783 Fourth Avenue Rezoning Environmental Assessment Statement (EAS)

August 31, 2026

CEQR No. 25DCP015K
ULURP Nos. 250042ZMK, N250043ZRK

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

Prepared by:
AKRF, Inc.
440 Park Avenue South
New York, NY 10016

783 Fourth Avenue Rezoning EAS

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 783 Fourth Avenue Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
25DCP015K	N/A
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
250042ZMK, N250043ZRK	N/A

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			783 4th Ave LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			Shulem Kessler		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 5 New Montrose Avenue #3		
CITY New York	STATE NY	ZIP 10271	CITY Brooklyn	STATE NY	ZIP 11211
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5. *Project Description*

783 4th Ave LLC (the "Applicant") is seeking a zoning map amendment and a zoning text amendment from the New York City Planning Commission ("CPC") (the "Proposed Actions") to facilitate the development of an approximately 242,898-gross square feet ("gsf") mixed-use development (the "Proposed Project") at 783 Fourth Avenue (Block 661, Lots 5, 13, 14, and 66; "Projected Development Site 1" [Applicant-controlled]) in the Sunset Park neighborhood of Brooklyn Community District ("CD") 7. In addition, the Proposed Actions would affect six lots on Block 661 not owned or controlled by the Applicant: the entirety of Lots 1, 2, 3, 4, 68, and 69. Collectively, all lots affected by the Proposed Actions comprise the Project Area. The Proposed Actions include (i) a zoning map amendment to rezone the Project Area from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts; and (ii) a zoning text amendment to Appendix F of the Zoning Resolution of the City of New York ("ZR") to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") area.

The Applicant's Proposed Project would include three separate buildings (known as Buildings A, B, and C) and Projected Development Site 1 would comprise one zoning lot. In total, the three separate new buildings would contain approximately 242,898-gsf of total building space inclusive of all building uses and cellar space (184,446-zoning square feet ("zsf") [5.67 FAR]). The Proposed Project would contain approximately 2,743-gsf of community facility space, 9,375-gsf of commercial retail uses, and 227,780-gsf of residential uses, comprising 214 total dwelling units ("DUs"), 20-30% (43-64 DUs) of which would be affordable pursuant to MIH Options 1, 2, or 3. No parking would be required; however, approximately nine voluntary parking spaces are proposed in a 3,000-gsf at-grade space. Building A of the Proposed Project would reach 13-stories (144-foot-tall including bulkhead) along Fourth Avenue; Building B of the Proposed Project would reach nine-stories (104-foot-tall including bulkhead) along 27th Street; and Building C of the Proposed Project would reach eight-stories (94-foot-tall including bulkhead) along 28th Street. For CEQR analysis purposes, the With-Action condition for Projected Development Site 1 assumes an average dwelling unit size of 850-gsf (for all DUs), resulting in a total of approximately 268 DUs, 20-30% (54-80 DUs) of which would be affordable pursuant to MIH Options 1, 2, or 3.

In addition to the Proposed Project for Projected Development Site 1, two additional soft sites not controlled or owned

by the Applicant have been identified within the Project Area. Projected Development Site 2 (Block, 661, Lots 1, 2, and 3) could be developed in the future With-Action condition with an approximately 62,661-gsf (50,508-zsf [7.2 FAR]) mixed residential/commercial building. The building would reach a maximum height of 14-stories (155-foot-tall including bulkhead) and include a cellar. The building would be occupied by approximately 60,645-gsf (48,754-zsf) of residential uses and 2,017-gsf (1,754-zsf) of commercial retail uses. The building's residential uses would comprise approximately 61 total DUs. No accessory off-street parking spaces would be provided.

Potential Development Site 1 (Block 661, Lots 68 and 69) is less likely to be developed in the future With-Action condition. The With-Action condition for Potential Development Site 1 comprises an approximately 32,607-gsf (25,090-zsf [5.01 FAR]) residential building. The building would reach a maximum height of 11-stories (125-foot-tall including bulkhead). The building would be occupied by approximately 31 total DUs. No accessory off-street parking spaces would be provided.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 7	STREET ADDRESS 783, 793, 795, 797, and 799 Fourth Avenue, 216 and 220 27th Street, 179, 181, and 183 28th Street
TAX BLOCK(S) AND LOT(S) Block 661, Lots 1, 2, 3, 4, 5, 13, 66, 68, and 69 in their entirety, and the approximately 5,425-sf western portion of Lot 14		ZIP CODE 11232

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Area is bound by Fourth Avenue to the west, 27th Street to the north, and 28th Street to the south.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1D | ZONING SECTIONAL MAP NUMBER 16d

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

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

☐ CITY MAP AMENDMENT ☐ ZONING CERTIFICATION ☐ CONCESSION
☒ ZONING MAP AMENDMENT ☐ ZONING AUTHORIZATION ☐ UDAAP
☒ ZONING TEXT AMENDMENT ☐ ACQUISITION—REAL PROPERTY ☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY ☐ DISPOSITION—REAL PROPERTY ☐ FRANCHISE
☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Appendix F (Zoning Text Amendment)

Board of Standards and Appeals: ☐ YES ☒ NO

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

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

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

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

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

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

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

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

Graphics: *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may*

not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): Approx. 45,460-sf (Project Area)
Waterbody area (sq. ft) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): Approx. 45,460-sf (Project Area)
Other, describe (sq. ft.): N/A

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Projected Development Sites 1 and 2: 305,559-gsf

NUMBER OF BUILDINGS: 4 (3 on Projected Development Site 1 and 1 on Projected Development Site 2)

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Projected Development Site 1: Building A – 111,830-gsf; Building B – 86,500-gsf; Building C – 43,668-gsf; Projected Development Site 2: 62,661-gsf

HEIGHT OF EACH BUILDING (ft.): Projected Development Site 1: Building A – 134-foot-tall (144-foot-tall including bulkhead); Building B – 94-foot-tall (104-foot-tall including bulkhead); Building C – 84-foot-tall (94-foot-tall including bulkhead); Projected Development Site 2: 145-foot-tall (155-foot-tall including bulkhead)

NUMBER OF STORIES OF EACH BUILDING: Projected Development Site 1: Building A – 13-stories; Building B – 9-stories; Building C – 8-stories; Projected Development Site 2: 14-stories

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: 30,437-sf
The total square feet not owned or controlled by the applicant: 15,023-sf

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 39,539 sq. ft. (width x length)
VOLUME OF DISTURBANCE: (39,539-sf x 10 feet depth) Approx. 395,390 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 39,539 sq. ft. (width x length)

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

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	288,425-gsf	11,392-gsf	2,743-gsf	0-gsf
Type (*e.g.,* retail, office, school)	329 units	Local Retail	Medical Office	N/A

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS: 981
NUMBER OF ADDITIONAL WORKERS: -40
Provide a brief explanation of how these numbers were determined: The number of residents has been calculated based on the average household size of 3.01 sourced from the 2020 Census for Brooklyn CD 7. One worker per 25 DUs; one worker per 333 sf of local retail (UG VI) space; and one worker per 333 sf of community facility (UG III) space.

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

Has a No-Action scenario been defined for this project that differs from the existing condition? ☒ YES ☐ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly: In the No-Action condition, no zoning changes would occur in the Project Area. All existing buildings, structures, and uses located within the Project Area are anticipated to remain unchanged from existing conditions. However, in the future without the Proposed Actions it is anticipated that the vacant Saint Rocco's Roman Catholic Church campus on Projected Development Site 1 would be re-occupied by a house of worship and educational center, which is the historical use of Projected Development Site 1.

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2031

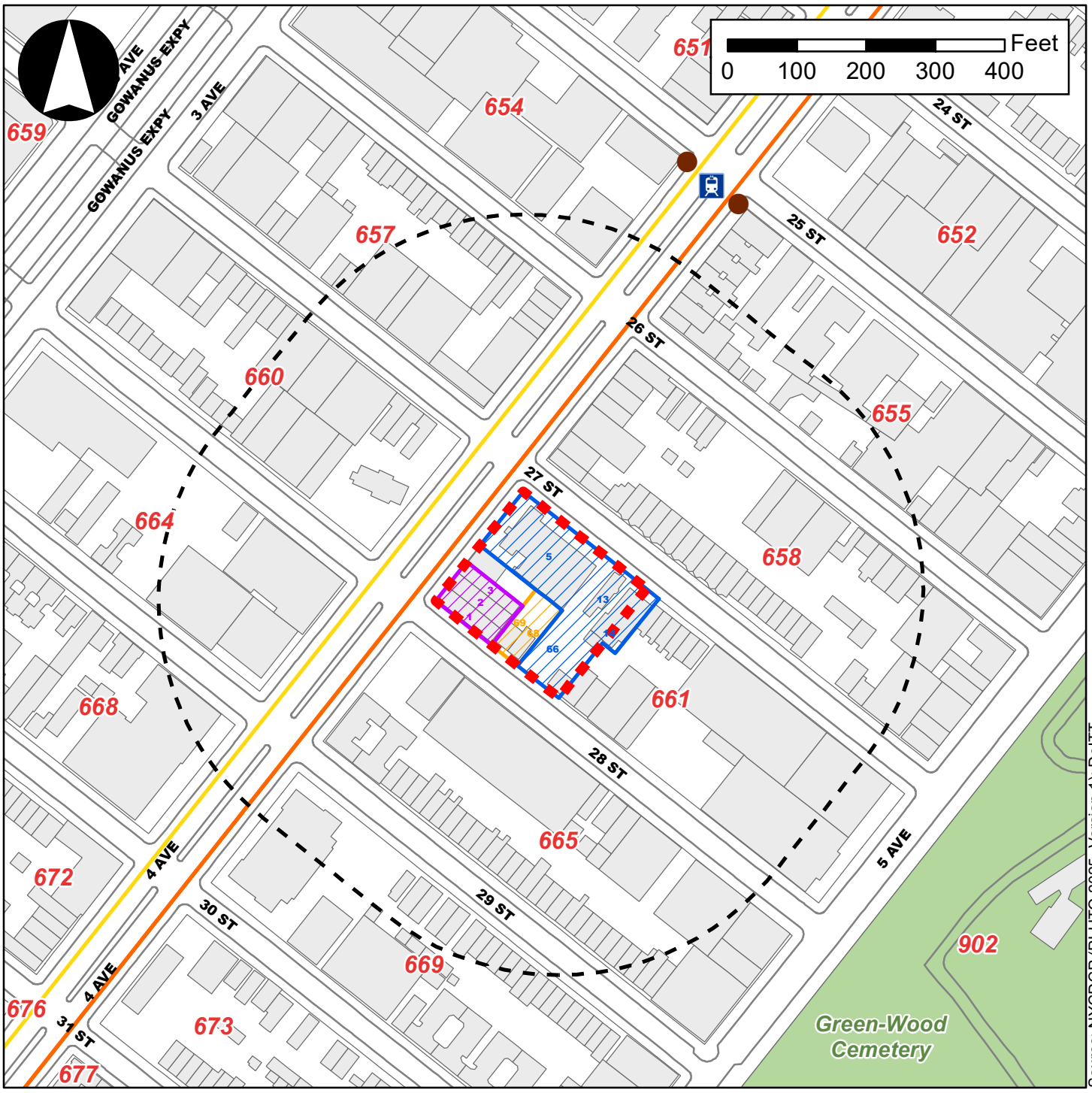
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18 months (Projected Development Site 1); 18 months (Projected Development Site 2)

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO	IF MULTIPLE PHASES, HOW MANY? Two
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Construction on Projected Development Site 1 is expected to occur in a single phase and take approximately 18 months with completion anticipated in 2029. Construction on Projected Development Site 2 is expected to occur in a single phase and take 18 months with completion anticipated in 2031.	

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

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Mixed-use Commercial/Residential, Transportation/Utility, Public Facility & Institutional, Parking Facilities

Figure 1
Project Location Map



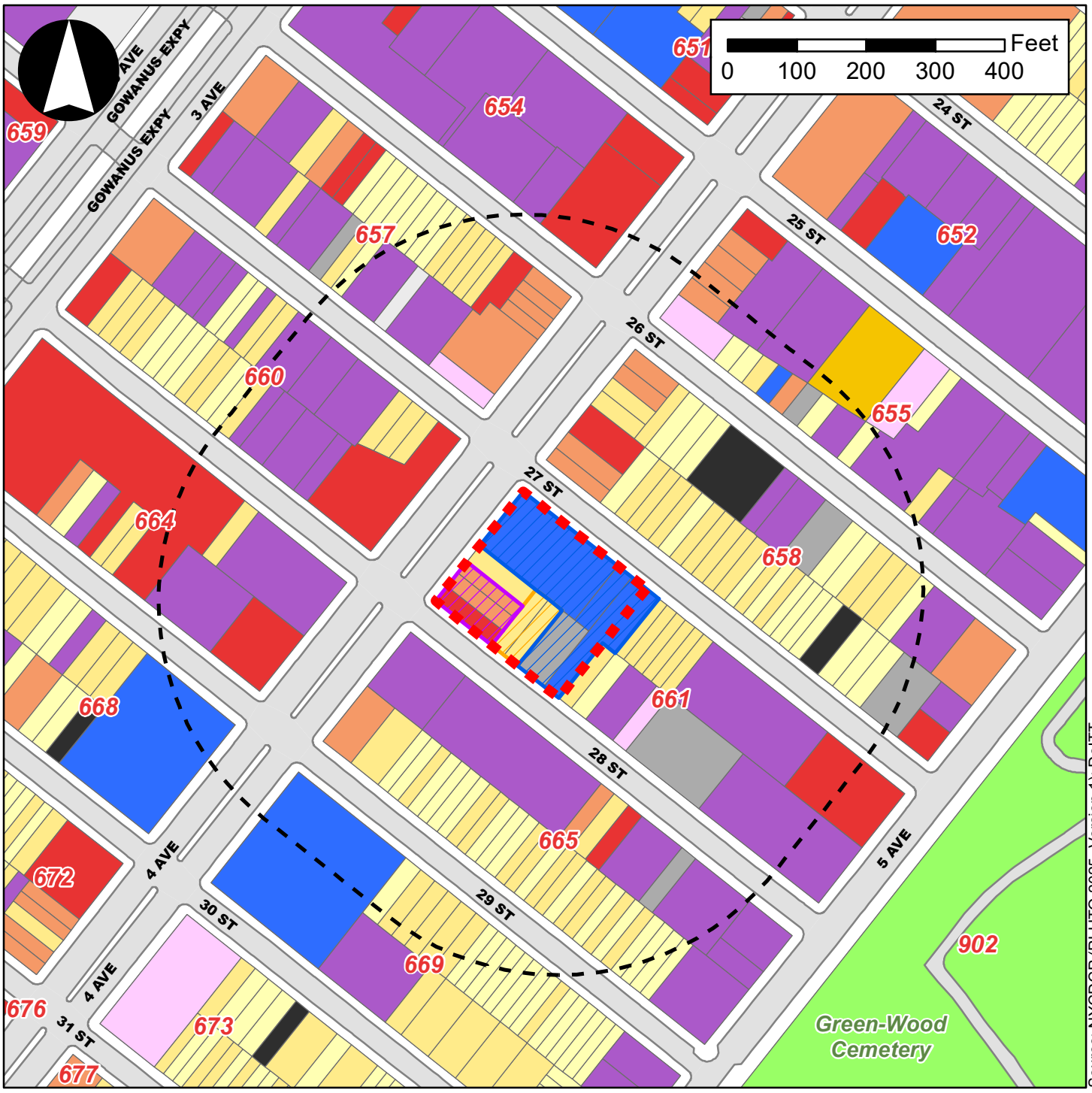
Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- Existing Building Footprints
- D Train
- N and R Trains
- 25 Street Subway Station (R Train)
- Subway Entrances
- Open Space
- 661 Tax Blocks



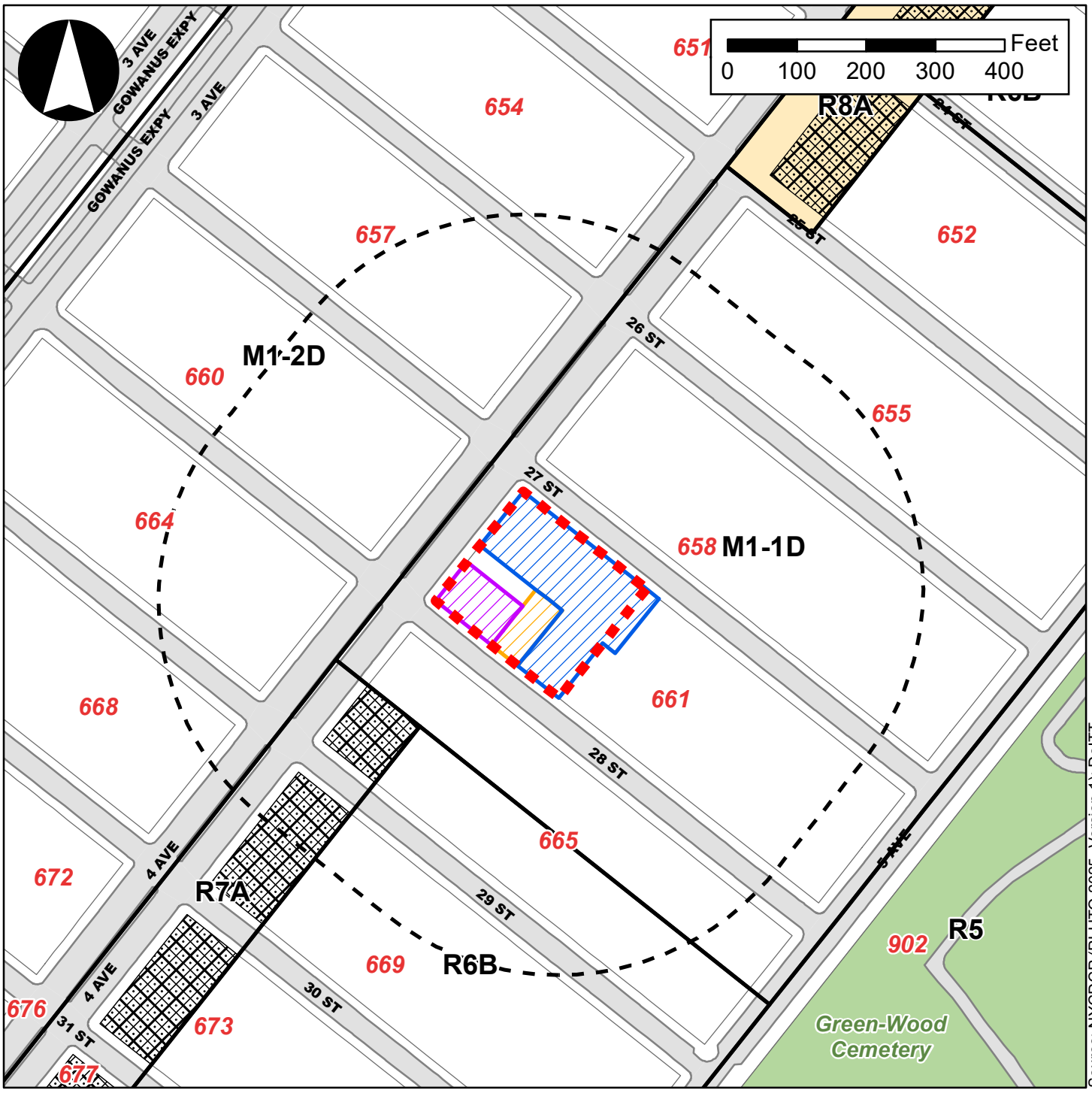
Figure 2
Land Use Map



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

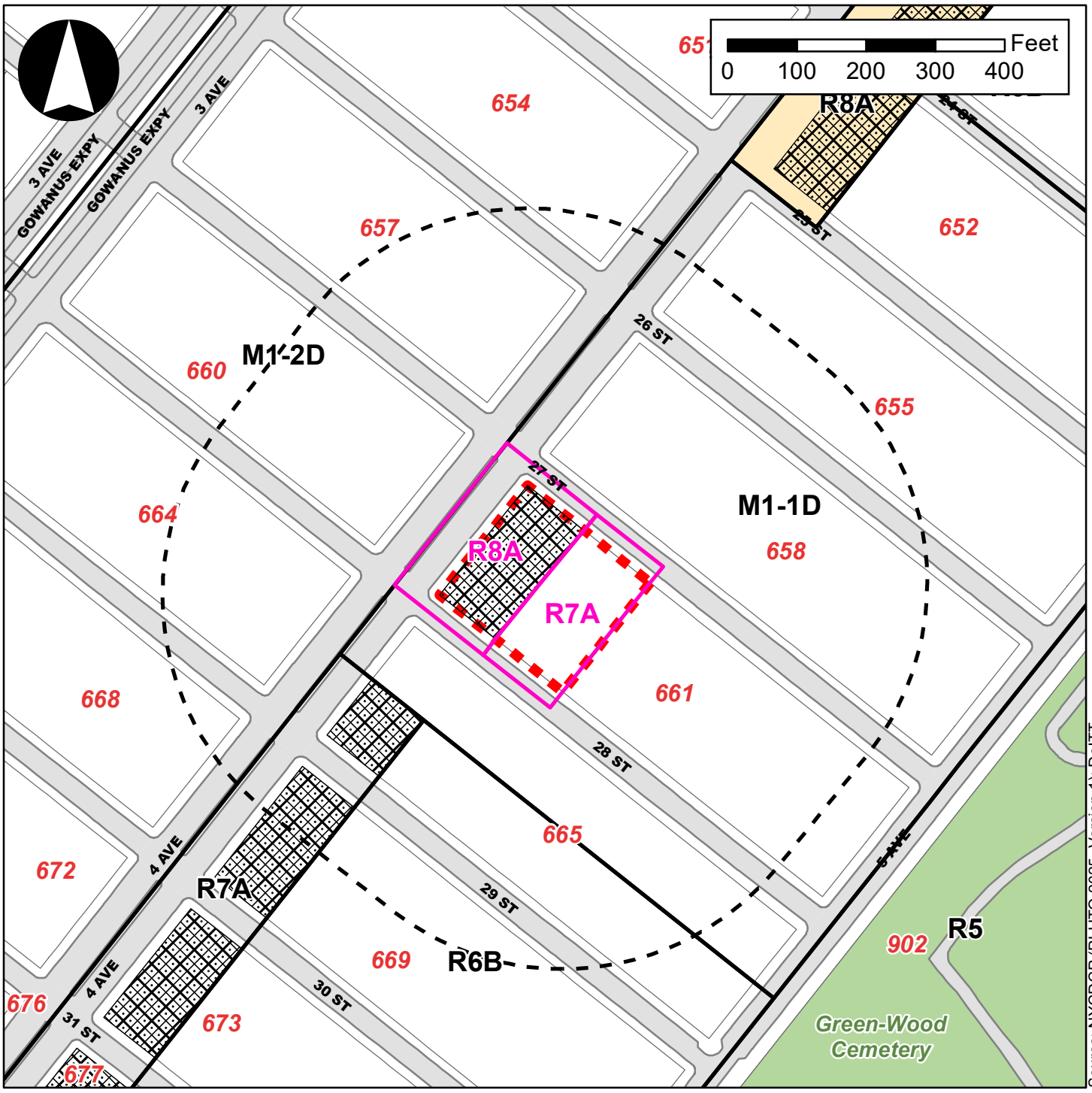
Legend

- Project Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data



Legend

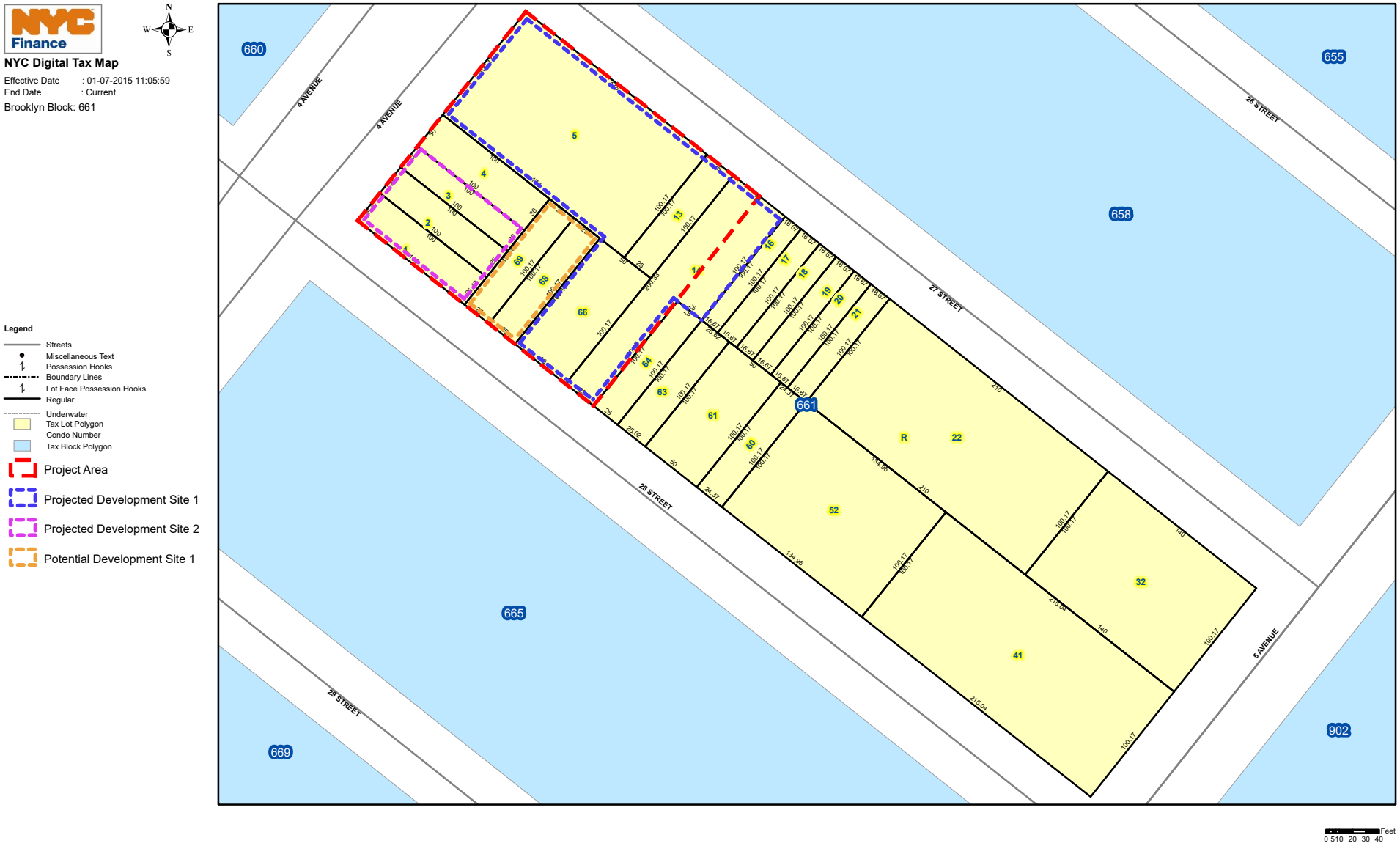
- Project Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- M1-1D Existing Zoning Districts
- Special Enhanced Commercial District 1 (EC-1)
- C2-4 Overlay



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- 400-Foot Radius
- M1-1D — Existing Zoning Districts
- C2-4 Overlay
- Special Enhanced Commercial District 1 (EC-1)
- R8A — Proposed Zoning Districts



783 Fourth Avenue Rezoning EAS

Figure 5
Tax Map



1. View of the Project Area looking northwest from the south side of 27th Street.



2. View of the Project Area looking south from the north side of 27th Street.



3. View of the Project Area looking south from the intersection of 27th Street and Fourth Avenue.





4. View of the Project Area looking southeast from the west side of Fourth Avenue.

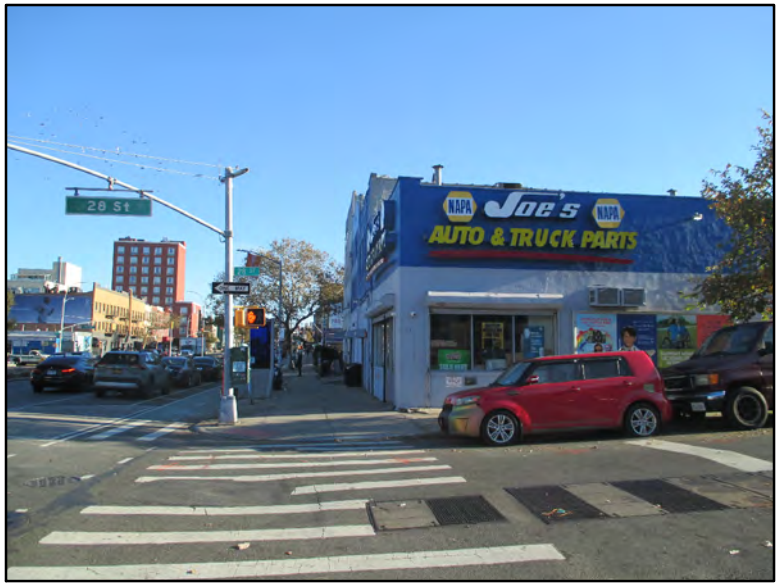


5. View of the Project Area looking southeast from the west side of Fourth Avenue.



6. View of the Project Area looking east from the intersection of 28th Street and Fourth Avenue.





7. View of the Project Area looking northeast from the intersection of 28th Street and Fourth Avenue.



8. View of the Project Area looking north from the south side of 28th Street.



9. View of the Project Area looking northeast from the south side of 28th Street.



Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use and/or zoning different from the surrounding area?	☒	☐
(b) Is there the potential to affect an applicable public policy?	☒	☐
(c) If "yes," to (a) and/or (b), complete a preliminary assessment and attach. See Attachment C		
(d) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a OneNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 250 or more residential units?	☒	☐
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Create a retail concentration?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 100 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate a net increase of more than 175 residential units in an existing R1-R4 district or 250 units in an existing R5 or above, C, or M district?		
(c) Would the project generate more than 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in with-action structures of 250 feet or more?	☐	☒
(b) Would the proposed project result in in with-action structures between 50-250 feet and be located adjacent to, within, or across the street from a sunlight-sensitive resource?	☐	☒

	YES	NO
(c) Would the proposed project result in greater than 50 feet of incremental height change or substantial changes in bulk?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project result in a building over 250 feet tall, have a project area greater than 1.5 acres or be classified as a general large-scale development?	☐	☒
(b) Does the project require a special permit to allow the modification of bulk and yard requirements or special uses?	☐	☒
(c) Does the proposed project introduce new, or change the location of, streets or public open spaces?	☐	☒
(d) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment B	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment B	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒

	YES	NO
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): Projected Development Sites 1 and 2: (329 DUs x 41 pounds per week) + (34 Commercial Retail workers x 79 pounds per week) + (8 Community Facility workers x 13 pounds per week) = 16,299 pounds per week		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): Projected Development Sites 1 and 2: (288,425-gsf Residential x 126.7 MBtu/sf [the source energy for the large residential building type]) + (11,392-gsf Commercial Retail x 216.3 MBtu/sf [the source energy for the commercial building type]) + (2,743-gsf Commercial Retail x 250.7 MBtu/sf [the source energy for the institutional building type]) = 39,695,208 annual BTUs		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop, or Citywide Ferry Service landing?	☐	☒
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		

	YES	NO
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
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 Attachment B.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment B.		
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.

Projected Development Site 1 would contain three separate buildings totaling approximately 242,898-gsf of total building space inclusive of all building uses (184,446-zsf). Buildings A, B, and C would be constructed simultaneously over an approximately 18-month period and implemented in a single phase, commencing in the first quarter of 2028. All three buildings would be completed during the second quarter of 2029. Therefore, the construction schedule for Projected Development Site 1 is considered short-term.

Projected Development Site 2 would be constructed in a single phase over an approximately 18-month period beginning in mid-2030, with completion and occupancy expected to occur in late-2031. The construction durations for Projected Development Sites 1 and 2 are based on a generic schedule guidance document provided by DCP and are illustrated in Figure B-2 in Attachment B.

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 Philip Habib, P.E., AKRF, Inc.	DATE 8-31-2026
SIGNATURE 	

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

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

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

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

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

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review	NYC City Planning on behalf of City Planning Commission
NAME	**DATE**
Evren Ulker-Kacar, AICP	September 3, 2026

SIGNATURE Evren Ulker Kacar

NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would not have a significant adverse impact on the environment. Reasons supporting this determination are noted below.

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The Applicant, 783 4th Ave LLC, is seeking a zoning map amendment and a zoning text amendment (the "Proposed Actions") at 783 Fourth Avenue (Block 661, Lots 1-5, 13, 14, and 66, 68, and 69 (the "Project Area") in the Sunset Park neighborhood of Brooklyn Community District 7. The Proposed Actions include (i) a zoning map amendment to rezone the Project Area from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts; and (ii) a zoning text amendment to Appendix F of the Zoning Resolution of the City of New York ("ZR") to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") area. The Proposed Actions would facilitate an approximately 242,898 gross square feet ("gsf", 184,446 zoning square feet ("zsf"))mixed used development in three separate new buildings on Applicant-controlled Projected Development Site 1 (Block 661, Lots 5, 13, 14, and 66) including 2,743 gsf of community facility uses, 9,375 gsf of commercial retail uses, and 227,780 gsf of residential uses, comprising 268 total dwelling units ("DUs"), 20-30% (54-80 DUs) of which would be income restricted pursuant to MIH Options 1, 2, or 3. No parking would be required; however, nine parking spaces are proposed in a 3,000-gsf at-grade space. Building A of the Proposed Project would reach 13-stories (144-foot-tall including bulkhead) along Fourth Avenue; Building B of the Proposed Project would reach nine-stories (104-foot-tall including bulkhead) along 27th Street; and Building C of the Proposed Project would reach eight-stories (94-foot-tall including bulkhead) along 28th Street.

In addition, it is assumed that non-Applicant controlled Projected Development Site 2 (Block 661, Lots 1-3), and Potential Development Site 1 (Block 661, Lots 68 and 69) would develop as a result of the Proposed Actions. Projected Development Site 2 could be developed with an approximately 62,661-gsf (50,508-zsf [7.2 FAR]) 14-story mixed residential/commercial building. The building would be occupied by approximately 60,645 gsf (48,754 zsf) of residential uses including 61 DUs (12-18 income restricted pursuant to MIH) and 2,017 gsf (1,754-zsf) of commercial retail uses, with no accessory off-street parking spaces. For the purposes of the environmental analysis, Potential Development Site 1 could be developed with an approximately 32,607-gsf (25,090 zsf) 11-story residential building, containing 31 DUS (6-9 income restricted pursuant to MIH), with no accessory off-street parking spaces. The Proposed Actions would result in a change in land use and zoning, including the introduction of new mixed residential uses in an industrial area, however these uses would be compatible with surrounding residential developments. Overall, the Proposed Actions would facilitate the development of new housing, commercial and community facility opportunities that are compatible with uses adjacent to the Project Area. In addition, the Proposed Project would be consistent with public policies such as OneNYC 2050, the Housing Blue Print, Where We Live NYC, and New Connections/New Opportunities – Sunset Park 197-a Plans. Therefore, the Proposed Actions would not result in any significant adverse impacts to land use, zoning, or public policy.

Disadvantaged Communities Assessment

The Proposed Actions are located within a disadvantaged community identified as having comparatively lower burdens and vulnerabilities according to the New York State Department of Environmental Conservation Disadvantaged Community Assessment Tool (DACAT) and an assessment of the Proposed Actions' potential effects on disadvantaged communities is included in the EAS. The Proposed Actions would not result in significant adverse impacts to the following technical areas analyzed in the EAS: land use, zoning, and public policy; socioeconomic conditions; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; air quality; noise; neighborhood character; or construction. As such, the Proposed Actions would not disproportionately affect any disadvantaged communities, nor would it cause or increase a disproportionate pollution burden.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-953) related to hazardous materials, air quality, and noise would be established as part of the approval of the proposed actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials, air quality, and noise analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials, air quality, or noise.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Louise Cafiero at lcafiero@planning.nyc.gov.

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME Evren Ulker-Kacar, AICP	DATE 9/3/2026
SIGNATURE Evren Ulker Kacar	

Project Name: 783 Fourth Avenue Rezoning
CEQR # 25DCP015K
SEQRA Classification: Unlisted

TITLE Chair, City Planning Commission	
NAME Sideya Sherman	DATE 9/9/2026
SIGNATURE	

Project Name: 783 Fourth Avenue Rezoning
CEQR # 25DCP015K
SEQRA Classification: Unlisted

Determination of Significance Appendix

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

Development Site	Borough	Block and Lot
Projected Development Site 1	Brooklyn	Block 661, Lots 5, 13, 14, and 66
Projected Development Site 2	Brooklyn	Block 661, Lots 1, 2, and 3
Potential Development Site 1	Brooklyn	Block 661, Lots 68 and 69

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-953**) would be established as part of approval of the proposed actions on **Projected Development Sites 1 and 2, and Potential Development Site 1** as described below:

Development Site		Hazardous Materials	Air Quality	Noise
Projected Development Site 1	Lots 5, 14, 66	X	X	X
	Lot 13	X	X	
Projected Development Site 2		X	X	X
Potential Development Site 1		X	X	X

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Sites 1, 2 and Potential 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.

Air Quality

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

Block 661, Lots 5, 13, 14, and 66 (Projected Development Site 1): *Any new residential or commercial development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.*

Block 661, Lots 1, 2, and 3 (Projected Development Site 2): *Any new residential or commercial development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.*

Block 661, Lots 68 and 69 (Potential Development Site 1): *Any new residential development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.*

Noise

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

Block 661, Lot 5 (Projected Development Site 1 – Building A of Proposed Project): *In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the western façade facing Fourth Avenue, on the northern façade facing 27th Street within 50 feet of Fourth Avenue, and on the southern façade facing 28th Street within 50 feet of Fourth Avenue to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*

Block 661, Lots 14 and 66 (Projected Development Site 1 – Building C of Proposed Project): *In order to ensure an acceptable interior noise environment, future residential and community facility uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the southern façade facing 28th Street, on the western façade facing Fourth Avenue within 50 feet of 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*

Block 661, Lots 1, 2 and 3 (Projected Development Site 2): *In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the western façade facing Fourth Avenue, on the northern façade facing 27th Street within 50 feet of Fourth Avenue, and on the southern façade facing 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*

Block 661, Lots 68 and 69 (Potential Development Site 1): *In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the southern façade facing 28th Street, on the western façade facing Fourth Avenue within 50 feet of 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a*

closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Project Name: 783 Fourth Avenue Rezoning
CEQR # 25DCP015K
SEQRA Classification: Unlisted

Determination of Significance Appendix

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

Development Site	Borough	Block and Lot
Projected Development Site 1	Brooklyn	Block 661, Lots 5, 13, 14, and 66
Projected Development Site 2	Brooklyn	Block 661, Lots 1, 2, and 3
Potential Development Site 1	Brooklyn	Block 661, Lots 68 and 69

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-953**) would be established as part of approval of the proposed actions on **Projected Development Sites 1 and 2, and Potential Development Site 1** as described below:

Development Site		Hazardous Materials	Air Quality	Noise
Projected Development Site 1	Lots 5, 14, 66	X	X	X
	Lot 13	X	X	
Projected Development Site 2		X	X	X
Potential Development Site 1		X	X	X

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Sites 1, 2 and Potential 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.

Air Quality

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

Block 661, Lots 5, 13, 14, and 66 (Projected Development Site 1): *Any new residential or commercial development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.*

Block 661, Lots 1, 2, and 3 (Projected Development Site 2): *Any new residential or commercial development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.*

Block 661, Lots 68 and 69 (Potential Development Site 1): *Any new residential development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.*

Noise

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

Block 661, Lot 5 (Projected Development Site 1 – Building A of Proposed Project): *In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the western façade facing Fourth Avenue, on the northern façade facing 27th Street within 50 feet of Fourth Avenue, and on the southern façade facing 28th Street within 50 feet of Fourth Avenue to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*

Block 661, Lots 14 and 66 (Projected Development Site 1 – Building C of Proposed Project): *In order to ensure an acceptable interior noise environment, future residential and community facility uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the southern façade facing 28th Street, on the western façade facing Fourth Avenue within 50 feet of 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*

Block 661, Lots 1, 2 and 3 (Projected Development Site 2): *In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the western façade facing Fourth Avenue, on the northern façade facing 27th Street within 50 feet of Fourth Avenue, and on the southern façade facing 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.*

Block 661, Lots 68 and 69 (Potential Development Site 1): *In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the southern façade facing 28th Street, on the western façade facing Fourth Avenue within 50 feet of 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a*

closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Attachment A:

Project Description

I. INTRODUCTION

The Applicant, 783 4th Ave LLC, is seeking the approval of the following actions (the "Proposed Actions") to facilitate the development of an approximately 242,898-gross square feet ("gsf") mixed-use development (the "Proposed Project") at 783 Fourth Avenue (Block 661, Lots 5, 13, 14, and 66; also known as ["aka"] Projected Development Site 1 [Applicant-controlled]) in the Sunset Park neighborhood of Brooklyn Community District ("CD") 7:

(1) a zoning map amendment to rezone Block 661, Lots 1, 2, 3, 4, 5, 13, 66, 68, and 69 in their entirety, and the approximately 5,425-square feet ("sf") western portion of ("p/o") Lot 14 (the "Project Area") from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts; and
(2) a zoning text amendment to Appendix F of the *Zoning Resolution of the City of New York* ("ZR") to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") area coterminous with the area to be rezoned to R7A and R8A/C2-4 zoning districts.

This attachment provides a description of the Proposed Actions, including information about the Project Area, Projected Development Site 1, existing conditions, project purpose and need, the analysis framework and Reasonable Worst Case Development Scenario ("RWCDS"), and the governmental approvals required. The attached supplemental studies examine the potential for the Proposed Actions to result in significant adverse impacts in any City Environmental Quality Review ("CEQR") technical areas, including separate attachments with preliminary and/or detailed analyses of land use, zoning, and public policy; socioeconomic conditions; open space; air quality; noise, and effects on disadvantaged communities in Attachments C through H, respectively. All other preliminary screening analyses are summarized in **Attachment B, "Supplemental Screening."**

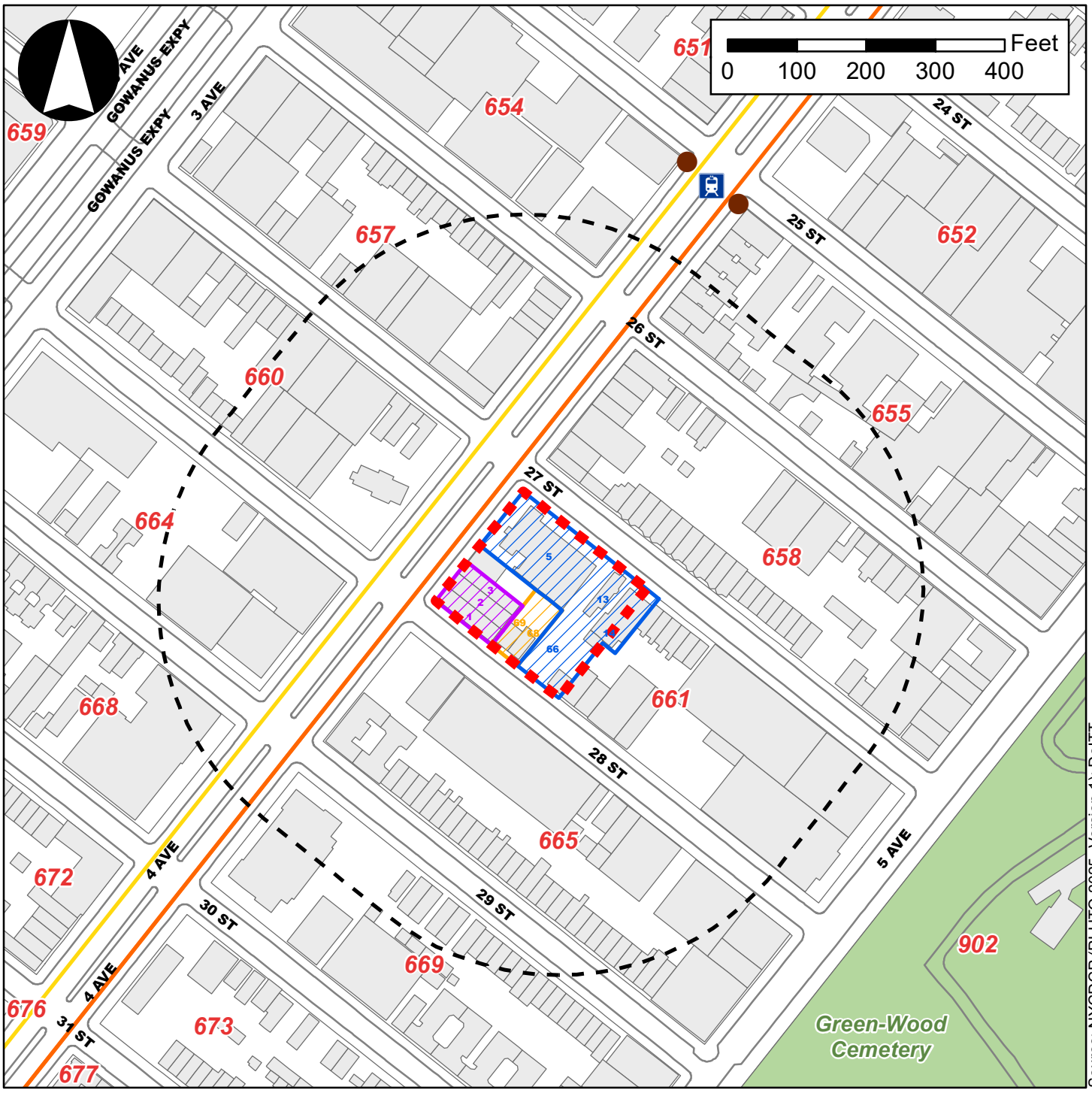
II. EXISTING CONDITIONS

Project Area

As shown in **Figure A-1**, the Project Area measures approximately 45,460-sf and includes Block 661, Lots 1, 2, 3, 4, 5, 13, 66, 68, and 69 in their entirety, and a portion of Lot 14. The Project Area is bound by Fourth Avenue to the west, 27th Street to the north, and 28th Street to the south. The Project Area contains approximately 200 feet of frontage on the east side of Fourth Avenue, a wide street with a mapped width of 120 feet, approximately 225 feet of frontage on the south side of 27th Street, a narrow street with a mapped width of 60 feet, and approximately 225 feet of frontage on the north side of 28th Street, a narrow street with a mapped width of 60 feet.

As shown in **Figure A-2**, the Project Area is zoned M1-1D. M1-1D zoning districts permit a maximum FAR of 1.0 for commercial and manufacturing/industrial uses, a maximum FAR of 2.0 for residential uses, and a maximum FAR of 2.4 for community facility uses. In M1-1D zoning districts, the maximum building height for residential buildings is 55 feet after a required setback distance of 10 or 15 feet on wide or narrow streets, respectively; the maximum building height for non-residential buildings is governed by the sky

Figure A-1
Project Location Map

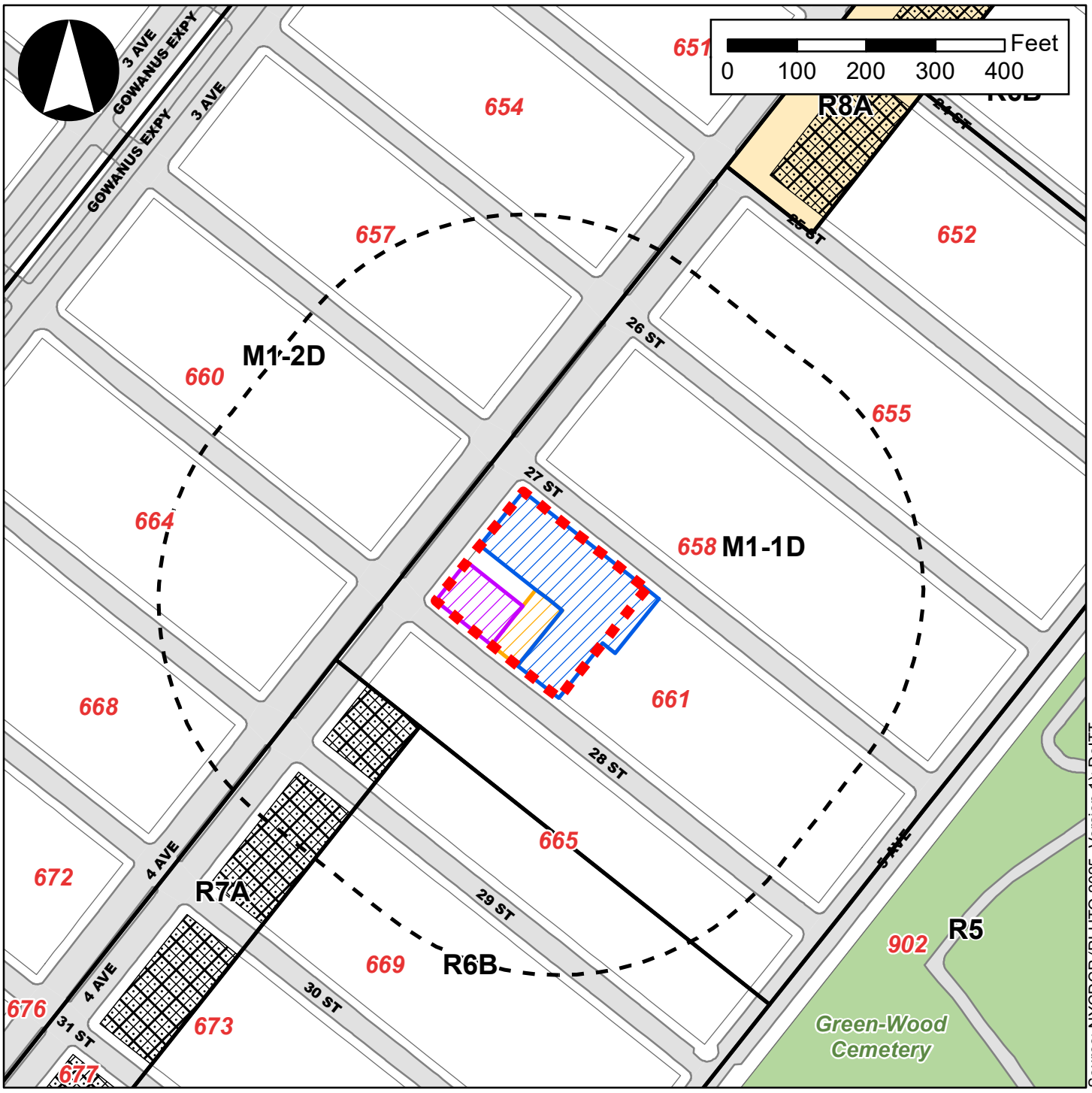


Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- Existing Building Footprints
- D Train
- N and R Trains
- 25 Street Subway Station (R Train)
- Subway Entrances
- Open Space
- 661 Tax Blocks





Legend

- Project Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- M1-1D — Existing Zoning Districts
- Special Enhanced Commercial District 1 (EC-1)
- C2-4 Overlay

exposure plane after a required setback distance of 15 or 20 feet on wide or narrow streets, respectively. In M1-1D zoning districts, accessory parking requirements vary by use group. Only two M1-1D zoning districts are mapped in the City; one district is mapped in the Sunset Park neighborhood of Brooklyn and one district is mapped in the Maspeth neighborhood of Queens. Residential uses in M1-1D zoning districts are only permitted by authorization from the New York City Planning Commission ("CPC") and one accessory parking space per DU is required outside of the Greater Transit Zone. As part of the 1961 Zoning Resolution, the Project Area was zoned M1-1. In 1990, the Project Area was rezoned to M1-1D from M1-1 (CEQR No: 90-045K; ULURP No: C900258ZMK) as part of a larger, 26-block rezoning effort led by DCP to protect and permit the limited expansion of residential uses within M1-1 and M1-2 zoning districts mapped along the Gowanus Expressway (Interstate 278), Fourth Avenue, and Fifth Avenue in Sunset Park.

