2185 Coyle Street
Revised Environmental Assessment Statement
(EAS)[1]

August 16, 2024

CEQR No. 23DCP131K
ULURP Nos. 230248ZMK, N230249ZRK

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

Prepared by:
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432 Park Avenue South
New York, NY 10016

[1] This Revised Environmental Assessment Statement (EAS) supersedes the EAS dated July 24, 2024. The Revised EAS corrects an error in the E-Designation number that was issued for this project.

2185 Coyle Street EAS

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Environmental Assessment Statement Short Form

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 2185 Coyle Street

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency) 23DCP131K	BSA REFERENCE NUMBER (if applicable)
ULURP REFERENCE NUMBER (if applicable) 230248ZMK, N230249ZRK	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA) N/A

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT 2185 Coyle Street Associates LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Richard Bass, AICP, PP		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 1251 Avenue of the Americas, 37th Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10020
TELEPHONE 212.720.3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 212.259.6406	EMAIL Richard.bass@akerman.com	

5. *Project Description*

2185 Coyle Street Associates 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 555,297-gross-square-feet ("gsf") mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17; also known as ("aka") Projected Development Site 1) in the Sheepshead Bay neighborhood of Brooklyn Community District ("CD") 15. In addition to the Applicant-controlled Projected Development Site 1, the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the Applicant: the entirety of Lots 15, 65, and 68 and a portion of ("p/o") Lot 1. Collectively, all lots entirely or partially affected by the Proposed Actions comprise the Proposed Rezoning Area.

This Applicant seeks (i) a zoning map amendment to rezone the Proposed Rezoning Area from R4/C1-2 to R6A/C2-4, R7A/C2-4, and R7X/C2-4; and (ii) a zoning text amendment to Appendix F of the *Zoning Resolution of the City of New York* ("ZR") to establish the Proposed Rezoning Area as a Mandatory Inclusionary Housing area ("MIH"). The Proposed Actions would facilitate the development of the Proposed Project, which would contain approximately 434,743-gsf of residential uses, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-square-foot ("sf") of private, passive programmed open space, and approximately 73,179-gsf of accessory parking garage space (5,046-gsf on the ground floor and 68,133-gsf in the cellar level). The Proposed Project's residential floor area would comprise approximately 435 dwelling units ("DUs")[1], 25-30% (approximately 109-131 DUs) of which would be affordable pursuant to MIH at a range of 60-80% of the Area Median Income ("AMI") depending on the MIH Option selected. The Applicant intends to pursue MIH Option 1, which would result in the provision of approximately 109 DUs. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% of the residential floor area is assumed to be affordable at an average of 80% AMI. Approximately 231 accessory parking spaces (184 residential spaces and 47 commercial spaces) would be required;

[1] The estimate of total DUs is based on an average unit size of 1,000-gsf per DU; however, for RWCDS analysis purposes, the EAS assumes an average unit size of 850-gsf, which would result in approximately 511 DUs, 25-30% (approximately 128-153 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% (102 DUs) of the residential floor area is assumed to be affordable at an average of 80% AMI.

approximately 263 total spaces would be provided within a cellar level parking garage. The cellar level parking garage would be accessed via ramps on the ground floor of the Proposed Project. At its highest point, the Proposed Project would reach nine-stories (92-feet-tall rooftop height) along Avenue V.

In addition to the With-Action RWCDS for Projected Development Site 1, the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the Applicant: the entirety of Lots 15, 65, and 68 and a p/o Lot 1. For RWCDS analysis purposes, it is assumed that the Proposed Actions would facilitate the development of Lots 65 and 68 (aka "Projected Development Site 2") with a nine-story, approximately 68,520-gsf mixed-use building containing approximately 64 DUs, as well as approximately 6,600 gsf of commercial uses and 26 accessory parking spaces located within a cellar level parking garage. Of the 64 DUs, 25-30% (approximately 16-19 DUs) would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% (13 DUs) of the residential floor area is assumed to be affordable at an average of 80% AMI.

Although Lot 15 is located entirely within the Proposed Rezoning Area, this property is less likely to be developed as a result of the Proposed Actions and is therefore considered a potential site (aka "Potential Development Site 1"). It is expected that both Projected Development Sites 1 and 2 would be completely constructed and fully occupied by 2028.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 15	STREET ADDRESS 2185 Coyle Street; 2124 Bragg Street; 3060 Avenue U; 2115 Coyle Street; 2121 Coyle Street
TAX BLOCK(S) AND LOT(S) Block 7368, Lots 15, 17, 65, 68, and p/o 1		ZIP CODE 11229

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Proposed Rezoning Area is bounded by Coyle Street to the west, Bragg Street to the east, Avenue V to the south, and to within 100-feet of Avenue U to the north.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
R4/C1-2	29a

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

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. 120,195 sf (Proposed Rezoning Area)
Waterbody area (sq. ft) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): Approx. 120,195 sf (Proposed Rezoning 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): 623,817 gsf (Projected Development Sites 1 and 2)
NUMBER OF BUILDINGS: 2 (1 on Projected Development Site 1 and 1 on Projected Development Site 2)
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 555,297 gsf (Projected Development Site 1), 68,520 gsf (Projected Development Site 2)
HEIGHT OF EACH BUILDING (ft.): 145 feet (rooftop height of Projected Development Site 1), 95 feet (rooftop height of Projected Development Site 2)
NUMBER OF STORIES OF EACH BUILDING: 14-stories (Projected Development Site 1), 9-stories (Projected Development Site 2)

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: 96,000 sf
The total square feet not owned or controlled by the applicant: 44,000 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): 108,000 sf (Projected Development Sites 1 and 2)
AREA OF TEMPORARY DISTURBANCE: 108,000 sq. ft. (width x length)
VOLUME OF DISTURBANCE: (108,000 sf x 12 feet depth) Approx. 1,296,000 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 108,000 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.)	488,863	53,975 gsf	0 gsf	0 gsf
Type (*e.g.,* retail, office, school)	575 units	Local Retail	N/A	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: 1,530 NUMBER OF ADDITIONAL WORKERS: 77
Provide a brief explanation of how these numbers were determined: Estimates of the residential population have been calculated based on the average household size of 2.66 persons per household for Brooklyn Community District 15 per the 2020 U.S. Census. Estimates of workers have been calculated based on one worker per 333 gsf of local retail/supermarket space and one worker per 25 DUs.

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

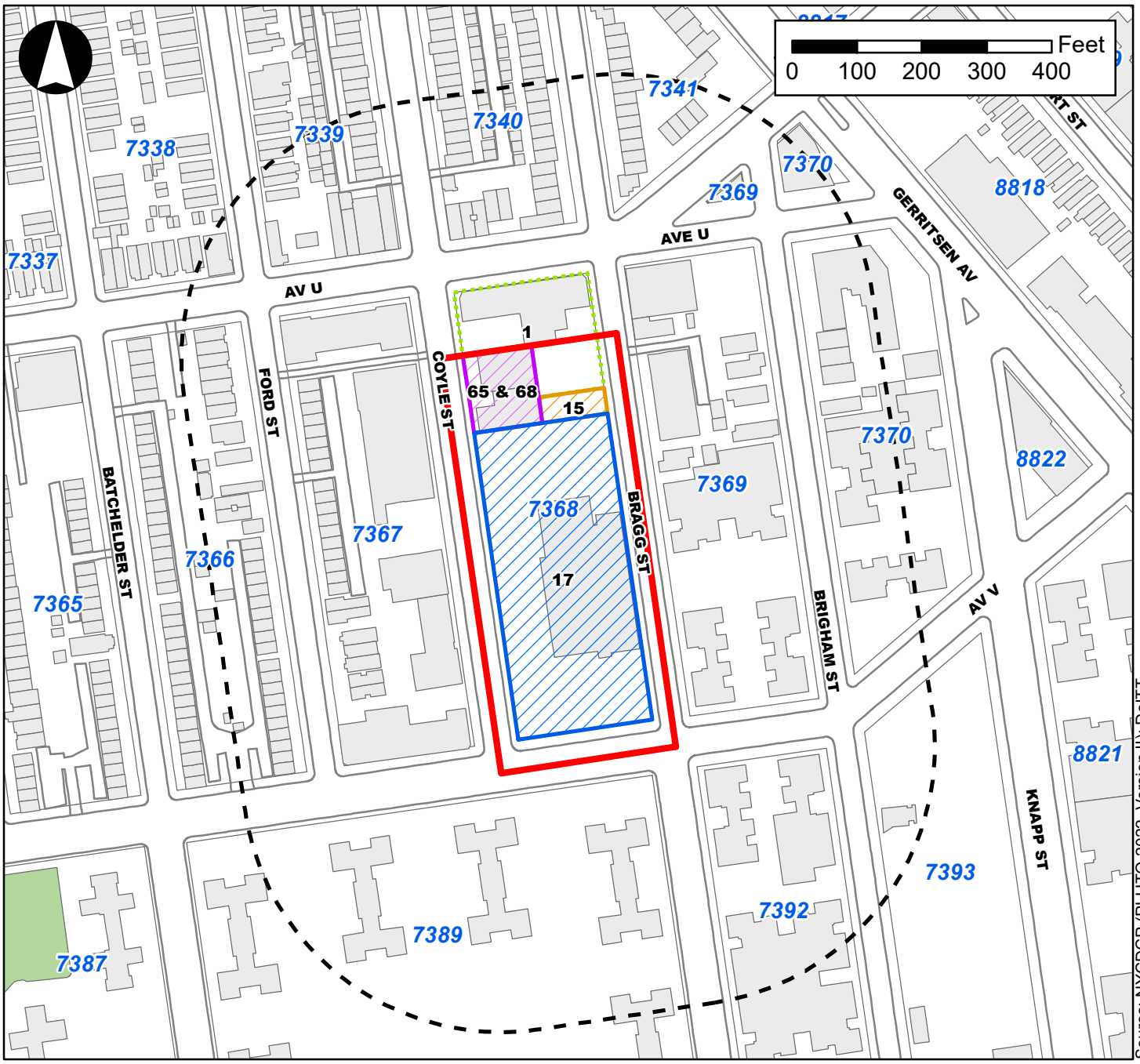
Has a No-Action scenario been defined for this project that differs from the existing condition? ☒ YES ☐ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly: In the No-Action condition, no changes are anticipated to occur. All existing structures and land uses located within the Proposed Rezoning Area are anticipated to remain unchanged from existing conditions. However, in the future without the Proposed Actions it is assumed that the vacant, formerly commercial building on Projected Development Site 1 (Lot 17) would be re-tenanted by a supermarket.

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2028
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 36 months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO	IF MULTIPLE PHASES, HOW MANY? N/A
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Construction on Projected Development Site 1 is expected to occur in a single phase and take approximately 36 months with completion anticipated in 2028. Construction on Projected Development Site 2 is expected to occur in a single phase and take 13 months with completion anticipated in 2028.	
10. *Predominant Land Use in the Vicinity of the Project* (check all that apply) ☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Public facilities and institutions	

Figure 1
Project Location Map

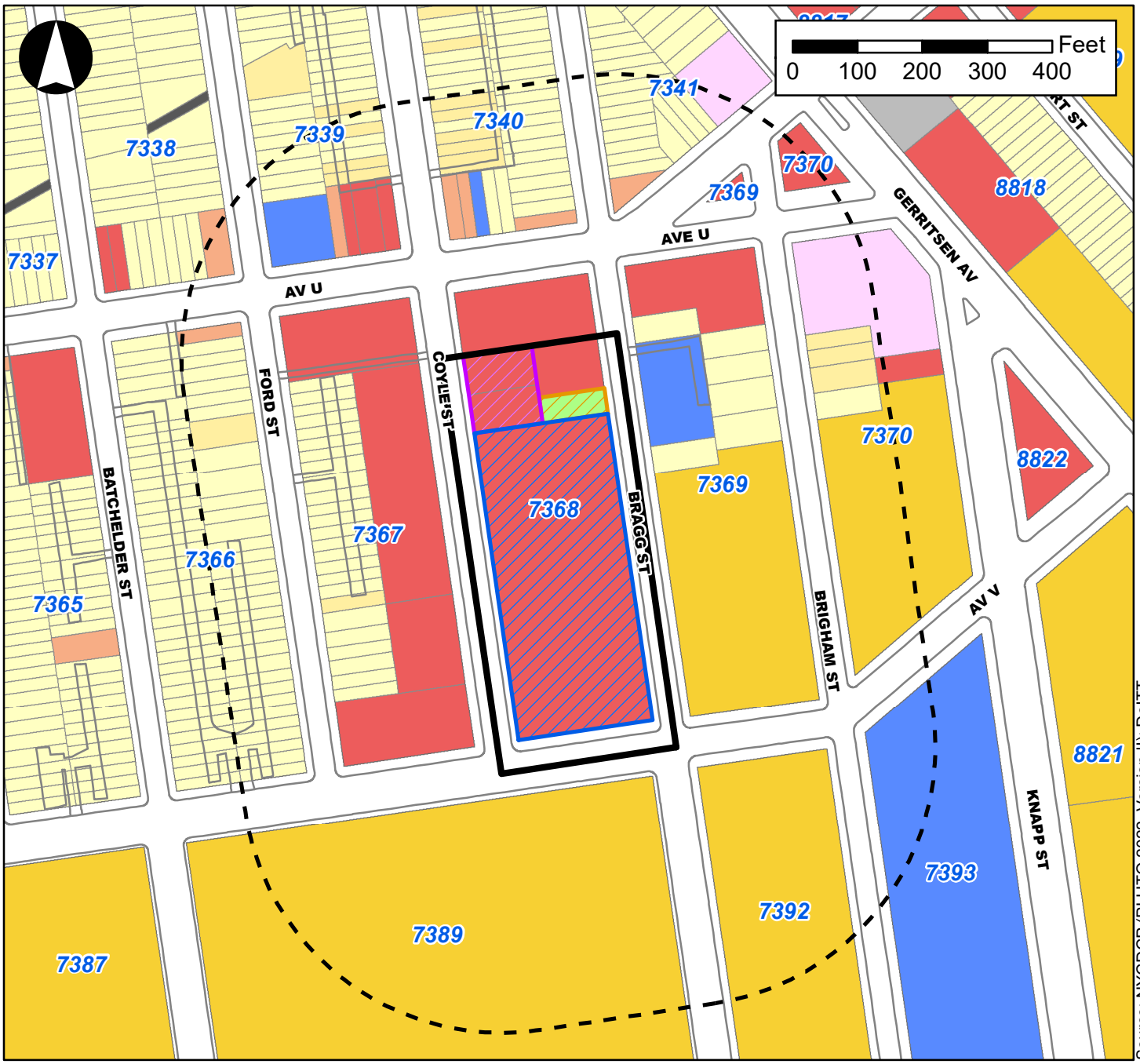


Legend

- Proposed Rezoning Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- Other Site
- Existing Building Footprints
- Open Space
- 7389 Tax Blocks



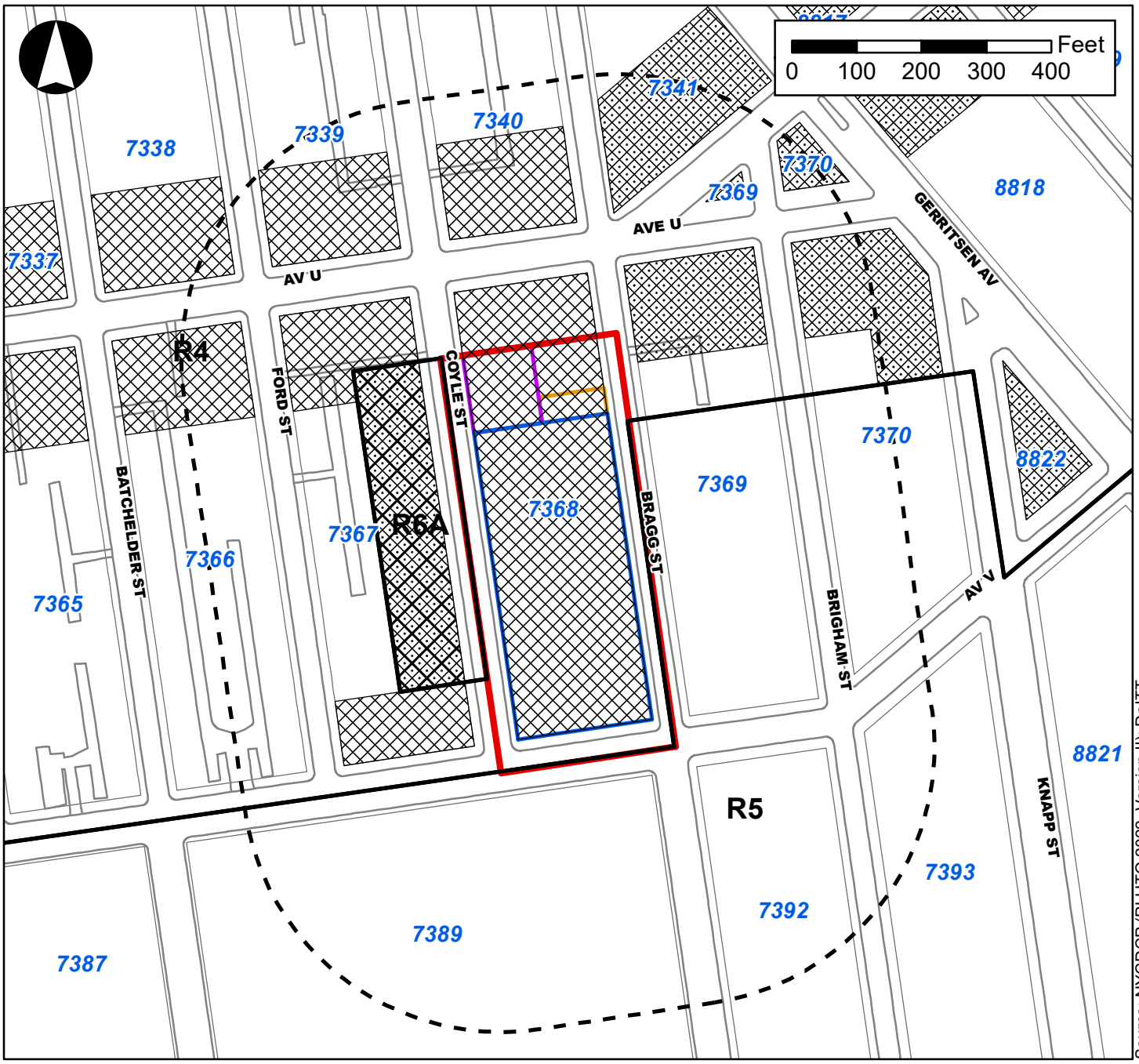
Figure 2
Land Use Map



Legend

- Proposed Rezoning 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

Figure 3
Zoning Map



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- R5 Zoning District Boundaries

Commercial Overlays

- C1-2
- C2-2
- C2-4



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Figure 4
Tax Map



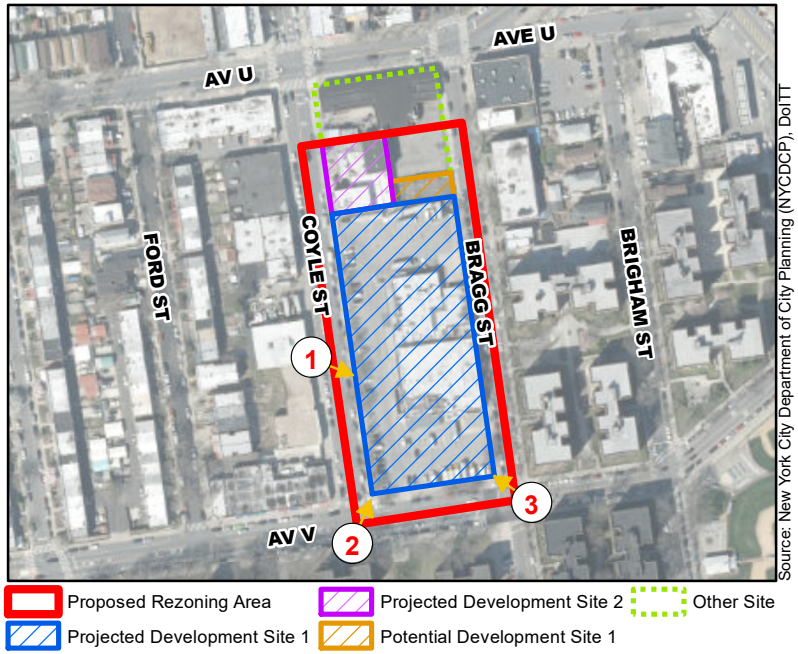
1. View of Projected Development Site 1 looking southeast from Coyle Street between Avenues U and V.



