.7	0.4	0.3	0.4	0.4	0.1
121	29	1849 Second Avenue	0.1	1.7	0.3	1.7	0.7	0.4	0.3	0.4	0.4	0.1
121	30	1849 Second Avenue	0.1	1.7	0.3	1.7	0.8	0.4	0.3	0.4	0.4	0.1
121	31	1849 Second Avenue	0.1	1.8	0.3	1.8	0.9	0.4	0.4	0.4	0.4	0.1
121	32	1849 Second Avenue	0.1	1.8	0.3	1.8	0.9	0.4	0.4	0.4	0.4	0.1
121	33	1849 Second Avenue	0.1	1.8	0.3	1.8	1.0	0.4	0.4	0.4	0.4	0.1
121	34	1849 Second Avenue	0.1	1.8	0.3	1.8	1.0	0.4	0.4	0.4	0.4	0.1
121	35	1849 Second Avenue	0.1	1.8	0.3	1.8	1.0	0.4	0.4	0.4	0.5	0.1
121	36	1849 Second Avenue	0.1	1.8	0.3	1.8	1.3	0.4	0.4	0.4	0.5	0.1
121	37	1849 Second Avenue	0.1	1.9	0.3	1.9	1.3	0.4	0.4	0.4	0.5	0.1
121	38	1849 Second Avenue	0.1	1.9	0.3	1.9	1.4	0.4	0.4	0.4	0.5	0.1
122	1	1776 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.0
122	2	1776 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.0
122	3	1776 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.0
122	4	1776 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.0
122	5	1776 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.0
122	6	1776 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.2	0.2	0.0
122	7	1776 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.0
122	8	1776 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.0
122	9	1776 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.0
122	10	1776 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.0
122	11	1776 Second Avenue	0.0	0.4	0.1	0.1	0.2	0.2	0.2	0.4	0.3	0.0
122	12	1776 Second Avenue	0.0	0.4	0.1	0.1	0.2	0.2	0.3	0.4	0.4	0.0
122	13	1776 Second Avenue	0.0	0.4	0.1	0.1	0.2	0.2	0.3	0.4	0.3	0.0
122	14	1776 Second Avenue	0.0	0.4	0.1	0.2	0.2	0.2	0.4	0.4	0.4	0.0
122	15	1776 Second Avenue	0.0	0.5	0.2	0.2	0.2	0.2	0.5	0.5	0.4	0.0
122	16	1776 Second Avenue	0.0	0.6	0.2	0.2	0.2	0.2	0.6	0.5	0.4	0.0
122	17	1776 Second Avenue	0.0	0.6	0.2	0.2	0.2	0.3	0.6	0.5	0.4	0.0
122	18	1776 Second Avenue	0.1	0.6	0.2	0.2	0.2	0.3	0.6	0.5	0.4	0.1
122	19	1776 Second Avenue	0.1	0.6	0.2	0.2	0.2	0.3	0.5	0.6	0.4	0.1
122	20	1776 Second Avenue	0.1	0.6	0.2	0.2	0.3	0.3	0.5	0.6	0.4	0.1
122	21	1776 Second Avenue	0.2	0.6	0.2	0.2	0.3	0.3	0.5	0.6	0.4	0.2
122	22	1776 Second Avenue	0.1	0.7	0.3	0.3	0.3	0.4	0.5	0.7	0.4	0.1
122	23	1776 Second Avenue	0.2	0.7	0.3	0.3	0.3	0.4	0.6	0.7	0.4	0.2
122	24	1776 Second Avenue	0.3	0.7	0.3	0.4	0.4	0.4	0.7	0.7	0.5	0.4
122	25	1776 Second Avenue	0.3	0.8	0.3	0.4	0.3	0.5	0.7	0.8	0.7	0.4
122	26	1776 Second Avenue	0.3	1.0	0.3	0.4	0.3	0.5	0.8	0.8	1.0	0.4
122	27	1776 Second Avenue	0.3	1.5	0.4	0.5	0.3	0.5	0.8	0.8	1.5	0.4
122	28	1776 Second Avenue	0.3	1.6	0.4	0.5	0.3	0.5	0.8	0.9	1.6	0.5
122	29	1776 Second Avenue	0.4	2.0	0.4	0.5	0.4	0.6	0.8	0.9	2.0	0.5
122	30	1776 Second Avenue	0.4	2.2	0.4	0.6	0.4	0.6	0.9	1.0	2.2	0.5
122	31	1776 Second Avenue	0.4	2.3	0.4	0.6	0.4	0.6	0.9	1.0	2.3	0.5
122	32	1776 Second Avenue	0.5	2.5	0.5	0.7	0.5	0.7	1.0	1.1	2.5	0.6
122	33	1776 Second Avenue	0.5	2.4	0.5	0.8	0.5	0.7	1.0	1.2	2.4	0.6
122	34	1776 Second Avenue	0.5	2.5	0.5	0.9	0.5	0.7	1.0	1.4	2.5	0.6
122	35	1776 Second Avenue	0.6	2.6	0.6	0.8	0.6	0.8	1.1	1.6	2.6	0.7
122	36	1776 Second Avenue	0.6	2.7	0.6	0.9	0.6	0.8	1.1	1.7	2.7	0.7
122	37	1776 Second Avenue	0.6	2.8	0.6	0.9	0.6	0.8	1.1	2.0	2.8	0.7
122	38	1776 Second Avenue	0.7	2.9	0.7	1.0	0.7	0.9	1.2	2.4	2.9	0.8
122	39	1776 Second Avenue	0.7	2.6	0.7	1.0	0.7	1.0	1.2	2.5	2.6	0.8
122	40	1776 Second Avenue	0.7	2.7	0.7	1.1	0.8	1.1	1.3	2.6	2.7	0.9
122	41	1776 Second Avenue	0.7	2.9	0.7	1.1	0.9	1.1	1.4	2.9	2.8	0.9
122	42	1776 Second Avenue	0.7	3.0	0.7	1.2	0.9	1.1	1.4	3.0	2.8	0.9
122	43	1776 Second Avenue	0.8	3.1	0.8	1.5	1.0	1.2	1.5	3.1	2.9	1.0
122	44	1776 Second Avenue	0.5	3.1	0.5	1.6	1.0	1.3	1.5	3.1	2.9	1.0
123	1	1776 Second Avenue	0.1	0.4	0.1	0.2	0.2	0.2	0.2	0.4	0.4	0.1
123	2	1776 Second Avenue	0.1	0.4	0.1	0.1	0.1	0.2	0.1	0.3	0.4	0.1
123	3	1776 Second Avenue	0.1	0.3	0.1	0.1	0.1	0.2	0.1	0.3	0.3	0.1
123	4	1776 Second Avenue	0.1	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.1
123	5	1776 Second Avenue	0.1	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.1
123	6	1776 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.2	0.2	0.4	0.3	0.0
123	7	1776 Second Avenue	0.0	0.4	0.2	0.1	0.1	0.2	0.2	0.4	0.4	0.0
123	8	1776 Second Avenue	0.0	0.4	0.2	0.2	0.2	0.2	0.2	0.4	0.4	0.0
123	9	1776 Second Avenue	0.0	0.4	0.2	0.2	0.2	0.2	0.2	0.4	0.4	0.0
123	10	1776 Second Avenue	0.0	0.5	0.2	0.2	0.2	0.2	0.3	0.5	0.5	0.0
123	11	1776 Second Avenue	0.0	0.5	0.2	0.2	0.2	0.2	0.3	0.5	0.5	0.0
123	12	1776 Second Avenue	0.0	0.5	0.3	0.2	0.2	0.3	0.4	0.5	0.5	0.0
123	13	1776 Second Avenue	0.0	0.6	0.3	0.2	0.2	0.3	0.4	0.5	0.6	0.0
123	14	1776 Second Avenue	0.1	0.6	0.4	0.2	0.2	0.3	0.4	0.5	0.6	0.1
123	15	1776 Second Avenue	0.1	0.7	0.2	0.2	0.2	0.3	0.4	0.5	0.7	0.1
123	16	1776 Second Avenue	0.1	0.7	0.2	0.2	0.3	0.3	0.5	0.6	0.7	0.1
123	17	1776 Second Avenue	0.2	0.8	0.2	0.3	0.3	0.3	0.5	0.6	0.8	0.2
123	18	1776 Second Avenue	0.2	0.9	0.2	0.3	0.3	0.3	0.5	0.6	0.9	0.3
123	19	1776 Second Avenue	0.2	0.8	0.2	0.3	0.3	0.4	0.5	0.6	0.8	0.2
123	20	1776 Second Avenue	0.2	1.0	0.2	0.3	0.4	0.4	0.5	0.7	1.0	0.2
123	21	1776 Second Avenue	0.2	1.1	0.2	0.4	0.4	0.5	0.5	0.7	1.1	0.5
123	22	1776 Second Avenue	0.2	0.8	0.2	0.4	0.4	0.6	0.6	0.7	0.8	0.5

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
123	23	1776 Second Avenue	64.0	64.3	64.8	64.3	64.4	64.4	64.6	64.6	64.7	64.8	64.5
123	24	1776 Second Avenue	63.8	64.1	64.9	64.1	64.3	64.3	64.4	64.5	64.6	64.9	64.3
123	25	1776 Second Avenue	63.6	63.9	65.0	63.9	64.1	64.1	64.2	64.4	64.4	65.0	64.2
123	26	1776 Second Avenue	63.4	63.7	65.0	63.7	64.0	64.0	64.1	64.2	64.2	65.0	64.0
123	27	1776 Second Avenue	63.2	63.6	65.4	63.6	63.8	63.8	63.9	64.0	64.1	65.4	63.8
123	28	1776 Second Avenue	63.0	63.5	65.4	63.5	63.7	63.6	63.7	63.9	63.9	65.4	63.7
123	29	1776 Second Avenue	62.9	63.4	65.7	63.4	63.6	63.5	63.6	63.8	63.9	65.7	63.6
123	30	1776 Second Avenue	62.7	63.2	65.7	63.2	63.5	63.3	63.5	63.7	63.8	65.7	63.4
123	31	1776 Second Avenue	62.6	63.1	65.6	63.1	63.4	63.2	63.4	63.6	63.8	65.6	63.4
123	32	1776 Second Avenue	62.4	63.1	65.6	63.1	63.5	63.1	63.2	63.5	63.8	65.6	63.2
123	33	1776 Second Avenue	62.2	62.9	65.3	63.0	63.4	62.9	63.1	63.4	63.7	65.3	63.1
123	34	1776 Second Avenue	62.2	62.9	65.4	63.0	63.6	62.9	63.1	63.5	63.9	65.4	63.1
123	35	1776 Second Avenue	62.2	62.9	65.4	62.9	63.6	62.9	63.2	63.4	64.1	65.4	63.1
123	36	1776 Second Avenue	62.2	62.9	65.4	62.9	63.4	62.9	63.1	63.4	64.2	65.4	63.1
123	37	1776 Second Avenue	62.2	62.9	65.4	62.9	63.4	62.9	63.1	63.4	64.2	65.4	63.1
123	38	1776 Second Avenue	62.2	62.9	65.4	62.9	63.4	62.9	63.1	63.5	64.4	65.4	63.1
123	39	1776 Second Avenue	62.2	62.9	65.1	62.9	63.4	63.0	63.1	63.6	64.7	65.1	63.1
123	40	1776 Second Avenue	62.2	62.9	65.1	62.9	63.5	63.0	63.1	63.6	64.9	65.1	63.1
123	41	1776 Second Avenue	62.2	62.9	65.1	62.9	63.6	63.1	63.3	63.6	64.8	65.1	63.2
123	42	1776 Second Avenue	62.2	62.9	65.1	62.9	63.5	63.1	63.3	63.6	65.0	65.1	63.2
123	43	1776 Second Avenue	62.2	62.9	65.2	62.9	63.6	63.1	63.3	63.6	65.2	65.1	63.2
123	44	1776 Second Avenue	62.2	62.9	65.2	62.9	64.1	63.2	63.3	63.6	65.2	65.1	63.2
124	1	303 East 93 Street	66.9	66.9	67.0	66.9	67.0	67.0	67.0	67.0	67.0	67.0	67.0
124	2	303 East 93 Street	67.4	67.4	67.6	67.4	67.5	67.5	67.5	67.5	67.6	67.5	67.4
124	3	303 East 93 Street	67.4	67.4	67.6	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.4
124	4	303 East 93 Street	67.3	67.3	67.5	67.4	67.4	67.4	67.4	67.4	67.5	67.5	67.3
125	1	322 East 94 Street	62.7	63.2	68.7	66.5	63.8	68.7	65.1	65.6	65.5	64.6	63.2
125	2	322 East 94 Street	63.1	63.6	69.8	66.0	64.2	69.8	65.6	65.9	65.8	64.8	63.6
125	3	322 East 94 Street	62.8	63.3	69.5	65.9	63.9	69.5	65.2	65.7	65.6	64.6	63.3
125	4	322 East 94 Street	62.4	62.9	69.4	65.9	63.5	69.4	64.9	65.4	65.3	64.2	62.9
125	5	322 East 94 Street	62.2	62.7	69.3	66.1	63.3	69.3	64.9	65.2	64.9	64.0	62.7
125	6	322 East 94 Street	62.2	62.6	69.3	66.7	63.7	69.3	64.8	65.2	64.8	63.9	62.6
126	1	308 East 94 Street	63.7	64.1	71.6	68.9	64.8	71.6	66.2	67.0	66.2	65.3	64.1
126	2	308 East 94 Street	64.0	64.4	71.1	68.9	65.1	71.1	66.5	67.1	66.5	65.5	64.4
126	3	308 East 94 Street	63.9	64.3	71.1	69.4	64.9	71.1	66.4	67.0	66.3	65.4	64.3
126	4	308 East 94 Street	63.8	64.2	71.1	69.0	65.8	71.1	66.2	66.9	66.2	65.3	64.2
126	5	308 East 94 Street	63.7	64.1	71.0	69.1	65.7	71.0	66.2	66.8	66.1	65.2	64.1
127	1	1814 Second Avenue	74.2	74.2	76.2	75.2	74.7	76.2	74.8	74.9	74.6	74.4	74.2
127	2	1814 Second Avenue	74.1	74.1	76.8	75.6	74.8	76.8	74.7	74.8	74.5	74.3	74.1