Applicant-controlled Projected Development Site 1

Projected Development Site 1 measures approximately 32,524-sf and contains a total of approximately 100 feet of frontage on the east side of Fourth Avenue, approximately 75 feet of frontage on the south side of 27th Street, and approximately 250 feet of frontage on the north side of 28th Street. As shown in **Table A-1**, and in **Figures A-3a**, **A-3b**, and **A-3c**, Projected Development Site 1 contains five vacant low-rise public facility and institutional buildings (ranging in height from one- to two-stories) totaling approximately 26,645-gsf (0.71 FAR), as well as three existing curb cuts (one curb cut is located on Fourth Avenue and two curb cuts are located on 28th Street) that facilitate ingress and egress to Projected Development Site 1's approximately 33 surface parking spaces. Projected Development Site 1 is occupied by the Saint Rocco's Roman Catholic Church campus, which is currently vacant.

Lot 5 is an approximately 17,500-sf corner lot that contains a two-story, approximately 19,545-gsf vacant public facility and institutional building (0.97 FAR). There are approximately 13 parking spaces located on this lot; the parking spaces are accessed via one curb cut on Fourth Avenue and one curb cut on 28th Street. Lot 13 is an approximately 2,504-sf interior lot that contains a two-story, approximately 1,600-gsf vacant public facility and institutional building (0.56 FAR). There are no parking spaces located on this lot. Lot 14 is an approximately 7,512-sf through lot that contains three vacant public facility and institutional buildings, which range in height from one- to two-stories and total 5,500-gsf (0.64 FAR). There are approximately eight parking spaces located on this lot; the parking spaces are accessed via two curb cuts on 28th Street. Lot 66 is an approximately 5,008-sf interior lot that contains a surface parking facility (0.0 FAR) containing approximately 12 parking spaces; the parking spaces are accessed via one curb cut on 28th Street.

Non-Applicant-controlled Properties

As shown in **Table A-1**, six properties not owned or controlled by the Applicant are located within the Project Area; one property is occupied by a commercial/office building, two properties are occupied by mixed residential/commercial buildings, and three properties are occupied by multi-family residential buildings.



1. View of the Project Area looking northwest from the south side of 27th Street.



2. View of the Project Area looking south from the north side of 27th Street.



3. View of the Project Area looking south from the intersection of 27th Street and Fourth Avenue.





4. View of the Project Area looking southeast from the west side of Fourth Avenue.

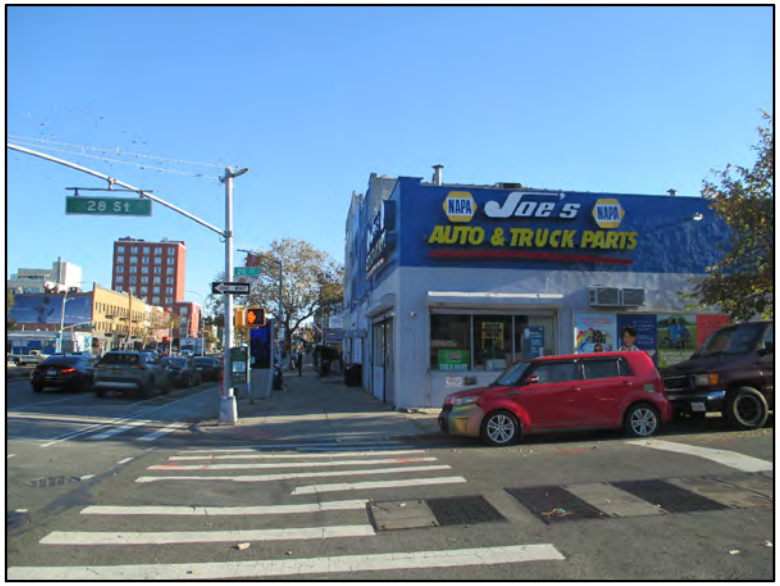


5. View of the Project Area looking southeast from the west side of Fourth Avenue.



6. View of the Project Area looking east from the intersection of 28th Street and Fourth Avenue.





7. View of the Project Area looking northeast from the intersection of 28th Street and Fourth Avenue.



8. View of the Project Area looking north from the south side of 28th Street.



9. View of the Project Area looking northeast from the south side of 28th Street.



Table A-1: Project Area – Existing Conditions

Lot[1]	Affected Lot Area SF	Address	Zoning	Land Use	Total Building GSF	Built FAR[2]	Residential GSF/DUs	Parking Spaces	Construction Year
Applicant-Controlled									
5	17,500	783 Fourth Avenue	M1-1D	Vacant Public Facilities & Institutions	19,545	0.97	0/0	13	1958
13	2,504	216 27th Street		Vacant Public Facilities & Institutions	1,600	0.56	0/0	0	1920
P/o 14	5,425	220 27th Street		Vacant Public Facilities & Institutions	5,500	0.64	0/0	8	1920
66	5,008	183 28th Street		Parking Facilities	0	0	0/0	12	N/A
Non-Applicant Controlled or Owned									
1	2,516	799 Fourth Avenue	M1-1D	Commercial/Office	2,500	0.86	0/0	0	1981
2	2,499	797 Fourth Avenue		Mixed Residential/Commercial	3,760	1.34	1,790/1	0	1930
3	2,000	795 Fourth Avenue		Mixed Residential/Commercial	2,400	1.08	1,608/2	0	1930
4	3,000	793 Fourth Avenue		Residential	4,320	1.31	4,320/6	0	1931
68	2,504	181 28th Street		Residential	1,760	0.64	1,760/3	0	1910
69	2,504	179 28th Street		Residential	2,536	0.92	2,536/3	0	1910
Total Affected Primary Study Area Lot Area SF	**45,460**								

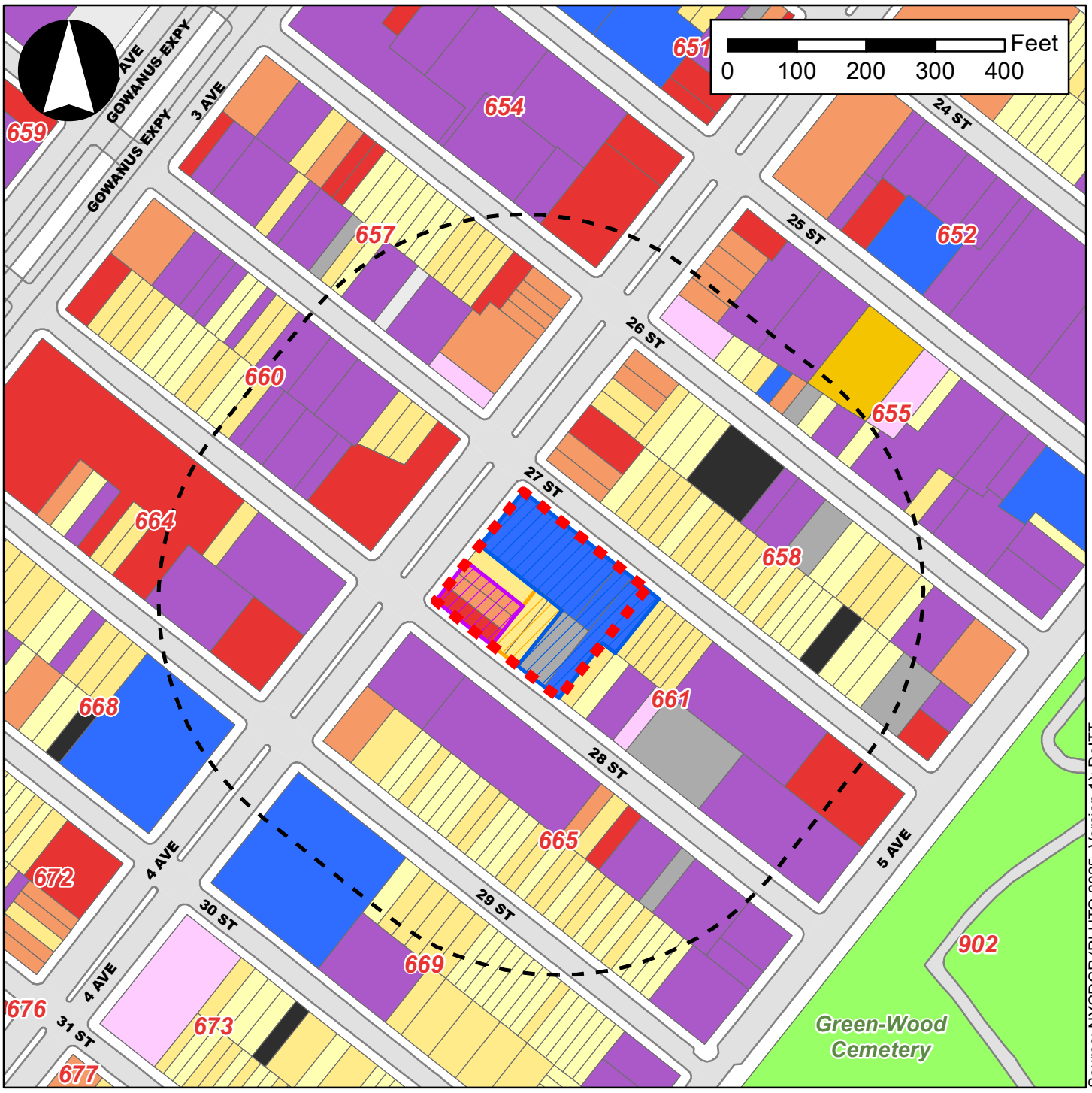
Notes:
[1] Properties controlled by the Applicant (comprising Projected Development Site 1) are highlighted in gray.
[2] The built FAR is calculated based on the zoning square feet (ZSF) for each lot. The ZSF for each lot was calculated by dividing the GSF for each lot by 1.1 (for residential square footage) and by 1.15 (for non-residential square footage), pursuant to guidance from DCP.
Sources: DCP 2025 PLUTO Data (Version I); Field observations.

Surrounding Area

Land Use

As shown in **Figure A-4**, the area surrounding the Project Area contains a mixture of land uses. Residential buildings, of which one- and two-family buildings and multi-family walkup buildings are the predominant building types, are located throughout the surrounding area, interspersed with non-residential land uses. Mixed-use commercial/residential and commercial/office buildings are primarily clustered along Fourth Avenue, which serves as a commercial corridor adjacent to the Project Area's western border. Along Fourth Avenue, commercial uses are typically local restaurant, retail, and office establishments located on the ground floors of low-rise buildings with residential uses located above the commercial uses. Notable commercial/office buildings proximate to the Project Area include a KFC restaurant with a drive through located at 798-812 Fourth Avenue and the Liberty View Brooklyn Hotel, an eight-story hotel with approximately 62 guest rooms located at 826 Fourth Avenue. Industrial/manufacturing buildings, similar to residential buildings, are located throughout the surrounding area. Industrial/manufacturing buildings

Figure A-4
Land Use Map



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

are typically one- or two-stories in height and contain warehouse and/or factory uses. Public facility and institutional buildings in the surrounding area include a house of worship, a public school (P.S. 172 Beacon School of Excellence located at 825 Fourth Avenue), and the New York City Police Department ("NYPD") 72nd Precinct located at 830 Fourth Avenue. Green-Wood Cemetery is a prominent open space located approximately 600 feet to the southeast of the Project Area. The surrounding area also features several transportation/utility buildings, including auto repair businesses, as well as parking facilities and vacant parcels of land. For a more detailed discussion of land uses near the Project Area, refer to **Attachment C, "Land Use, Zoning, and Public Policy."**

Zoning

As described above, the Project Area is zoned M1-1D; much of the surrounding area is also zoned M1-1D, as well as M1-2D. M1-2D zoning districts permit a maximum FAR of 2.0 for commercial and manufacturing/industrial uses, a maximum FAR of 2.0 for residential uses, and a maximum FAR of 4.8 for community facility uses. In M1-2D zoning districts, the maximum building height for residential buildings is 55 feet after a required setback distance of 10 or 15 feet on wide or narrow streets, respectively; the maximum building height for non-residential buildings is governed by the sky exposure plane after a required setback distance of 15 or 20 feet on wide or narrow streets, respectively. In M1-2D zoning districts, accessory parking requirements vary by use group. Only two M1-2D zoning districts are mapped in the City; these districts are mapped in the Sunset Park neighborhood of Brooklyn. Residential uses in M1-2D zoning districts are only permitted by authorization from the CPC. Additionally, as shown in **Figure A-2**, R6B and R7A contextual zoning districts are mapped less than one block to the south of the Project Area, while properties located along the east side of Fourth Avenue are mapped with C2-4 commercial overlays. For a more detailed discussion of zoning near the Project Area, refer to **Attachment C, "Land Use, Zoning, and Public Policy."**

Public Transportation

The Project Area is located in the Inner Transit Zone and is well-served by mass transit. In terms of rail transit, the 25th Street subway station (serviced by the R train) is located approximately two blocks to the northeast of the Project Area and the 36th Street subway station (serviced by the D, N, and R trains) is located approximately eight blocks to the southwest of the Project Area. In terms of bus transit, two bus routes are located near the Project Area, including the B37 (connecting Bay Ridge and Boerum Hill) located to the west of the Project Area, which runs north and south along Third Avenue, and the B63 (connecting Bay Ridge and Cobble Hill) located to the east of the Project Area, which runs north and south along Fifth Avenue.

III. THE PROPOSED ACTIONS

The Applicant is seeking a zoning map amendment and a zoning text amendment. The Proposed Actions are discretionary actions that are subject to both the Uniform Land Use Review Procedure ("ULURP") and CEQR.

Zoning Map Amendment

The Applicant proposes a zoning map amendment, which would rezone the Project Area from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts (refer to **Figure A-5**). Pursuant to the proposed zoning map amendment, an R8A zoning district with a C2-4 commercial overlay is proposed to be mapped on Fourth Avenue at a depth of 100 feet and an R7A zoning district is proposed to be mapped at a depth of 125 feet to the east of the proposed R8A/C2-4 zoning district. As shown in **Table A-2**, within the proposed R7A zoning district, the proposed zoning map amendment would increase the maximum permitted residential FAR to 5.01 (for Qualifying Affordable or Senior Housing) from 2.0 and the maximum permitted community facility FAR to 4.0 from 2.4. As shown in **Table A-2**, within the proposed R8A/C2-4 zoning district, the proposed zoning map amendment would increase the maximum permitted residential FAR to 7.2 (for Qualifying Affordable or Senior Housing) from 2.0, the maximum permitted community facility FAR to 6.5 from 2.4, and the maximum permitted commercial FAR to 2.0 from 1.0.

Table A-2: Comparison of Existing and Proposed Zoning

	Existing M1-1D	Proposed R7A (MIH)	Proposed R8A/C2-4 (MIH)
Maximum Permitted FAR			
Residential	2.0	5.01[1]	7.2[1]
Community Facility	2.4	4.0	6.5
Commercial	1.0	Not Permitted	2.0
Manufacturing	1.0	Not Permitted	Not Permitted

Source: *Zoning Resolution of the City of New York*.
Note:
[1] With Qualifying Affordable or Senior Housing.

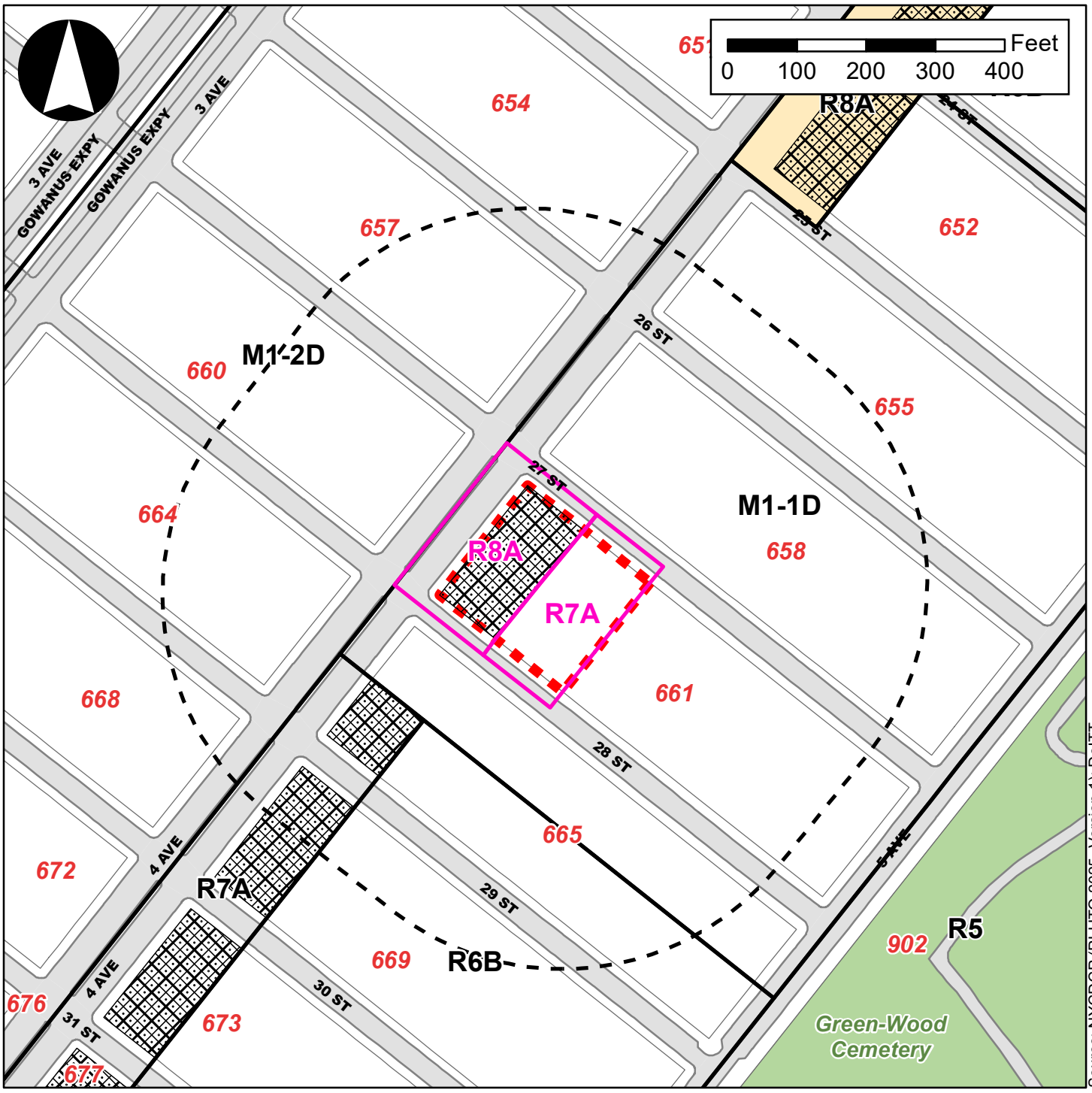
Zoning Text Amendment

The Applicant is proposing a zoning text amendment to Appendix F of the ZR to establish the Project Area as an MIH area. An MIH area requires compliance with one of the affordable housing options provided in ZR if the property is developed with residential uses. The final MIH option will be selected by the City Council during ULURP.

IV. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The requested zoning map amendment to rezone the Project Area from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts would permit higher density residential uses within the Project Area. Although the existing M1-1D zoning district permits residential development up to 2.0 FAR, such residential development is only permitted by authorization from the CPC and there is no zoning requirement to provide income-restricted housing units. The area surrounding the Project Area has not experienced a significant amount of new multi-family residential development in recent years. According to 2019-2023 American Community Survey ("ACS") data, in BK07 Sunset Park-Windsor Terrace (approximate to the boundaries of Brooklyn CD 7) the housing stock is older: Approximately 91.2 percent of housing units in Brooklyn CD 7 were built before 2000. Like Brooklyn and New York City, households within Brooklyn CD 7 are disproportionately rent burdened. Approximately 52.3 percent of households pay 30 percent or more of their household income on rent in Brooklyn CD 7; approximately 51 percent of

Figure A-5
Proposed Zoning Map



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- 400-Foot Radius
- M1-1D — Existing Zoning Districts
- C2-4 Overlay
- Special Enhanced Commercial District 1 (EC-1)
- R8A — Proposed Zoning Districts

households in Brooklyn are rent burdened and approximately 51.9 percent of households in New York City are rent burdened. Brooklyn CD 7 also exhibits a low rental vacancy rate (2.9 percent), like vacancy rates for Brooklyn (2.8 percent) and New York City (3.5 percent).

Furthermore, it is the Applicant's opinion that the proposed zoning map amendment would be consistent with the existing zoning character of the surrounding area. In 2005, an R8A/C2-4 zoning district was mapped on Fourth Avenue between 15th Street and 24th Street as part of the South Park Slope Rezoning (CEQR No: 06DCP014K; ULURP Nos: N060053 ZRK and C060054 ZMK), approximately three blocks to the northeast of the Project Area. In 2021, the R8A/C2-4 zoning district was extended one block south, to 25th Street, as part of the 737 Fourth Avenue Rezoning (CEQR No: 19DCP127K; ULURP Nos: C200029 ZMK and N200030 ZRK).

In 2009, an R7A/C2-4 zoning district was mapped on Fourth Avenue between 28th Street and 38th Street as part of the Sunset Park Rezoning (CEQR No: 09DCP075K; ULURP Nos: N090386 ZRK and C090387 ZMK), less than one block to the southwest of the Project Area.

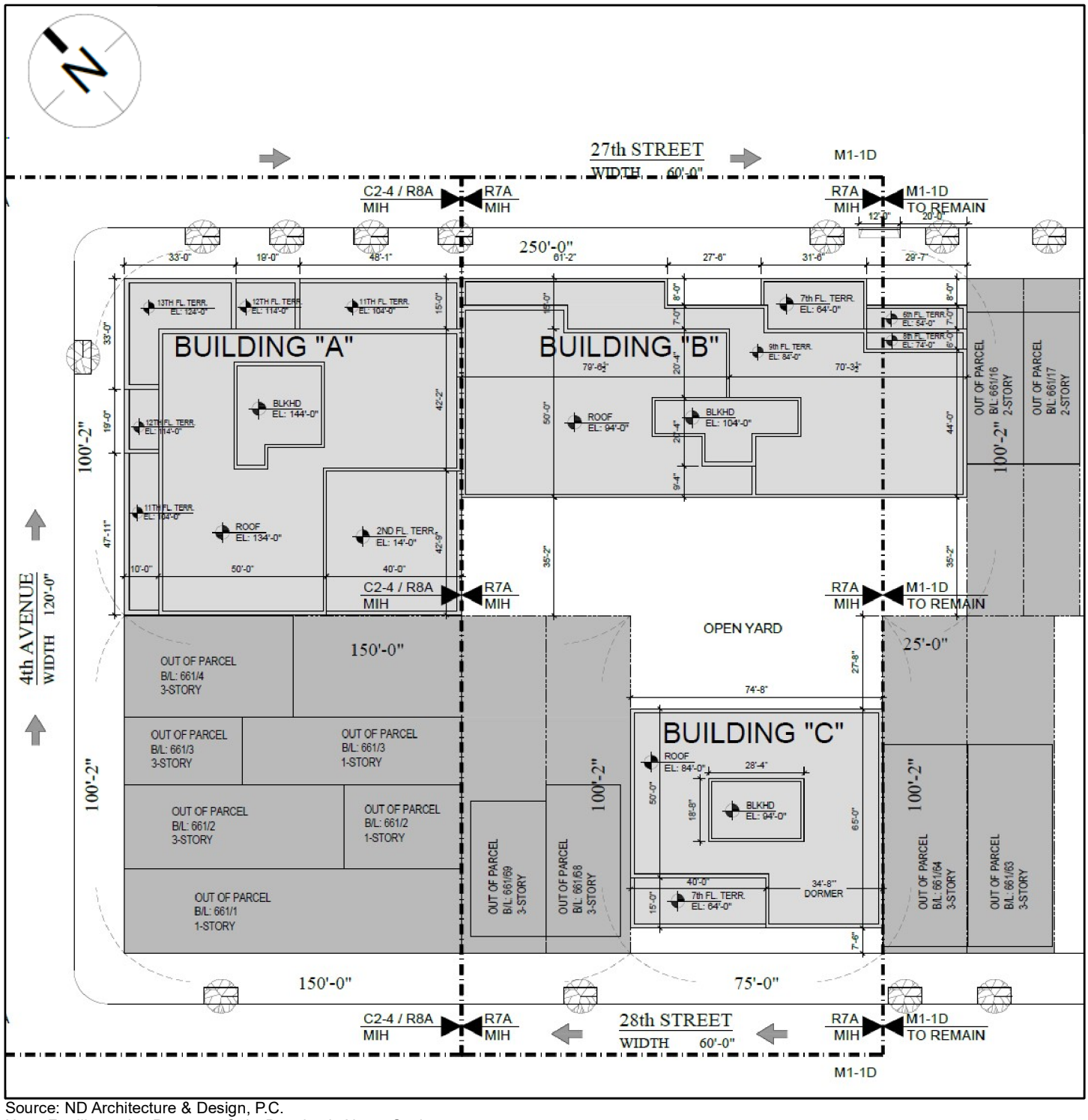
The requested zoning text amendment to Appendix F of the ZR to designate the Project Area as an MIH area would require compliance with one of the affordable housing options provided in the ZR. Projected Development Site 1 would include approximately 214 DUs, of which 20-30% or approximately 43-64 units would be designated as permanently income-restricted at an average of 40-80% of the Area Median Income ("AMI") depending on the MIH Option selected. The final MIH option will be selected by the City Council during ULURP. The proposed zoning text amendment would promote the creation of permanently income-restricted housing units in an area of New York City where approximately half of all households are rent burdened. In addition, the Project Area is located in close proximity to public transit (the 25th Street subway station [serviced by the R train] is located approximately two blocks to the northeast of the Project Area and the 36th Street subway station [serviced by the D, N, and R trains] is located approximately eight blocks to the southwest of the Project Area).

V. DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Actions would facilitate the development of the Proposed Project at Projected Development Site 1. The Proposed Project would include three separate new buildings (known as Buildings A, B, and C) and Projected Development Site 1 would comprise one zoning lot. In total, the three separate new buildings would contain approximately 242,898-gsf (184,446-zsf, 5.67 FAR) of total building and cellar space. The Proposed Project would reasonably maximize the zoning lot's permitted blended FAR of 5.68, comprising approximately 177,880-zsf (5.47 FAR) of residential uses (Use Group II), 2,743-zsf (0.08 FAR) of community facility uses (Use Group III), and 3,824-zsf (0.12 FAR) of commercial retail uses (Use Group VI). The Proposed Project (inclusive of Buildings A, B, and C) would contain approximately 214 total DUs, of which 43-64 units would be designated as permanently income-restricted pursuant to MIH Options 1, 2, or 3. Refer to **Figure A-6** for an illustrative site plan of the Proposed Project and **Figure A-7** for an illustrative rendering of the Proposed Project. Buildings A, B, and C of the Proposed Project are described individually below.

Building A would be located within the proposed R8A/C2-4 zoning district and comprise a 13-story (approximately 134-foot-tall [144-foot-tall including rooftop bulkhead]) mixed residential/commercial building with a cellar. Building A would contain approximately 100 feet of frontage on the east side of Fourth Avenue and approximately 100 feet of frontage on the south side of 27th Street. Building A's cellar

Illustrative Site Plan - Proposed Project



Source: ND Architecture & Design, P.C.
Note: For Illustrative Purposes Only. Drawing is Not to Scale.

Figure A-7
Illustrative Renderings - Proposed Project



Aerial View of the Proposed Project looking southward.



View of the Proposed Project looking southward along Fourth Avenue.

Source: ND Architecture & Design, P.C.
Note: For Illustrative Purposes Only.

would measure approximately 10,000-gsf (comprising 5,000-gsf of back of house residential space and 5,000-gsf of commercial space). Building A would feature a maximum base height of 105 feet (10-stories) and would be set back 10 feet from Fourth Avenue and 15 feet from 27th Street. No side, front, and rear yards would be provided. Building A would contain approximately 111,830-gsf (84,579-zsf) of total building space including the cellar. Building A would be occupied by approximately 102,455-gsf (80,755-zsf) of residential uses (Use Group II) and 9,375-gsf (3,824-zsf) of commercial retail uses (Use Group VI). Building A's residential lobby would be located on 27th Street and the commercial retail uses, located within portions of the ground floor and cellar, would be accessed via Fourth Avenue and 27th Street. Building A's residential uses would comprise approximately 98 total DUs (25 income-restricted DUs pursuant to MIH Option 1, 29 income-restricted DUs pursuant to MIH Option 2, or 20 income-restricted DUs pursuant to MIH Option 3). No accessory off-street parking is required or proposed for Building A's dwelling units. In addition, no accessory off-street parking spaces are proposed for Building A's Use Group VI commercial retail uses; four parking spaces would be required for Building A's commercial retail uses, which would be waived pursuant to ZR Section 36-23.

Building B would be located within the proposed R7A zoning district and comprise a nine-story (94-foot-tall [104-foot-tall including rooftop bulkhead]) residential building with a cellar. Building B would contain approximately 150 feet of frontage on the south side of 27th Street. Building B's cellar would measure approximately 9,000-gsf. Building B would feature a maximum base height of 85 feet (eight-stories) and would be set back 15 feet from 27th Street. No side or front yards would be provided. Building B would feature a rear yard of approximately 35 feet. Building B would contain approximately 87,400-gsf (62,653-zsf) of total building space including the cellar. Building B would be occupied by approximately 84,400-gsf (62,653-zsf) of residential uses (Use Group II), comprising 68 total DUs (17 income-restricted DUs pursuant to MIH Option 1, 20 income-restricted DUs pursuant to MIH Option 2, or 14 income-restricted DUs pursuant to MIH Option 3). Building B's residential lobby would be located on 27th Street. No accessory off-street parking is required or proposed for Building B's dwelling units. Although no accessory parking is proposed for Building B, approximately nine spaces of voluntary parking (non-attended) are proposed within a portion of Building B's 3,000-gsf ground floor; the parking would be accessed via an 12-foot-wide curb cut on 27th Street.

Building C would be located within the proposed R7A zoning district and comprise an eight-story (84-foot-tall [94-foot-tall including rooftop bulkhead]) residential building with a cellar. Building C would contain approximately 75 feet of frontage on the north side of 28th Street. Building C's cellar would measure approximately 4,853-gsf. Building C would feature a maximum base height of 64 feet (six-stories) and would be set back 15 feet from 28th Street. No side yards would be provided, and a 7.5 feet front yard would be provided. Building C would feature an approximate 63 feet rear yard. Building C would contain approximately 43,668-gsf (37,215-zsf) of total building space including the cellar. Building C would be occupied by approximately 40,925-gsf (34,472-zsf) of residential uses (Use Group II), comprising 48 total DUs, of which 10-14 units would be designated as permanently income-restricted pursuant to MIH Options 1, 2, or 3, as well as 2,743-gsf (2,743-zsf) of community facility uses (Use Group III). Building C's residential lobby would be located on 28th Street. No accessory off-street parking is required or proposed for Building C's dwelling units. Building C is anticipated to be fully affordable under the New York City Housing Preservation and Development's ("HPD") Extremely Low- and Low-Income Affordability ("ELLA") Program.

The three new buildings would share access to an approximate 7,160-sf landscaped private open space located within the rear yard of Projected Development Site 1 between Buildings B and C. The open space

would contain walking paths, benches, and movable tables and chairs. Access to the open space would be restricted to residents of the three new buildings.

VI. ANALYSIS FRAMEWORK AND RWCDS

Build Year

Assuming certification of the Proposed Actions in late-2026, it is anticipated that ULURP would be completed in mid-2027. Following completion of ULURP in mid-2027, it is expected that the Proposed Project (inclusive of Buildings A, B, and C) would be constructed simultaneously in a single phase over an approximately 18-month period beginning in early-2028, with completion and occupancy of the Proposed Project expected to occur in mid-2029.

The Proposed Project would contain three separate buildings totaling approximately 242,898-gsf (184,446-zsf) of total building and cellar space. Buildings A, B, and C would be constructed simultaneously over an approximately 18-month period and implemented in a single phase. Buildings A and B would commence construction at the same time, during the first quarter of 2028, while Building C would commence construction in the second quarter of 2028, approximately three months after Buildings A and B. Therefore, the construction schedule for the Proposed Project is considered short-term. These construction durations are based on a generic schedule guidance document provided by DCP and are illustrated in **Figure B-1** in **Attachment B, "Supplemental Screening."** Individual schedules for Buildings A, B, and C are described below.

In addition to the Applicant's Proposed Project on Projected Development Site 1, it is anticipated that the building on Projected Development Site 2 would be constructed in a single phase lasting approximately 18 months; construction would commence in the third quarter of 2030, approximately 2.5 years after the start of construction of the Proposed Project. There would be a 12-month gap separating the completion of the Proposed Project on Projected Development Site 1 and the start of construction at Projected Development Site 2. This construction duration is based on a generic schedule guidance document provided by DCP for a building of this size. Therefore, completion and occupancy of the building on Projected Development Site 2 is expected to occur in the fourth quarter of 2031, approximately 2.5 years after the completion of the Proposed Project on Projected Development Site 1. This construction duration is based on a generic schedule guidance document provided by DCP for a project of this size and is illustrated in **Figure B-2** in **Attachment B, "Supplemental Screening."**

Accordingly, the RWCDS uses a 2031 build year for analysis purposes.

Identification of Development Sites

According to 2025 *CEQR Technical Manual* guidance, the following factors, commonly referred to as "soft site criteria," are generally considered when evaluating whether some amount of development would likely be constructed by the build year as a result of a proposed action:

- The uses and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable FAR under the existing zoning are considered "soft" enough, such that there would likely be sufficient incentive to

develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, recent and expected future changes in residential population and employment in the study area, government policies or plans (such as a building on site being identified for a landmark designation) that may affect the development potential of a site or sites, site-specific conditions that make development difficult, and issues related to site control or site assemblage that may affect redevelopment potential; and

- Size of the development site: Lots must be large enough to be considered "soft." Generally, lots with a small lot size are not considered likely to be redeveloped, even if currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 sf or less, but the lot size criteria is dependent on neighborhood-specific trends, and common development sizes in the surrounding area should be examined prior to establishing these criteria.

However, the following uses and types of buildings that meet the soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of a proposed action:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;
- Long-standing institutional uses with no known development plans; or
- Residential buildings with six or more units constructed before 1974. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements.

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, identified development sites are typically divided into two categories: projected development sites and potential development sites. Projected development sites are considered more likely to be developed within the analysis period for the Proposed Actions (i.e., by 2031), while potential sites are considered less likely to be developed over the same period.

The Project Area includes Projected Development Site 1 (Block 661, Lots 5, 13, 14, and 66) as well as six lots not owned or under the control of the Applicant: Lots 1, 2, 3, 4, 68, and 69 on Block 661. As detailed below, five of the six lots not owned or under the control of the Applicant classify as soft sites as defined by the 2025 *CEQR Technical Manual*, comprising Projected Development Site 2 (Block 661, Lots 1, 2, and 3) and Potential Development Site 1 (Block 661, Lots 68 and 69).

Lot 4 would not be considered a projected or potential development site. Lot 4 is an approximately 3,000-sf interior lot that contains a three-story, approximately 4,320-gsf residential building containing six DUs (1.31 FAR). Although Lot 4 is underbuilt pursuant to the Project Area's existing zoning, this property does not meet the minimum lot size criteria for projected or potential development sites (at least 5,000-sf). Further, the existing building on Lot 4 contains six DUs constructed before 1974. According to 2025 *CEQR Technical Manual* guidance, buildings containing six or more DUs constructed before 1974 are likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements.

The Future without the Proposed Actions (No-Action Condition)

Project Area

In the future without the Proposed Actions, the Project Area's existing M1-1D zoning district would remain. Under the No-Action condition, although Projected Development Site 1 would not be developed as-of-right, it is anticipated that the vacant Saint Rocco's Roman Catholic Church campus would be re-occupied by a house of worship and educational center, which is the historical use of Projected Development Site 1. Under the No-Action condition, Projected Development Site 2 and Potential Development Site 1 would not be developed as-of-right and the existing conditions for this site would remain.

Within 400-Foot of Project Area

There are no known development projects anticipated to be completed within a 400-foot radius of the Project Area in the future without the Proposed Actions.

The Future with the Proposed Actions (With-Action Condition)

In the future with the Proposed Actions, the Proposed Actions would be approved. Therefore, the Project Area would be rezoned from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts (refer to **Figure A-5**). Pursuant to the proposed zoning map amendment, an R8A zoning district with a C2-4 commercial overlay is proposed to be mapped on Fourth Avenue at a depth of 100 feet and an R7A zoning district is proposed to be mapped at a depth of 125 feet to the east of the proposed R8A/C2-4 zoning district. The entirety of the Project Area would be designated as an MIH area. Within the proposed R7A zoning district, the proposed zoning map amendment would increase the maximum permitted residential FAR to 5.01 from 2.0 and the maximum permitted community facility FAR to 4.0 from 2.4 (refer to **Table A-2**). Within the proposed R8A/C2-4 zoning district, the proposed zoning map amendment would increase the maximum permitted residential FAR to 7.2 from 2.0, the maximum permitted community facility FAR to 6.5 from 2.4, and the maximum permitted commercial FAR to 2.0 from 1.0 (refer to **Table A-2**).

Applicant-controlled Projected Development Site 1

The With-Action condition is largely consistent with the Applicant's Proposed Project planned for Projected Development Site 1 outlined in Section V above. The With-Action condition for Projected Development Site 1, like the Proposed Project, would also include three separate new buildings (known as Buildings A, B, and C) and would comprise one zoning lot. In total, the three separate new buildings would contain approximately 242,898-gsf (184,446-zsf, 5.67 FAR) of total building and cellar space. The With-Action condition, like the Proposed Project, would reasonably maximize the zoning lot's permitted blended FAR of 5.68, comprising 177,880-zsf (5.47 FAR) of residential uses (Use Group II), 2,743-zsf (0.08 FAR) of community facility uses (Use Group III), and 3,824-zsf (0.12 FAR) of commercial retail uses (Use Group VI). Within Projected Development Site 1, the maximum permitted blended FAR would be 5.68 for the zoning lot; the maximum permitted blended residential FAR would be 5.68 and the maximum permitted blended community facility FAR would be 4.77. The maximum permitted commercial FAR would be 2.0, as commercial uses would only be permitted in the proposed R8A/C2-4 zoning district within the zoning lot.

However, the Proposed Project, containing a total of approximately 214 DUs, provides an average dwelling unit size of approximately 1,064-gsf (831-zsf). For CEQR analysis purposes, the With-Action condition assumes an average dwelling unit size of 850-gsf (for all DUs), resulting in a total of approximately 268 DUs. Buildings A, B, and C of the With-Action condition are described individually below.

Building A would be located within the proposed R8A/C2-4 zoning district and comprise a 13-story (approximately 134-foot-tall [144-foot-tall including rooftop bulkhead]) mixed residential/commercial building with a cellar. Building A would contain approximately 100 feet of frontage on the east side of Fourth Avenue and approximately 100 feet of frontage on the south side of 27th Street. Building A's cellar would measure approximately 10,000-gsf (comprising 5,000-gsf of back of house residential space and 5,000-gsf of commercial space). Building A would feature a maximum base height of 105 feet (10-stories) and would be set back 10 feet from Fourth Avenue and 15 feet from 27th Street. No side, front, and rear yards would be provided. Building A would contain approximately 111,830-gsf (84,579-zsf) of total building space including the cellar. Building A would be occupied by approximately 102,455-gsf (80,755-zsf) of residential uses (Use Group II) and 9,375-gsf (3,824-zsf) of commercial retail uses (Use Group VI). Building A's residential lobby would be located on 27th Street and the commercial retail uses, located within portions of the ground floor and cellar, would be accessed via Fourth Avenue and 27th Street. Building A's residential uses would comprise approximately 121 total DUs (30 income-restricted DUs pursuant to MIH Option 1, 36 income-restricted DUs pursuant to MIH Option 2, or 24 income-restricted DUs pursuant to MIH Option 3). No accessory off-street parking is required or proposed for Building A's dwelling units. In addition, no accessory off-street parking spaces are proposed for Building A's Use Group VI commercial retail uses; four parking spaces would be required for Building A's commercial retail uses, which would be waived pursuant to ZR Section 36-23.

Building B would be located within the proposed R7A zoning district and comprise a nine-story (94-foot-tall [104-foot-tall including rooftop bulkhead]) residential building with a cellar. Building B would contain approximately 150 feet of frontage on the south side of 27th Street. Building B's cellar would measure approximately 9,000-gsf. Building B would feature a maximum base height of 85 feet (eight-stories) and would be set back 15 feet from 27th Street. No side or front yards would be provided. Building B would feature a rear yard of approximately 35 feet. Building B would contain approximately 87,400-gsf (62,653-zsf) of total building space including the cellar. Building B would be occupied by approximately 84,400-gsf (62,653-zsf) of residential uses (Use Group II), comprising 99 total DUs (25 income-restricted DUs pursuant to MIH Option 1, 30 income-restricted DUs pursuant to MIH Option 2, or 20 income-restricted DUs pursuant to MIH Option 3). Building B's residential lobby would be located on 27th Street. No accessory off-street parking is required or proposed for Building B's dwelling units. Although no accessory parking is proposed for Building B, approximately nine spaces of voluntary parking (non-attended) are proposed within a portion of Building B's 3,000-gsf ground floor; the parking would be accessed via a 12-foot-wide curb cut on 27th Street.

Building C would be located within the proposed R7A zoning district and comprise an eight-story (84-foot-tall [94-foot-tall including rooftop bulkhead]) residential building with a cellar. Building C would contain approximately 75 feet of frontage on the north side of 28th Street. Building C's cellar would measure approximately 4,853-gsf. Building C would feature a maximum base height of 64 feet (six-stories) and would be set back 15 feet from 28th Street. No side yards would be provided, and a 7.5 feet front yard would be provided. Building C would feature an approximate 63 feet rear yard. Building C would contain approximately 43,668-gsf (37,215-zsf) of total building space including the cellar. Building C would be

occupied by approximately 40,925-gsf (34,472-zsf) of residential uses (Use Group II), comprising 48 total DUs, of which 10-14 units would be designated as permanently income-restricted pursuant to MIH Options 1, 2, or 3, as well as 2,743-gsf (2,743-zsf) of community facility uses (Use Group III). Building C's residential lobby would be located on 28th Street. No accessory off-street parking is required or proposed for Building C's dwelling units. Building C is anticipated to be fully affordable under HPD's ELLA Program.

The With-Action condition would also contain an approximate 7,160-sf landscaped private open space located within the rear yard of Projected Development Site 1 between Buildings B and C. The open space would contain walking paths, benches, and movable tables and chairs. Access to the open space would be restricted to residents of the three separate new buildings.

Non-Applicant-controlled Properties

In addition to the With-Action condition for Projected Development Site 1, two additional soft sites not controlled or owned by the Applicant have been identified within the Project Area, as described below.

Within the Project Area, it is anticipated that Projected Development Site 2 could be developed in the future With-Action condition. The With-Action condition for Projected Development Site 2 comprises an approximately 62,661-gsf (50,508-zsf, 7.2 FAR) mixed residential/commercial building. The building would reach a maximum height of 14-stories (155-feet-tall including rooftop bulkhead) and a cellar. The cellar would measure approximately 7,015-gsf. The building would feature a maximum base height of 105 feet (10-stories) and would be set back 10 feet from Fourth Avenue and 15 feet from 28th Street. No side, front, or rear yards would be provided. The building would be occupied by approximately 60,645-gsf (48,754-zsf) of residential uses and 2,017-gsf (1,754-zsf) of commercial retail uses. The building's residential lobby would be located on 28th Street and the commercial retail uses, located on a portion of the ground floor, would be accessed via Fourth Avenue and 28th Street. Assuming 1,000-gsf per DU (800-zsf), the building's residential uses would comprise approximately 61 total DUs. Of the 61 total DUs, 12-18 units would be designated as permanently income-restricted pursuant to MIH Options 1, 2, or 3. No accessory off-street parking spaces would be provided.

Within the Project Area, it is anticipated that Potential Development Site 1 is less likely to be developed in the future With-Action condition. The With-Action condition for Potential Development Site 1 comprises an approximately 32,607-gsf (25,090-zsf, 5.01 FAR) residential building. The building would reach a maximum height of 11-stories (115-foot-tall [125-foot-tall including rooftop bulkhead]) and include a cellar. The cellar would measure approximately 5,008-gsf. The building would feature a maximum base height of 85 feet (eight-stories) and would be set back 15 feet from 28th Street. No side yards would be provided, a 10 feet front yard would be provided, and a 30 feet rear yard would be provided. The building would be occupied by approximately 32,607-gsf (25,090-zsf) of residential uses (Use Group II). The building's residential lobby would be located on 28th Street. Assuming 1,040-gsf per DU (800-zsf), the building's residential uses would comprise approximately 31 total DUs. Of the 31 total DUs, 6-9 units would be designated as permanently income-restricted pursuant to MIH Options 1, 2, or 3. No accessory off-street parking spaces would be required for the building's dwelling units.

RWCDS Increment – Project Area

As presented in **Table A-3**, compared to the No-Action condition, the With-Action condition for the Proposed Actions' RWCDS would result in the positive incremental development of approximately 285,027-gsf of residential space (comprising approximately 326 total DUs and 82 income-restricted DUs

[pursuant to MIH Option 1]) and 6,130-gsf of local retail space, as well as the negative incremental development of 23,902-gsf of community facility space. In terms of population, compared to the No-Action condition, the With-Action condition for the Proposed Actions' RWCDS is expected to generate approximately 981 incremental residents and the loss of approximately 40 incremental workers. To present a conservative CEQR analysis, this EAS presents and analyzes one increment throughout the EAS that reflects the totals of Projected Development Site 1 and Projected Development Site 2.

Table A-3: Comparison of Existing, No-Action, and With-Action Conditions – Proposed Actions' RWCDS

	Existing Condition		No-Action Condition		With-Action Condition		Increment
LAND USE							
Residential	**X** YES	□ NO	**X** YES	□ NO	**X** YES	□ NO	
If "yes," specify the following:							
Describe type of residential structure	2 Mixed-use Residential Buildings		2 Mixed-use Residential Buildings		1 Multi-Family Residential Building; 3 Mixed-use Residential Buildings		+1 Multi-Family Residential Building; +1 Mixed-use Residential Building
No. of dwelling units	3		3		329		+326 DUs
No. of low- to moderate-income units	0		0		82[1]		+82 DUs[1]
Gross floor area (sf)	3,398-gsf		3,398-gsf		288,425-gsf		+285,027-gsf
Commercial	**X** YES	□ NO	**X** YES	□ NO	**X** YES	□ NO	
If "yes," specify the following:							
Type of use	Auto and Truck Parts Retailer		Auto and Truck Parts Retailer		Local Retail		-Auto and Truck Parts Retailer; +Local Retail
Gross floor area (sf)	5,262-gsf		5,262-gsf		11,392-gsf		+6,130-gsf
Manufacturing/Industrial	□ YES	**X** NO	□ YES	**X** NO	□ YES	**X** NO	N/A
Community Facility	**X** YES	□ NO	**X** YES	□ NO	□ YES	**X** NO	
If "yes," specify the following:							
Type of use	Vacant House of Worship		Occupied House of Worship		Medical Office		-House of Worship; +Medical Office
Gross floor area (sf)	26,645-gsf		26,645-gsf		2,743-gsf		-23,902-gsf
Vacant Land	□ YES	**X** NO	□ YES	**X** NO	□ YES	**X** NO	N/A
Other Land Uses	□ YES	**X** NO	□ YES	**X** NO	□ YES	**X** NO	N/A
PARKING							
Garages	□ YES	**X** NO	□ YES	**X** NO	**X** YES	□ NO	
If "yes," specify the following:							
No. of public spaces	0		0		0		No change
No. of accessory spaces	0		0		9		+9
Lots	**X** YES	□ NO	**X** YES	□ NO	□ YES	**X** NO	
No. of public spaces	0		0		0		No change
No. of accessory spaces	33		33		0		-33
ZONING							
Zoning classification	M1-1D		M1-1D		R7A (MIH) and R8A/C2-4 (MIH)		Change from M1-1D to R7A (MIH) and R8A/C2-4 (MIH)
Maximum amount of floor area that can be developed	Residential: 2.0 Community Facility: 2.4 Commercial: 1.0 Manufacturing: 1.0		Residential: 2.0 Community Facility: 2.4 Commercial: 1.0 Manufacturing: 1.0		Residential: 5.68[2] Community Facility: 4.77[2] Commercial: 2.0 (Overlay) Manufacturing: 0.0		Residential: +3.68 Community Facility: +2.37 Commercial: +1.0 Manufacturing: -1.0
Predominant land use and zoning classifications within the land use study area(s) or a 400 ft. radius of proposed project	Land uses: Residential, Mixed-use Commercial/Residential, Commercial/Office, Industrial/Manufacturing, Transportation/Utility, Public Facility & Institutional, Parking Facilities, Vacant Land; Zoning: M1-1D, M1-2D, R6B, R7A, C2-4 (overlay)		Land uses: Residential, Mixed-use Commercial/Residential, Commercial/Office, Industrial/Manufacturing, Transportation/Utility, Public Facility & Institutional, Parking Facilities, Vacant Land; Zoning: M1-1D, M1-2D, R6B, R7A, C2-4 (overlay)		Land uses: Residential, Mixed-use Commercial/Residential, Commercial/Office, Industrial/Manufacturing, Transportation/Utility, Public Facility & Institutional, Parking Facilities, Vacant Land; Zoning: M1-1D, M1-2D, R6B, R7A, C2-4 (overlay)		No change
POPULATION[3]							
Residents	9		9		990		+981
Workers	16		96		56		-40

Notes:

[1] 25% of the residential floor area (MIH Option 1).
[2] Blended FAR for the entire zoning lot comprising Projected Development Site 1 (Block 661, Lots 5, 13, 14, and 66).
[3] The number of residents has been calculated based on the average household size of 3.01 sourced from the 2020 Census for Brooklyn CD 7. One worker per 25 DUs; one worker per 333 sf of local retail (UG VI) space; and one worker per 333 sf of community facility (UG III) space.