2. View of Projected Development Site 1 looking northeast from the intersection of Coyle Street and Avenue V.



3. View of Projected Development Site 1 looking northwest from the intersection of Bragg Street and Avenue V.





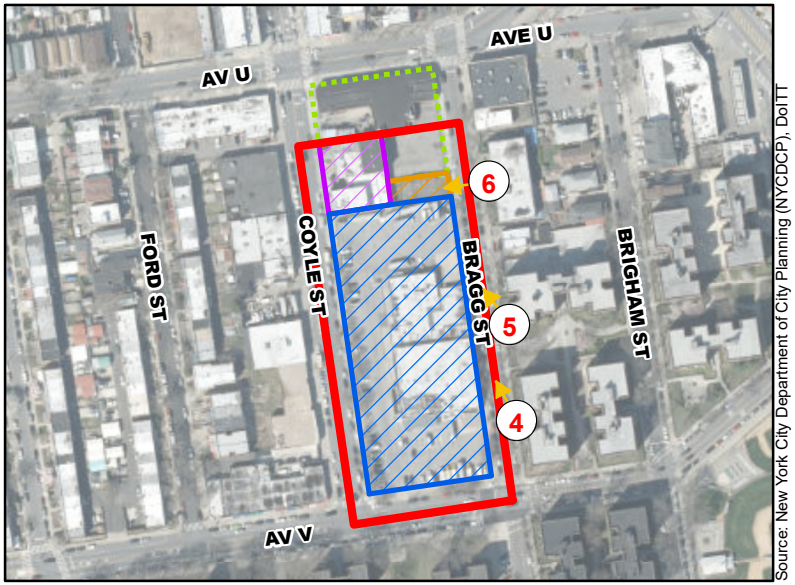
4. View of Projected Development Site 1 looking northwest from Bragg Street between Avenues U and V.



5. View of Projected Development Site 1 looking northwest from Bragg Street between Avenues U and V.



6. View of Potential Development Site 1 looking west from Bragg Street between Avenues U and V.





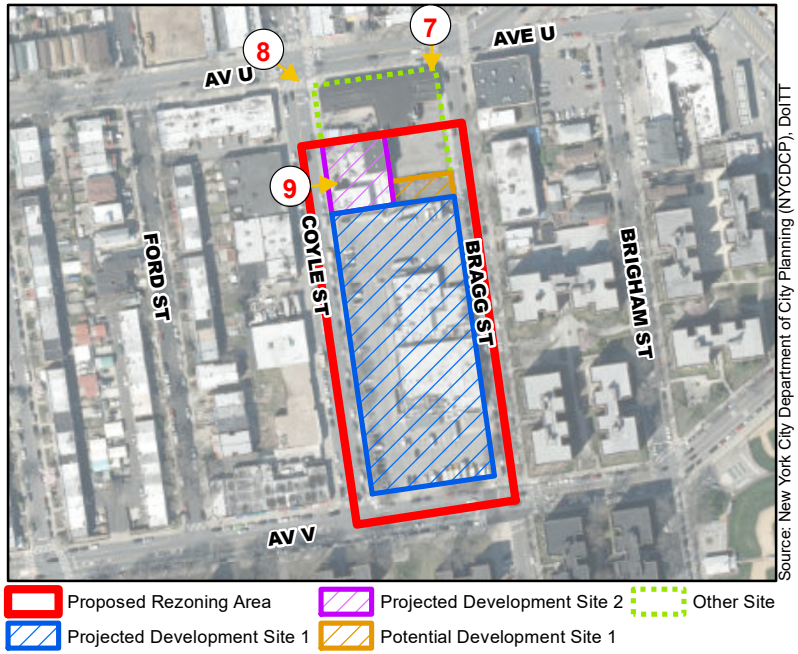
7. View of the Other Site looking south from the intersection of Bragg Street and Avenue U.



8. View of the Other Site looking southeast from the intersection of Coyle Street and Avenue U.



9. View of Projected Development Site 2 looking east from Coyle Street between Avenues U and V.



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 different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. **See Attachment C**		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 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?	☐	☒
○ 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 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ **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 more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(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) **Refer to Appendix 1 for NYC LPC's review letter dated September 30, 2022.**	☐	☒
(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 introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
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?	☒	☐
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?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or 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 RWCDS: (575 DUs x 41 pounds per week) + (191 commercial workers x 79 pounds per week [the commercial general retail rate is applied]) = 38,653 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 RWCDS: (488,863-gsf residential x 126.7 MBtu/sf [the source energy for the large residential building type]) + (53,975-gsf commercial x 216.3 MBtu/sf [the source energy for the commercial building type]) = 73,613,735 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		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐

	YES	NO
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
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. **The Proposed Actions are not expected to result in any significant adverse impacts in any of the technical areas related to public health (air quality, hazardous materials, or noise). Therefore, the Proposed Actions would not result in a significant adverse impact to public health, and further analysis is not warranted.**		
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. **The Proposed Actions are not expected to result in any significant adverse impacts in any of the technical areas related to neighborhood character, including land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. Therefore, the Proposed Actions would not result in a significant adverse impact to neighborhood character, and further analysis is not warranted.**		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. **See Attachment L**		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

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

APPLICANT/REPRESENTATIVE NAME	DATE
Philip Habib, P.E. | Philip Habib & Associates	7-24-2024

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

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

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

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

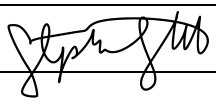
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result.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

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

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

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	City Planning Commission
NAME	DATE
Stephanie Shellooe	August 2, 2024

SIGNATURE



REVISED NEGATIVE DECLARATION - supersedes the Negative Declaration issued August 5, 2024*

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, 2185 Coyle Street Associates LLC, is seeking a Zoning Map Amendment to rezone Block 7368, Lots 15, 17, 65, 68, and a portion of Lot 1 in the Sheepshead Bay neighborhood of Brooklyn Community District 15 (the "Project Area") from an R4/C1-2 District to R6A/C2-4, R7A/C2-4, and R7X/C2-4 Districts; and a Zoning Text Amendment to Appendix F of the New York City Zoning Resolution (ZR) to establish a Mandatory Inclusionary Housing (MIH) area coterminous with the Project Area (the "Proposed Actions"). The Proposed Actions would facilitate the development of a new 9-story, approximately 92-foot-tall, 555,297 gross-square-foot (gsf), mixed-use building on the applicant-owned Block 7368, Lot 17 (the "Projected Development Site 1"), containing approximately 434,743 gsf of residential use, 435 dwelling units ("DUs"), 109-131 of which would be income-restricted pursuant to MIH. The building would contain approximately 47,375 gsf of commercial floor use, and approximately 14,000 square feet of private open space, while providing 263 accessory parking spaces in a garage on the ground and cellar levels (the "Proposed Development"). In the Shadows and Urban Design analyses, the maximum allowed roof height of 145 feet (in the R7X/C2-4 portion of the Project Area along Avenue V) was analyzed for a conservative assessment. In addition to Projected Development Site 1, one other projected development site and one potential development site were identified on properties not owned by the applicant and analyzed in the EAS. A new 9-story, 95-foot-tall, approximately 68,520-gsf mixed-use building on Lots 65 and 68 ("Projected Development Site 2"), would contain approximately 54,120 gsf of residential use, containing 64 DUs, approximately 16-19 of which would be income-restricted pursuant to MIH. The building would contain approximately 6,600 gsf of commercial use while providing 26 accessory parking spaces in the cellar level. A new 8-story, 85-foot-tall, approximately 15,840 gsf mixed-use building on Lot 15 ("Potential Development Site 1") would contain approximately 13,640 gsf of residential use, containing 16 DUs, approximately 4-5 of which would be income-restricted pursuant to MIH, approximately 2,200 gsf of ground floor commercial use and 7 accessory parking spaces. The Projected Developments and uses facilitated by the Proposed Actions would be compatible with existing mixed residential and commercial uses on Avenue V and the surrounding area. While the Proposed Actions would allow for an increase in development and bulk relative to the existing zoning, the proposed R7X/C2-4, R7A/C2-4 and R6A/C2-4 districts would establish a medium-density district with a commercial overlay that would be compatible with the adjacent block frontages along Coyle Street and Bragg Street. Additionally, the Project Area is located within the Coastal Zone Boundary, and the Proposed Actions would be consistent with the policies set forth in the New York City Waterfront Revitalization Program (WRP #21-158). Therefore, the Proposed Actions would not result in significant adverse impacts to land use, zoning, and public policy, and no further analysis is warranted.

Transportation

A detailed analysis related to Transportation (Traffic, Transit, Pedestrians, and Parking) is included in this EAS. Incremental vehicle trips generated by the Proposed Actions would have the potential to result in increases in delay at three intersections. To better accommodate new project-generated vehicle demand, minor signal timing changes are proposed at three intersections (two intersections along Avenue V and one intersection along Avenue U). For signal timing changes, the Applicant would provide notice to NYCDOT approximately six months prior to project occupancy and NYCDOT would evaluate and implement any signal timing changes at that time. With the incorporation of the recommended improvement measures, no individual movements will be significantly worse in delay to be considered significantly or adversely impacted. Additionally, Level 2 screening assessments were conducted for public transit, pedestrian elements, and parking capacity, and as demonstrated in the EAS, the Proposed Actions are not expected to result in any significant adverse impacts related to local bus capacity, pedestrian elements, or on-street parking capacity.

Hazardous Materials and Air Quality

An (E) designation (E-774) related to hazardous materials and air quality would be established as part of the approval of the proposed actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials and air quality analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials or air quality.

Construction

A detailed analysis related to construction is included in this EAS. Construction is expected to occur on two development sites, including the Applicant-owned Projected Development Site 1 and the non-Applicant-owned Projected Development Site 2, with the two construction schedules overlapping. Construction on Projected Development Sites 1 and 2 is expected to occur over the course of approximately 36 months and would adhere to the applicable laws, regulations, and building codes that govern construction in New York City. For Construction Air Quality, the use of best available technology ("BAT") for reducing diesel particulate matter emissions, as well as the utilization of newer equipment will be included as Project Components Related to the Environment (PCREs) under the Proposed Actions. For Construction Noise, the implementation of source controls and the prohibition of impact pile drivers, as well as path controls including the location and shielding of noisy equipment and the installation of a barrier for concrete trucks will be included as PCREs under the Proposed Actions. The Applicant will enter a Restrictive Declaration, to be recorded against Projected Development Site 1 in association with the proposed actions, codifying these PCREs. Therefore, the analysis concludes that with these measures in place the Proposed Actions would not result in significant adverse impacts related to construction, and further analysis is not warranted.

Project Name: 2185 Coyle Street
CEQR # 23DCP131K
SEQRA Classification: Unlisted

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

TITLE Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3328
NAME Stephanie Shellooe, AICP	DATE 8/16/2024
SIGNATURE	
TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE 8/19/2024
SIGNATURE	

** This Revised Negative Declaration (prepared in accordance with a Revised Environmental Assessment Statement dated August 16, 2024) supersedes the Negative Declaration issued on August 5, 2024). The Revised EAS corrects an error in the E-Designation number that was issued for this project.*

Project Name: 2185 Coyle Street
CEQR # 23DCP131K
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 7368, Lot 17
Projected Development Site 2	Brooklyn	Block 7368, Lots 65 & 68
Potential Development Site 1	Brooklyn	Block 7368, Lot 15

(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-774**) would be established as part of approval of the proposed actions on **Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1** as described below:

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

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Site 1, Projected Development Site 2, and Potential Development Site 1** for hazardous materials would apply 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.

Air Quality

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

Projected Development Site 1 *(Block 7368, Lot 17):*

9-Story Building

Any new development on the 9-story building on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and the HVAC system and hot water exhaust stack(s) must be located at least 95 feet above grade, to avoid potential significant adverse air quality impacts.

8-Story Building

Any new development on the 8-story building on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and be fitted with low NOx burners (30 ppm), and the HVAC system and hot water exhaust stack(s) located at least 97.33 feet above grade, and be located at least 73 feet from any operable windows and air intakes on Projected Development Site 2, to avoid potential significant adverse air quality impacts.

7-Story Building

Any new development on the 7-story building on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and be fitted with low NOx burners (30 ppm), and the HVAC system and hot water exhaust stack(s) located at least 91.67 feet above grade, to avoid potential significant adverse air quality impacts.

Projected Development Site 2: *Any new development on the Projected Development Site 2 (Block 7368, Lots 65 and 68) must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and the HVAC system and hot water exhaust stack(s) located at least 98 feet above grade, to avoid potential significant adverse air quality impacts.*

Potential Development Site 1: *Any new development on the Potential Development Site (Block 7368, Lot 15) must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and be fitted with low NOx burners (30 ppm), and the HVAC system and hot water exhaust stack(s) located at least 88 feet above grade, and be at least 34 feet from the lot line facing Avenue V and at least 95 feet from the lot line facing Coyle Street, to avoid potential significant adverse air quality impacts.*

Attachment A:

Project Description

I. INTRODUCTION

2185 Coyle Street Associates LLC (the "Applicant") is seeking a zoning map amendment and a zoning text amendment from the New York City Planning Commission ("CPC") (the "the Proposed Actions") to facilitate the development of an approximately 555,297-gross-square-feet ("gsf") mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17; also known as ("aka") Projected Development Site 1) in the Sheepshead Bay neighborhood of Brooklyn Community District ("CD") 15. The Proposed Project would contain approximately 434,743-gsf of residential uses, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-square-foot ("sf") of private, passive programmed open space, and approximately 73,179-gsf of accessory parking garage space (5,046-gsf on the ground floor and 68,133-gsf in the cellar level). The Proposed Project's residential floor area would comprise approximately 435 dwelling units ("DUs")[1], 25-30% (approximately 109-131 DUs) of which would be affordable pursuant to MIH at a range of 60-80% of the Area Median Income ("AMI") depending on the MIH Option selected. The Applicant intends to pursue MIH Option 1, which would result in the provision of approximately 109 DUs. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% of the residential floor area is assumed to be affordable at an average of 80% AMI. Approximately 231 accessory parking spaces (184 residential spaces and 47 commercial spaces) would be required; approximately 263 total spaces would be provided within a cellar level parking garage. The cellar level parking garage would be accessed via ramps on the ground floor of the Proposed Project. The Proposed Project's accessory parking garage would be accessed via one new curb cut on Coyle Street and one new curb cut on Bragg Street. At its highest point, the Proposed Project would reach nine-stories (92-feet-tall rooftop height) along Avenue V. The proposed mixed-use development would replace an approximately 30,000-gsf vacant, formerly commercial building and a 160-space surface parking lot. The vacant commercial building is currently untenanted, but was previously occupied by a supermarket until 2019.

In addition to the Applicant-controlled Projected Development Site 1, the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the Applicant: the entirety of Lots 15, 65, and 68 and a portion of ("p/o") Lot 1. Collectively, all lots entirely or partially affected by the proposed zoning map and zoning text amendments are heretofore referred to as the Proposed Rezoning Area. For Reasonable Worst Case Development Scenario ("RWCDS") analysis purposes, it is assumed that the Proposed Actions would facilitate the development of Lots 65 and 68 (aka "Projected Development Site 2") with a nine-story (95-feet-tall rooftop height), approximately 68,520-gsf mixed-use building containing approximately 64 DUs, as well as approximately 6,600-gsf of commercial uses and 26 accessory parking spaces located within a cellar level parking garage. Of the 64 DUs, 25-30% (approximately 16-19 DUs) would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% (13 DUs) of the residential floor area is assumed to be

[1] The estimate of total DUs is based on an average unit size of 1,000-gsf per DU; however, for RWCDS analysis purposes, the EAS assumes an average unit size of 850-gsf, which would result in approximately 511 DUs, 25-30% (approximately 128-153 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% (102 DUs) of the residential floor area is assumed to be affordable at an average of 80% AMI.

affordable at an average of 80% AMI. It is expected that both Projected Development Sites 1 and 2 would be completely constructed and fully occupied by 2028.

Although Lot 15 is located entirely within the Proposed Rezoning Area, this property is less likely to be developed as a result of the Proposed Actions and is therefore considered a potential site (aka "Potential Development Site 1"). As the Proposed Rezoning Area only includes approximately 8,195-sf of the approximately 28,000-sf Lot 1, it is unlikely that Lot 1 would be developed as a result of the Proposed Actions and, therefore, Lot 1 is not considered a projected or potential site.