127	3	1814 Second Avenue	73.5	73.6	76.6	76.2	74.4	76.6	74.2	74.3	74.0	73.7	73.6
127	4	1814 Second Avenue	72.9	73.0	75.9	75.7	74.2	75.9	73.7	73.8	73.5	73.1	73.0
127	5	1814 Second Avenue	72.4	72.5	75.7	75.3	75.2	75.7	73.1	73.4	73.1	72.7	72.5
128	1	1814 Second Avenue	67.5	67.7	72.5	70.8	68.0	72.5	69.3	69.8	68.9	68.3	67.7
128	2	1814 Second Avenue	68.4	68.6	74.0	72.3	68.8	74.0	70.0	70.4	69.6	69.1	68.6
128	3	1814 Second Avenue	68.6	68.7	74.1	73.4	69.0	74.1	70.1	70.5	69.8	69.2	68.7
128	4	1814 Second Avenue	68.5	68.6	73.6	73.1	70.8	73.6	70.0	70.4	69.8	69.1	68.6
128	5	1814 Second Avenue	68.3	68.4	73.5	72.5	71.2	73.5	69.7	70.3	69.6	68.9	68.4
128	6	1814 Second Avenue	68.0	68.1	73.7	72.8	71.3	73.7	69.7	70.1	69.5	68.7	68.1
129	1	1802 Second Avenue	73.9	73.9	74.5	74.4	74.0	74.5	74.1	74.1	74.1	74.1	73.9
129	2	1802 Second Avenue	74.0	74.0	74.9	74.5	74.1	74.9	74.2	74.2	74.2	74.2	74.0
129	3	1802 Second Avenue	73.5	73.6	74.5	74.1	73.6	74.5	73.7	73.8	73.7	73.7	73.6
129	4	1802 Second Avenue	72.9	73.0	74.0	73.8	73.2	74.0	73.2	73.2	73.2	73.1	73.0
129	5	1802 Second Avenue	72.4	72.5	73.6	73.5	72.8	73.6	72.7	72.7	72.7	72.6	72.5
129	6	1802 Second Avenue	71.9	72.0	73.3	73.2	72.4	73.3	72.2	72.3	72.3	72.1	72.0
129	7	1802 Second Avenue	71.5	71.6	73.1	73.1	72.1	73.0	71.8	71.9	71.9	71.7	71.6
129	8	1802 Second Avenue	71.1	71.2	73.0	73.0	71.8	72.7	71.4	71.5	71.6	71.3	71.2
129	9	1802 Second Avenue	70.7	70.8	72.5	72.5	71.5	72.5	71.1	71.2	71.2	71.0	70.8
129	10	1802 Second Avenue	70.4	70.5	72.3	72.2	71.3	72.3	70.9	70.9	70.9	70.7	70.5
129	11	1802 Second Avenue	70.0	70.1	71.1	70.7	71.1	71.0	70.5	70.6	70.6	70.3	70.1
129	12	1802 Second Avenue	69.7	69.8	71.1	70.2	71.1	70.5	70.3	70.3	70.3	70.0	69.8
129	13	1802 Second Avenue	69.3	69.4	71.0	69.9	71.0	70.1	69.8	70.0	70.0	69.6	69.4
129	14	1802 Second Avenue	69.0	69.1	70.8	69.6	70.8	69.8	69.6	69.8	69.7	69.4	69.1
129	15	1802 Second Avenue	68.7	68.8	70.8	69.3	70.8	69.6	69.4	69.5	69.5	69.1	68.8
129	16	1802 Second Avenue	68.4	68.5	71.8	69.1	71.8	69.4	69.2	69.2	69.2	68.9	68.5
129	17	1802 Second Avenue	68.1	68.2	71.6	68.8	71.6	69.1	68.9	69.0	69.0	68.6	68.2
129	18	1802 Second Avenue	67.9	67.9	71.6	68.6	71.6	69.0	68.8	68.8	68.8	68.5	67.9
129	19	1802 Second Avenue	67.6	67.6	71.5	68.4	71.5	68.7	68.6	68.6	68.6	68.2	67.6
129	20	1802 Second Avenue	67.3	67.3	71.4	68.1	71.4	68.5	68.3	68.3	68.3	68.0	67.3
129	21	1802 Second Avenue	67.1	67.1	68.8	67.9	68.8	68.3	68.2	68.2	68.2	67.9	67.1
129	22	1802 Second Avenue	66.8	66.8	68.5	67.7	68.5	67.9	67.9	67.9	67.9	67.6	66.8
129	23	1802 Second Avenue	66.6	66.6	68.6	67.5	68.6	67.8	67.7	67.7	67.8	67.5	66.6
129	24	1802 Second Avenue	66.4	66.5	68.4	67.4	68.4	67.7	67.7	67.6	67.6	67.4	66.5
129	25	1802 Second Avenue	66.1	66.2	68.2	67.1	68.2	67.5	67.4	67.3	67.4	67.2	66.2
129	26	1802 Second Avenue	65.9	66.0	70.0	67.0	70.0	67.4	67.3	67.2	67.2	67.2	66.0
129	27	1802 Second Avenue	65.7	65.8	69.8	66.8	69.8	67.2	67.1	67.0	67.1	67.4	65.8
129	28	1802 Second Avenue	65.5	65.6	69.7	66.6	69.7	67.1	66.9	66.8	67.0	67.4	65.6
129	29	1802 Second Avenue	65.3	65.4	69.5	66.4	69.5	66.9	66.7	66.7	66.8	67.8	65.4
130	1	303 East 94 Street	63.5	63.7	69.6	68.3	64.1	69.6	64.7	65.1	65.1	64.5	63.7
130	2	303 East 94 Street	64.8	65.0	72.2	68.6	65.4	72.2	65.9	66.1	66.1	65.7	65.0
130	3	303 East 94 Street	65.6	65.8	72.3	69.0	66.1	72.3	66.6	66.7	66.8	66.4	65.8
130	4	303 East 94 Street	65.9	66.1	72.4	69.3	66.4	72.4	66.9	68.3	67.4	66.7	66.1
130	5	303 East 94 Street	66.0	66.1	72.3	69.5	66.5	72.3	67.0	68.3	67.5	66.7	66.1
131	1	303 East 94 Street	64.3	64.7	69.8	67.4	65.3	69.8	66.0	66.8	65.9	65.6	64.7
131	2	303 East 94 Street	64.8	65.2	72.0	68.0	65.7	72.0	66.5	67.2	66.3	66.0	65.2
131	3	303 East 94 Street	65.1	65.4	72.1	69.0	65.9	72.1	66.6	67.3	66.5	66.2	65.4
131	4	303 East 94 Street	65.1	65.4	72.0	69.5	66.0	72.0	66.4	67.3	66.5	66.1	65.4
131	5	303 East 94 Street	65.0	65.3	72.0	69.6	65.8	72.0	66.6	67.2	66.4	66.0	65.3
132	1	329 East 94 Street	63.6	64.0	66.4	65.6	64.7	66.4	65.6	65.3	65.1	65.0	64.0
132	2	329 East 94 Street	63.7	64.1	68.3	65.8	64.8	68.3	65.7	65.4	65.2	65.1	64.1
132	3	329 East 94 Street	63.2	63.6	67.9	65.7	64.3	67.9	65.1	64.8	64.8	64.6	63.6
132	4	329 East 94 Street	62.8	63.2	67.6	65.7	63.8	67.6	64.6	64.4	64.4	64.1	63.2
132	5	329 East 94 Street	62.4	62.8	67.4	65.7	63.4	67.4	64.2	63.9	64.0	63.7	62.8
132	6	329 East 94 Street	62.2	62.6	67.3	65.7	63.2	67.3	63.9	63.7	63.9	63.5	62.6
133	4	312 East 95 Street	62.2	62.5	65.4	62.7	62.5	62.5	63.0	65.4	65.1	63.5	62.6
133	5	312 East 95 Street	62.2	62.6	65.4	62.9	62.6	62.6	63.6	65.4	65.4	63.6	62.6
133	6	312 East 95 Street	62.2	62.5	65.5	62.9	62.5	62.7	63.8	65.5	65.5	63.6	62.6
133	7	312 East 95 Street	62.2	62.6	65.7	63.0	63.1	63.4	64.4	65.7	65.5	63.3	62.6
133	8	312 East 95 Street	62.2	62.6	65.8	63.3	63.2	63.5	64.6	65.8	65.6	63.3	62.6
133	9	312 East 95 Street	62.2	62.4	65.8	63.9	63.4	63.6	64.7	65.8	65.6	63.4	62.4
133	10	312 East 95 Street	62.2	62.4	65.7	63.9	63.7	63.1	64.6	65.7	65.7	63.4	62.4
133	11	312 East 95 Street	62.2	62.4	65.8	63.9	64.0	63.3	64.7	65.8	65.7	63.5	62.4
133	12	312 East 95 Street	62.2	62.3	66.0	63.9	64.4	63.9	65.0	66.0	65.8	63.5	62.3
133	13	312 East 95 Street	62.2	62.3	66.2	64.0	64.9	64.1	65.3	66.2	65.9	63.6	62.3
133	14	312 East 95 Street	62.2	62.3	66.2	64.0	65.4	64.4	65.4	66.2	66.0	63.7	62.3
133	15	312 East 95 Street	62.2	62.3	66.2	64.3	65.8	64.6	65.5	66.2	65.4	63.8	62.3
133	16	312 East 95 Street	62.2	62.3	66.2	64.8	65.9	64.6	65.7	66.2	65.4	63.9	62.3
133	17	312 East 95 Street	62.2	62.3	66.2	64.9	66.2	64.7	65.8	66.2	65.4	64.0	62.3
133	18	312 East 95 Street	62.2	62.3	66.9	64.9	66.9	64.7	65.7	66.2	65.4	64.1	62.3
133	19	312 East 95 Street	62.2	62.3	68.5	65.0	68.5	64.9	65.8	66.2	65.4	64.1	62.3
133	20	312 East 95 Street	62.2	62.3	68.8	65.0	68.8	65.1	65.8	66.2	65.5	63.9	62.3
133	21	312 East 95 Street	62.2	62.3	69.1	65.2	69.1	65.1	65.6	66.2	65.5	64.0	62.3
133	22	312 East 95 Street	62.2	62.3	69.4	65.2	69.4	65.2	65.7	66.2	65.5	64.1	62.3
133	23	312 East 95 Street	62.2	62.3	69.6	65.3	69.6	65.3	65.6	65.5	65.5	64.2	62.3
134	1	312 East 95 Street	65.8	65.8	66.2	65.9	65.9	65.9	65.9	65.9	66.0	66.2	65.8
134	2	312 East 95 Street	66.1	66.1	66.5	66.2	66.2	66.2	66.2	66.2	66.4	66.5	66.1
134	3	312 East 95 Street	65.7	65.7	66.2	65.8	65.8	65.8	65.8	65.8	66.2	66.1	65.7
134	4	312 East 95 Street	65.2	65.2	66.0	65.3	65.3	65.3	65.3	65.6	66.0	65.7	65.2
134	5	312 East 95 Street	64.8	64.8	65.8	65.0	64.9	64.9	64.9	65.3	65.8	65.3	64.8
134	6	312 East 95 Street	64.5	64.5	65.6	64.6	64.6	64.6	64.7	65.2	65.6	65.1	64.5
134	7	312 East 95 Street	64.1	64.1	65.3	64.2	64.2	64.3	64.5	64.9	65.3	64.7	64.1
134	8	312 East 95 Street	63.8	63.8	65.1	64.1	64.0	64.1	64.3	64.8	65.1	64.5	63.8
134	9	312 East 95 Street	63.5	63.5	64.9	63.8	63.7	63.8	64.1	64.8	64.9	64.2	63.5
134	10	312 East 95 Street	63.2	63.2	64.7	63.5	63.4	63.5	64.1	64.6	64.7	64.0	63.2
134	11	312 East 95 Street	63.0	63.0	64.6	63.3	63.2	63.4	63.9	64.5	64.6	64.0	63.0
134	12	312 East 95 Street	62.7	62.7	64.4	63.0	62.9	63.2	63.8	64.4	64.4	63.2	62.7
134	13	312 East 95 Street	62.4	62.4	64.2	62.9	62.7	63.0	63.6	64.2	64.2	63.0	62.4
134	14	312 East 95 Street	62.2	62.3	64.2	62.8	62.6	63.0	63.5	64.2	64.2	62.9	62.3
134	15	312 East 95 Street	62.2	62.3	64.3	62.8	62.6	63.2	63.6	64.2	64.3	62.6	62.3
134	16	312 East 95 Street	62.2	62.3	64.2	62.9	62.7	63.2	63.6	64.2	64.0	62.6	62.3
134	17	312 East 95 Street	62.2	62.3	64.2	62.9	63.4	63.4	63.6	64.2	63.4	62.6	62.3
134	18	312 East 95 Street	62.2	62.3	64.3	63.0	64.3	63.4	63.7	64.2	64.0	62.6	62.3
134	19	312 East 95 Street	62.2	62.3	64.4	63.1	64.4	63.5	63.8	64.2	64.2	62.6	62.3
134	20	312 East 95 Street	62.2	62.3	64.8	63.1	64.8	63.6	64.1	64.4	63.9	62.7	62.3
134	21	312 East 95 Street	62.2	62.3	65.2	63.1	65.2	63.6	64.1	64.0	63.6	62.7	62.3
134	22	312 East 95 Street	62.2	62.3	65.3	63.2	65.3	63.7	64.1	63.6	62.9	62.7	62.3
134	23	312 East 95 Street	62.2	62.3	65.5	63.3	65.5	63.8	64.2	63.7	62.9	62.8	62.3
135	1	1834 Second Avenue	74.7	74.7	75.0	74.8	74.8	74.9	74.9	75.0	75.0	74.8	74.7
135	2	1834 Second Avenue	74.5	74.5	74.9	74.6	74.6	74.7	74.7	74.9	74.8	74.6	74.5
135	3	1834 Second Avenue	73.7	73.7	74.3	73.8	73.8	73.9	73.9	74.3	74.1	73.9	73.7
135	4	1834 Second Avenue	73.0	73.1	73.9	73.1	73.1	73.2	73.3	73.9	73.4	73.2	73.1

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
123	23	1776 Second Avenue	0.3	0.8	0.3	0.4	0.4	0.6	0.6	0.7	0.8	0.5
123	24	1776 Second Avenue	0.3	1.1	0.3	0.5	0.5	0.6	0.7	0.8	1.1	0.5
123	25	1776 Second Avenue	0.3	1.4	0.3	0.5	0.5	0.6	0.8	0.8	1.4	0.6