VII. REQUIRED APPROVALS

The Applicant is seeking a zoning map amendment and a zoning text amendment to facilitate the Proposed Project. The Proposed Actions are discretionary actions that are subject to both ULURP and CEQR.

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months. The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Brooklyn CD 7). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. Following CPC approval, the application is then forwarded to the City Council, which has 50 days to review the ULURP application. Mayoral approval is not required. A decision by the City Council to approve or disapprove a land use application is considered to be final unless the Mayor elects to veto a Council action within five days of the vote. The City Council can override a Mayor's veto of its decision within 10 days of the veto, by a supermajority vote.

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with the New York State Environmental Quality Review Act ("SEQR"). In addition, the City has published a guidance manual for environmental review, the 2025 *CEQR Technical Manual*. CEQR rules guide environmental review through the following steps:

- *Establish a Lead Agency*. Under CEQR, the "lead agency" is the public entity responsible for conducting the environmental review. The environmental review for the Proposed Actions will be reviewed by DCP, which is serving as the lead agency for this project.

- *Environmental Review and Determination of Significance*. The lead agency will determine whether the Proposed Actions may have a significant impact on the environment. To do so, an Environmental Assessment Statement ("EAS") must be prepared. This EAS will be reviewed by the lead agency, which will determine if the Proposed Actions and subsequent development will result in any significant adverse impacts on the environment.

Attachment B:

Supplemental Screening

I. INTRODUCTION

This Environmental Assessment Statement ("EAS") has been prepared in accordance with the guidance and methodologies presented in the 2025 *City Environmental Quality Review* ("CEQR") *Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that additional technical analysis be undertaken. Using this guidance, preliminary screening assessments were conducted for the Proposed Actions to determine whether additional analysis of any technical area may be appropriate. Part II of the EAS Short Form identifies those technical areas that warrant additional assessment. The technical areas that warranted a "Yes" answer in Part II of the EAS Short Form were Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Hazardous Materials, Transportation, Air Quality, Noise, Public Health, Neighborhood Character, and Construction. A supplemental screening assessment for the Hazardous Materials, Transportation, Public Health, Neighborhood Character, and Construction technical areas is provided in this attachment. All remaining technical areas described in the 2025 *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial CEQR thresholds. **Table B-1** identifies for each CEQR technical area whether (a) the potential for impacts can be screened out based on the EAS Short Form, Part II, Technical Analysis; (b) the potential for impacts can be screened out based on a supplemental screening per the 2025 *CEQR Technical Manual*; or (c) whether additional assessment is warranted.

Table B-1: Summary of CEQR Technical Areas Screening

TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	ADDITIONAL ANALYSIS REQUIRED
Land Use, Zoning, and Public Policy			X
Socioeconomic Conditions			X
Community Facilities and Services	X		
Open Space			X
Shadows	X		
Historic and Cultural Resources	X		
Urban Design and Visual Resources	X		
Natural Resources	X		
Hazardous Materials		X	
Water and Sewer Infrastructure	X		
Solid Waste and Sanitation Services	X		
Energy	X		
Transportation		X	
Air Quality			X
Greenhouse Gas Emissions	X		
Noise			X
Public Health		X	
Neighborhood Character		X	
Construction		X	
Effects on Disadvantaged Communities			X

As shown in **Table B-1**, the supplemental screening assessment contained herein identified that additional analysis is warranted for Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Air Quality, Noise, and Effects on Disadvantaged Communities.

II. SUPPLEMENTAL SCREENING

LAND USE, ZONING, AND PUBLIC POLICY

See Attachment C, "Land Use, Zoning, and Public Policy."

SOCIOECONOMIC CONDITIONS

See Attachment D, "Socioeconomic Conditions."

OPEN SPACE

See Attachment E, "Open Space."

HAZARDOUS MATERIALS

As defined in the 2025 *CEQR Technical Manual*, a hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semivolatile organic compounds ("VOCs" and "SVOCs"), methane, polychlorinated biphenyls ("PCBs") and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the 2025 *CEQR Technical Manual*, the potential for significant adverse impacts from hazardous materials can occur when: (a) hazardous materials exist on a site, and (b) a project would increase pathways to their exposure; or (c) a project would introduce new activities or processes using hazardous materials.

Phase I Environmental Site Assessment (ESA)

As the Proposed Actions would result in in-ground disturbance and site excavation at 783 Fourth Avenue (Block 661, Lots 5, 13, 14, and 66; also known as ["aka"] Projected Development Site 1), a Phase I Environmental Site Assessment ("ESA") was prepared to determine whether hazardous materials exist on Lots 5, 13, 14, and 66. The Phase I ESA Executive Summary is provided in **Appendix 2**.

Phase I ESA Executive Summary

Brussee Environmental Corporation ("BEC") prepared this Phase I ESA for the institutional property located on the southeastern corner of the intersection between Fourth Avenue, which runs generally north to south along the western site perimeter, and 27th Street, in the Sunset Park section of the Borough of Brooklyn, New York City, Kings County, New York (hereinafter the "subject property"). 28th Street also borders portions of the subject property to the south. The subject property is identified by the street

address of 783 Fourth Avenue, and as Borough 3 – Block 661 – Lot Nos. 5, 13, 14, and 66 on the New York City ("NYC") tax maps.[1]

The purpose of the Phase I ESA was to identify and evaluate the presence of recognized environmental conditions. Recognized environmental conditions are defined as (1) the presence of hazardous substances or petroleum products in, on or at the property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on or at the property due to a release to the environment; or (3) the presence of hazardous substances or petroleum products in, on or at the property under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions. The work was conducted in accordance with the American Society for Testing and Materials ("ASTM") Standard E 1527-21 (Standard Practices for Environmental Site Assessment: Phase I Environmental Site Assessment Process), 40 CFR Part 312 (Standards and Practices for All Appropriate Inquiry; Final Rule), and BEC's proposal for services.

BEC was able to establish a history for the property dating back to 1888. According to a review of NYC records, Sanborn maps, aerial photographs, historic City directories, and historic topographic maps, as well as personal interviews, the northwestern and southeastern portions of the subject property were developed with several 1- and 2-story retail stores, residences, and outbuildings by at least 1888. By 1906, the northeastern portions of the property were developed with a 2-story residence and a 2-story church. By 1926, the blacksmith shop was converted to a garage. In addition, the northeastern residence was expanded and identified as a Rectory. A small paint shop was also present at the southeastern corner. By the early 1950s, northwestern and northcentral portions were redeveloped with 1-car and 7-car garages. In addition, the buildings on the southeasternmost parcel (residence and paint shop) were demolished and replaced with a small storage structure. Circa 1955, northwestern and north-central portions were redeveloped with the existing "school" building identified as St. Rocco's Youth Center. In addition, the existing 2-story garage building was constructed at the southside of the church building and identified as an apartment. The remaining residences (south) were also demolished. Between 1978 and 1979, the storage building (southeast) was replaced with the existing 1-story garage building, identified as a garage and warehouse. In addition, remaining areas at the southern portions of the property were identified as a parking lot. City directories revealed that the youth center was occupied by the non-profit organization Opportunities for a Better Tomorrow from the mid-1990s through at least 2020.

The property is currently developed with the five 1- and 2-story buildings, including: a 1- and partial 2-story school, with two partial basement areas; a 2-story Rectory with a partial basement, a 2-story church, with no basement, a 2-story garage, and a 1-story garage, as well as paved parking lots, paved yard areas, and small landscaped areas. The two garage buildings and the parking lot are currently leased to various individuals and commercial tenants and are utilized for vehicle parking and equipment/material storage. The church, Rectory, and school buildings were formerly occupied by St. Rocco's R.C. Church and a non-profit organization (Opportunities for a Better Tomorrow) are vacant, and in minor to moderate states of disrepair.

Based on the results of the site inspection, records review and interviews, it was determined that there were no RECs, controlled recognized environmental conditions ("CRECs") or historic recognized environmental condition ("HRECs") identified for the subject property. However, BEC identified several

[1] The full DOB address range for the subject property is 783-791 Fourth Avenue, 198-220 27th Street, and 183-187 28th Street.

environmental concerns (ASTM Non-Scope issues/Business Environmental Risks ["BERs"]) for the subject property. The environmental concern/BER and BEC's recommendations are summarized as follows:

- The subject property address (783 Fourth Avenue) is listed on the PBS-UST database under the name Opportunities for a Better Tomorrow and is identified as having one 3,000-gallon steel underground storage tank ("UST") containing No. 2 fuel oil, closed-in-place in October 2000. The exact location of this tank is unknown; however, it was likely associated with either the Rectory or the school building. Although, no closure report or information regarding soil conditions in the vicinity of the UST were available for review. Given that the tank is identified as closed-in-place on the New York State Department of Environmental Conservation ("NYSDEC") database and no LTANKS or NYSPILLS listings are associated with the subject property, BEC considers the closed UST to represent a BER.
- Information obtained from multiple historic sources indicate that the northwestern, north-central and southern portions of the property were formerly developed with multiple retail and residential buildings. As such, there is a potential for fill materials to be present (utilized to backfill the foundations and/or basements of the former structures following their demolition). Since no information regarding the nature or source of the fill materials was available for review, there is a potential for contaminated and/or structurally unsuitable fill materials to be present on the subject property. The potential presence of fill materials is considered a BER. Experience with similar projects shows that typical urban fill materials (impacted or clean) that are not excavated to support construction/redevelopment activities can remain on-site, as such we do not foresee an issue related to undisturbed urban fill. However, all urban fill material that is disturbed during any construction/redevelopment project may require sampling for proper disposal and handling.
- Fluorescent light ballasts were observed within inspected portions of the buildings, which based on the ages of the buildings, may contain polychlorinated biphenyls ("PCBs"). BEC recommends that a PCB survey be performed prior to demolition and/or renovation activities. Any PCB-containing equipment affected by the development of the site must be properly managed during demolition and/or renovation activities. In addition, while the disposal of non-leaking PCB ballasts is not currently regulated by the United States Environmental Protection Agency ("EPA"), BEC recommends that the PCB ballasts be packaged in a lined, steel drum containing an absorbent material and disposed of as PCB-waste to reduce the potential for environmental contamination and potential liability for cleanup of any environmental release of PCBs from the ballasts.
- Suspect asbestos-containing vinyl floor tile, acoustic ceiling tile, pipe insulation, and plaster/sheetrock was observed in some of the inspected portions the buildings. Most of the suspect asbestos-containing materials ("ACMs") were in good to fair condition at the time of the site inspection, with some water-stained/damaged ceiling tiles and plaster/sheetrock. BEC notes that much of the exposed piping was uninsulated or covered with fiberglass. In addition, suspect asbestos-containing transite shingles were also observed on the exterior of the church. Finally, due to the ages of the buildings, it is possible that roofing, roof flashing and other (inaccessible) building materials may contain asbestos. If activities in the buildings (i.e., renovation or demolition) will disturb any suspect asbestos material, then BEC recommends that an asbestos survey be performed to determine if ACMs are present prior to the proposed work. If ACMs are present, then a New York State ("NYS")-licensed contractor must be retained to remove the asbestos in accordance with federal and NYS regulations
- Multiple areas of water-staining and water damage, including peeling paint, damaged/missing sheetrock/plaster, warped wooden flooring/paneling, and stained/missing ceiling tile, were observed throughout each of the site buildings. Visible mold growth was also observed in the basement of the church buildings. Additionally, the building interiors were all in minor to

moderate states of disrepair. As future plans for the subject property are unknown, BEC provides the following recommendations: If the buildings are to be demolished, then no structural repairs and/or mold abatement is warranted at this time. However, if future plans include the use/renovation of the existing structures, then structural repairs should be made to the satisfaction of DOB. Further, any areas affected by continual water leaks should be repaired and subsequently inspected for the presence of mold growth. Any evidence of mold should be cleaned and removed in accordance with the New York State Department of Health ("NYSDOH") Guidelines on Assessment & Remediation of Fungi in Indoor Environments prior to occupancy. Finally, sheetrock/plaster, wood, and other water damaged building materials should be removed from the building and properly disposed.

Assessment

The assessment above established that Projected Development Site 1 has potential hazardous materials contamination. The Phase I ESA has been reviewed by the New York City Department of Environmental Protection ("DEP"). DEP determined that a Phase II ESA would be necessary to adequately identify/characterize the surface and subsurface soils, groundwater, and soil vapor of Projected Development Site 1, and to inform and disclose the measures necessary to avoid impacts from hazardous materials (refer to **Appendix 2** for DEP correspondence). However, given the existing ownership of Projected Development Site 1, where the Applicant does not have existing ownership of Block 661, Lots 5, 13, 14, and 66, Phase II ESA testing is not feasible at this time and a Hazardous Materials (E) Designation is required to undertake Phase II ESA testing once Projected Development Site 1 is vacated, demolished, and cleared, following approval of the Proposed Actions. The assignment of a Hazardous Materials (E) Designation is proposed for the nine lots wholly or partially located within the Project Area (Block 661, Lots 1, 2, 3, 5, 13, 14, 66, 68, and 69).

The Hazardous Materials (E) Designation that would be assigned to these lots would require that further investigation be performed to determine the presence and nature of potential contaminants of concern and the proper remedial and/or health and safety measures that would be employed during construction activities. The New York City Office of Environmental Remediation ("OER") will be notified at least one week prior to the start of investigative activities on these properties.

Therefore, by assigning a Hazardous Materials (E) Designation on Block 661, Lots 1, 2, 3, 5, 13, 14, 66, 68, and 69 for a Phase II ESA Investigation Protocol/Work Plan, the potential for a significant adverse impact to human health and the environment regarding hazardous materials resulting from the Proposed Actions would be avoided. The Hazardous Materials (E) Designation provides the impetus to identify and address environmental conditions so that significant adverse impacts would be avoided, with OER providing the regulatory oversight of the environmental investigation and remediation during the development process. Building permits are not issued by DOB without prior OER approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the *Zoning Resolution of the City of New York* ("ZR").

The text of the Hazardous Materials (E) Designation [E-953] for Block 661, Lots 1, 2, 3, 5, 13, 14, 66, 68, and 69 would be as follows:

> **Task 1: Sampling Protocol**
>
> **Prior to construction, the Applicant must submit to the New York City Mayor's Office of Environmental Remediation (OER), for review and approval, a Phase II Investigation protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.**
>
> **No sampling should begin until written approval of a protocol is received by OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source 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 the sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.**
>
> **Task 2: Remediation Determination and Protocol**
>
> **A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is 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 for the test results, a proposed remedial action plan (RAP) must be submitted by 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.**
>
> **An OER-approved construction-related health and safety plan (CHASP) would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.**

With the measures outlined above, and adherence to existing regulations, there would be no increase in the exposure of people or the environment to hazardous materials associated with the Proposed Actions. Therefore, no significant adverse impacts related to hazardous materials would occur as a result of the Proposed Actions.

TRANSPORTATION

The objective of the transportation analyses is to determine whether a proposed project may have a potential significant impact on traffic operations and mobility, public transportation facilities and services,

pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users, and motorists), on- and off-street parking, and/or goods movement.

The 2025 *CEQR Technical Manual* identifies minimum development densities potentially requiring transportation analysis. Development at less than the development densities presented in Table 16-1 of the 2025 *CEQR Technical Manual* generally result in fewer than 50 peak hour vehicle trips (with "trips" referring to trip-ends), 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips, where significant adverse impacts are generally considered unlikely. According to the 2025 *CEQR Technical Manual*, if a proposed project would result in development densities greater than the minimum development densities presented in Table 16-1, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. In most areas of New York City, if a proposed project is projected to result in fewer than 50 peak hour vehicle trip-ends, 200 peak hour subway/rail or bus transit riders, or 200 peak hour pedestrian trips, it is unlikely that further analysis would be necessary. If these Level 1 Screening Assessment thresholds are exceeded, a Level 2 (Project Generated Trip Assignment) Screening Assessment should be prepared to determine if a proposed project would generally result in intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 or more bus trips in a single direction on a single route, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more passengers at a subway station or on a subway line during any analysis peak hour. If these Level 2 Screening Assessment thresholds are met or exceeded, further detailed analysis may be needed for a particular travel mode.

As described in **Attachment A, "Project Description,"** compared to the No-Action condition, the With-Action condition for the Proposed Actions' RWCDS would result in the positive incremental development of approximately 285,027-gsf of residential space (comprising approximately 326 total DUs), 6,130-gsf of local retail space, and 2,743-gsf of medical office space, as well as the negative incremental development of approximately 26,645-gsf of community facility (educational center and house of worship) space.

A Level 1 Screening Assessment was prepared for the net incremental development program to determine if the Proposed Actions' RWCDS would result in 50 or more peak hour vehicle trips, 200 or more peak hour subway/rail or bus transit riders, and 200 or more peak hour pedestrian trips. The Level 1 Screening Assessment is provided in **Appendix 3 "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum." Table B-2** presents a summary of the incremental trips, by mode, generated by the Proposed Actions' RWCDS.

Table B-2: Summary of Incremental Peak Hour Travel Demand[1]

	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Vehicle Trips	35	30	27	51
Subway Trips	132	80	94	155
Bus Trips	-5	3	-15	9
Walk Trips[2]	240	241	286	400

Notes:

[1] Refer to **Appendix 3** for additional details.

[2] Walk Trips include walk-only, vehicle, subway, and bus trips.

Traffic

As shown in **Table B-2**, under the Proposed Actions there would be a net increase of 35, 30, 27, and 51 vehicle trips in the weekday AM, midday, and PM peak hours, and Saturday peak hours, respectively. Although the number of trips would exceed the 50-trip threshold by one trip in the Saturday peak period,

it is highly unlikely that the trip assignment would show 50 or more peak hour vehicle trips at any one intersection. Since there are only nine parking spaces proposed on-site, it is likely that vehicles will utilize on- and off-street parking in the surrounding area, dispersing traffic flow. Therefore, a Level 2 screening assessment is not necessary and significant impacts to surrounding intersections are not anticipated.

Transit

As shown in **Table B-2**, the Proposed Actions' RWCDS would generate less than 200 subway trips and less than 50 bus trips in the weekday AM, midday, and PM peak hours, and the Saturday peak hour. As the Proposed Actions' RWCDS would generate incremental subway and bus trips below the applicable Level 1 Screening Assessment thresholds, significant adverse impacts would not occur, and no further assessment of transit is warranted pursuant to 2025 *CEQR Technical Manual* guidance.

Pedestrians

For the Proposed Actions' RWCDS, pedestrian trips include not only walk trips, but also trips by public transit modes that include a walk segment of travel between the Project Area and transit facilities such as subway station entries/exits and bus stops. As shown in **Table B-2**, the Proposed Actions' RWCDS would generate more than 200 pedestrian trips in the weekday AM, midday, and PM peak hours, and the Saturday peak hour. As the numbers of trips would exceed the 200-trip threshold in all peak hours, a Level 2 Screening Assessment was warranted to determine which, if any, pedestrian elements require quantified analysis. The Level 2 Screening Assessment is provided in **Appendix 3 "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum."** As described therein, based on the preliminary assignment of net incremental pedestrian trips, the incremental peak hour pedestrian trips generated by the Proposed Actions' RWCDS would not exceed the 200-trip 2025 *CEQR Technical Manual* analysis threshold at any pedestrian elements during the weekday AM, midday, and PM peak hours, and the Saturday peak hour. Therefore, a detailed pedestrian analysis is not warranted in the EAS. As such, based on 2025 *CEQR Technical Manual* guidance, significant adverse impacts would not occur, and no further assessment of pedestrians is warranted pursuant to 2025 *CEQR Technical Manual* guidance.

AIR QUALITY

See Attachment F, "Air Quality."

NOISE

See Attachment G, "Noise."

PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, water quality, hazardous materials, and noise.

According to the 2025 *CEQR Technical Manual*, a public health analysis may be warranted if a project results in (a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; (b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a source of drinking water; (c) solid waste management practices that could attract vermin and result in an increase in pest populations; (d) potential significant adverse impacts to sensitive receptors from noise and odors; (e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts; (f) exceedances of accepted federal, state, or local standards; or (g) other actions that might not exceed the preceding thresholds but might, nonetheless, result in significant health concerns.

As described in the analyses provided in this EAS, the Proposed Actions would not result in significant adverse impacts in the areas of air quality, water quality, hazardous materials, or noise. Therefore, the Proposed Actions do not have the potential to result in significant adverse public health impacts, and further analysis is not warranted.

NEIGHBORHOOD CHARACTER

According to the 2025 *CEQR Technical Manual*, an analysis of neighborhood character may be appropriate if a project has the potential to result in significant adverse impacts on land use, zoning, public policy, socioeconomic conditions, community facilities and services, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise, or when an action may have moderate effects on several of the elements that define a neighborhood's character. As this EAS provides analyses of land use, zoning, and public policy, socioeconomic conditions, open space, and noise, a preliminary screening analysis is necessary to determine if a neighborhood character analysis is warranted.

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." According to the 2025 *CEQR Technical Manual*, a preliminary analysis may be appropriate if a project has the potential to result in any significant adverse impacts on any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. Per the analyses provided in this EAS, although the Proposed Actions required supplemental screening or analysis of some of these technical areas, there would be no project-generated significant adverse impacts.

The 2025 *CEQR Technical Manual* also states that for projects not resulting in significant adverse impacts to any technical areas related to neighborhood character, additional analyses may be required to determine if the Proposed Actions' RWCDS would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. However, the 2025 *CEQR Technical Manual* indicates that neighborhood character impacts are rare, and it would be unusual that, in the absence of a significant adverse impact in any of the relevant technical areas, a combination of moderate effects in the neighborhood would result in any significant adverse impact to neighborhood character.

The Proposed Actions would not adversely affect any component of the surrounding area's neighborhood character. The RWCDS that would be facilitated by the Proposed Actions would not conflict with the

surrounding neighborhood activities, nor would they significantly affect land use patterns. The RWCDS that would be facilitated by the Proposed Actions would introduce commercial, community facility, and residential land uses to the surrounding neighborhood, which are in line with the mixed-use character of the surrounding neighborhood. As the Proposed Actions would not result in any significant adverse impacts on any of the technical areas relating to neighborhood character, nor a combination of moderate effects in more than one technical area pursuant to Chapter 21, Section 220 of the 2025 *CEQR Technical Manual*, a neighborhood character analysis can be screened out, and no significant adverse neighborhood character impacts would occur. Therefore, no additional analysis is warranted for neighborhood character.

CONSTRUCTION

Construction activities, although temporary in nature, can sometimes result in significant adverse impacts. A proposed project's construction activities may affect a number of technical areas analyzed for the operational period, such as air quality, noise, and traffic; therefore, a construction assessment relies to a significant extent on the methodologies and resulting information gathered in the analyses of these technical areas.

Anticipated Construction Schedule

The Proposed Project would contain three separate buildings totaling approximately 242,898-gsf (184,447-zsf, 5.67 FAR) of total building space inclusive of all building uses and cellar space. Buildings A, B, and C would be constructed simultaneously over an approximately 18-month period and implemented in a single phase. Buildings A and B would commence construction at the same time, during the first quarter of 2028, while Building C would commence construction in the second quarter of 2028, approximately three months after Buildings A and B. Therefore, the construction schedule for the Proposed Project is considered short-term. These construction durations are based on a generic schedule guidance document provided by DCP and are illustrated in **Figure B-1**. Individual schedules for Buildings A, B, and C are described below.

Figure B-1: Illustrative Construction Schedule

			2028												2029											
			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	SITE	GSF	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
APPLICANT - Building A	PDS 1	111,830	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
APPLICANT - Building B		86,500	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
APPLICANT - Building C		43,668				1	2	3	4	5	6	7	8	9	10	11	12	13	14							

Demolition/Excavation/Foundation
Building Superstructure/Exterior
Interior Fit-Out

As illustrated in **Figure B-1**, for Building A of the Proposed Project, the approximately 111,830-gsf mixed residential/commercial building would be constructed in approximately 18 months beginning in the first quarter of 2028 with construction completion and occupancy expected in the second quarter of 2029. As also illustrated in **Figure B-1**, for Building B of the Proposed Project, the approximately 86,500-gsf residential building would be constructed in approximately 18 months beginning in the first quarter of 2028 with construction completion and occupancy expected in the second quarter of 2029. The construction durations for Buildings A and B of the Proposed Project are based on a generic schedule guidance document provided by DCP for buildings of these sizes.

As illustrated in **Figure B-1**, demolition, excavation, and foundation activities for Buildings A and B of the Proposed Project would commence first, occurring simultaneously for the two separate buildings over a period of approximately three months. Following construction of the foundations of Buildings A and B of the Proposed Project, superstructure- and exterior envelope-related construction activities would commence, occurring simultaneously for the two separate buildings over a period of approximately seven months. Following construction of the superstructure and exterior envelopes of Buildings A and B of the Proposed Project, interior fit-out construction activities would commence, occurring simultaneously for the two separate buildings over a period of approximately eight months.

As illustrated in **Figure B-1**, for Building C of the Proposed Project, the approximately 43,668-gsf residential and community facility building would be constructed in approximately 14 months beginning in the second quarter of 2028, approximately three months after the start of construction of Buildings A and B of the Proposed Project. This construction duration is based on a generic schedule guidance document provided by DCP for a building of this size. Therefore, completion and occupancy of Building C of the Proposed Project is expected to occur in the second quarter of 2028. As illustrated in **Figure B-1**, demolition, excavation, and foundation activities for Building C of the Proposed Project would commence first, occurring over a period of approximately two months. Following construction of the foundation of Building C of the Proposed Project, superstructure- and exterior envelope-related construction activities would commence, occurring over a period of approximately five months. Following construction of the superstructure and exterior envelope of Building C of the Proposed Project, interior fit-out construction activities would commence, occurring over a period of approximately seven months.

As also illustrated in **Figure B-1**, the construction duration for Building C of the Proposed Project would fully overlap with the construction durations of Buildings A and B of the Proposed Project. For Building C of the Proposed Project, the demolition, excavation, and foundation construction phase and the superstructure- and exterior envelope-related construction phase would overlap with the superstructure- and exterior envelope-related construction phases for Buildings A and B of the Proposed Project. The interior fit-out construction phases for Buildings A, B, and C of the Proposed Project would occur simultaneously over a period of seven to eight months.

In addition to the Applicant's Proposed Project on Projected Development Site 1, it is anticipated that the building on Projected Development Site 2 would be constructed in a single phase lasting approximately 18 months; construction would commence in the third quarter of 2030, approximately 2.5 years after the start of construction of the Proposed Project. There would be a 12-month gap separating the completion of the Proposed Project on Projected Development Site 1 and the start of construction at Projected Development Site 2. This construction duration is based on a generic schedule guidance document provided by DCP for a project of this size and is illustrated in **Figure B-2**. Therefore, completion and occupancy of the building on Projected Development Site 2 is expected to occur in the fourth quarter of 2031, approximately 2.5 years after the completion of the Proposed Project on Projected Development Site 1. As illustrated in **Figure B-2**, demolition, excavation, and foundation activities for the building on Projected Development Site 2 would commence first, occurring over a period of approximately three months. Following construction of the foundation of the building on Projected Development Site 2, superstructure- and exterior envelope-related construction activities would commence, occurring over a period of approximately seven months. Following construction of the superstructure and exterior envelope of the building on Projected Development Site 2, interior fit-out construction activities would commence, occurring over a period of approximately eight months.

Figure B-2: Illustrative Construction Schedule

			2030												2031											
			Q1			Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	SITE	GSF	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
NON-APPLICANT	PDS 2	62,661							1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

Demolition/Excavation/Foundation
Building Superstructure/Exterior
Interior Fit-Out

Most construction activities would occur Monday through Friday, although the delivery and installation of certain equipment could occur on weekend days. Hours of construction are regulated by DOB and apply in all areas of New York City. In accordance with DOB regulations, nearly all work would occur between the hours of 7:00 AM and 6:00 PM on weekdays, although some workers would arrive and begin to prepare work areas before 7:00 AM. Occasionally, Saturday or overtime hours may be required to complete time-sensitive tasks. Weekend work requires a permit from DOB and, in certain instances, approval of a noise mitigation plan from DEP pursuant to the New York City Noise Code.

Transportation Conditions

Traffic and Pedestrians

Fourth Avenue located adjacent to the Project Area is an arterial thoroughfare, while 27th and 28th Streets located adjacent to the Project Area are local streets. However, given the size of Projected Development Site 1 (measuring approximately 32,524-sf) and the size of Projected Development Site 2 (measuring approximately 7,015-sf), it is anticipated that staging would be accommodated on or primarily within each site, and no full closure of adjacent public sidewalks or roadway lanes would be expected. The initial staging areas would be strategically located to allow for the first stages of construction—temporary site access, installation of chosen Best Management Practices ("BMPs"), clearing, demolition, and excavation. Appropriate BMPs would be placed at all locations prior to any staging activity. Upon establishing the BMPs and staging areas, temporary access routes within each site would be constructed to allow for the flow of construction materials and equipment required for construction. Construction activities may result in short-term disruption of traffic and pedestrian movements in the vicinity of the two sites. The two sites would be surrounded by construction fencing and Jersey barriers, as required by DOB. If required during construction, Maintenance and Protection of Traffic ("MPT") plans for each site would need to be submitted for approval to the New York City Department of Transportation ("NYCDOT") Office of Construction Mitigation and Coordination ("OCMC"), the entity that ensures critical arteries are not interrupted, especially in peak travel periods. To ensure the safety of pedestrians immediately surrounding the sites, sidewalk sheds and Jersey barriers would be erected along street frontages. Therefore, pedestrian movement and safety adjacent to Projected Development Site 1 and Projected Development Site 2 would be ensured and maintained in the future with the Proposed Actions. Given the limited duration of these temporary obstructions, these conditions would not result in significant adverse impacts on traffic and pedestrian transportation conditions.

Public Transportation

Construction activities would not result in the disruption of public transportation services in the vicinity of Projected Development Site 1 and Projected Development Site 2. There are no bus routes or bus stop locations located adjacent to the two sites. In addition, there are no subway stations located adjacent to the two sites. Therefore, construction activities would not result in significant adverse impacts on public transportation conditions.

In addition, as described above and in **Appendix 3 "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum,"** the Proposed Actions would not result in any significant adverse impacts related to transportation; therefore, the Proposed Actions would not result in any construction related impacts to transportation conditions, including traffic, pedestrian, and public transportation conditions.

Air Quality or Noise

With regard to the air quality and noise effects of construction activities, an assessment of air quality and noise for construction activities is likely not warranted if the proposed project's construction activities:

- Are considered short-term (less than two years);
- Are not located near sensitive receptors; and
- Do not involve construction of multiple buildings where due to staged project completion, there is a potential for on-site receptors occupying buildings completed before the final buildout.

If a project meets one or more of the criteria above or if one of the above criteria is unknown at the time of review, a preliminary air quality or noise assessment is not automatically required. Although Projected Development Site 1 and Projected Development Site 2 are located near sensitive receptors (i.e., residential buildings to the north, south, and east), a preliminary construction air quality or noise assessment is not warranted for the Proposed Actions because construction activities associated with the Proposed Actions are considered short-term (i.e., would not last longer than two years), and there would be no on-site receptors occupying buildings completed before final buildout. As described above, the Proposed Project, comprising three separate buildings, would be constructed simultaneously over an approximately 18-month period and implemented in a single phase. Therefore, the construction schedule is not staged and the three separate buildings on Projected Development Site 1 would be constructed and occupied concurrently. Further, it is anticipated the building on Projected Development Site 2 would commence construction approximately 2.5 years after the start of construction of the Proposed Project. There would be a 12-month gap separating the completion of the Proposed Project on Projected Development Site 1 and the start of construction at Projected Development Site 2. Therefore, completion and occupancy of the building on Projected Development Site 2 is expected to occur approximately 2.5 years after the completion of the Proposed Project on Projected Development Site 1.

Construction Noise

Potential impacts on community noise levels during construction could result from the operation of construction equipment and from construction and delivery vehicles traveling to and from construction sites. Noise levels at a given location are dependent on the type and quantity of construction equipment being operated, the acoustical utilization factor of the equipment (i.e., the percentage of time the equipment is operating at full power), the distance from a construction site, and any shielding effects (e.g., from structures such as walls or barriers). Because the location of the construction activities relative to noise sensitive receptor locations would vary over the course of the construction period, as would the amount and type of construction equipment, the level of noise experienced at each noise sensitive receptor would also vary during this period. The most noise intensive construction activities would not occur every day or every hour on those days that they would occur. During hours when the loudest pieces of construction equipment are not in use, noise sensitive receptors would experience lower construction

noise levels. Construction noise levels would fluctuate during the construction period at each noise sensitive receptor, with the greatest levels of construction noise occurring for limited periods.

Noise Reduction Measures

Construction noise is regulated by the requirements of the New York City Noise Control Code (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) and DEP's Notice of Adoption of Rules for Citywide Construction Noise Mitigation (also known as Chapter 28). These requirements mandate that specific construction equipment and motor vehicles meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction materials be handled and transported in such a manner as not to create unnecessary noise. For weekend and after hour work, permits would be required, as specified in the New York City Noise Control Code. As required under the New York City Noise Control Code, site-specific noise mitigation plans for construction activities induced by the Proposed Actions would be developed and implemented that may include source and path controls. These noise control plans are expected to include such measures as avoiding unnecessary evening construction and truck idling. A copy of the noise mitigation plans would also be kept at the applicable construction sites for compliance review by DOB and DEP.

Noise control measures would typically 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 would be implemented in accordance with NY regulations:

- Equipment that meets the sound level standards specified in Subchapter 5 of the New York City Noise Control Code would be used from the start of construction.
- As early in the construction period as logistics planning would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as pumps, compressors, and hoists (i.e., early electrification) to the extent feasible and practicable.
- Where feasible and practical, construction sites would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than three (3) minutes at the construction site based upon New York City Local Law.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and noise sensitive receptors), the following measures for construction would be implemented in accordance with NY regulations:

- Where logistics allow, noisy equipment, such as cranes, concrete mixing trucks, concrete pumps, and delivery trucks, would be located away from and shielded from noise sensitive receptor locations.
- Noise barriers would be utilized to provide shielding (i.e., the construction sites would have perimeter barriers of at least eight (8) feet in height).
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents, where feasible) would be required for certain dominant noise equipment (i.e., generators, jack hammers, pile drivers, and pumps) to the extent feasible and practical. The details to construct

portable noise barriers, enclosures, tents, etc., are provided in DEP's Rules for Citywide Construction Noise Mitigation.

Historic and Cultural Resources

According to 2025 *CEQR Technical Manual* guidance, construction impacts may occur on historic and cultural resources if in-ground disturbances or vibrations associated with project construction could undermine the foundation or structural integrity of nearby historic and cultural resources. The New York City Building Code provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. Additional protective measures apply to buildings and structures designated or eligible for designation as New York City Landmarks ("NYCLs") and listed or eligible for listing on the S/NR located within 90 linear feet of a proposed construction site. For these buildings and structures, DOB's Technical Policy and Procedure Notice ("TPPN") #10/88 applies. TPPN #10/88 supplements the standard building protections afforded by the New York City Building Code by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent historic and cultural resources (within 90 linear feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

The nearest historic and cultural resource to Projected Development Site 1 and Projected Development Site 2 is the S/NR-eligible P.S. 172, which is located approximately 310 feet to the southwest of each site at its closest point. Therefore, this resource is beyond the 90 linear feet maximum distance at which an adverse direct physical impact may be significant, as defined by DOB. For these reasons, the Proposed Actions would not result in any potential significant adverse vibration impacts during construction activities induced by the Proposed Actions on the S/NR-eligible P.S. 172. As such, the Proposed Actions would have no significant adverse construction-related impacts on historic and cultural resources and further analysis is not warranted.

Overall, construction activities induced by the Proposed Actions would result in temporary disruption in the surrounding area, including noise, dust, and traffic associated with the delivery of materials and arrival of workers on Projected Development Site 1 and Projected Development Site 2. However, given the magnitude and short-term duration of construction effects, no significant adverse impacts from construction would occur as a result of the Proposed Actions, and further analysis is not warranted.

EFFECTS ON DACS

See Attachment H, "Effects on Disadvantaged Communities."

Attachment C:

Land Use, Zoning, and Public Policy

I. INTRODUCTION

As outlined in the 2025 *City Environmental Quality Review* ("CEQR") *Technical Manual*, a detailed analysis of land use and zoning is appropriate if a proposed project would result in a significant change in land use or would substantially affect regulations or policies governing land use. An analysis of zoning is typically performed in conjunction with a land use analysis when the proposed project would change the zoning on a site or result in the loss of a particular land use. As the Proposed Actions include zoning map and zoning text amendments, a detailed analysis of land use, zoning, and public policy is warranted and is provided in this attachment.

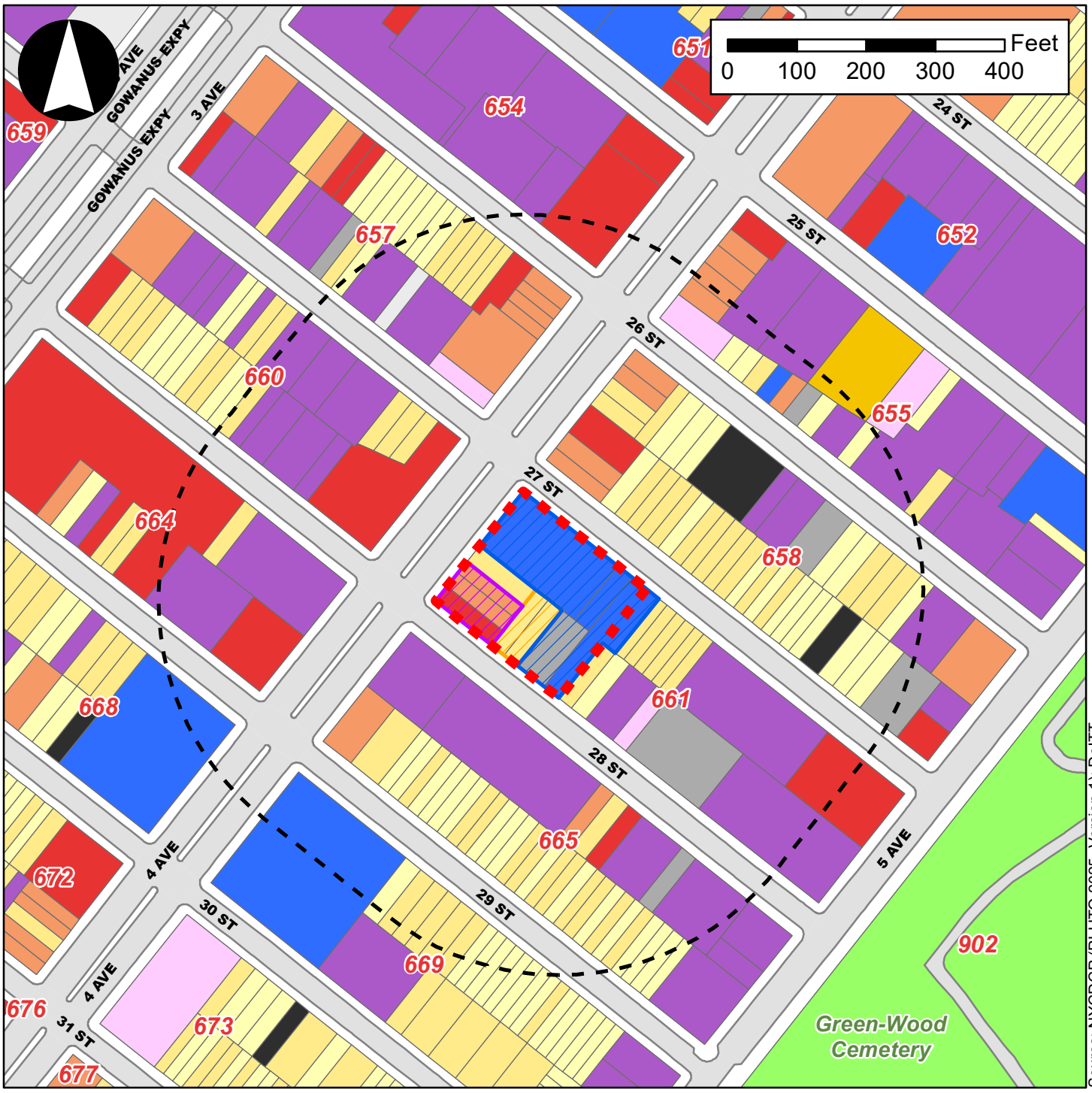
II. METHODOLOGY

As mentioned above, the Proposed Actions have the potential to affect land use, zoning, and public policy. Land use, zoning, and public policy are addressed and analyzed for two geographical areas. For the purpose of this analysis, the primary study area encompasses the Project Area (Block 661, Lots 1, 2, 3, 4, 5, 13, 66, 68, and 69 in their entirety, and the approximately 5,425-square feet ["sf"] western portion of ["p/o"] Lot 14). The secondary study area encompasses areas that have the potential to experience indirect impacts as a result of the proposed project. The secondary study area extends an approximate 400-foot radius from the boundary of the primary study area. The secondary study area is generally bound by 26th Street to the north, Fifth Avenue to the east, 29th Street to the south, and midblock portions of Blocks 657, 660, and 664 between Third and Fourth Avenues to the west. Both the primary and secondary study areas have been established in accordance with 2025 *CEQR Technical Manual* guidance and are presented in **Figure C-1**.

The analysis of land use, zoning, and public policy first provides a description of the existing land use, zoning, and public policy conditions in each of the study areas. Existing land uses within the primary and secondary study areas were determined based on the New York City Primary Land Use Tax Lot Output ("PLUTO") data files for 2025 and field observations during February 2026; no discrepancies between PLUTO data files and existing field conditions were observed. New York City Zoning and Land Use ("ZoLa"), New York City Zoning maps, and the *Zoning Resolution of the City of New York* ("ZR") were consulted to describe existing zoning districts in each of the study areas. Relevant public policy documents, recognized by the New York City Department of City Planning ("DCP") and other City agencies were utilized to describe existing public policies pertaining to the primary and secondary study areas.

The analysis then projects land use, zoning, and public policy conditions in the 2031 build year without the Proposed Actions. This is the "No-Action" or "future without the Proposed Actions" condition, which is developed by identifying known and proposed developments and other relevant changes anticipated to occur within the primary and secondary study areas within this time frame. The No-Action condition describes the baseline conditions in each of the study areas against which the Proposed Actions' Reasonable Worst Case Development Scenario ("RWCDS") incremental changes are measured. Finally, the analysis projects land use, zoning, and public policy conditions in 2031 with the approval of the Proposed Actions. This is the "With-Action" or "future with the Proposed Actions" condition.

Figure C-1
Land Use Map



Legend

- Primary Study Area (Project Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

III. PRELIMINARY ASSESSMENT

Study Areas

Primary Study Area (Project Area)

As shown in **Figure C-1**, the primary study area measures approximately 45,460-sf and includes Block 661, Lots 1, 2, 3, 4, 5, 13, 66, 68, and 69 in their entirety, and a portion of Lot 14. The primary study area is bound by Fourth Avenue to the west, 27th Street to the north, and 28th Street to the south. The primary study area contains approximately 200 feet of frontage on the east side of Fourth Avenue, a wide street with a mapped width of 120 feet, approximately 225 feet of frontage on the south side of 27th Street, a narrow street with a mapped width of 60 feet, and approximately 225 feet of frontage on the north side of 28th Street, a narrow street with a mapped width of 60 feet.

Secondary Study Area (400-Foot Radius)

As shown in **Figure C-1**, the secondary study area extends an approximate 400-foot radius from the boundary of the primary study area. The secondary study area is generally bound by 26th Street to the north, Fifth Avenue to the east, 29th Street to the south, and midblock portions of Blocks 657, 660, and 664 between Third and Fourth Avenues to the west.

Land Use and Zoning

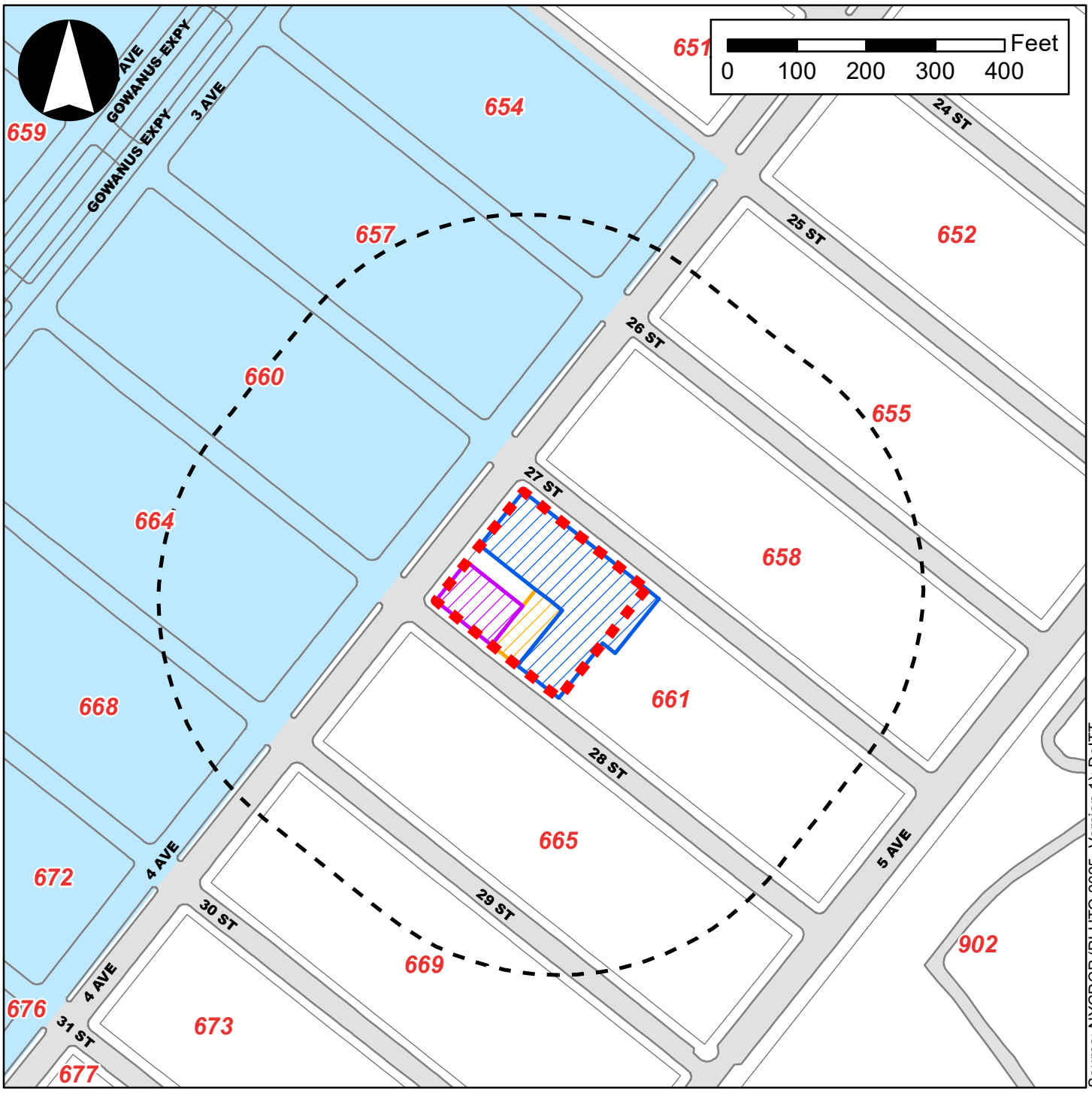
A preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the proposed project's anticipated effects. As the Proposed Actions include zoning map and zoning text amendments, a detailed analysis of land use and zoning is warranted and provided in Section IV, "Detailed Analysis."

Public Policy

According to the 2025 *CEQR Technical Manual*, a proposed project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports that pertain to the study areas. If a proposed project could potentially alter or conflict with identified policies, a detailed analysis should be conducted; otherwise, no further analysis of public policy is necessary.

The primary and secondary study areas are not located within a designated Industrial Business Zone ("IBZ"), a Business Improvement District ("BID"), or a designated historic district; nor would the Proposed Actions involve the siting of any public facilities (Fair Share). Further, as shown in **Figure C-2**, while the primary study area is not located within New York City's designated Coastal Zone Boundary ("CZB"), the western and northwestern portions of the secondary study area are located within New York City's designated CZB; therefore, an assessment of the Proposed Actions consistency with New York City's

Figure C-2
Coastal Zone Boundary (CZB)



Legend

- Primary Study Area (Project Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- Coastal Zone Boundary (CZB)

Waterfront Revitalization Program ("WRP") is not required. However, several adopted City policies are applicable to both the primary and secondary study areas: *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, *OneNYC 2050: Building a Strong and Fair City*, and *Where We Live NYC Plan*. Further, an adopted 197-a plan, the "New Connections /New Opportunities – Sunset Park 197-a Plan," is applicable to both the primary and secondary study areas. These public policies are discussed in Section IV, "Detailed Analysis."

IV. DETAILED ANALYSIS

Existing Conditions

Land Use

Primary Study Area (Project Area)

Applicant-Controlled Projected Development Site 1

The primary study area is zoned M1-1D. M1-1D zoning districts permit a maximum FAR of 1.0 for commercial and manufacturing/industrial uses, a maximum FAR of 2.0 for residential uses, and a maximum FAR of 2.4 for community facility uses. In M1-1D zoning districts, the maximum residential building height for residential buildings is 55 feet after a required setback distance of 10 or 15 feet on wide or narrow streets, respectively; the maximum building height for non-residential buildings is governed by the sky exposure plane after a required setback distance of 15 or 20 feet on wide or narrow streets, respectively. In M1-1D zoning districts, accessory parking requirements vary by use group. Only two M1-1D zoning districts are mapped in the City; one district is mapped in the Sunset Park neighborhood of Brooklyn and one district is mapped in the Maspeth neighborhood of Queens. Residential uses in M1-1D zoning districts are only permitted by authorization from the New York City Planning Commission ("CPC") and one accessory parking space per DU is required outside of the Greater Transit Zone. As part of the 1961 Zoning Resolution, the primary study area was zoned M1-1. In 1990, the primary study area was rezoned to M1-1D from M1-1 (CEQR No: 90-045K; ULURP No: C900258ZMK) as part of a larger, 26-block rezoning effort led by DCP to protect and permit the limited expansion of residential uses within M1-1 and M1-2 zoning districts mapped along the Gowanus Expressway (Interstate 278), Fourth Avenue, and Fifth Avenue in Sunset Park.