This attachment provides a summary and description of the Proposed Actions, the projected and potential sites and the surrounding area's existing conditions, the Proposed Project's purpose and need, and the RWCDS in the future No-Action and With-Action conditions.

The New York City Department of City Planning is proposing a citywide zoning text amendment, the City of Yes for Housing Opportunity "CHO" (CEQR No. 24DCP033Y) to expand opportunities for housing within all zoning districts, and across all 59 of the City's Community Districts. These changes to the City's Zoning Resolution would enable more housing and a wider variety of housing types in every neighborhood, from the lowest density districts to the highest, to address the housing shortage and high cost of housing in New York City. This proposed zoning text amendment is currently in public review. Given that this project may be affected by the proposals included in the proposed zoning text amendment, a technical memorandum has been included in **Appendix 5** that assesses whether the conclusion of the environmental review would by altered by CHO.

II. EXISTING CONDITIONS

The Proposed Rezoning Area is located approximately 900-feet southeast of Marine Park in the eastern portion of Brooklyn CD 15 and comprises the majority of Block 7368 (which measures approximately 140,000-sf). The Proposed Rezoning Area is bounded by Coyle Street to the west, Avenue V to the south, Bragg Street to the east, and extends to within 100-feet of Avenue U to the north. The Proposed Rezoning Area is a rectangular-shaped area spanning five privately owned lots (the entirety of Lots 15, 17, 65, and 68, and a p/o of Lot 1). Of these lots, only Lot 17 is under the control of the Applicant. The Proposed Rezoning Area contains approximately 600-feet of frontage along Coyle and Bragg Streets, respectively, approximately 200-feet of frontage along Avenue V, and extends to within approximately 100-feet of Avenue U.

Coyle Street, Avenue V, and Avenue U are defined as wide streets with mapped widths of 80-feet, 90-feet, and 80-feet, respectively, while Bragg Street, measuring 60-feet in mapped width, is defined as a narrow street. Coyle Street operates as a two-way north-south thoroughfare with parking lanes along each curb. Avenue V operates as a two-way thoroughfare and is a major east-west collector. Avenue U operates as a two-way thoroughfare and is a principal east-west arterial. Bragg Street operates as a one-way thoroughfare and is a major northbound collector.

The Proposed Rezoning Area is currently mapped R4, a medium density residential zoning district which permits residential uses up to a maximum floor area ratio ("FAR") of 0.75 (0.90 with attic allowance) or community facility uses up to 2.0 FAR. In addition, a C1-2 commercial overlay is mapped over the entirety of Block 7368. C1-2 commercial overlays, when mapped in R4 districts, permit a maximum commercial FAR of 1.0. The Proposed Rezoning Area has been zoned R4 since the enactment of the 1961 Zoning Resolution. The C1-2 commercial overlay was initially only mapped along Avenue U; however, in 1964, it was extended to cover the entire block. The R4 district encompasses the surrounding area to the west,

north, and northeast of the Proposed Rezoning Area. An R6A district is mapped midblock along the west side of Coyle Street, across from the Proposed Rezoning Area. An R5 district is mapped to the south and southeast of the Proposed Rezoning Area.

Proposed Rezoning Area

Projected Development Site 1 (Applicant's Property)

The approximately 96,000-sf Projected Development Site 1 located at 2185 Coyle Street comprises the entirety of the Applicant-controlled Lot 17, which comprises the southern portion of the Proposed Rezoning Area. Projected Development Site 1 contains approximately 480-feet of frontage on Coyle and Bragg Streets, respectively, and approximately 200-feet of frontage along Avenue V. Projected Development Site 1 abuts Lots 15 and 65 along its northern extent and is enclosed by chain link fencing around its remaining peripheries. It is currently improved with an approximately 30,000-gsf vacant, formerly commercial building and a 160-space surface parking lot. The parking lot is accessible via curb cuts on Coyle Street and Avenue V. Previously, the vacant commercial building was occupied by a supermarket, but it has been unoccupied since 2019.

Remainder of the Proposed Rezoning Area

The remaining four lots included in the Proposed Rezoning Area (the entirety of Lots 15, 65, 68 and a p/o Lot 1) are not under the ownership and control of the Applicant and are each under separate private ownership. Lots 15, 65, and 68 are rectangular-shaped interior lots with frontage on Bragg Street (Lot 15) or Coyle Street (Lots 65 and 68). Lot 15 is an approximately 4,000-sf property occupied by an outdoor recreation use, which is owned by a religious facility located on the opposite side of Bragg Street (2121 Bragg Street). Lots 65 and 68 are both approximately 6,000-sf properties occupied by commercial uses. Lot 1 is an approximately 28,000-sf L-shaped double corner lot with frontages on Coyle Street, Avenue U, and Bragg Street. Only the approximately 8,195-sf southernmost portion of Lot 1 is located within the Proposed Rezoning Area. This portion of Lot 1 is occupied by a surface parking lot with approximately 14 spaces. The remainder of Lot 1 is occupied by a single-story vacant, formerly commercial building. The surface parking lot located within the Proposed Rezoning Area provides the accessory parking required for the vacant commercial building on Lot 1. **Table A-1** provides a description of each of the tax lots included in the Proposed Rezoning Area.

Table A-1: Existing Conditions in the Proposed Rezoning Area on Brooklyn Block 7368

Lot	Address	Lot Area (SF)	Zoning	Land Use	Building (GSF)
1*	3060 Avenue U	28,000	R4/C1-2	Commercial/Office	12,600
15	2124 Bragg Street	4,000	R4/C1-2	Private Open Space	288
17	2185 Coyle Street	96,000	R4/C1-2	Commercial/Office	30,000
65	2121 Coyle Street	6,000	R4/C1-2	Commercial/Office	6,400
68	2115 Coyle Street	6,000	R4/C1-2	Commercial/Office	1,600
Totals		***140,000***			***50,888***

Source: New York City Department of City Planning PLUTO (2022v2).
Notes: The shaded row indicates the property under the Applicant's control, comprising Projected Development Site 1.
*Lot 1 is partially located in the Proposed Rezoning Area.

Surrounding Area and Context

The Proposed Rezoning Area is located in the Sheepshead Bay neighborhood of Brooklyn. Land uses within an approximate 400-foot radius of the Proposed Rezoning Area are primarily residential, commercial/office, and mixed-use residential and commercial (refer to **Figure 4** in the **Environmental Assessment Statement ("EAS") Short Form**). In addition, several public facilities and institutions and transportation/utility land uses are also present in the surrounding area.

Residential land uses – primarily one-, two-, and multi-family walk-up buildings – are generally concentrated to the north and west of the Proposed Rezoning Area. Multi-family elevator buildings are located to the east and south of the Proposed Rezoning Area. Commercial/office buildings are clustered along Avenue U and Coyle Street. Mixed-use residential and commercial buildings are also primarily located along the Avenue U corridor, which is a major neighborhood commercial corridor and a local truck route.

Public facilities and institutions in the surrounding area include the Bambi-II Day Care Center, Amity Baseball, A to Z Daycare Center and After School Program, and a medical office building. Transportation/utility land uses comprise two gas stations along Avenue U and Gerritsen Avenue.

The Avenue U the Kings Highway subway stations are located approximately one mile and one and a quarter miles, respectively, from the Proposed Rezoning Area. The Q subway line provides service at both stations, and the B subway line provides additional, express service at the Kings Highway station. The B3 bus route operates along Avenue U near the Proposed Rezoning Area and provides connections to the Avenue U subway station. Connection to the Kings Highway subway station is provided by the B31 bus route, which operates along Gerritsen Avenue. Additional bus service in the surrounding area is provided by the B44 and B44-SBS (Select Bus Service), which operate along Nostrand Avenue, and the BM4 express bus route operating along Gerritsen Avenue. The B3 bus provides local service between Bensonhurst and Bergen Beach, the B31 bus provides local service between Gerritsen Beach and Kings Highway Station. Both the B44 and B44-SBS buses provide service (local and express, respectively) between Sheepshead Bay and Williamsburg, while the BM4 provides express bus service between Gerritsen Beach and Downtown/Midtown Manhattan.

Zoning

As shown in **Figure 3** in the **EAS Short Form**, the area to the north and west of the Proposed Rezoning Area is primarily zoned R4. An R6A district is mapped on a midblock portion of the block bounded by Coyle Street, Avenue V, Ford Street, and Avenue U. The area to the south and east of the Proposed Rezoning

Area is primarily zoned R5. In addition, C1-2, C2-2, and C2-4 commercial overlays are mapped in the surrounding area, primarily along Avenue U.

III. THE PROPOSED ACTIONS

The Proposed Project requires the following discretionary land use actions:

- ***Zoning Map Amendment:*** The Applicant is proposing a zoning map amendment to rezone an approximately 140,000-sf portion of Brooklyn Block 7368, including Lots 15, 17, 65, and 68 in their entirety and a portion of Lot 1. Within the Proposed Rezoning Area, the proposed zoning amendment would map an R6A district to a depth of 100-feet along the west side of Bragg Street, an R7A district to a depth of 100-feet along the east side of Coyle Street, an R7X district to a depth of 100-feet along Avenue V, and a C2-4 commercial overlay over the entire Proposed Rezoning Area. As shown in **Figure A-1,** the proposed zoning districts would be mapped from the centerlines of Coyle Street, Bragg Street, and Avenue V and would extend north to within 100-feet of Avenue U. **Table A-2** compares the use, bulk, and height requirements under the existing and proposed zoning districts.

- ***Zoning Text Amendment:*** The Applicant is proposing a zoning text amendment to Appendix F of the *Zoning Resolution of the City of New York* ("ZR") to establish the Proposed Rezoning Area as a Mandatory Inclusionary Housing area ("MIH"). The establishment of the MIH area would require a share of new housing to be permanently income-restricted where significant new housing capacity would be created. At this time, the Applicant is seeking to designate the Proposed Rezoning Area as MIH Option 1. Under MIH Option 1, approximately 25 percent of a residential development's residential floor area must be income-restricted.

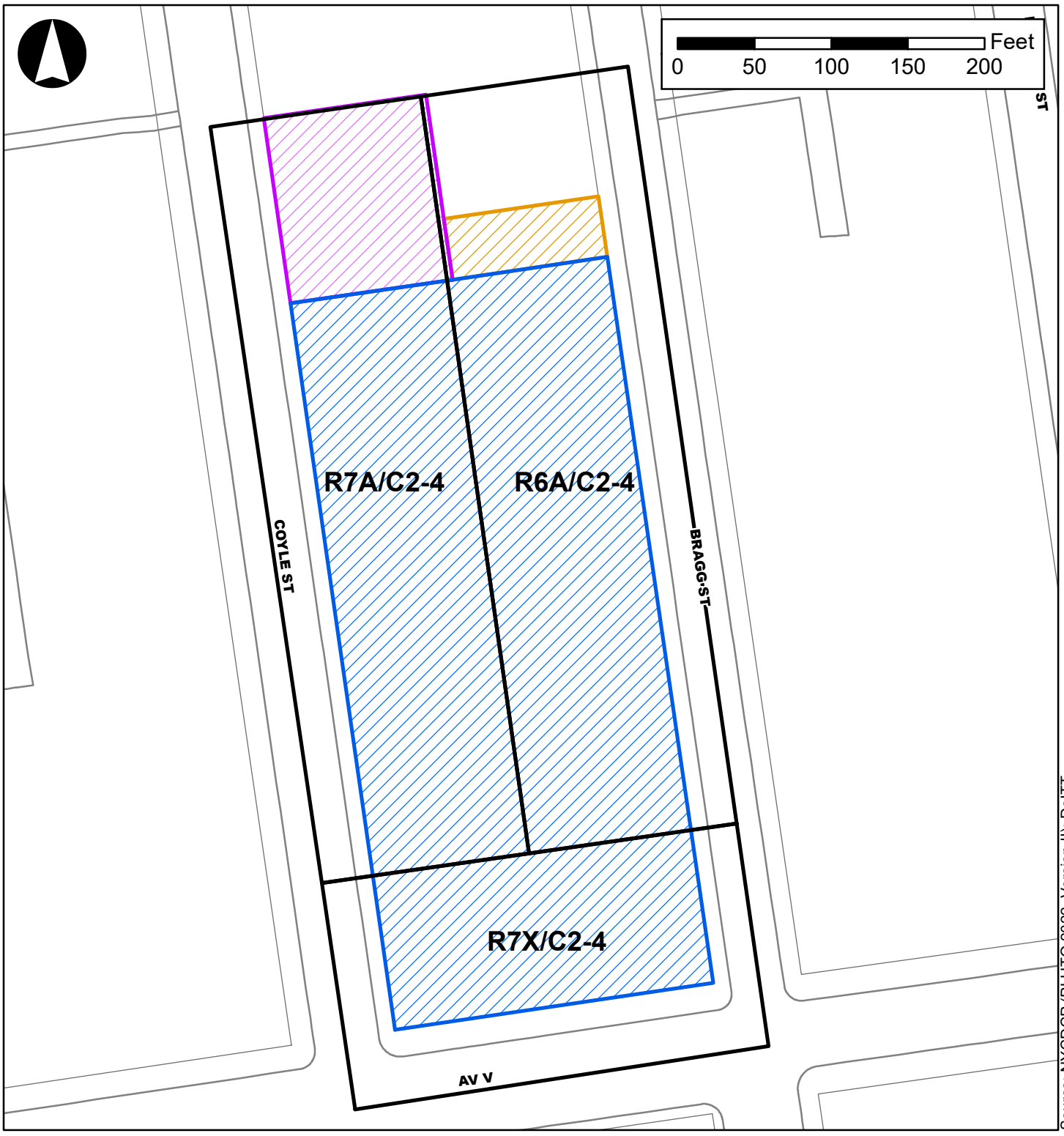
Table A-2: Comparison of the Existing and Proposed Zoning

	Existing Zoning	**Proposed Zoning**		
Zoning District	**R4/C1-2**	**R6A/C2-4**	**R7A/C2-4**	**R7X/C2-4**
Use Groups	UG 1-4, 6	UG 1-9, 14	UG 1-9, 14	UG 1-9, 14
Maximum FAR				
Residential	0.75 (0.9 with attic allowance)	3.0 (3.6 with MIH[1])	4.0 (4.6 with MIH[1])	5.0 (6.0 on wide street with MIH[1])
Community Facility	2.0	3.0	4.0	5.0
Commercial	1.0	2.0	2.0	2.0
Manufacturing	N/A	N/A	N/A	N/A
Maximum Building Height				
	35'	70' (85' with MIH and QGF[2])	80' (95' with MIH and QGF[2])	120' (145' with MIH and QGF[2])

Source: *Zoning Resolution of the City of New York*.
Notes:
1. With MIH.
2. With QGF pursuant to ZR Section 23-664.

The MIH area sets a new maximum permitted residential FAR that supersedes the FAR permitted by the underlying zoning district. With both the designation of the Proposed Rezoning Area as an MIH area and its rezoning, the maximum permitted residential FAR within Projected Development Site 1 would be blended across all three zoning districts, resulting in a maximum permitted FAR of 4.49. The maximum building height would be up to 145-feet with provision of a qualifying ground floor ("QGF") pursuant to ZR Section 23-664. The maximum permitted residential FAR on Lots 65 and 68 would be 4.6. The maximum

Figure A-1
Proposed Zoning Designations



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Projected Development Site 1
- Potential Development Site 1
- Projected Development Site 2
- Proposed Zoning Designations

Note: Figure is for illustrative purposes only and is not to scale.

permitted residential FAR on Lot 15 and the p/o Lot 1 located within the Proposed Rezoning Area would be 3.6. The Proposed Actions are discretionary public actions that are subject to both the Uniform Land Use Review Procedure ("ULURP") and City Environmental Quality Review ("CEQR").

(E) Designations and Project Component Related to the Environmental (PCRE)

The Proposed Actions include the assignment of an (E) designation (E-774) for hazardous materials and air quality on Block 7368, Lots 15, 17, 65, and 68 to ensure that there would be no significant adverse hazardous materials or air quality impacts. The (E) designation is a mechanism that ensures no significant adverse impacts would result from a proposed action because of steps that would be undertaken prior to the development of a rezoned site. The (E) designation (or other measures equivalent to such a designation) would ensure that these identified sites would not be developed unless necessary remedial measures are implemented.

In addition, as described in **Attachment I, "Transportation,"** to better accommodate new project-generated vehicle demand, minor signal timing changes are proposed at three intersections (two intersections along Avenue V and one intersection along Avenue U). For signal timing changes, the Applicant would provide notice to NYCDOT approximately six months prior to project occupancy and NYCDOT would evaluate and implement any signal timing changes at that time.

As also described in **Attachment L, "Construction,"** for Construction Air Quality, the use of best available technology ("BAT") for reducing diesel particulate matter emissions, as well as the utilization of newer equipment will be included as PCREs under the Proposed Actions (refer to p. L-15 of **Attachment L, "Construction"** for additional information). For Construction Noise, the implementation of source controls including those outlined in **Table L-10** and the prohibition of impact pile drivers, as well as path controls including the location and shielding of noisy equipment and the installation of a barrier for concrete trucks will be included as PCREs under the Proposed Actions (refer to pp. L-23 – L-24 of **Attachment L, "Construction"**).

IV. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the construction of a new, mixed-use residential and commercial development that would provide both market-rate and income-restricted housing on the underutilized, Applicant-controlled Projected Development Site 1. As the 96,000-sf property has frontages on two wide streets (Coyle Street and Avenue V), it is well suited for increased density. By contrast, Projected Development Site 1's existing zoning permits a maximum FAR of 0.75 (0.90 with attic allowance) for residential uses, 1.00 FAR for commercial uses, or 2.00 FAR for community facility uses, which limits the developable floor area within Projected Development Site 1 and limits the feasibility of constructing income-restricted housing units. The Proposed Project is expected to provide approximately 435 DUs (109 of which would be permanently income-restricted pursuant to MIH Option 1), as well as 47,375-gsf of commercial (local retail) uses, approximately 14,000-sf of private, passive programmed open space. According to the Applicant, the completion of the Proposed Project would help address the continuing need for income-restricted housing in Brooklyn CD 15. In addition, the Proposed Project would be constructed on underutilized property that does not currently support any active uses. As such, the Proposed Project would promote local job creation by replacing the existing 30,000-gsf vacant, formerly commercial building with 47,375-gsf of varied local retail space.

