15 NOISE

15.1 Introduction

This chapter assesses the potential noise effects associated with the Proposed Actions. Noise is defined as unwanted sound. High levels of noise can be hazardous and cause hearing loss, while low levels of noise not considered hazardous can also cause stress-related illnesses, sleep disruption, and interrupt concentration during activities. "Receptors" are generally the subject of most noise impact analyses. A receptor is an area where human activity could be adversely affected due to noise level exceedances. Receptors can either be existing or introduced by a proposed project. Per the *2021 CEQR Technical Manual*, the three types of noise sources that could have an effect on receptors are mobile, stationary, and construction sources. This chapter addresses the noise generated by mobile and stationary sources during the project's operational phase (see Chapter 18, "Construction" for an assessment of noise generated during the project's construction phase).

Mobile sources can include noise generated from vehicular traffic, aircrafts, or trains. Each mobile source produces a distinct noise. Vehicular noise generally fluctuates and can include spikes in noise levels due to heavy vehicles nearby. Aircraft noise generally consists of a series of single events over time. Depending on nearby ambient noise levels, aircraft noise can be easily distinguishable from background noise. Similar to aircraft noise, noise produced from trains or freight cars is generally comprised of a series of events over time and can be easily distinguishable over ambient noise levels.

Stationary sources for noise are usually associated with the mechanical equipment used for manufacturing or the mechanical systems of a building. Other sources can also include crowd noise – usually attributed to playgrounds, spectator events, or noise-amplifying systems. Unlike mobile sources for noise, this noise is generally uniform.

The Proposed Actions would facilitate the development of 304 DUs and up to 5,000 gross square foot (gsf) of retail on Projected Development Site 1, and up to 666 DUs and 16,229 gsf of retail on Projected Development Site 2. The Applicant is proposing that all new DUs on the Applicant-owned sites would be affordable DUs. Additionally, 1.38 acres of project-

generated open space would be developed along the Bronx River across from Projected Developments 1 and 2. The new open space would include passive and active uses that would be open to the public.

The Proposed Actions would introduce new noise-sensitive receptors to the Project Area, consisting of residential uses. New residential units would be sited above the cellar level across the proposed buildings. Per the *CEQR Technical Manual*, the purpose of a CEQR noise assessment is to determine:

1. A proposed project's potential effects on sensitive noise receptors, including the effects on the level of noise inside residential, commercial, and institutional facilities (if applicable), and at open spaces; and
2. The effects of ambient noise levels on new sensitive uses introduced by a proposed project. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable.

This noise analysis was conducted to establish the effects of ambient noise levels and to determine the level of building attenuation required to achieve acceptable interior noise criteria per CEQR. For this project, noise assessment was warranted for both stationary and mobile sources.

15.2 Principal Conclusions

The Proposed Actions would not result in a significant adverse noise impact. Based on the noise impact screening assessments, the Proposed Actions would not generate sufficient traffic to result in a substantial change in traffic-generated noise. Project-generated mechanical systems would be designed to meet all applicable noise regulations and would avoid producing noise that would result in a significant increase in ambient noise levels. Therefore, the Proposed Actions would not result in significant adverse noise impacts from project-generated building mechanical equipment (stationary sources).

The Proposed Rezoning Area is proximate to Sheridan Expressway and the ambient noise sources in the area include vehicular traffic along Sheridan Expressway, the elevated number 6 subway, and Amtrak rail lines.

To achieve the CEQR-recommended interior noise criteria, an E-Designation would be mapped across the Proposed Rezoning Area with façade-specific attenuation requirements: the proposed building on Projected Development Site 1 would be designed and constructed with a minimum 28 dB(A) OITC (Outdoor Indoor Transmission Class) along the east façade, and a minimum 31 dB(A) OITC along the west façades, 31 dB(A) OITC for the north and south façades within 50-feet of Edgewater Road, and 28 dB(A) OITC for the remaining portions of the north and south façades. Projected Development Site 2 would need to provide a minimum 31 dB(A) OITC for the west façades within 270 feet of Lot 29's northern lot line, 28 dB(A) OITC for remaining portions of the west façade, 33 dB(A) OITC for the east and south façades within 50 feet of Lot 29's southern lot line, 31 dB(A) OITC for remaining portions of the east and south façades, and 31 dB(A) OITC along the north façades. Potential Development Site A would need to provide a minimum 31 dB(A) OITC along all façades. An alternate means of ventilation (i.e., air conditioning) that does not degrade the acoustical performance of the proposed buildings' façades would also be required.