Projected Development Site 1 measures approximately 32,524-sf. Projected Development Site 1 contains frontage on the east side of Fourth Avenue, frontage on the south side of 27th Street, and frontage on the north side of 28th Street. As shown in **Table C-1**, Projected Development Site 1 contains five vacant low-rise public facility and institutional buildings totaling approximately 26,645-gross square feet ("gsf")(0.71 FAR), as well as three existing curb cuts (one curb cut is located on Fourth Avenue and two curb cuts are located on 28th Street) that facilitate ingress and egress to Projected Development Site 1's approximately 33 surface parking spaces. Projected Development Site 1 is occupied by the Saint Rocco's Roman Catholic Church campus, which is currently vacant.

Lot 5 is an approximately 17,500-sf corner lot that contains a two-story, 19,545-gsf vacant public facility and institutional building (0.97 FAR) constructed circa 1958. There are 13 parking spaces located on this lot that are accessed via one curb cut on Fourth Avenue and one curb cut on 28th Street. Lot 13 is an

approximately 2,504-sf interior lot that contains a two-story, 1,600-gsf vacant public facility and institutional building (0.56 FAR) constructed circa 1920. There are no parking spaces located on this lot. Lot 14 is an approximately 7,512-sf through lot that contains three vacant public facility and institutional buildings constructed circa 1920; the three buildings range in height from one- to two-stories and total 5,500-gsf (0.64 FAR). There are eight parking spaces located on this lot that are accessed via two curb cuts on 28th Street. Lot 66 is an approximately 5,008-sf interior lot that contains a surface parking facility (0.0 FAR) containing 12 parking spaces that are accessed via one curb cut on 28th Street.

Table C-1: Primary Study Area – Existing Conditions

Lot[1]	Affected Lot Area SF	Address	Zoning	Land Use	Total Building GSF	Built FAR[2]	Residential GSF/DUs	Parking Spaces	Construction Year
Applicant-Controlled									
5	17,500	783 Fourth Avenue	M1-1D	Vacant Public Facilities & Institutions	19,545	0.97	0/0	13	1958
13	2,504	216 27th Street		Vacant Public Facilities & Institutions	1,600	0.56	0/0	0	1920
P/o 14	5,425	220 27th Street		Vacant Public Facilities & Institutions	5,500	0.64	0/0	8	1920
66	5,008	183 28th Street		Parking Facilities	0	0	0/0	12	N/A
Non-Applicant Controlled or Owned									
1	2,516	799 Fourth Avenue	M1-1D	Commercial/Office	2,500	0.86	0/0	0	1981
2	2,499	797 Fourth Avenue		Mixed Residential/Commercial	3,760	1.34	1,790/1	0	1930
3	2,000	795 Fourth Avenue		Mixed Residential/Commercial	2,400	1.08	1,608/2	0	1930
4	3,000	793 Fourth Avenue		Residential	4,320	1.31	4,320/6	0	1931
68	2,504	181 28th Street		Residential	1,760	0.64	1,760/3	0	1910
69	2,504	179 28th Street		Residential	2,536	0.92	2,536/3	0	1910
Total Affected Primary Study Area Lot Area SF	**45,460**								

Notes:
[1] Properties controlled by the Applicant (comprising Projected Development Site 1) are highlighted in gray.
[2] The built FAR is calculated based on the zoning square feet (ZSF) for each lot. The ZSF for each lot was calculated by dividing the GSF for each lot by 1.1 (for residential square footage) and by 1.15 (for non-residential square footage), pursuant to guidance from DCP.
Sources: DCP 2025 PLUTO Data (Version I); Field observations.

Non-Applicant-Controlled Properties

As shown in **Table C-1**, six properties not owned or controlled by the Applicant are located within the primary study area; one property is occupied by a commercial/office building, two properties are occupied by mixed residential/commercial buildings, and three properties are occupied by multi-family residential buildings. Overall, the existing buildings located within the primary study area range in height from one- to three-stories tall (ranging from 10 to 48 feet tall). The existing buildings located within the primary

study area were constructed between 1910 and 1981. As detailed in **Attachment A, "Project Description,"** three of the six lots not owned or under the control of the Applicant classify as a non-Applicant projected development site as defined by the 2025 *CEQR Technical Manual*, comprising Projected Development Site 2 (Block 661, Lots 1, 2, and 3). Projected Development Site 2 contains three low-rise buildings totaling approximately 8,660-gsf (1.09 FAR), comprising 3,398-gsf (0.44 FAR) of residential space (three DUs) and 5,262-gsf (0.65 FAR) of commercial space.

Secondary Study Area (400-Foot Radius)

The secondary study area is primarily zoned M1-1D, as well as M1-2D. M1-2D zoning districts permit a maximum FAR of 2.0 for commercial and manufacturing/industrial uses, a maximum FAR of 2.0 for residential uses, and a maximum FAR of 4.8 for community facility uses. In M1-2D zoning districts, the maximum building height for residential buildings is 55 feet after a required setback distance of 10 or 15 feet on wide or narrow streets, respectively; the maximum building height for non-residential buildings is governed by the sky exposure plane after a required setback distance of 15 or 20 feet on wide or narrow streets, respectively. In M1-2D zoning districts, accessory parking requirements vary by use group. Only two M1-2D zoning districts are mapped in the City; these districts are mapped in the Sunset Park neighborhood of Brooklyn. Residential uses in M1-2D zoning districts are only permitted by authorization from the CPC. Additionally, R6B and R7A contextual zoning districts are mapped in the southern portion of the secondary study area, less than one block (approximately 160 feet) to the south of the primary study area. The R6B and R7A contextual zoning districts were mapped in 2009 as part of the Sunset Park Rezoning (CEQR No: 09DCP075K; ULURP Nos: N090386 ZRK and C090387 ZMK). Prior to the implementation of the Sunset Park Rezoning in 2009, the southern portion of the secondary study area was zoned R6.

As shown in **Figure C-1** and **Table C-2**, the built floor area within the secondary study area is predominantly comprised of residential and industrial/manufacturing buildings, and to a lesser extent commercial/office and mixed-use commercial/residential buildings.

Table C-2: Existing Land Uses within the Secondary Study Area

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential (Total)	95	65.1	190,376	37.8	249,157	40.1
One & Two-Family Buildings	*42*	*28.8*	*82,306*	*16.4*	*84,658*	*13.6*
Multi-Family Walkup Buildings	*53*	*36.3*	*108,070*	*21.5*	*164,499*	*26.5*
Multi-Family Elevator Buildings	*0*	*0.0*	*0*	*0.0*	*0*	*0.0*
Mixed Commercial/Residential Buildings	13	8.9	35,047	7.0	76,117	12.2
Commercial/Office Buildings	5	3.4	36,279	7.2	65,613	10.6
Industrial/Manufacturing	21	14.4	186,028	37.0	206,499	33.2
Transportation/Utility	3	2.1	9,324	1.9	10,318	1.7
Public Facilities & Institutions	1	0.7	1,356	0.3	1,996	0.3
Open Space	0	0.0	0	0.0	0	0.0
Parking Facilities	5	3.4	29,396	5.8	12,136	2.0
Vacant Land	2	1.4	13,423	2.7	0	0.0
All Others or No Data	1	0.7	2,020	0.4	0	0.0
Totals	*146*	*100.0*	*503,249*	*100.0*	*621,836*	*100.0*

Sources: DCP 2025 PLUTO Data (Version I); Field observations.
Note: Total lot areas and built areas included for all lots which have 50 percent or more of their area within a 400-foot radius of the primary study area; Block 661, Lots 1, 2, 3, 4, 5, 13, 14, 66, 68, and 69 (the primary study area) are excluded from the analysis of land uses within the secondary study area (refer to **Figure C-1**).

As shown in **Figure C-1**, residential buildings are located throughout the secondary study area and represent a majority of lots, lot area, and building area within the secondary study area. One- and two-family attached row houses rising to a height of either two- or three-stories are well represented along streets within the secondary study area, as are two-, three-, and four-story multi-family walkup apartment buildings. Residential buildings are located throughout the secondary study area, interspersed with non-residential land uses.

As shown in **Figure C-1**, two-, three-, and four-story mixed-use commercial/residential buildings are primarily clustered along Fourth Avenue, which serves as a commercial corridor within the secondary study area. In mixed-use commercial/residential buildings, commercial uses are typically local restaurant, retail, and office establishments located on the ground floors of low-rise buildings with residential uses located above the commercial uses. As shown in **Figure C-1**, commercial/office buildings are also concentrated along Fourth Avenue. Notable commercial/office buildings within the secondary study area include a KFC restaurant with a drive through located at 798-812 Fourth Avenue and the Liberty View Brooklyn Hotel, an eight-story hotel with approximately 62 guest rooms located at 826 Fourth Avenue.

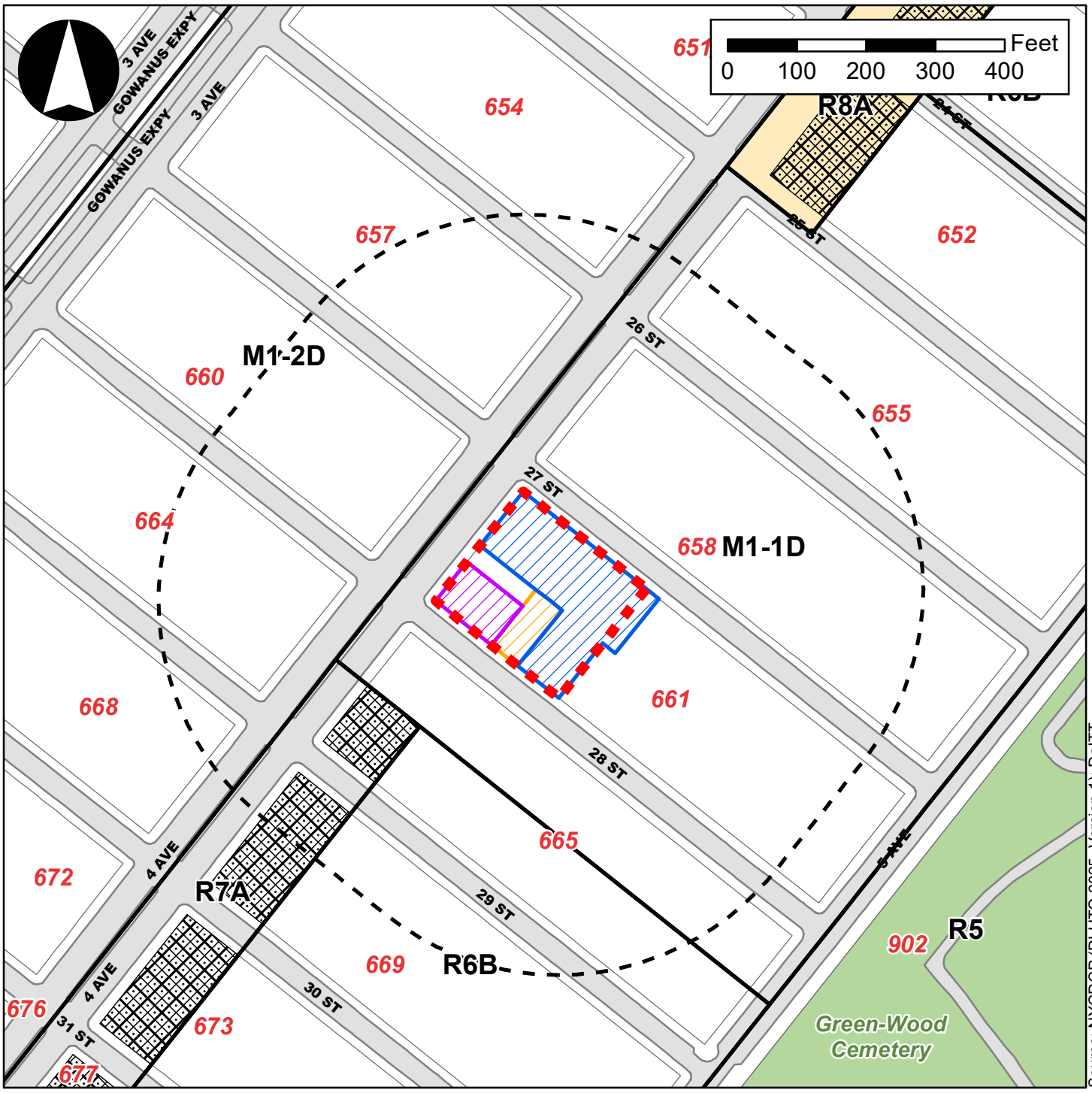
As also shown in **Figure C-1**, industrial/manufacturing buildings, similar to residential buildings, are located throughout the secondary study area. Industrial/manufacturing buildings are typically one- or two-stories in height and contain warehouse and/or factory uses. The secondary study area also includes five parcels of land utilized for parking facilities, three parcels of land occupied by transportation/utility buildings (e.g., auto repair businesses), and two parcels of vacant land. No multi-family elevator buildings and open spaces are located within the secondary study area.

Zoning

Primary Study Area (Project Area)

As shown in **Figure C-3**, the primary study area is zoned M1-1D. M1-1D zoning districts permit a maximum FAR of 1.0 for commercial and manufacturing/industrial uses, a maximum FAR of 2.0 for residential uses, and a maximum FAR of 2.4 for community facility uses. In M1-1D zoning districts, the maximum building height for residential buildings is 55 feet after a required setback distance of 10 or 15 feet is required on wide or narrow streets, respectively; the maximum building height for non-residential buildings is governed by the sky exposure plane after a required setback distance of 15 or 20 feet on wide or narrow streets, respectively. In M1-1D zoning districts, accessory parking requirements vary by use group. Only two M1-1D zoning districts are mapped in the City; one district is mapped in the Sunset Park neighborhood of Brooklyn and one district is mapped in the Maspeth neighborhood of Queens. Residential uses in M1-1D zoning districts are only permitted by authorization from the CPC and one accessory parking space per DU is required outside of the Greater Transit Zone. As part of the 1961 Zoning Resolution, the primary study area was zoned M1-1. In 1990, the primary study area was rezoned to M1-1D from M1-1 (CEQR No: 90-045K; ULURP No: C900258ZMK) as part of a larger, 26-block rezoning effort led by DCP to protect and permit the limited expansion of residential uses within M1-1 and M1-2 zoning districts mapped along the Gowanus Expressway (Interstate 278), Fourth Avenue, and Fifth Avenue in Sunset Park.

Properties located within the primary study area substantially comply with the use and bulk requirements established by the primary study area's M1-1D zoning district. All but one of the existing buildings, 799 Fourth Avenue (Block 661, Lot 1), located within the primary study area were constructed prior to the establishment of the 1961 Zoning Resolution. Therefore, properties located within the primary study area generally do not comply with the maximum building height, initial setback distance, rear yard, and



Legend

- Primary Study Area (Project Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- M1-1D Existing Zoning Districts
- Special Enhanced Commercial District 1 (EC-1)
- C2-4 Overlay

accessory off-street parking requirements established by the primary study area's M1-1D zoning district. Further, all of the existing buildings located within the primary study area do not exceed the maximum FAR of 1.0 for commercial and manufacturing/industrial uses, the maximum FAR of 2.0 for residential uses, and the maximum FAR of 2.4 for community facility uses.

Secondary Study Area (400-Foot Radius)

As shown in **Figure C-3**, much of the secondary study area is zoned M1-1D, as well as M1-2D. M1-2D zoning districts permit a maximum FAR of 2.0 for commercial and manufacturing/industrial uses, a maximum FAR of 2.0 for residential uses, and a maximum FAR of 4.8 for community facility uses. In M1-2D zoning districts, the maximum building height for residential buildings is 55 feet after a required setback distance of 10 or 15 feet on wide or narrow streets, respectively; the maximum building height for non-residential buildings is governed by the sky exposure plane after a required setback distance of 15 or 20 feet on wide or narrow streets, respectively. In M1-2D zoning districts, accessory parking requirements vary by use group. Only two M1-2D zoning districts are mapped in the City; these districts are mapped in the Sunset Park neighborhood of Brooklyn. Residential uses in M1-2D zoning districts are only permitted by authorization from the CPC.

Additionally, as shown in **Figure C-3**, R6B and R7A contextual zoning districts are mapped less than one block (approximately 160 feet) to the south of the primary study area. R6B zoning districts are traditional row house districts, which preserve the scale and harmonious streetscape of neighborhoods of four-story attached buildings developed during the 19th century. Many of these houses are set back from the street with stoops and small front yards that are typical of Brooklyn's "brownstone" neighborhoods, such as Park Slope, Boerum Hill, and Bedford Stuyvesant. In R6B districts, the maximum residential FAR for Standard Residences is 2.0. Buildings with Qualifying Affordable Housing (QAH) or Qualifying Senior Housing (QSH) are permitted a maximum residential FAR of 2.40. Community facility uses are allowed up to an FAR of 2.0. Building base heights are permitted to be between 30 and 45 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. The maximum building height may reach 55 feet for Standard Residences and 65 feet for QAH or QSH.

R7 zoning districts are medium-density apartment house districts mapped in much of the Bronx as well as the Upper West Side in Manhattan and Brighton Beach in Brooklyn. In R7A zoning districts, the maximum residential FAR for Standard Residences is 4.0. Buildings with QAH or QSH are permitted a maximum residential FAR of 5.01. Community facility uses are allowed up to an FAR of 4.0. Building base heights are permitted to be between 40 and 75 feet for Standard Residences, or 40 and 85 feet for QAH or QSH, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. The maximum building height may reach 85 feet for Standard Residences and 115 feet for QAH or QSH.

As also shown in **Figure C-3**, properties located along the east side of Fourth Avenue, within the R7A zoning district, are mapped with C2-4 commercial overlays. C2 commercial overlays are mapped along streets that serve local retail needs and are found extensively throughout the City's medium-density neighborhoods. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors; C2 commercial overlays also permit funeral homes and repair services. Pursuant to ZR Section 33-121, when mapped within R7A districts, C2-4 commercial overlays are subject to a maximum FAR of 2.0 (for zoning lots containing only a commercial use), a maximum FAR of 4.0 (for zoning lots containing only a community facility use), and a maximum FAR of 4.0 (for zoning lots containing both commercial and community facility uses).

Public Policy

As noted above, the primary and secondary study areas are not located within a designated IBZ, a BID, or a designated historic district; nor would the Proposed Actions involve the siting of any public facilities (Fair Share). Further, while the primary study area is not located within New York City's designated CZB, the western and northwestern portions of the secondary study area are located within New York City's designated CZB; therefore, an assessment of the Proposed Actions consistency with New York City's WRP is not required. However, several adopted City policies are applicable to both the primary and secondary study areas: *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, *OneNYC 2050: Building a Strong and Fair City*, and *Where We Live NYC Plan*. Further, an adopted 197-a plan, the "New Connections /New Opportunities – Sunset Park 197-a Plan," is applicable to both the primary and secondary study areas.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

On June 14, 2022, the former Adams administration released *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, a comprehensive plan intended to cover the entire spectrum of New Yorkers' housing needs and options, including City-subsidized affordable housing, public housing, private market-rate housing, and greater support programs for New Yorkers' experiencing homelessness. The plan is the result of an extensive stakeholder input and community engagement process, which included direct engagement with New Yorkers who are experiencing or having experienced homelessness, and outlines the following major steps:

- 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 the New York City Housing Authority (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.

OneNYC 2050: Building a Strong and Fair City

In April 2019, the former de Blasio administration released *OneNYC 2050: Building a Strong and Fair City* ("OneNYC 2050"), a strategic plan for inclusive growth and climate action in New York City. Building upon its predecessor, *One New York: The Plan for a Strong and Just City* ("OneNYC"), OneNYC 2050 brings new attention to the fundamental link between climate action and inclusive growth with a focus on creating good-paying jobs, ensuring equitable access to natural resources, guaranteeing the right to quality healthcare and education, and promoting justice by recognizing and repairing the damage caused by historic oppression.

OneNYC 2050 includes progress realized since 2015, saluting the success of OneNYC's growth, sustainability, resiliency, and equity initiatives. However, the plan emphasizes that there is still much to be done to address critical challenges like climate change, increasing unaffordability, and failing infrastructure. The plan's eight goals lay the foundation for transformational change:

- **A Vibrant Democracy**, where every New Yorker is welcomed into the City's civic and democratic life.
- **An Inclusive Economy**, where economic growth creates opportunities for New Yorkers and safeguards the American Dream.
- **Thriving Neighborhoods**, where all communities have safe, affordable housing and are well-served by parks, cultural resources, and other shared public spaces.
- **Healthy Lives**, where health inequities based on race and ethnicity are eliminated, and all residents have equal access to health care, clean air, and healthy food.
- **Equity and Excellence in Education**, where diverse and fair schools provide a quality education for every student, and New York serves as a model for educating children of all backgrounds.
- **A Livable Climate**, where we no longer rely on fossil fuels and have mitigated the risks posed by climate change.
- **Efficient Mobility**, where affordable, reliable, safe, and sustainable transportation options mean no New Yorker need rely on a car.
- **Modern Infrastructure**, where reliable physical and digital infrastructure allows New Yorkers to flourish.

OneNYC 2050 articulates a global perspective on the long-term needs of the City and how the City must grow responsibly and sustainably while supporting the well-being of all New Yorkers. The plan is referred to as New York City's Green New Deal, and progress reports will be released yearly.

Where We Live NYC Plan

Through the *Where We Live NYC Plan*, the City has developed a plan to take bold, transformative action to break down barriers to opportunity and build more integrated, equitable, and inclusive neighborhoods throughout New York City. The plan recognizes that intentional policies and practices have created segregation and inequity across the country and in New York City, and that it will take concerted effort from all levels of government, as well as partners in the private and non-profit sectors, to undo legacies of segregation and inequity. The plan is separated into six key goals that will guide the City's work in advancing fair housing through 2025:

- Goal 1 – Combat persistent, complex discrimination with expanded resources and protections;
- Goal 2 – Facilitate equitable housing development in New York City and the region;
- Goal 3 – Preserve affordable housing and prevent displacement of long-standing residents;
- Goal 4 – Enable more effective use of rental assistance benefits, especially in amenity-rich neighborhoods;
- Goal 5 – Create more independent and integrated living options for people with disabilities;
- Goal 6 – Make equitable investments to address the neighborhood-based legacy of discrimination, segregation, and concentrated poverty.

New Connections /New Opportunities – Sunset Park 197-a Plan1

An adopted 197-a plan, the "New Connections /New Opportunities – Sunset Park 197-a Plan," is applicable to both the primary and secondary study areas. The focus area of the adopted 197-a plan is the Sunset Park waterfront of Brooklyn CD 7, which is generally bounded by 15th Street to the north, Third Avenue/Gowanus Expressway to the east, 65th Street to the south, and the pierhead line/Upper New York Bay to the west. The adopted 197-a plan's primary goals are to (1) promote industrial redevelopment and job creation in Sunset Park while retaining existing industrial jobs; (2) maximize waterfront access and open space opportunities in combination with industrial and waterfront development; (3) preserve existing industrial, commercial, and residential uses and fabric in the area east of First Avenue; (4) encourage development that places a minimal environmental burden on adjacent residential communities; and (5) preserve and celebrate Sunset Park's rich maritime and industrial heritage.

This adopted 197-a plan outlines a comprehensive framework for the revitalization of the Sunset Park waterfront into an economically viable and environmentally sustainable resource that is closely related to, and serves the needs of, adjacent upland residential communities of Brooklyn CD 7. The adopted 197-a plan outlines a vision of the Sunset Park waterfront as a sustainable mixed-use neighborhood that promotes regional and local economic development, fosters a healthy living and working environment, and reconnects upland residential communities of Brooklyn CD 7 to the Sunset Park waterfront. The primary and secondary study areas are located within the "Context Area" of the 197-a plan.

The Future without the Proposed Actions (No-Action Condition)

Land Use and Zoning

Primary Study Area (Project Area)

As described in **Attachment A, "Project Description,"** in the future without the Proposed Actions, the primary study area's existing M1-1D zoning district would remain. Under the No-Action condition, although Projected Development Site 1 would not be developed as-of-right, it is anticipated that the vacant Saint Rocco's Roman Catholic Church campus would be re-occupied by a house of worship and educational center, which is the historical use of Projected Development Site 1. Under the No-Action condition, Projected Development Site 2 and Potential Development Site 1 would not be developed as-of-right and the existing conditions for this site would remain.

Secondary Study Area (400-Foot Radius)

In the future without the Proposed Actions, there are no known development projects anticipated to be completed within the secondary study area. In addition, there are no known or anticipated proposals to alter existing zoning designations within the secondary study area.

[1] https://www.nyc.gov/assets/planning/download/pdf/community/197a-plans/bk7_sunset_park_197a.pdf

Public Policy

There are no known or planned changes to public policy applicable to either the primary or secondary study areas in the future without the Proposed Actions.

The Future with the Proposed Actions (With-Action Condition)

In the future with the Proposed Actions, the requested zoning map and zoning text amendments would be approved. Therefore, as shown in **Figure C-4**, the primary study area would be rezoned from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts. Pursuant to the proposed zoning map amendment, an R8A zoning district with a C2-4 commercial overlay is proposed to be mapped on Fourth Avenue at a depth of 100 feet and an R7A zoning district is proposed to be mapped at a depth of 125 feet to the east of the proposed R8A/C2-4 zoning district. In addition, the entirety of the primary study area would be designated as an MIH area. As described in **Attachment A, "Project Description"** and below, the With-Action condition established for Projected Development Site 1 differs from the Proposed Project.

Land Use

Primary Study Area (Project Area)

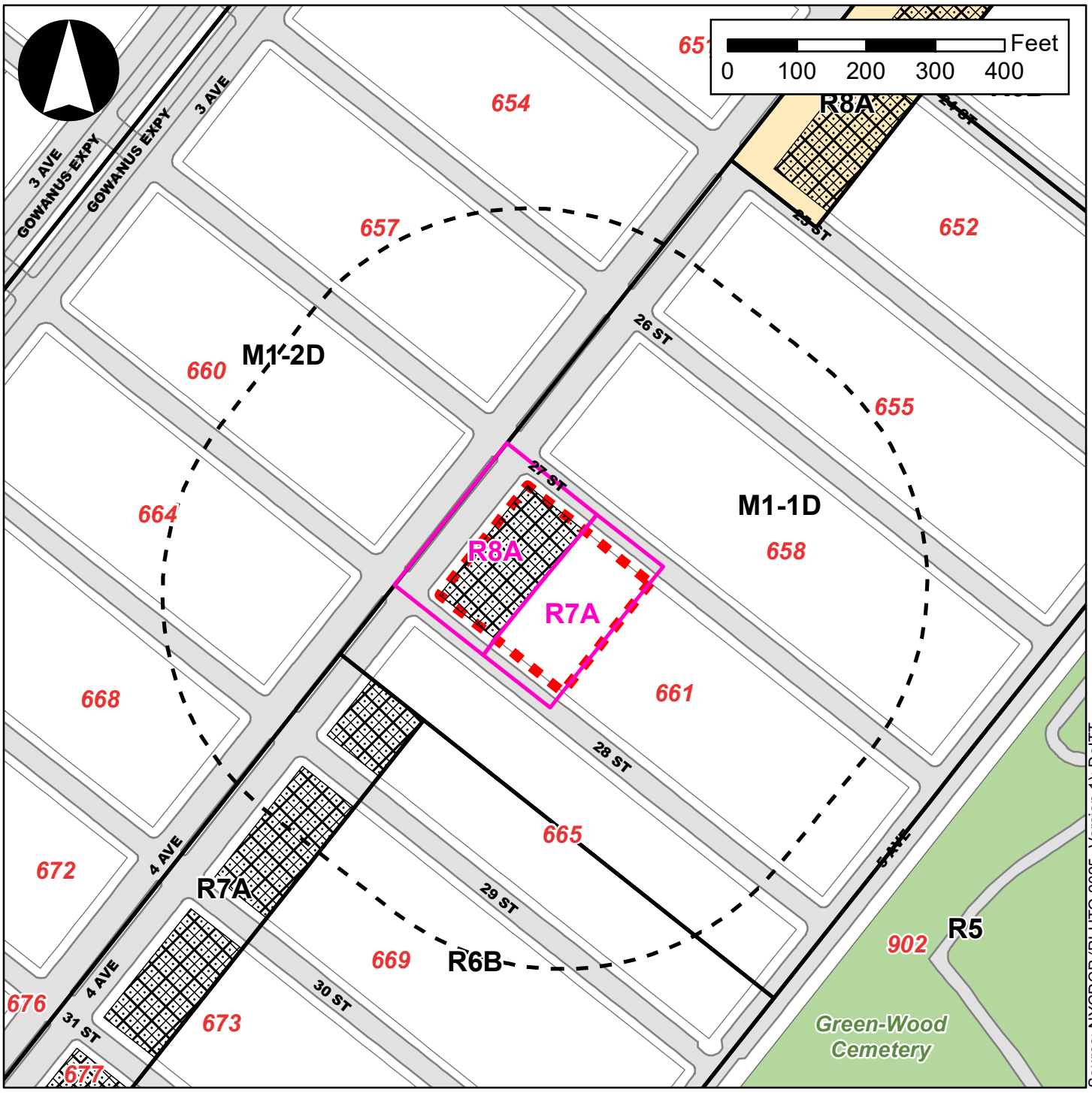
Applicant-controlled Projected Development Site 1

The With-Action condition is largely consistent with the Applicant's Proposed Project planned for Projected Development Site 1 outlined in **Attachment A, "Project Description."** The With-Action condition for Projected Development Site 1, like the Proposed Project, would also include three separate new buildings (known as Buildings A, B, and C) and would comprise one zoning lot. In total, the three separate new buildings would contain approximately 242,898-gsf (184,446-zsf, 5.67 FAR) of total building space inclusive of all building uses and cellar space. The With-Action condition, like the Proposed Project, would reasonably maximize the zoning lot's permitted blended FAR of 5.68, comprising approximately 177,880-zsf (5.47 FAR) of residential uses (Use Group II), 2,743-zsf (0.08 FAR) of community facility uses (Use Group III), and 3,824-zsf (0.12 FAR) of commercial retail uses (Use Group VI). Within Projected Development Site 1, the maximum permitted blended residential FAR would be 5.68 and the maximum permitted blended community facility FAR would be 4.77. The maximum permitted commercial FAR would be 2.0, as commercial uses would only be permitted in the proposed R8A/C2-4 zoning district within the zoning lot.

However, the Proposed Project, containing a total of approximately 214 DUs, provides an average dwelling unit size of approximately 1,064-gsf (831-zsf). For CEQR analysis purposes, the With-Action condition assumes an average dwelling unit size of 850-gsf (for all DUs), resulting in a total of approximately 268 DUs. Buildings A, B, and C of the With-Action condition are described individually below.

Building A would be located within the proposed R8A/C2-4 zoning district and comprise a 13-story (134-foot-tall [144-foot-tall including rooftop bulkhead]) mixed residential/commercial building with a cellar. Building A would contain approximately 100 feet of frontage on the east side of Fourth Avenue and approximately 100 feet of frontage on the south side of 27th Street. Building A's cellar would measure approximately 10,000-gsf (comprising approximately 5,000-gsf of residential back of house space and approximately 5,000-gsf of commercial space). Building A would feature a maximum base height of 105

Figure C-4
Proposed Zoning Map



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Primary Study Area (Project Area)
- Secondary Study Area (400-Foot Radius)
- M1-1D — Existing Zoning Districts
- C2-4 Overlay
- Special Enhanced Commercial District 1 (EC-1)
- R8A — Proposed Zoning Districts

feet (10-stories) and would be set back 10 feet from Fourth Avenue and 15 feet from 27th Street. No side, front, and rear yards would be provided. Building A would contain approximately 111,830-gsf (84,579-zsf) of total building space inclusive of the cellar. Building A would be occupied by approximately 102,455-gsf (80,755-zsf) of residential uses (Use Group II) and 9,375-gsf (3,824-zsf) of commercial retail uses (Use Group VI). Building A's residential lobby would be located on 27th Street and the commercial retail uses, located within portions of the ground floor and cellar, would be accessed via Fourth Avenue and 27th Street. Building A's residential uses would comprise approximately 121 total DUs (24-36 income-restricted DUs pursuant to MIH Options 1,2, or 3). No accessory off-street parking is required or proposed for Building A's dwelling units. In addition, no accessory off-street parking spaces are proposed for Building A's Use Group VI commercial retail uses; four parking spaces would be required for Building A's commercial retail uses, which would be waived pursuant to ZR Section 36-23.

Building B would be located within the proposed R7A zoning district and comprise a nine-story (94-foot-tall [104-foot-tall including rooftop bulkhead]) residential building with a cellar. Building B would contain approximately 150 feet of frontage on the south side of 27th Street. Building B's cellar would measure approximately 9,000-gsf. Building B would feature a maximum base height of 85 feet (eight-stories) and would be set back 15 feet from 27th Street. No side or front yards would be provided. Building B would feature a rear yard of approximately 35 feet. Building B would contain approximately 87,400-gsf (62,653-zsf) of total building space inclusive of the cellar. Building B would be occupied by approximately 84,400-gsf (62,653-zsf) of residential uses (Use Group II), comprising 99 total DUs (20-30 income-restricted DUs pursuant to MIH Options 1, 2, or 3). Building B's residential lobby would be located on 27th Street. No accessory off-street parking is required or proposed for Building B's dwelling units. Although no accessory parking is proposed for Building B, approximately nine spaces of voluntary parking (non-attended) are proposed within a portion of Building B's 3,000-gsf ground floor; the parking would be accessed via a 12-foot-wide curb cut on 27th Street.

Building C would be located within the proposed R7A zoning district and comprise an eight-story (84-foot-tall [94-foot-tall including rooftop bulkhead]) residential building with a cellar. Building C would contain approximately 75 feet of frontage on the north side of 28th Street. Building C's cellar would measure approximately 4,853-gsf. Building C would feature a maximum base height of 64 feet (six-stories) and would be set back 15 feet from 28th Street. No side yards would be provided, and a 7.5 feet front yard would be provided. Building C would feature an approximate 63 feet rear yard. Building C would contain approximately 43,668-gsf (37,215-zsf) of total building space inclusive of the cellar. Building C would be occupied by approximately 40,925-gsf (34,472-zsf) of residential uses (Use Group II), comprising 48 total DUs (10-14 income-restricted DUs pursuant to MIH Options 1, 2, or 3) and 2,743-gsf (2,743-zsf) of community facility uses (Use Group III). Building C's residential lobby would be located on 28th Street. No accessory off-street parking is required or proposed for Building C's dwelling units. Building C is anticipated to be fully affordable under HPD's ELLA Program.

The With-Action condition would also contain an approximate 7,160-sf landscaped private open space located within the rear yard of Projected Development Site 1 between Buildings B and C. The open space would contain walking paths, benches, and movable tables and chairs. Access to the open space would be restricted to residents of the three separate new buildings.

Non-Applicant-controlled Properties

The With-Action condition for Projected Development Site 2 comprises an approximately 62,661-gsf (50,508-zsf, 7.2 FAR) mixed residential/commercial building. The building would reach a maximum height

of 14-stories (155-feet-tall including rooftop bulkhead) and a cellar. The cellar would measure approximately 7,015-gsf. The building would feature a maximum base height of 105 feet (10-stories) and would be set back 10 feet from Fourth Avenue and 15 feet from 28th Street. No side, front, or rear yards would be provided. The building would be occupied by approximately 60,645-gsf (48,754-zsf) of residential uses and 2,017-gsf (1,754-zsf) of commercial retail uses. The building's residential lobby would be located on 28th Street and the commercial retail uses, located on a portion of the ground floor, would be accessed via Fourth Avenue and 28th Street. Assuming 1,000-gsf per DU (800-zsf), the building's residential uses would comprise approximately 61 total DUs. Of the 61 total DUs, 12-18 units would be designated as permanently income-restricted pursuant to MIH Options 1, 2, or 3. No accessory off-street parking spaces would be provided.

RWCDS Increment

As presented in **Table C-3**, compared to the No-Action condition, the With-Action condition for the Proposed Actions' RWCDS for Projected Development Site 1 and Projected Development Site 2 would result in the positive incremental development of approximately 285,027-gsf of residential space (326 total DUs including 66-99 income-restricted DUs pursuant to MIH Options 1, 2, or 3) and 6,130-gsf of local retail space, as well as the negative incremental development of 23,902-gsf of community facility space and 24 accessory parking spaces.

Table C-3: Comparison of No-Action and With-Action Conditions (RWCDS)

Use	No-Action Condition	With-Action Condition	Increment
Residential (gsf)	3,398-gsf-gsf	288,425-gsf	+285,027-gsf
Total DUs	3 DUs	329 DUs	+326 DUs
Income-restricted DUs (MIH Options 1-3 Range)	0 DUs	66-99 DUs	+66-99 DUs
Commercial (gsf)	5,262-gsf	11,392-gsf	+6,130-gsf
Community Facility (gsf)	26,645-gsf	2,743-gsf	-23,902-gsf
Parking (spaces)	33	9	-24

Assessment – Land Use

Primary Study Area (Project Area) and Secondary Study Area (400-Foot Radius)

In the future with the Proposed Actions, the Proposed Actions would result in changes to land uses within the primary study area. Under the No-Action condition, the primary study area would be occupied by multi-family residential, mixed residential/commercial, commercial/office, and public facility and institutional land uses. As compared to the No-Action condition, the With-Action condition for the Proposed Actions' RWCDS would introduce additional residential, commercial retail, and community facility (medical office) land uses to the primary study area. The primary study area is located in Sunset Park, a neighborhood with an established mixture of land uses, including residential, mixed-use commercial/residential, commercial/office, industrial/manufacturing, transportation/utility, and public facility and institutional land uses. The new, additional residential, commercial retail, and community facility (medical office) land uses introduced by the With-Action condition would be complementary to and compatible with the existing and No-Action land use character of the primary study area, the secondary study area, as well as the larger Sunset Park neighborhood located outside of the secondary study area, all of which are areas where residential and mixed-use land uses are well represented.

In comparison to the No-Action condition, the With-Action condition would introduce taller, larger, and denser buildings to the primary study area. The existing and No-Action buildings located within the primary study area range in height from one- to three-stories tall (ranging from 10 to 48 feet tall). The FARs of the existing and No-Action buildings within the primary study area range from 0.56 to 1.34. In comparison to the existing and No-Action low-rise buildings within the primary study area, the With-Action condition would introduce four new mid-rise buildings to the primary study area, including one 13-story (144-foot-tall including rooftop bulkhead) mixed residential/commercial building, one nine-story (104-foot-tall including rooftop bulkhead) residential building, and one eight-story (94-foot-tall including rooftop bulkhead) mixed residential/community facility building on Projected Development Site 1 and one 14-story (155-foot-tall including rooftop bulkhead) mixed residential/commercial building on Projected Development Site 2. The FAR of Projected Development Site 1 in the With-Action condition would be 5.67, and the FAR of Projected Development Site 2 in the With-Action condition would be 7.2. However, the bulk of the four new mid-rise buildings comprising the With-Action condition would be representative of two commercial buildings located within the secondary study area, including the eight-story, 111-foot-tall, 4.58 FAR, Liberty View Brooklyn Hotel located at 826 Fourth Avenue (Block 664, Lot 37) and the 10-story, 102.5-foot-tall, 3.0 FAR Brooklyn Way Hotel located at 764 Fourth Avenue (Block 654, Lot 34).

Further, the bulk of the four new mid-rise buildings comprising the With-Action condition would be representative of mixed-use residential/commercial and multi-family residential development projects located within mature outer borough neighborhoods, such as Sunset Park, which is the neighborhood both the primary and secondary study areas are located within. The following examples of multi-family residential and mixed-use residential/commercial development projects are located just outside of the secondary study area, within the larger neighborhood of Sunset Park. Within a quarter-mile radius of the primary study area, two mid-rise buildings are located along Fourth Avenue. At 743 Fourth Avenue (Block 652, Lot 1), also known as 737 Fourth Avenue, a 14-story, 145-foot-tall to the rooftop, 7.2 FAR mixed-use building recently completed construction in late 2025; the building was facilitated by the 737 Fourth Avenue Rezoning (CEQR No: 19DCP127K; ULURP Nos: C200029 ZMK and N200030 ZRK), which was approved in 2021. At 875 Fourth Avenue (Block 681, Lot 1), an eight-story, 86-foot-tall, 4.07 FAR multi-family residential building was completed in 2024.

Further, the With-Action condition would not generate land uses that would be incompatible with surrounding land uses, nor would it displace existing land uses located within the primary study area in such a way as to adversely affect surrounding land uses. Therefore, the residential, commercial retail, and community facility (medical office) land uses introduced by the With-Action condition would be consistent with the existing land use character of the primary study area, the secondary study area, as well as the larger Sunset Park neighborhood, all of which are areas where residential and mixed-use land uses are well represented. The secondary study area would not undergo any land use changes as a result of the Proposed Actions. As noted above and shown in **Figure C-1**, the secondary study area is primarily comprised of residential and industrial/manufacturing land uses, and to a lesser extent commercial/office and mixed-use commercial/residential land uses. The Proposed Actions and With-Action condition would not create additional non-conformance or non-compliance of existing buildings or uses within the secondary study area. Therefore, the With-Action condition would not introduce any new land uses that would be incompatible with their surroundings and would not alter or accelerate existing development patterns in the secondary study area, and therefore no significant adverse land use impacts would occur within the primary or secondary study area.

Zoning

Primary Study Area (Project Area)

In the future with the Proposed Actions, the Proposed Actions would be approved. As shown in **Figure C-4**, the primary study area would be rezoned from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts. Pursuant to the proposed zoning map amendment, an R8A zoning district with a C2-4 commercial overlay is proposed to be mapped on Fourth Avenue at a depth of 100 feet and an R7A zoning district is proposed to be mapped at a depth of 125 feet to the east of the proposed R8A/C2-4 zoning district. In addition, the entirety of the primary study area would be designated as an MIH area. As shown in **Table C-4**, within the proposed R7A zoning district, the proposed zoning map amendment would increase the maximum permitted residential FAR to 5.01 (for QAH or QSH) from 2.0 and the maximum permitted community facility FAR to 4.0 from 2.4. As also shown in **Table C-4**, within the proposed R8A/C2-4 zoning district, the proposed zoning map amendment would increase the maximum permitted residential FAR to 7.2 (with MIH bonuses) from 2.0, the maximum permitted community facility FAR to 6.5 from 2.4, and the maximum permitted commercial FAR to 2.0 from 1.0.

Table C-4: Comparison of Existing and Proposed Zoning

	Existing M1-1D	Proposed R7A	Proposed R8A/C2-4
Maximum Permitted FAR			
Residential	2.0	4.0	6.02
Qualifying Affordable or Senior Housing	2.0	5.01	7.2
Community Facility	2.4	4.0	6.5
Commercial	1.0	Not Permitted	2.0
Manufacturing	1.0	Not Permitted	Not Permitted
Yards			
Minimum Front Yard	N/A	None	N/A
Minimum Side Yard	None or 8’ (Manufacturing); None or 5’ (Residential)	Two of 5' (Detached); None or 5' (All Other Residences)	None or 5' (Residential); None or 8' (Commercial)
Minimum Rear Yard	20’ (Manufacturing); 30’ (Residential)	20’ or 30’ (Varies)	20' or 30' (Varies) (Residential); 20' (Commercial)
Height and Setbacks			
Minimum Base Height	N/A	40’	60’
Maximum Base Height	60' or 4-Stories (Manufacturing); 45'	85’[1]	105’[1]
Maximum Building Height	Sky Exposure Plane (Manufacturing); 55' (Residential)	115’[1]	145’[1]
Sky Exposure Plane	2.7 to 1 (narrow street) / 5.6 to 1 (wide street)	N/A	N/A
Setbacks from Narrow Streets	20' (Manufacturing), 15' (Residential)	15’	15’
Setbacks from Wide Streets	15' (Manufacturing), 10' (Residential)	10’	10’
Parking			
Residential	None (Inner Transit Zone)	None (Inner Transit Zone)	None (Inner Transit Zone)
Qualifying Affordable or Senior Housing	None (Inner Transit Zone)	None (Inner Transit Zone)	None (Inner Transit Zone)
Community Facility	By Use	By Use	By Use
Commercial	By Use	N/A	By Use
Manufacturing	By Use	N/A	N/A

Source: *Zoning Resolution of the City of New York*.
Notes:
[1] With QAH or QSH.

Secondary Study Area (400-Foot Radius)

As previously stated, the secondary study area is primarily zoned M1-1D, as well as M1-2D. Additionally, as shown in **Figure C-3**, R6B and R7A contextual zoning districts are mapped in the southern portion of the secondary study area, less than one block (approximately 160 feet) to the south of the primary study area. The R6B and R7A contextual zoning districts were mapped in 2009 as part of the Sunset Park Rezoning (CEQR No: 09DCP075K; ULURP Nos: N090386 ZRK and C090387 ZMK). Prior to the implementation of the Sunset Park Rezoning in 2009, the southern portion of the secondary study area was zoned R6. In comparison to the proposed R7A and R8A zoning districts, R6B zoning districts permit a maximum FAR of 2.0 (or 2.4 for QAH or QSH) for residential uses and a maximum FAR of 2.0 for community facility uses. Building base heights are permitted to be between 40 and 75 feet for Standard Residences, or 40 and 85 feet for QAH or QSH, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. The maximum building height may reach 85 feet for Standard Residences and 115 feet for QAH or QSH. Overall, as summarized in **Table C-4**, in comparison to zoning district requirements in the existing and No-Action conditions, the Proposed Actions would increase the allowable densities and permitted height within the secondary study area.

Assessment – Zoning

Primary Study Area (Project Area) and Secondary Study Area (400-Foot Radius)

In the future with the Proposed Actions, the Proposed Actions would result in changes to zoning within the primary study area. The proposed R7A and R8A/C2-4 zoning districts would continue to permit residential and community facility uses within the primary study area. Commercial uses would continue to be permitted within the primary study area, but only within the proposed R8A/C2-4 zoning district. Manufacturing/industrial uses would no longer be permitted within the primary study area. The proposed R7A and R8A/C2-4 zoning districts would increase the allowable residential and community facility densities within the primary study area, decrease the allowable commercial density within the primary study area, and eliminate the allowable manufacturing/industrial density within the primary study area. Within the primary study area, the maximum allowable residential FAR within the proposed R7A zoning district would increase to 5.01 (for QAH or QSH) from 2.0 and the maximum allowable community facility FAR within the proposed R7A zoning district would increase to 4.0 from 2.4. Within the primary study area, the maximum allowable residential FAR within the proposed R8A/C2-4 zoning district would increase to 7.2 (for QAH or QSH) from 2.0, the maximum allowable community facility FAR within the proposed R8A/C2-4 zoning district would increase to 6.5 from 2.4, and the maximum allowable commercial FAR within the proposed R8A/C2-4 zoning district would increase to 2.0 from 1.0. The proposed R7A and R8A/C2-4 zoning districts would be consistent with the existing land use and zoning character of the surrounding secondary study area, including the existing R6B and R7A contextual zoning districts mapped in the southern portion of the secondary study area, less than one block (approximately 160 feet) to the south of the primary study area. In addition, just beyond the boundaries of the secondary study area, an existing R8A/C2-4 zoning district is mapped along Fourth Avenue to the north of 25th Street, approximately 160 feet to the northeast of the secondary study area's northern boundary line. The primary study area is located along Fourth Avenue, a wide street with a mapped width of 120 feet, and is located within the Greater Transit Zone, making the primary study area well equipped to absorb the additional permitted residential and community facility densities.

The proposed R7A and R8A/C2-4 zoning districts would alter the allowable maximum base and building heights within the primary study area. Within the primary study area, the maximum allowable base height within the proposed R7A zoning district would increase to 85 feet (for QAH or QSH) from 60 feet (or four-stories) and the maximum building height would be 115 feet (for QAH or QSH) from being governed by the Sky Exposure Plane. Within the primary study area, the maximum allowable base height within the proposed R8A/C2-4 zoning district would increase to 105 feet (for QAH or QSH) from 60 feet (or four-stories) and the maximum building height would be 145 feet (for QAH or QSH) from being governed by the Sky Exposure Plane.

The requested zoning text amendment to Appendix F of the ZR to designate the primary study area as an MIH area would require compliance with one of the affordable housing options provided in the ZR. The final MIH option will be selected by the City Council during ULURP. The requested zoning text amendment would promote the creation of permanently income-restricted housing units in an area of New York City where approximately half of all households are rent burdened. In addition, the primary study area is located in close proximity to mass transit, including the 25th Street subway station (serviced by the R train) and the B37 and B63 bus routes. The creation of permanently income-restricted housing units would ensure that any future development within the primary study area would help to address the need for housing to serve a broad change of the City's diverse incomes.

In comparison to the No-Action condition, the With-Action condition would introduce taller, larger, and denser buildings to the primary study area, as well as the surrounding secondary study area. However, the bulk of the four new mid-rise buildings comprising the With-Action condition would be representative of two commercial buildings located within the secondary study area, including the eight-story, 111-foot-tall, 4.58 FAR Liberty View Brooklyn Hotel located at 826 Fourth Avenue (Block 664, Lot 37) and the 10-story, 102.5-foot-tall, 3.0 FAR Brooklyn Way Hotel located at 764 Fourth Avenue (Block 654, Lot 34). Although the With-Action condition would introduce taller, larger, and denser buildings than the two hotels located along Fourth Avenue, the four new buildings introduced under the With-Action condition would be consistent with the secondary study area's zoning. Although the secondary study area is primarily zoned M1-1D and M1-2D, R6B and R7A contextual zoning districts are mapped in the southern portion of the secondary study area, less than one block (approximately 160 feet) to the south of the primary study area. In comparison to the proposed R7A and R8A zoning districts, R6B zoning districts permit a maximum FAR of 2.0 (or 2.4 for QAH or QSH) for residential uses and a maximum FAR of 2.0 for community facility uses. Building base heights are permitted to be between 40 and 75 feet for Standard Residences, or 40 and 85 feet for QAH or QSH, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. The maximum building height may reach 85 feet for Standard Residences and 115 feet for QAH or QSH. Therefore, the Proposed Actions would not result in a significant adverse impact on zoning within the primary or secondary study areas, in accordance with the criteria set forth in the 2025 *CEQR Technical Manual*.

For these reasons, the Proposed Actions would not result in a significant adverse impact on zoning within the primary or secondary study areas, in accordance with the criteria set forth in the 2025 *CEQR Technical Manual*.