According to the Applicant, the proposed mixed-use residential and commercial development would provide much needed high-quality income-restricted housing, as well as local retail services and

employment opportunities at Projected Development Site 1. In addition, the Proposed Actions, according to the Applicant, would help to address the continuing need for income-restricted housing for a range of household income levels in Brooklyn CD 15. The proposed zoning text amendment, which would designate the Proposed Rezoning Area as an MIH area, would require the construction of permanently income-restricted residential units on the Applicant-controlled Projected Development Site 1. These required, permanently income-restricted residential units would help to address income-restricted housing goals set forth by New York City in the *Housing New York 2.0* plan. The creation of new income-restricted housing supply at various income levels would help to alleviate the upward pressure on housing prices and contribute to housing affordability in the surrounding area and the city as a whole.

V. PROPOSED PROJECT

The Applicant proposes to develop Projected Development Site 1, located at 2185 Coyle Street (Block 7368, Lot 17), with a new, approximately 555,297-gsf mixed-use residential and commercial development ranging in height from six- to nine-stories along Bragg Street, four- to nine-stories along Coyle Street, and eight- and nine-stories along Avenue V. As the Proposed Actions would rezone Projected Development Site 1 from R4/C1-2 to R6A/C2-4, R7A/C2-4, and R7X/C2-4, the zoning lot would have a maximum permitted FAR of 4.49.[2]

The Proposed Project would include approximately 434,743-gsf of residential space (comprising approximately 435 total DUs with an average unit size of approximately 1,000-gsf), approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-sf of private, passive programmed open space available to residents of the Proposed Project, and approximately 73,179-gsf of accessory parking garage space (5,046-gsf on the ground floor and 68,133-gsf in the cellar level). The private, passive open space would comprise a landscaped courtyard; in addition to landscaping, the open space would contain pathways, benches, and movable tables and chairs. In the proposed R7X/C2-4 district, along Avenue V, the Proposed Project would feature a maximum rooftop height of 92-feet (nine-stories). In the proposed R7A/C2-4 district, along Coyle Street, the Proposed Project would feature a maximum rooftop height of 82-feet (eight-stories). In the proposed R6A/C2-4 district, along Bragg Street, the Proposed Project would feature a maximum rooftop height of 82-feet (eight-stories).

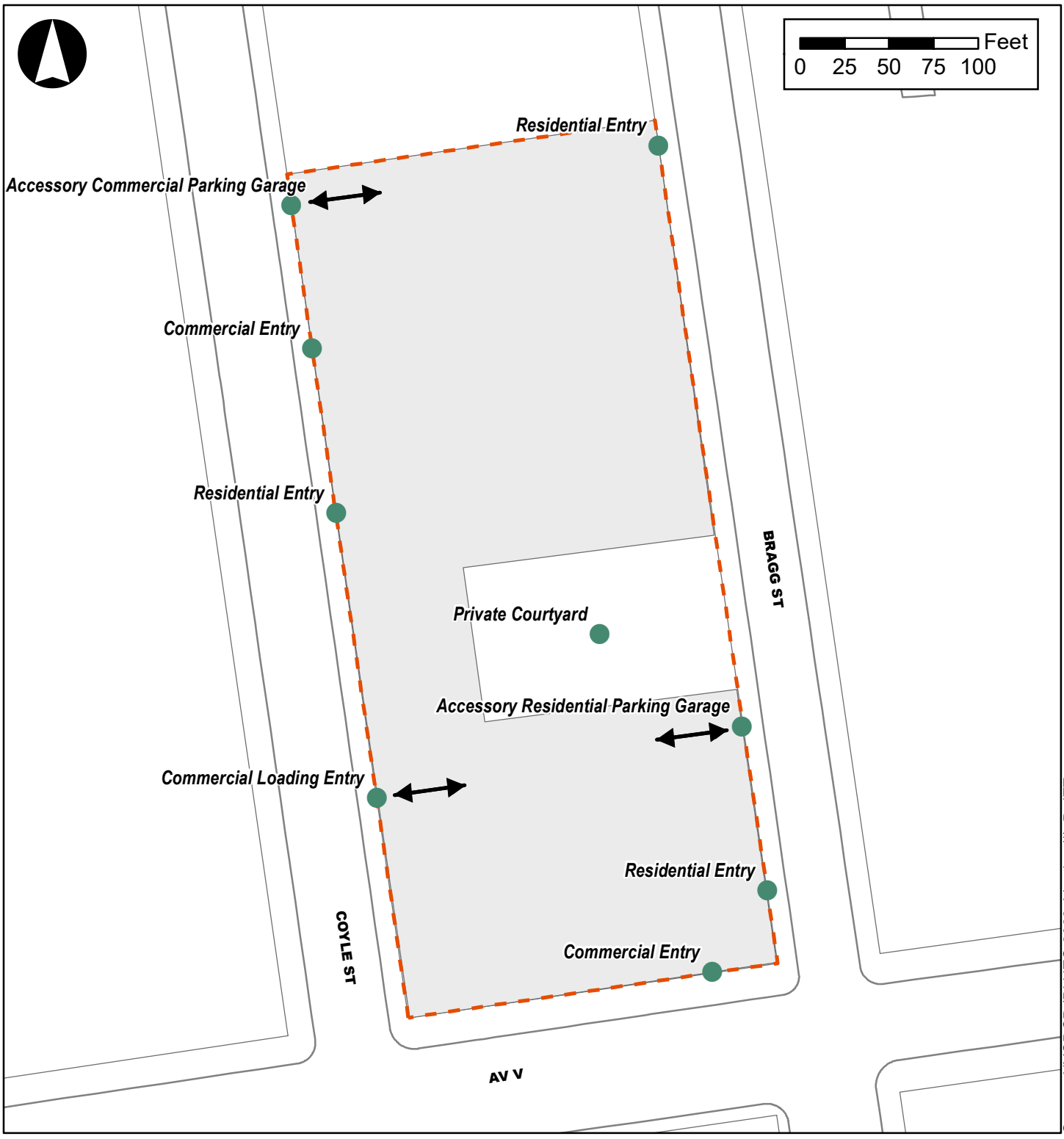
Approximately 231 accessory parking spaces (184 residential spaces and 47 commercial spaces) would be required; approximately 263 total spaces would be provided within a cellar level parking garage. The cellar level parking garage would be accessed via ramps on the ground floor of the Proposed Project. As illustrated in **Figure A-2**, the Proposed Project's accessory parking garage would be accessed via one new curb cut on Coyle Street and one new curb cut on Bragg Street. Two commercial loading berths would be located on the Proposed Project's ground floor on Coyle Street; the commercial loading berths would be accessed via an additional new curb cut on Coyle Street. The Proposed Project's residential spaces would be accessed via two entrances on Bragg Street and one entrance on Coyle Street. The Proposed Project's commercial (local retail) spaces would be accessed via one entrance on Avenue V and one entrance on Coyle Street.

VI. ANALYSIS FRAMEWORK

It is anticipated that the application for the Proposed Actions would be certified into ULURP in early-2024. Assuming completion of ULURP in mid-2024 and a single, 36-month period of construction to commence

[2] The maximum permitted FAR within the proposed zoning districts would be: 3.25 (MIH), 4.6 (MIH), and 6.0 (wide street and MIH) in the R6A, R7A, and R7X districts, respectively.

Figure A-2
Illustrative Site Plan - Projected Development Site 1



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Projected Development Site 1
- Proposed Project Footprint
- Proposed Project Entrances

Note: Figure is for illustrative purposes only and is not to scale.

in early-2025, completion and occupancy of the Proposed Project on Projected Development Site 1 is expected to occur in early-2028.

As noted above, in addition to the Proposed Project on the Applicant's Projected Development Site 1, an additional projected development site (Block 7368, Lots 65 and 68; aka Projected Development Site 2) not under the ownership and control of the Applicant has been identified in the Proposed Rezoning Area that is likely to be developed as a result of the Proposed Actions. Although no formal development plans exist for the projected development site, it meets the CEQR soft site criteria as described below and, therefore, the RWCDS assumes it would be developed by the same build year as Projected Development Site 1 (i.e., 2028). This build year reflects a reasonable estimate of the time needed for the two lots to be combined under common ownership and for the property owner of Projected Development Site 2 to demolish the existing structures on Lots 65 and 68, design the development, obtain design approvals, and construct the development. Accordingly, this environmental review utilizes 2028 as the build year for the analysis of future conditions, consistent with 2021 *CEQR Technical Manual* guidance.

Identification of Development Sites

According to the 2021 *CEQR Technical Manual*, 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 because of the proposed action(s):

- 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, site specific conditions that make development difficult, and issues relating to site control or site assemblage that may affect development 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 developed, 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 study 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 developed because of the proposed action(s):

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;

- Lots where construction is actively occurring, or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment, unless recently constructed or altered lots were built to less than or equal to half of the maximum allowable FAR under the proposed zoning;

- Lots whose location or irregular shape would preclude or greatly limit future as-of-right development. Generally, development on irregular lots does not produce marketable floor space;

- Long-standing institutional uses with no known development plans; or
- Residential buildings with six (6) or more residential 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 estimate of future growth identified development sites are typically divided into two categories: projected development sites and potential developments. Projected development sites are considered more likely to be developed within the analysis period for the proposed action(s) (i.e., by 2028), while potential development sites are considered less likely to be developed over the same period.

Lot 17 on Block 7368 (Projected Development Site 1)

The Applicant-controlled site is considered a projected development site. In the future with the Proposed Actions, the Applicant intends to develop Lot 17 with the new mixed-use residential and commercial development detailed above in Section V, "Proposed Project."

Lots 65 and 68 on Block 7368 (Projected Development Site 2)

As noted above, Lots 65 and 68 are entirely within the Proposed Rezoning Area. They are both rectangular-shaped, adjacent to one another, and collectively contain approximately 12,000-sf of total lot area. Lots 65 and 68 are currently developed with a two-story commercial building and a one-story commercial building, respectively. Although the properties are not under the ownership and control of the Applicant, Lots 65 and 68 would be underbuilt under the proposed zoning and are therefore considered soft enough to be a projected development site. As such, in the future with the Proposed Actions it is assumed these lots would be combined, and Projected Development Site 2 would be developed with a new nine-story mixed-use residential and commercial building.

Lot 15 on Block 7368 (Potential Development Site 1)

Although Lot 15 is entirely within the Proposed Rezoning Area, it is a small lot containing only 4,000-sf of total lot area. (As noted above, a small lot is typically defined as containing 5,000-sf of lot area or less.) In addition, Lot 15 is only approximately 40-feet wide and is under the long-term ownership of a religious facility located on the opposite side of Bragg Street (2121 Bragg Street). Therefore, this property is less likely to be developed and is considered a potential development site (aka Potential Development Site 1) for CEQR analysis purposes.

The With-Action condition RWCDS for Potential Development Site 1 comprises an approximately 15,840-gsf (3.6 FAR) mixed-use residential and commercial building with a maximum rooftop height of 85-feet including a qualifying ground floor ("QGF") pursuant to ZR Section 23-664. The building would feature a base height of 65-feet (six-stories) before being setback 15-feet from Bragg Street. The building on Potential Development Site 1 would include approximately 13,640-gsf of residential space containing approximately 16 total DUs, 25-30% (approximately 4-5 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected, and 2,200-gsf of local retail space on the building's ground floor. Accessory parking for the local retail space would be waived as less than 40 accessory parking spaces would be required; however, seven accessory spaces would be provided for the residential use.

Portion of Lot 1 on Block 7368 (Remainder of the Proposed Rezoning Area)

As discussed previously, an approximately 8,195-sf portion of the larger, 28,000-sf Lot 1 is located within the Proposed Rezoning Area. Although the Proposed Actions would increase the available floor area on this property, the zoning change would only generate an additional 0.74 FAR. In addition, the height and setback regulations under the existing and proposed zoning districts – as well as the side yard, rear yard, and parking requirements – limit the development potential of Lot 1. (Per ZR section 23-693, a 45-feet height limitation extends 25-feet into R6A districts that abut R4 districts.) As such, it is unlikely that Lot 1 would be developed as a result of the Proposed Actions.

As such, for RWCDS analysis purposes, two projected development sites (Projected Development Sites 1 and 2) and one potential development site (Potential Development Site 1) have been identified in the area directly affected by the Proposed Actions.

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

In the 2028 No-Action condition, the Proposed Rezoning Area's existing R4/C1-2 zoning would remain in place. Under the existing zoning, no changes are anticipated to occur. All existing structures and land uses located within the Proposed Rezoning Area are anticipated to remain unchanged from existing conditions. However, in the future without the Proposed Actions, it is assumed that the vacant, formerly commercial building on Projected Development Site 1 (Lot 17) would be re-tenanted by a supermarket.

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

In the 2028 With-Action condition, the proposed zoning map and zoning text amendments would be approved. As shown in **Figure A-1**, in the With-Action condition an R6A/C2-4 zoning district would be mapped mid-block along Bragg Street to within 100-feet of Avenue U to the north and Avenue V to the south. It would extend to a depth of 100-feet west of Bragg Street. In addition, an R7A/C2-4 district would be mapped along the east side of Coyle Street to a depth of 100-feet and would extend to within 100-feet of Avenue U and Avenue V. Finally, an R7X/C2-4 district would be mapped along Avenue V to a depth of 100-feet.

In addition, the entirety of the Proposed Rezoning Area would be designated as an MIH area in the future with the Proposed Actions. With this designation, the proposed R6A/C2-4, R7A/C2-4, and R7X/C2-4 zoning districts would have maximum permitted residential FARs of 3.6, 4.6, and 6.0, respectively. As each district would be mapped over a portion of Projected Development Site 1, in the future with the Proposed Actions, the Applicant-controlled Lot 17 would have a maximum permitted FAR of 4.49. As Lots 65 and 68 (Projected Development Site 2) would be located entirely within the proposed R7A/C2-4 district, the maximum permitted FAR would be 4.6 with MIH.

Lot 17 (Projected Development Site 1)

Projected Development Site 1 would be developed with an approximately 555,297-gsf mixed-use residential and commercial development containing approximately 435 total DUs and 47,375-gsf of commercial (local retail) space. However, the residential development program is based on an average unit size of approximately 1,000-gsf. For CEQR analysis purposes, the With-Action RWCDS assumes an average unit size of approximately 850-gsf, resulting in approximately 511 total DUs, 25-30% (approximately 109-131 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% of the residential floor area is assumed to be affordable at an average of 80% AMI. The portion of the Proposed Project located in the proposed R7X/C2-4 district would contain approximately 165 total DUs. The portion of the Proposed Project located in the proposed R7A/C2-4 district would contain approximately 184 total DUs. The portion of the Proposed Project located in the proposed R6A/C2-4 district would contain approximately 162 total DUs.

In addition, the RWCDS assumes the portion of the With-Action condition fronting Avenue V would reach a maximum rooftop height of 145-feet (14-stories) including a qualifying ground floor ("QGF") pursuant to ZR Section 23-664 (plus a 15-feet-tall bulkhead for a total building height of 160-feet), which would maximize the building height permitted in the R7X/C2-4 zoning district.

Consistent with the Proposed Project, under the With-Action RWCDS, the With-Action condition would also provide approximately 14,000-sf of private, passive programmed open space and approximately 73,179-gsf of accessory parking garage space on the Proposed Project's ground floor and cellar level. The private, passive open space would comprise a landscaped courtyard; in addition to landscaping, the open space would contain pathways, benches, and movable tables and chairs. The With-Action condition would also provide approximately 263 accessory parking spaces (216 residential spaces and 47 commercial spaces) within the cellar level parking garage.

Lots 65 and 68 (Projected Development Site 2)

Lots 65 and 68 comprise a 12,000-sf, rectangular-shaped site currently occupied by a two-story, approximately 6,400-gsf commercial building (Lot 65) and a single-story, approximately 1,600-gsf commercial building (Lot 68). The two lots have a combined commercial FAR of 1.2, which is higher than the commercial FAR of 1.0 permitted under the existing R4/C1-2 zoning, but below the commercial FAR of 2.0 and well below the permitted residential FAR of 4.6 (with MIH) under the proposed R7A/C2-4 zoning.

As such, in the future with the Proposed Actions, it is expected the existing buildings on Lots 65 and 68 would be demolished and the two lots would be developed to the maximum permitted FAR of 4.6 with an approximately 68,520-gsf mixed-use residential and commercial building with a maximum rooftop height of 95-feet including a qualifying ground floor ("QGF") pursuant to ZR Section 23-664. The building on Projected Development Site 2 would include approximately 54,120-gsf of residential space (64 total DUs including at least 16 income-restricted DUs pursuant to MIH Option 1) and 6,600-gsf of local retail space on the building's ground floor. Accessory parking for the local retail space would be waived as less than 40 accessory parking spaces would be required; however, 26 accessory parking spaces would be provided for the residential use and located within a cellar level parking garage.

Table A-3 provides a summary of the RWCDS for Projected Development Sites 1 and 2 in the future with the Proposed Actions.

Table A-3: With-Action Condition RWCDS

Lot(s)	Lot Area (SF)	FAR	Residential			Commercial (GSF)	Total Building Space (GSF)	Parking Spaces	Max. Building Height[4]
			GSF	DUs[2]	Income-restricted DUs[3]				
17	96,000	4.40[1]	434,743	511	128	47,375	555,297	263	145’
65 and 68	12,000	4.60	54,120	64	16	6,600	68,520	26	95’
Totals	*108,000*		*488,863*	*575*	*144*	*53,975*	*623,817*	*289*	

Notes:
1. Projected Development Site 1 would have a maximum permitted FAR of 4.49 because approximately 38,000-sf of lot area would be located in the R6A/C2-4 district (3.6 FAR), approximately 38,000-sf of lot area would be located in the R7A/C2-4 district (FAR 4.6), and approximately 20,000-sf of lot area would be located in the R7X/C2-4 district (6.0 FAR).
2. The total estimates of With-Action RWCDS DUs are based on an average unit size of approximately 850-gsf.
3. Pursuant to MIH Option 1.
4. The maximum building heights of 95-feet and 145-feet are permitted with a QGF in R7A and R7X zoning districts, respectively.

Possible Effects of the Proposed Actions

Table A-4 provides a comparison of the No-Action and With-Action conditions identified for CEQR analysis purposes. As shown, the net incremental change resulting from the Proposed Actions would be a total increase of approximately 488,863-gsf of residential space, including approximately 575 total DUs, of which at least approximately 144 would be income-restricted DUs pursuant to MIH Option 1, approximately 15,975-gsf of commercial space, and approximately 123 accessory parking spaces. In terms of population, the Proposed Actions are expected to generate an estimated 1,530 incremental residents and 77 incremental workers, as compared to the 2028 No-Action condition.