The Proposed Actions would introduce minimum attenuation requirements for noise-sensitive uses through a new E-Designation at the development sites, thereby providing additional noise protections for the With-Action Condition.

With an E-Designation in place for the development sites, the Proposed Actions do not have the potential to result in a significant adverse noise impact and no further analysis is required.

15.3 Methodology

The assessment has been conducted in accordance with the guidelines set forth in the *CEQR Technical Manual*. An initial impact screening assessment considers whether a proposed project would:

1. Generate any mobile or stationary sources of noise; or
2. Introduce a noise sensitive receptor located in an area with existing high ambient noise levels.

The basic measure of sound is the sound pressure level (SPL), which is expressed in decibels (dB). The A-weighted network is the most commonly used and sound levels measured using this weighting are noted as dB(A). The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. Accordingly, dB(A) are typically used for CEQR assessments.

The L_{10} is a statistical descriptor of the sound level exceeded for 10 percent of the time. It can be obtained using short-term measurements. Similarly, L_{50} and L_{90} are the sound levels that are exceeded 50 and 90 percent of the time. Day-night average sound level (L_{DN}) describes a receiver's cumulative noise exposure from all events over a full 24 hours, with a 10-dB penalty applied to nighttime hours (between 10pm and 7am).

Stationary noise sources do not move in relation to a noise-sensitive receptor. Typical stationary noise sources of concern include machinery or mechanical equipment, such as those associated with a building's heating, ventilating, and air-conditioning (HVAC) system. The Proposed Actions would introduce new stationary sources such as mechanical equipment; therefore, an assessment of stationary noise sources was warranted.

Mobile noise sources are those that move in relation to receptors. The mobile source screening assessment addresses potential noise impacts associated with vehicular and rail traffic.

Per the *CEQR Technical Manual*, if existing passenger car equivalent (PCE) values are increased by 100 percent or more due to a proposed action, a detailed analysis is generally performed. Because the With-Action scenario would not double the passenger car equivalents (PCEs) on any street over the existing condition, the Proposed Actions would not have the potential to generate a 3 dB(A) or greater increase in noise levels per the *CEQR Technical Manual*.

CEQR Interior Noise Standards

Per the *CEQR Technical Manual*, the acceptable interior L_{10} noise level is 45 dB(A) or lower for residential uses, and 50 dB(A) or lower for commercial office uses. The acceptable interior L_{dn} noise level is 40 dB(A) or lower for residential uses when the dominant noise sources are trains or aircrafts. Noise survey locations were selected by examining the

Project Site's location relative to the dominant sources of ambient noise. Existing noise levels were determined at each location through field measurements and noise calculations. The measured and calculated noise levels were used to determine minimum window/wall attenuation requirements needed to satisfy CEQR interior noise level criteria.

Ambient Noise Measurements

Measurements were performed using NTi XL2 and Bruel & Kjaer 2250 sound level meters (SLM). The SLMs are a Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). For each measurement, the microphone was mounted on a tripod at a height of 5 feet above the ground or roof level and at least approximately 5 feet away from any large reflecting surfaces. The SLM's calibration was field checked before and after readings. Measurements at each location were made on the A-scale (dB(A)) and Z-scale (dB(Z)). The data were digitally recorded by the SLMs and displayed at the end of the measurement period in units of dB(A). Measured quantities included L_{eq}, L_1, L_{10}, L_{50}, L_{90}, at 1/3 octave band levels. A windscreen was used during all sound measurements except for calibration. Noise levels were measured on May 17, 2022 at two monitoring locations over 20-minute periods, and one monitoring location over a 1-hour period during the weekday AM (7:30am – 9:30am) Midday (11:30am – 1:30pm) and PM (4:00pm – 6:00pm) peak periods. The 24-hour measurements were captured beginning on May 17, 2022. Saturday midday (11:30am-1:30) were captured on June 25, 2022.