Public Policy

Assessment

Primary Study Area (Project Area) and Secondary Study Area (400-Foot Radius)

Housing Our Neighbors: A Blueprint for Housing and Homelessness

Compared to the future without the Proposed Actions, the future with the Proposed Actions would support the policies and goals of *Housing Our Neighbors: A Blueprint for Housing and Homelessness* by establishing an MIH area encompassing the primary study area, which would require future residential development to include permanently income-restricted housing units. Compared to the No-Action condition, the With-Action condition would result in the creation of approximately 82 income-restricted DUs pursuant to MIH Option 1, 99 income-restricted DUs pursuant to MIH Option 2, or 66 income-restricted DUs pursuant to MIH Option 3. The final MIH option will be selected by the City Council during ULURP. Therefore, the Proposed Actions would be consistent with the policy goals and objectives of *Housing Our Neighbors: A Blueprint for Housing and Homelessness*.

OneNYC 2050: Building a Strong and Fair City

Compared to the future without the Proposed Actions, the future with the Proposed Actions would support the "Thriving Neighborhoods" and "Efficient Mobility" goals of OneNYC 2050. The Proposed Actions would support OneNYC 2050's "Thriving Neighborhoods" goal through the creation of new housing opportunities, including income-restricted housing options that would not be created in the No-Action condition, in an area of New York City that is served by existing parks, cultural resources, and other shared public spaces, thereby contributing to the community development of the secondary study area and larger, surrounding neighborhood of the Sunset Park. The Proposed Actions would support OneNYC 2050's "Efficient Mobility" goal through the creation of new housing opportunities, including income-restricted housing options that would not be created in the No-Action condition, in an area of New York City that is served by existing public transportation options, thereby dissuading new residential development that would further reliance on car travel as a primary mode of personal transportation. Therefore, the Proposed Actions would be consistent with the policy goals and objectives of OneNYC 2050.

Where We Live NYC Plan

Compared to the future without the Proposed Actions, the future with the Proposed Actions would support Goal 2 of the *Where We Live NYC Plan* by establishing an MIH area encompassing the primary study area, which would require future residential development to include permanently income-restricted housing units. Compared to the No-Action condition, the With-Action condition would result in the creation of approximately 82 income-restricted DUs pursuant to MIH Option 1, 99 income-restricted DUs pursuant to MIH Option 2, or 66 income-restricted DUs pursuant to MIH Option 3. The final MIH option will be selected by the City Council during ULURP. Therefore, the Proposed Actions would be consistent with Goal 2 of the *Where We Live NYC Plan*.

New Connections /New Opportunities – Sunset Park 197-a Plan

As described above, the "New Connections /New Opportunities – Sunset Park 197-a Plan," is applicable to both the primary and secondary study areas; the primary and secondary study areas are located within the "Context Area" of the 197-a plan. Compared to the future without the Proposed Actions, the future with the Proposed Actions would facilitate additional residential, commercial retail, and community facility (medical office) land uses in a transit-accessible area of Brooklyn CD 7. The focus area of the adopted 197-a plan is the Sunset Park waterfront of Brooklyn CD 7, for which the adopted 197-a plan outlines a comprehensive framework for the revitalization of the Sunset Park waterfront into an economically viable and environmentally sustainable resource that is closely related to, and serves the needs of, adjacent upland residential communities of Brooklyn CD 7. The adopted 197-a plan outlines a vision of the Sunset Park waterfront as a sustainable mixed-use neighborhood that promotes regional and local economic development, fosters a healthy living and working environment, and reconnects upland residential communities of Brooklyn CD 7 to the Sunset Park waterfront. As the primary and secondary study areas are located within the "Context Area" of the 197-a plan, rather than the "Primary Study Area" of the 197-a plan, the Proposed Actions would not conflict with both the primary and secondary study areas' locations within the "Context Area" of the "New Connections /New Opportunities – Sunset Park 197-a Plan."

For these reasons, the Proposed Actions would not result in a significant adverse impact on public policy within the primary or secondary study areas, in accordance with the criteria set forth in the 2025 *CEQR Technical Manual*.

Attachment D:

Socioeconomic Conditions

I. INTRODUCTION

This attachment describes the socioeconomic changes that could result from the Proposed Actions and assesses whether such changes could result in significant adverse impacts. As described in the 2025 *City Environmental Quality Review* ("CEQR") *Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. The objective of this CEQR analysis is to disclose whether any of these changes would have the potential to result in significant adverse socioeconomic impacts when compared with what could happen in the future without the Proposed Actions.

The Applicant, 783 4th Ave LLC, is seeking discretionary actions from the CPC to facilitate the development of a new mixed-use development totaling approximately 242,898-gross square feet ("gsf") at 783 Fourth Avenue (Brooklyn Block 661, Lots 5, 13, 14, and 66; "Projected Development Site 1") in the Sunset Park neighborhood of Brooklyn Community District ("CD") 7. Under the Reasonable Worst Case Development Scenario ("RWCDS"), the Proposed Actions would result in a net increase of approximately 326 total dwelling units ("DUs"), 6,130-gsf of local retail space, 2,743-gsf of medical office space, as well as the negative incremental development of 26,645-gsf of community facility (house of worship) space and 24 accessory parking spaces at two projected development sites within the Project Area.[1]

In accordance with guidance from the 2025 *CEQR Technical Manual*, this socioeconomic assessment considers five ways in which the Proposed Actions could alter socioeconomic conditions: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on specific industries. This assessment finds that the Proposed Actions would not result in significant adverse socioeconomic impacts.

II. METHODOLOGY

The objective of a socioeconomic conditions analysis is to disclose whether any changes resulting from a project would have a significant adverse impact compared with what would happen in the future if the project was not completed. Even when socioeconomic changes would not result in impacts under CEQR, they 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.

Changes to an area's socioeconomic character may occur directly or indirectly because of a project. Direct (or primary) displacement is defined by CEQR as the involuntary displacement of residents or businesses from a site or sites directly affected by a project. Examples of direct displacement include the proposed

[1] In addition to Projected Development Site 1, for RWCDS analysis purposes, it is assumed that the proposed zoning changes could allow for redevelopment of the non-Applicant controlled Lots 1, 2, and 3 on Block 661 ("Projected Development Site 2") pursuant to the proposed R8A/C2-4 zoning.

redevelopment of a currently occupied parcel for a new use or structure, or a proposed easement or right-of-way that would take a portion of a parcel, rendering it unfit for its current use.

Indirect (or secondary) displacement is defined by CEQR as the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions created by a project. Examples of indirect displacement include lower-income residents forced out due to rising rents caused by a new concentration of higher-income housing introduced by a project, or a similar turnover of industrial uses being forced out in favor of higher-paying commercial tenants attracted to an area because of a successful office project.

If a project does not affect an area's socioeconomic characteristics directly or indirectly, it may still affect the operation of a major industry or commercial operation in the City. An example would be the implementation of new regulations that restrict a certain process that is vital to a particular industry. In these cases, the effect of a project on a particular industry is analyzed.

Following 2025 *CEQR Technical Manual* guidelines, the socioeconomic analysis begins with a screening assessment that determines the need for a preliminary assessment by evaluating the Proposed Actions potential to lead to socioeconomic change in the study area. When necessary, preliminary assessments are conducted 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. For this analysis, a preliminary assessment was conducted for indirect residential displacement. When appropriate, a detailed analysis examines existing conditions and then evaluates the changes to those conditions in the With-Action condition as compared with the changes that would be expected in the No-Action condition. For this analysis, a preliminary assessment was sufficient to rule out the possibility of significant adverse impacts.

Determining Whether a Socioeconomic Assessment is Appropriate

This section presents the 2025 *CEQR Technical Manual* threshold circumstances that can lead to socioeconomic changes warranting further analysis and compares those circumstances (in bold italics below) to the Proposed Actions.

DIRECT RESIDENTIAL DISPLACEMENT

Would the project directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of less than 500 existing residents would not typically be expected to alter the socioeconomic character of a neighborhood. For projects exceeding this threshold, assessments of direct residential displacement, indirect residential displacement, and indirect business displacement are appropriate.

Residential uses have been identified at one of the projected development sites. **Table D-1** lists the projected development site where direct residential displacement could occur due to the Proposed Actions. As shown in **Table D-1**, Projected Development Site 2 contains three DUs in two low-rise mixed-use residential and commercial buildings.

Table D-1: Housing Units Subject to Potential Direct Displacement as a result of the Proposed Actions

	Block/Lot	Existing Zoning	Address	DUs under Existing Conditions	Description of Housing
Projected Development Site 2	661/2	M1-1D	797 Fourth Ave.	1	Mixed Residential/Commercial Building
	661/3		795 Fourth Ave.	2	Mixed Residential/Commercial Building

For RWCDS analysis purposes, it is assumed that these three DUs would remain in place under the No-Action condition and that under the With-Action condition these units would be demolished and replaced with new development on Projected Development Site 2. The redevelopment of Projected Development Site 2 under the Proposed Actions could directly displace an estimated nine (9) residents.[2] Therefore, the Proposed Actions would not directly displace 500 or more residents. Therefore, the Proposed Actions would not result in significant adverse impacts due to direct residential displacement and further assessment of effects from direct residential displacement is not warranted.

DIRECT BUSINESS DISPLACEMENT

Would the project directly displace more than 100 existing employees, or would it displace any business that is unusually important because its products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location? For projects exceeding these thresholds, assessments of direct business displacement and indirect business displacement are appropriate.

The potential for direct business displacement has been identified for one of the identified projected development sites. There is one existing business located at Projected Development Site 2. An automotive parts retail store, Joe's Auto and Truck Parts, occupies approximately 5,262-gsf of commercial space at Projected Development Site 2. It is assumed that this retail business would remain under the No-Action condition and that under the With-Action condition the retail business could be directly displaced. Based on field visits and standard employment density ratios commonly used for CEQR analysis (i.e., one retail worker per 333 gsf of retail space), it is estimated that this retail businesses employs approximately 16 workers. The businesses that could potentially be directly displaced as a result of the Proposed Actions does not provide products or services essential to the local economy that would no longer be available in the trade area due to the difficulty of either relocating or establishing a new, comparable business, nor are there any publicly adopted plans that call for the preservation of such business in this area of Sunset Park. Additionally, the number of potentially displaced workers would be fewer than 100 workers, the 2025 *CEQR Technical Manual* guidance threshold for additional assessment of potential impacts. Therefore, the Proposed Actions would not result in significant adverse socioeconomic impacts with respect to direct business displacement.

[2] Assumes 100 percent occupancy and an average household size for Brooklyn CD 1 (3.01 per the Census 2020, the latest available from DCP FactFinder).

INDIRECT RESIDENTIAL DISPLACEMENT

Would the project result in substantial new residential development? Residential development of 250 units or less and displacement of less than 500 existing residents would not result in significant socioeconomic effects. For projects exceeding this threshold, an assessment of indirect residential displacement is appropriate.

By 2031, under the RWCDS, the Proposed Actions would result in the incremental development of approximately 326 DUs, which exceeds the CEQR threshold of 250 DUs, warranting further analysis (see Section III, "Preliminary Assessment").

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

Would the project result in substantial new commercial development that is markedly different from existing uses, development, and activities within the neighborhood? Typically, commercial development of 200,000 sf or less would not have significant adverse socioeconomic effects. For projects exceeding this threshold, an assessment of indirect business displacement is appropriate.

The Proposed Actions would not result in the incremental development of 200,000 sf or more of commercial space; therefore, the Proposed Actions would not have the potential to result in indirect business displacement due to increased rents, and no further analysis is warranted.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

Would the project add to or create a retail concentration that may draw a substantial number of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets? Projects resulting in less than 200,000 sf of retail on a single development site would not typically result in socioeconomic impacts. For projects exceeding these thresholds, an assessment of indirect business displacement due to market saturation is appropriate.

The Proposed Actions would result in the incremental development of approximately 6,130-gsf of local retail space and therefore would not exceed this threshold. As such, the Proposed Actions would not have the potential to result in disinvestment on local retail streets due to retail market saturation and associated competitive effects, and further analysis of indirect business displacement due to market saturation is not warranted.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Is the project expected to affect conditions within a specific industry? An analysis is warranted if a substantial number of residents or workers depend on the goods or services provided by the affected businesses or if it would result in the loss or substantial diminishment of a particularly important product or service within the industry.

As noted above in the responses to direct and indirect business displacement screenings, the Proposed Actions would not result in direct or indirect business displacement. As such, an assessment of adverse effects on specific industries is not warranted.

Based on the above screening assessment, the Proposed Actions warrant further assessment of indirect residential displacement (see Section III, "Preliminary Assessment").

Study Area Definition

A socioeconomic study area is the area within which a project has the greatest potential to directly or indirectly affect population, housing, and economic activities. A study area typically encompasses a project area and adjacent areas within approximately 400 feet, quarter mile, or half mile, depending on the project size and area characteristics. According to the 2025 *CEQR Technical Manual*, the larger half-mile study area is appropriate for projects that would potentially increase the No-Action population in the quarter-mile area by more than five percent. The Proposed Actions would increase the quarter-mile No-Action population by an estimated 981 people, an approximate 17.6 percent increase in the quarter-mile area population; therefore, a half-mile study area is appropriate.[3]

Because socioeconomic analyses depend 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 half-mile radius surrounding the Project Area). For this analysis, there are six census tracts that comprise the "socioeconomic study area," or "study area," as shown in **Figure D-1**.[4]

Data Sources

Information used in the analyses of indirect residential displacement—including existing and No-Action population and housing units—were gathered from the DCP Housing and Population Projections dataset as available through the CEQR DataHub.[5] Data on household size within Brooklyn CD 7 were gathered through the U.S. Census Bureau's 2020 Decennial Census using the New York City Department of City Planning (DCP) Population FactFinder.

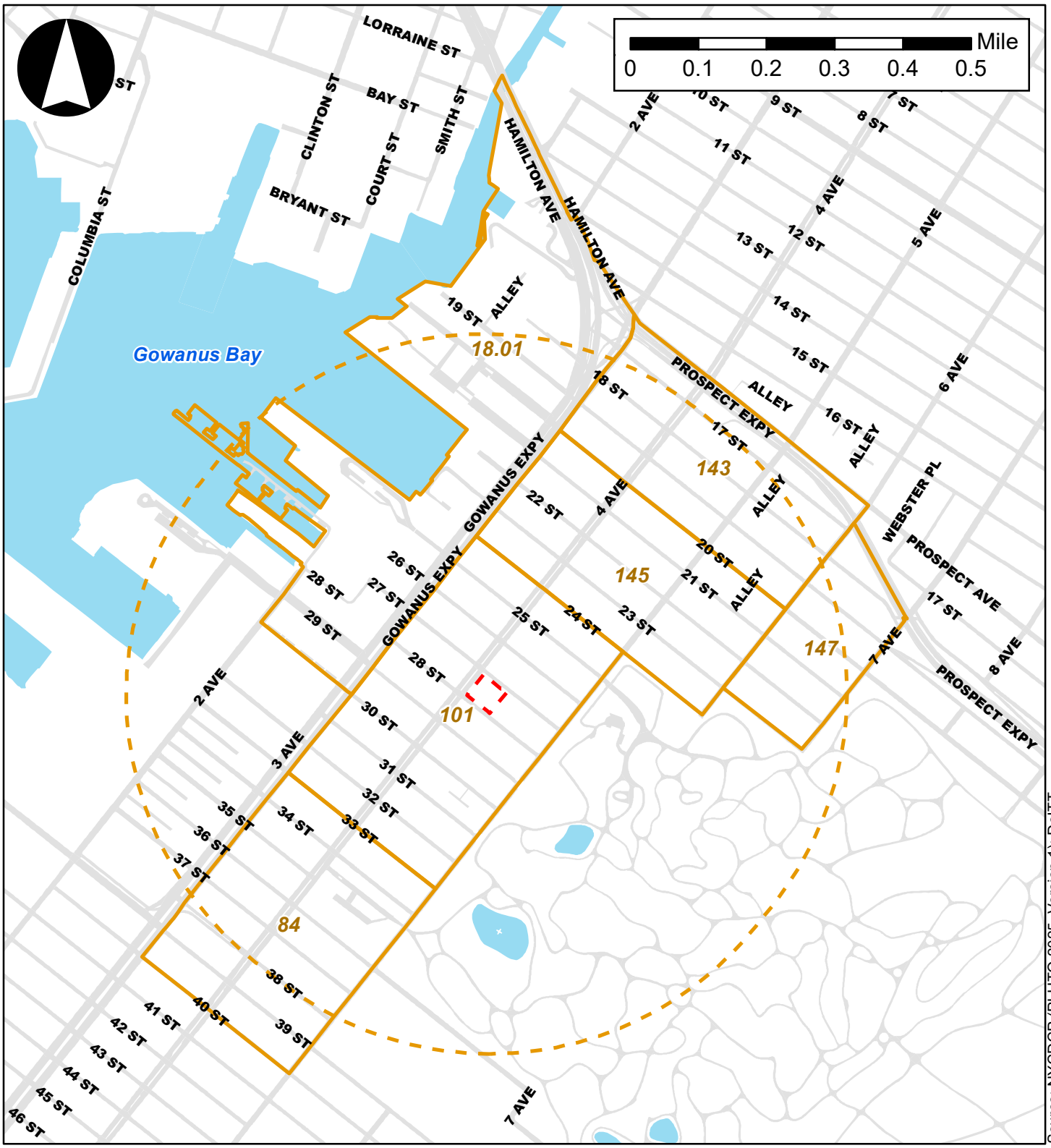
III. PRELIMINARY ASSESSMENT

Indirect Residential Displacement

As described in the 2025 *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 or poverty status indicates that they may not withstand substantial rent increases. Residents who are homeowners, or who are renters living in

[3] The estimated population increase in the RWCDS is estimated using the average household size for Brooklyn CD 1 (3.01 per the Census 2020, the latest available from DCP FactFinder) and the number of incremental DUs introduced by the Proposed Actions [326]).
[4] The half-mile study area comprises the following Brooklyn census tracts: 18.01, 84, 101, 143, 145, and 147.
[5] https://nycplanning.github.io/ceqr-data-hub/

Figure D-1
Socioeconomic Conditions Study Area



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- Half-Mile Radius
- 143 Socioeconomic Conditions Study Area
- Roadways
- Water Bodies

rent-protected DUs, are not considered potentially vulnerable populations under CEQR. This analysis follows the step-by-step assessment guidelines of the 2025 *CEQR Technical Manual*.

Step 1. Determine if the project would result in a population increase large enough relative to the size of the population expected to reside in the study area without the project to affect real estate market conditions in the study area.

According to 2025 *CEQR Technical Manual* analysis thresholds, if the population increase is five percent or greater within the study area, the incremental population may be large enough to affect real estate market conditions, and Step 2 of the preliminary assessment would be warranted. If the population increase is more than 10 percent in the study area, a detailed analysis is warranted.

According to the 2020 U.S. Decennial Census, the socioeconomic study area had a population in 2020 of approximately 20,815 residents. The DCP housing database identified 335 net units built since 2020. Assuming a 96.2 percent occupancy rate (from the CEQR Data Hub Housing and Population Projections dataset), these DUs can be expected to have added approximately 970 residents to the study area, bringing the estimated 2026 population to approximately 21,785 residents. By 2031, approximately 524 DUs are anticipated to be added to the study area. As shown in **Table D-2**, the addition of these units to the study area is expected to bring the total population to approximately 23,303 in 2031, a 7 percent increase over the current estimated population.

Table D-2: Population Estimates and Projections–Existing Conditions and Future Without the Proposed Actions

	2020 Census Population Estimate	Population Derived from Housing Completions Since 2020 Census	2026 Study Area Population Estimate	2031 Population Projection No-Action Condition	Change from 2026 to 2031 No-Action Condition (in percent)
Study Area	20,815	970	21,785	23,303[1]	7%

Note:
[1] The 2031 projected population is available through the CEQR Data Hub as the 3–5-year estimate.
Sources: 2020 Decennial Census; DCP Housing Database. Accessed through the CEQR Data Hub: https://nycplanning.github.io/ceqr-data-hub/

In the With-Action condition, the projected population is estimated to be approximately 24,284, representing an approximate 4.2 percent change from the 2031 population projections under the No-Action condition (see **Table D-3**).

Table D-3: With-Action Condition Population

	2031 Population Projections No-Action Condition	Number of Incremental DUs	Projected Population Increase from With-Action Dwelling Units	Percent Change from 2031 With-Action Condition
Study Area	23,303	326	981	4.2%

Note: The 2031 projected population is available through the CEQR Data Hub as the 3-5-year estimate. The 2031 With-Action population is based on the number of incremental DUs under the With-Action condition and on an average household size of 3.01 persons per DU (average for Brooklyn CD 7 as of the 2020 Decennial Census, the latest available through DCP FactFinder).
Sources: 2020 Decennial Census; DCP Housing Database. Accessed through the CEQR Data Hub: https://nycplanning.github.io/ceqr-data-hub/

Based on 2025 *CEQR Technical Manual* guidelines, the population introduced by the Proposed Actions is not large enough to affect real estate market conditions in the study area. As population growth in the study area in the With-Action condition would not exceed the No-Action condition by more than five percent, no further assessment is warranted.

Based on this preliminary assessment, the incremental population generated by the Proposed Actions' RWCDS would not have the potential to introduce or accelerate a trend of changing socioeconomic conditions that could result in the displacement of a vulnerable population and therefore would not result in significant adverse impacts due to indirect residential displacement.

Attachment E:

Open Space

I. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on open space resources. Open space is defined by the 2025 *City Environmental Quality Review* ("CEQR") *Technical Manual* as publicly accessible, publicly or privately owned land that operates or is available for leisure, play, or sport, 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.

The Applicant, 783 4th Ave LLC, is seeking discretionary actions from the CPC to facilitate the development of a new mixed-use development totaling approximately 242,898-gross square feet ("gsf") at 783 Fourth Avenue (Brooklyn Block 661, Lots 5, 13, 14, and 66; "Projected Development Site 1") in the Sunset Park neighborhood of Brooklyn Community District ("CD") 7. Under the Reasonable Worst Case Development Scenario ("RWCDS"), the Proposed Actions would result in a net increase of approximately 326 total dwelling units ("DUs"), 6,130-gsf of local retail space, 2,743-gsf of medical office space, as well as the negative incremental development of 26,645-gsf of community facility (house of worship) space and 24 accessory parking spaces at two projected development sites within the Project Area.[1]

As discussed in more detail below, the Proposed Actions would result in the introduction of housing that would increase the residential population that utilizes area open spaces. Therefore, an open space assessment has been provided.

II. METHODOLOGY

As defined by the 2025 *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 on an irregular 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.

[1] In addition to Projected Development Site 1, for RWCDS analysis purposes, it is assumed that the proposed zoning changes could allow for redevelopment of the non-Applicant controlled Lots 1, 2, and 3 on Block 661 ("Projected Development Site 2") pursuant to the proposed R8A/C2-4 zoning.

Direct Effects

According to the 2025 *CEQR Technical Manual*, a proposed project would directly affect open space conditions 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, odor, or shadows that would temporarily or permanently affect the usefulness of a public open space. The Proposed Project would not result in development that would directly displace any open space resources. Further, there would not be the potential for construction and operational activities from the Proposed Project to result in noise, air pollutant emissions, odor, or shadows on existing open spaces.

Indirect Effects

As described in the 2025 *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if a 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. Typically, a preliminary assessment of indirect effects is conducted when a project would introduce more than 250 units (in an existing R5 or above, C or M district) or 500 workers to an area. Though the Proposed Actions would not introduce more than 500 workers, the net increment of approximately 326 units compared with the No-Action condition would exceed the 250 unit threshold. Therefore, a preliminary assessment of indirect effects is warranted.

NYC Parks Walk to a Park Initiative

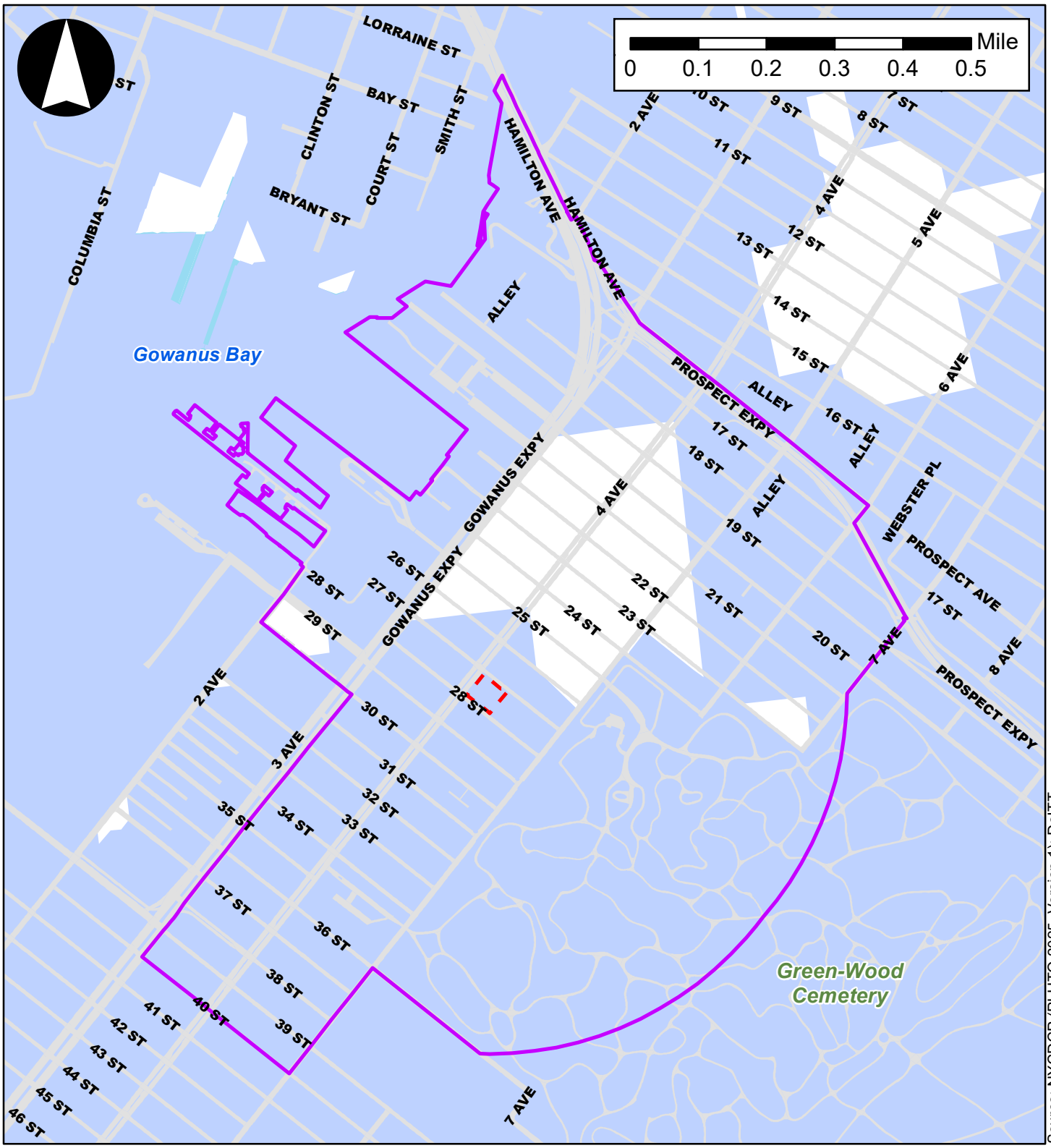
New York City, as part of *OneNYC 2050—Building a Strong and Fair City*, has put forth a goal that calls for 85 percent of New York City residents to live within walking distance of a park by 2030. To help the City reach this goal, the New York City Department of Parks and Recreation (NYC Parks) created the Walk to a Park initiative that focuses on increasing access to parks and open space in areas of the City where residents live farther than a walk to a park.

According to the 2025 *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 known walk gap areas) suggest the need for a detailed analysis to determine if a project may further exacerbate a condition of residents living in areas of the City with inadequate park access, potentially leading to a significant impact on open space resources. The Project Area is located within a Walk to a Park Service Area (see **Figure E-1**), therefore suggesting there is not a need for a detailed analysis of indirect effects.

Study Area

The 2025 *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 the respective users—in this case, residents—are likely to walk to an open space. According to the 2025 *CEQR Technical Manual*, residents are assumed to walk approximately 10 minutes, or ½-mile, to an open space.

Figure E-1
NYC Parks Walk to a Park Initiative



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- Open Space Study Area
- Walk to a Park Service Area
- Roadways
- Water Bodies

Because the Proposed Actions would introduce an incremental new residential population above the 250-unit threshold, 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 E-2**, the ½-mile residential study area includes the area within census tracts 18.01, 84, 101, 143, 145, and 147. The Project Area and the broader ½-mile open space study area are located in Brooklyn CD 7. The Project Area is located approximately 550 feet from Green-Wood Cemetery. While Green-Wood Cemetery is located within a ½-mile radius of the Project Area, the large census tract containing Green-Wood Cemetery (census tract 175) does not have at least 50 percent of its area within the ½-mile radius; therefore, the population data for census tract 175 is excluded from the analysis presented herein. However, due to the proximity of the Project Area to Green-Wood Cemetery, the acreage of Green-Wood Cemetery located within the ½-mile radius was included in the study area and detailed open space analysis; the acreage of Green-Wood Cemetery located beyond the ½-mile radius was excluded from the study area and open space assessment.

Analysis Framework

The 2025 *CEQR Technical Manual* methodology suggests conducting an initial quantitative assessment, or preliminary assessment, to determine whether more detailed analyses are appropriate. A preliminary assessment is useful if the open space assessment can be targeted to a particular user group (in this case, residential population), or if it is not clear whether a full, detailed open space analysis is necessary. Therefore, a preliminary assessment was conducted to determine if a full, detailed analysis is warranted.

III. PRELIMINARY ASSESSMENT

A preliminary assessment of indirect impacts on open space consists of calculating the total population of the study area, tallying the open space acreage within the area, and comparing the open space ratios for the No-Action and With-Action conditions.

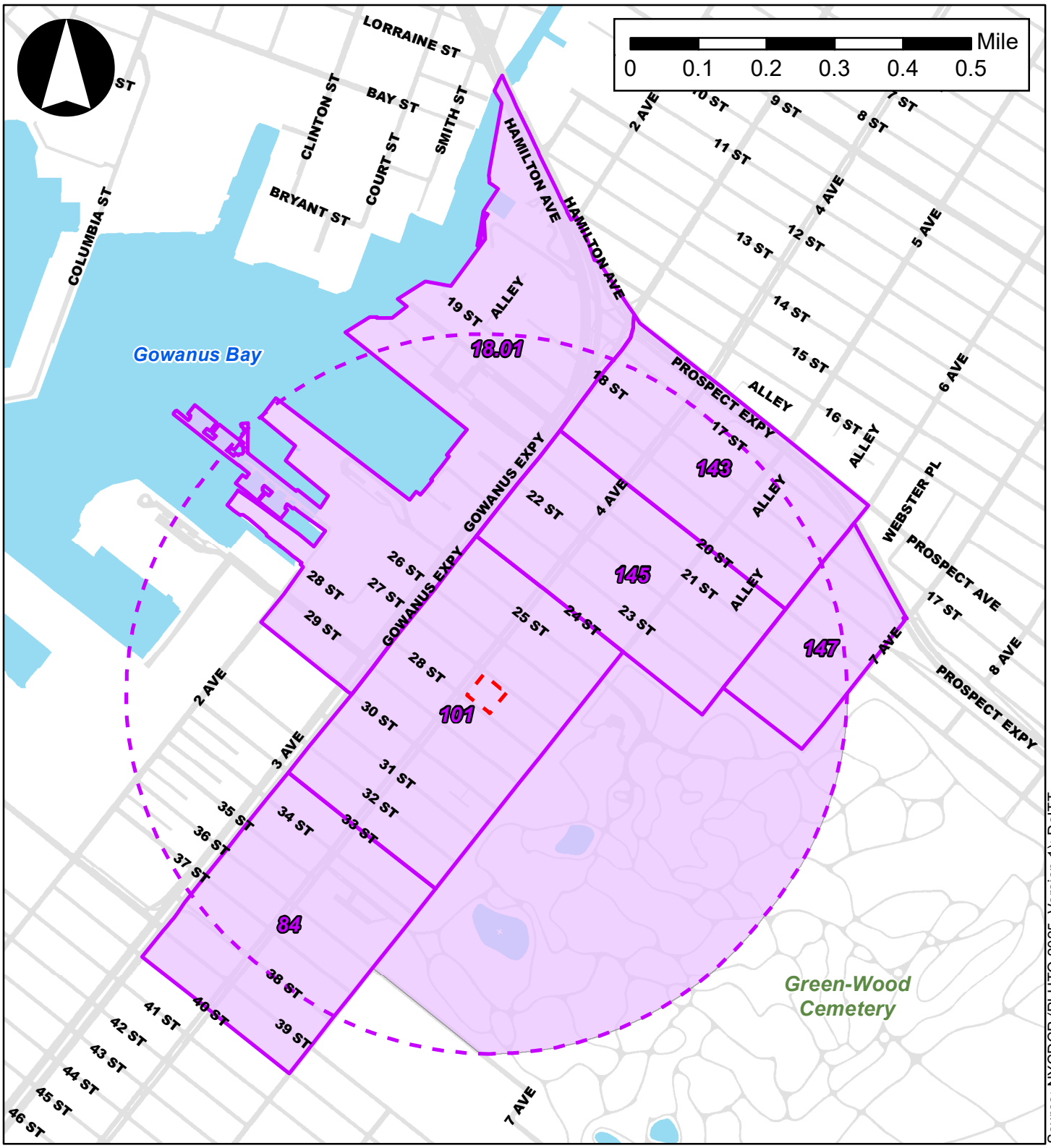
Existing Conditions

Study Area Population

According to the 2025 *CEQR Technical Manual*, a preliminary open space assessment involves calculating existing, No-Action, and With-Action total population and open space acreage in a study area and comparing the No-Action ratio of total acres of open space per 1,000 residents with the anticipated open space ratio in the With-Action condition. As shown in **Table E-1**, based on 2020 Decennial Census data and the New York City Department of City Planning ("DCP") Housing Database, there are an estimated 21,785 residents within the study area.[2]

[2] The DCP Housing Database was consulted to assess potential population growth since the data collection in April 2020. Approximately 335 housing units have been constructed within the study area since the 2020 Census, increasing the population by an estimated 970 residents from the 20,815 residents identified within the census tracts.

Figure E-2
Open Space Study Area



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- Half-Mile Radius
- 143 Half-Mile Residential Study Area Census Tracts
- Open Space Study Area
- Roadways
- Water Bodies

Table E-1: Open Space Study Area Census Tracts

Census Tract Number[1]	Population
Census Tracts Total Population	20,815
DCP Housing Database Additional Residents[2]	970
Total	**21,785**

Notes:
[1] See **Figure E-2** for census tract locations.
[2] DCP's Housing Database shows a net increase of 335 housing units in the study area since the Census data collection in April 2020, according to DCP Housing Database 2025 Q2 (the latest available data). Assuming a rental vacancy rate of 3.77 percent and the average household size of the CDTA (2020 Census Data) that each housing project is associated with, an additional 970 people are estimated over the 20,815 residents identified in the 2020 Census for an existing population estimate of 21,785residents.
Source: 2020 U.S. Census Bureau Decennial Census; DCP Housing Database.

Study Area Open Space Resources

Within the study area, there are seven publicly accessible open spaces resources, as shown in **Figure E-3**, and summarized in **Table E-2**. These resources contain approximately 143.45 acres of open space. Open spaces within the study area include portions of Green-Wood Cemetery, three neighborhood parks, and three playgrounds.

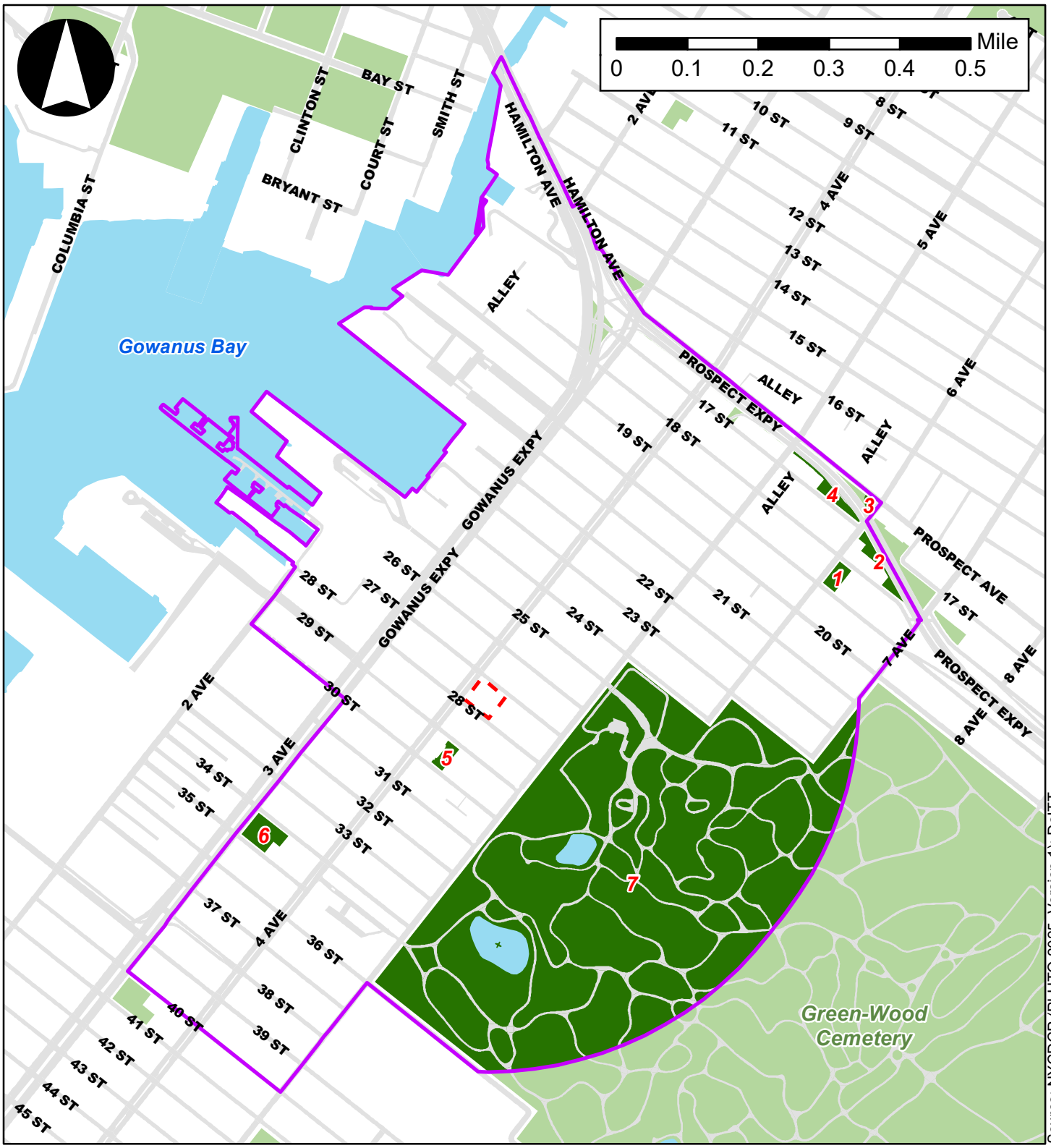
Table E-2: Study Area Open Space Resources

Map ID[1]	Name	Location	Owner/Agency	Total Open Space Acreage	Amenities	Condition/Utilization
1	Slope Park	6th Ave. bet. 18th St. and 19th St.	NYC Parks/DOE	0.50	Playgrounds, Spray Showers, Bathrooms, Benches	Excellent/Moderate
2	Park	S/B Prospect Exwy. bet. 6th Ave. and 18th St.	NYC Parks	0.74	Dog Run, Benches, Walkways	Good/Low
3	Park	6th Ave., Prospect Ave., Prospect Exwy.	NYC Parks	0.28	Seating	Good/Low
4	Purple Playground	17th St. bet. 5th Ave. and 6th Ave.	NYC Parks	0.71	Playground, Benches	Good/Low
5	P.S. 172 Community Playground	P.S. 172 Campus - 825 4th Ave.	DOE	0.44	Playground, Benches	Excellent/Low
6	D'Emic Playground	3rd Ave. bet. 35th St. and 34th St.	NYC Parks	1.13	Basketball Courts, Handball Courts, Playgrounds, Spray Showers, Game Tables, Benches	Good/Moderate
7	Green-Wood Cemetery (Portion)	Main Entrance (5th Ave. and 25th St.)	Green-Wood Cemetery	139.65	Pathways and Seating	Excellent/High
Study Area Total				**143.45**		

Note: See **Figure E-3** for location of open spaces in study area.
NYC Parks = New York City Department of Parks and Recreation.
DOE = New York City Department of Education.
Sources: NYC Parks, DCP MapPLUTO, ArcGIS. Field surveys, March 2026.

The study area's largest open space resource is the approximately 139.65-acre portion of the 478-acre Green-Wood Cemetery, which is located within the southeastern portion of the study area. Green-Wood Cemetery is privately-owned and operated but is publicly accessible. The nearest entrance to Green-Wood

Figure E-3
Open Space Resources Within Open Space Study Area



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- Open Space Study Area
- Open Space Included in Quantitative Analysis
- Open Space Located Outside Study Area Boundaries

Cemetery from the Project Area is the Main Entrance (located at Fifth Avenue and 25th Street), which is located approximately 0.2 miles to the east of the Project Area (which is equivalent to a walking distance of approximately five minutes over mostly flat terrain). The Main Entrance of Green-Wood Cemetery is open to the public Monday through Sunday from 7 AM to 7 PM. In addition to burial plots and memorials, the approximately 139.65-acre portion of Green-Wood Cemetery located within the study area contains walkways and benches for passive use for visitors of all ages. Green-Wood Cemetery is in excellent condition and is highly utilized.

The study area's three playgrounds provide open space for toddlers, children and teens, as well as adults. These open space resources include D'Emic Playground, Purple Playground, and P.S. 172 Community Playground. The P.S. 172 Community Playground is a school yard that is open to the public as part of the PlaNYC Schoolyards to Playgrounds program. The three playgrounds feature basketball and handball courts, playgrounds, and spray showers for active use, as well as game tables and seating for passive use. The three playgrounds are in good or excellent condition with low to moderate utilization levels.

The study area's three neighborhood parks (Map Nos. 1, 2, and 3) are clustered along the route of the Prospect Expressway (New York State Route 27) and provide open space for toddlers, children and teens, as well as adults. The three neighborhood parks feature playground equipment for active use, as well as seating and a dog run for passive use. The three neighborhood parks are in good or excellent condition with low to moderate utilization levels.

Adequacy of Open Spaces

As shown in **Table E-3**, the existing total open space ratio for the study area is 6.585 acres of open space per 1,000 residents, which exceeds the City's guideline of 2.5 acres per 1,000 residents.

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

Existing Residential Population	Total Open Space Acreage	Open Space Ratio Acres per 1,000 Residents
21,785	143.45	6.585

FUTURE WITHOUT THE PROPOSED ACTIONS

In the No-Action condition, although Projected Development Site 1 within the Project Area would not be developed as-of-right, it is anticipated that the vacant Saint Rocco's Roman Catholic Church campus on the site would be re-occupied by a house of worship and educational center, which is the historical use of Projected Development Site 1. Under the No-Action condition, Projected Development Site 2 and Potential Development Site 1 within the Project Area would not be developed as-of-right and the existing conditions for these two sites would remain. Therefore, in the No-Action condition, additional residential development within the Project Area would not occur.

Study Area Population

In the No-Action condition, future residential developments are anticipated for completion by the 2031 build year. These developments would introduce approximately 1,518 additional residents to the study

area. Therefore, in the No-Action condition, the new population would total 23,303 residents within the study area.

Study Area Open Space Resources

In the No-Action condition, while there are no planned changes to open space resources that would increase or decrease the overall acreage in the study area, NYC Parks has one capital project planned in the study area. The project is the D'Emic Playground Reconstruction; this capital project is currently in the procurement phase, which began in June 2025 and is anticipated to conclude in June 2026. It is anticipated that this capital project would be fully implemented by 2031. While this project would not add any additional open space acreage to the study area, the project would improve the condition and usability of one of the largest open space resources located in the study area.

Adequacy of Open Spaces

As shown in **Table E-4**, in the No-Action condition the total open space ratio is projected to decrease from 6.585 acres per 1,000 residents to 6.156 acres per 1,000 residents. Similar to existing conditions, the total open space ratio would continue to exceed the City's guideline of 2.5 acres per 1,000 residents.

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

No-Action Residential Population	Total Open Space Acreage	Open Space Ratio Acres per 1,000 Residents
23,303	143.45	6.156

FUTURE WITH THE PROPOSED ACTIONS

Study Area Population

In the With-Action condition, the Proposed Project is anticipated to introduce approximately 981 incremental residents to the study area. The Proposed Project, along with the background development anticipated in the study area, would result in a With-Action condition population of 24,284 residents (a 4.2 percent increase compared with the No-Action condition).

Study Area Open Space Resources

In the With-Action condition, the study area's open space resources are expected to remain the same as in the No-Action condition. The Proposed Project would include an approximate 7,160-sf landscaped private open space located within the rear yard of Projected Development Site 1. In addition to landscaping, the open space would contain walking paths, benches, and movable tables and chairs. Access to the open space would be restricted to residents of the Proposed Project. While not publicly accessible, the private open space would help alleviate the demand generated by the residents introduced by the Proposed Project.

Adequacy of Open Spaces

As shown in **Table E-5**, the total open space ratio is projected to decrease from 6.156 acres per 1,000 residents in the No-Action condition to 5.907 acres per 1,000 residents in the With-Action condition. As in the No-Action condition, the total open space ratio would continue to exceed the City's guideline of 2.5 acres of total open space per 1,000 residents. Compared with the No-Action condition, the total open space ratio under the With-Action condition would decrease by approximately 4.04 percent (see **Table E-6**).

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

With-Action Residential Population	Total Open Space Acreage	Open Space Ratio Acres per 1,000 Residents
24,284	143.45	5.907

Table E-6: Study Area Open Space Ratio Summary

Ratio	City Open Space Guideline	Open Space Ratio Acres per 1,000 Residents			Percent Change (No-Action to With-Action)
		Existing	No-Action	With-Action	
Total—Residential	2.5	6.585	6.156	5.907	-4.04%

IMPACT DETERMINATION FOR INDIRECT EFFECTS

According to Table 7-1 of the 2025 *CEQR Technical Manual*, a decrease in the open space ratio of five percent or more compared with the No-Action condition is generally considered to have the potential for a significant adverse impact for projects in study areas where the total open space ratio is between 2.01 and 2.5 acres per 1,000 residents and may warrant further analysis. The study area has a total open space ratio of 5.907 acres per 1,000 residents in the With-Action condition, which is a 4.04 percent decrease as compared to the No-Action condition, which does not meet the recommended CEQR guidance for percentage change in the open space ratio. Therefore, a detailed analysis is not warranted, and the Proposed Actions would not result in a significant adverse impact on open space resources. Further qualitative considerations are discussed below.

Qualitative Considerations

The profile of the population under the Proposed Actions is not expected to have any special or unique characteristics that would place added demands on open spaces that cater to a specific user group. Similar to the existing and No-Action conditions, under the With-Action condition, study area open spaces would include a variety of open space amenities appropriate for all ages. All of the open space resources in the study area are in fair to excellent condition and mostly experience low to moderate utilization, allowing them to further absorb projected population increases. Additionally, in the future with the Proposed Actions, the additional acreage of Green-Wood Cemetery (totaling approximately 338 acres) would be accessible to residents of the study area, as these additional acres of open space are proximate to the boundaries of the study area.

Furthermore, the Proposed Project would include an approximate 7,160-sf landscaped private open space located within the rear yard of Projected Development Site 1 for private use by residents. While not

publicly accessible, the Proposed Project's open space would help alleviate the potential burden on existing open space resources within the study area.

According to Table 7-1 of the 2025 *CEQR Technical Manual*, a decrease in the open space ratio of five percent or more compared with the No-Action condition is generally considered to have the potential for a significant adverse impact for projects in study areas where the total open space ratio is between 2.01 and 2.5 acres per 1,000 residents and may warrant further analysis. Though the incremental growth in the study area population would place demand on study area open spaces, the study area would exhibit a total open space ratio of 5.907 acres per 1,000 residents in the With-Action condition, which is a 4.04 percent decrease as compared to the No-Action condition, which does not meet the recommended CEQR guidance for percentage change in the open space ratio. Therefore, a detailed analysis is not warranted, and the projected decrease in the open space ratio would not result in a significant adverse impact on open space resources.

Attachment F:

Air Quality

I. INTRODUCTION

Ambient air quality, defined as pollutant levels in the surrounding environment to which the public has access, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources;" by fixed facilities, usually referenced as "stationary sources;" or by a combination of both. As discussed herein, the Proposed Actions would not warrant a detailed analysis of mobile sources or "large" or "major" stationary sources. However, the Proposed Actions would introduce new uses within 400 feet of existing industrial facilities. Therefore, a detailed air toxics analysis is warranted and presented herein. The analysis framework was based on the 2025 *City Environmental Quality Review* ("CEQR") *Technical Manual*.

Project Description

The Proposed Actions affect a portion of one city block and 10 tax lots: Lots 1, 2, 3, 4, 5, 13, 14, 66, 68, and 69 on Block 661 in the Sunset Park neighborhood of Brooklyn Community District ("CD") 7.

Projected Development Site 1 (Applicant-controlled)

The Proposed Actions would facilitate the development of the Proposed Project at Projected Development Site 1 (Block 665, Lots 5, 13, 14, and 66). The Proposed Project would include three new buildings (known as Buildings A, B, and C), where the buildings would not be connected. Like the Proposed Project, the Reasonable Worst Case Development Scenario ("RWCDS") With-Action condition for Projected Development Site 1 would include three new buildings (Buildings A, B, and C) that would not be connected.

Building A of the Proposed Project would comprise a mixed residential/commercial building with a cellar. Building A would contain 111,830-gsf of total building space inclusive of all building uses. Building A comprises a 13-story, 144-foot-tall including a 10-foot-tall rooftop bulkhead building.

Building B of the Proposed Project would comprise a residential building with a cellar. Building B would contain 87,400-gsf of total building space inclusive of all building uses. The ground floor of Building B would contain 3,000-gsf of building space for nine voluntary parking spaces (non-attended). Building B comprises a nine-story, 104-foot-tall including a 10-foot-tall rooftop bulkhead building.

Building C of the Proposed Project would comprise a residential/community facility building with a cellar. Building C would contain 43,668-gsf of total building space inclusive of all building uses. Building C comprises an eight-story, 94-foot-tall including a 10-foot-tall rooftop bulkhead building.