Table A-4: Comparison of No-Action and With-Action Conditions – Proposed Rezoning Area

Use	No-Action	With-Action	Net Increment
Residential (GSF) Total Dwelling DUs Income-restricted DUs	0-GSF 0 DUs 0 DUs	488,863-GSF 575 DUs 144 DUs	+488,863-GSF +575 DUs +144 DUs
Commercial (GSF)	38,000-GSF	53,975-GSF	+15,975-GSF
Accessory Parking Spaces	166 spaces (parking lot)	289 spaces (parking garage)	-166 parking lot spaces; +289 parking garage spaces
Population	**No-Action**	**With-Action**	**Increment**
Residents	0	1,530	+1,530
Workers	114	191	+77

Note: Estimates of the residential population have been calculated based on the average household size of 2.66 persons per household for Brooklyn Community District 15 per the 2020 U.S. Census. Estimates of workers have been calculated based on one worker per 333 gsf of local retail/supermarket space, one worker per 25 DUs, and one worker per 50 parking spaces.

VII. REQUIRED APPROVALS

The Applicant requires zoning map and zoning text amendments to facilitate the development of the Proposed Project at 2185 Coyle Street. The proposed zoning map and text amendments are discretionary public 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: the CB; the 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 CPC that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Brooklyn CB 15). CB 15 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 Brooklyn 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. If the CPC approves the application, the application is then forwarded to the City Council, which has 50 days to review the ULURP application.

CEQR is a process by which agencies review discretionary actions to identify 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 2021 *CEQR Technical Manual*.

Attachment B:

Supplemental Screening

I. INTRODUCTION

This Environmental Assessment Statement ("EAS") has been prepared in accordance with the guidance and methodologies presented in the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual*. For each technical area, thresholds are defined, which if met or exceeded, require that a detailed technical analysis be undertaken. Using this guidance, preliminary screening analyses were conducted for the Proposed Actions and resultant Reasonable Worst Case Development Scenario ("RWCDS") to determine whether preliminary and/or detailed analysis of any technical area may be appropriate. Part II of the EAS Short Form identifies those technical areas that warrant additional analysis. For those technical areas that warranted a "Yes" answer in Part II of the EAS Short Form, including Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Community Facilities and Services; Open Space; Shadows; Urban Design and Visual Resources; Natural Resources; Hazardous Materials; Water and Sewer Infrastructure; Transportation; Air Quality; Noise; Public Health; Neighborhood Character; and Construction, supplemental screening analyses are provided in this attachment. The remaining technical areas detailed in the 2021 *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial CEQR thresholds and/or are unlikely to result in significant adverse impacts. The following technical areas screened out from any further analysis: Historic and Cultural Resources, Solid Waste and Sanitation Services, Energy, and Greenhouse Gas Emissions and Climate Change.

The supplemental screenings contained herein identified that additional analyses are required in the areas of Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Community Facilities and Services, Open Space, Urban Design and Visual Resources, Water and Sewer Infrastructure, Transportation, Air Quality, Noise, and Construction. These analyses are provided in Attachments C through L, respectively, and are summarized in this attachment. **Table B-1** presents a summary of analysis screening information for the Proposed Actions.

In the future with the Proposed Actions, the RWCDS for the Applicant-controlled Projected Development Site 1 (Block 7368, Lot 17) would be redeveloped with up to a 14-story (145-feet-tall to the rooftop[1]), approximately 555,297-gross-square-feet ("gsf"), mixed-use residential and commercial building that would maximize the building height permitted under the proposed zoning. The mixed-use building at Projected Development Site 1 would include approximately 511 dwelling units ("DUs") (25-30% [approximately 128-153 DUs] of which would be affordable pursuant to MIH at a range of 60-80% of the Area Median Income ["AMI"] depending on the MIH Option selected) and 47,375-gsf of commercial (local retail) space. The With-Action condition would also provide approximately 14,000-sf of private accessory open space and 263 accessory parking spaces. The Proposed Actions are also assumed to facilitate the development of a nine-story (95-feet-tall), approximately 68,520-gsf building, including 64 DUs (25-30% [approximately 16-19 DUs] of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected) and 6,600-gsf of ground floor commercial (local retail) use at Projected Development Site 2 (Block 7368, Lots 65 and 68). In addition, the RWCDS includes Potential

[1] Under the RWCDS, the With-Action condition at Projected Development Site 1 would include a 15-feet-tall mechanical bulkhead for a total building height of 160-feet.

Development Site 1 (Block 7368, Lot 15), which is considered less likely to be developed by the analysis year of 2028.

Table B-1: Summary of CEQR Technical Areas Screening

CEQR TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	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 - Traffic and Parking - Transit - Pedestrians			 X X X
Air Quality - Mobile Sources - Stationary Sources			 X X
Greenhouse Gas Emissions and Climate Change	X		
Noise			X
Public Health		X	
Neighborhood Character		X	
Construction			X

II. SUPPLEMENTAL SCREENING AND SUMMARY OF DETAILED ANALYSES

Land Use, Zoning, and Public Policy

According to the 2021 *CEQR Technical Manual*, a detailed analysis of land use, zoning, and public policy is appropriate if a project would result in a significant change in land use or would substantially affect regulations or policies governing land use. Zoning and public policy analyses are typically performed in conjunction with a land use analysis when a project would change the zoning on the site or result in the loss of a particular use. Land use analyses are required when a project would substantially affect land use regulation.

The Proposed Actions include zoning map and zoning text amendments that would affect the majority of a single block bounded by Coyle Street to the west, Avenue V to the south, Bragg Street to the east, and Avenue U to the north. In addition, the Proposed Rezoning Area is located in the New York City Coastal Zone Boundary ("CZB"). Therefore, a land use, zoning, and public policy analysis is provided in **Attachment C, "Land Use, Zoning, and Public Policy."** As discussed therein, no significant adverse land use, zoning, or public policy impacts are anticipated in the future with the Proposed Actions. The Proposed Actions would facilitate new mixed-use development in an appropriate location within the New York City CZB, and in a neighborhood that is well-served by public facilities and infrastructure and is characterized by similar land uses.

Socioeconomic Conditions

The 2021 *CEQR Technical Manual* states that a socioeconomic analysis should be conducted if a project would: (a) directly displace more than 500 residents; (b) directly displace more than 100 employees; (c) directly displace a business that is unusually important because its products or services are uniquely dependent on its location, is the subject of other regulations or publicly adopted plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location; (d) result in the development of more than 200 residential units or more than 200,000 sf of commercial uses; (e) result in the development of 200,000 sf or more of retail on a single development site; and/or (f) affect conditions within a specific industry.

As indicated on the EAS Short Form, the Proposed Actions and associated RWCDS would introduce a net residential increment of 575 DUs, which would exceed the 2021 *CEQR Technical Manual* threshold of 200 DUs. Therefore, a preliminary analysis of indirect residential displacement is warranted and provided in **Attachment D, "Socioeconomic Conditions."** As discussed therein, the Proposed Actions would not result in any significant adverse socioeconomic impacts due to indirect residential displacement.

Community Facilities and Services

As recommended by the 2021 *CEQR Technical Manual*, a community facilities and services analysis is warranted if a project has the potential to result in either direct or indirect effects on community facilities and services. If a project would physically alter a community facility, whether by displacement of the facility or other physical change, this "direct" effect triggers the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery. In addition, under CEQR, "temporary direct" effects are considered when a temporary closing of a community facility is required. Temporary closing of a community facility may occur due to construction in that location, among other reasons. New population added to an area because of a project would use existing services, which may result in potential "indirect" effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population, there may be effects on public schools, libraries, or publicly funded child care centers.

Direct Effects

The Proposed Actions would not directly displace or otherwise directly affect any public schools, publicly funded early childhood programs, libraries, health care facilities, or police and fire protection services. Therefore, the Proposed Actions would not result in any significant adverse direct effects to community facilities and services.

Indirect Effects

Public Schools

The 2021 *CEQR Technical Manual* recommends conducting a detailed analysis of public schools if a project would generate 50 or more elementary/intermediate school students and/or 150 or more high school students. As detailed above, the RWCDS would result in a net increment of 575 DUs. Based on New York City School Construction Authority ("SCA") student generation rates for Community School District ("CSD") 22 (which encompasses the Proposed Rezoning Area), 575 DUs would introduce approximately 87 elementary school students, approximately 27 intermediate school students, and approximately 29

high school students.[2] As such, per 2021 *CEQR Technical Manual* guidance thresholds, the Proposed Actions warrant a detailed analysis of public elementary and intermediate schools, which is provided in **Attachment E, "Community Facilities and Services."** As described therein, the Proposed Actions and associated RWCDS would not result in any significant adverse effects on public elementary or intermediate schools.

Libraries

Potential impacts on libraries can result from an increased user population. According to the 2021 *CEQR Technical Manual*, a project that generates a five percent increase in the average number of residential units served per branch (equivalent to an 834 DU increase in Brooklyn) may cause significant adverse impacts on library services and require further analysis. The Proposed Actions' RWCDS would add 575 DUs over the No-Action condition. Therefore, the Proposed Actions would not exceed this threshold, and a detailed analysis of indirect impacts on libraries is not warranted.

Early Childhood Programs

According to the 2021 *CEQR Technical Manual*, if a project would add 20 or more children under age five who are eligible for child care, a detailed analysis of its impacts on publicly funded early childhood programs is warranted. This threshold is based on the number of low-income and low- to moderate-income units generated by a project (i.e., 110 DUs in Brooklyn). As discussed above, the Proposed Actions and associated RWCDS would facilitate the development of 575 DUs, 25-30% (approximately 144-172 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% (115 DUs) of the residential floor area is assumed to be affordable at an average of 80% AMI. Therefore, the Proposed Actions would yield more than 20 children under age five who are eligible for publicly funded early childhood programs, exceeding the CEQR threshold. As such, a detailed analysis of publicly funded early childhood programs was conducted for the Proposed Actions, and is provided in **Attachment E, "Community Facilities and Services."** As described therein, the Proposed Actions would not result in significant adverse impacts on publicly funded early childhood programs.

Police, Fire, and Health Care Services

The 2021 *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on police, fire, and health care services in cases where an action would create a sizeable new neighborhood where none existed before. As discussed above, the Proposed Actions would facilitate the development of a net increment of 575 DUs and approximately 15,975-gsf of commercial space. As the Proposed Actions would not create a sizeable new neighborhood, further analysis of police, fire, and health care services is not warranted.

Open Space

Based on the 2021 *CEQR Technical Manual*, an open space analysis is typically warranted if a project would generate more than 200 residents or 500 employees or other nonresidential users. The Proposed Actions are expected to result in an estimated 1,530 new residents and 77 employees as compared to the No-Action condition. As the Proposed Actions would result in an increase in residents above the 2021 *CEQR Technical Manual* threshold for analysis, a residential open space analysis is provided in **Attachment F,**

[2] Per the SCA's Projected Public School Ratio student generation rates, housing units in CSD 22 generate 0.15 elementary school students per unit, 0.05 intermediate school students per unit, and 0.05 high school students per unit.

"Open Space." As discussed therein, no significant adverse impacts to open space are expected as a result of the Proposed Actions.

Shadows

A shadows analysis considers projects that result in new shadows long enough to reach a publicly accessible open space or sunlight-sensitive historic and/or cultural resource (except within an hour and a half of sunrise or sunset). For projects resulting in structures less than 50-feet high, a shadow analysis is generally not necessary unless the site is adjacent to an open space, historic and/or cultural resource, or important natural feature (if the features that make the resource(s) significant depend on sunlight). According to the 2021 *CEQR Technical Manual*, some open spaces contain facilities that are not sunlight-sensitive, and do not require a shadow analysis including paved areas (such as handball or basketball courts) and areas without vegetation.

The Proposed Actions' RWCDS would facilitate the construction of a mixed-use residential and commercial development ranging in height from eight- to 14-stories (approximately 100- to 160-feet-tall including mechanical bulkheads) on two projected development sites and a single potential development site. According to the 2021 *CEQR Technical Manual*, the longest shadow a structure would cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. Therefore, per 2021 *CEQR Technical Manual* guidance, the maximum shadow radius (Tier 1 Screening Assessment) for the RWCDS would be 688-feet. As shown in **Figure B-1**, there are no sunlight-sensitive resources within this longest shadow study area. Although Amity Baseball fields is located within the maximum shadow radius, this open space is operated by a private entity that does not provide access to the general public on a regular and consistent basis. Therefore, Amity Baseball fields is not considered a publicly accessible open space or sunlight-sensitive resource. Therefore, a detailed analysis of shadows is not warranted, and no significant adverse shadow impacts would occur as a result of the Proposed Actions.

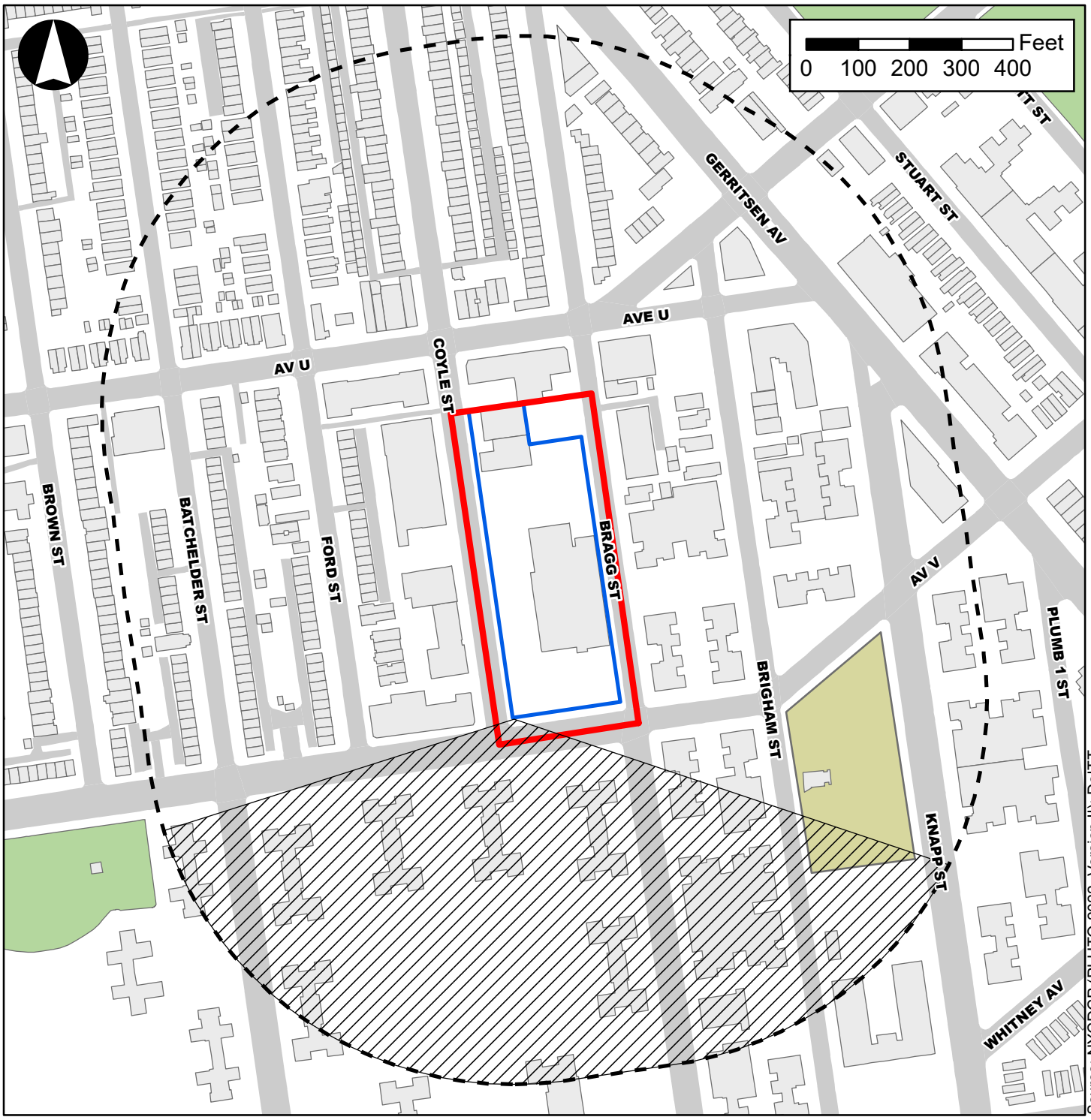
Urban Design and Visual Resources

An area's urban components and visual resources together define the look and character of the neighborhood. The urban design characteristics of a neighborhood encompass the various components of buildings and streets in the area. These include building bulk, use and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include private residences or places of business.

An analysis of urban design and visual resources is appropriate if a project would (a) result in buildings that have substantially different height, bulk, form, setbacks, size, scale, use or arrangement than exists in an area; (b) change block form, demap an active street or map a new street, or affect the street hierarchy, street wall, curb cuts, pedestrian activity or streetscape elements; or (c) would result in above-ground development in an area that includes significant visual resources.

The Proposed Actions include a zoning map amendment, which would result in development that would differ from what is currently permitted as-of-right in the Proposed Rezoning Area. As such, an analysis of urban design and visual resources is appropriate and is provided in **Attachment G, "Urban Design and Visual Resources."** As discussed therein, the Proposed Actions would not result in significant adverse impacts to urban design and visual resources.

Figure B-1
Shadows: Tier 1 and 2 Screening Assessment



Legend

- Proposed Rezoning Area
- Projected and Potential Development Sites
- Tier 1 Screening Assessment: Longest Shadow Study Area
- Tier 2 Screening Assessment: Area That Cannot Be Shaded
- Open Space
- Amity Baseball Fields Open Space
- Existing Building Footprints
- Roadways

Natural Resources

The 2021 *CEQR Technical Manual* defines natural resources as (1) the city's biodiversity (plants, wildlife, and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3) any areas capable of functioning in support of the ecological systems that maintain the city's environmental stability. In determining if a natural resources analysis is appropriate, there are two possibilities that are considered in evaluating the needs for a more detailed analysis: (a) the presence of a natural resource on or near the site; and (b) disturbance of that resource caused by the project. Due to the Proposed Rezoning Area's location within the Jamaica Bay Watershed, a preliminary analysis of natural resources is warranted.

The Jamaica Bay Watershed is a source of freshwater and brackish water to the Hudson-Raritan Estuary and extends deep into Brooklyn, Queens, and Nassau County. Jamaica Bay is one of the largest and most productive coastal ecosystems in the northeast United States and includes the largest tidal wetland complex in New York City and the surrounding metropolitan areas. Connecting to the Atlantic Ocean via the Rockaway Inlet, Jamaica Bay's wetlands serve as flood protection and shoreline erosion control for the homes and businesses of the encircling neighborhoods.