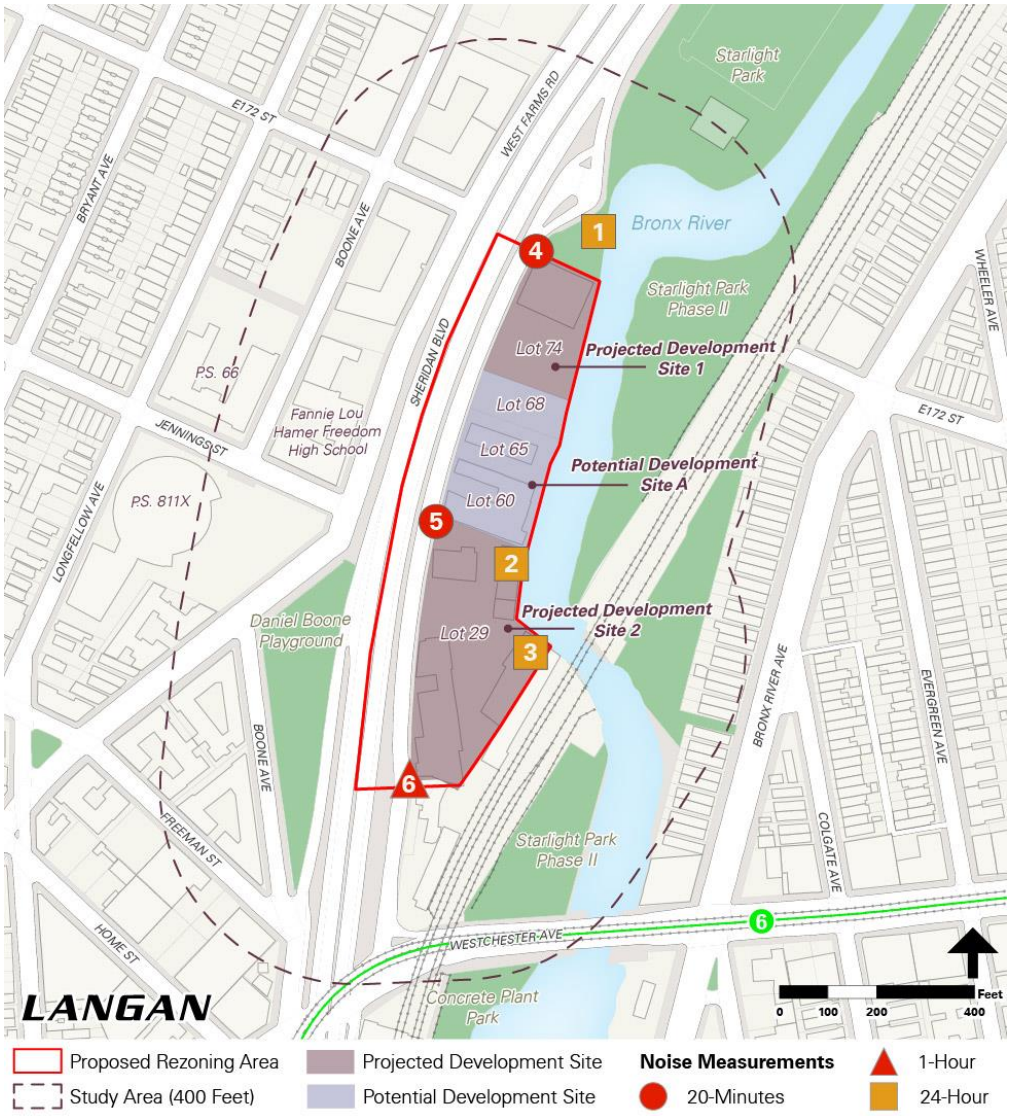
Survey Locations

The Proposed Rezoning Area is bound by Sheridan Boulevard, Starlight Park, the western pierhead and bulkhead line of the Bronx River, the Amtrak right-of-way, and a line 300 feet from Westchester Avenue. The measurement locations were selected to account for the representative worst-case noise conditions of the surrounding area and to capture ambient noise generated by existing traffic volumes, elevated subways, and operations on the Amtrak right-of-way. The survey locations selected in the noise protocol are described in Table 15-1 and shown in Figure 15-1.

Table 15-1: Noise Measurement Locations

Reading	Duration	Location Description
1	24-hr	Ground level on Projected Development Site 1, with line-of-sight to Sheridan Boulevard, Sheridan Blvd and Amtrak rail lines
2	24-hr	Ground level on Projected Development Site 2's northeast boundary, with line-of-sight to the Amtrak rail lines
3	24-hr	Ground Level on Projected Development Site 2's most eastern boundary, with line-of-sight to the Amtrak and elevated 6 rail lines
4	20-min	Ground level on Projected Development Site 1's northwest frontage, with line of sight to Sheridan Blvd.
5	20-min	Ground level on Projected Development Site 2's northwest frontage, with line of sight to Sheridan Blvd.
6	1-hour	Ground level on Projected Development Site 2's southwest frontage, with line of sight to Sheridan Blvd and the elevated 6 line.

Figure 15-1: Site Location Map and Noise Measurement Locations



Mobile Source Initial Screening