123	26	1776 Second Avenue	0.3	1.6	0.3	0.6	0.6	0.7	0.8	0.8	1.6	0.6
123	27	1776 Second Avenue	0.4	2.2	0.4	0.6	0.6	0.7	0.8	0.9	2.2	0.6
123	28	1776 Second Avenue	0.5	2.4	0.5	0.7	0.6	0.7	0.9	0.9	2.4	0.7
123	29	1776 Second Avenue	0.5	2.8	0.5	0.7	0.6	0.7	0.9	1.0	2.8	0.7
123	30	1776 Second Avenue	0.5	3.0	0.5	0.8	0.6	0.8	1.0	1.1	3.0	0.7
123	31	1776 Second Avenue	0.5	3.0	0.5	0.8	0.6	0.8	1.0	1.2	3.0	0.8
123	32	1776 Second Avenue	0.7	3.2	0.7	1.1	0.7	0.8	1.1	1.4	3.2	0.8
123	33	1776 Second Avenue	0.7	3.1	0.7	1.2	0.7	0.9	1.2	1.5	3.1	0.8
123	34	1776 Second Avenue	0.7	3.1	0.7	1.4	0.7	0.9	1.2	1.7	3.1	0.8
123	35	1776 Second Avenue	0.6	3.1	0.6	1.4	0.7	0.9	1.2	1.8	3.1	0.9
123	36	1776 Second Avenue	0.6	3.1	0.6	1.1	0.7	0.9	1.2	2.0	3.1	0.9
123	37	1776 Second Avenue	0.6	3.1	0.6	1.2	0.7	0.9	1.2	1.9	3.1	0.9
123	38	1776 Second Avenue	0.6	3.1	0.6	1.2	0.7	0.8	1.2	2.1	3.1	0.9
123	39	1776 Second Avenue	0.6	2.8	0.6	1.2	0.7	0.9	1.3	2.5	2.8	0.9
123	40	1776 Second Avenue	0.6	2.8	0.6	1.2	0.8	0.9	1.3	2.7	2.8	0.9
123	41	1776 Second Avenue	0.6	2.8	0.6	1.3	0.8	1.0	1.3	2.6	2.8	0.9
123	42	1776 Second Avenue	0.6	2.8	0.6	1.3	0.9	1.1	1.3	2.7	2.8	0.9
123	43	1776 Second Avenue	0.6	2.9	0.6	1.4	0.9	1.1	1.3	2.9	2.8	0.9
123	44	1776 Second Avenue	0.7	2.9	0.7	1.8	0.9	1.1	1.3	2.9	2.8	0.9
124	1	303 East 93 Street	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1
124	2	303 East 93 Street	0.0	0.2	0.0	0.1	0.1	0.1	0.1	0.2	0.1	0.0
124	3	303 East 93 Street	0.0	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.0
124	4	303 East 93 Street	0.0	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.0
125	1	322 East 94 Street	0.5	6.0	3.8	1.1	6.0	2.4	2.9	2.8	1.9	0.5
125	2	322 East 94 Street	0.5	6.7	2.9	1.1	6.7	2.5	2.8	2.7	1.7	0.5
125	3	322 East 94 Street	0.5	6.7	3.1	1.1	6.7	2.4	2.9	2.8	1.8	0.5
125	4	322 East 94 Street	0.5	7.0	3.5	1.1	7.0	2.5	3.0	2.9	1.8	0.5
125	5	322 East 94 Street	0.4	7.1	3.9	1.0	7.1	2.6	3.0	2.6	1.7	0.4
125	6	322 East 94 Street	0.4	7.0	4.4	1.5	7.0	2.6	2.9	2.5	1.7	0.4
126	1	308 East 94 Street	0.4	7.9	5.2	1.1	7.9	2.5	3.3	2.5	1.6	0.4
126	2	308 East 94 Street	0.4	7.1	4.9	1.1	7.1	2.5	3.1	2.5	1.5	0.4
126	3	308 East 94 Street	0.4	7.2	5.5	1.0	7.2	2.5	3.1	2.4	1.5	0.4
126	4	308 East 94 Street	0.4	7.3	5.2	2.0	7.3	2.4	3.1	2.4	1.5	0.4
126	5	308 East 94 Street	0.4	7.3	5.4	2.0	7.3	2.5	3.1	2.4	1.5	0.4
127	1	1814 Second Avenue	0.0	2.0	1.0	0.5	2.0	0.6	0.7	0.4	0.2	0.0
127	2	1814 Second Avenue	0.0	2.7	1.5	0.7	2.7	0.6	0.7	0.4	0.2	0.0
127	3	1814 Second Avenue	0.1	3.1	2.7	0.9	3.1	0.7	0.8	0.5	0.2	0.1
127	4	1814 Second Avenue	0.1	3.0	2.8	1.3	3.0	0.8	0.9	0.6	0.2	0.1
127	5	1814 Second Avenue	0.1	3.3	2.9	2.8	3.3	0.7	1.0	0.7	0.3	0.1
128	1	1814 Second Avenue	0.2	5.0	3.3	0.5	5.0	1.8	2.3	1.4	0.8	0.2
128	2	1814 Second Avenue	0.2	5.6	3.9	0.4	5.6	1.6	2.0	1.2	0.7	0.2
128	3	1814 Second Avenue	0.1	5.5	4.8	0.4	5.5	1.5	1.9	1.2	0.6	0.1
128	4	1814 Second Avenue	0.1	5.1	4.6	2.3	5.1	1.5	1.9	1.3	0.6	0.1
128	5	1814 Second Avenue	0.1	5.2	4.2	2.9	5.2	1.4	2.0	1.3	0.6	0.1
128	6	1814 Second Avenue	0.1	5.7	4.8	3.3	5.7	1.7	2.1	1.5	0.7	0.1
129	1	1802 Second Avenue	0.0	0.6	0.5	0.1	0.6	0.2	0.2	0.2	0.2	0.0
129	2	1802 Second Avenue	0.0	0.9	0.5	0.1	0.9	0.2	0.2	0.2	0.2	0.0
129	3	1802 Second Avenue	0.1	1.0	0.6	0.1	1.0	0.2	0.3	0.2	0.2	0.1
129	4	1802 Second Avenue	0.1	1.1	0.9	0.3	1.1	0.3	0.3	0.3	0.2	0.1
129	5	1802 Second Avenue	0.1	1.2	1.1	0.4	1.2	0.3	0.3	0.3	0.2	0.1
129	6	1802 Second Avenue	0.1	1.4	1.3	0.5	1.4	0.3	0.4	0.4	0.2	0.1
129	7	1802 Second Avenue	0.1	1.6	1.6	0.6	1.5	0.3	0.4	0.4	0.2	0.1
129	8	1802 Second Avenue	0.1	1.9	1.9	0.7	1.6	0.3	0.4	0.5	0.2	0.1
129	9	1802 Second Avenue	0.1	1.8	1.8	0.8	1.8	0.4	0.5	0.5	0.3	0.1
129	10	1802 Second Avenue	0.1	1.9	1.8	0.9	1.9	0.5	0.5	0.5	0.3	0.1
129	11	1802 Second Avenue	0.1	1.1	0.7	1.1	1.0	0.5	0.6	0.6	0.3	0.1
129	12	1802 Second Avenue	0.1	1.4	0.5	1.4	0.8	0.6	0.6	0.6	0.3	0.1
129	13	1802 Second Avenue	0.1	1.7	0.6	1.7	0.8	0.5	0.7	0.7	0.3	0.1
129	14	1802 Second Avenue	0.1	1.8	0.6	1.8	0.8	0.6	0.8	0.7	0.4	0.1
129	15	1802 Second Avenue	0.1	2.1	0.6	2.1	0.9	0.7	0.8	0.8	0.4	0.1
129	16	1802 Second Avenue	0.1	3.4	0.7	3.4	1.0	0.8	0.8	0.8	0.5	0.1
129	17	1802 Second Avenue	0.1	3.5	0.7	3.5	1.0	0.8	0.9	0.9	0.5	0.1
129	18	1802 Second Avenue	0.0	3.7	0.7	3.7	1.1	0.9	0.9	0.9	0.6	0.0
129	19	1802 Second Avenue	0.0	3.9	0.8	3.9	1.1	1.0	1.0	1.0	0.6	0.0
129	20	1802 Second Avenue	0.0	4.1	0.8	4.1	1.2	1.0	1.0	1.0	0.7	0.0
129	21	1802 Second Avenue	0.0	1.7	0.8	1.7	1.2	1.1	1.1	1.1	0.8	0.0
129	22	1802 Second Avenue	0.0	1.7	0.9	1.7	1.1	1.1	1.1	1.1	0.8	0.0
129	23	1802 Second Avenue	0.0	2.0	0.9	2.0	1.2	1.1	1.1	1.2	0.9	0.0
129	24	1802 Second Avenue	0.1	2.0	1.0	2.0	1.3	1.3	1.2	1.2	1.0	0.1
129	25	1802 Second Avenue	0.1	2.1	1.0	2.1	1.4	1.3	1.2	1.3	1.1	0.1
129	26	1802 Second Avenue	0.1	4.1	1.1	4.1	1.5	1.4	1.3	1.3	1.3	0.1
129	27	1802 Second Avenue	0.1	4.1	1.1	4.1	1.5	1.4	1.3	1.4	1.7	0.1
129	28	1802 Second Avenue	0.1	4.2	1.1	4.2	1.6	1.4	1.3	1.5	1.9	0.1
129	29	1802 Second Avenue	0.1	4.2	1.1	4.2	1.6	1.4	1.4	1.5	2.5	0.1
130	1	303 East 94 Street	0.2	6.1	4.8	0.6	6.1	1.2	1.6	1.6	1.0	0.2
130	2	303 East 94 Street	0.2	7.4	3.8	0.6	7.4	1.1	1.3	1.3	0.9	0.2
130	3	303 East 94 Street	0.2	6.7	3.4	0.5	6.7	1.0	1.1	1.2	0.8	0.2
130	4	303 East 94 Street	0.2	6.5	3.4	0.5	6.5	1.0	2.4	1.5	0.8	0.2
130	5	303 East 94 Street	0.1	6.3	3.5	0.5	6.3	1.0	2.3	1.5	0.7	0.1
131	1	303 East 94 Street	0.4	5.5	3.1	1.0	5.5	1.7	2.5	1.6	1.3	0.4
131	2	303 East 94 Street	0.4	7.2	3.2	0.9	7.2	1.7	2.4	1.5	1.2	0.4
131	3	303 East 94 Street	0.3	7.0	3.9	0.8	7.0	1.5	2.2	1.4	1.1	0.3
131	4	303 East 94 Street	0.3	6.9	4.4	0.9	6.9	1.3	2.2	1.4	1.0	0.3
131	5	303 East 94 Street	0.3	7.0	4.6	0.8	7.0	1.6	2.2	1.4	1.0	0.3
132	1	329 East 94 Street	0.4	2.8	2.0	1.1	2.8	2.0	1.7	1.5	1.4	0.4
132	2	329 East 94 Street	0.4	4.6	2.1	1.1	4.6	2.0	1.7	1.5	1.4	0.4
132	3	329 East 94 Street	0.4	4.7	2.5	1.1	4.7	1.9	1.6	1.6	1.4	0.4
132	4	329 East 94 Street	0.4	4.8	2.9	1.0	4.8	1.8	1.6	1.6	1.3	0.4
132	5	329 East 94 Street	0.4	5.0	3.3	1.0	5.0	1.8	1.5	1.6	1.3	0.4
132	6	329 East 94 Street	0.3	5.1	3.4	1.0	5.1	1.7	1.4	1.6	1.2	0.3
133	4	312 East 95 Street	0.2	3.1	0.4	0.3	0.2	0.8	3.1	2.9	1.3	0.3
133	5	312 East 95 Street	0.3	3.2	0.7	0.3	0.4	1.3	3.2	3.2	1.3	0.3
133	6	312 East 95 Street	0.3	3.3	0.6	0.3	0.4	1.6	3.3	3.2	1.4	0.4
133	7	312 East 95 Street	0.4	3.4	0.8	0.8	1.2	2.2	3.4	3.3	1.1	0.4
133	8	312 East 95 Street	0.4	3.5	1.0	1.0	1.3	2.3	3.5	3.3	1.1	0.4
133	9	312 East 95 Street	0.2	3.6	1.6	1.2	1.3	2.5	3.6	3.3	1.1	0.2
133	10	312 East 95 Street	0.2	3.5	1.7	1.4	0.9	2.4	3.5	3.4	1.2	0.2
133	11	312 East 95 Street	0.2	3.5	1.7	1.7	1.0	2.5	3.5	3.5	1.2	0.2
133	12	312 East 95 Street	0.0	3.8	1.7	2.1	1.6	2.7	3.8	3.6	1.3	0.0
133	13	312 East 95 Street	0.0	3.9	1.7	2.7	1.9	3.0	3.9	3.7	1.4	0.0
133	14	312 East 95 Street	0.0	3.9	1.8	3.2	2.2	3.2	3.9	3.7	1.4	0.0
133	15	312 East 95 Street	0.0	4.0	2.0	3.5	2.3	3.3	4.0	3.1	1.5	0.0
133	16	312 East 95 Street	0.0	4.0	2.6	3.7	2.3	3.5	4.0	3.2	1.6	0.0
133	17	312 East 95 Street	0.0	4.0	2.6	3.9	2.4	3.5	4.0	3.2	1.7	0.0
133	18	312 East 95 Street	0.0	4.7	2.7	4.7	2.4	3.5	3.9	3.2	1.8	0.0
133	19	312 East 95 Street	0.0	6.2	2.7	6.2	2.7	3.5	3.9	3.2	1.9	0.0
133	20	312 East 95 Street	0.0	6.5	2.7	6.5	2.8	3.6	3.9	3.2	1.6	0.0
133	21	312 East 95 Street	0.0	6.9	2.9	6.9	2.8	3.3	3.9	3.2	1.7	0.0
133	22	312 East 95 Street	0.0	7.2	3.0	7.2	3.0	3.4	3.9	3.2	1.8	0.0
133	23	312 East 95 Street	0.0	7.3	3.0	7.3	3.1	3.3	3.2	3.2	2.0	0.0
134	1	312 East 95 Street	0.0	0.4	0.1	0.1	0.1	0.1	0.1	0.2	0.4	0.0
134	2	312 East 95 Street	0.0	0.4	0.1	0.1	0.1	0.1	0.1	0.3	0.4	0.0
134	3	312 East 95 Street	0.0	0.5	0.1	0.1	0.1	0.1	0.1	0.5	0.4	0.0
134	4	312 East 95 Street	0.0	0.8	0.1	0.1	0.1	0.1	0.4	0.8	0.5	0.0
134	5	312 East 95 Street	0.0	1.0	0.2	0.1	0.1	0.1	0.5	1.0	0.5	0.0
134	6	312 East 95 Street	0.0	1.1	0.1	0.1	0.1	0.2	0.7	1.1	0.6	0.0
134	7	312 East 95 Street	0.0	1.2	0.1	0.1	0.2	0.4	0.8	1.2	0.6	0.0
134	8	312 East 95 Street	0.0	1.3	0.3	0.2	0.3	0.5	1.0	1.3	0.7	0.0
134	9	312 East 95 Street	0.0	1.4	0.3	0.2	0.3	0.6	1.3	1.4	0.7	0.0
134	10	312 East 95 Street	0.0	1.5	0.3	0.2	0.3	0.9	1.4	1.5	0.8	0.0
134	11	312 East 95 Street	0.0	1.6	0.3	0.2	0.4	0.9	1.5	1.6	1.0	0.0
134	12	312 East 95 Street	0.0	1.7	0.3	0.2	0.5	1.1	1.7	1.7	0.5	0.0
134	13	312 East 95 Street	0.0	1.8	0.5	0.3	0.6	1.2	1.8	1.8	0.6	0.0
134	14	312 East 95 Street	0.0	2.0	0.6	0.4	0.8	1.3	1.9	2.0	0.6	0.0
134	15	312 East 95 Street	0.0	2.1	0.6	0.4	0.9	1.3	1.9	2.1	0.4	0.0
134	16	312 East 95 Street	0.0	1.9	0.6	0.4	1.0	1.4	1.9	1.8	0.4	0.0