The New York State Department of Environmental Conservation ("NYSDEC") has included Jamaica Bay on its Section 303(d) impaired water list since 1998 because of violations of water quality standards related to pathogens, nitrogen, and oxygen demand. The primary causes of the impairment are combined sewage overflows ("CSOs") and wastewater discharges. In June 2006, the Jamaica Bay Watershed Protection Plan Advisory Committee issued preliminary recommendations for improving the water quality and ecology of Jamaica Bay, which included best management practices to minimize and control soil erosion and stormwater and reduce point and nonpoint source pollution.

Pursuant to Local Law 71, enacted in July 2005, the New York City Department of Environmental Protection ("DEP") was required to develop the Jamaica Bay Watershed Protection Plan ("JBWPP") to assess the legal, technical, environmental, and economic feasibility of possible measures to protect Jamaica Bay. The final JBWPP, submitted in October 2007, outlines a set of objectives and recommended strategies to address current and future threats to Jamaica Bay and ensure that comprehensive watershed protection is coordinated, focused, and cost-effective. The plan also includes a schedule, with interim and final milestones, to implement the plan's measures and meet the specific objectives and methods for monitoring progress.

The Jamaica Bay Watershed Protection Plan Project Tracking Form was completed as per 2021 *CEQR Technical Manual* requirements. While the Proposed Actions would facilitate construction of mixed-use residential and commercial buildings, replacing underutilized commercial properties, the projected development sites are improved with existing buildings and largely paved with impervious surfaces in an urbanized area of Sheepshead Bay Brooklyn. Additionally, the affected area (the Proposed Rezoning Area measures approximately 140,000-sf) represents a very small portion of the entire watershed draining to Jamaica Bay. Lastly, stormwater best management practices would be required by DEP for new construction within the Proposed Rezoning Area. Therefore, significant adverse impacts are not expected to Jamaica Bay, and a more detailed analysis of natural resources is not required.

Hazardous Materials

As defined in the 2021 *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 2021 *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 new in-ground disturbance and site excavation at the Applicant-controlled Projected Development Site 1 (Block 7368, Lot 17), a Phase I Environmental Site Assessment ("ESA") was prepared to determine whether hazardous materials exist on Lot 17. The Phase I ESA was prepared by Stantec Consulting Services Inc. ("Stantec") in December 2022 in conformance with the requirements of ASTM International ("ASTM") Designation E1527-21, and All Appropriate Inquiry ("AAI") as defined by the United States Environmental Protection Agency ("EPA") in Title 40 of the Code of Federal Regulations, Part 312 (40 CFR 312), except as may have been modified by the scope of work, and terms and conditions, requested by the Applicant. Any exceptions to, or deletions from, the ASTM or AAI practice are described in Section 1.3 of the Phase I ESA. The Phase I ESA consisted of records review of historical sources of information, site reconnaissance, and an interview with the superintendent of Projected Development Site 1 (Block 7368, Lot 17). Based on the information gathered as a result of the Phase I ESA process, Stantec identified the following three recognized environmental conditions ("RECs") in connection with Projected Development Site 1 (Block 7368, Lot 17):

1. Known Contamination at Block 7368, Lot 17: Review of historical documents identified an open New York State Department of Environmental Conservation ("NYSDEC") spill (Spill No. 0006250) associated with Block 7368, Lot 17. Ongoing investigation and remediation activities are occurring at locations both on and off Block 7368, Lot 17 due to groundwater impacts from a former approximately 5000-gallon No. 2 heating oil underground storage tank ("UST") that was removed from the northeastern portion of Block 7368, Lot 17 in August 2000. As there is known groundwater contamination and ongoing remedial activities related to the spill, the documented release of petroleum from the former UST is considered to be a REC in connection with Block 7368, Lot 17.

2. Historical Use of the East Adjoining Property: Review of historical records identified J&S Cleaners as a drycleaning facility. Due to the frequency of spills and poor housekeeping that was known to have existed in the drycleaning industry, it is possible that the historical operations of the east adjoining property may have impacted Block 7368, Lot 17.

3. Historical Use of the West Adjoining Properties: Review of historical records identified two west adjoining properties as drycleaning facilities. Due to the frequency of spills and poor housekeeping that was known to have existed in the drycleaning industry, it is possible that the historical operations of the west adjoining properties may have impacted Block 7368, Lot 17.

Based on the identified RECs, Stantec offered the following recommendations:

1. REC No. 1 Recommendations: A Phase II ESA is not recommended for REC No. 1 since investigation and remediation of this release has been conducted since 2000. As described in the 2018 Remedial Investigation Report ("2018 RIR"), the investigation work has included soil borings and soil sampling to evaluate the horizontal and vertical extent of impacts to soils and the installation, gauging, and sampling of monitoring wells to evaluate the extent of impacts to groundwater. Remediation activities have included excavation and off-site disposal of impacted soils and pumping/removal of free-phase product from monitoring wells. The current data from August 2022 indicates that free-phase product has been removed from Block 7368, Lot 17 and that only minimal quantities remain in two wells located off-site. Based on the overall investigation and remediation work conducted related to REC No. 1, Stantec and the Applicant have requested that Spill No. 0006250 be closed and that further Phase II type investigation work is not recommended.

2. REC No. 2 Recommendations: Groundwater quality samples were collected from all monitoring wells located on and off Block 7368, Lot 17 in December 2014 and analyzed for volatile organic compounds ("VOCs"). As described in the 2018 RIR and as shown on Figures 4 and 7 (from the 2018 RIR), the results showed no VOCs typically related to dry cleaner operations/activities (such as tetrachloroethene, which is also known as perchloroethene or PCE, trichloroethene ["TCE"], or vinyl chloride ["VC"]) in any of the monitoring wells. As a means to further evaluate the potential issues related to REC No. 2, Stantec recommends another round of groundwater samples be collected from all wells located on and off Block 7368, Lot 17 for analysis of VOCs.

3. REC No. 3 Recommendations: Groundwater quality samples were collected from all monitoring wells located on and off Block 7368, Lot 17 in December 2014 and analyzed for VOCs. As described in the 2018 RIR and as shown on Figures 4 and 7 (from the 2018 RIR), the results showed no VOCs typically related to dry cleaner operations/activities (such as PCE, TCE, or VC) in any of the monitoring wells. As a means to further evaluate the potential issues related to REC No. 3, Stantec recommends drilling and constructing two additional monitoring wells in the western/southwestern portion of Block 7368, Lot 17 and collecting another round of groundwater samples from all existing and new wells located on and off Block 7368, Lot 17 for analysis of VOCs.

Assessment

The assessment above established that the Applicant-controlled Projected Development Site 1 has potential hazardous materials contamination. The Phase I ESAs have been reviewed by DEP. DEP determined that Phase II ESAs would be necessary to adequately identify/characterize the surface and subsurface soils, groundwater, and soil vapor of the Applicant-controlled Projected Development Site 1, and to inform and disclose the measures necessary to avoid impacts from hazardous materials (refer to **Appendix 1** for DEP correspondence). However, given the existing ownership of the Applicant-controlled Projected Development Site 1, where the Applicant does not have existing ownership of Block 7368, Lot 17, DEP has accepted the assignment of a hazardous materials (E) Designation on the Proposed Rezoning Area, which includes the Applicant-controlled Development Site (Block 7368, Lot 17) and three lots not owned or controlled by the Applicant, including Potential Development Site 1 (Block 7368, Lot 15) and Projected Development Site 2 (Block 7368, Lot 65 and 68).

The (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 an (E) Designation on Block 7368, Lots 15, 17, 65, and 68, the potential for a significant adverse impact to human health and the environment resulting from the Proposed Actions would be reduced or avoided. The (E) Designation provides the impetus to identify and address environmental conditions so that significant adverse impacts during development would be reduced, with OER providing the regulatory oversight of the environmental investigation and remediation during the development process. Building permits are not issued by the New York City Department of Buildings ("DOB") without prior OER approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the New York City Zoning Resolution.

The text of the Hazardous Materials (E) Designation [E-774] for Block 7368, Lots 15, 17, 65, and 68 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 included as part of the Proposed Actions, 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 be expected to occur as a result of the Proposed Actions.

Water and Sewer Infrastructure

For analysis purposes, the city's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment, and stormwater management. Other infrastructure components are addressed separately per CEQR guidance. Given the size of New York City's water supply system and the city's commitment to maintaining adequate water supply and pressure, few actions have the potential to cause significant impacts on this system. Therefore, only very large developments or actions having exceptionally large water demands (e.g., more than one million gallons per day) would warrant a detailed water supply analysis. For wastewater and stormwater conveyance and treatment, the 2021 *CEQR Technical Manual* indicates that a preliminary sewer analysis is warranted if a site comprises one or more acres in the Jamaica Bay watershed or certain drainage areas where the amount of impervious surface would increase, or if a project is located in a separately sewered area and would result in the incremental development of at least 50 residential units or 100,000 sf or more of commercial/public and institutional/community facility space in an area zoned R4 or R5.

Under the RWCDS established for the Proposed Actions, the incremental development resulting from the Proposed Actions would exceed 50 residential units in an area zoned R4, which is the 2021 *CEQR Technical Manual* threshold for analysis for Brooklyn developments located in a separately sewered area, a preliminary analysis of wastewater and stormwater conveyance and treatment is required and is provided in **Attachment H, "Water and Sewer Infrastructure."** As detailed therein, the Proposed Actions would not result in a significant adverse impact on the city's water supply, or the city's wastewater and stormwater conveyance and treatment infrastructure. Connecting to the city's sewer system requires certification from DEP as part of the building permit process, which is not a discretionary approval. Before becoming operational, Projected Development Sites 1 and 2 would be required to file a site connection proposal for approval from DEP to tie into the adjacent storm and sanitary sewer systems adjacent to the Proposed Rezoning Area. To obtain a sewer connection permit from DEP, each development site would be required to demonstrate that the existing storm and sanitary sewer systems could handle the increased flows due to operation of the future buildings. In addition, as part of the site connection approval process, a stormwater analysis would be required in order to ensure that each development site complies with the required stormwater release rate.

Transportation

The objective of the transportation analysis is to determine whether a project may have a potential significant adverse impact on traffic operations, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on and off street parking, or goods movement.

The 2021 *CEQR Technical Manual* identifies minimum incremental development densities that potentially require a transportation analysis. Development at less than the development densities presented in Table 16-1 of the 2021 *CEQR Technical Manual* generally result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, and 200 peak-hour pedestrian trips, where significant adverse impacts are considered unlikely. According to the 2021 *CEQR Technical Manual*, if a project would result in development greater than one of the minimum development density thresholds presented in Table 16-1, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. In most areas of New York City, including the Proposed Rezoning Area, if a project is projected to result in fewer than 50 peak-

hour vehicle trips, 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 trip-generation screening thresholds are exceeded, a Level 2 (Project-generated Trip Assignment) Screening Assessment should be prepared to determine if a project would generate or divert 50 peak-hour vehicle trips through any intersection, 200 peak-hour subway trips through a single station, 50 peak-hour bus trips on a single bus route in the peak direction, or 200 peak-hour pedestrian trips through a single pedestrian element. If any of these Level 2 screening thresholds are met or exceeded, detailed analysis for the respective mode would be required.

The Proposed Actions' RWCDS would exceed the Level 2 Screening Assessment thresholds for vehicular traffic, transit (bus), and pedestrians. As such, a detailed analysis of transportation conditions is required and provided in **Attachment I, "Transportation."** As discussed therein, the Proposed Actions would not result in any significant adverse impacts to transportation conditions.

Air Quality

According to 2021 *CEQR Technical Manual* guidance, air quality analyses are conducted to assess the effect of a project on ambient air quality (i.e., the quality of the surrounding air), or effects on the project because of ambient air quality. Air quality can be affected by "mobile sources," pollutants produced by motor vehicles, and by pollutants produced by fixed facilities, i.e., "stationary sources." As per the 2021 *CEQR Technical Manual*, an air quality analysis should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts.

Per 2021 *CEQR Technical Manual* Section 210, the threshold for detailed CO impact analysis is 170 vehicles per hour per intersection for the directly affected area, and the threshold for $PM_{2.5}$ impact analysis is 12 to 23 heavy-duty diesel vehicles ("HDDV"), or its equivalent vehicular emission based on the type of road. According to the New York State Department of Transportation ("NYSDOT") Highway Functional Classification (https://www.dot.ny.gov/gisapps/functional-class-maps), Avenue V is classified as a principal arterial other with a threshold of 23 HDDV trip-ends, Bragg Avenue and Avenue U are classified as major collector roads with a threshold of 19 HDDV trip-ends, while Coyle Street is classified as a paved road with average daily traffic less than 5,000 vehicles with a threshold of 12 or more HDDV trip-ends.

As described in **Attachment J, "Air Quality,"** the Proposed Actions would not exceed the 2021 *CEQR Technical Manual* screening criteria (170 vehicles per hour per intersection) warranting a CO analysis. However, as also described in **Attachment J, "Air Quality,"** the Proposed Actions would exceed the 2021 *CEQR Technical Manual* screening criteria warranting a $PM_{2.5}$ analysis. Therefore, detailed mobile source air quality analysis for $PM_{2.5}$ is warranted for the Proposed Actions and is provided in **Attachment J, "Air Quality."** As discussed therein, no significant mobile source air quality impacts are anticipated as a result of the Proposed Actions.

As stated in the 2021 *CEQR Technical Manual*, projects that would result in parking facilities may require an air quality analysis. Under the RWCDS, in the future with the Proposed Actions, an accessory parking garage accommodating up to 263 spaces would be provided at Projected Development Site 1. As presented in **Attachment J, "Air Quality,"** the 263-space parking garage would not result in significant adverse air quality impacts.

Stationary source impacts could occur with projects that create new stationary sources or pollutants, such as emission stacks for industrial plants, hospitals, or other large institutional uses, or a building's boiler stacks used for heating/hot water, ventilation, and air conditioning ("HVAC") systems, that can affect surrounding uses. Impacts from boiler emissions associated with a project are a function of fuel type, stack

height, minimum distance of the stack on the source building to the closest building of similar or greater height, building use, and the square footage size of the source building. In addition, stationary source impacts can occur when new uses are added near existing or planned emissions stacks, or when new structures are added near such stacks and those structures change the dispersion of emissions from the stacks so that they affect surrounding uses.

A detailed stationary source analysis of the RWCDS was conducted to determine whether the associated exhaust emissions from each projected and potential development sites' HVAC system(s) would have the potential to significantly affect sensitive receptors (windows) on nearby taller buildings, as well as the potential effects of each With-Action condition building on the other With-Action condition building(s) (i.e., project-on-project). The detailed stationary source analysis is provided in **Attachment J, "Air Quality."** As presented therein, the detailed stationary source analysis determined that there would be no potential for significant adverse air quality impacts with the placement of an Air Quality (E) Designation [E-774] on Projected Development Site 1 (Block 7368, Lot 17), Projected Development Site 2 (Block 7368, Lots 65 and 68), and Potential Development Site 1 (Block 7368, Lot 15) to restrict fuel type and HVAC stack location.

In addition, based on a review of area land uses and DEP's Clean Air Tracking System ("CATS") Light Industrial Permit Records, there no existing properties within a 400-foot radius of the Proposed Rezoning Area that have DEP light industrial air permits. There are also no major or large combustion sources located within a 1,000-foot radius of the Proposed Rezoning Area. Therefore, no significant adverse light industrial, major, or large emission source air quality impacts are anticipated, and no significant adverse stationary source air quality impacts are anticipated in the future with the Proposed Actions.

Noise

The purpose of a noise analysis is to determine both a project's potential effects on sensitive noise receptors and the effects of ambient noise levels on new sensitive uses introduced by the project. The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building HVAC systems) and construction noise (e.g. trucks, bulldozers, power tools, etc.).

The Proposed Actions and RWCDS would introduce new sensitive uses, and therefore, a detailed noise analysis was conducted in compliance with 2021 *CEQR Technical Manual* guidance. As discussed in **Attachment K, "Noise,"** noise from the increased traffic volumes generated by the Proposed Actions and associated RWCDS would not cause significant adverse mobile source noise impacts, as the relative increases in noise levels would fall below the applicable 2021 *CEQR Technical Manual* significant adverse impact threshold (3.0 dBA).

The Proposed Actions would result in residential and commercial uses on two projected development sites and possibly on a single potential development site. Consistent with 2021 *CEQR Technical Manual* guidance, existing noise levels should be measured and compared to the Noise Exposure Guidelines for these types of uses presented in Table 19-2 of the 2021 *CEQR Technical Manual*. As such, a detailed noise analysis has been prepared and is provided in **Attachment K, "Noise."** As discussed therein, no special noise attenuation measures beyond standard construction practices would be required for residential uses on any of the projected and potential development sites' street frontages in order to achieve interior noise levels of 45 dBA or lower for residential uses, as is consistent with 2021 *CEQR Technical Manual* guidance. Therefore, the Proposed Actions would not result in any significant adverse noise impacts.

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 2021 *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 detailed in the analyses provided in this EAS, the Proposed Actions and associated RWCDS 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 2021 *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, 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 the EAS provides detailed analyses of land use, zoning, and public policy, socioeconomic conditions, open space, urban design and visual resources, transportation, and noise, a preliminary screening analysis is necessary to determine if a detailed neighborhood character analysis is warranted.

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." According to the 2021 *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; 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 action-generated significant adverse impacts.

The 2021 *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 would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. However, the 2021 *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 Proposed Actions would not conflict with the surrounding activities, nor would they significantly affect land use patterns. The RWCDS that would be facilitated by the Proposed Actions would bring occupancy and increased activity to Projected Development Sites 1 and 2. The proposed residential and local commercial uses on the two projected development sites would add market-rate and income-restricted housing and convenient amenities to the neighborhood and are expected to enhance further the mixed-use character of the surrounding area. As the Proposed Actions would not be considered to have any significant effects on any of the technical areas relating to neighborhood character, 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

Although temporary, construction impacts can include noticeable and disruptive effects from a project that is associated with construction or could induce construction. Determination of the significance of construction impacts and need for mitigation is generally based on the duration and magnitude of the impacts. Based on 2021 *CEQR Technical Manual* guidance, when the duration of construction is expected to be long-term (greater than 24 months), any impacts resulting from construction generally do not require detailed analysis. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic and/or cultural resources, community noise patterns, and air quality conditions. Construction on Projected Development Site 1 is expected to occur in a single phase and take approximately 36 months with completion anticipated in 2028. Construction on Projected Development Site 2 is expected to occur in a single phase and take 13 months with completion anticipated in 2028. Therefore, a detailed construction analysis is required for the Proposed Actions, and is provided in **Attachment L, "Construction."** As detailed therein, construction of the With-Action condition RWCDS is not expected to result in any significant adverse construction impacts.