At each development site, at least 200 vehicle trips travel along Sheridan Boulevard East Service Road (Edgewater Road) during each peak hour. Over existing conditions, the Proposed Actions would introduce fewer than 100 additional vehicle-trips during any peak-hour over existing conditions. Considering the moderate to high numbers of vehicles in the immediate area, the Proposed Actions would not double the existing noise PCEs. Therefore, the project-generated traffic would not cause a significant adverse noise impact and no further mobile source noise analysis is needed.

Noise Standards and Criteria

The *CEQR Technical Manual* provides attenuation requirements for buildings to achieve certain interior noise environments based on exterior noise levels, as shown in Table 15-2.

Table 15-2: Required Attenuation Values to Achieve Acceptable Interior Noise Levels

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

[A] DNL descriptor based on average values of L_{dn} over a year period.
[B] The 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_{build} and $L_{interior}$, using the appropriate noise descriptor
Where:
L_{build} is the projected noise level under the build condition rounded up to the whole number
$L_{interior}$ is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)
Source: New York City Department of Environmental Protection.

Exterior noise levels that fall in or above the "marginally unacceptable" category warrant window-wall attenuation to achieve the CEQR-recommended interior noise environment.

15.4 Existing Noise Levels

The results of the existing noise level measurements are presented in Table 15-3, with the noisiest peak period at each reading location noted in the highlighted cells.