134	17	312 East 95 Street	0.0	1.9	0.7	1.1	1.1	1.4	1.9	1.2	0.4	0.0
134	18	312 East 95 Street	0.0	2.0	0.7	2.0	1.2	1.4	1.9	1.8	0.4	0.0
134	19	312 East 95 Street	0.0	2.1	0.8	2.1	1.3	1.5	2.0	2.0	0.4	0.0
134	20	312 East 95 Street	0.0	2.5	0.9	2.5	1.3	1.8	2.1	1.7	0.4	0.0
134	21	312 East 95 Street	0.0	2.9	0.9	2.9	1.4	1.9	1.8	1.4	0.4	0.0
134	22	312 East 95 Street	0.0	3.0	0.9	3.0	1.4	1.9	1.4	0.7	0.4	0.0
134	23	312 East 95 Street	0.0	3.2	1.0	3.2	1.6	2.0	1.4	0.7	0.5	0.0
135	1	1834 Second Avenue	0.0	0.3	0.1	0.1	0.2	0.2	0.3	0.3	0.1	0.0
135	2	1834 Second Avenue	0.0	0.4	0.1	0.1	0.2	0.2	0.4	0.3	0.1	0.0
135	3	1834 Second Avenue	0.0	0.6	0.1	0.1	0.2	0.2	0.6	0.4	0.2	0.0
135	4	1834 Second Avenue	0.1	0.9	0.1	0.1	0.2	0.3	0.9	0.4	0.2	0.1

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
135	5	1834 Second Avenue	72.4	72.5	73.4	72.5	72.6	72.6	72.8	73.4	72.9	72.6	72.5
136	1	1838 Second Avenue	74.8	74.8	75.1	74.9	74.9	75.0	75.0	75.1	75.1	74.9	74.8
136	2	1838 Second Avenue	74.5	74.5	74.9	74.6	74.6	74.7	74.7	74.9	74.8	74.7	74.5
136	3	1838 Second Avenue	73.8	73.8	74.3	73.9	73.9	74.0	74.0	74.3	74.2	74.0	73.8
136	4	1838 Second Avenue	73.0	73.1	73.8	73.1	73.2	73.2	73.3	73.8	73.5	73.2	73.1
136	5	1838 Second Avenue	72.4	72.5	73.3	72.6	72.6	72.6	72.8	73.3	73.0	72.6	72.5
136	6	1838 Second Avenue	71.9	72.0	72.9	72.3	72.1	72.2	72.5	72.9	72.5	72.2	72.0
136	7	1838 Second Avenue	71.5	71.6	72.6	71.9	72.0	71.9	72.3	72.6	72.2	71.8	71.6
136	8	1838 Second Avenue	71.0	71.1	72.3	72.0	71.8	71.7	72.3	72.2	71.9	71.4	71.1
136	9	1838 Second Avenue	70.7	70.8	72.1	71.8	71.9	71.6	72.1	72.0	71.6	71.1	70.8
137	1	1838 Second Avenue	70.3	70.3	70.5	70.4	70.4	70.4	70.4	70.4	70.5	70.4	70.3
137	2	1838 Second Avenue	70.6	70.6	70.8	70.7	70.7	70.7	70.7	70.8	70.8	70.7	70.6
137	3	1838 Second Avenue	70.3	70.3	70.6	70.4	70.4	70.4	70.4	70.6	70.5	70.4	70.3
137	4	1838 Second Avenue	69.8	69.8	70.1	69.9	69.9	69.9	69.9	70.1	70.0	69.9	69.8
137	5	1838 Second Avenue	69.3	69.3	69.7	69.4	69.4	69.4	69.5	69.7	69.5	69.4	69.3
137	6	1838 Second Avenue	68.8	68.8	69.2	69.0	69.0	68.9	69.0	69.2	69.0	68.9	68.8
137	7	1838 Second Avenue	68.3	68.3	68.7	68.6	68.5	68.5	68.7	68.7	68.6	68.4	68.3
137	8	1838 Second Avenue	67.9	67.9	68.3	68.2	68.1	68.1	68.3	68.3	68.2	68.1	67.9
137	9	1838 Second Avenue	67.4	67.4	67.8	67.7	67.6	67.7	67.8	67.8	67.7	67.6	67.4
138	1	301 East 94 Street	74.7	74.7	74.9	74.8	74.8	74.9	74.9	74.9	74.9	74.8	74.7
138	2	301 East 94 Street	74.4	74.4	74.7	74.5	74.5	74.6	74.6	74.7	74.6	74.5	74.4
138	3	301 East 94 Street	73.7	73.7	74.0	73.8	73.8	74.0	73.9	73.9	73.9	73.9	73.7
138	4	301 East 94 Street	73.1	73.2	74.0	73.2	73.2	73.4	73.4	74.0	73.4	73.3	73.2
138	5	301 East 94 Street	72.5	72.6	73.6	72.7	72.6	72.8	72.8	73.6	72.9	72.7	72.6
139	1	301 East 94 Street	68.0	68.1	73.7	69.2	68.3	73.7	68.6	69.1	68.5	68.4	68.1
139	2	301 East 94 Street	68.8	68.9	73.6	70.3	69.1	73.6	69.4	69.9	69.3	69.2	68.9
139	3	301 East 94 Street	69.0	69.1	73.8	71.1	69.3	73.8	69.5	70.4	69.5	69.4	69.1
139	4	301 East 94 Street	68.9	69.0	73.7	71.1	69.3	73.7	69.4	70.4	69.4	69.3	69.0
139	5	301 East 94 Street	68.7	68.8	73.7	70.9	69.1	73.7	69.5	70.2	69.2	69.1	68.8
139	6	301 East 94 Street	68.5	68.6	73.6	71.0	69.0	73.6	69.4	70.1	69.2	68.9	68.6
139	7	301 East 94 Street	68.3	68.4	73.6	71.1	68.8	73.6	69.3	70.0	69.0	68.7	68.4
139	8	301 East 94 Street	68.0	68.1	71.7	70.5	68.5	71.7	69.2	69.8	68.8	68.4	68.1
139	9	301 East 94 Street	67.5	67.6	71.8	70.6	68.0	71.8	69.0	69.4	68.5	68.0	67.6
139	10	301 East 94 Street	67.0	67.1	72.0	71.1	67.6	72.0	69.1	69.1	68.4	67.5	67.1
139	11	301 East 94 Street	66.8	66.9	71.3	71.3	67.4	71.1	69.0	69.0	68.3	67.3	66.9
139	12	301 East 94 Street	66.5	66.6	71.5	71.5	67.2	70.3	68.9	68.8	68.1	67.0	66.6
139	13	301 East 94 Street	66.1	66.2	71.6	71.6	66.8	71.6	68.6	68.6	67.9	66.7	66.2
139	14	301 East 94 Street	66.0	66.1	71.6	71.2	66.7	71.6	68.5	68.5	67.9	66.6	66.1
139	15	301 East 94 Street	65.8	65.9	71.6	70.6	66.7	71.6	68.4	68.4	68.0	66.4	65.9
139	16	301 East 94 Street	65.6	65.7	71.5	71.4	70.0	71.5	68.2	68.3	67.9	66.2	65.7
139	17	301 East 94 Street	65.3	65.4	71.5	71.5	70.0	71.4	68.1	68.1	67.8	66.0	65.4
139	18	301 East 94 Street	65.2	65.3	71.3	70.9	70.4	71.3	68.0	68.0	67.9	65.9	65.3
139	19	301 East 94 Street	65.1	65.2	71.2	70.9	71.0	71.2	67.9	67.9	67.9	65.8	65.2
139	20	301 East 94 Street	64.9	65.0	71.2	71.2	70.9	71.0	67.8	67.8	67.8	65.6	65.0
139	21	301 East 94 Street	64.7	64.9	71.0	71.0	70.7	70.9	67.6	67.7	67.7	65.4	64.9
139	22	301 East 94 Street	64.5	64.7	70.9	70.9	70.6	70.7	67.5	67.6	67.6	65.3	64.7
139	23	301 East 94 Street	64.4	64.5	70.7	70.7	70.6	70.6	67.4	67.5	67.6	65.3	64.5
139	24	301 East 94 Street	64.2	64.3	70.6	70.6	70.5	70.4	67.2	67.5	67.6	65.4	64.3
139	25	301 East 94 Street	64.0	64.2	70.5	70.5	70.5	70.3	67.1	67.5	67.7	65.5	64.2
139	26	301 East 94 Street	63.8	64.0	70.4	70.3	70.4	70.1	67.0	67.4	67.6	65.5	64.0
139	27	301 East 94 Street	63.7	63.9	72.3	70.2	72.3	70.0	67.0	67.4	67.6	66.3	63.9
139	28	301 East 94 Street	63.5	63.7	72.1	70.1	72.1	69.8	66.8	67.2	67.6	66.4	63.7
139	29	301 East 94 Street	63.3	63.5	72.0	69.9	72.0	69.7	66.6	67.2	67.5	66.6	63.5
139	30	301 East 94 Street	63.1	63.3	72.0	69.8	72.0	69.5	66.5	67.5	67.9	67.2	63.3
140	1	301 East 94 Street	71.8	71.8	72.3	72.0	71.9	72.3	72.1	72.2	72.0	72.0	71.8
140	2	301 East 94 Street	72.3	72.3	72.7	72.5	72.4	72.7	72.6	72.6	72.6	72.5	72.3
140	3	301 East 94 Street	72.3	72.3	72.8	72.6	72.5	72.8	72.6	72.5	72.5	72.5	72.3
140	4	301 East 94 Street	72.0	72.0	73.2	72.4	72.2	72.6	72.4	73.2	72.4	72.2	72.0
140	5	301 East 94 Street	71.7	71.7	72.9	72.1	71.9	72.3	72.2	72.9	72.2	71.9	71.7
140	6	301 East 94 Street	71.4	71.4	72.7	71.9	71.6	72.0	72.0	72.7	71.9	71.6	71.4
140	7	301 East 94 Street	71.1	71.1	72.4	71.7	71.4	71.9	71.9	72.4	71.7	71.3	71.1
140	8	301 East 94 Street	70.6	70.6	72.1	71.3	71.0	71.5	71.5	72.1	71.3	70.9	70.6
140	9	301 East 94 Street	70.3	70.3	71.9	71.2	70.8	71.3	71.4	71.9	71.1	70.6	70.3
140	10	301 East 94 Street	70.0	70.0	71.7	71.3	70.6	71.3	71.4	71.7	71.0	70.3	70.0
140	11	301 East 94 Street	69.8	69.8	71.5	71.4	70.6	71.4	71.5	71.5	70.9	70.1	69.8
140	12	301 East 94 Street	69.5	69.5	71.6	71.6	70.7	71.5	71.3	71.3	70.8	69.8	69.5
140	13	301 East 94 Street	69.2	69.2	71.7	71.7	71.0	71.7	71.1	71.1	70.8	69.6	69.2
140	14	301 East 94 Street	68.7	68.8	72.0	71.7	71.1	72.0	70.7	70.8	70.5	69.2	68.8
140	15	301 East 94 Street	68.4	68.5	72.3	71.8	71.2	72.3	70.6	70.6	70.3	68.9	68.5
140	16	301 East 94 Street	68.1	68.2	72.5	71.6	71.4	72.5	70.4	70.4	70.2	68.7	68.2
140	17	301 East 94 Street	67.9	68.0	72.6	71.2	72.6	71.7	70.2	70.3	70.2	68.5	68.0
140	18	301 East 94 Street	67.6	67.7	72.8	71.5	72.8	70.9	70.0	70.1	70.2	68.1	67.7
140	19	301 East 94 Street	67.4	67.5	72.9	71.7	72.9	71.6	69.9	70.0	70.2	67.9	67.5
140	20	301 East 94 Street	67.2	67.3	73.3	72.0	73.3	72.1	69.7	69.8	70.1	67.8	67.3
140	21	301 East 94 Street	66.9	67.0	73.4	71.4	73.4	71.9	69.5	69.7	69.9	67.6	67.0
140	22	301 East 94 Street	66.7	66.8	73.4	71.1	73.4	71.7	69.3	69.6	69.6	67.5	66.8
140	23	301 East 94 Street	66.5	66.6	73.5	71.1	73.5	71.6	69.2	69.5	69.6	67.5	66.6
140	24	301 East 94 Street	66.3	66.4	73.4	71.3	73.4	71.5	69.1	69.4	69.6	67.5	66.4
140	25	301 East 94 Street	66.1	66.2	73.3	71.3	73.3	71.3	68.9	69.3	69.5	67.5	66.2
140	26	301 East 94 Street	65.9	66.0	73.2	71.2	73.2	71.1	68.6	69.1	69.4	67.4	66.0
140	27	301 East 94 Street	65.7	65.8	73.3	70.5	73.3	70.9	68.5	69.0	69.4	67.4	65.8
140	28	301 East 94 Street	65.6	65.7	73.6	70.4	73.6	70.8	68.4	69.0	69.4	67.6	65.7
140	29	301 East 94 Street	65.4	65.5	74.2	70.3	74.2	70.7	68.2	69.1	69.5	68.1	65.5
140	30	301 East 94 Street	65.2	65.3	74.0	70.3	74.0	70.5	68.1	69.0	69.4	68.6	65.3
141	1	1840 Second Avenue	74.6	74.6	74.8	74.7	74.7	74.7	74.7	74.8	74.8	74.8	74.6
141	2	1840 Second Avenue	74.3	74.3	74.5	74.4	74.4	74.4	74.4	74.5	74.5	74.5	74.3
141	3	1840 Second Avenue	73.5	73.5	73.8	73.6	73.6	73.6	73.7	73.7	73.8	73.7	73.5
141	4	1840 Second Avenue	72.8	72.8	73.1	72.9	72.9	72.9	73.0	73.1	73.1	73.0	72.8
141	5	1840 Second Avenue	72.2	72.2	72.6	72.3	72.3	72.3	72.4	72.5	72.6	72.4	72.2
142	1	1840 Second Avenue	70.2	70.3	70.6	70.3	70.3	70.3	70.3	70.6	70.6	70.6	70.3
142	2	1840 Second Avenue	70.6	70.7	71.0	70.7	70.7	70.7	70.7	71.0	71.0	71.0	70.7
142	3	1840 Second Avenue	70.4	70.5	71.1	70.5	70.5	70.5	70.5	71.1	70.9	70.8	70.5
142	4	1840 Second Avenue	70.0	70.1	70.8	70.1	70.1	70.1	70.2	70.8	70.7	70.4	70.1
142	5	1840 Second Avenue	69.6	69.7	70.5	69.8	69.8	69.7	69.8	70.5	70.3	70.0	69.7