Non-Applicant-controlled Properties

Two additional soft sites not controlled or owned by the Applicant have been identified within the Project Area.

The RWCDS With-Action condition for Projected Development Site 2 (Block 661, Lots 1, 2, and 3) comprises an 62,661-gsf mixed residential/commercial building. The building would reach a maximum height of 14-stories (155-foot-tall including a 10-foot-tall rooftop bulkhead) and a cellar. No accessory parking spaces would be required.

The RWCDS With-Action condition for Potential Development Site 1 (Block 661, Lots 68 and 69) comprises an 32,607-gsf residential building. The building would reach a maximum height of 11-stories (125-foot-tall including a 10-foot-tall rooftop bulkhead) and a cellar. No accessory parking spaces would be required.

II. MOBILE SOURCE SCREENING

CO and $PM_{2.5}$ Emissions

As stated in the 2025 *CEQR Technical Manual*, projects—whether site-specific or generic—may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any other mobile sources of pollutants (e.g., diesel trains, helicopters, boats), or add new uses near mobile sources (e.g., roadways, garages, parking lots). According to the 2025 *CEQR Technical Manual* screening thresholds, if 170 or more project-generated vehicles pass through an intersection in any peak hour (for CO impact), or if a project would result in greater than 12 to 23 heavy duty diesel vehicle ("HDDV") trips or its equivalent vehicle emissions based on the type of road (for $PM_{2.5}$ impact), there is the potential for mobile source air quality impacts and a detailed analysis is required.

As presented in **Appendix 3, "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum,"** the Proposed Actions' RWCDS would not introduce 170 or more project-generated vehicles through an intersection in any peak hour. As such, a detailed mobile source air quality analysis for CO emissions is not warranted.

The $PM_{2.5}$ equivalent truck calculation in vehicular emission screen ranges from 12 to 23 HDDVs depending on the type of roadway. The net incremental change in peak hour vehicle trips presented in **Appendix 3, "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum,"** were used for the $PM_{2.5}$ equivalent truck calculations. All autos were assumed to be LDGT1 class vehicles, and all trucks were assumed to be HDDV7, based on guidance from the New York City Department of City Planning ("DCP"). **Table F-1** shows the incremental peak hour traffic volumes generated by the Proposed Actions' RWCDS (by vehicle type) and the 2025 *CEQR Technical Manual* Equivalent Truck Calculations. As presented in **Appendix 3, "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum,"** a Level 1 traffic screen was performed, which concluded that a Level 2 screening assessment is not necessary and significant impacts to surrounding intersections are not anticipated. To perform the $PM_{2.5}$ vehicle emission screen, the total project generated volumes were conservatively assigned to each of the four intersections surrounding the Project Area.

Table F-1: Incremental Peak Hour Traffic Volumes Generated by the Proposed Actions' RWCDS

Roadway	Roadway Classification (Threshold HDDVs screen)[1]	Peak-Hour Period	Trucks Per Hour	Vehicle Per Hour	Equivalent Truck	Equivalent Truck Threshold	Pass/Fail
Fifth Avenue and 27th Street	Minor Arterial (16)	AM	0	35	2	23	Pass
		Midday	0	30	1	23	Pass
		PM	0	27	1	23	Pass
		Saturday Midday	0	51	2	23	Pass
Fifth Avenue and 28th Street	Minor Arterial (16)	AM	0	35	2	23	Pass
		Midday	0	30	1	23	Pass
		PM	0	27	1	23	Pass
		Saturday Midday	0	51	2	23	Pass
Fourth Avenue and 27th Street	Principal Arterial Other (14)	AM	0	35	2	23	Pass
		Midday	0	30	1	23	Pass
		PM	0	27	1	23	Pass
		Saturday Midday	0	51	2	23	Pass
Fourth Avenue and 28th Street	Principal Arterial Other (14)	AM	0	35	2	23	Pass
		Midday	0	30	1	23	Pass
		PM	0	27	1	23	Pass
		Saturday Midday	0	51	2	23	Pass

Note:
1. Roadway classification obtained from the New York State Department of Transportation ("NYSDOT") Functional Class Maps <https://www.dot.ny.gov/gisapps/functional-class-maps> (February 2026).

As shown in **Table F-1**, the Proposed Actions' RWCDS $PM_{2.5}$ equivalent truck calculations in vehicular emissions do not exceed the HDDVs screening threshold criterion(s) for any peak hour. As such, a detailed mobile source air quality analysis for $PM_{2.5}$ emissions is not warranted. Therefore, the Proposed Actions would not exceed the 2025 *CEQR Technical Manual* screening thresholds for CO and $PM_{2.5}$ emissions, a detailed mobile source air quality analysis is not warranted, and the Proposed Actions would not result in significant adverse air quality impacts regarding CO and $PM_{2.5}$ emissions.

Parking Facilities

As stated in the 2025 *CEQR Technical Manual*, a project that would: (1) result in new sensitive uses (particularly schools, hospitals, parks, and residences) adjacent to large existing parking facilities or parking garage exhaust vents, and/or: (2) result in the construction of parking facilities, may require analysis. The Proposed Project would not be located adjacent to a large parking facility or parking garage exhaust vents, nor would the Proposed Actions result in the development of an accessory parking garage in the With-Action condition.

Further, although Projected Development Site 1 would provide nine parking spaces (non-attended) and Potential Development Site 1 would provide seven spaces of accessory parking, none of these development sites would provide a parking facility with 85 or more spaces. Furthermore, compared to the No-Action condition, the Proposed Actions' RWCDS would result in a net reduction in parking capacity. Therefore, a detailed analysis of emissions associated with parking operations is not warranted for the Proposed Actions and the Proposed Actions would not result in significant adverse air quality impacts regarding mobile source emissions from parking facilities.

Atypical Roadways

As stated in the 2025 *CEQR Technical Manual*, a project that would result in the placement of operable windows (i.e., windows that may be opened and closed by the tenant), balconies, air intakes, or intake vents generally within 200 feet of an atypical (e.g., not at-grade) source of vehicular pollutants, such as a highway or bridge with a total of more than two lanes, may require analysis. The Project Area would not be located within 200 feet of an atypical (e.g., not at-grade) source of vehicular pollutants; the nearest atypical roadway is the Gowanus Expressway (Interstate 278), which is located approximately 700 feet to the west of the Project Area. Therefore, a detailed analysis of emissions associated with atypical roadways is not warranted for the Proposed Actions and the Proposed Actions would not result in significant adverse air quality impacts regarding mobile source emissions from atypical roadways.

III. APPLICABLE AIR QUALITY STANDARDS AND SIGNIFICANT IMPACT CRITERIA

As required by the Clean Air Act, National Ambient Air Quality Standards ("NAAQS") have been established for the most common air pollutants (six criteria pollutants) by the U.S. Environmental Protection Agency ("EPA"). The presence of these pollutants in ambient air is generally due to numerous diverse and widespread sources of emissions. New York has adopted the NAAQS as the State ambient air quality standard. Criteria pollutants relevant to the analyses are associated with stationary source combustion of natural gas-fired HVAC systems and emissions from manufacturing processing facilities. These include particulate matter with aerodynamic diameters less than or equal to 2.5 microns ("$PM_{2.5}$") and 10 microns ("PM_{10}"), and nitrogen dioxide ("NO_2").

In addition to the NAAQS, the 2025 *CEQR Technical Manual* requires that projects subject to CEQR apply carbon monoxide ("CO") and $PM_{2.5}$ significant impact criteria (*de minimis*). The 2025 *CEQR Technical Manual de minimis* criteria set allowable incremental increases in CO and $PM_{2.5}$ concentrations that would result as a consequence of a proposed action. Conditions associated with the Proposed Actions did not require detailed mobile source analysis; therefore, CO *de minimis* is not applicable. $PM_{2.5}$ *de minimis*, for projects under CEQR, is evaluated as follows:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.1 $\mu g/m^3$ 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 for mobile sources, at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations).
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 $\mu g/m^3$ at any receptor location for stationary sources.

Determination of significant impact related to criteria pollutants accounts for existing pollutant concentrations in the ambient air (background concentrations). Background concentrations from the nearest New York State Department of Environmental Conservation ("NYSDEC") federally-mandated monitoring station(s) were applied in the analysis. **Table F-2** shows the NAAQS, background concentration, and the *CEQR de minimis* for the pollutants/sources applicable to the analysis.

Table F-2: NAAQS and CEQR *de minimis* – Relevant Pollutants

Pollutant	Averaging Period	NAAQS	Background Concentration	Monitoring Station	CEQR *de minimis*
NO_2	1 Hour	0.10 ppm	51.9 ppb (97.7 µg/m^3)	Queens College	--
	Annual	0.053 ppm	12.43 ppb (26.7 µg/m$^{3)}$		--
PM_{10}	24-Hour	150 µg/m^3	31 µg/m^3	Queens College	--
$PM_{2.5}$	24-Hour	35 µg/m^3	16.5 µg/m^3	JHS 126 Site No. 36_047_0122	9.25 µg/m^3
	Annual	12 µg/m^3	6.9 µg/m^3		0.3 µg/m^3

Notes:
1. NO_2 background concentration: NYSDEC. 2024. "New York State Ambient Air Quality Report for 2024."
2. $PM_{2.5}$ background concentration: NYSDEC. 2024. "New York State Ambient Air Quality Report for 2024."
ppb = parts per billion
µg/m^3 = micrograms per cubic meter

Non-Criteria Pollutants

Noncriteria pollutants include hundreds of toxic pollutants, ranging from high to low toxicities. High-toxicity contaminants include potential human carcinogens, such as 188 hazardous air pollutants ("HAPs"). Moderate-toxicity contaminants may consist of animal carcinogens and other substances, posing a health risk to humans. Low-toxicity contaminants generally include contaminants that are of primary concern as irritants. NYSDEC has established guidelines for the maximum allowable concentration of noncriteria air contaminants. The maximum permissible guidelines set maximum 1-hour and annual averaging time concentrations published (February 12, 2021 publication) in the NYSDEC DAR-1 Annual and Short-term Guideline Concentration (AGC/SGC Table). In addition, DAR-1 also includes standards for pollutants cumulative risk assessment.

NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic, or duration.

IV. HEAT AND HOT WATER SYSTEMS ANALYSIS

The Proposed Actions would facilitate the development of five buildings (three buildings on Projected Development Site 1, one building on Projected Development Site 2, and one building on Potential Development Site 1). It is assumed that each building would have its own electric-powered HVAC system. Therefore, an analysis of heating and hot water systems is not required.

(E) Designation

Based on the assumptions presented herein, specific requirements for the HVAC systems associated with the Proposed Actions would not result in any violations of the ambient air quality standards. To ensure that there is no potential for significant adverse impacts from the HVAC systems associated with the Proposed Actions, certain restrictions would be required for Projected Development Site 1 (Block 661, Lots 5, 14, and 66), Projected Development Site 2 (Block 661, Lots 1, 2, and 3), and Potential Development Site 1 (Block 661, Lots 68 and 69) through an Air Quality (E) Designation (E-953) that would be mapped on the applicable properties in connection with the Proposed Actions.

The restrictions would be as follows:

Block 661, Lots 5, 13, 14, and 66 (Projected Development Site 1): Any new residential or commercial development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.

Block 661, Lots 1, 2, and 3 (Projected Development Site 2): Any new residential or commercial development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.

Block 661, Lots 68 and 69 (Potential Development Site 1): Any new residential development on the above-referenced property must exclusively use electrically powered HVAC systems and hot water equipment with no venting or stacks, to avoid any potential significant adverse air quality impacts.

V. INDUSTRIAL SOURCE ANALYSIS

Per the 2025 *CEQR Technical Manual*, projects that would result in new uses (particularly schools, hospitals, parks, and residences) within 400 feet of manufacturing processing facilities may result in potentially significant adverse impacts. The analysis first determines if there are any existing manufacturing uses within the 400-foot study area containing exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project. If warranted, an air dispersion analysis is conducted for any existing industrial source(s) in the study area.

Existing manufacturing uses with exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project were identified by reviewing the DEP online Clean Air Tracking System ("CATS") database (accessible through New York City Open Data[1]), the NYSDEC map application (DECinfo Locator[2]), the DCP Zoning and Land Use Map ("ZoLa") online map application, and through a field survey performed on January 26, 2024. Fieldwork photos taken during the field survey are presented in **Appendix 4 "Air Quality."**

The study area encompasses all or part of Blocks 654, 655, 657, 658, 660, 661, 664, 665, 668, and 669, and includes properties along Fourth Avenue, Fifth Avenue, 25th Street, 26th Street, 27th Street, 28th Street, and 29th Street. Land uses in the study area consist of a mix of residential, commercial/retail, and industrial uses.

The results of the study are as follows:

EVRO Aluminum, an active fabricator and wholesaler of storefront materials, is located at 183 26th Street (Block 654, Lot 41). No DEP or NYSDEC air emission permits or registrations were found on file for this business. No stacks, odors, or emissions were observed at this location during the field survey. However, emissions due to ironwork are likely. Therefore, the facility was included in the air toxics analysis.

[1] New York City Open Data. "Clean Air Tracking System (CATS)." data.cityofnewyork.us/Environment/Clean-Air-Tracking-System-CATS-Permits/f4rp-2kvy, Jan. 4, 2024.
[2] NYSDEC. "DECinfo Locator." gisservices.dec.ny.gov/gis/dil/, Jan. 11, 2024.

New Honeywell Auto, an active auto body shop, is located at 763 Fourth Avenue (Block 655, Lot 1). DEP processing permit PW003321 was issued to this business for an auto body spray booth. Permit PW003321 expires on 1/4/2025. A Freedom of Information ("FOI") request was submitted to the DEP for information regarding the Processing permit at this location. The facility was included in the air toxics analysis.

H&J Auto Body & Repair is an active auto body shop at 224 25th Street (Block 655, Lot 19). This facility has a current NYSDEC Air Facility Registration ("AFR") for an auto body shop with one emission point (Registration ID 2-6102-00522/00001). The Registration expiration date is 1/2/2027. In addition, an expired DEP processing permit (DEP permit PB080203) is associated with the property. DEP processing permit, registered to D.V. Tony Autobody, expired on 6/17/2004. A FOI request was submitted to the DEP for information regarding the processing permit at this location. The facility was included in the air toxics analysis.

10 active processing permits (two other permits expired) are registered to Aladdin Bakers, a large bakery at 240 25th Street (Block 655, Lots 22, 25, 27, 36, 39, 42, and 46). The active DEP processing permits are: PB517303, PB030010, PB018010, PB067801, PB030110, PB017910, PB022512, PB517203, PB517503, PB517603. A FOI request was submitted to the DEP for information regarding the processing permits at this location. While all the DEP processing permits are for small stationary combustion installations, ethanol emission from baking bread is likely. Therefore, the facility was included in the air toxics analysis.

Paul Signs, an active sign manufacturing operation, is located at 222-226 26th Street, Block 658, Lots 18 and 20). No DEP or NYSDEC air emission permits or registrations were found on file for this business. No stacks, odors, or emissions were observed at this location during the field survey. However, emissions due to welding are likely. Therefore, the facility was included in the air toxics analysis.

An expired DEP processing permit, PA026081, is identified at 247 27th Street (Block 658, Lot 40). This permit was issued to Amtronic, Inc. for a spray booth installation. The permit expired on 7/23/1990. Amtronic, Inc. no longer operates at 247 27th Street. At the time of the field survey, 247 27th Street was occupied by a 1-story warehouse building. No manufacturing operations, odors, or emissions were observed at this location. Therefore, the facility was screened out.

Wide Flange Ironworks, an active structural and miscellaneous steel fabrication operation, is located at 176 27th Street (Block 660, Lot 28). No DEP or NYSDEC air emission permits or registrations were found on file for this business. No stacks, odors, or emissions were observed at this location during the field survey. However, emissions due to ironwork are likely. Therefore, the facility was included in the air toxics analysis.

An active bakery (Lestis Desserts) is at 180 27th Street (Block 660, Lot 30). No DEP or NYSDEC air emission permits or registrations were found on file for this business. No stacks, odors, or emissions were observed at this location during the field survey. While the business website suggests that a fair amount or most baking goods produced at the facility are desserts[3] (no yeast), ethanol emission from yeast metabolism during bread baking is likely. Therefore, the facility was included in the air toxics analysis.

There is an expired DEP processing permit at 234 27th Street (Block 661, Lot 22). Permit PB040713 was issued to Time Warner Cable for a Registration – Industrial and expired on 10/11/2019. According to the

[3] L'esti's Desserts. lestisdesserts.com, Feb. 6, 2024.

DEP CATS database, the permit was issued for a gas-fired combustion installation. Small combustion installations are exempt.

DEP processing permit PR008619 was issued to Charter Communications at 769 Fifth Avenue (Block 661, Lot 32) for a Registration – Industrial. This permit is current and expires on 6/4/2025. A FOI request was submitted to the DEP for information regarding the Processing permit at this location. According to the DEP CATS database, the permit was issued for a No. 2 fuel oil combustion installation. Small combustion installations are exempt.

DEP processing permit PA046886 was issued to Yale Picture Frame Corp. at 770 Fifth Avenue (Block 661, Lot 41) for woodworking. This permit expired on 9/18/2007. According to the New York State Department of State, Division of Corporations Business Entity database, the Yale Picture Frame Corp. at 770 Fifth Avenue, Brooklyn, N.Y., became inactive on 7/13/2017. At the time of the field survey, the Yale Picture Frame Corp. was not operating in the building. However, Art to Frames, a custom picture frame and home décor manufacturer, occupied a portion of the building. Given that a custom frame and home décor manufacturing operation exists in the building, a FOI request was submitted to the DEP for information regarding permit PA046886. The facility was included in the air toxics analysis.

DEP processing permit PA048194 (expiration date 12/8/2024) was issued to Excellent Poly, Inc. at 820 Fourth Avenue (Block 664, Lot 29). The permit was issued for manufacturing plastic (Polyethylene) bags using plastic heat-sealing machines. A FOI request was submitted to the DEP for information regarding the processing permit at this location. The facility was included in the air toxics analysis.

NYC Professional Millwork, a custom millwork facility,[4] and GS Projects, a furniture manufacturer specializing in storage and wardrobe solutions,[5] are located at 149 29th Street (Block 664, Lot 42). A stack is located near the southeast corner of the building, and an odor was noted in front of the building during the field survey. No DEP or NYSDEC air emission permits or registrations were found on file for these businesses, and the New York City Department of Buildings ("DOB") shows no record of spray booth installation. However, emissions associated with woodworking processing are likely. Therefore, the facilities were included in the air toxics analysis.

Staplex Corp., a staple manufacturer,[6] is located at 212 28th Street (Block 665, Lot 31). No DEP or NYSDEC air emission permits or registrations were found on file for this business. No stacks, odors, or emissions were observed at this location during the field survey. However, emissions due to metal processing are likely. Therefore, the facility was included in the air toxics analysis.

There are general auto repair garages at 792 Fourth Avenue, Block 657, Lot 47 (Astros Motors), 781 Fourth Avenue, Block 658, Lot 1 (Pro 1 Tire Service), 197 28th Street, Block 661, Lot 60 (Master Fast Corp.), and 198 28th Street, Block 665, Lot 24 (G&J Service). No indications of auto body repairs or painting operations were observed at any of these auto repair garages. No stacks, emissions, or odors were noted at any of the locations during the field survey.

[4] NYC Professional Millwork. nycprofessionalmillwork.com, Feb. 6, 2024.
[5] GS Projects. "Custom Wardrobes and Storage Solutions." gsprostudio.com, Feb. 6, 2024.
[6] Staplex. staplex.com/index.htm, Feb. 6, 2024.

Figure 4-1 in **Appendix 4 "Air Quality"** provides a map showing manufacturing processing facilities, DEP processing permits, and NYSDEC AFR in the study area. The field survey or database search identified no other air toxics emission source.

Emission Profiles

12 manufacturing processing facilities were identified within 400 feet of the Project Area. These include three ironwork facilities, two auto body repair facilities, two bakeries, two woodworking facilities, one custom framing facility, and two other facilities. Emission profiles of the facilities are described below.

Ironwork Facilities

The Evro Aluminum, Paul Sign, and Wide Flange facilities were identified as emission sources associated with ironwork fabrication. Their emission profiles were based on the DEP processing permit PB39705, registered to Kendi Iron Works at 236 Johnson Avenue in Brooklyn (Block 3073, Lot 5). DEP Permit PB39705 is for four welding and metal fabrication stations. The contaminant associated with the operation (DEP Permit PB39705) is total particulate (New York State identification number NY149-00-0). The Kendi Iron Work facility occupied the first floor of the building for an approximately 2,500 square foot of floor area. As such, the emission of the Evro Aluminum (5,008-gsf), Paul Sign (10,016-gsf), and Wide Flange (5,432-gsf) facilities were adjusted to account for their larger size. According to the EPA AP-42 manual, most particulate matter produced by welding is submicron in size. Therefore, all particulate emissions were assumed to be $PM_{2.5}$. 24-hour and annual emissions were calculated assuming the processing operation at the ironworks facility occurs during an 8-hour workday and 250 days per year. Emissions associated with the ironwork facilities are shown in **Table F-3**.

Table F-3: Ironwork Facilities $PM_{2.5}$ Emissions

Facility	$PM_{2.5}$ Emission		
	(lb/hr)	(lb/day)	(lb/yr)
Evro Aluminum	0.0040	0.032	8.0
Paul Sign	0.0080	0.064	16.0
Wide Flange	0.0043	0.035	8.7

Auto Body Repair Facilities

There are two auto body repair facilities within 400 feet of the Project Area: The New Honeywell Auto facility and the H&J Auto Body & Repair facility. Emission associated with the operations is from spray-painting. Emissions from spray-painting processing include solids, which are particulate, and solvents, which are volatile organic compounds ("VOCs"). The solids bind to the sprayed article, giving it the desired look and color. However, the over-sprayed solids could potentially be emitted to the outside air. The VOC evaporates during the spraying activity and while the coating substance dries.

Emissions from the New Honeywell Auto facility specified in the facility's DEP permit PW003321 included the particulate emission rate and the emission rate of the chemicals that comprise the VOC group. Coating compounds listed in the DEP permit PW003321 include a clear coat, base coats, thinner, and reducer. The spray-painting activity occurs 1 hour per day and 260 days per year. **Table F-4** shows the New Honeywell Auto facility's VOC emissions. **Table F-5** shows the New Honeywell Auto facility particulate emissions.

As mentioned above, the H&J Auto Body & Repair facility has a NYSDEC AFR Certificate (Registration ID 2-6102-00522/00001), and an expired DEP processing permit (DEP permit PB080203) is associated with the property. Emissions specified in the DEP permit PB080203 were used in the analysis as the DEP permit can be renewed. The DEP permit PB080203 included the particulate and the total VOC emission rates and the spray-painting daily/yearly activity rates (8 hours per day, 250 days per year). The chemical composition by percent weight was derived from the New Honeywell Auto facility's DEP permit PW003321. As a conservative measure, the maximum of the 1-hour and annual emissions was used to derive each VOC chemical emission, yielding total VOC emissions greater than what is specified in the DEP permit PB080203. The spray-painting operation's daily activity rate was used to calculate the 24-hour average particulate emissions. **Table F-4** shows the H&J Auto Body & Repair facility's VOC emissions. **Table F-5** shows the H&J Auto Body & Repair facility particulate emissions.

Table F-4: VOC Emissions – Spray-Painting at the Auto Body Repair Facilities

		New Honeywell Auto[1]		H&J Auto Body & Repair[2]		
Chemical	**CAS No.**	**lb/hr**	**lb/yr**	**% Weight**	**lb/hr**	**lb/yr**
Total VOC	NY998-00-0	---	---	---	0.124	223.2
Methanol	67-56-1	0.153	24	5.7%	0.0070	12.7
Acetone	67-64-1	0.1027	16	3.8%	0.0047	8.5
Butanol-1	71-63-3	0.0367	5.7	1.4%	0.0017	3.0
Methyl Ethyl Ketone	78-93-3	0.201	31.4	7.4%	0.0092	16.6
Trimethylbenzene, 1,2,4-	95-63-6	0.0402	6.3	1.5%	0.0018	3.3
Ethylbenzene	100-41-4	0.0799	12.5	2.9%	0.0037	6.6
Propylbenzene, N-	103-65-1	0.201	3.1	7.0%	0.0086	15.5
Methyl Isobutyl Ketone	108-10-1	0.0928	14.5	3.4%	0.0042	7.6
Methoxypropylacetate	108-65-6	0.1403	21.9	5.2%	0.0064	11.5
Trimethylbenzene, 1,3,5-	108-67-8	0.009	1.5	0.4%	0.0004	0.8
Methylcyclohexane	108-87-2	0.0152	2.379	0.6%	0.0007	1.3
Toluene	108-88-3	0.586	91.4	21.6%	0.0268	48.2
Butoxyethyl Acetate	112-07-2	0.0172	2.7	0.6%	0.0008	1.4
N-Butyl Acetate	123-86-4	0.6357	99.2	23.4%	0.0291	52.3
Heptane, N-	142-82-5	0.0201	3.1	0.7%	0.0009	1.7
Xylenes	1330-20-7	0.3082	48.1	11.4%	0.0141	25.4
Ligroine	8032-32-4	0.155	24.3	5.7%	0.0071	12.8
Solvent Naphtha Aliphatic	64742-89-8	0.0156	2.4	0.6%	0.0007	1.3
Solvent Naphtha Light	64742-95-6	0.0804	12.5	3.0%	0.0037	6.6

Notes:

1. Chemical emission rates of the New Honeywell Auto specified in the facility's DEP permit PW003321.
2. H&J Auto Body & Repair's total VOC emission is specified in the DEP permit PB080203. The percent weight of each chemical is derived from the New Honeywell Auto specified in the facility's DEP permit PW003321, yielding a total VOC emission greater than 100 percent.

Table F-5: Particulate Emissions

Facility	DEP Permit ID	Particulate (PM)			Activity Rate	
		(lb/hr)	(lb/day)	(lb/yr)	(hr/day)	(day/yr)
New Honeywell Auto	PW003321	0.063	0.063	12.608	1	260
H&J Auto Body & Repair	PB080203	0.013	0.104	23.4	8	250

Particulate emissions shown in **Table F-5** comprise PM, PM_{10}, and $PM_{2.5}$ combined. A particle size distribution of 28.6% and 46.7% for $PM_{2.5}$ and PM_{10} published in the EPA AP-42 Manual[7] for automobile and light-duty truck surface coating operations, respectively, was applied in the analysis. The facilities' daily activity rates were used to calculate the 24-hour average emission. **Table F-6** shows the short-term and annual PM_{10} and $PM_{2.5}$ emissions associated with the spray-painting operations.

Table F-6: $PM_{2.5}$ and PM_{10} Emissions – Spray-Painting at the Auto Body Repair Facilities

Pollutant	Percent Weight	New Honeywell Auto		H&J Auto Body & Repair	
		(lb/day)	(lb/yr)	(lb/day)	(lb/yr)
$PM_{2.5}$	28.6 %	0.018	3.6	0.030	6.7
PM_{10}	46.7%	0.029	5.9	0.049	10.9

NYC Professional Millwork and GS Projects

NYC Professional Millwork, a custom millwork facility, and GS Projects, a furniture manufacturer specializing in storage and wardrobe solutions, are located at 149 29th Street (Block 664, Lot 42). No DEP or NYSDEC air emission permits or registrations were found on file for these businesses. However, emissions associated with woodworking processing, including spray painting, are likely.

Emission from the operation of woodworking equipment was derived from the DEP permit PB033815 registered to Two Seven, Inc., a large woodworking facility at 221 McKibbin Street, Brooklyn. While the DEP permit PB033815 lists a filter with 99% control measure efficiency, the analysis assumed that an 80% filter control measure is in use, as it is likely that a woodworking facility will use some measure to protect workers. Similar to the activity rate specified in the DEP permit PB033815, each facility's woodworking equipment processing was assumed to occur during 8 hours per day and 250 days per year activity. **H-7** shows each facility's woodworking equipment emissions.

For the spray-painting emissions, each woodworking facility was assumed to have a coating compound consumption rate of 0.5 gallons per hour during 4 hours per day activity, based on DCP guidance on similar types of facilities operating with no DEP permit. A 200-day-per-year activity was assumed for the annual basis emission. Particulate and VOC short-term emissions were calculated using the DEP Emission Worksheet calculation. Using the DEP Emission Worksheet calculation, the coating compound consumption rate (in gallons) is multiplied by a weight fraction factor of 0.65, yielding uncontrolled particulate emission in pounds. For VOC emission, the coating compound consumption rate is multiplied by a weight fraction factor of 6.20, yielding total VOC emission in pounds. Using the DEP Emission Worksheet is based on DCP guidance on similar projects under CEQR. The methodology above was used to calculate the particulate and VOC annual emissions. **Table F-7** shows the emissions of each woodworking facility associated with their spray-painting activity.

[7] EPA. "APPENDIX B.1, Particle Size Distribution Data and Sized Emission Factors for Selected Sources." *AP-42: Compilation of Air Emissions Factors from Stationary Sources*, EPA, B.1-12.

Table F-7: NYC Professional Millwork and GS Projects Contaminants Emission Rates by Group

Facility and Processing Activity		Particulate		VOC		Activity	
		(lb/hr)	(lb/yr)	(lb/hr)	(lb/yr)	(hr/day)	(day/yr)
NYC Professional Millwork	Woodworking	0.02	40	---	---	8	250
	Spray Painting	0.325	260	3.1	2,480	4	200
GS Projects	Woodworking	0.02	40	---	---	8	250
	Spray Painting	0.325	260	3.1	2,480	4	200

Note:
1. Short-term activity rate based on DCP guidance on similar types of analysis under CEQR.
2. Spray-painting emission calculated using DCP guidance on similar types of analysis under CEQR.
3. Particulate emission is predicted by multiplying the coating compound consumption rate (gallons) by a weight fraction factor of 0.65. VOC emission is predicted by multiplying the coating compound consumption rate (gallons) by a weight fraction factor of 6.20.

Particulate emissions shown in **Table F-7** comprise PM, PM_{10}, and $PM_{2.5}$ combined. For the woodworking emission, a particle size distribution of 14.3% and 32.1% for $PM_{2.5}$ and PM_{10}, respectively, was used based on factors in the EPA AP-42 Manual.[8] For the spray-painting, a particle size distribution of 28.6% and 46.7% for $PM_{2.5}$ and PM_{10}, respectively, was applied based on factors in the EPA AP-42 Manual.[7] The daily activity rates were used to derive the 24-hour average emissions. **Table F-8** shows the NYC Professional Millwork and GS Projects' short-term and annual PM_{10} and $PM_{2.5}$ emissions.

Table F-8: NYC Professional Millwork and GS Projects $PM_{2.5}$ and PM_{10} Emissions

Pollutant	Processing Activity	Percent Weight	NYC Professional Millwork		GS Projects	
			(lb/day)	(lb/yr)	(lb/day)	(lb/yr)
$PM_{2.5}$	Woodworking	14.3 %	0.023	5.7	0.023	5.7
PM_{10}		32.1%	0.051	12.8	0.051	12.8
$PM_{2.5}$	Spray Painting	28.6 %	0.372	74.4	0.372	74.4
PM_{10}		46.7%	0.607	121.4	0.607	121.4

The chemicals by percent rate that make up the VOC group were derived from the DEP permit PB026315, registered to Two Seven, Inc., a large woodworking facility at 221 McKibbin Street, Brooklyn. This DFP permit (PB026315) includes nine different coating compounds and, therefore, is used in the analysis. **Table F-9** shows the NYC Professional Millwork and GS Projects' short-term and annual VOC chemicals emissions.

[8] EPA. "APPENDIX B.1, Particle Size Distribution Data and Sized Emission Factors for Selected Sources." *AP-42: Compilation of Air Emissions Factors from Stationary Sources*, EPA, B.1-48.

Table F-9: NYC Professional Millwork and GS Projects Noncriteria Pollutant Emissions

Chemical	CAS No.	Percent Weight	NYC Professional Millwork		GS Projects	
			(lb/hr)	(lb/yr)	(lb/hr)	(lb/hr)
Methanol	67-56-1	0.1%	0.0033	2.6	0.0033	2.6
Methyl Ethyl Ketone	78-93-3	7.9%	0.2447	195.8	0.2447	195.8
Ethylbenzene	100-41-4	12.8%	0.3969	317.5	0.3969	317.5
Methoxypropylacetate	108-65-6	5.5%	0.1700	136.0	0.1700	136.0
Toluene	108-88-3	5.5%	0.1712	136.9	0.1712	136.9
Isobutyl Acetate	110-19-0	13.3%	0.4115	329.2	0.4115	329.2
Diacetone Alcohol	123-42-2	1.5%	0.0477	38.2	0.0477	38.2
N-Butyl Acetate	123-86-4	5.4%	0.1680	134.4	0.1680	134.4
Toulene-2,4-Diisocyanate	584-84-9	0.03%	0.0008	0.7	0.0008	0.7
Xylenes	1330-20-7	54.4%	1.6873	1349.8	1.6873	1349.8

Art to Frames

Art to Frames, a custom picture frame and home décor manufacturer, is located at 770 Fifth Avenue (Block 661, Lot 41). The facility has an expired DEP permit, PA046886, registered to Yale Picture Frame Corp. While Yale Picture Frame Corp. is an inactive corporation, the Art to Frames is possibly a similar type of operation. The DEP permit PA046886 is for woodworking. However, pollutant emission rates were not included in the electronic scans provided by DEP in response to the FOI application. As such, emissions specified in the Pranayama Art, Inc. DEP permits PB008611 for woodworking equipment and PB005111 for a spray booth were used to derive the Art to Frames emissions. As a conservative measure, the particulate emissions specified in the DEP permits PB008611 and PB005111 were adjusted to a conservative filter control measure efficiency of 80% and 250 days per year activity for the spray-painting operation. **Table F-10** shows the Art to Frames facility particulate emissions.

Table F-10: Art to Frames Particulate Emissions

Processing	Particulate (PM)		Activity Rate	
	(lb/hr)	(lb/yr)	(hr/day)	(day/yr)
Woodworking	0.20	40.0	8	250
Spray painting	0.08	128	8	200

Particulate emissions shown in **Table F-10** comprise PM, PM_{10}, and $PM_{2.5}$ combined. For the woodworking emission, a particle size distribution of 14.3% and 32.1% for $PM_{2.5}$ and PM_{10}, respectively, was used based on factors in the EPA AP-42 Manual.[8] For the spray painting, a particle size distribution of 28.6% and 46.7% for $PM_{2.5}$ and PM_{10}, respectively, was applied based on factors in the EPA AP-42 Manual.[7] The daily activity rates were used to derive the 24-hour average emissions. **Table F-11** shows the Art to Frames' short-term and annual PM_{10} and $PM_{2.5}$ emissions.

Table F-11: Art to Frames $PM_{2.5}$ and PM_{10} Emissions

Pollutant	Processing Activity	Percent Weight	Emission Rate	
			(lb/day)	(lb/yr)
$PM_{2.5}$	Woodworking	14.3 %	0.229	5.72
PM_{10}		32.1%	0.514	12.8
$PM_{2.5}$	Spray Painting	28.6 %	0.183	36.6
PM_{10}		46.7%	0.299	59.8

Table F-12 shows the Art to Frames' short-term and annual VOC chemical emissions.

Table F-12: Art to Frames Noncriteria Pollutant Emissions

Chemical	CAS No.	Emission Rate	
		(lb/hr)	(lb/yr)
Methyl Ethyl Ketone	78-93-3	0.590	944
Methyl Isobutyl Ketone	108-10-1	0.640	1,024
Butoxyethanol, 2-	111-76-2	0.090	144
N-Butyl Acetate	123-86-4	0.270	432
Xylenes	1330-20-5	0.220	352

Staplex Corp.

Staplex Corp., a staple manufacturer, is located at 212 28th Street (Block 665, Lot 31). While the facility has no DEP or NYSDEC air emission permits or registrations, emission due to metal processing is possible. Therefore, the facility was included in the air toxics analysis. Emissions from the Staplex Corp. facility were based on the DEP permit PA065183 for metal stamping and PA065382 for metal grinding registered to Interplex NAS, Inc. The DEP permits PA065183 and PA065382 registered to Interplex NAS, Inc. were associated with a large (45,996-gsf) facility at 120-12 28th Avenue (Block 4317, Lot 41) in Queens, where the metal grinding equipment included sixteen surface grinders. As such, emissions specified in these DEP permits (PA065183 and PA065382) were assumed to be reasonable for the Staplex Corp. facility. **Table F-13** shows the Staplex Corp. facility emissions.

Table F-13: Staplex Corp. Emissions

Processing	Contaminant		Particulate (PM)		Activity Rate	
	Name	ID	(lb/hr)	(lb/yr)	(hr/day)	(day/yr)
Metal stamping	Oil mist	NY090-00-0	0.025	5	1	200
Metal grinding	Steel grit	NY075-00-0	0.002	2.4	6	200

The emission of oil mist (New York identification number NY090-00-0) was analyzed as $PM_{2.5}$. Steel grit, which is particulate, comprises PM, PM_{10}, and $PM_{2.5}$ combined. A particle size distribution of 30.0% and 85.0% for $PM_{2.5}$ and PM_{10}, respectively, was used based on factors in the EPA AP-42 Manual for mechanically generated processes, including grinding.[9] The daily activity rates were used to derive the 24-hour average emissions. **Table F-14** shows the Staplex Corp.'s short-term and annual PM_{10} and $PM_{2.5}$ emissions.

[9] EPA. "APPENDIX B.2, Generalized Particle Size Distributions." *AP-42: Compilation of Air Emissions Factors from Stationary Sources*, EPA, B.2-14.

Table F-14: Staplex Corp. $PM_{2.5}$ and PM_{10} Emissions

Pollutant	Processing Activity	Percent Weight	Emission Rate	
			(lb/day)	(lb/yr)
$PM_{2.5}$	Metal Stamping	100%	0.025	5.0
$PM_{2.5}$	Metal Grinding	30%	0.004	0.72
PM_{10}		85%	0.010	2.04

Excellent Poly, Inc.

DEP processing permit PA048194 (expiration date 12/8/2024) was issued to Excellent Poly, Inc. at 820 Fourth Avenue (Block 664, Lot 29). This permit was issued for manufacturing plastic (Polyethylene) bags using plastic heat-sealing machines. **Table F-15** shows the Excellent Poly, Inc. facility emissions.

Table F-15: Excellent Poly, Inc. Emissions

Contaminant		Emission Rate	
Name	ID	(lb/hr)	(lb/yr)
Hydrocarbon	68527-16-2	0.01	1.6

Aladdin Bakers

Aladdin Bakers is an active bakery located on Lots 22, 25, 27, 36, 39, 42, and 46 on Block 655. There are 10 active DEP processing permits (PB517303, PB030010, PB018010, PB067801, PB030110, PB017910, PB022512, PB517203, PB517503, PB517603) issued to Aladdin Bakers (two [2] other permits expired and not included in the analysis). While all the DEP processing permits are for small stationary combustion installations (small combustion installations are exempt), ethanol emission from baking bread is likely. The DEP permit did not include information that could be used to estimate the VOC emissions from yeast-raised bread baking point sources. As such, a maximum emission of 25,000 pounds per year was applied in the analysis. According to 6 CRR-NY 201-2.1(21)(iv)(b), in the New York City metropolitan area, a major source has the potential to emit 25 tons per year ("tpy") or more of nitrogen oxides (NOx) or VOC. To avoid the control requirements of a New York State regulation for minor facility registration according to 6 CRR-NY 201-4.5, VOC actual emissions must be less than 50% of the major source threshold. The Aladdin Bakers facility does not have a New York State AFR certificate, nor is the facility a "major" or "large" source. As such, the maximum allowable VOC emission is 25,000 pounds per year.

According to the background document in the EPA AP-42 manual *Chapter 9: Food and Agricultural Industries*, Section *9.9.6 Bread Baking*, the primary emission source at a bakery is the oven as ethanol, produced by yeast metabolism, is not emitted in appreciable amounts until the dough is exposed to high temperatures in the oven.[10] As such, the natural gas consumption rate specified in the 10 DEP permits listed above was used to derive the average short-term ethanol emission. The ovens' annual natural gas consumption is 5,3097,400 cubic feet, and the maximum 1-hour consumption is 10,362 cubic feet per hour. **Table F-16** shows the potential emissions of the Aladdin Bakers facility.

[10] EPA. "1.2 Overview of The Bakery Industry." *Alternative Control Technology Doc for Bakery Oven Emissions,* EPA-453/R-92-017.

Table F-16: Aladdin Bakers Emissions

Contaminant		Emission Rate	
Name	CAS No.	(lb/hr)	(lb/yr)
Ethanol	64-17-5	4.88	25,000

Lestis Desserts

Lestis Desserts, an active bakery, is located at 180 27th Street (Block 660, Lot 30). No DEP or NYSDEC air emission permits or registrations were found on file for this business. While the business website suggests that a fair amount or most baking goods produced at the facility are desserts[3] (no yeast), ethanol emission from yeast metabolism during bread baking is likely. Ethanol emission specified in the DEP permit PB082401 registered to David's Bread, Inc. was applied for the Lestis Desserts facility. The DEP permit PB082401 also lists emissions from the combustion of natural gas in the oven, but Lestis Desserts likely operates a small combustion installation, which is exempt. **Table F-17** shows the Lestis Desserts facility's potential emissions.

Table F-17: Lestis Desserts Emissions

Contaminant		Emission Rate	
Name	CAS No.	(lb/hr)	(lb/yr)
Ethanol	64-17-5	0.72	1555

Dispersion Analysis

The 2025 *CEQR Technical Manual* Industrial Source Screen methodology was used to predict pollutant concentrations. The 2025 *CEQR Technical Manual* Industrial Source Screen methodology can be used to predict a pollutant concentration emitted from a single source at various distances (from 30 to 400 feet). A distance less than or equal to the actual distance between each source and the Project Area was applied in the screening analysis. **Table 4-1** in **Appendix 4 "Air Quality"** provides the noncriteria pollutants' 1-hour dispersion analysis results by emission source. **Table 4-2** in **Appendix 4 "Air Quality"** shows the noncriteria pollutants' annual dispersion analysis results by emission source. **Table F-18** provides the cumulative VOC air dispersion analysis results.

Table F-18: Noncriteria Pollutants Dispersion Analysis Results

Contaminant Name	CAS No.	1-Hour (ug/m3)	SGC (ug/m3)	Annual (ug/m3)	AGC (ug/m3)
Ethanol	64-17-5	1024.8	---	26.1	45000.0
Methanol	67-56-1	30.3	33000	0.041	4000.0
Acetone	67-64-1	19.4	180000	0.023	30000.0
Butanol-1	71-63-3	6.9	---	0.0082	---
Methyl Ethyl Ketone	78-93-3	338.9	13000	2.4	5000.0
Trimethylbenzene, 1,2,4-	95-63-6	7.6	---	0.0090	60.0
Ethylbenzene	100-41-4	189.6	---	0.86	1000.0
Propylbenzene, N-	103-65-1	37.8	54000	0.014	1000.0
Methyl Isobutyl Ketone	108-10-1	227.3	31000	2.1	3000.0

Methoxypropylacetate	108-65-6	101.2	36850	0.39	2000.0
Trimethylbenzene, 1,3,5-	108-67-8	1.7	---	0.0022	60.0
Methylcyclohexane	108-87-2	2.9	---	0.0034	3800.0
Toluene	108-88-3	185.8	37000	0.50	5000.0
Isobutyl Acetate	110-19-0	180.9	71300	0.88	565.0
Butoxyethanol, 2-	111-76-2	29.5	4700	0.29	1600.0
Butoxyethyl Acetate	112-07-2	3.2	---	0.0039	310.0
Diacetone Alcohol	123-42-2	21.0	---	0.10	570.0
N-Butyl Acetate	123-86-4	282.2	71300	1.4	565.0
Heptane. N-	142-82-5	3.8	210000	0.0045	3900.0
Toulene-2,4-Diisocyanate	584-84-9	0.4	2	0.0017	0.1
Xylenes	1330-20-7	872.2	22000	4.4	100.0
Ligroine	8032-32-4	29.2	---	0.035	900.0
Solvent Naphtha Aliphatic	64742-89-8	2.9	---	0.0035	3200.0
Solvent Naphtha Light	64742-95-6	15.2	---	0.018	100.0
Hydrocarbon	68527-16-2	9.9	---	0.0087	---

As shown in **Table F-18**, the noncriteria pollutant concentrations are within the SGC/AGC standard. In addition, the carcinogen pollutants inhalation risk is 0.07 (less than 1), and the Hazardous Index is 0.006 (less than 1) for the non-carcinogenic pollutants.

Particulate (PM_{10} and $PM_{2.5}$) concentrations were evaluated with the NAAQS. **Table F-19** shows the criteria pollutants dispersion analysis results. As shown in **Table F-19**, $PM_{2.5}$ and PM_{10} concentrations are within the NAAQS.

Table F-19: Criteria Pollutants Dispersion Analysis Results

Criteria Pollutant				
Emission Source		**Conc. (ug/m^3)**		
Facility	**Processing**	**24-Hour $PM_{2.5}$**	**Annual $PM_{2.5}$**	**24-Hour PM_{10}**
New Honeywell Auto	Spray booth	0.0549	0.0039	0.0897
H&J Repair & Auto Body	Spray booth	0.0569	0.0045	0.0929
Art to Frame	Woodworking	1.2780	0.0114	2.8688
	Spray booth	1.0224	0.0727	1.6694
NYC Professional Millwork	Woodworking	0.0697	0.0062	0.1565
	Spray booth	1.1331	0.0803	1.8502
GS Projects	Woodworking	0.1015	0.0091	0.2278
	Spray booth	1.6489	0.1178	2.6924
Evro Aluminum	Welding	0.1421	0.0127	
Paul Signs	Welding	0.6487	0.0581	
Wide Flange	Welding	0.1060	0.0094	
Staplex Corp.	Metal stamping	0.0762	0.0054	
	Metal Grinding	0.0110	0.0008	0.0311

Total	6.35	0.39	9.68
Background Conc.	18.7	7.6	24
W. Action Ambient Conc.	25.0	8.0	33.7
NAAQS	35	9	150

Contaminant (criteria and noncriteria pollutants) predicted concentrations at Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 would not exceed the NAAQS or the SGC/AGC standard, and the noncriteria pollutants risk assessment (cancer risk and hazard index) is within the acceptable design values. Therefore, no significant adverse air quality impacts are predicted in the future with the Proposed Actions from manufacturing processing facilities operating within 400 feet of the Project Area.

Attachment G:

Noise

I. INTRODUCTION

This attachment assesses the potential for the Proposed Actions to result in significant adverse noise impacts. As detailed in **Appendix 3 "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum,"** the Reasonable Worst Case Development Scenario ("RWCDS") facilitated by the Proposed Actions would generate approximately 35, 30, 27, and 51 incremental vehicle trips in the weekday AM, midday, and PM peak hours, and Saturday peak hour, respectively. Therefore, operation of the Proposed Project would change traffic patterns and volumes in the general vicinity of the Project Area. As local vehicular traffic is a major source of ambient noise in the area surrounding the Project Area, vehicular traffic generated by the RWCDS facilitated by the Proposed Actions could lead to changes in the ambient noise levels. According to the 2025 *City Environmental Quality Review* ("CEQR") *Technical Manual*, if existing noise passenger car equivalent ("PCE") values are increased by 100 percent or more due to a proposed project (which is equivalent to an increase of 3 dBA or more) a detailed analysis is generally warranted. Conversely, if existing noise PCE values are not increased by 100 percent or more it is likely that a proposed project would not cause a significant adverse vehicular noise impact, and therefore no further vehicular noise analysis is needed.

The noise analysis for the Proposed Actions was carried out in compliance with 2025 *CEQR Technical Manual* guidelines and has two components:

1. A screening analysis to determine whether traffic generated by the Proposed Actions' RWCDS would have the potential to result in significant adverse noise impacts on existing receptors;
2. An analysis to determine the level of building attenuation necessary to ensure that interior noise levels for future development within the Project Area satisfy applicable interior noise criteria. This attachment does not include an analysis of mechanical equipment because such mechanical equipment would be designed to meet all applicable noise regulations and, therefore, would not result in adverse noise impacts.

II. ACOUSTICAL FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels ("SPLs") are measured in units called "decibels" ("dB"). The particular character of the sound that we hear (a whistle compared with a French horn, for example) 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 one 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 discernible 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 G-1**, the threshold of human hearing is defined as 0 dBA; very quiet conditions (as in a library, for example) 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 3 dBA, the change will be readily noticeable.

Table G-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

Note: A change in 3 dBA is a just noticeable change in SPL. A change in 10 dBA is perceived as a doubling or halving of SPL.
Source: Cowan, James P. *Handbook of Environmental Acoustics*, Van Nostrand Reinhold, New York, 1994. Egan, M. David, Architectural Acoustics. McGraw-Hill Book Company, 1988.

Noise Descriptors Used in Impact Assessment

As the SPL unit of dBA describes a noise level at just one moment and very few noises are constant, other ways of describing noise over extended periods have been developed. One way of describing fluctuating sound is to describe the fluctuating noise 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., one hour, denoted by $L_{eq(1)}$, or 24 hours, denoted as $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. The Day-Night Sound Level (L_{dn}) refers to a 24-hour average noise level with a 10 dB penalty applied to the noise levels during the hours between 10 PM and 7 AM, due to increased sensitivity to noise levels during these hours. 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 very 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 ten 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 Proposed Actions, the maximum one-hour equivalent sound level ($L_{eq(1)}$) has been selected as the noise descriptor to be used in this noise impact evaluation. $L_{eq(1)}$ is the noise descriptor recommended for use in the 2025 *CEQR Technical Manual* for vehicular traffic and is used to provide an indication of highest expected sound levels. For dominant traffic noise, the one-hour L_{10} is the noise descriptor used in the 2025 *CEQR Technical Manual* noise exposure guidelines for City environmental impact review classification. As the Proposed Actions do not include federal sources of funding, only the required attenuation levels to meet CEQR noise guidelines are provided in this attachment.

III. APPLICABLE NOISE CODES AND NOISE STANDARDS AND CRITERIA

New York City Noise Code

The New York City Noise Control Code, which was enacted in December 2005 and became effective July 2007, defines "unreasonable and prohibited noise standards and decibel levels" for the City of New York. The Noise Code generally seeks to reduce ambient noise, prohibiting all unreasonable and unnecessary noise and addressing construction hours and activities. It also (1) establishes sound level standards for specific noise sources, such as motor vehicles, air compressors, and construction activities; (2) requires that all exhausts be muffled; and (3) prohibits all unnecessary noise adjacent to schools, hospitals, or courts. It specifies maximum allowable SPLs for designated octave bands emanating from a commercial or business enterprise as measured within a receiving property (such as a mixed-use and residential property). The Noise Code's enforcement is driven by complaints of violations.