Table 15-3: Measured Existing Noise Levels

Location	Measurement Location	Controlling Noise Source	Time	Leq	L1	L10	L50	L90	Ldn
1	Elevated at northeast façade along the Bronx River, with exposure and line-of-sight to Sheridan Boulevard and Amtrak rail lines.	Vehicular traffic along Sheridan Blvd and train noise along the Amtrak right-of-way	24hr[B]	62.8	74	**67.6**	62.7	57.7	**68.0**
			AM	63.5	72.2	65.5	61.5	57.4	N/A[A]
			MD	63.1	70.8	65.8	61.3	56.5	N/A[A]
			PM	63.6	74	65.9	60.8	55	N/A[A]
2[C]	*Eastern property line along the Bronx River, with exposure and line-of-sight to Amtrak rail lines.*	*Existing parking facility*	*24hr[B]*	*68.1*	*82.3*	*73.5*	*70.6*	*69.6*	*75.6*
			AM	*65.7*	*71.6*	*66.9*	*64.5*	*62.9*	*N/A[A]*
			MD	*64.3*	*76.2*	*66.1*	*60.5*	*56.3*	*N/A[A]*
			PM	*69.6*	*82.3*	*69.1*	*65.1*	*58.7*	*N/A[A]*
3	Elevated at southern property line, with exposure and line-of-sight to Sheridan Boulevard, Amtrak and No. 6 rail lines.	Train noise along Amtrak right-of-way	24hr[B]	66.8	87.1	**67.6**	62.5	58.4	**69.7**
			AM	64.8	68.6	64.5	59.1	54.7	N/A[A]
			MD	70.2	85.6	66.4	60.9	56.8	N/A[A]
			PM	70.4	87	64.7	58.7	55.1	N/A[A]
4	Set back from street in front of Northwest property line, with exposure to Sheridan Boulevard and East 172nd Street.	Vehicular traffic along Sheridan Blvd	AM[D]	71.5	81.4	**75.2**	68.4	59.4	N/A[A]
			MD	77.3	85.9	74	66.3	58.4	N/A[A]
			PM	71.9	82.1	73.3	67.5	57.5	N/A[A]
			SAT	70.6	81.0	72.2	66.2	57.0	N/A[A]
5	Set back from street along Sheridan Boulevard, between Jennings Street and East 172nd Street.	Vehicular traffic along Sheridan Blvd	AM[D]	72.1	81.6	**74.3**	68.8	63.0	N/A[A]
			MD	66.4	75.3	68.9	63.4	57.4	N/A[A]
			PM	68.1	78.7	70.6	63.3	56.3	N/A[A]
			SAT	**70.6**	**78.7**	**73.4**	**67.7**	**59.7**	N/A[A]
6	Set back from street along Sheridan Boulevard, across from Daniel Boone Playground.	Vehicular traffic along Sheridan Blvd	AM[D]	68.6	77.7	71.0	64.8	60.1	N/A[A]
			MD	69.1	78.5	71.8	66.5	61.5	N/A[A]
			PM	68.7	77.4	**71.2**	64.6	59.4	N/A[A]
			SAT	66.9	75.2	69.7	63.2	57.8	N/A[A]

[A] L_{dn} not calculated for AM/MD/PM/SAT short-term measurements
[B] 24-hour statistics based on peak hourly values over full measurement period
[C] Measurements were influenced by existing parking lot activity. Because the parking lot would be removed in the With-Action Condition, measurements are not representative of With-Action noise conditions at this location.
[D] For this morning noise measurement period, noise meter was improperly set to display percentile levels (L1, L10, L50, L90) in terms of Z-weighting. Therefore, second-by-second data log was used to estimate A-weighted L% values displayed in this table.

At measurement location 1, the ambient noise environment was controlled by vehicular traffic along Sheridan Boulevard and the Amtrak rail line. At measurement locations 4, 5, and 6, the ambient noise environment was controlled primarily by vehicular traffic noise along Sheridan Boulevard. Elevated rail noise was audible at location 6, but was not the dominant noise source. At measurement location 3, the ambient noise environment was controlled by the Amtrak rail line. At measurement location 2, the ambient noise environment was controlled primarily by existing parking lot activity that will not remain in the With-Action Condition. Because it is closer to the Amtrak rail line, Location 3 experiences more noise from activities along the Amtrak rail line than location 2. Thus, the noise measurements collected at location 3 were used to conservatively establish the existing ambient noise levels that would occur at location 2 absent the existing parking facility.

Per *CEQR Technical Manual* guidelines, the existing noise levels at all locations are in the "marginally unacceptable" category.