143	1	1844 Second Avenue	74.5	74.5	74.7	74.6	74.6	74.6	74.7	74.7	74.7	74.7	74.5
143	2	1844 Second Avenue	74.2	74.2	74.4	74.3	74.3	74.3	74.4	74.4	74.4	74.4	74.2
143	3	1844 Second Avenue	73.4	73.4	73.7	73.5	73.5	73.5	73.6	73.6	73.7	73.6	73.4
143	4	1844 Second Avenue	72.7	72.7	73.2	72.8	72.8	72.8	72.9	72.9	73.2	72.9	72.7
143	5	1844 Second Avenue	72.1	72.1	72.6	72.2	72.2	72.2	72.3	72.3	72.6	72.4	72.1
143	6	1844 Second Avenue	71.6	71.6	72.2	71.8	71.7	71.7	71.8	71.8	72.2	71.9	71.6
143	7	1844 Second Avenue	71.1	71.1	71.8	71.3	71.2	71.3	71.4	71.4	71.8	71.5	71.1
143	8	1844 Second Avenue	70.7	70.7	71.5	71.0	70.9	70.9	71.1	71.0	71.5	71.1	70.7
143	9	1844 Second Avenue	70.4	70.4	71.3	70.7	70.6	70.6	70.8	70.8	71.3	70.8	70.4
143	10	1844 Second Avenue	70.0	70.0	71.0	70.3	70.2	70.3	70.5	70.5	71.0	70.5	70.0
143	11	1844 Second Avenue	69.7	69.7	70.8	70.1	69.9	70.0	70.2	70.4	70.8	70.2	69.7
143	12	1844 Second Avenue	69.4	69.5	70.6	69.9	69.7	69.8	69.9	70.3	70.6	69.9	69.5
143	13	1844 Second Avenue	69.0	69.1	70.4	69.7	69.6	69.4	69.7	70.4	70.3	69.6	69.1
143	14	1844 Second Avenue	68.7	68.8	70.2	69.4	69.4	69.2	69.4	70.2	70.0	69.4	68.8
143	15	1844 Second Avenue	68.4	68.5	69.9	69.2	69.3	69.0	69.2	69.9	69.9	69.2	68.5
143	16	1844 Second Avenue	68.2	68.3	69.9	69.1	69.9	69.0	69.1	69.8	69.7	69.0	68.3
143	17	1844 Second Avenue	67.9	68.0	69.8	69.0	69.8	69.0	69.2	69.6	69.5	68.8	68.0
143	18	1844 Second Avenue	67.7	67.8	70.1	68.9	70.1	68.9	69.1	69.4	69.4	68.7	67.8
144	7	1844 Second Avenue	62.2	62.3	65.4	63.6	63.2	62.9	64.0	64.5	65.4	64.1	62.3
144	8	1844 Second Avenue	64.7	64.8	66.7	65.5	65.1	65.2	65.9	66.2	66.7	65.9	64.8
144	9	1844 Second Avenue	65.7	65.8	67.6	66.9	66.0	66.1	66.9	67.1	67.6	66.7	65.8
144	10	1844 Second Avenue	66.2	66.3	68.0	67.3	66.5	66.8	67.3	67.6	68.0	67.2	66.3
144	11	1844 Second Avenue	66.0	66.1	68.0	67.1	66.4	66.7	67.2	67.6	68.0	66.9	66.1
144	12	1844 Second Avenue	65.9	66.0	67.9	67.0	66.3	66.9	67.1	67.5	67.9	66.9	66.0
144	13	1844 Second Avenue	66.0	66.1	68.2	67.1	66.9	67.1	67.3	68.2	68.0	67.0	66.1
144	14	1844 Second Avenue	66.0	66.1	68.2	67.2	67.4	67.3	67.5	68.2	68.0	67.0	66.1
144	15	1844 Second Avenue	65.8	65.9	68.1	67.1	67.6	67.1	67.5	68.1	68.0	66.9	65.9
144	16	1844 Second Avenue	65.4	65.5	67.9	66.9	67.7	67.1	67.3	67.9	67.7	66.7	65.5
144	17	1844 Second Avenue	65.4	65.5	70.9	67.0	70.9	67.6	67.6	67.8	67.8	66.8	65.5
144	18	1844 Second Avenue	65.1	65.2	71.0	66.8	71.0	67.5	67.5	67.6	67.6	66.7	65.2
145	1	303 East 95 Street	66.4	66.5	67.5	66.5	66.5	66.5	66.5	67.5	67.2	67.0	66.5
145	2	303 East 95 Street	66.8	66.9	67.9	66.9	66.9	66.9	67.0	67.9	67.6	67.3	66.9
145	3	303 East 95 Street	66.7	66.8	67.8	66.8	66.8	66.8	66.9	67.8	67.6	67.3	66.8
145	4	303 East 95 Street	66.5	66.6	67.7	66.6	66.7	66.6	66.8	67.7	67.5	67.2	66.6
145	5	303 East 95 Street	66.2	66.3	67.5	66.3	66.4	66.4	66.6	67.5	67.4	66.8	66.4
145	6	303 East 95 Street	65.9	66.1	67.3	66.1	66.1	66.2	66.6	67.3	67.3	66.5	66.1
145	7	303 East 95 Street	65.6	65.8	67.2	65.9	66.1	66.0	66.6	67.1	67.2	66.4	65.8
146	1	320 East 96 Street	66.0	66.0	66.9	66.0	66.1	66.0	66.0	66.4	66.9	66.6	66.1
146	2	320 East 96 Street	66.2	66.2	67.1	66.2	66.3	66.2	66.3	66.8	67.1	66.8	66.3
146	3	320 East 96 Street	65.8	65.8	66.8	65.9	65.9	65.8	65.9	66.7	66.8	66.5	65.9
146	4	320 East 96 Street	65.2	65.3	66.3	65.3	65.3	65.3	65.4	66.3	66.3	66.0	65.3
146	5	320 East 96 Street	64.6	64.7	65.9	64.8	64.7	64.7	64.9	65.9	65.9	65.5	64.7
146	6	320 East 96 Street	64.0	64.1	65.5	64.2	64.1	64.2	64.4	65.5	65.5	64.8	64.1
146	7	320 East 96 Street	63.6	63.6	65.3	63.7	63.9	63.9	64.3	65.2	65.3	64.6	63.6
147	1	1852 Second Avenue	70.5	70.6	70.7	70.6	70.6	70.6	70.7	70.7	70.7	70.7	70.6
147	2	1852 Second Avenue	71.1	71.2	71.3	71.2	71.2	71.2	71.3	71.3	71.3	71.3	71.2

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
135	5	1834 Second Avenue	0.1	1.0	0.1	0.2	0.2	0.4	1.0	0.5	0.2	0.1
136	1	1838 Second Avenue	0.0	0.3	0.1	0.1	0.2	0.2	0.3	0.3	0.1	0.0
136	2	1838 Second Avenue	0.0	0.4	0.1	0.1	0.2	0.2	0.4	0.3	0.2	0.0
136	3	1838 Second Avenue	0.0	0.5	0.1	0.1	0.2	0.2	0.5	0.4	0.2	0.0
136	4	1838 Second Avenue	0.1	0.8	0.1	0.2	0.2	0.3	0.8	0.5	0.2	0.1
136	5	1838 Second Avenue	0.1	0.9	0.2	0.2	0.2	0.4	0.9	0.6	0.2	0.1
136	6	1838 Second Avenue	0.1	1.0	0.4	0.2	0.3	0.6	1.0	0.6	0.3	0.1
136	7	1838 Second Avenue	0.1	1.1	0.4	0.5	0.4	0.8	1.1	0.7	0.3	0.1
136	8	1838 Second Avenue	0.1	1.3	1.0	0.8	0.7	1.3	1.2	0.9	0.4	0.1
136	9	1838 Second Avenue	0.1	1.4	1.1	1.2	0.9	1.4	1.3	0.9	0.4	0.1
137	1	1838 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.0
137	2	1838 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.0
137	3	1838 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.2	0.1	0.0
137	4	1838 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.1	0.3	0.2	0.1	0.0
137	5	1838 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.2	0.4	0.2	0.1	0.0
137	6	1838 Second Avenue	0.0	0.4	0.2	0.2	0.1	0.2	0.4	0.2	0.1	0.0
137	7	1838 Second Avenue	0.0	0.4	0.3	0.2	0.2	0.4	0.4	0.3	0.1	0.0
137	8	1838 Second Avenue	0.0	0.4	0.3	0.2	0.2	0.4	0.4	0.3	0.2	0.0
137	9	1838 Second Avenue	0.0	0.4	0.3	0.2	0.3	0.4	0.4	0.3	0.2	0.0
138	1	301 East 94 Street	0.0	0.2	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.0
138	2	301 East 94 Street	0.0	0.3	0.1	0.1	0.2	0.2	0.3	0.2	0.1	0.0
138	3	301 East 94 Street	0.0	0.3	0.1	0.1	0.3	0.2	0.2	0.2	0.2	0.0
138	4	301 East 94 Street	0.1	0.9	0.1	0.1	0.3	0.3	0.9	0.3	0.2	0.1
138	5	301 East 94 Street	0.1	1.1	0.2	0.1	0.3	0.3	1.1	0.4	0.2	0.1
139	1	301 East 94 Street	0.1	5.7	1.2	0.3	5.7	0.6	1.1	0.5	0.4	0.1
139	2	301 East 94 Street	0.1	4.8	1.5	0.3	4.8	0.6	1.1	0.5	0.4	0.1
139	3	301 East 94 Street	0.1	4.8	2.1	0.3	4.8	0.5	1.4	0.5	0.4	0.1
139	4	301 East 94 Street	0.1	4.8	2.2	0.4	4.8	0.5	1.5	0.5	0.4	0.1
139	5	301 East 94 Street	0.1	5.0	2.2	0.4	5.0	0.8	1.5	0.5	0.4	0.1
139	6	301 East 94 Street	0.1	5.1	2.5	0.5	5.1	0.9	1.6	0.7	0.4	0.1
139	7	301 East 94 Street	0.1	5.3	2.8	0.5	5.3	1.0	1.7	0.7	0.4	0.1
139	8	301 East 94 Street	0.1	3.7	2.5	0.5	3.7	1.2	1.8	0.8	0.4	0.1
139	9	301 East 94 Street	0.1	4.3	3.1	0.5	4.3	1.5	1.9	1.0	0.5	0.1
139	10	301 East 94 Street	0.1	5.0	4.1	0.6	5.0	2.1	2.1	1.4	0.5	0.1
139	11	301 East 94 Street	0.1	4.5	4.5	0.6	4.3	2.2	2.2	1.5	0.5	0.1
139	12	301 East 94 Street	0.1	5.0	5.0	0.7	3.8	2.4	2.3	1.6	0.5	0.1
139	13	301 East 94 Street	0.1	5.5	5.5	0.7	5.5	2.5	2.5	1.8	0.6	0.1
139	14	301 East 94 Street	0.1	5.6	5.2	0.7	5.6	2.5	2.5	1.9	0.6	0.1
139	15	301 East 94 Street	0.1	5.8	4.8	0.9	5.8	2.6	2.6	2.2	0.6	0.1
139	16	301 East 94 Street	0.1	5.9	5.8	4.4	5.9	2.6	2.7	2.3	0.6	0.1
139	17	301 East 94 Street	0.1	6.2	6.2	4.7	6.1	2.8	2.8	2.5	0.7	0.1
139	18	301 East 94 Street	0.1	6.1	5.7	5.2	6.1	2.8	2.8	2.7	0.7	0.1
139	19	301 East 94 Street	0.1	6.1	5.8	5.9	6.1	2.8	2.8	2.8	0.7	0.1
139	20	301 East 94 Street	0.1	6.3	6.3	6.0	6.1	2.9	2.9	2.9	0.7	0.1
139	21	301 East 94 Street	0.2	6.3	6.3	6.0	6.2	2.9	3.0	3.0	0.7	0.2
139	22	301 East 94 Street	0.2	6.4	6.4	6.1	6.2	3.0	3.1	3.1	0.8	0.2
139	23	301 East 94 Street	0.1	6.3	6.3	6.2	6.2	3.0	3.1	3.2	0.9	0.1
139	24	301 East 94 Street	0.1	6.4	6.4	6.3	6.2	3.0	3.3	3.4	1.2	0.1
139	25	301 East 94 Street	0.2	6.5	6.5	6.5	6.3	3.1	3.5	3.7	1.5	0.2
139	26	301 East 94 Street	0.2	6.6	6.5	6.6	6.3	3.2	3.6	3.8	1.7	0.2
139	27	301 East 94 Street	0.2	8.6	6.5	8.6	6.3	3.3	3.7	3.9	2.6	0.2
139	28	301 East 94 Street	0.2	8.6	6.6	8.6	6.3	3.3	3.7	4.1	2.9	0.2
139	29	301 East 94 Street	0.2	8.7	6.6	8.7	6.4	3.3	3.9	4.2	3.3	0.2
139	30	301 East 94 Street	0.2	8.9	6.7	8.9	6.4	3.4	4.4	4.8	4.1	0.2
140	1	301 East 94 Street	0.0	0.5	0.2	0.1	0.5	0.3	0.4	0.2	0.2	0.0
140	2	301 East 94 Street	0.0	0.4	0.2	0.1	0.4	0.3	0.3	0.3	0.2	0.0
140	3	301 East 94 Street	0.0	0.5	0.3	0.2	0.5	0.3	0.2	0.2	0.2	0.0
140	4	301 East 94 Street	0.0	1.2	0.4	0.2	0.6	0.4	1.2	0.4	0.2	0.0
140	5	301 East 94 Street	0.0	1.2	0.4	0.2	0.6	0.5	1.2	0.5	0.2	0.0
140	6	301 East 94 Street	0.0	1.3	0.5	0.2	0.6	0.6	1.3	0.5	0.2	0.0
140	7	301 East 94 Street	0.0	1.3	0.6	0.3	0.8	0.8	1.3	0.6	0.2	0.0
140	8	301 East 94 Street	0.0	1.5	0.7	0.4	0.9	0.9	1.5	0.7	0.3	0.0
140	9	301 East 94 Street	0.0	1.6	0.9	0.5	1.0	1.1	1.6	0.8	0.3	0.0
140	10	301 East 94 Street	0.0	1.7	1.3	0.6	1.3	1.4	1.7	1.0	0.3	0.0
140	11	301 East 94 Street	0.0	1.7	1.6	0.8	1.6	1.7	1.7	1.1	0.3	0.0
140	12	301 East 94 Street	0.0	2.1	2.1	1.2	2.0	1.8	1.8	1.3	0.3	0.0
140	13	301 East 94 Street	0.0	2.5	2.5	1.8	2.5	1.9	1.9	1.6	0.4	0.0
140	14	301 East 94 Street	0.1	3.3	3.0	2.4	3.3	2.0	2.1	1.8	0.5	0.1
140	15	301 East 94 Street	0.1	3.9	3.4	2.8	3.9	2.2	2.2	1.9	0.5	0.1