Attachment C:

Land Use, Zoning, and Public Policy

I. INTRODUCTION

As outlined in the 2021 *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 action would change the zoning on a site or result in the loss of a particular use. As the Proposed Actions include a zoning map amendment and a zoning text amendment, a detailed analysis of land use, zoning, and public policy is warranted and is provided in this attachment.

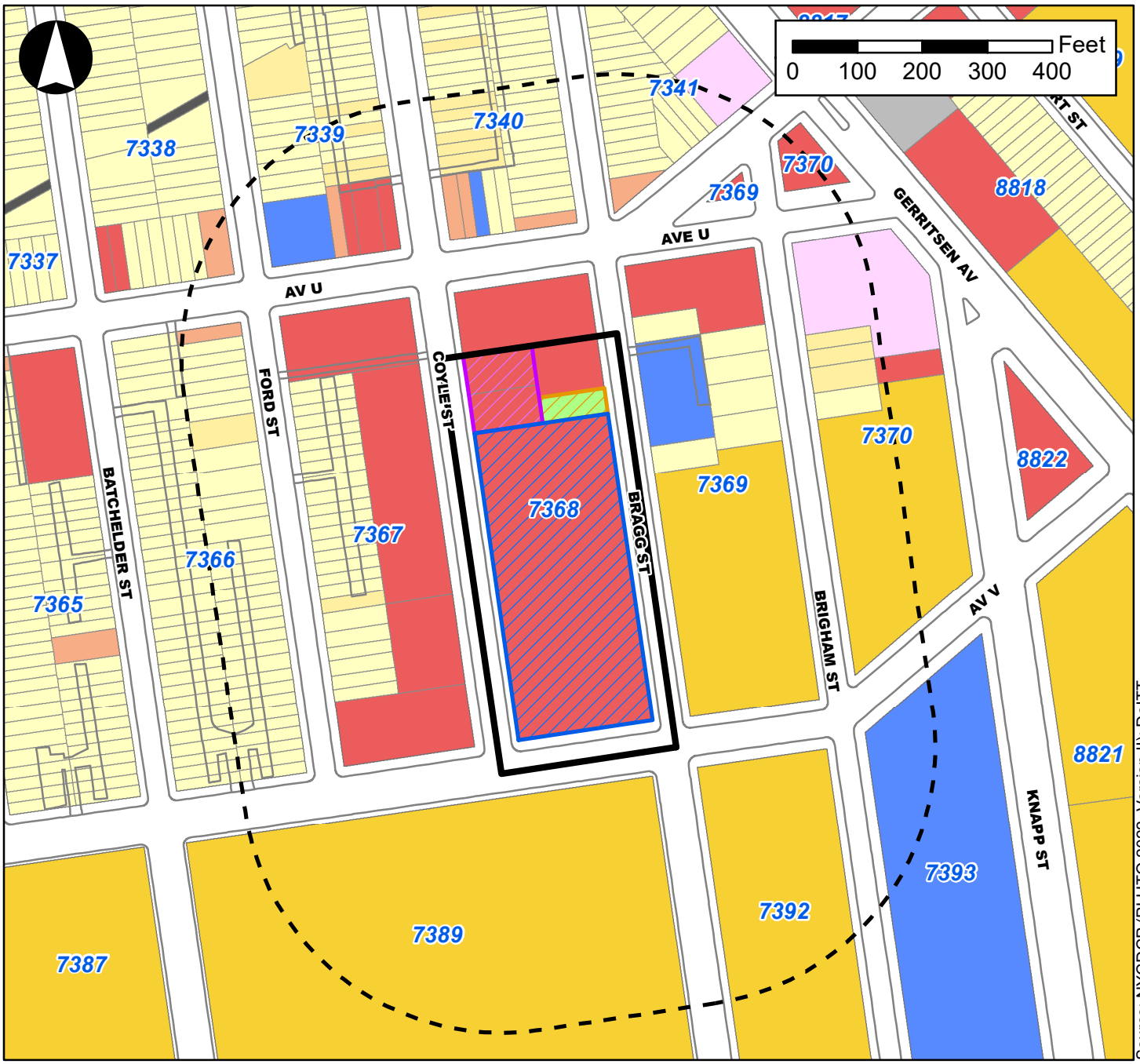
II. METHODOLOGY

As mentioned above, the Proposed Actions include a zoning map amendment and a zoning text amendment, which would 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 Proposed Rezoning Area (Block 7368, Lots 15, 17, 65, 68, and a portion of ("p/o") Lot 1). The secondary study area encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions. 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 mid-block portions of Blocks 7339 and 7340 (located between Avenues T and U) to the north, mid-block portions of Block 7370 (located between Brigham and Knapp Streets) to the east, New York City Housing Authority's ("NYCHA's") Nostrand Houses to the south, and mid-block portions of Block 7366 (located between Batchelder and Ford Streets) to the west. Both the primary and secondary study areas have been established in accordance with 2021 *CEQR Technical Manual* guidance and are shown 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 2022 and June 2022 field visits; 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 2028 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' incremental changes are measured. Finally, the analysis projects land use, zoning, and public policy conditions in 2028 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 (Proposed Rezoning 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

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 project's anticipated effects. As the Proposed Actions include a zoning map amendment and a zoning text amendment, a detailed analysis of land use and zoning is warranted and provided in Section IV, "Detailed Analysis."

Public Policy

According to the 2021 *CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports that pertain to the study areas. If a proposed action 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"), a designated historic district, or within an area defined by an adopted 197-a plan; nor would the Proposed Actions involve the siting of any public facilities (Fair Share). However, both the primary and secondary study areas are located within New York City's designated Coastal Zone Boundary ("CZB"). Projects that are located within the city's CZB must be assessed for their consistency with New York City's Waterfront Revitalization Program ("WRP"); the Proposed Actions' consistency with the city's WRP is provided in Section IV, "Detailed Analysis." In addition, three adopted city public 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 *New York City's Food Retail Expansion to Support Health ("FRESH") Program*, all of which are discussed in Section IV, "Detailed Analysis."

IV. DETAILED ANALYSIS

Existing Conditions

Land Use

Primary Study Area (Proposed Rezoning Area)

The primary study area encompasses an approximately 120,195-square-foot ("sf") portion of Brooklyn Block 7368, which is bounded by Coyle Street to the west, Avenue U to the north, Bragg Street to the east, and Avenue V to the south. The primary study area contains the entirety of four privately-owned tax lots (Lots 15, 17, 65, and 68) and a p/o a fifth privately-owned tax lot (Lot 1). The primary study area has approximately 600-feet of frontage on the east side of Coyle Street, approximately 600-feet of frontage along Bragg Street, approximately 200-feet of frontage along Avenue V, and extends to within 100-feet of Avenue U. Coyle Street, Avenue U, and Avenue V – which have mapped widths of 80-feet, 80-feet, and 90-feet, respectively – are considered wide streets, while Bragg Street, which has a mapped width of 60-feet, is defined as a narrow street. Coyle Street operates as a two-way, north-south local street with parking along both curbs. Avenue V operates as a two-way, east-west major collector with parking along both curbs. Bragg Street operates as a one-way, northbound major collector with parking along both

curbs. Avenue U, a NYCDOT-designated Local Truck Route, operates as a two-way, east-west principal arterial with metered parking along both curbs and a bus stop served by the New York City Transit ("NYCT") B3 bus line along the south curb.

As shown in **Figure C-1**, the defining land use in the primary study area is commercial/office, with the exception of Lot 15, which is categorized as open space. The primary study area includes approximately 38,000-gsf of commercial/office uses. The Applicant-controlled Projected Development Site 1 (Lot 17) measures approximately 96,000-sf and has approximately 480-feet of frontage along Coyle Street, approximately 480-feet of frontage along Bragg Street, and approximately 200-feet of frontage along Avenue V. The property is improved with an approximately 30,000-gsf, single-story commercial building (0.31 floor area ratio ["FAR"]) and a 160-space surface parking lot; the commercial building is vacant and was formerly occupied by a supermarket.

The remaining four lots located entirely or partially within in the primary study area (Lots 15, 65, 68, and p/o Lot 1) are not under the ownership or control of the Applicant and are each under separate private ownership. Lots 15, 65, and 68 are rectangular-shaped interior lots with frontage on either Bragg Street (Lot 15) or Coyle Street (Lots 65 and 68). Lots 65 and 68 each contain approximately 6,000-sf of lot area while Lot 15 contains approximately 4,000-sf of lot area. Lot 1 is an L-shaped double corner lot with frontages along Coyle Street, Avenue U, and Bragg Street. Approximately 8,195-sf of Lot 1's total 28,000-sf of lot area is located within the primary study area.

As described in **Attachment A, "Project Description,"** Lots 65 and 68 are considered Projected Development Site 2 and Lot 15 is considered Potential Development Site 1. Projected Development Site 2 is improved with an approximately 6,400-gsf, two-story commercial building occupied by a flooring supply store on Lot 65 (1.07 FAR) and an approximately 1,600-gsf, single-story commercial building occupied by a beverage distributor on Lot 68 (0.27 FAR). Potential Development Site 1 is enclosed by a cinderblock wall and is a private open space under the longtime ownership of the Bambi-II Day Care Center, which is located across the street from Potential Development Site 1 (2121 Bragg Street). The p/o Lot 1 located within the primary study area is improved with an accessory surface parking lot, while the remainder of Lot 1 is improved with an approximately 12,600-gsf, single-story commercial building (0.45 FAR). All buildings within the primary study area were constructed between the 1950s and the 1970s.

Secondary Study Area (400-Foot Radius)

As shown in **Figure C-1**, land uses within the secondary study area are varied; however, residential land uses are the predominant land use within the secondary study area. The northern and western portions of the secondary study area primarily contain one- and two-family buildings on narrow, 20- to 25-foot wide lots, although multi-family walkup residential apartment buildings are interspersed among one- and two-family buildings in these portions of the secondary study area. Multi-family elevator apartment buildings are primarily located in the southern and eastern portions of the secondary study area, and include portions of the Brigham Park Cooperative and NYCHA's Nostrand Houses.

In addition to the Bambi-II Day Care Center mentioned above, there are two other public facility and institutional land uses located in the secondary study area: a childcare and afterschool program and a newly constructed medical office and child care facility, both of which are located along Avenue U in the northern portion of the secondary study area. The large public facility and institutional land use located on Block 7393, at the southeastern edge of the secondary study area, is occupied by little league ballfields and P.S. 194 Raoul Wallenberg. Commercial/office buildings and mixed commercial/residential buildings are generally clustered along Avenue U, as well as along Coyle Street between Avenues U and V. There

are no vacant properties located within the secondary study area and nearly all of the lots within the secondary study area are improved with existing buildings and/or structures.

Table C-1 provides a breakdown of the existing land uses located within the secondary study area. As summarized in **Table C-1**, residential land uses are the most prevalent land use in the secondary study area; residential land uses constitute the highest percentage of tax lots (83.3 percent), the highest percentage of total lot area (63.5 percent), and the highest percentage of total building area (73 percent) in the secondary study area. There are no industrial/manufacturing, open space, parking facilities, or vacant land uses located within the secondary study area.

Table C-1: Existing Land Uses within the Secondary Study Area[1]

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)	110	83.3	379,215	63.5	529,302	73.0
One & Two-Family Buildings	*95*	*72.0*	*200,973*	*33.7*	*171,876*	*23.7*
Multi-Family Walkup Buildings	*113*	*9.8*	*30,242*	*5.1*	*35,403*	*4.9*
Multi-Family Elevator Buildings	*2*	*1.5*	*148,000*	*24.8*	*322,023*	*44.4*
Mixed Commercial/Residential Buildings	7	5.3	16,853	2.8	18,945	2.6
Commercial/Office Buildings	11	8.3	154,982	26.0	104,594	14.4
Industrial/Manufacturing	0	0.0	0	0.0	0	0.0
Transportation/Utility	1	0.8	17,825	3.0	13,925	1.9
Public Facilities & Institutions	3	2.3	27,917	4.7	58,396	8.1
Open Space	0	0.0	0	0.0	0	0.0
Parking Facilities	0	0.0	0	0.0	0	0.0
Vacant Land	0	0.0	0	0.0	0	0.0
All Others or No Data	0	0.0	0	0.0	0	0.0
Totals	***132***	***100.0***	***596,792***	***100.0***	***725,162***	***100.0***

Source: 2022 PLUTO data; June 2022 field visits.
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 7368, Lots 15, 17, 65, 68, and p/o Lot 1 (the primary study area) are excluded from the analysis of land uses within the secondary study area (refer to **Figure C-1**).

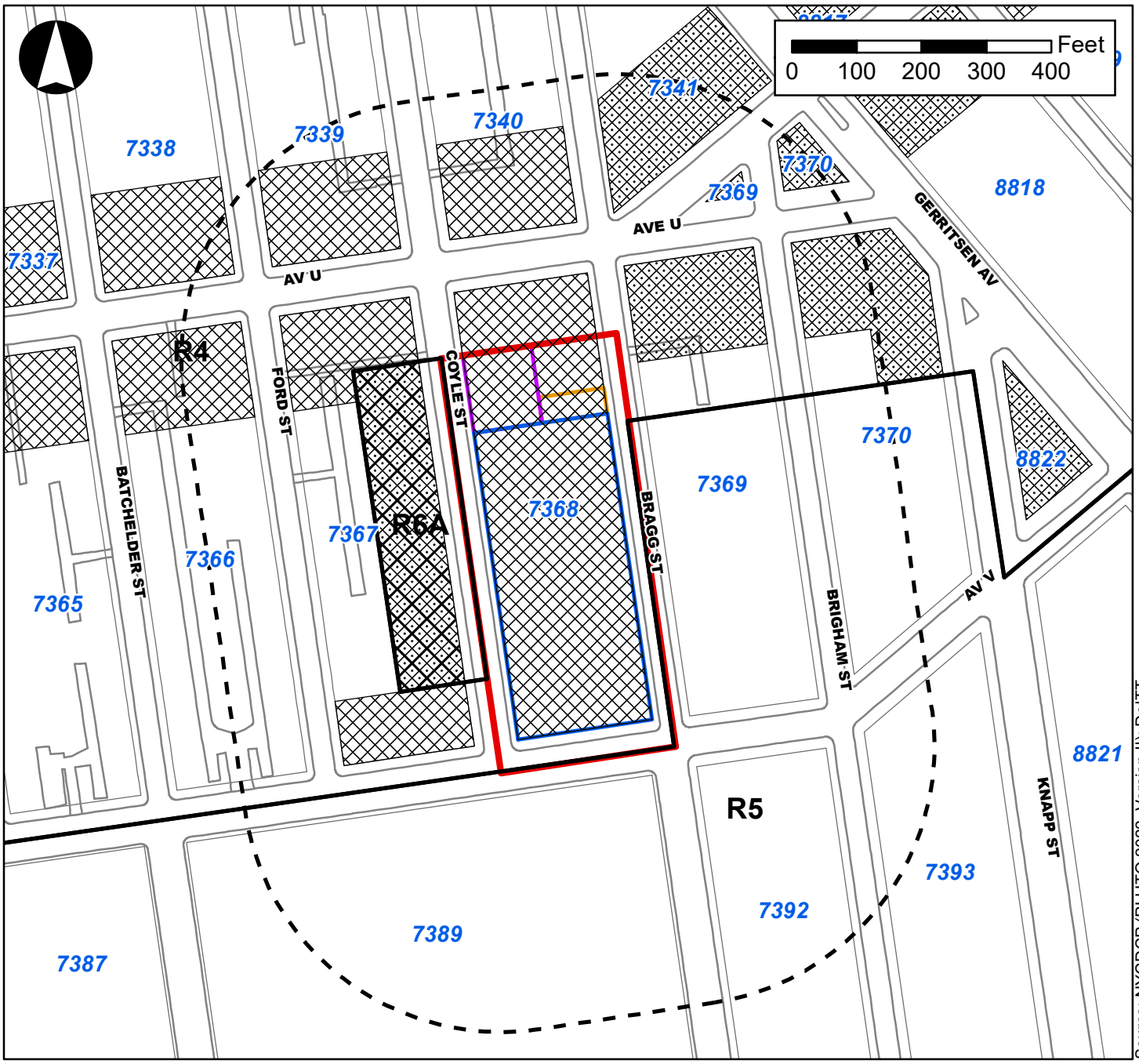
Zoning

Primary Study Area (Proposed Rezoning Area)

As shown in **Figure C-2**, the primary study area is currently zoned R4/C1-2. R4 districts are low-density, non-contextual zoning districts that permit residential (Use Groups 1 and 2) and community facility (Use Groups 3 and 4) uses at a maximum FAR of 0.75 (plus up to a 20 percent attic allowance) and 2.0, respectively. R4 districts typically produce three-story buildings. Within R4 districts, perimeter walls may rise 25 feet before set back and buildings may have a maximum building height of 35 feet. Residential buildings must provide a front yard at a minimum depth of 10 feet. One off-street accessory parking space is required for each dwelling unit ("DU"). However, accessory parking requirements are lower for income-restricted housing units ("IRHU"), and are further modified within the Transit Zone.

C1-2 commercial overlays are mapped in residential districts along streets that serve local retail needs and permit commercial uses (Use Groups 5 and 6). They are found extensively throughout the city's lower- and medium-density neighborhoods and occasionally in higher-density residential districts. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. Commercial overlay districts differ from other commercial districts in that bulk regulations are governed by the residence district within which the commercial overlay is mapped. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0. No front yard is required for mixed-use buildings in C1-2 commercial overlays; however, above a building height of 25 feet, a commercial development would

Figure C-2
Zoning Map



Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- R5 Zoning District Boundaries

Commercial Overlays

- C1-2
- C2-2
- C2-4

require an initial setback of 20 feet on a narrow street and 15 feet on a wide street. One off-street accessory parking space is required per 300 sf of commercial space.