Representative Noise Conditions

Location 6 has direct line-of-sight to the elevated number 6 subway line; however, 24-hour measurements were unattainable at this location. To supplement this data, noise measurements of the same elevated number 6 subway line are used from Site A of the *1125 Whitlock Avenue EAS* (CEQR No.: 17DCP078X), a project located between Aldus Street and East 165th Street, approximately 1,500-feet from the Proposed Rezoning Area. Because this measurement for the *1125 Whitlock Avenue EAS* was taken approximately 40-feet from the elevated number 6 subway line, the noise readings are conservatively scaled to the approximate 300-foot distance between the Proposed Rezoning Area and the elevated number 6 subway line along Westchester Avenue. The L_{dn} for Site A at 1125 Whitlock Avenue was 80.2 dB(A) at a distance of 40-feet. Conservatively scaling this measured value to a distance of 300-feet, the projected L_{dn} at location 6 is 71.4 dB(A). Per *CEQR Technical Manual* guidelines, this level falls within the "marginally unacceptable" category.

15.5 No-Action Condition

In the No-Action Condition, existing conditions in the Proposed Rezoning Area would remain. A one-story, approximately 14,000-gsf automobile mechanic training facility would remain on Projected Development Site 1, and the buildings, garage, and open public parking facility would remain on Projected Development Site 2. Potential Site A would remain improved as a hotel, an open truck parking facility, and a vacant industrial building. The noise levels at these development sites would continue to be "marginally unacceptable" for residential and community facility uses per CEQR standards, however, no residential or community facility uses would exist in the Proposed Rezoning Area in the No-Action Condition. An E-Designation would not be mapped on the development sites.

15.6 With-Action Condition

Project-Generated Noise Sources

Mobile Sources

The Proposed Project would not cause PCEs to be doubled on any street over existing conditions and future train operations would likely be the same as the existing conditions. Accordingly, the existing noise conditions would be representative of the With-Action ambient noise conditions. Noise conditions at the Project Site will be "marginally unacceptable" per CEQR in the With-Action Condition. The predominant noise sources in the area would continue to be vehicular traffic, the elevated subway, Amtrak rail traffic, and mechanical equipment on nearby buildings.

Mechanical Systems

Building mechanical systems, such as heating, ventilation, and air conditioning (HVAC), would be designed and constructed to meet all applicable noise regulations (Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Mechanical Code). By adhering to the requirements of these noise regulations, mechanical equipment introduced by the Proposed Project would not result in a significant increase in ambient noise levels.

Attenuation Requirements

As shown in Table 15-2, the *CEQR Technical Manual* has set noise attenuation values for building facades based on exterior L_{10} and L_{dn} noise levels that depend on the controlling noise source. These recommended noise attenuation values are designed to maintain interior L_{10} noise levels of 45 dB(A) for residential uses, 50 dB(A) for commercial office uses and interior L_{dn} noise levels of 40 dB(A) for residential uses, depending on the dominant noise source.

Table 15-4 lists the attenuation values needed at each new building façade within the Proposed Rezoning Area to achieve the CEQR-recommended interior noise levels. Figure 15-2 illustrates the required attenuation accordingly. The attenuation of a composite structure is a function of the attenuation provided by each of its component parts. Normally, a building façade consists of a wall, glazing, and any vents or louvers associated with the building mechanical systems in various ratios of area. The proposed buildings will be designed to include acoustically-rated windows and an alternate means of ventilation (i.e., air conditioning) that does not degrade the acoustical performance of the façade.