140	16	301 East 94 Street	0.1	4.4	3.5	3.3	4.4	2.3	2.3	2.1	0.6	0.1
140	17	301 East 94 Street	0.1	4.7	3.3	4.7	3.8	2.3	2.4	2.3	0.6	0.1
140	18	301 East 94 Street	0.1	5.2	3.9	5.2	3.3	2.4	2.5	2.6	0.5	0.1
140	19	301 East 94 Street	0.1	5.5	4.3	5.5	4.2	2.5	2.6	2.8	0.5	0.1
140	20	301 East 94 Street	0.1	6.1	4.8	6.1	4.9	2.5	2.6	2.9	0.6	0.1
140	21	301 East 94 Street	0.1	6.5	4.5	6.5	5.0	2.6	2.8	3.0	0.7	0.1
140	22	301 East 94 Street	0.1	6.7	4.4	6.7	5.0	2.6	2.9	2.9	0.8	0.1
140	23	301 East 94 Street	0.1	7.0	4.6	7.0	5.1	2.7	3.0	3.1	1.0	0.1
140	24	301 East 94 Street	0.1	7.1	5.0	7.1	5.2	2.8	3.1	3.3	1.2	0.1
140	25	301 East 94 Street	0.1	7.2	5.2	7.2	5.2	2.8	3.2	3.4	1.4	0.1
140	26	301 East 94 Street	0.1	7.3	5.3	7.3	5.2	2.7	3.2	3.5	1.5	0.1
140	27	301 East 94 Street	0.1	7.6	4.8	7.6	5.2	2.8	3.3	3.7	1.7	0.1
140	28	301 East 94 Street	0.1	8.0	4.8	8.0	5.2	2.8	3.4	3.8	2.0	0.1
140	29	301 East 94 Street	0.1	8.8	4.9	8.8	5.3	2.8	3.7	4.1	2.7	0.1
140	30	301 East 94 Street	0.1	8.8	5.1	8.8	5.3	2.9	3.8	4.2	3.4	0.1
141	1	1840 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.0
141	2	1840 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.0
141	3	1840 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.2	0.0
141	4	1840 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.2	0.3	0.3	0.2	0.0
141	5	1840 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.2	0.3	0.4	0.2	0.0
142	1	1840 Second Avenue	0.1	0.4	0.1	0.1	0.1	0.1	0.4	0.4	0.4	0.1
142	2	1840 Second Avenue	0.1	0.4	0.1	0.1	0.1	0.1	0.4	0.4	0.4	0.1
142	3	1840 Second Avenue	0.1	0.7	0.1	0.1	0.1	0.1	0.7	0.5	0.4	0.1
142	4	1840 Second Avenue	0.1	0.8	0.1	0.1	0.1	0.2	0.8	0.7	0.4	0.1
142	5	1840 Second Avenue	0.1	0.9	0.2	0.2	0.1	0.2	0.9	0.7	0.4	0.1
143	1	1844 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.0
143	2	1844 Second Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.0
143	3	1844 Second Avenue	0.0	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.2	0.0
143	4	1844 Second Avenue	0.0	0.5	0.1	0.1	0.1	0.2	0.2	0.5	0.2	0.0
143	5	1844 Second Avenue	0.0	0.5	0.1	0.1	0.1	0.2	0.2	0.5	0.3	0.0
143	6	1844 Second Avenue	0.0	0.6	0.2	0.1	0.1	0.2	0.2	0.6	0.3	0.0
143	7	1844 Second Avenue	0.0	0.7	0.2	0.1	0.2	0.3	0.3	0.7	0.4	0.0
143	8	1844 Second Avenue	0.0	0.8	0.3	0.2	0.2	0.4	0.3	0.8	0.4	0.0
143	9	1844 Second Avenue	0.0	0.9	0.3	0.2	0.2	0.4	0.4	0.9	0.4	0.0
143	10	1844 Second Avenue	0.0	1.0	0.3	0.2	0.3	0.5	0.5	1.0	0.5	0.0
143	11	1844 Second Avenue	0.0	1.1	0.4	0.2	0.3	0.5	0.7	1.1	0.5	0.0
143	12	1844 Second Avenue	0.1	1.2	0.5	0.3	0.4	0.5	0.9	1.2	0.5	0.1
143	13	1844 Second Avenue	0.1	1.4	0.7	0.6	0.4	0.7	1.4	1.3	0.6	0.1
143	14	1844 Second Avenue	0.1	1.5	0.7	0.7	0.5	0.7	1.5	1.3	0.7	0.1
143	15	1844 Second Avenue	0.1	1.5	0.8	0.9	0.6	0.8	1.5	1.5	0.8	0.1
143	16	1844 Second Avenue	0.1	1.7	0.9	1.7	0.8	0.9	1.6	1.5	0.8	0.1
143	17	1844 Second Avenue	0.1	1.9	1.1	1.9	1.1	1.3	1.7	1.6	0.9	0.1
143	18	1844 Second Avenue	0.1	2.4	1.2	2.4	1.2	1.4	1.7	1.7	1.0	0.1
144	7	1844 Second Avenue	0.1	3.2	1.3	0.9	0.6	1.7	2.2	3.2	1.8	0.1
144	8	1844 Second Avenue	0.1	2.0	0.8	0.4	0.5	1.2	1.5	2.0	1.2	0.1
144	9	1844 Second Avenue	0.1	1.9	1.2	0.3	0.4	1.2	1.4	1.9	1.0	0.1
144	10	1844 Second Avenue	0.1	1.8	1.1	0.3	0.6	1.1	1.4	1.8	1.0	0.1
144	11	1844 Second Avenue	0.1	2.0	1.1	0.4	0.7	1.2	1.6	2.0	0.9	0.1
144	12	1844 Second Avenue	0.1	2.0	1.1	0.4	1.0	1.2	1.6	2.0	1.0	0.1
144	13	1844 Second Avenue	0.1	2.2	1.1	0.9	1.1	1.3	2.2	2.0	1.0	0.1
144	14	1844 Second Avenue	0.1	2.2	1.2	1.4	1.3	1.5	2.2	2.0	1.0	0.1
144	15	1844 Second Avenue	0.1	2.3	1.3	1.8	1.3	1.7	2.3	2.2	1.1	0.1
144	16	1844 Second Avenue	0.1	2.5	1.5	2.3	1.7	1.9	2.5	2.3	1.3	0.1
144	17	1844 Second Avenue	0.1	5.5	1.6	5.5	2.2	2.2	2.4	2.4	1.4	0.1
144	18	1844 Second Avenue	0.1	5.9	1.7	5.9	2.4	2.4	2.5	2.5	1.6	0.1
145	1	303 East 95 Street	0.1	1.1	0.1	0.1	0.1	0.1	1.1	0.8	0.6	0.1
145	2	303 East 95 Street	0.1	1.1	0.1	0.1	0.1	0.2	1.1	0.8	0.5	0.1
145	3	303 East 95 Street	0.1	1.1	0.1	0.1	0.1	0.2	1.1	0.9	0.6	0.1
145	4	303 East 95 Street	0.1	1.2	0.1	0.2	0.1	0.3	1.2	1.0	0.7	0.1
145	5	303 East 95 Street	0.1	1.3	0.1	0.2	0.2	0.4	1.3	1.2	0.6	0.2
145	6	303 East 95 Street	0.2	1.4	0.2	0.2	0.3	0.7	1.4	1.4	0.6	0.2
145	7	303 East 95 Street	0.2	1.6	0.3	0.5	0.4	1.0	1.5	1.6	0.8	0.2
146	1	320 East 96 Street	0.0	0.9	0.0	0.1	0.0	0.0	0.4	0.9	0.6	0.1
146	2	320 East 96 Street	0.0	0.9	0.0	0.1	0.0	0.1	0.6	0.9	0.6	0.1
146	3	320 East 96 Street	0.0	1.0	0.1	0.1	0.0	0.1	0.9	1.0	0.7	0.1
146	4	320 East 96 Street	0.1	1.1	0.1	0.1	0.1	0.2	1.1	1.1	0.8	0.1
146	5	320 East 96 Street	0.1	1.3	0.2	0.1	0.1	0.3	1.3	1.3	0.9	0.1
146	6	320 East 96 Street	0.1	1.5	0.2	0.1	0.2	0.4	1.5	1.5	0.8	0.1
146	7	320 East 96 Street	0.0	1.7	0.1	0.3	0.3	0.7	1.6	1.7	1.0	0.0
147	1	1852 Second Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1
147	2	1852 Second Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1

Construction Noise Results
221-243 East 94th Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}							
						2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
									6: Demo, Super,	8: Super, Int	13: Super, Int	18: Super, Int	
				L_{10} Min	L_{10} Max	1: Demo	3: Pile Driving	5: Demo, Super	Int	25%	50%	75%	23: Int
147	3	1852 Second Avenue	71.0	71.1	71.2	71.1	71.1	71.1	71.2	71.2	71.2	71.2	71.1
147	4	1852 Second Avenue	70.7	70.8	70.9	70.8	70.8	70.8	70.9	70.9	70.9	70.9	70.8
147	5	1852 Second Avenue	70.3	70.4	70.9	70.4	70.4	70.4	70.5	70.6	70.9	70.7	70.4
147	6	1852 Second Avenue	69.9	70.0	70.6	70.1	70.0	70.0	70.2	70.4	70.6	70.3	70.0
147	7	1852 Second Avenue	69.3	69.4	70.1	69.5	69.5	69.6	69.8	69.9	70.1	69.8	69.4
147	8	1852 Second Avenue	68.7	68.9	69.7	69.0	68.9	69.0	69.2	69.3	69.7	69.3	68.9
147	9	1852 Second Avenue	68.5	68.7	69.5	68.8	68.7	68.8	69.1	69.4	69.5	69.1	68.7
147	10	1852 Second Avenue	68.4	68.6	69.5	68.8	68.7	68.7	69.0	69.3	69.5	69.0	68.6
147	11	1852 Second Avenue	68.2	68.4	69.3	68.7	68.5	68.6	68.8	69.0	69.3	68.9	68.4
147	12	1852 Second Avenue	68.4	68.6	69.6	68.9	68.7	68.8	69.0	69.6	69.5	69.1	68.6
147	13	1852 Second Avenue	68.3	68.5	69.5	68.9	68.8	68.8	68.9	69.5	69.4	69.0	68.5
147	14	1852 Second Avenue	68.0	68.2	69.3	68.7	68.5	68.5	68.7	69.3	69.2	68.8	68.2
147	15	1852 Second Avenue	67.7	67.9	69.0	68.4	68.4	68.4	68.6	69.0	69.0	68.5	67.9
147	16	1852 Second Avenue	67.4	67.6	68.7	68.1	68.3	68.1	68.3	68.7	68.7	68.3	67.6
147	17	1852 Second Avenue	67.1	67.3	68.6	67.7	68.3	67.9	67.9	68.5	68.6	68.1	67.3
147	18	1852 Second Avenue	66.9	67.1	68.4	67.6	68.4	67.8	67.9	68.4	68.4	68.0	67.1
147	19	1852 Second Avenue	66.6	66.8	68.5	67.3	68.5	67.7	67.8	68.2	68.2	67.8	66.8
147	20	1852 Second Avenue	66.4	66.6	68.7	67.2	68.7	67.4	67.7	68.0	68.1	67.7	66.6
147	21	1852 Second Avenue	66.0	66.2	69.9	67.1	69.9	67.3	67.5	67.8	67.8	67.5	66.2
147	22	1852 Second Avenue	65.8	66.0	68.7	66.7	68.7	67.4	67.4	67.6	67.7	67.3	66.0
148	6	1852 Second Avenue	62.2	62.4	62.8	62.4	62.5	62.4	62.5	62.5	62.8	62.5	62.4
148	7	1852 Second Avenue	62.2	62.4	62.8	62.4	62.5	62.4	62.5	62.5	62.8	62.6	62.4
148	8	1852 Second Avenue	62.2	62.4	62.8	62.6	62.6	62.4	62.6	62.6	62.8	62.6	62.4
148	9	1852 Second Avenue	62.2	62.4	62.8	62.6	62.6	62.5	62.6	62.6	62.8	62.6	62.4
148	10	1852 Second Avenue	62.2	62.4	62.8	62.7	62.6	62.5	62.6	62.7	62.8	62.7	62.4
148	11	1852 Second Avenue	62.2	62.5	62.8	62.7	62.7	62.5	62.6	62.8	62.8	62.7	62.5
148	12	1852 Second Avenue	62.2	62.5	62.9	62.7	62.7	62.5	62.6	62.8	62.9	62.8	62.5
148	13	1852 Second Avenue	62.2	62.5	63.0	62.7	63.0	62.5	62.7	62.8	62.8	63.0	62.5
148	14	1852 Second Avenue	62.2	62.5	63.2	62.9	63.0	62.6	62.7	62.8	62.8	63.2	62.5
148	15	1852 Second Avenue	62.2	62.3	63.9	62.9	63.2	62.6	62.7	62.7	63.0	63.9	62.3
148	16	1852 Second Avenue	62.2	62.4	64.0	62.9	63.3	62.6	62.7	62.7	63.3	64.0	62.4
148	17	1852 Second Avenue	62.2	62.5	64.8	62.5	63.5	62.6	62.7	62.8	63.6	64.8	62.6
148	18	1852 Second Avenue	62.2	62.5	65.0	62.5	63.7	62.7	62.7	62.9	65.0	64.5	62.6
148	19	1852 Second Avenue	62.2	62.6	65.3	62.6	63.9	62.8	62.8	63.4	65.3	64.6	62.6
148	20	1852 Second Avenue	62.2	62.6	65.3	62.8	64.1	63.0	63.2	64.1	65.3	64.7	62.6
148	21	1852 Second Avenue	62.2	62.6	65.4	63.6	64.5	63.7	64.0	65.4	65.3	64.9	62.6
148	22	1852 Second Avenue	62.2	62.6	66.0	63.6	66.0	64.2	64.9	65.4	65.3	64.9	62.6
149	1	302 East 96 Street	62.2	62.2	63.0	62.3	62.5	62.4	62.4	62.4	63.0	62.4	62.2
149	2	302 East 96 Street	62.2	62.3	62.8	62.3	62.5	62.4	62.4	62.5	62.8	62.4	62.3
149	3	302 East 96 Street	62.2	62.3	62.6	62.3	62.5	62.4	62.4	62.6	62.4	62.4	62.3