New York CEQR Technical Manual Noise Standards

The 2025 *CEQR Technical Manual* sets external noise exposure standards, which are shown in **Table G-2** below. Noise exposure is classified into four categories based on the L_{10} or L_{dn}: Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable. The 2025 *CEQR Technical Manual* Noise Exposure Guidelines shown in **Table G-2** are guidelines, not a law. However, City reviewing agencies use the guidelines in determining potential impacts when a project comes under their review.

Table G-2: Noise Exposure Guidelines for Use in City Environmental Impact Review[1]

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

Source: New York City Department of Environmental Protection ("DEP"); adopted policy 1983.

Notes:

(i) In addition, any new activity shall comply with the Impact Thresholds detailed in Section 410 of Chapter 19, "Noise," of the 2025 *CEQR Technical Manual*.

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. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.
3. One may use the Federal Aviation Administration- ("FAA-") approved DNL contours supplied by the Port Authority of New York and New Jersey ("PANYNJ"), or the noise contours may be computed from the federally approved Aviation Environmental Design Tool ("AEDT") Computer Model using flight data supplied by the PANYNJ.
4. External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave bands).

The 2025 *CEQR Technical Manual* also defines attenuation requirements for buildings based on exterior noise levels (refer to **Table G-3**). For dominant traffic noise, recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for residential, hotel, or community facility uses and interior noise levels of 50 dBA or lower for commercial office uses and are determined based on exterior $L_{10(1)}$ noise levels.

Table G-3: Required Attenuation Values to Achieve Acceptable Interior Noise Level

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

Source: DEP; 2025 *CEQR Technical Manual*, Table 19-3.

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 dB(A) 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_{huild} 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)

IV. METHODOLOGY

Noise Prediction Methodology

Future No-Action and With-Action noise levels were calculated using a proportional modeling technique, which is used as a screening tool to estimate changes in noise levels. The proportional modeling technique is an analysis methodology recommended for analysis purposes in the 2025 *CEQR Technical Manual*.

Using the proportional modeling technique, the prediction of future noise levels where traffic is the dominant noise source is based on a calculation using measured existing noise levels and predicted changes in traffic volumes to determine noise levels in the future without the Proposed Actions (the No-Action condition) and with the Proposed Actions (the With-Action condition). Vehicular traffic volumes are converted into noise PCE values, for which one medium-duty truck (cargo vehicles with two axles and six tires) is assumed to generate the noise equivalent of 13 cars, one heavy-duty truck (cargo vehicles with three or more axles) is assumed to generate the noise equivalent of 47 cars, and one bus (vehicles having two or three axles and designed to carry more than nine passengers) is assumed to generate the noise equivalent of 18 cars. Future noise levels are calculated using the following equation:

F NL - E NL = 10 * log10 (F PCE / E PCE)

where:

F NL = Future Noise Level
E NL = Existing Noise Level
F PCE = Future PCEs
E PCE = Existing PCEs

Sound levels are measured in decibels and, therefore, increase logarithmically with sound source strength. In this case, the sound source is traffic volumes measured in PCEs. For example, assume that traffic is the dominant noise source at a particular location. If the existing traffic volume on a street is 100 PCEs and if the future traffic volume were increased by 50 PCEs (to a total of 150 PCEs), the noise level would increase

by 1.8 dBA. Similarly, if the future traffic were increased by 100 PCEs, or doubled to a total of 200 PCEs, the noise level would increase by 3 dBA.

For the purpose of this analysis, during the noise recording, vehicles were counted and classified. To calculate the 2031 No-Action PCE values, annual background growth rates of 0.5 percent (for 2023 to 2028) and 0.25 percent (for 2028 to 2031)[1] were applied to the counted PCE values. In order to obtain the necessary 2031 With-Action PCE values to calculate the With-Action noise levels, the With-Action condition's estimated travel demand presented in **Appendix 3, "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum,"** were converted into PCE values and added to the calculated No-Action PCE values.

Building Attenuation Analysis Procedure

In general, the following procedure was used in performing the 2025 *CEQR Technical Manual* building attenuation analysis:

- Noise receptor locations that have the greatest potential for being adversely affected by project-generated noise in the 2031 build year and the location of dominant sources of ambient noise were identified;
- Noise receptor locations were selected based on the following criteria: (1) locations where the highest noise levels are likely to occur based upon the consideration of existing land use patterns (e.g., locations near major commercial roadways, industrial uses, or stationary sources, etc.); and (2) along the future street frontages of the Project Area;
- Existing noise levels were determined through field measurements of ambient noise adjacent to the Project Area;
- Future (2031) noise levels without the Proposed Actions were predicted using the PCE-based proportionality equation (per 2025 *CEQR Technical Manual* guidelines) for all locations where traffic is the dominant source of noise and were based on background growth for the 2031 build year;
- Future (2031) noise levels with the Proposed Actions were predicted using the PCE-based proportionality equation (per 2025 *CEQR Technical Manual* guidelines) based on the With-Action condition's estimated travel demand presented in **Appendix 3, "Transportation Planning Factors and Travel Demand Forecast Technical Memorandum;"**
- Future (2031) noise levels with the Proposed Actions were compared with future noise levels without the Proposed Actions to determine, by applying 2025 *CEQR Technical Manual* impact criteria, whether the Proposed Actions would have the potential to result in a significant adverse impact;
- Noise levels were determined for exterior building façades at the Project Area; and
- In compliance with CEQR requirements to determine an acceptable interior space noise environment, façade-based composite window/wall attenuation specifications for the Project Area were estimated based on future projected maximum exterior noise exposure at the Project Area; CEQR requirements are based on the maximum L_{10} values for dominant traffic noise condition.

[1] Calculation according to Table 16-4 in the 2025 *CEQR Technical Manual.*

Impact Significance Criteria

According to 2025 *CEQR Technical Manual*, for the purposes of determining a significant impact during daytime hours, it is reasonable to consider a L_{eq} noise level of 65 dBA as an absolute noise level that should not be significantly exceeded. Therefore, a significant noise impact would occur at a noise receptor (i.e., residences, play areas, parks, schools, libraries, and houses of worship) during daytime hours under the following circumstances:

- A noise increase of 3 dBA or greater is predicted in the With-Action condition, when the future noise level in the No-Action condition is 62 dBA or greater; or
- When the No-Action noise level is below 62 dBA, a predicted With-Action noise increase that exceeds the difference between 65 dBA and the No-Action noise level. For example, if the No-Action noise level is 61 dBA, then the maximum noise increment with the Proposed Actions would be 4 dBA, since an increase higher than 4 dBA would result in a noise level that exceeds the 65 dBA L_{eq} significant impact threshold.
- Additionally, an increase of With-Action noise levels by 5 dBA over a No-Action noise level that is at or below 60 dBA would be considered significant.

V. EXISTING NOISE LEVELS

According to the established RWCDS for the Proposed Actions, two projected development sites and one potential development site have been identified within the Project Area.

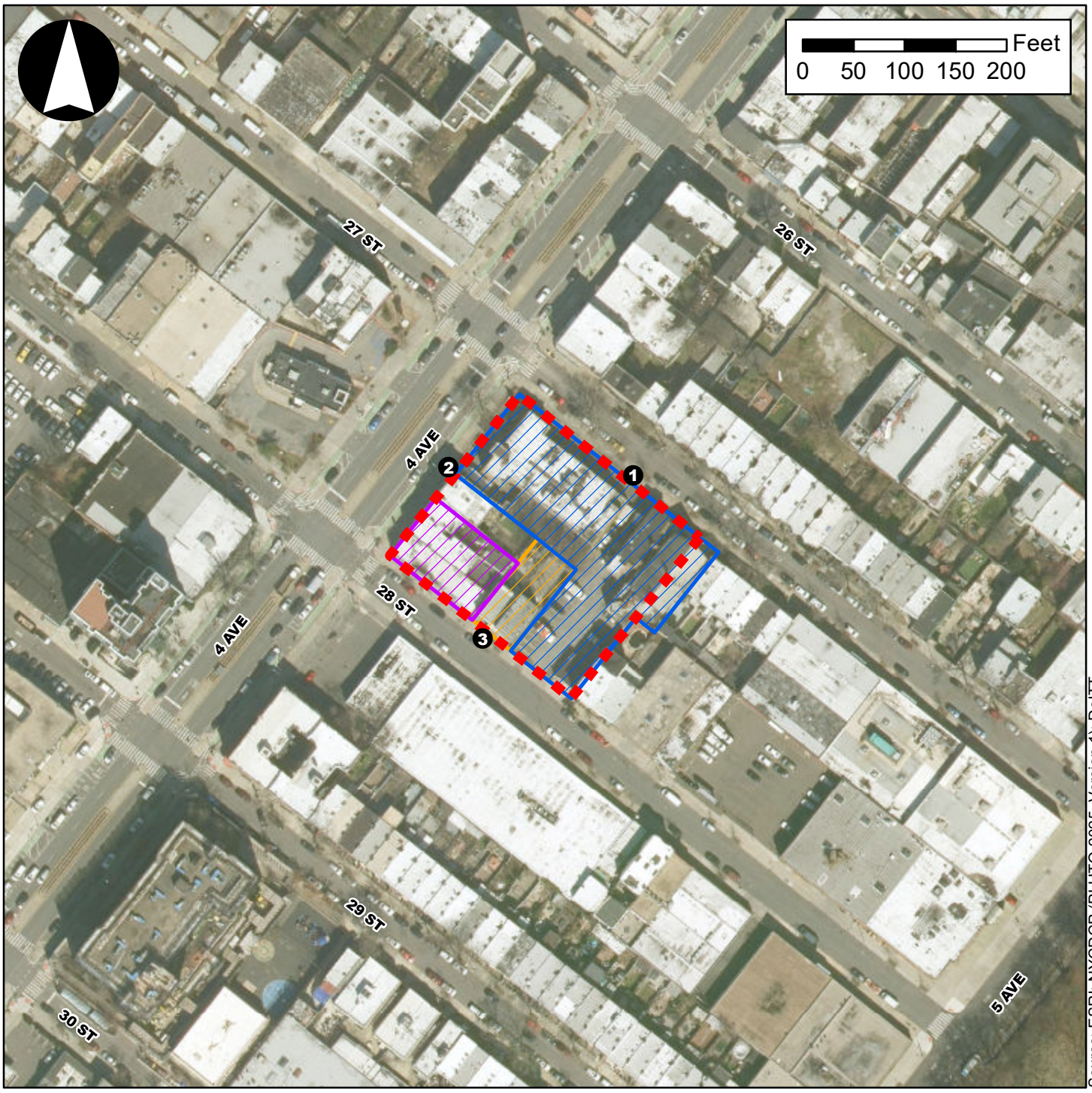
Projected Development Site 1 measures approximately 32,524-sf and contains a total of approximately 100 feet of frontage on the east side of Fourth Avenue, approximately 75 feet of frontage on the south side of 27th Street, and approximately 250 feet of frontage on the north side of 28th Street. Projected Development Site 1 is occupied by the Saint Rocco's Roman Catholic Church campus, which is currently vacant. Projected Development Site 2 contains a total of approximately 70 feet of frontage on the east side of Fourth Avenue and approximately 100 feet of frontage on the north side of 28th Street. Projected Development Site 2 is occupied by three low-rise buildings. Potential Development Site 1 contains a total of approximately 50 feet of frontage on the north side of 28th Street. Potential Development Site 1 is occupied by two low-rise buildings.

Noise Monitoring Locations

As traffic is the dominant source of noise in the vicinity of the Project Area, the receptor locations were selected based upon the assumption that the future development within the Project Area would be built to their respective lot lines. As such, existing noise levels at the Project Area were measured at three locations adjacent to the Project Area. These locations are shown in **Figure G-1** and described below:

- Receptor Location 1 – Future northern frontage of Projected Development Site 1; approximately 113 feet east of Fourth Avenue;
- Receptor Location 2 – Future western frontages of Projected Development Site 1 and Projected Development Site 2; approximately 100 feet south of 27th Street and approximately 100 feet north of 28th Street; and

Figure G-1
Receptor Locations



Source: ESRI; NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- ❶ Receptor Locations

- Receptor Location 3 – Future southern frontage of Projected Development Site 1 and Potential Development Site 1; approximately 113 feet east of Fourth Avenue.

At the three receptor locations, 20-minute spot measurements were performed during the weekday AM (8:00 – 9:00 AM) peak period, midday (12:00 – 1:00 PM) peak period, and PM (5:00 – 6:00 PM) peak period. The noise monitoring occurred on Tuesday, December 5, 2023. During the three measurements periods, the weather was primarily mostly sunny to cloudy and in the high-30s to low-40s°F on December 5, with a wind speed average of six miles per hour. Additionally, vehicle classification counts were conducted during the 20-minute spot measurements, which were used in the proportional modeling analysis.

Equipment Used During Noise Monitoring

Measurements were performed using Brüel & Kjær Sound Level Meters ("SLM") Type 2250 and 2260, Brüel & Kjær ½-inch microphones Type 4189, and Brüel & Kjær Sound Level Calibrators Type 4231. The Brüel & Kjær SLMs are Type 1 instruments according to ANSI Standard S1.4- 1983 (R2006). The SLMs had a laboratory calibration date within one year of the time of use. For the three receptor locations, the microphones were mounted at a height of approximately five feet above the ground surface on a tripod and approximately six feet or more away from any large sound-reflecting surface to avoid major interference with sound propagation. The SLMs were calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements at each location were made on the A-scale (i.e., dBA). The data were digitally recorded by the SLMs and displayed at the end of the measurement period in units of dBA. Measured quantities included the L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values, as well as ⅓-octave bands. 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.

Existing Noise Levels at Receptor Locations

Measured Noise Levels

Noise monitoring results for Receptor Locations 1, 2, and 3 are summarized in **Table G-4**. Traffic was the dominant noise source and the values shown reflect the level of vehicular activity on roadways adjacent to the Project Area. Vehicular traffic volumes were counted during the noise recordings for each peak period and converted into hourly PCE values.

As shown in **Table G-4**, the results of the noise monitoring indicated that noise levels are generally highest during the weekday PM peak period. The highest L_{10} noise levels were observed at Receptor Location 2, measuring 73.34 dBA in the weekday AM peak period. Existing L_{10} noise levels at Receptor Location 2 ranged from 69.51 dBA to 73.34 dBA, placing it in the "Marginally Unacceptable (II)" CEQR Noise Exposure category. Existing L_{10} noise levels at Receptor Location 1 ranged from 61.72 dBA to 66.31 dBA, placing it in the "Marginally Acceptable" CEQR Noise Exposure category, while existing L_{10} noise levels at Receptor Location 3 ranged from 63.82 dBA to 71.64 dBA, placing it in the "Marginally Unacceptable (I)" CEQR Noise Exposure category.

Table G-4: Existing Noise Levels (dBA)

Receptor[1]	Measurement Location	Time[2]	L_{eq}	L_1	L_{10}[3]	L_{50}	L_{90}	CEQR Noise Exposure Category
1	27th Street	AM	64.93	78.16	**66.31**	58.83	56.36	Marginally Acceptable
		MD	59.77	69.49	61.72	57.36	55.57	
		PM	59.46	67.55	62.61	57.38	53.51	
2	Fourth Avenue	AM	72.13	85.09	**73.34**	66.84	59.62	Marginally Unacceptable (II)
		MD	66.90	76.58	69.51	63.87	60.46	
		PM	67.11	75.62	70.63	64.39	57.74	
3	28th Street	AM	68.41	79.02	**71.64**	62.77	58.14	Marginally Unacceptable (I)
		MD	66.84	76.06	69.20	65.76	58.57	
		PM	62.48	74.28	63.82	57.39	54.31	

Notes: Field measurements were performed on Tuesday, December 5, 2023.
[1] Receptor locations are shown in **Figure G-1**.
[2] AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.
[3] The highest measured noise level at each receptor is indicated in **bold**.

VI. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Mobile Source Noise Screening Analysis

In the future without the Proposed Actions, the Project Area's existing M1-1D zoning district would remain. Under the No-Action condition, Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1 would not be developed as-of-right and the existing conditions are anticipated to remain.

Using the noise prediction methodology described in Section IV above, future noise levels in the No-Action condition were calculated for the three analysis periods for the 2031 build year. **Table G-5** shows the measured existing noise levels and calculated future No-Action condition noise levels at Receptor Locations 1, 2, and 3.

Comparing future No-Action noise levels with existing noise levels, the increases in L_{eq} noise levels at Receptor Locations 1, 2, and 3 would range from 0.22 dBA to 3.63 dBA for all analysis periods. The projected No-Action L_{10} noise levels at Receptor Location 1 would range from 63.86 dBA to 67.91 dBA and would remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under existing conditions. The projected L_{10} noise levels at Receptor Location 2 would range from 69.73 dBA to 73.56 dBA and would remain in the "Marginally Unacceptable (II)" CEQR Noise Exposure category, as under existing conditions. The projected L_{10} noise levels at Receptor Location 3 would range from 65.15 dBA to 72.66 dBA and would remain in the "Marginally Unacceptable (I)" CEQR Noise Exposure category, as under existing conditions.

Table G-5: 2031 No-Action Condition Noise Levels and PCE Values (dBA)

Noise Receptor Location[1]	Time[2]	Existing PCEs	No-Action PCEs	Existing L_{eq}	No-Action L_{eq}	Change in L_{eq}[3]	No-Action L_{10}[4]	CEQR Noise Exposure Category
1	AM	192	277	64.93	66.53	1.60	**67.91**	Marginally Acceptable
	MD	132	216	59.77	61.91	2.14	63.86	
	PM	63	145	59.46	63.09	3.63	66.24	
2	AM	2,889	3,043	72.13	72.35	0.22	**73.56**	Marginally Unacceptable (II)
	MD	3,057	3,215	66.90	67.12	0.22	69.73	
	PM	2,034	2,166	67.11	67.38	0.27	70.90	
3	AM	336	425	68.41	69.43	1.02	**72.66**	Marginally Unacceptable (I)
	MD	120	204	66.84	69.14	2.30	71.50	
	PM	243	330	62.48	63.81	1.33	65.15	

Notes:

[1] Receptor locations are shown in **Figure G-1**.

[2] AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.

[3] Change in L_{eq} = No-Action L_{eq} – Existing L_{eq}.

[4] The highest No-Action noise level at each receptor is indicated in **bold**.

VII. THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

In the future with the Proposed Actions (the With-Action condition), the Proposed Actions would be approved, allowing the Applicant to construct the Proposed Project at Projected Development Site 1. Further, within the Project Area, it is anticipated that Projected Development Site 2 and Potential Development Site 1 could be developed in the future With-Action condition.

Mobile Source Noise Screening Analysis

Using the methodology described in Section IV, future noise levels in the With-Action condition were calculated for the three analysis periods for the 2031 build year, which are presented in **Table G-6**. As presented in the table, after accounting for additional traffic introduced by the Proposed Actions' RWCDS, the maximum projected L_{10} noise level in the With-Action condition would be 73.61 dBA during the weekday AM peak period at Receptor Location 2. Therefore, the highest noise level would remain in the "Marginally Unacceptable (II)" CEQR Noise Exposure category, as under existing and No-Action conditions. The maximum projected noise level in the With-Action condition at Receptor Location 1 would be 68.42 dBA, and thus, would remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under existing and No-Action conditions. The maximum projected noise level in the With-Action condition at Receptor Location 3 would be 73 dBA, and would be in the "Marginally Unacceptable (II)" CEQR Noise Exposure category.

Furthermore, comparing the future With-Action noise levels with No-Action noise levels, increases in L_{eq} noise levels would vary at Receptor Locations 1, 2, and 3, ranging from 0.04 to 0.74 dBA. However, increases of these magnitudes would not be perceptible as they are less than 3 dBA, and based upon CEQR impact criteria would not be significant. As the noise levels at Receptor Locations 1, 2, and 3 would experience changes less than the CEQR impact thresholds described in Section IV above in all peak periods, the overall changes to noise levels as a result of the Proposed Actions would not result in any significant adverse noise impacts.

Table G-6: 2031 No-Action and With-Action Condition Noise Levels and PCE Values (dBA)

Noise Receptor Location[1]	Time[2]	No-Action PCEs	With-Action PCEs	No-Action L_{eq}	With-Action L_{eq}	Change in L_{eq}[3]	With-Action L_{10}[4]	CEQR Noise Exposure Category
1	AM	277	312	66.53	67.04	0.52	**68.42**	Marginally Acceptable
	MD	216	246	61.91	62.47	0.56	64.42	
	PM	145	172	63.09	63.83	0.74	66.98	
2	AM	3,043	3,078	72.35	72.40	0.05	**73.61**	Marginally Unacceptable (II)
	MD	3,215	3,245	67.12	67.16	0.04	69.77	
	PM	2,166	2,193	67.38	67.44	0.05	70.96	
3	AM	425	460	69.43	69.77	0.34	**73.00**	Marginally Unacceptable (II)
	MD	204	234	69.14	69.73	0.60	72.09	
	PM	330	357	63.81	64.15	0.34	65.49	

Notes:

[1] Receptor locations are shown in **Figure G-1**.

[2] AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.

[3] Change in L_{eq} = With-Action L_{eq} – No-Action L_{eq}.

[4] The highest With-Action noise level at each receptor is indicated in **bold**.

VIII. NOISE ATTENUATION REQUIREMENTS

As shown in **Table G-3**, the 2025 *CEQR Technical Manual* has noise attenuation guidance for buildings based on exterior noise levels. For dominant traffic noise, recommended noise attenuation values for buildings are designed to maintain a maximum interior noise level of 45 dBA or lower for residential, hotel, or community facility uses and interior noise levels of 50 dBA or lower for commercial office uses and are determined based on exterior L_{10} noise levels.

The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Typically, a building façade is composed of the wall, windows, and any vents or louvers for heating, ventilation, and air conditioning ("HVAC") systems in various ratios of area. Window/Wall attenuation can be described in terms of sound transmission class ("STC"), transmission loss ("TL"), and outdoor-indoor transmission class ("OITC"). Although these terms are sometimes used interchangeably, they are unique from each other. Transmission loss refers to how many decibels of sound a façade (wall) or façade accessory (window or door) can stop at a given frequency. The TL for a given construction material varies with the individual frequencies of the noise.

To simplify the noise attenuation properties of a wall, the STC rating was developed. It is a single number that describes the sound isolation performance of a given material for the range of test frequencies between 125 and 4,000 Hz. These frequencies sufficiently cover the range of human speech. Higher STC values reflect greater efficiencies to block airborne sound. The U.S. Department of Housing and Urban Development ("HUD") uses the STC when identifying the required sound attenuation for a façade.

The OITC is similar to the STC, except that it is weighted more towards the lower frequencies associated with aircraft, rail, and truck traffic. The OITC classification is defined by the American Society of Testing and Materials (ASTM E1332-90 [Reapproved 2003]) and provides a single-number rating that is used for designing a building façade including walls, doors, glazing, and combinations thereof. The OITC rating is designed to evaluate building elements by their ability to reduce the overall loudness of ground and air transportation noise. The New York City Department of Environmental Protection ("DEP") uses the OITC when identifying the required sound attenuation for a façade.

For dominant traffic noise, all façades that would experience an L_{10} of 70 dBA or greater must provide an alternate means of ventilation ("AMV") permitting a closed window condition during warm weather. This can be achieved by installing double-glazed windows on a heavy frame for masonry structures or windows consisting of laminated glass, along with AMV such as central air conditioning, through-wall sleeve-fitted air conditioners, packaged terminal air conditioning ("PTAC") units, trickle vents integrated into window frames, or other approved means. Where the required window/wall attenuation is above 40 dBA, special design features may be necessary that go beyond the normal double-glazed window and air conditioning. These may include specially designed windows (e.g., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.) and additional building insulation.

Noise Attenuation Measures

As described above and presented in **Table G-6**, the maximum projected With-Action L_{10} noise levels adjacent to the Project Area are expected to be 68.42 dBA at Receptor Location 1, 73.61 dBA at Receptor Location 2, and 73 dBA at Receptor Location 3. Therefore, With-Action L_{10} noise levels at Receptor Location 1 would remain in the "Marginally Acceptable" CEQR Noise Exposure category, With-Action L_{10} noise levels at Receptor Location 2 would remain in the "Marginally Unacceptable (II)" CEQR Noise Exposure category, and With-Action L_{10} noise levels at Receptor Location 3 would be in the "Marginally Unacceptable (II)" CEQR Noise Exposure category. As such, special noise attenuation measures beyond standard construction practices would be required for the proposed residential and community facility uses on the Project Area's western (Fourth Avenue) and southern (28th Street) frontages to achieve the required residential interior noise level of 45 dBA or lower. No special noise attenuation measures beyond standard construction practices would be required for the proposed residential uses on the Project Area's northern (27th Street) frontage to achieve the required residential interior noise level of 45 dBA or lower.

Composite building attenuation requirements for the western and southern frontages of the Project Area were calculated based on the maximum predicted With-Action L_{10} noise levels and are presented in **Table G-7** and illustrated in **Figure G-2**.

Table G-7: Required Attenuation (CEQR)

Location	Frontage/Façade	Maximum Projected With-Action L_{10} Noise Level	CEQR Noise Exposure Category	Required Attenuation for Residential and Community Facility Uses (OITC)[1, 2]
Block 661; Lot 5 Building A of Proposed Project (Projected Development Site 1) $\leq$ 50' from Fourth Avenue	Northern	73.61	Marginally Unacceptable (II)	31
Block 661; Lot 5 Building A of Proposed Project (Projected Development Site 1)	Western	73.61	Marginally Unacceptable (II)	31

Block 661; Lot 5 Building A of Proposed Project (Projected Development Site 1) ≤ 50' from Fourth Avenue	Southern	73.61	Marginally Unacceptable (II)	31
Block 661; Lots 1, 2, and 3 (Projected Development Site 2) ≤ 50' from Fourth Avenue	Northern	73.61	Marginally Unacceptable (II)	31
Block 661; Lots 1, 2, and 3 (Projected Development Site 2)	Western	73.61	Marginally Unacceptable (II)	31
Block 661; Lots 1, 2, and 3 (Projected Development Site 2)	Southern	73	Marginally Unacceptable (II)	31
Block 661; Lots 1, 2, and 3 (Projected Development Site 2) ≤ 50' from 28th Street	Eastern	73	Marginally Unacceptable (II)	31
Block 661; Lots 68 and 69 (Potential Development Site 1) ≤ 50' from 28th Street	Western	73	Marginally Unacceptable (II)	31
Block 661; Lots 68 and 69 (Potential Development Site 1)	Southern	73	Marginally Unacceptable (II)	31
Block 661; Lots 68 and 69 (Potential Development Site 1) ≤ 50' from 28th Street	Eastern	73	Marginally Unacceptable (II)	31
Block 661; Lots 14 and 66 Building C of Proposed Project (Projected	Western	73	Marginally Unacceptable (II)	31

Development Site 1) ≤ 50' from 28th Street				
Block 661; Lots 14 and 66 Building C of Proposed Project (Projected Development Site 1)	Southern	73	Marginally Unacceptable (II)	31
Block 661; Lots 14 and 66 Building C of Proposed Project (Projected Development Site 1) ≤ 50' from 28th Street	Eastern	73	Marginally Unacceptable (II)	31

Notes:

[1] The above composite window-wall attenuation values are for residential/community facility uses. All the above categories require a closed window situation and an alternate means of ventilation. "N/A" indicates that the maximum calculated L_{10} noise level is below 70 dB(A) and the maximum calculated L_{dn} noise level is below 65 dB(A). The 2025 *CEQR Technical Manual* does not specify minimum attenuation guidance for exterior L_{10} and L_{dn} values below these levels. Commercial office uses would require attenuation values 5 dBA less.

[2] The required attenuation values are illustrated in **Figure G-2**.

(E) Designation

The composite window/wall noise attenuations outlined above in **Table G-7** would be required through the assignment of an (E) Designation for noise to portions of the Project Area (Block 661, Lots 1, 2, 3, 5, 14, 66, 68, and 69) in conjunction with the Proposed Actions. With the implementation of the composite window/wall noise attenuation, no significant adverse noise impacts would occur as a result of the Proposed Actions. The text of the (E) Designation (E-953) for window/wall attenuation would be as follows:

> **Block 661, Lot 5 (Projected Development Site 1 – Building A of Proposed Project)**
> **In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the western façade facing Fourth Avenue, on the northern façade facing 27th Street within 50 feet of Fourth Avenue, and on the southern façade facing 28th Street within 50 feet of Fourth Avenue to maintain an interior L_{10} noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.**
>
> **Block 661, Lots 14 and 66 (Projected Development Site 1 – Building C of Proposed Project)**
> **In order to ensure an acceptable interior noise environment, future residential and community facility uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the southern façade facing 28th Street, on the**

western façade facing Fourth Avenue within 50 feet of 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L10 noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Block 661, Lots 1, 2 and 3 (Projected Development Site 2)
In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the western façade facing Fourth Avenue, on the northern façade facing 27th Street within 50 feet of Fourth Avenue, and on the southern façade facing 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L_{10} noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Block 661, Lots 68 and 69 (Potential Development Site 1)
In order to ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 31 dB(A) window/wall attenuation on the southern façade facing 28th Street, on the western façade facing Fourth Avenue within 50 feet of 28th Street, and on the eastern façade facing Fifth Avenue within 50 feet of 28th Street to maintain an interior L_{10} noise level not greater than 45 dB(A) for residential uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

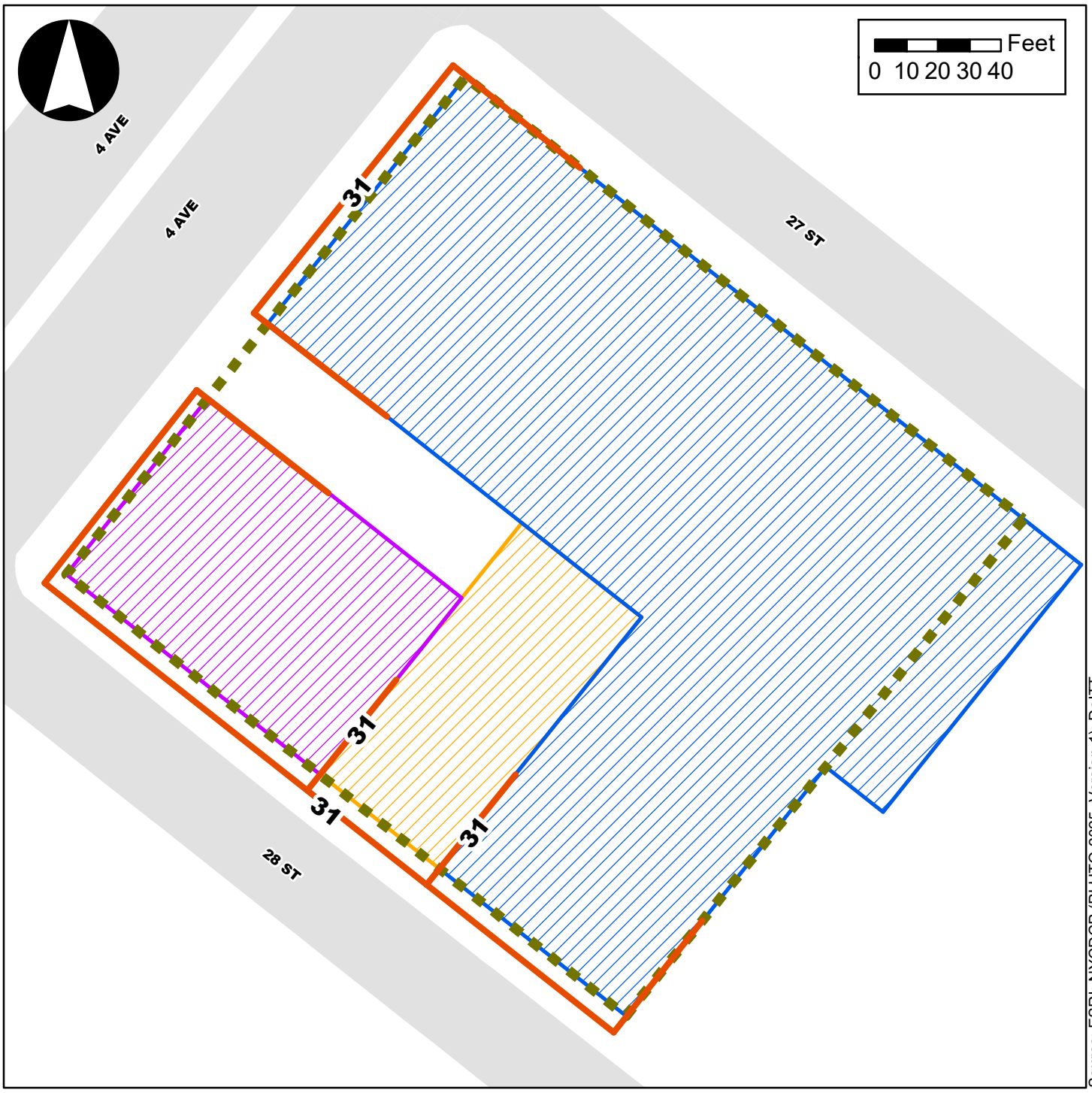
With the implementation of the composite window/wall noise attenuation outlined above in **Table G-7**, the Proposed Project would provide sufficient attenuation to achieve 2025 *CEQR Technical Manual* interior noise level guidance. Therefore, the Proposed Actions would not result in any significant adverse noise impacts.

IX. OTHER NOISE CONCERNS

Mechanical Equipment

The Proposed Actions would not result in the operation of any unenclosed mechanical equipment for building ventilation purposes, and would not include any active outdoor recreational space that could result in stationary source noise impacts to the surrounding area. All mechanical equipment would be located either inside the building(s) or would be enclosed on the roof of the building(s) and would be designed to meet all applicable noise regulations and requirements (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code). Further, the Proposed Actions would not introduce a new receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed mechanical equipment, unenclosed manufacturing activities or outdoor playgrounds. Therefore, the Proposed Actions would not result in any significant increase in ambient noise levels in the vicinity of the Project Area or the surrounding area.

Figure G-2
Noise Attenuation Requirements



Source: ESRI; NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1

Attenuation Requirements (in dBA)

- 31 dBA

Train Noise

An initial train noise impact screening analysis would be warranted if a new receptor would be located within 1,500 feet of existing rail activity and have a direct line of sight to that activity. The 25th Street – subway station (serviced by the R train) is located approximately two blocks to the northeast of the Project Area and the 36th Street subway station (serviced by the D, N, and R trains) is located approximately eight blocks to the southwest of the Project Area (i.e., these stations are located within 1,500 feet of the Project Area). However, the subway station and associated rail activity are located underground and there is no direct line of sight to the rail activity from the Project Area. Therefore, no initial train noise impact screening analysis is warranted for the Proposed Actions.

Aircraft Noise

An initial aircraft noise impact screening analysis would be warranted if the Proposed Actions would either generate or reroute aircraft or introduce new receptor(s) that would be located within a 65 dBA DNL contour. Since the Proposed Actions would not generate or reroute aircraft, and as the Project Area is not located within a 65 dBA DNL contour, no initial aircraft noise impact screening analysis is warranted for the Proposed Actions.

Therefore, in conclusion, based on the analysis presented herein, the Proposed Actions would not result in any significant adverse noise impacts, in accordance with 2025 *CEQR Technical Manual* impact criteria.

Attachment H:

Effects on Disadvantaged Communities

I. INTRODUCTION

Section 8-0109(4) of the New York State Environmental Conservation Law requires that a determination of significance consider whether the action may cause or increase a disproportionate pollution burden on disadvantaged communities ("DACs"). On January 29, 2025, the New York State Department of Environmental Conservation ("DEC") proposed draft State Environmental Quality Review Act ("SEQRA") Amendments to implement this new statutory provision. Therefore, this analysis is provided to assess the Proposed Actions potential to cause or increase a disproportionate pollution burden on DACs.

The Applicant, 783 4th Ave LLC, is seeking discretionary actions from the CPC to facilitate the development of a new mixed-use development totaling approximately 242,898-gross square feet ("gsf") at 783 Fourth Avenue (Brooklyn Block 661, Lots 5, 13, 14, and 66; "Projected Development Site 1") in the Sunset Park neighborhood of Brooklyn Community District ("CD") 7. Under the Reasonable Worst Case Development Scenario ("RWCDS"), the Proposed Actions would result in a net increase of approximately 326 total dwelling units ("DUs"), 6,130-gsf of local retail space, 2,743-gsf of medical office space, as well as the negative incremental development of 26,645-gsf of community facility (house of worship) space and 24 accessory parking spaces at two projected development sites within the Project Area.[1]

II. IDENTIFICATION OF DISADVANTAGED COMMUNITIES

Pursuant to 2025 *City Environmental Quality Review* ("CEQR") *Technical Manual* guidance, the assessment of effects on DACs considers the Proposed Actions' potential impacts as identified pursuant to applicable guidance from DEC in determining whether the Proposed Actions would result in disproportionate impacts on DACs.[2]

DACs in New York State were identified based on criteria adopted in 2023 by the Climate Justice Working Group ("CJWG"), a group composed of representatives from State Agencies and Environmental Justice groups across the State. The CJWG used 45 indicators to identify 35 percent of census tracts within New York State as DACs. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change. Each census tract was scored based on relative burden, risk, vulnerability, or sensitivity. Specifically, the percentile ranks of the indicators for each census tract were combined to produce a value measuring a census tract's relative level of "Environmental Burdens and Climate Change Risks" as well as "Population Characteristics and Health

[1] In addition to Projected Development Site 1, for RWCDS analysis purposes, it is assumed that the proposed zoning changes could allow for redevelopment of the non-Applicant controlled Lots 1, 2, and 3 on Block 661 ("Projected Development Site 2") pursuant to the proposed R8A/C2-4 zoning.

[2] DEC, *State Environmental Quality Review Act (SEQR) Regulatory Revisions*, https://dec.ny.gov/regulatory/regulations/proposed-emergency-recently-adopted-regulations/state-environmental-quality-review-act-regulatory-revisions, last accessed February 18, 2026

Vulnerabilities" relative to other census tracts. Census tracts with higher scores relative to other census tracts statewide or to their region (i.e., New York City) were identified as DACs.

DEC's Disadvantaged Community Assessment Tool ("DACAT") compares three scores (Combined Score, Burden Component Score, and Vulnerability Component Score) for each census tract. It also displays the percent difference between the three scores and the statewide mean or median for each. The DACAT compares the three scores with the identified aggregate denominators. If the Combined Score is 25 percent higher than its aggregate denominator, and one or both the Burden and Vulnerability Component Scores are 35 percent higher than their aggregate denominators, then DACAT highlights the census tract as having comparatively higher existing burdens or vulnerabilities. This indicates an increased likelihood that a proposed action may have a moderate or large impact on the disadvantaged community. If the conditions above are not met, then the DACAT highlights the census tract as having comparatively lower existing burdens or vulnerabilities, and therefore a decreased likelihood that a proposed action may have a moderate or large impact on the DAC.

As shown in **Figure H-1** and **Table H-1**, the Project Area is located within Census Tract 101, which is considered a DAC with lower burdens and vulnerabilities. In addition to Census Tract 101, seven additional Census Tracts in the half-mile study area (Census Tracts 2, 18, 84, 88, 143, 145, and 147) were identified as DACs.

Table H-1: Disadvantaged Communities in the Half-Mile Study Area

Census Tract	DAC Burdens and Vulnerabilities	Location
2	Higher	Study Area
18	Lower	Study Area
84	Higher	Study Area
88	Lower	Study Area
101	Lower	Project Area and Study Area
143	Lower	Study Area
145	Lower	Study Area
147	Lower	Study Area

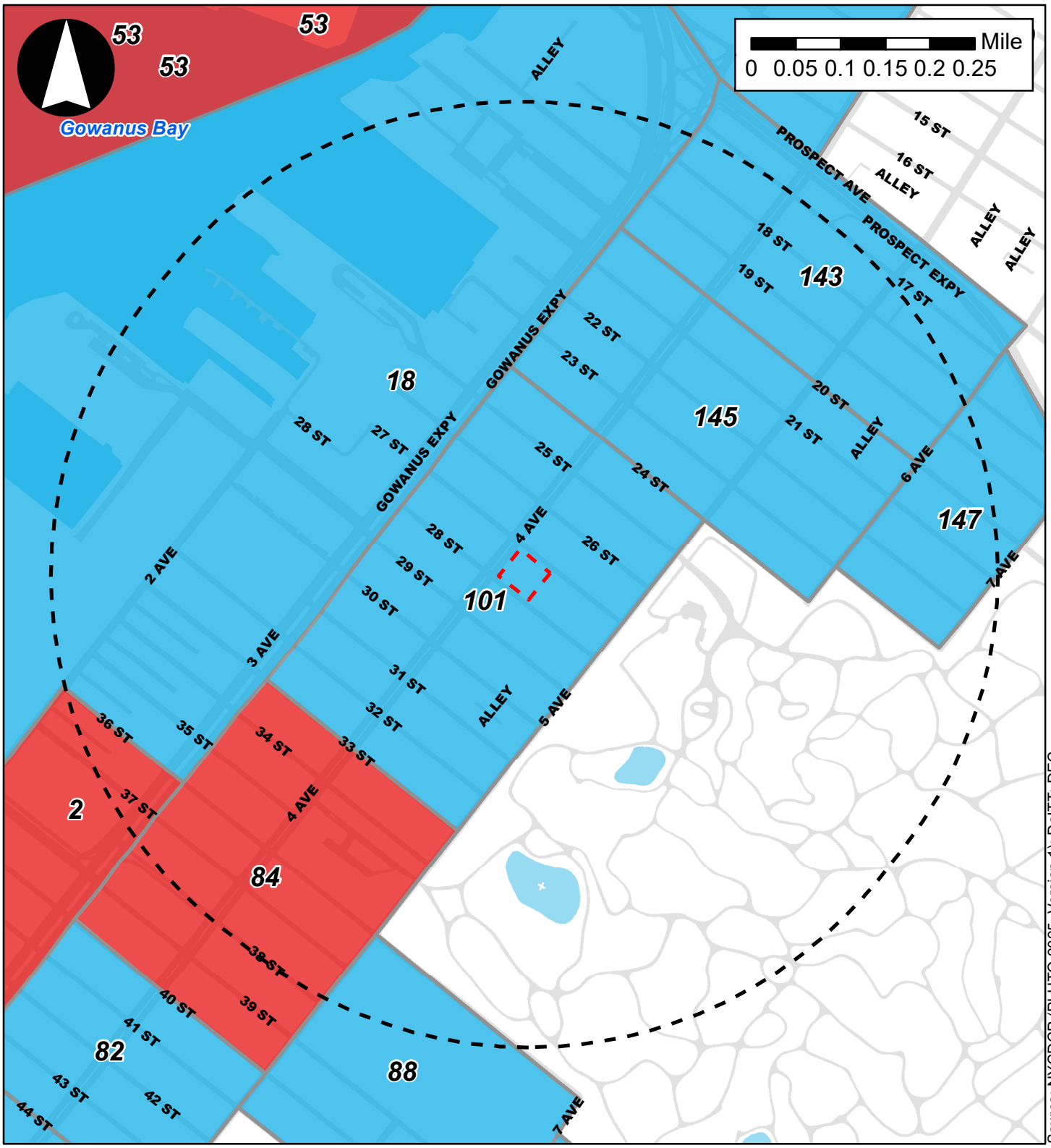
Source: DEC's DACAT.
Note: Refer to **Figure H-1**.

III. DISADVANTAGED COMMUNITIES ASSESSMENT

As shown in **Figure H-1** and **Table H-1**, eight Census Tracts identified as DACs are located wholly or partially within a half-mile radius of the Project Area (Census Tracts 2, 18, 84, 88, 101, 143, 145, and 147). Census Tracts 18, 88, 101, 143, 145, and 147 are identified as DACs with lower burdens and vulnerabilities and Census Tracts 2 and 84 are identified as DACs with higher burdens and vulnerabilities. As shown in **Figure H-1**, the Project Area is located within Census Tract 101, which is considered a DAC with lower burdens and vulnerabilities.

The Draft SEQRA Full Environmental Assessment Form identifies direct or indirect impacts that may affect a DAC, including: new noise sources or expansions/modifications of existing noise sources (i.e., noise from operational sources or construction activities); emissions of air pollutants including mobile emissions; wastewater discharges; generation of odors; light pollution; new or modified radiation sources; or new or

DEC Disadvantaged Communities Map



Source: NYCDCP (PLUTO 2025, Version 1); DoITT; DEC

Legend

- Project Area
- Half-Mile Radius

Disadvantaged Communities

Burdens & Vulnerabilities

- Higher
- Lower

modified sources of solid waste generation, management, or disposal.[3] The Proposed Actions would not result in significant adverse impacts in any of these technical areas.

This EAS determined that the Proposed Actions would not result in significant adverse impacts to any technical area, including land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction. As discussed below, several measures are being incorporated to ensure that the Proposed Actions would not result in any significant adverse impacts related to some of these technical areas.

As described in **Attachment B, "Supplemental Screening,"** the Proposed Actions would not result in significant adverse impacts related to transportation (traffic, transit, and pedestrians). Air and noise emissions associated with traffic may have the potential to create a burden on a DAC, but traffic itself does not constitute pollution. As such, the Proposed Actions would not cause or increase a disproportionate pollution burden on a DAC.

As described in **Attachment B, "Supplemental Screening,"** to avoid any potential for hazardous materials exposure at the Project Area, an (E) designation (E-953) for hazardous materials would be placed on the nine lots wholly or partially located within the Project Area (Block 661, Lots 1, 2, 3, 5, 13, 14, 66, 68, and 69), in addition to adherence to all federal, state, and local requirements and regulations. With the implementation of these procedures, no significant adverse impacts related to hazardous materials would result from the Proposed Actions, and, as such, the Proposed Actions would not cause or increase a disproportionate pollution burden on a DAC related to hazardous materials.

As described in **Attachment F, "Air Quality,"** the Proposed Project would utilize electric-powered equipment for all heating, cooling and domestic hot water systems. Therefore, no significant adverse impacts would result from the Proposed Project heating, cooling and domestic hot water systems. As described in **Attachment B, "Supplemental Screening,"** no significant adverse construction air quality impacts are anticipated, and the Proposed Actions would not cause or increase a disproportionate pollution burden on a DAC.

As described in **Attachment G, "Noise,"** for Projected Development Sites 1 and 2, as well as Potential Development Site 1, a minimum of 31 dBA window/wall attenuation would be required for residential and community facility uses to ensure acceptable interior noise levels according to 2025 *CEQR Technical Manual* noise exposure criteria. The window/wall attenuation as well as the requirement for an alternate means of ventilation will be included in an (E) designation (E-953). With this control in place, the potential for significant adverse noise impacts for Projected Development Sites 1 and 2, as well as Potential Development Site 1, would be precluded. As described further, the Proposed Actions would not result in sufficient traffic to result in any significant adverse noise impacts, and building mechanical systems (i.e., heating, ventilation, and air conditioning systems) would be designed to meet applicable regulations and avoid resulting in any significant adverse noise impacts. As such, the Proposed Actions would not have the potential to result in significant adverse noise impacts. As described in **Attachment B, "Supplemental**

[3] Accessed February 18, 2026: https://dec.ny.gov/regulatory/regulations/proposed-emergency-recently-adopted-regulations/state-environmental-quality-review-act-regulatory-revisions

Screening," no significant adverse construction noise impacts are anticipated, and the Proposed Actions would not cause or increase a disproportionate pollution burden on a DAC.

As such, the Proposed Actions would not cause a disproportionate pollution burden on DACs with respect to any of these technical areas, including cumulative effects from multiple technical areas. Based on the foregoing assessment, the Proposed Actions would not result in significant adverse impacts on DACs, and therefore it would not cause or increase a disproportionate pollution burden on DACs.

Appendix 1:
New York City Landmarks Preservation Commission 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 / LA-CEQR-K
Project: 783 4 AVENUE REZONING
Date Received: 10/30/2023

Properties with no Architectural or Archaeological significance:

1) 799 4 AVENUE, BBL: 3006610001
2) 797 4 AVENUE, BBL: 3006610002
3) 795 4 AVENUE, BBL: 3006610003
4) 793 4 AVENUE, BBL: 3006610004
5) 783 4 AVENUE, BBL: 3006610005
6) 216 27 STREET, BBL: 3006610013
7) 220 27 STREET, BBL: 3006610014
8) 183 28 STREET, BBL: 3006610066
9) 181 28 STREET, BBL: 3006610068
10) 179 28 STREET, BBL: 3006610069

Comments:

S/NR ELIGIBLE PS 172, 817 4 AVENUE WITHIN RADIUS.

Gina Santucci 11/8/2023

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37183_FSO_DNP_11082023.docx

Appendix 2:
Hazardous Materials

EXECUTIVE SUMMARY

Brussee Environmental Corporation (BEC) prepared this Phase I Environmental Site Assessment (ESA) for the institutional property located on the southeastern corner of the intersection between 4th Avenue, which runs generally north to south along the western site perimeter, and 27th Street, in the Sunset Park section of the Borough of Brooklyn, New York City, Kings County, New York (hereinafter the "subject property"). 28th Street also borders portions of the subject property to the south. The subject property is identified by the street address of 783 4th Avenue, and as Borough 3 – Block 661 – Lot Nos. 5, 13, 14, and 66 on the New York City (NYC) tax maps.[1]

The purpose of the Phase I ESA was to identify and evaluate the presence of recognized environmental conditions. Recognized environmental conditions are defied as (1) the presence of hazardous substances or petroleum products in, on or at the property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on or at the property due to a release to the environment; or (3) the presence of hazardous substances or petroleum products in, on or at the property under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions. The work was conducted in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-21 (Standard Practices for Environmental Site Assessment: Phase I Environmental Site Assessment Process), 40 CFR Part 312 (Standards and Practices for All Appropriate Inquiry; Final Rule), and BEC's proposal for services.

BEC was able to establish a history for the property dating back to 1888. According to a review of NYC records, Sanborn maps, aerial photographs, historic city directories, and historic topographic maps, as well as personal interviews, the northwestern and southeastern portions of the subject property were developed with several 1- and 2-story retail stores, residences, and outbuildings by at least 1888. By 1906, the northeastern portions of the property were developed with a 2-story residence and a 2-story church. By 1926, the blacksmith shop was converted to a garage. In addition, the northeastern residence was expanded and identified as a Rectory. A small paint shop was also present at the southeastern corner. By the early 1950s, northwestern and northcentral portions were redeveloped with 1-car and 7-car garages. In addition, the buildings on the southeasternmost parcel (residence and paint shop) were demolished and replaced with small storage structure. Circa 1955 northwestern and north-central portions were redeveloped with the existing

[1] The full NYCDOB address range for the subject property is 783-791 4th Avenue, 198-220, 27th Street, and 183-187 28th Street.