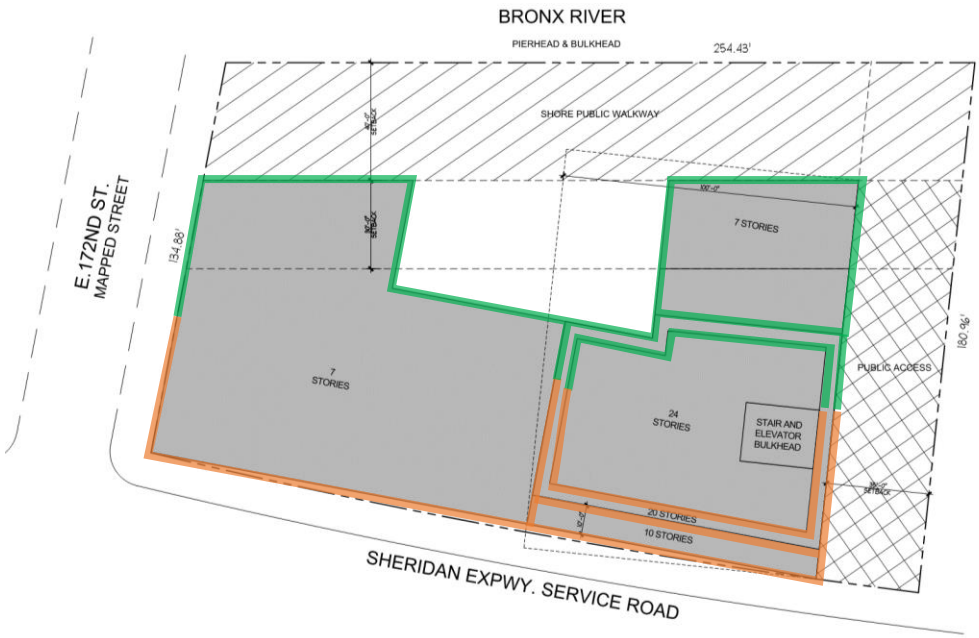
Table 15-4: CEQR Building Attenuation Analysis Summary

Building Façade	Associated Location	Maximum L_{10} (dB(A))	Maximum L_{dn} (dB(A))	Attenuation Requirement (dB(A))
Projected Development Site 1				
West	4 & 5	75.2	N/A	31 dB(A)
East	1	67.6	68.0	28 dB(A)
North	1 & 4	75.2	68.0	31 dB(A)[2]
South	1, 4 & 5	75.2	68.0	31 dB(A)[2]
Projected Development Site 2				
West	5 & 6	74.3	N/A	31 dB(A)[3]
East	3 & A [1]	67.6	71.4 [1]	33 dB(A)[4]
North	3 & 5	74.3	69.7	31 dB(A)
South	3, 6 & A [1]	71.2	71.4 [1]	33 dB(A)[4]
Potential Development Site A				
West	4 & 5	75.2	N/A	31 dB(A)
East	1 & 3	67.6	69.7	31 dB(A)
North	1 & 4	75.2	68.0	31 dB(A)
South	3 & 5	74.3	69.7	31 dB(A)

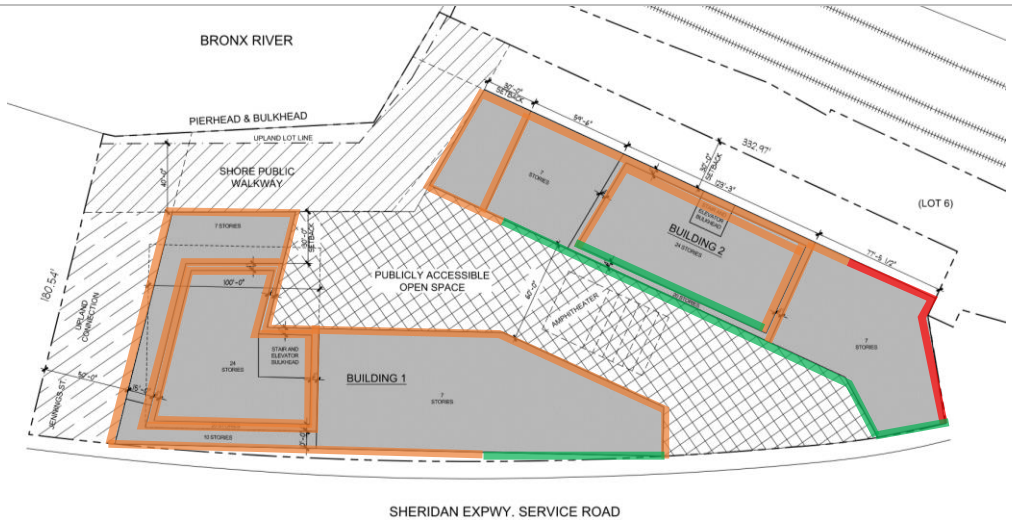
[1] Scaled L_{dn} based on *1125 Whitlock Avenue EAS* (CEQR No.: 17DCP078X)
[2] Attenuation requirement to be 31 dB(A) within 50-feet of Edgewater Road, 28 dB(A) for the remaining façade.
[3] Attenuation requirement to be 31 dB(A) within 270 feet of Lot 29's northern lot line, 28 dB(A) for remaining façades.
[4] Attenuation requirement to be 33 dB(A) within 50 feet of Lot 29's southern lot line, 31 dB(A) for remaining façades.