149	4	302 East 96 Street	62.2	62.3	62.6	62.4	62.5	62.4	62.4	62.6	62.4	62.4	62.3
149	5	302 East 96 Street	62.2	62.3	62.7	62.4	62.5	62.4	62.4	62.7	62.4	62.4	62.3
149	6	302 East 96 Street	62.2	62.3	62.7	62.4	62.6	62.4	62.5	62.7	62.4	62.4	62.3
149	7	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.5	62.4	62.4	62.4	62.3
149	8	302 East 96 Street	62.2	62.3	62.5	62.3	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	9	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	10	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	11	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	12	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	13	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	14	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	15	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	16	302 East 96 Street	62.2	62.3	62.5	62.4	62.5	62.4	62.4	62.4	62.4	62.4	62.3
149	17	302 East 96 Street	62.3	62.3	62.6	62.4	62.6	62.4	62.4	62.4	62.5	62.5	62.3
149	18	302 East 96 Street	62.7	62.8	63.5	62.8	63.0	62.8	62.8	62.8	63.1	63.5	62.8
149	19	302 East 96 Street	63.0	63.1	64.8	63.1	63.3	63.1	63.1	63.2	64.1	64.8	63.1
149	20	302 East 96 Street	63.6	63.7	65.8	63.7	64.2	63.8	63.8	64.3	65.8	65.2	63.7
149	21	302 East 96 Street	64.1	64.2	66.1	64.3	65.1	64.5	64.5	65.3	66.1	65.6	64.2
150	1	1865 Second Avenue	69.1	69.1	69.5	69.2	69.2	69.2	69.2	69.2	69.5	69.4	69.1
150	2	1865 Second Avenue	69.6	69.6	70.0	69.7	69.7	69.7	69.7	69.8	70.0	69.9	69.6
150	3	1865 Second Avenue	69.6	69.6	70.0	69.7	69.7	69.7	69.7	69.8	70.0	69.9	69.6
150	4	1865 Second Avenue	69.3	69.3	69.7	69.4	69.4	69.4	69.5	69.6	69.7	69.6	69.3
150	5	1865 Second Avenue	68.9	68.9	69.4	69.0	69.0	69.0	69.1	69.2	69.4	69.2	68.9
150	6	1865 Second Avenue	68.6	68.6	69.1	68.7	68.7	68.8	68.8	69.0	69.1	68.9	68.6
150	7	1865 Second Avenue	68.3	68.3	68.8	68.4	68.4	68.5	68.6	68.7	68.8	68.7	68.3
150	8	1865 Second Avenue	67.9	67.9	68.5	68.0	68.0	68.1	68.2	68.3	68.5	68.3	67.9
150	9	1865 Second Avenue	67.6	67.6	68.2	67.7	67.8	67.8	67.9	68.0	68.2	68.0	67.6
150	10	1865 Second Avenue	67.4	67.4	68.0	67.5	67.6	67.6	67.8	67.9	68.0	67.8	67.4
151	1	215 East 96 Street	62.6	62.7	63.7	62.7	62.7	62.7	62.7	62.7	63.2	63.7	63.1
151	2	215 East 96 Street	63.6	63.7	64.6	63.7	63.7	63.7	63.7	63.7	64.2	64.6	64.1
151	3	215 East 96 Street	63.8	63.9	64.8	63.9	63.9	63.9	63.9	63.9	64.7	64.8	64.4
151	4	215 East 96 Street	63.7	63.8	65.0	63.8	63.8	63.8	63.8	63.8	65.0	64.7	64.4
151	5	215 East 96 Street	63.6	63.7	65.2	63.7	63.8	63.7	63.7	63.8	65.2	64.7	64.4
151	6	215 East 96 Street	63.5	63.6	65.1	63.6	63.7	63.6	63.6	63.9	65.1	64.6	64.3
151	7	215 East 96 Street	63.3	63.4	65.0	63.4	63.5	63.4	63.4	63.8	65.0	64.5	64.1
151	8	215 East 96 Street	63.4	63.5	65.1	63.5	63.6	63.5	63.6	63.9	65.1	64.6	64.2
151	9	215 East 96 Street	63.3	63.4	65.0	63.5	63.5	63.4	63.5	64.1	65.0	64.5	64.1
151	10	215 East 96 Street	63.3	63.4	65.0	63.5	63.5	63.4	63.6	64.3	65.0	64.6	64.1
151	11	215 East 96 Street	63.1	63.2	64.9	63.4	63.4	63.2	63.4	64.5	64.9	64.4	64.0
151	12	215 East 96 Street	63.1	63.3	64.9	63.4	63.4	63.3	63.4	64.5	64.9	64.5	64.0
151	13	215 East 96 Street	62.9	63.1	64.8	63.2	63.2	63.1	63.2	64.4	64.8	64.3	63.9
151	14	215 East 96 Street	62.8	63.0	64.7	63.1	63.3	63.0	63.1	64.3	64.7	64.3	63.8
151	15	215 East 96 Street	62.7	62.9	64.7	63.1	63.2	62.9	63.1	64.3	64.7	64.2	63.7
151	16	215 East 96 Street	62.6	62.9	64.6	63.2	63.1	62.9	63.1	64.2	64.6	64.2	63.6
151	17	215 East 96 Street	62.5	62.8	64.6	63.1	63.1	62.8	63.0	64.4	64.6	64.2	63.6
151	18	215 East 96 Street	62.4	62.7	64.5	63.1	63.0	62.7	62.9	64.5	64.5	64.2	63.5
151	19	215 East 96 Street	62.3	62.7	64.5	63.0	63.0	62.7	62.9	64.5	64.5	64.2	63.4
151	20	215 East 96 Street	62.2	62.7	64.4	62.9	63.0	62.7	62.9	64.4	64.4	64.3	63.4
151	21	215 East 96 Street	62.2	62.7	64.4	62.9	63.1	62.7	62.9	64.4	64.4	64.3	63.4
151	22	215 East 96 Street	62.2	62.8	64.4	62.9	63.1	62.8	62.9	64.4	64.4	64.4	63.4
151	23	215 East 96 Street	62.2	62.8	64.4	62.9	63.2	62.8	62.9	64.4	64.4	64.4	63.5
151	24	215 East 96 Street	62.2	62.9	64.4	62.9	63.3	62.9	62.9	64.4	64.4	64.4	63.5
151	25	215 East 96 Street	62.2	62.9	64.4	62.9	63.4	62.9	63.0	64.4	64.4	64.4	63.1
151	26	215 East 96 Street	62.2	62.7	64.4	62.9	63.5	62.9	63.0	64.4	64.4	64.4	62.7
151	27	215 East 96 Street	62.2	62.3	64.4	63.0	63.7	63.0	63.0	64.4	64.4	64.4	62.3
151	28	215 East 96 Street	62.2	62.3	64.4	63.0	63.9	63.1	63.1	64.4	64.4	64.4	62.3
151	29	215 East 96 Street	62.2	62.3	64.4	63.0	64.1	63.2	63.1	64.4	64.4	64.4	62.3
151	30	215 East 96 Street	62.2	62.3	64.4	63.0	64.2	63.3	63.2	64.4	64.4	64.4	62.3
151	31	215 East 96 Street	62.2	62.3	64.4	63.1	64.3	63.3	63.2	64.4	64.4	64.4	62.3
151	32	215 East 96 Street	62.2	62.3	64.4	63.1	64.3	63.4	63.2	64.4	64.4	64.4	62.3
151	33	215 East 96 Street	62.2	62.4	64.4	63.1	64.3	63.5	63.2	64.3	64.4	64.1	62.4
151	34	215 East 96 Street	62.2	62.5	64.4	63.1	64.3	63.5	63.3	64.3	64.4	63.7	62.5
151	35	215 East 96 Street	62.2	62.5	64.4	63.1	64.4	63.6	63.4	64.3	64.4	62.5	62.5
151	36	215 East 96 Street	62.2	62.3	64.4	63.1	64.4	63.7	63.7	64.3	64.4	62.3	62.6
151	37	215 East 96 Street	62.2	62.3	64.6	63.1	64.6	63.7	63.7	64.3	64.4	62.3	62.9
151	38	215 East 96 Street	62.2	62.4	64.9	63.1	64.9	63.7	63.8	64.3	64.4	62.4	62.7
151	39	215 East 96 Street	62.2	62.6	65.7	63.2	65.7	63.7	63.8	64.2	64.4	62.6	63.2
151	40	215 East 96 Street	62.2	63.0	66.0	63.2	66.0	63.8	63.8	64.2	64.4	63.0	63.2
151	41	215 East 96 Street	62.2	63.2	66.2	63.2	66.2	63.8	63.9	64.2	64.4	63.4	63.2
151	42	215 East 96 Street	62.2	63.2	66.3	63.3	66.3	63.8	63.9	64.2	63.6	63.7	63.2
151	43	215 East 96 Street	62.2	63.2	66.3	63.3	66.3	63.9	63.9	64.2	63.2	64.0	63.2
152	7	206 East 95 Street	62.2	62.9	68.5	63.9	64.1	63.9	65.8	68.5	66.6	64.2	62.9
152	8	206 East 95 Street	64.2	64.7	69.2	65.5	68.1	65.6	67.1	69.2	67.9	65.6	64.7
152	9	206 East 95 Street	65.5	65.9	69.7	66.7	69.2	66.7	67.9	69.7	69.0	66.7	65.9
152	10	206 East 95 Street	66.2	66.6	70.0	67.4	69.7	67.4	68.6	70.0	69.5	67.3	66.6
152	11	206 East 95 Street	67.2	67.5	70.4	68.4	70.4	68.3	69.6	69.8	70.2	68.2	67.5
152	12	206 East 95 Street	67.5	67.8	71.0	69.1	71.0	69.0	70.0	70.3	70.6	68.5	67.8
152	13	206 East 95 Street	67.9	68.2	71.7	69.9	71.7	70.3	70.9	71.4	70.7	68.9	68.2
152	14	206 East 95 Street	67.5	67.8	72.3	70.5	72.3	70.9	70.9	71.3	70.7	68.7	67.8
152	15	206 East 95 Street	68.2	68.5	73.7	71.6	73.7	72.2	71.7	71.6	71.2	69.3	68.5
152	16	206 East 95 Street	68.4	68.7	76.1	72.0	76.1	72.7	72.0	71.6	71.4	69.6	68.7
152	17	206 East 95 Street	68.3	68.6	76.2	72.4	76.2	72.7	71.9	71.5	71.4	69.7	68.6
152	18	206 East 95 Street	68.3	68.6	77.5	72.4	77.5	72.7	71.9	71.5	71.4	69.8	68.6
153	1	212 East 95 Street	62.2	62.3	64.1	62.9	64.1	63.5	63.6	63.5	62.8	62.5	62.3
153	2	212 East 95 Street	62.2	62.3	65.0	63.0	65.0	63.5	63.7	63.6	62.8	62.5	62.3
153	3	212 East 95 Street	62.2	62.3	67.4	63.0	67.4	63.5	63.7	63.7	63.3	62.8	62.3
153	4	212 East 95 Street	62.2	62.3	67.5	63.5	67.5	63.6	63.8	64.2	63.9	62.9	62.3
153	5	212 East 95 Street	62.2	62.3	67.7	63.7	67.7	63.8	64.3	66.5	66.1	63.4	62.3
153	6	212 East 95 Street	62.2	62.3	70.9	67.2	69.0	66.3	68.6	70.9	67.2	63.4	62.3
153	7	212 East 95 Street	65.0	65.0	73.5	71.7	73.5	71.6	72.5	72.3	68.5	65.7	65.0
153	8	212 East 95 Street	66.1	66.1	77.3	72.5	77.3	74.1	73.0	72.6	69.2	66.7	66.1
153	9	212 East 95 Street	66.9	66.9	79.9	72.6	79.9	74.5	73.2	72.9	69.8	67.4	66.9
153	10	212 East 95 Street	67.5	67.5	81.2	72.9	81.2	74.8	73.5	73.2	70.4	68.0	67.5
153	11	212 East 95 Street	68.5	68.5	81.0	73.3	81.0	74.9	73.7	73.3	71.0	69.0	68.5

Construction Noise Results
221-243 East 94th Street

			Increment		Increment							
					2mo	2mo	1mo	2mo	5mo	5mo	5mo	8mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	1: Demo	3: Pile Driving	5: Demo, Super	6: Demo, Super, Int	8: Super, Int 25%	13: Super, Int 50%	18: Super, Int 75%	23: Int
147	3	1852 Second Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1
147	4	1852 Second Avenue	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1
147	5	1852 Second Avenue	0.1	0.6	0.1	0.1	0.1	0.2	0.3	0.6	0.4	0.1
147	6	1852 Second Avenue	0.1	0.7	0.2	0.1	0.1	0.3	0.5	0.7	0.4	0.1
147	7	1852 Second Avenue	0.1	0.8	0.2	0.2	0.3	0.5	0.6	0.8	0.5	0.1
147	8	1852 Second Avenue	0.2	1.0	0.3	0.2	0.3	0.5	0.6	1.0	0.6	0.2
147	9	1852 Second Avenue	0.2	1.0	0.3	0.2	0.3	0.6	0.9	1.0	0.6	0.2
147	10	1852 Second Avenue	0.2	1.1	0.4	0.3	0.3	0.6	0.9	1.1	0.6	0.2
147	11	1852 Second Avenue	0.2	1.1	0.5	0.3	0.4	0.6	0.8	1.1	0.7	0.2