"school" building identified as St. Rocco's Youth Center. In addition, the existing 2-story garage building was constructed at the southside of the church building and identified as an apartment. The remaining residences (south) were also demolished. Between 1978 and 1979, the storage building (southeast) was replaced with the existing 1-story garage building, identified as a garage and warehouse. In addition, remaining areas at the southern portions of the property were identified as a parking lot. City directories revealed that the youth center was occupied by the non-profit organization Opportunities for a Better Tomorrow from the mid-1990s through at least 2020.

The property is currently developed with the five 1- and 2-story buildings, including: a 1- and partial 2-story school, with two partial basement areas; a 2-story Rectory with a partial basement, a 2-story church, with no basement, a 2-story garage, and a 1-story garage, as well as paved parking lots, paved yard areas, and small landscaped areas. The two garage buildings and the parking lot are currently leased to various individuals and commercial tenants and are utilized for vehicle parking and equipment/material storage. The church, Rectory, and school buildings were formerly occupied by St. Rocco's R.C. Church and a non-profit organization (Opportunities for a Better Tomorrow) are vacant, and in minor to moderate states of disrepair.

Based on the results of the site inspection, records review and interviews, it was determined that there were no RECs, controlled recognized environmental conditions (CRECs) or historic recognized environmental condition (HRECs) identified for the subject property. However, KBEA identified several environmental concerns (ASTM Non-Scope issues/Business Environmental Risks [BERs]) for the subject property. The environmental concern/BER and KBEA's recommendations are summarized as follows:

- The subject property address (783 4th Avenue) is listed on the PBS-UST database under the name Opportunities for a Better Tomorrow and is identified as having one 3,000-gallon steel underground storage tank (UST) containing No. 2 fuel oil, closed-in-place in October 2000. The exact location of this tank is unknown; however, it was likely associated with either the Rectory or the school building. Although, no closure report or information regarding soil conditions in the vicinity of the UST were available for review. Given that the tank is identified as closed-in-place on the New York State Department of Environmental Conservation (NYSDEC) database and no LTANKS or NYSPILLS listings are associated with the subject property, BEC considers the closed UST to represent a BER.

- Information obtained from multiple historic sources indicate that the northwestern, north-central and southern portions of the property were formerly developed with multiple retail and residential

buildings. As such, there is a potential for fill materials to be present (utilized to backfill the foundations and/or basements of the former structures following their demolition. Since no information regarding the nature or source of the fill materials was available for review, there is a potential for contaminated and/or structurally unsuitable fill materials to be present on the subject property. The potential presence of fill materials is considered a BER.

Experience with similar projects shows that typical urban fill materials (impacted or clean) that are not excavated to support construction/redevelopment activities can remain on-site, as such we do not foresee an issue related to undisturbed urban fill. However, all urban fill material that is disturbed during any construction/redevelopment project may require sampling for proper disposal and handling.

- Fluorescent light ballasts were observed within inspected portions of the buildings, which based on the ages of the buildings, may contain polychlorinated biphenyls (PCBs). BEC recommends that a PCB survey be performed prior to demolition and/or renovation activities. Any PCB-containing equipment affected by the development of the site must be properly managed during demolition and/or renovation activities. In addition, while the disposal of non-leaking PCB ballasts is not currently regulated by the United States Environmental Protection Agency (USEPA), BEC recommends that the PCB ballasts be packaged in a lined, steel drum containing an absorbent material and disposed of as PCB-waste to reduce the potential for environmental contamination and potential liability for cleanup of any environmental release of PCBs from the ballasts.

- Suspect asbestos-containing vinyl floor tile, acoustic ceiling tile, pipe insulation, and plaster/sheetrock was observed in some of the inspected portions the buildings. Most of the suspect asbestos-containing materials (ACMs) were in good to fair condition at the time of the site inspection, with some water-stained/damaged ceiling tiles and plaster/sheetrock. BEC notes that much of the exposed piping was uninsulated or covered with fiberglass. In addition, suspect asbestos-contain transite shingles were also observed on the exterior of the church. Finally, due to the ages of the buildings, it is possible that roofing, roof flashing and other (inaccessible) building materials may contain asbestos.

  If activities in the buildings (i.e., renovation or demolition) will disturb any suspect asbestos material, then BEC recommends that an asbestos survey be performed to determine if ACMs are present prior

to the proposed work. If ACMs are present, then a New York State (NYS)-licensed contractor must be retained to remove the asbestos in accordance with federal and NYS regulations.

- Multiple areas of water-staining and water damage, including peeling paint, damaged/missing sheetrock/plaster, warped wooden flooring/paneling, and stained/missing ceiling tile, were observed throughout each of the site buildings. Visible mold growth was also observed in the basement of the church buildings. Additionally, the building interiors were all in minor to moderate states of disrepair.

  As future plans for the subject property are unknown, BEC provides the following recommendations: If the buildings are to be demolished, then no structural repairs and/or mold abatement is warranted at this time. However, if future plans include the use/renovation of the existing structures, then structural repairs should be made to the satisfaction of the New York City Department of Buildings (NYCDOB). Further, any areas affected by continual water leaks should be repaired and subsequently inspected for the presence of mold growth. Any evidence of mold should be cleaned and removed in accordance with the New York State Department of Health (NYSDOH) Guidelines on Assessment & Remediation of Fungi in Indoor Environments prior to occupancy. Finally, sheetrock/plaster, wood, and other water damaged building materials should be removed from the building and properly disposed.

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

March 27, 2024

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

Re: 783 Fourth Avenue Rezoning
Block 661, Lots 1, 2, 3, 4, 5, 13, 14, 66, 68, and 69
CEQR # 78DCP019K

Dear Ms. Cafiero:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the February 2024 Environmental Assessment Statement (EAS) prepared by Philip Habib & Associates and the November 2023 Phase I Environmental Site Assessment (Phase I) prepared by Brussee Environmental Corp. on behalf of 783 4th Ave LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning map amendment, a zoning text amendment, and a zoning special permit from the New York City Department of City Planning (DCP) (Proposed Actions) to facilitate the development of an approximately 225,140 gross square feet (gsf) mixed-use development (Proposed Project) at applicant-controlled Block 661, Lots 5, 13, 14, and 66 (Projected Development Site 1) in the Sunset Park neighborhood of Brooklyn Community District 7. In addition to Projected Development Site 1, the Proposed Actions would affect six lots on Block 661 not owned or controlled by the applicant: the entirety of Lots 1, 2, 3, 4, 68, and 69. Collectively, all lots affected by the Proposed Actions comprise the Project Area. The applicant seeks (i) a zoning map amendment to rezone the Project Area from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts; (ii) a zoning text amendment to Appendix F of the Zoning Resolution (ZR) of the City of New York to establish the Project Area as a Mandatory Inclusionary Housing area coterminous with the area to be rezoned to R7A and R8A/C2-4 zoning districts; and (iii) a zoning special permit pursuant to ZR Section 74-533 to waive the number of required accessory off-street parking spaces in a development that includes at least 20 percent of all dwelling units as income-restricted housing units. The Proposed Project would include three new buildings (Buildings A, B, and C) and Projected Development Site 1 would comprise one zoning lot. The three new buildings would not be connected, despite being located on the same zoning lot. In total, the three new buildings would contain approximately 225,140 gsf of total building space inclusive of all building uses and cellar space. Building A would be located within the proposed R8A/C2-4 zoning district and comprise a 13-story mixed residential/commercial

building with a cellar. Building B would be located within the proposed R7A zoning district and comprise an eight-story residential building with a cellar. Building C would be located within the proposed R7A zoning district and comprise a seven-story residential building with a cellar. The three new buildings would share access to an approximate 7,160 square feet landscaped open space located within the rear yard of Projected Development Site 1 between Buildings B and C. In addition to landscaping, the open space would contain walking paths, benches, and movable tables and chairs. Within the Project Area, it is anticipated that Block 661, Lots 1, 2, 3, and 4 (Projected Development Site 2) could be developed in the future With-Action condition. Block 661, Lots 68 and 69 are considered a potential development site (Potential Development Site 1) for the With-Action condition.

Block 661, Lots 5, 13, 14, and 66

The November 2023 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential, commercial, and industrial uses including retail stores, residences, outbuildings, a church, a blacksmith shop, garages, a rectory, a paint shop, a school, a railroad station, a car shop, a grocery warehouse, a service station, a merchandise warehouse, a motor freight station, a metal works, a television parts manufacturer, auto repair shops, an automotive school, a restaurant, a tire shop, an auto storage lot, machine shops, used auto sales, towing, carpet manufacturing, etc. Regulatory databases identified 31 spills and 7 historical auto sites within 1/8 mile; 23 underground storage tank sites, 31 aboveground storage tank sites, and 7 dry cleaners within 1/4 mile; 31 leaking storage tank sites, 5 voluntary cleanup program sites, and 4 brownfields sites within 1/2 mile; and 2 manufactured gas plant sites within 1 mile of the subject property.

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

Projected Development Site 1: Block 661, Lots 5, 13, 14, and 66 (Site under the control or ownership of the applicant)

- DCP should inform the applicant that based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils, groundwater, and soil vapor of the subject property, and to inform and disclose the measures necessary to avoid impacts from hazardous materials. A Phase II Investigation Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be developed in accordance with the *City Environmental Quality Review (CEQR) Technical Manual* and submitted for DEP review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and sub-grade elevations and a site map depicting the proposed soil, groundwater, and soil vapor sampling locations. Soil and groundwater samples should be collected and analyzed by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081,

polychlorinated biphenyls by EPA Method 8082, and Target Analyte List metals (filtered and unfiltered for groundwater samples). The soil vapor sampling should be conducted in accordance with the NYSDOH October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. The soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15. A site-specific Health and Safety Plan (HASP) should also be submitted for DEP review and approval.

- DCP should also instruct the applicant that the Phase II Work Plan and HASP should be submitted for DEP review and approval prior to the start of any fieldwork.

Projected Development Site 2: Block 661, Lots 1, 2, 3, and 4 and Potential Development Site 1: Block 661, Lots 68 and 69 (Sites not under the control or ownership of the applicant)

- Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP concurs with the EAS recommendation that an (E) Designation for hazardous materials should be placed pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation.

Future correspondence and submittals related to this project should include the following CEQR # **78DCP019K**. If you have any questions, you may contact me at (718) 595-4358.

Sincerely,

Wei Yu

Wei Yu
Deputy Director, Hazardous Materials

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

Appendix 3:
Transportation Planning Factors and Travel Demand Forecast Technical Memorandum

akrf

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TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **AKRF, Inc.**

DATE: **July 30, 2026**

PROJECT: **738 Fourth Avenue Rezoning EAS**

RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analysis of traffic, parking, transit, and pedestrian conditions for the *738 Fourth Avenue Rezoning EAS*. Estimates of the peak travel demand for the Proposed Actions' Reasonable Worst Case Development Scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

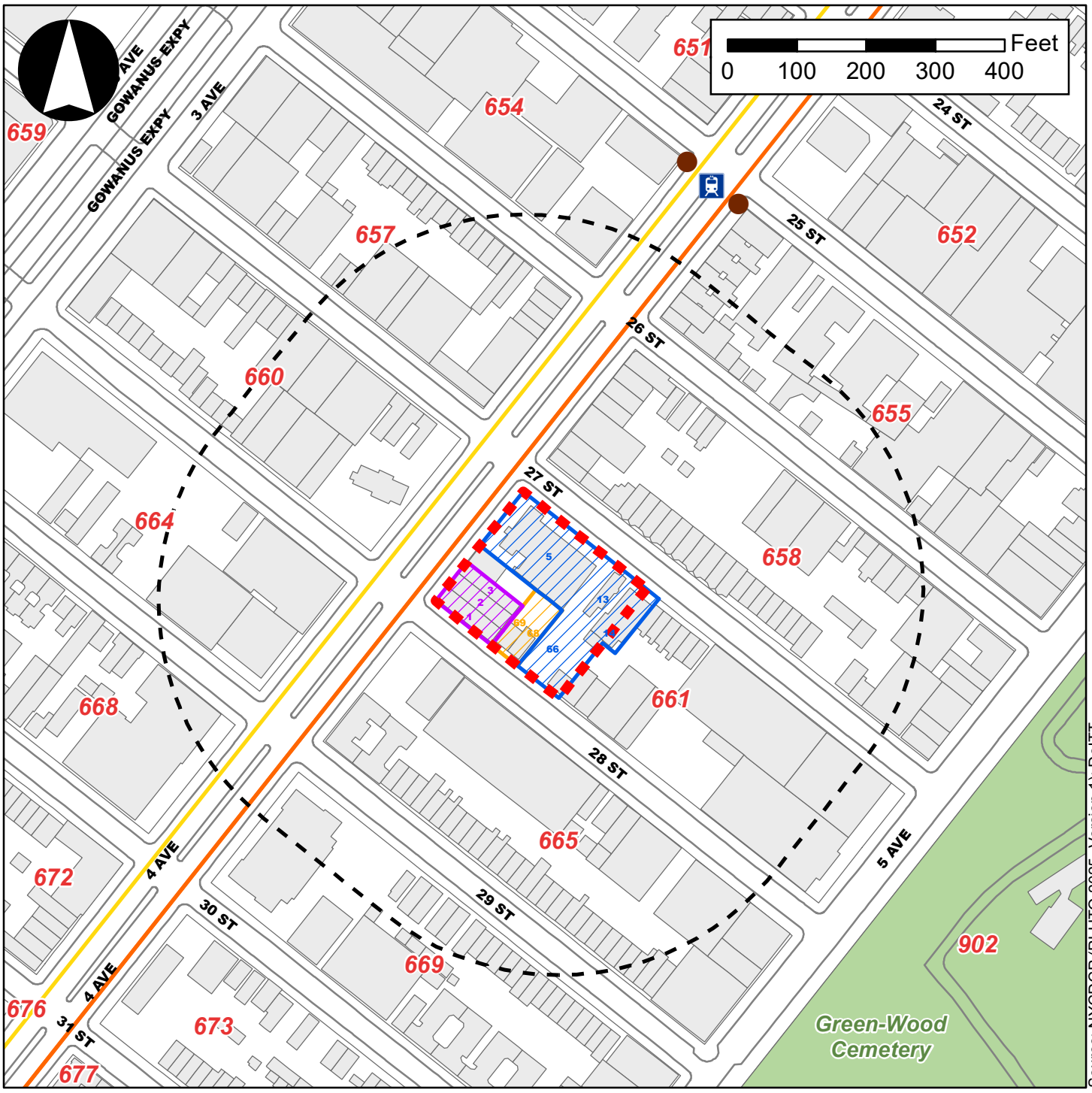
The Applicant, 783 4th Ave LLC, is seeking the approval of the following actions to facilitate the development of an approximately 242,898-gross square feet ("gsf") mixed-use development (the "Proposed Project") at 783 Fourth Avenue (Block 661, Lots 5, 13, 14, and 66; also known as ["aka"] Projected Development Site 1) (refer to **Figure 1**) in the Sunset Park neighborhood of Brooklyn Community District ("CD") 7:

(1) a zoning map amendment to rezone Block 661, Lots 1, 2, 3, 4, 5, 13, 66, 68, and 69 in their entirety, and the approximately 5,425-square feet ("sf") western portion of ("p/o") Lot 14 (the "Project Area") from an M1-1D zoning district to R7A and R8A/C2-4 zoning districts; and
(2) a zoning text amendment to Appendix F of the Zoning Resolution of the City of New York ("ZR") to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") area coterminous with the area to be rezoned to R7A and R8A/C2-4 zoning districts.

The zoning map amendment and zoning text amendment (the "Proposed Actions") are discretionary actions that are subject to both the Uniform Land Use Review Procedure ("ULURP") and City Environmental Quality Review ("CEQR"). The Proposed Actions would facilitate the development of the Proposed Project at Projected Development Site 1. The Proposed Project would include three new buildings (known as Buildings A, B, and C) on one zoning lot. In total, the three new buildings would contain approximately 242,898-gsf of total building space inclusive of all building uses and cellar space.

In addition to the Applicant's Proposed Project on Projected Development Site 1, it is anticipated that a non-Applicant-controlled or owned "soft site" ("Projected Development Site 2") (refer to **Figure 1**)

Figure 1
Project Location Map



Source: NYCDCP (PLUTO 2025, Version 1); DoITT

Legend

- Project Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- Existing Building Footprints
- D Train
- N and R Trains
- 25 Street Subway Station (R Train)
- Subway Entrances
- Open Space
- 661 Tax Blocks



located within the Project Area could be developed in the future With-Action condition. Projected Development Site 2 (Block 661, Lots 1, 2, and 3) could be developed with an approximately 62,661-gsf mixed residential/commercial building. It is anticipated that the remaining lots within the Project Area (Block 661, Lots 4, 68, and 69) would not or are less likely to be redeveloped as a result of the Proposed Actions.

DEVELOPMENT SCENARIOS

In order to assess the potential effects of the Proposed Actions, a RWCDS for both the "future without the proposed actions" (No-Action) and the "future with the proposed actions" (With-Action) conditions are analyzed for an analysis year of 2031.

Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions, the Project Area's existing M1-1D zoning district would remain. Under the No-Action condition, although Projected Development Site 1 would not be developed as-of-right, it is anticipated that the vacant Saint Rocco's Roman Catholic Church campus would be re-occupied by a house of worship and educational center, which is the historical use of Projected Development Site 1. Under the No-Action condition, Projected Development Site 2 and Potential Development Site 1 would not be developed as-of-right and the existing conditions for this site would remain. As such, Projected Development Sites 1 and 2 would contain a total of approximately 3,398-gsf of residential uses (three DUs), 5,262-gsf of local retail, 26,645-gsf of community facility uses, and 33 accessory parking spaces.

Future with the Proposed Actions (With-Action Condition)

In the future with the Proposed Actions, the Proposed Actions would be approved. The With-Action condition for Projected Development Site 1, like the Proposed Project, would include three new buildings (known as Buildings A, B, and C) on one zoning lot. In total, the three new buildings would contain approximately 242,898-gsf of total building space inclusive of all building uses and cellar space, comprising 227,780-gsf of residential uses (268 total DUs), 9,375-gsf of commercial (local retail) uses, 2,743-gsf of community facility (medical office) uses, and nine voluntary off-street parking spaces (non-attended). **Table 1** provides a breakdown of uses by building for Projected Development Site 1 under the future With-Action condition.

In addition to Projected Development Site 1, Projected Development Site 2 is anticipated to be developed with an approximately 62,661-gsf mixed use building in the future With-Action condition. The building would be occupied by 60,645-gsf of residential uses (61 total DUs) and 2,017-gsf of commercial retail uses. No accessory off-street parking spaces would be provided (refer to **Table 1**).

In total, Projected Development Sites 1 and 2 would comprise of a total of approximately 288,425-gsf residential uses (329 total DUs), 11,392-gsf local retail uses, 2,743-gsf medical office uses, and nine off-street parking spaces (nine voluntary parking spaces on Projected Development Site 1 and no accessory parking spaces on Projected Development Site 2).

TABLE 1: With-Action Development Scenarios for Projected Development Sites 1 and 2

	Block	Lots	Residential			Commercial (GSF)	Community Facility (GSF)	Parking		Total Mixed-Use Building (GSF)[1]
			GSF	Total DUs	Affordable DUs			GSF	Spaces	
Projected Development Site 1 Total	661	5/13/14/66	227,780	268	54 – 80	9,375	2,743	3,000	9	242,898
Building A	*661*		*102,455*	*121*	*24 – 36*	*9,375*	*0*	*0*	*0*	*111,830*
Building B	*661*		*83,500*	*98*	*20 – 29*	*0*	*0*	*3,000*	*9*	*86,500*
Building C	*661*		*40,925*	*48*	*10 – 14*	*0*	*2,743*	*0*	*0*	*43,668*
Projected Development Site 2 Total	661	1/2/3	60,645	61	12 – 18	2,017	0	0	0	62,661
Total			**288,425**	**329**	**66 – 98**	**11,392**	**2,743**	**3,000**	**9**	**305,559**

Note:
[1] Inclusive of all building uses and cellar space.

RWCDS Increment

As presented in **Table 2**, compared to the No-Action condition, the With-Action condition for the Proposed Actions' RWCDS would result in the positive incremental development of approximately 285,027-gsf of residential space (comprising approximately 326 total DUs), 6,130-gsf of local retail space, and 2,743-gsf of medical office space, as well as the negative incremental development of approximately 26,645-gsf of community facility (educational center and house of worship) space.

TABLE 2: 2031 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Increment
Residential (gsf)	3,398-gsf	288,425-gsf	+ 285,027-gsf
(DUs)	3 DUs	329 DUs	+ 326 DUs
Local Retail (Commercial)	5,262-gsf	11,392-gsf	+ 6,130-gsf
Educational Center(Community Facility)	19,545-gsf	0-gsf	- 19,545-gsf
House of Worship (Community Facility)	7,100-gsf	0-gsf	- 7,100-gsf
Medical Office (Community Facility)	0-gsf	2,743-gsf	+2,743-gsf

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No-Action and With-Action land uses on projected development sites are summarized in **Table 3** and discussed below.

The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each projected land use were primarily based on those cited in the 2025 CEQR *Technical Manual*, factors developed for recent environmental reviews in the area, American Community Survey ("ACS")

Journey-to-Work Five-Year (2015-2019) data for Kings County Census Tracts 84, 101, and 145, and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Residential

Residential person trip rates, temporal distribution, and directional in/out splits reflect data from the 2025 CEQR *Technical Manual*. Modal split and auto occupancy were based on 2015-2019 Five-Year ACS journey-to-work data for Kings County Census Tracts 84, 101, and 145, and taxi vehicle occupancy was based on data from the 2021 *River Ring Rezoning FEIS*. Truck generation rates and temporal distributions reflect those cited in the 2025 *CEQR Technical Manual*.

Retail

The trip generation rates, temporal distributions, modal splits, and directional in/out splits for local retail reflect data from the 2025 *CEQR Technical Manual*. Vehicle occupancy rates for local retail were based on data provided by the New York City Department of Transportation ("DOT"). Truck trip generation rates and truck temporal distributions were based on data from the 2025 *CEQR Technical Manual*. There was no pass-by trip credit applied to the local retail use.

Community Facility Uses

The trip generation rates for the education community facility use conservatively reflect data from the 2025 *CEQR Technical Manual* for academic university. Because current educational center is a space utilized by the house of worship for adult education programs, like General Education Development ("GED") classes (as opposed to traditional academic programs for children and teenagers), the remaining planning factors the educational center were primarily based on factors cited in the 2022 *Innovation Urban Village FEIS*, which included a trade school. As such. the temporal distribution, modal splits, in/out splits, auto and taxi vehicle occupancy, truck generation rates and temporal distributions for the education center were based the 2022 *Innovation Urban Village FEIS*. The trip generation rates, temporal distribution, modal splits, in/out splits, auto and taxi vehicle occupancy, truck generation rates and temporal distributions for the house of worship community facility use were based on data from the 2015 *East New York Rezoning Proposal FEIS*.

TABLE 3: Transportation Planning Factors

Land Use:	Residential	Local Retail		Youth Center / Education		House of Worship		Medical Office	
Trip Generation:	(1)	(1)		(1)		(6)		(1)(7)	
Weekday	8.18	329		26.60		19.18		74.6	
Saturday	9.08	358		13.50		21.83		37.0	
	per DU	per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution:	(1)	(1)		(1)(5)		(6)		(1)	
AM	9.3%	4.8%		16.0%		7.9%		11.0%	
Midday	5.6%	8.0%		10.7%		4.0%		12.6%	
PM	8.5%	10.9%		26.0%		7.2%		8.5%	
Saturday	8.4%	11.7%		16.0%		15.8%		16.6%	
Modal Splits:	(2)	(1)		(5)		(6)		(1)	
	All Periods	Weekday	Weekend	Weekday	Weekend	All Periods		All Periods	
Auto	14.6%	11.0%	11.0%	20.0%	20.0%	5.0%		22.0%	
Taxi	1.4%	0.0%	0.0%	1.0%	1.0%	1.0%		4.0%	
Subway/Rail	65.7%	3.0%	3.0%	47.0%	47.0%	3.0%		13.0%	
Transit Bus	4.7%	2.0%	2.0%	24.0%	24.0%	6.0%		13.0%	
Ferry	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	
Bike	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	
Walk/Other	11.0%	84.0%	84.0%	8.0%	8.0%	85.0%		48.0%	
	100.0%	100.0%		100.0%	100.0%	100.0%		100.0%	
In/Out Splits:	(1)	(1)		(5)		(6)		(1)	
	In / Out	In / Out		In / Out		In / Out		In / Out	
AM	22% / 78%	52% / 48%		94% / 6%		54% / 46%		62% / 38%	
Midday	50% / 50%	50% / 50%		46% / 54%		50% / 50%		53% / 47%	
PM	62% / 38%	50% / 50%		44% / 56%		52% / 48%		39% / 61%	
Saturday	55% / 45%	50% / 50%		57% / 43%		71% / 29%		54% / 46%	
Vehicle Occupancy:	(2)(3)	(4)		(5)		(6)		(4)	
	All Periods	All Periods		All Periods		All Periods		All Periods	
Auto	1.22	1.20		1.10		1.65		1.50	
Taxi	1.50	1.20		1.10		1.40		1.50	
Truck Trip Generation:	(1)	(1)		(5)		(6)		(4)	
Weekday	0.06	0.35		0.29		0.29		0.29	
Saturday	0.02	0.04		0		0.29		0.29	
	per DU	per 1,000 gsf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)	(1)		(5)		(6)		(4)	
AM	12.0%	8.0%		9.6%		9.6%		3.0%	
MD	9.0%	11.0%		11.0%		11.0%		11.0%	
PM	2.0%	2.0%		1.0%		1.0%		1.0%	
Saturday	9.0%	11.0%		0.0%		0.0%		0.0%	
Truck Directional Distribution:	In / Out	In / Out		In / Out		In / Out		In / Out	
AM	50% / 50%	50% / 50%		50% / 50%		50% / 50%		50% / 50%	
MD	50% / 50%	50% / 50%		50% / 50%		50% / 50%		50% / 50%	
PM	50% / 50%	50% / 50%		50% / 50%		50% / 50%		50% / 50%	
Saturday	50% / 50%	50% / 50%		50% / 50%		50% / 50%		50% / 50%	

Notes:

(1) 2025 *CEQR Technical Manual*.
(2) 2015-2019 Five-Year ACS journey-to-work data for Kings County Census Tracts 84, 101 and 145.
(3) Based on data from *River Ring Rezoning FEIS* (2021).
(4) Based on data provided by DOT.
(5) Based on data from *Innovation Urban Village FEIS* (2022).
(6) Based on data from *East New York Rezoning Proposal FEIS* (2015).

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2031 analysis year was derived based on the net change in land uses shown in **Table 2** and the transportation planning factors shown in **Table 3**. **Table 4** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No-Action condition) that would occur in 2031 with implementation of the Proposed Actions. As shown in **Table 4**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 280 person trips in the weekday AM peak hour, 277 in the weekday midday peak hour, 323 in the weekday PM peak hour, and 462 in the Saturday peak hour.

Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 35, 30, 27, and 51 (in and out combined) in the weekday AM, midday, and PM, and Saturday peak hours, respectively.

Peak hour subway trips would increase by a net total of approximately 132, 80, 94, and 155 during these periods, respectively, while transit bus trips would decrease by approximately five, increase by three, and decrease by 15 during the weekday periods, respectively and increase by nine during the Saturday peak hour.

Peak hour bike trips would increase by a net total of approximately seven, four, six, and seven during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Trips made entirely on foot (walk-only trips) or by other non-motorized modes would increase by 106, 154, 201, and 229 trips during these periods. As such, total pedestrian trips (including walk-only trips, pedestrians walking to/from subway stations and bus stops, and those travelling on bikes) would increase by a net total of approximately 240, 241, 286, and 400 trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively.

LEVEL 1 SCREENING ASSESSMENT

The 2025 *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed action. According to the 2025 *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 vehicle or ferry trips in each peak hour, and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 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 peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route, 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, ferry, pedestrians, vehicular and pedestrian safety, and parking.

TABLE 4: RWCDS Travel Demand Forecast

Land Use:		Local Retail		Residential		Youth Center / Education		House of Worship		Medical Office			
Size/Units:		6,130 gsf		326 DUs		-19,545 gsf		-7,100 gsf		2,743 gsf			
Peak Hour Trips:												Total Trips	
	AM	98		252		-83		-11		24		280	
	Midday	162		150		-56		-5		26		277	
	PM	222		228		-135		-10		18		323	
	Saturday	258		252		-42		-24		18		462	
Person Trips:													
AM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	6	6	8	29	-16	-1	0	0	3	2	1	36
	Taxi	0	0	0	3	-1	0	0	0	1	0	0	3
	Subway	1	1	37	129	-37	-2	0	0	2	1	3	129
	Public Bus	1	0	2	9	-19	-1	0	0	2	1	-14	9
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	1	6	0	0	0	0	0	0	1	6
	Walk/Other	43	40	6	22	-6	0	-6	-5	8	4	45	61
	Total	51	47	54	198	-79	-4	-6	-5	16	8	36	244
Midday		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	9	9	11	11	-5	-6	0	0	3	3	18	17
	Taxi	0	0	0	0	0	0	0	0	1	0	1	0
	Subway	3	3	48	48	-12	-14	0	0	2	2	41	39
	Public Bus	2	2	4	4	-6	-7	0	0	2	2	2	1
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	2	2	0	0	0	0	0	0	2	2
	Walk/Other	67	67	10	10	-3	-3	-2	-3	6	5	78	76
	Total	81	81	75	75	-26	-30	-2	-3	14	12	142	135
PM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	13	13	21	13	-12	-15	0	0	2	2	24	13
	Taxi	0	0	2	0	-1	-1	0	0	0	0	1	-1
	Subway	3	3	93	56	-28	-35	0	0	1	1	69	25
	Public Bus	2	2	6	5	-14	-18	0	0	1	1	-5	-10
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	4	2	0	0	0	0	0	0	4	2
	Walk/Other	93	93	16	10	-5	-6	-5	-5	4	6	103	98
	Total	111	111	142	86	-60	-75	-5	-5	8	10	196	127
Saturday		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	15	15	20	16	-6	-4	-1	0	2	2	30	29
	Taxi	0	0	2	1	0	0	0	0	0	0	2	1
	Subway	4	4	92	73	-11	-8	-1	0	1	1	85	70
	Public Bus	3	3	6	6	-6	-4	-1	0	1	1	3	6
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	4	3	0	0	0	0	0	0	4	3
	Walk/Other	107	107	16	13	-2	-1	-14	-7	6	4	113	116
	Total	129	129	140	112	-25	-17	-17	-7	10	8	237	225
Vehicle Trips :		Local Retail		Residential		Education		House of Worship		Medical Office		Total Trips	
AM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	6	6	7	23	-15	-1	0	0	2	1	0	29
	Taxi	0	0	0	3	-1	0	0	0	1	0	0	3
	Taxi (Balanced)	0	0	3	3	-1	-1	0	0	1	1	3	3
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	6	6	10	26	-16	-2	0	0	3	2	3	32
Midday		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	8	8	9	9	-5	-5	0	0	2	2	14	14
	Taxi	0	0	0	0	0	0	0	0	1	0	1	0
	Taxi (Balanced)	0	0	0	0	0	0	0	0	1	1	1	1
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	8	8	9	9	-5	-5	0	0	3	3	15	15
PM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	11	11	17	11	-11	-14	0	0	1	1	18	9
	Taxi	0	0	2	0	-1	-1	0	0	0	0	1	-1
	Taxi (Balanced)	0	0	2	2	-2	-2	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	11	11	19	13	-13	-16	0	0	1	1	18	9
Saturday		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	12	12	16	13	-5	-4	-1	0	1	1	23	22
	Taxi	0	0	2	1	0	0	0	0	0	0	2	1
	Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	3	3
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	12	12	19	16	-5	-4	-1	0	1	1	26	25

Note: 0% pass-by trip credit applied to local retail use.

Traffic

Based on 2025 *CEQR Technical Manual* guidance, a quantified traffic analysis is typically required if the proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, under the Proposed Actions there would be a net increase of 35, 30, 27, and 51 vehicle trips in the weekday AM, midday, and PM peak hours, and Saturday peak hours, respectively. Although the number of trips would exceed the 50-trip threshold by one trip in the Saturday peak period, it is highly unlikely that the trip assignment would show 50 or more peak hour vehicle trips at any one intersection. Since there are only nine parking spaces proposed on-site, it is likely that vehicles will utilize on- and off-street parking in the surrounding area, dispersing traffic flow. Therefore, a Level 2 screening assessment is not necessary and significant impacts to surrounding intersections are not anticipated.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the 2025 *CEQR Technical Manual*, detailed transit analyses are generally not required if the proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If the proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 4**, the Proposed Actions are expected to generate a net total of approximately 132 and 94 incremental subway trips in the weekday AM and PM peak hours, respectively. As these numbers of trips would not exceed the 200-trip 2025 *CEQR Technical Manual* analysis threshold, further analysis is not warranted. As also shown in **Table 4,** there is expected to be a net decrease of five and 15 incremental bus trips in the weekday AM and PM peak hours, respectively. As these numbers of trips would not exceed the 50-trip 2025 *CEQR Technical Manual* analysis threshold, further analysis is not warranted. Therefore, significant adverse impacts to transit subway and bus services are not expected to occur under the Proposed Actions, and a detailed analysis of subway and bus conditions is not warranted based on 2025 *CEQR Technical Manual* guidance.

CWFS

According to 2025 *CEQR Technical Manual* guidance, detailed analyses of the CWFS are not typically required if a proposed action would result in 50 or fewer peak hour CWFS peak hour ferry riders to a ferry landing within a half-mile of the Project Area. As the Project Area is not located within a half-mile of a CWFS ferry landing, a Level 2 screening assessment is not warranted according to 2025 *CEQR Technical Manual* guidance.

Pedestrians

According to 2025 *CEQR Technical Manual* guidance, a quantified analysis of pedestrian conditions is typically required if the proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 4**, the Proposed Actions would generate a net incremental increase of approximately 240, 241, 286, and 400 total pedestrian trips in the weekday AM, midday, and PM peak hours, and Saturday peak hour, respectively. These

would include walk-only trips and pedestrians walking to and from subway stations and bus stops. As the numbers of trips would exceed the 200-trip threshold in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, a Level 2 screening assessment is warranted to determine which, if any, pedestrian elements require quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

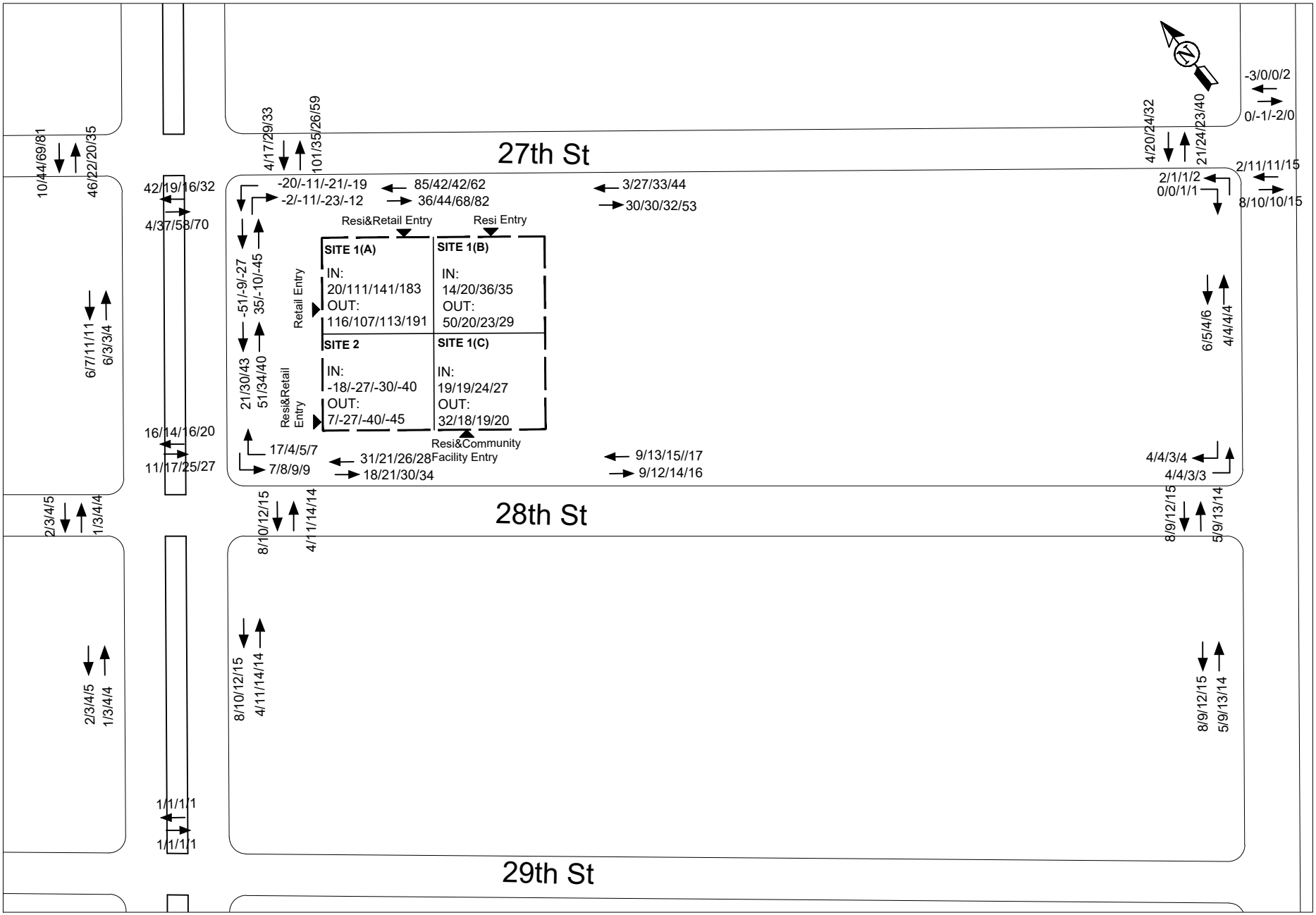
Pedestrians

Based on 2025 *CEQR Technical Manual* guidance, detailed pedestrian analyses are generally warranted if the proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area, or crosswalk. As shown in **Table 4**, the Proposed Actions are expected to generate a net increase of 106, 154, 201, and 229 new incremental walk-only trips in weekday AM, midday, and PM, and Saturday peak hours, respectively. Although there would be a decrease of five, increase of three, and decrease of 15 bus trips from various bus stops during the weekly AM, midday, and PM peak hours and an increase of nine bus trips during the Saturday peak hour, there would also be an increase of 132, 80, 94, and 155 pedestrians walking to and from the subway during the weekday AM, midday, and PM, and Saturday peak hours, respectively. In addition, bike trips (conservatively included with pedestrians) would increase by approximately seven, four, six, and seven during the same peak hours.

A preliminary assignment of net incremental pedestrian trips is shown in **Figure 2**. Subway, bus, and walk-only trips each have different assignment patterns. Subway trips were assigned to the most direct paths between the Project Area and the nearest entrances at the 25th Street (R train) subway station at 25th Street and Fourth Avenue (within a half-mile of the Project Area). Bus trips were assigned to stops for the B37 and B63 routes along Third Avenue and Fifth Avenue, respectively. Walk-only trips were distributed throughout the local street network. Bike trips were also conservatively included with walk-only trips as they would likely approach pedestrian elements adjacent to the Project Area on foot.

Overall, as shown in **Figure 2**, the greatest incremental increases in pedestrian demand under the Proposed Actions are expected to occur on pedestrian elements (sidewalks, corner areas and crosswalks) in the immediate proximity of the Project Area, along the Fourth Avenue and 27th Street corridors. Based on the assignments shown in **Figure 2**, the incremental peak hour pedestrian trips generated by the Proposed Actions would not exceed the 200-trip 2025 *CEQR Technical Manual* analysis threshold at any pedestrian elements during the weekday AM, midday, PM, or Saturday peak hours. Therefore, a detailed pedestrian analysis is not warranted in the EAS. As such, based on 2025 *CEQR Technical Manual* guidance, significant adverse impacts to pedestrian conditions are not anticipated.

Proposed Project Peak Hours Pedestrian Volume



Appendix 4:
Air Quality

Figure 4-1: manufacturing processing facilities, DEP processing permits, and NYSDEC AFR within 400 feet of the Project Area

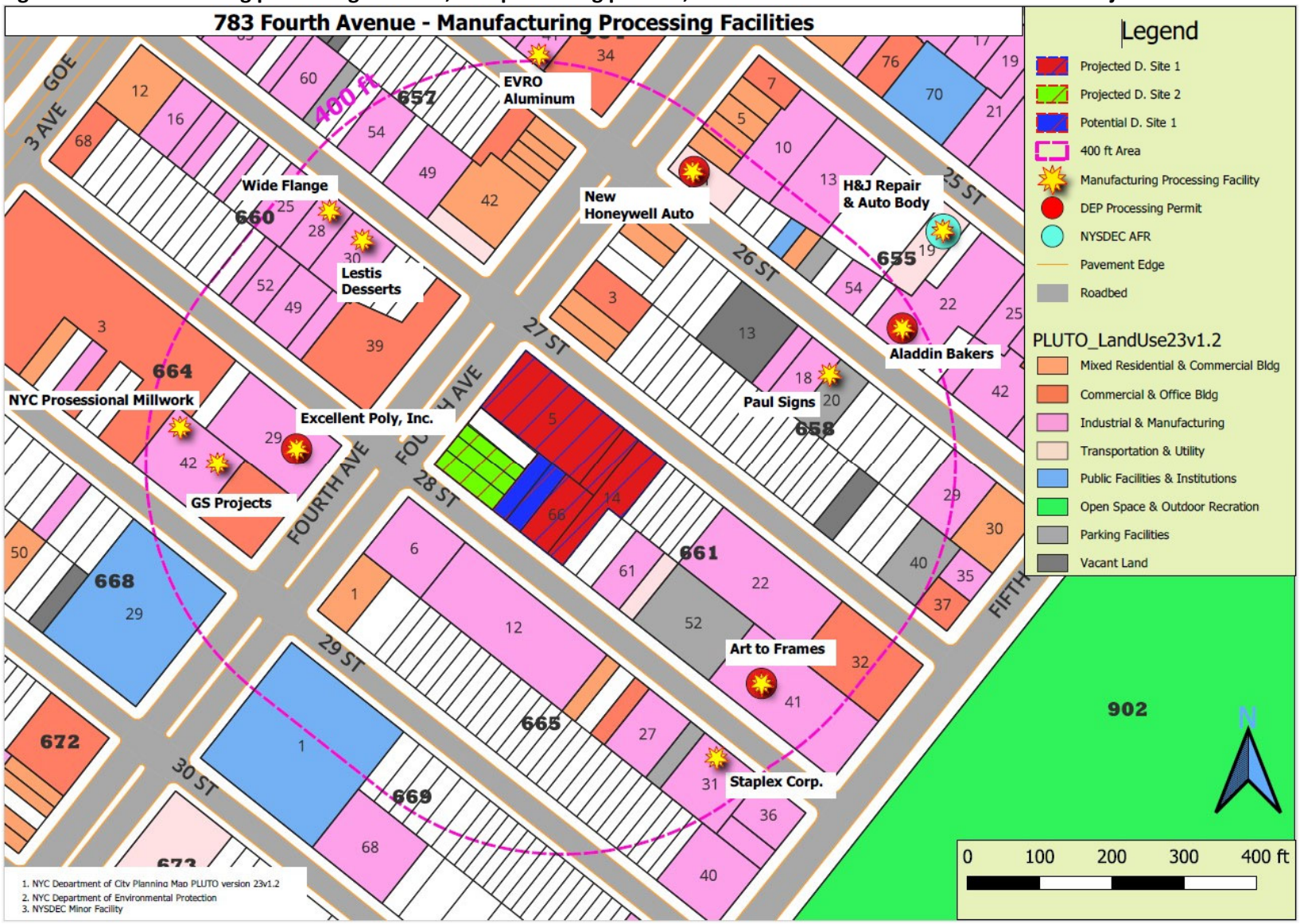


Table 4-1: Noncriteria pollutants 1-hour dispersion analysis results by emission source

Contaminant name	CAS No.	1-Hour Concentration									SGC (ug3)
		New Honeywell Auto	H&J Repair & Auto Body	NYC Professional Millwork	GS Projects	Art to Frames	Excellent Poly	Aladdin Bakers	Lestis Desserts	Total	
Ethanol	64-17-5							788.8	236.0	1024.8	---
Methanol	67-56-1	28.0	0.9	0.6	0.8					30.3	33000.0
Acetone	67-64-1	18.8	0.6							19.4	180000.0
Butanol-1	71-63-3	6.7	0.2							6.9	---
Methyl Ethyl Ketone	78-93-3	36.7	1.2	44.7	62.9	193.4				338.9	13000.0
Trimethylbenzene, 1,2,4-	95-63-6	7.3	0.2							7.6	---
Ethylbenzene	100-41-4	14.6	0.5	72.5	102.0					189.6	---
Propylbenzene, N-	103-65-1	36.7	1.1							37.8	54000.0
Methyl Isobutyl Ketone	108-10-1	17.0	0.5			209.8				227.3	31000.0
Methoxypropylacetate	108-65-6	25.6	0.8	31.1	43.7					101.2	36850.0
Trimethylbenzene, 1,3,5-	108-67-8	1.6	0.1							1.7	---
Methylcyclohexane	108-87-2	2.8	0.1							2.9	---
Toluene	108-88-3	107.1	3.4	31.3	44.0					185.8	37000.0
Isobutyl Acetate	110-19-0			75.2	105.8					180.9	71300.0
Butoxyethanol, 2-	111-76-2					29.5				29.5	4700.0
Butoxyethyl Acetate	112-07-2	3.1	0.1							3.2	---
Diacetone Alcohol	123-42-2			8.7	12.3					21.0	---
N-Butyl Acetate	123-86-4	116.2	3.7	30.7	43.2	88.5				282.2	71300.0
Heptane. N-	142-82-5	3.7	0.1							3.8	210000.0

Toulene-2,4-Diisocyanate	584-84-9			0.1	0.2					0.4	2.0
Xylenes	1330-20-7	56.3	1.8	308.3	433.7	72.1				872.2	22000.0
Ligroine	8032-32-4	28.3	0.9							29.2	---
Solvent Naphtha Aliphatic	64742-89-8	2.9	0.1							2.9	---
Solvent Naphtha Light	64742-95-6	14.7	0.5							15.2	---
Hydrocarbon	68527-16-2						9.9			9.9	---

Table 4-2: Noncriteria pollutants annual dispersion analysis results by emission source

Contaminant name	**CAS No.**	**Annual Concentration**									**AGC (ug/m3)**
		New Honeywell Auto	**H&J Repair & Auto Body**	**NYC Professional Millwork**	**GS Projects**	**Art to Frames**	**Excellent Poly**	**Aladdin Bakers**	**Lestis Desserts**	**Total**	
Ethanol	64-17-5							23.0	3.1	26.1	45000
Methanol	67-56-1	0.03	0.01	0.003	0.004					0.04	4000.0
Acetone	67-64-1	0.02	0.01							0.02	30000.0
Butanol-1	71-63-3	0.01	0.002							0.01	---
Methyl Ethyl Ketone	78-93-3	0.03	0.01	0.2	0.3	1.9				2.4	5000.0
Trimethylbenzene, 1,2,4-	95-63-6	0.01	0.002							0.01	60.0
Ethylbenzene	100-41-4	0.01	0.004	0.3	0.5					0.9	1000
Propylbenzene, N-	103-65-1	0.003	0.01							0.01	1000.0
Methyl Isobutyl Ketone	108-10-1	0.02	0.005			2.0				2.1	3000.0
Methoxypropylacetate	108-65-6	0.02	0.01	0.1	0.2					0.4	2000.0
Trimethylbenzene, 1,3,5-	108-67-8	0.002	0.0005							0.002	60.0
Methylcyclohexane	108-87-2	0.0	0.00							0.0	3800

Toluene	108-88-3	0.1	0.03	0.1	0.2					0.5	5000.0
Isobutyl Acetate	110-19-0			0.4	0.5					0.9	565.0
Butoxyethanol, 2-	111-76-2					0.3				0.3	1600.0
Butoxyethyl Acetate	112-07-2	0.003	0.0010							0.004	310.0
Diacetone Alcohol	123-42-2			0.04	0.1					0.1	570.0
N-Butyl Acetate	123-86-4	0.1	0.04	0.1	0.2	0.9				1.4	565.0
Heptane. N-	142-82-5	0.003	0.001							0.005	3900.0
Toulene-2,4-Diisocyanate	584-84-9			0.001	0.001					0.002	0.1
Xylenes	1330-20-7	0.1	0.02	1.5	2.1	0.7				4.4	100.0
Ligroine	8032-32-4	0.03	0.01							0.03	900.0
Solvent Naphtha Aliphatic	64742-89-8	0.003	0.001							0.004	3200.0
Solvent Naphtha Light	64742-95-6	0.01	0.004							0.02	100.0
Hydrocarbon	68527-16-2						0.01			0.01	---

Fieldwork Photos



Block 654, Lot 41
183 26th Street



Block 655, Lot 1
763 4th Avenue



Block 655, Lot 10
204 25th Street



Block 655, Lot 13
214 25th Street



Block 655, Lot 19
224 25th Street



Block 655, Lot 22
227 26th Street



Block 655, Lot 46
237 26th Street



Block 655, Lot 54
221 26th Street



Block 657, Lot 54
177 27th Street



Block 657, Lot 47
792 4th Avenue



Block 657, Lot 49
181 27th Street



Block 658, Lot 1
781 4th Avenue



Block 658, Lot 17
220 26th Street



Block 658, Lot 18
222 26th Street



Block 658, Lot 20
226 26th Street



Block 658, Lot 29
242 26th Street



Block 658, Lot 40
247 27th Street



Block 660, Lot 25
170 27th Street



Block 660, Lot 28
176 27th Street



Block 660, Lot 30
180 27th Street



Block 660, Lot 48
159 28th Street



Block 660, Lot 49
157 28th Street



Block 660, Lot 52
149 28th Street



Block 660, Lot 54
147 28th Street



Block 661, Lot 22
234 27th Street



Block 661, Lot 41
770 5th Avenue



Block 661, Lot 60
197 28th Street



Block 661, Lot 61
195 28th Street



Block 664, Lot 29
820 4th Avenue



Block 664, Lot 42
149 29th Street



Block 665, Lot 6
801 4th Avenue



Block 665, Lot 12
178 28th Street



Block 665, Lot 24
198 28th Street



Block 665, Lot 27
204 28th Street



Block 665, Lot 31
212 28th Street