Figure 15-2: Noise Attenuation Requirements

Projected Development Site 1



Projected Development Site 2



Note: Attenuation values are for residential and community facility uses. Commercial office uses would require attenuation 5 dBA less.

CEQR Façade Attenuation Requirements

33 dB(A)
31 dB(A)
28 dB(A)

N

Potential Development Site A



N

CEQR Façade Attenuation Requirements

33 dB(A)
31 dB(A)
28 dB(A)

Note: Attenuation values are for residential and community facility uses. Commercial office uses would require attenuation 5 dBA less.

To achieve the CEQR-recommended interior noise levels, the building on Projected Development Site 1 would need to provide a minimum 28 dB(A) of attenuation along the east façade, and a minimum 31 dB(A) of attenuation along the west façades, 31 dB(A) of attenuation for the north and south façades within 50-feet of Edgewater Road, and 28 dB(A) for the remaining portions of the north and south façades. Projected Development Site 2 would need to provide a minimum attenuation of 31 dB(A) for the west façades

within 270 feet of Lot 29's northern lot line, 28 dB(A) for remaining west façades, 33 dB(A) of attenuation for the east and south façades within 50 feet of Lot 29's southern lot line, 31 dB(A) for remaining portions of the east and south façades, and 31 dB(A) of attenuation along the north façades. Potential Development Site A would need to provide a minimum 31 dB(A) of attenuation along all façades.

An E-Designation is proposed to require façade attenuation as well as require an alternate means of ventilation. The text for the E-Designation would be as follows:

Projected Development Site 1 (Block 3017, Lot 74): 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 facades facing Edgewater Road and the northern and southern facades within 50 feet of Edgewater Road and 28 dB(A) of attenuation on all other facades to maintain an interior L_{10} noise level not greater than 45 dB(A) and interior L_{dn} noise level not greater than 40 dB(A) for residential uses as illustrated in the EIS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Projected Development Site 2 (Block 3017, Lot 29): To ensure an acceptable interior noise environment, future residential uses must provide a closed-window condition with a minimum of 33 dB(A) window/wall attenuation on the southern and eastern facades within 50 feet of Lot 29's southern lot line and 31 dB(A) of attenuation on the southern and eastern facades beyond 50 feet of Lot 29's southern lot line and western facades within 270 feet of Lot 29's northern lot line and all northern facades and 28 dB(A) of attenuation on the western facades beyond 270 feet of Lot 29's northern lot line to maintain an interior L10 noise level not greater than 45 dB(A) and interior L_{dn} noise level not greater than 40 dB(A) for residential uses as illustrated in the EIS. 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.

Potential Development Site A (Block 3017, Lots 60, 65, and 68): 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 all facades to maintain an interior L_{10} noise level not greater than 45 dB(A) and interior L_{dn} noise level not greater than 40 dB(A) for residential uses as illustrated in the EIS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

The proposed building facades would be designed to provide an outdoor-indoor transmission composite (OITC) rating that is greater than or equal to those outlined in the proposed E-Designation. The New York City Mayor's Office of Environmental Remediation (OER) would provide oversight to ensure the intent of the E-Designation is implemented. By designing and constructing the buildings to provide a composite OITC rating greater than or equal to the E-Designation's requirements, sufficient attenuation would be provided to achieve the CEQR-recommended interior noise level for residential uses. Therefore, the Proposed Actions would not result in significant adverse noise impacts, and no further analysis is warranted.