147	12	1852 Second Avenue	0.2	1.2	0.5	0.3	0.4	0.6	1.2	1.1	0.7	0.2
147	13	1852 Second Avenue	0.2	1.2	0.6	0.5	0.5	0.6	1.2	1.1	0.7	0.2
147	14	1852 Second Avenue	0.2	1.3	0.7	0.5	0.5	0.7	1.3	1.2	0.8	0.2
147	15	1852 Second Avenue	0.2	1.3	0.7	0.7	0.7	0.9	1.3	1.3	0.8	0.2
147	16	1852 Second Avenue	0.2	1.3	0.7	0.9	0.7	0.9	1.3	1.3	0.9	0.2
147	17	1852 Second Avenue	0.2	1.5	0.6	1.2	0.8	0.8	1.4	1.5	1.0	0.2
147	18	1852 Second Avenue	0.2	1.5	0.7	1.5	0.9	1.0	1.5	1.5	1.1	0.2
147	19	1852 Second Avenue	0.2	1.9	0.7	1.9	1.1	1.2	1.6	1.6	1.2	0.2
147	20	1852 Second Avenue	0.2	2.3	0.8	2.3	1.0	1.3	1.6	1.7	1.3	0.2
147	21	1852 Second Avenue	0.2	3.9	1.1	3.9	1.3	1.5	1.8	1.8	1.5	0.2
147	22	1852 Second Avenue	0.2	2.9	0.9	2.9	1.6	1.6	1.8	1.9	1.5	0.2
148	6	1852 Second Avenue	0.1	0.5	0.1	0.3	0.1	0.2	0.3	0.5	0.3	0.1
148	7	1852 Second Avenue	0.1	0.5	0.2	0.3	0.2	0.3	0.3	0.5	0.3	0.1
148	8	1852 Second Avenue	0.1	0.5	0.4	0.3	0.2	0.3	0.4	0.5	0.3	0.1
148	9	1852 Second Avenue	0.1	0.6	0.4	0.4	0.2	0.4	0.4	0.6	0.4	0.1
148	10	1852 Second Avenue	0.2	0.6	0.4	0.4	0.2	0.4	0.4	0.6	0.4	0.2
148	11	1852 Second Avenue	0.2	0.6	0.4	0.4	0.3	0.4	0.5	0.6	0.5	0.2
148	12	1852 Second Avenue	0.3	0.6	0.4	0.4	0.3	0.4	0.5	0.6	0.6	0.3
148	13	1852 Second Avenue	0.3	0.8	0.5	0.7	0.3	0.4	0.5	0.5	0.8	0.3
148	14	1852 Second Avenue	0.3	0.9	0.7	0.8	0.3	0.4	0.5	0.6	0.9	0.3
148	15	1852 Second Avenue	0.1	1.7	0.7	0.9	0.3	0.4	0.5	0.7	1.7	0.1
148	16	1852 Second Avenue	0.2	1.8	0.7	1.1	0.4	0.4	0.5	1.0	1.8	0.2
148	17	1852 Second Avenue	0.3	2.5	0.3	1.3	0.4	0.4	0.5	1.4	2.5	0.3
148	18	1852 Second Avenue	0.3	2.7	0.3	1.5	0.5	0.5	0.6	2.7	2.3	0.4
148	19	1852 Second Avenue	0.3	3.1	0.3	1.7	0.5	0.5	1.1	3.1	2.3	0.4
148	20	1852 Second Avenue	0.4	3.1	0.5	1.9	0.8	0.9	1.8	3.1	2.5	0.4
148	21	1852 Second Avenue	0.4	3.1	1.3	2.3	1.4	1.7	3.1	3.1	2.6	0.4
148	22	1852 Second Avenue	0.4	3.7	1.4	3.7	2.0	2.7	3.1	3.1	2.6	0.4
149	1	302 East 96 Street	0.0	0.7	0.1	0.3	0.1	0.1	0.2	0.7	0.1	0.0
149	2	302 East 96 Street	0.0	0.6	0.1	0.3	0.1	0.1	0.2	0.6	0.1	0.0
149	3	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.1	0.3	0.1	0.1	0.0
149	4	302 East 96 Street	0.0	0.4	0.1	0.3	0.1	0.2	0.4	0.1	0.1	0.0
149	5	302 East 96 Street	0.0	0.4	0.1	0.3	0.1	0.2	0.4	0.2	0.1	0.0
149	6	302 East 96 Street	0.0	0.5	0.2	0.3	0.1	0.2	0.5	0.2	0.1	0.0
149	7	302 East 96 Street	0.0	0.3	0.2	0.3	0.1	0.2	0.1	0.2	0.1	0.0
149	8	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.1	0.1	0.2	0.1	0.0
149	9	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.1	0.2	0.1	0.0
149	10	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.1	0.2	0.1	0.0
149	11	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.2	0.2	0.1	0.0
149	12	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.2	0.2	0.1	0.0
149	13	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.2	0.2	0.1	0.0
149	14	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.2	0.2	0.1	0.0
149	15	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.2	0.2	0.1	0.0
149	16	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.2	0.2	0.2	0.0
149	17	302 East 96 Street	0.0	0.3	0.1	0.3	0.1	0.2	0.2	0.2	0.3	0.0
149	18	302 East 96 Street	0.1	0.8	0.1	0.3	0.1	0.1	0.2	0.4	0.8	0.2
149	19	302 East 96 Street	0.1	1.8	0.1	0.3	0.1	0.2	0.2	1.1	1.8	0.2
149	20	302 East 96 Street	0.1	2.2	0.2	0.6	0.3	0.3	0.8	2.2	1.6	0.1
149	21	302 East 96 Street	0.1	2.1	0.2	1.0	0.4	0.4	1.2	2.1	1.5	0.1
150	1	1865 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.1	0.1	0.4	0.3	0.0
150	2	1865 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.1	0.2	0.4	0.3	0.0
150	3	1865 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.1	0.2	0.4	0.3	0.0
150	4	1865 Second Avenue	0.0	0.4	0.1	0.1	0.1	0.2	0.3	0.4	0.3	0.0
150	5	1865 Second Avenue	0.0	0.5	0.1	0.1	0.1	0.2	0.3	0.5	0.3	0.0
150	6	1865 Second Avenue	0.0	0.5	0.1	0.1	0.2	0.2	0.4	0.5	0.3	0.0
150	7	1865 Second Avenue	0.0	0.5	0.1	0.1	0.2	0.3	0.4	0.5	0.4	0.0
150	8	1865 Second Avenue	0.0	0.6	0.1	0.1	0.2	0.3	0.4	0.6	0.4	0.0
150	9	1865 Second Avenue	0.0	0.6	0.1	0.2	0.2	0.3	0.4	0.6	0.4	0.0
150	10	1865 Second Avenue	0.0	0.6	0.1	0.2	0.2	0.4	0.5	0.6	0.4	0.0
151	1	215 East 96 Street	0.1	1.1	0.1	0.1	0.1	0.1	0.1	0.6	1.1	0.5
151	2	215 East 96 Street	0.1	1.0	0.1	0.1	0.1	0.1	0.1	0.6	1.0	0.5
151	3	215 East 96 Street	0.1	1.0	0.1	0.1	0.1	0.1	0.1	0.9	1.0	0.6
151	4	215 East 96 Street	0.1	1.3	0.1	0.1	0.1	0.1	0.1	1.3	1.0	0.7
151	5	215 East 96 Street	0.1	1.6	0.1	0.2	0.1	0.1	0.2	1.6	1.1	0.8
151	6	215 East 96 Street	0.1	1.6	0.1	0.2	0.1	0.1	0.4	1.6	1.1	0.8
151	7	215 East 96 Street	0.1	1.7	0.1	0.2	0.1	0.1	0.5	1.7	1.2	0.8
151	8	215 East 96 Street	0.1	1.7	0.1	0.2	0.1	0.2	0.5	1.7	1.2	0.8
151	9	215 East 96 Street	0.1	1.7	0.2	0.2	0.1	0.2	0.8	1.7	1.2	0.8
151	10	215 East 96 Street	0.1	1.7	0.2	0.2	0.1	0.3	1.0	1.7	1.3	0.8
151	11	215 East 96 Street	0.1	1.8	0.3	0.3	0.1	0.3	1.4	1.8	1.3	0.9
151	12	215 East 96 Street	0.2	1.8	0.3	0.3	0.2	0.3	1.4	1.8	1.4	0.9
151	13	215 East 96 Street	0.2	1.9	0.3	0.3	0.2	0.3	1.5	1.9	1.4	1.0
151	14	215 East 96 Street	0.2	1.9	0.3	0.5	0.2	0.3	1.5	1.9	1.5	1.0
151	15	215 East 96 Street	0.2	2.0	0.4	0.5	0.2	0.4	1.6	2.0	1.5	1.0
151	16	215 East 96 Street	0.3	2.0	0.6	0.5	0.3	0.5	1.6	2.0	1.6	1.0
151	17	215 East 96 Street	0.3	2.1	0.6	0.6	0.3	0.5	1.9	2.1	1.7	1.1
151	18	215 East 96 Street	0.3	2.1	0.7	0.6	0.3	0.5	2.1	2.1	1.8	1.1
151	19	215 East 96 Street	0.4	2.2	0.7	0.7	0.4	0.6	2.2	2.2	1.9	1.1
151	20	215 East 96 Street	0.4	2.2	0.7	0.7	0.4	0.6	2.2	2.2	2.0	1.2
151	21	215 East 96 Street	0.4	2.2	0.7	0.8	0.4	0.6	2.2	2.2	2.1	1.2
151	22	215 East 96 Street	0.5	2.2	0.7	0.9	0.5	0.6	2.2	2.2	2.1	1.2
151	23	215 East 96 Street	0.6	2.2	0.7	1.0	0.6	0.7	2.2	2.2	2.1	1.2
151	24	215 East 96 Street	0.6	2.2	0.7	1.0	0.6	0.7	2.2	2.2	2.1	1.2
151	25	215 East 96 Street	0.6	2.2	0.7	1.2	0.6	0.7	2.1	2.2	2.1	0.9
151	26	215 East 96 Street	0.4	2.2	0.7	1.3	0.7	0.8	2.1	2.2	2.1	0.4
151	27	215 East 96 Street	0.0	2.2	0.7	1.4	0.7	0.8	2.1	2.2	2.1	0.0
151	28	215 East 96 Street	0.0	2.2	0.7	1.6	0.9	0.9	2.1	2.2	2.1	0.0
151	29	215 East 96 Street	0.0	2.2	0.8	1.8	1.0	0.9	2.1	2.2	2.1	0.0
151	30	215 East 96 Street	0.0	2.2	0.8	2.0	1.0	0.9	2.1	2.2	2.2	0.0
151	31	215 East 96 Street	0.0	2.2	0.8	2.0	1.0	0.9	2.1	2.2	2.2	0.0
151	32	215 East 96 Street	0.0	2.2	0.8	2.1	1.1	0.9	2.1	2.2	2.2	0.0
151	33	215 East 96 Street	0.2	2.2	0.8	2.1	1.2	1.0	2.1	2.2	1.9	0.2
151	34	215 East 96 Street	0.2	2.2	0.8	2.1	1.3	1.0	2.1	2.2	1.5	0.2
151	35	215 East 96 Street	0.3	2.2	0.8	2.1	1.4	1.1	2.1	2.2	0.3	0.3
151	36	215 East 96 Street	0.1	2.2	0.8	2.2	1.4	1.4	2.0	2.1	0.1	0.4
151	37	215 East 96 Street	0.1	2.3	0.9	2.3	1.5	1.5	2.0	2.1	0.1	0.7
151	38	215 East 96 Street	0.1	2.7	0.9	2.7	1.5	1.5	2.0	2.1	0.1	0.5
151	39	215 East 96 Street	0.3	3.4	0.9	3.4	1.5	1.5	2.0	2.1	0.3	0.9
151	40	215 East 96 Street	0.7	3.8	0.9	3.8	1.5	1.6	2.0	2.1	0.7	0.9
151	41	215 East 96 Street	0.9	3.9	1.0	3.9	1.6	1.6	2.0	2.1	1.1	0.9
151	42	215 East 96 Street	0.9	4.1	1.0	4.1	1.6	1.7	2.0	1.3	1.5	0.9
151	43	215 East 96 Street	0.9	4.1	1.0	4.1	1.7	1.7	2.0	0.9	1.7	0.9
152	7	206 East 95 Street	0.6	6.2	1.6	1.9	1.7	3.5	6.2	4.3	2.0	0.6
152	8	206 East 95 Street	0.5	5.0	1.3	4.0	1.4	2.9	5.0	3.7	1.5	0.5
152	9	206 East 95 Street	0.5	4.2	1.2	3.7	1.2	2.5	4.2	3.5	1.2	0.5
152	10	206 East 95 Street	0.4	3.8	1.2	3.5	1.2	2.4	3.8	3.3	1.2	0.4
152	11	206 East 95 Street	0.3	3.2	1.2	3.2	1.2	2.4	2.6	3.0	1.0	0.3
152	12	206 East 95 Street	0.3	3.5	1.6	3.5	1.5	2.5	2.8	3.1	1.0	0.3
152	13	206 East 95 Street	0.3	3.8	2.0	3.8	2.4	3.0	3.6	2.8	1.0	0.3
152	14	206 East 95 Street	0.3	4.8	3.0	4.8	3.4	3.4	3.8	3.2	1.2	0.3
152	15	206 East 95 Street	0.3	5.5	3.4	5.5	4.0	3.6	3.4	3.0	1.2	0.3
152	16	206 East 95 Street	0.3	7.7	3.7	7.7	4.3	3.6	3.2	3.0	1.2	0.3
152	17	206 East 95 Street	0.3	7.9	4.1	7.9	4.5	3.7	3.2	3.1	1.4	0.3
152	18	206 East 95 Street	0.4	9.3	4.1	9.3	4.5	3.6	3.2	3.1	1.5	0.4
153	1	212 East 95 Street	0.0	1.8	0.7	1.8	1.2	1.4	1.3	0.5	0.3	0.0
153	2	212 East 95 Street	0.0	2.8	0.7	2.8	1.3	1.4	1.3	0.6	0.3	0.0
153	3	212 East 95 Street	0.0	5.1	0.7	5.1	1.3	1.5	1.5	1.0	0.6	0.0
153	4	212 East 95 Street	0.0	5.2	1.3	5.2	1.3	1.6	2.0	1.6	0.7	0.0
153	5	212 East 95 Street	0.1	5.4	1.5	5.4	1.6	2.0	4.2	3.9	1.2	0.1
153	6	212 East 95 Street	0.1	8.7	5.0	6.8	4.0	6.4	8.7	5.0	1.2	0.1
153	7	212 East 95 Street	0.1	8.6	6.7	8.6	6.6	7.6	7.3	3.6	0.7	0.1
153	8	212 East 95 Street	0.0	11.3	6.4	11.3	8.0	6.9	6.5	3.1	0.6	0.0
153	9	212 East 95 Street	0.0	13.0	5.7	13.0	7.6	6.4	6.1	2.9	0.6	0.0
153	10	212 East 95 Street	0.0	13.7	5.5	13.7	7.3	6.0	5.7	2.9	0.6	0.0
153	11	212 East 95 Street	0.0	12.6	4.8	12.6	6.4	5.2	4.8	2.5	0.5	0.0