Secondary Study Area (400-Foot Radius)

Zoning districts within the secondary study area are also shown in **Figure C-2** and described in **Table C-2**. The secondary study area consists of R4, R5, and R6A districts, as well as C1-2, C2-2, and C2-4 commercial overlays. As shown in **Figure C-2**, the R4 district is mapped over the northern and western portions of the secondary study area and the R5 district is mapped over the southern portion of the secondary study area. Pursuant to a recent zoning map amendment (CEQR No. 21DCP123K), the mid-block portion of Block 7367 along the west side of Coyle Street between Avenues U and V was rezoned from R4 to R6A/C2-4. C1-2 and C2-2 commercial overlays are mapped along Avenue U, and a C1-2 commercial overlay is mapped on the north side of Avenue V between Ford and Coyle Streets.

Table C-2: Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
Residential Districts		
R4	R4 residential zoning districts typically produce three-story buildings. Within R4 districts, perimeter walls may rise 25 feet before set back and buildings may have a maximum height of 35 feet. One off-street accessory parking space is required for each DU. However, requirements are lower for IRHU and are further modified within the Transit Zone.	R: 0.75; 0.90 (attic allowance); CF: 2.0; C/M: 0.0
R5	R5 residential zoning districts provide a transition between lower- and higher-density neighborhoods. These districts typically produce three-and four-story attached houses or small apartment houses with a height limit of 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Accessory off-street parking is required for 85% of DUs in the building, but requirements are lower for IRHU and are further modified within the Transit Zone.	R: 1.25; CF: 2.0; C/M: 0.0
R6A (MIH)	R6A residential zoning districts are widely mapped in built-up, medium-density areas with wide streets. R6A districts are contextual residential zoning districts that mandate Quality Housing and typically result in high lot coverage six- to seven-story apartment buildings. R6A districts permit Use Groups 1 – 4. The maximum building height is 70 feet with a maximum streetwall height of 40 feet.	R 3.6 (MIH); CF: 3.0; C/M: 0.0
Commercial Overlays		
C1-2	C1-1 through C1-5 and C2-1 through C2-5 commercial overlays are mapped within residential zoning districts. They are local retail and local service districts mapped along streets that serve local retail needs, as well as meet broader shopping and service needs. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below residential uses. C2 commercial overlay districts permit a slightly wider range of uses than C1 commercial overlay districts.	R & CF: Same as underlying R district; C: 1.0 within R1-R5 districts; 2.0 within R6-R10 districts; M: 0.0
C2-2		
C2-4		

Source: *Zoning Resolution of the City of New York*.
Notes: R = Residential; C = Commercial; CF = Community Facility; M = Manufacturing; MIH = Mandatory Inclusionary Housing.
1. Nursing homes and non-profit residential facilities are limited to the residential FAR, except by special permit.

Public Policy

Primary Study Area (Proposed Rezoning Area) and Secondary Study Area (400-Foot Radius)

As noted above, the primary and secondary study areas are not located within a designated IBZ, a BID, a designated historic district, or within an area defined by an adopted 197-a plan; nor would the Proposed Actions involve the siting of any public facilities (Fair Share). However, both the primary and secondary study areas are located within New York City's designated CZB. Projects that are located within the city's CZB must be assessed for their consistency with New York City's WRP. In addition, three adopted city public 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 *New York City's FRESH Program*.

New York City Waterfront Revitalization Program (WRP)

As shown in **Figure C-3**, the primary and secondary study areas are located within the city's CZB. Projects that are located within the CZB must be assessed for their consistency with the New York City's WRP.

Legislative and Regulatory Background

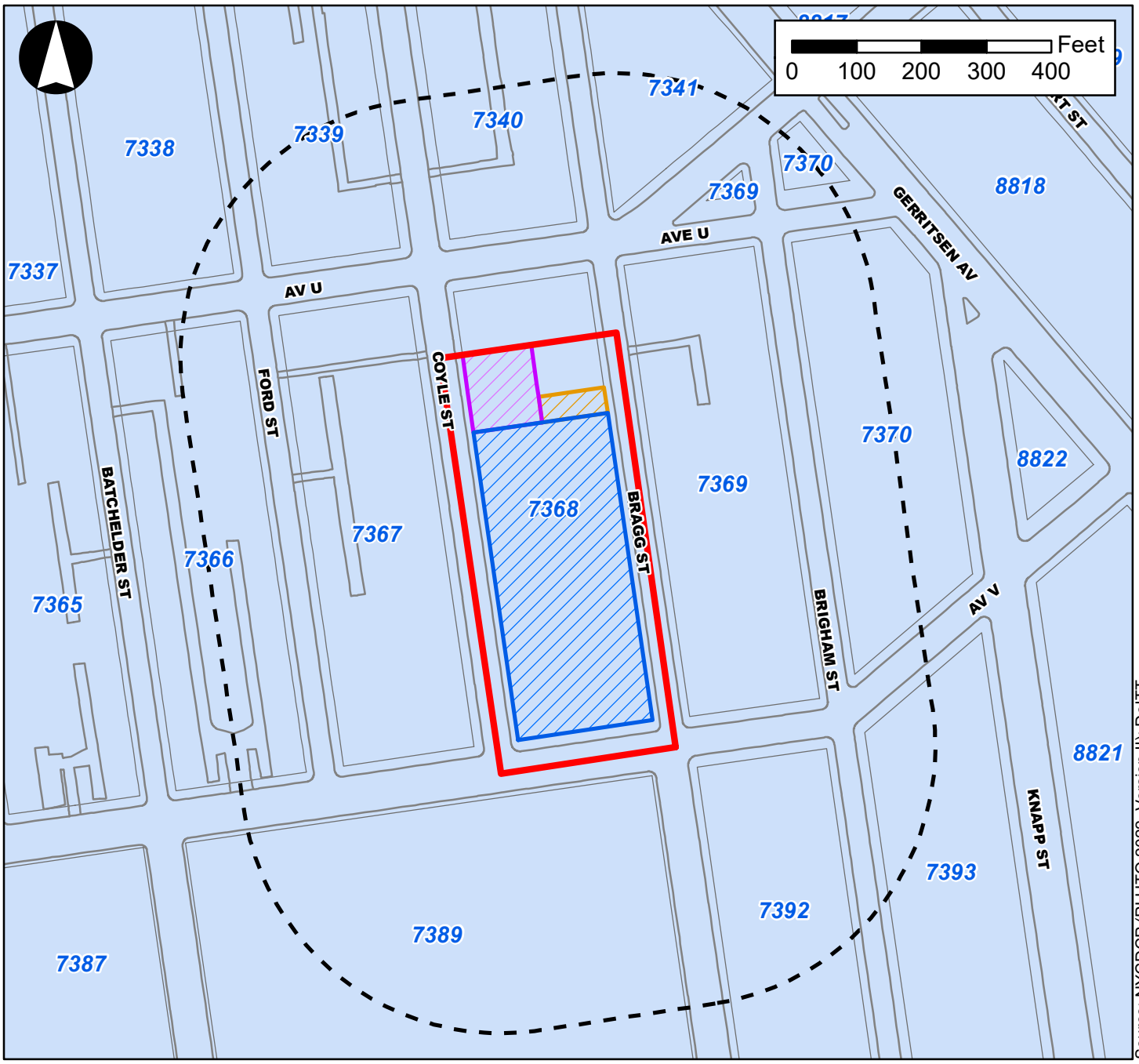
The federal Coastal Zone Management Act ("CZMA") of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to city, state, and federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program ("CMP"), which provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City WRP is the city's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State ("NYSDOS") for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the state level, and DCP administers it at the city level. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers ["USACE"] and the U.S. Fish and Wildlife Service ["USFWS"]) adopted the city's 10 WRP policies for most of the properties located within its boundaries.

In October 2013, the City Council approved revisions to the WRP to advance proactively the long-term goals laid out in Vision 2020: The New York City Comprehensive Waterfront Plan, released in 2011. The changes solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change considerations into its Coastal Zone Management Program. They also promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. NYSDOS approved the revisions to the WRP on February 3, 2016. The U.S. Secretary of Commerce concurred with the state's request to incorporate the WRP into the New York State CMP.

New York City Panel on Climate Change: Projections

In 2013, the New York City Panel on Climate Change ("NPCC") released a report (*Climate Risk Information 2013: Observations, Climate Change Projections, and Maps*) outlining New York City-specific climate change projections to help respond to climate change, which are described below. The 2013 NPCC report predicted future city temperatures, precipitations, sea levels, and extreme event frequency for the 2020s and 2050s. Subsequently, in January 2015, the Second NPCC ("NPCC2") released an updated report that presented the full work of the NPCC2 from January 2013 to 2015 and includes temperature, precipitation, sea level, and extreme event frequency predictions for 2081 to 2100. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC2 report predicts that mean annual temperatures will increase by 2.0 to 2.8˚F, 4.1 to 5.7˚F, 5.3 to 8.8˚F, and 5.8 to 10.3˚F by the 2020s, 2050s, 2080s, and 2100, respectively; total annual precipitation will rise by one to eight percent, four to 11 percent, five to 13 percent, and -one to +19 percent by the 2020s, 2050s, 2080s, and 2100, respectively;

Figure C-3
New York City Coastal Zone Boundary (CZB)



Legend

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

sea level will rise by four to eight inches, 11 to 21 inches, 18 to 39 inches, and 22 to 50 inches by the 2020s, 2050s, 2080s, and 2100, respectively; heat waves and heavy downpours are also very likely to become more frequent, more intense, and longer in duration, with coastal flooding very likely to increase in frequency, extent, and elevation.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

On June 14, 2022, the Adams administration released *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, a 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 major steps the Adams administration will take up:

- 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, income-restricted 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 income-restricted , 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.

FRESH Program

New York City's Food Retail Expansion to Support Health ("FRESH") Program promotes the establishment of grocery stores in underserved communities by lowering the cost of owning, developing, and renovating retail space. The primary and secondary study areas are located in an area where discretionary tax incentives area available through the FRESH Program. FRESH Program financial incentives are available to grocery store operators renovating existing retail space or developers looking to construct or renovate retail space to be leased to a full-line grocery store operator.

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

Land Use and Zoning

Primary Study Area (Proposed Rezoning Area)

As described in **Attachment A, "Project Description,"** in the 2028 future without the Proposed Actions, the primary study area's existing R4/C1-2 zoning would remain in place. Under the existing zoning, no changes are anticipated to occur. All existing structures and land uses located within the primary study area are anticipated to remain unchanged from existing conditions. However, in the 2028 No-Action condition, it is assumed that the vacant, formerly commercial building on Projected Development Site 1 (Lot 17) would be re-tenanted by a supermarket.

Secondary Study Area (400-Foot Radius)

In the 2028 future without the Proposed Actions, existing land use patterns are anticipated to remain in the secondary study area. There are no known zoning changes proposed in the secondary study area. As

noted above, a mid-block area along the west side of Coyle Street was recently rezoned (CEQR No. 21DCP123K). Although no plans have been filed with the New York City Department of Buildings ("DOB"), the *Coyle Street Rezoning EAS* assumed that the property at 2134 Coyle Street (Block 7367, Lot 11) would be redeveloped with a new five-story (70-feet-tall including mechanical bulkhead) mixed-use residential and commercial building by 2027. The existing, approximately 10,683-gsf retail space, occupied by a Dollar Tree, at 2114 Coyle Street, will remain, and an additional 21,403-gsf of retail space would be provided at the street level with residential uses located above. The planned development project would include approximately 148 DUs, including 45 permanently income-restricted DUs pursuant to MIH Option 2, as well as approximately 195 accessory parking spaces in two below-grade cellars.

In addition, although no plans have been filed with DOB, the *Coyle Street Rezoning EAS* assumed that the property at 2156 Coyle Street (Block 7367, Lot 29) would be redeveloped with a new eight-story (100-feet-tall including mechanical bulkhead) mixed-use residential and commercial building by 2027. The building would contain approximately 4,200-gsf of retail space, approximately 50 DUs, including 15 permanently income-restricted DUs pursuant to MIH Option 2, and approximately 21 accessory parking spaces. No other known or planned developments are anticipated within the secondary study area by 2028 (refer to **Figure C-4**).

Public Policy

Primary Study Area (Proposed Rezoning Area) and Secondary Study Area (400-Foot Radius)

In the 2028 future without the Proposed Actions, no changes to public policies are anticipated in the primary or secondary study areas.

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

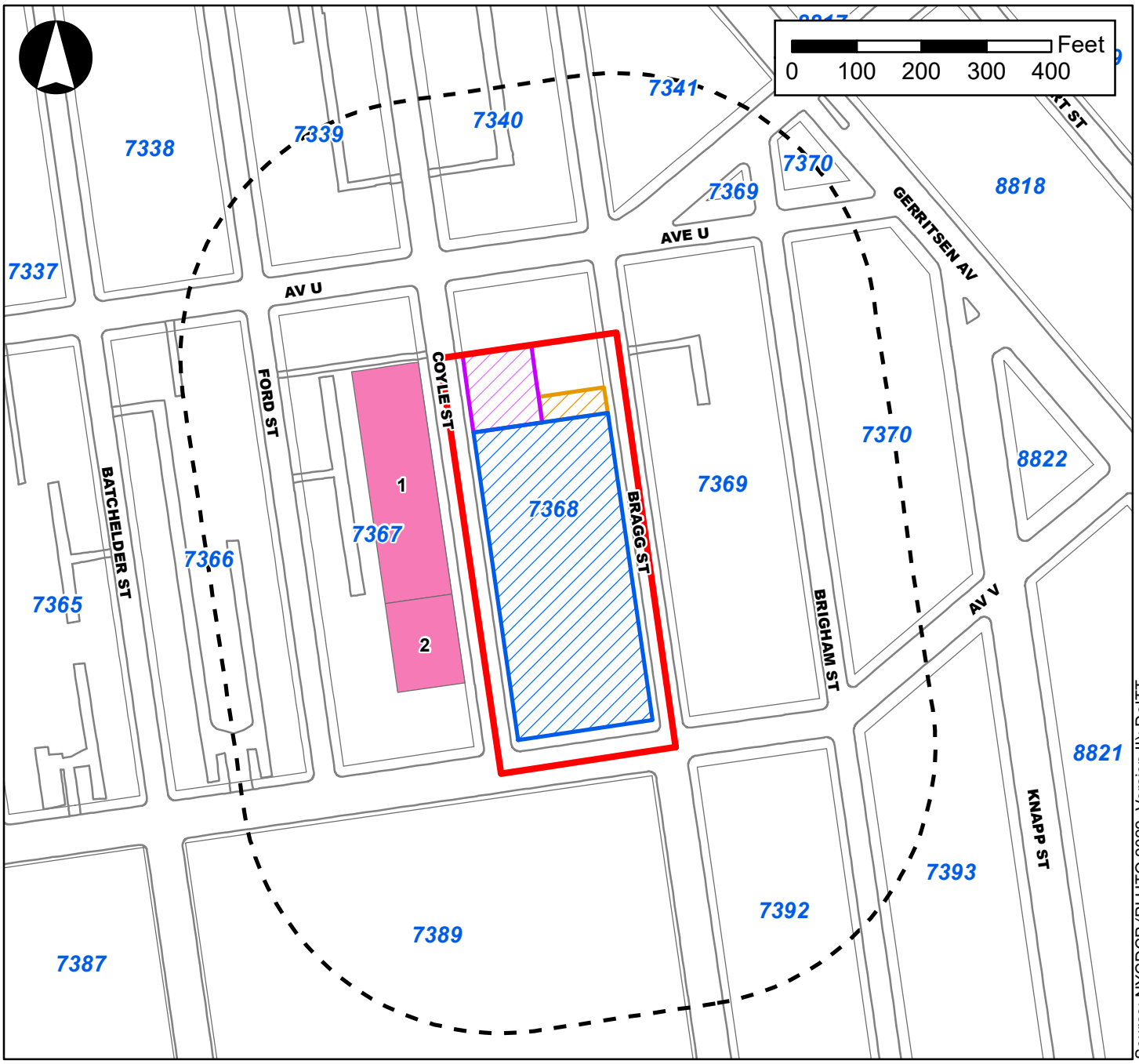
As described in **Attachment A, "Project Description,"** in the 2028 future with the Proposed Actions, the requested zoning map amendment and zoning text amendment would be approved. Therefore, the primary study area would be rezoned from R4/C1-2 to R6A/C2-4, R7A/C2-4, and R7X/C2-4. The primary study area would also be designated as an MIH area.

Land Use

Primary Study Area (Proposed Rezoning Area)

In the 2028 future with the Proposed Actions, the Proposed Actions would facilitate the development of Projected Development Sites 1 and 2 as summarized in **Table C-3**. No changes to any other lots within the primary study area would occur in the With-Action condition.

Figure C-4
No-Action Development Project



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- 1 No-Action Development Project

Table C-3: With-Action Condition RWCDS

Lot(s)	Lot Area (SF)	FAR	Residential			Commercial (GSF)	Total Building Space (GSF)	Parking Spaces	Max. Building Height[4]
			GSF	DUs[2]	Income-restricted DUs[3]				
17	96,000	4.40[1]	434,743	511	128	47,375	555,297	263	145'
65 and 68	12,000	4.60	54,120	64	16	6,600	68,520	26	95'
Totals	*108,000*		*488,863*	*575*	*144*	*53,975*	*623,817*	*289*	

Notes:
1. Projected Development Site 1 would have a maximum permitted FAR of 4.49 because approximately 38,000-sf of lot area would be located in the R6A/C2-4 district (3.6 FAR), approximately 38,000-sf of lot area would be located in the R7A/C2-4 district (FAR 4.6), and approximately 20,000-sf of lot area would be located in the R7X/C2-4 district (6.0 FAR).
2. The total estimates of With-Action RWCDS DUs are based on an average unit size of approximately 850-gsf.
3. Pursuant to MIH Option 1.
4. The maximum building heights of 95-feet and 145-feet are permitted with a QGF pursuant to ZR Section 23-664 in R7A and R7X zoning districts, respectively.

Assessment

In the 2028 future with the Proposed Actions, the requested zoning map amendment and zoning text amendment would result in changes to land use within the primary study area. As described above, the primary study area is currently occupied by commercial/office and open space land uses. Under the RWCDS established for the Proposed Actions, Projected Development Sites 1 and 2 would be redeveloped with two new mixed-use buildings that would accommodate additional commercial uses and residential uses. It is the Applicant's opinion that the proposed commercial and residential land uses would be consistent with the existing mixed-use character of the surrounding secondary study area, as well as the planned mixed-use commercial/residential development project at 2134 and 2156 Coyle Street.

Therefore, the Proposed Actions would not generate land uses that would be incompatible with surrounding land uses, nor would the Proposed Actions displace existing land uses within the primary study area in such a way as to adversely affect surrounding land uses. Therefore, the Proposed Actions would support land use trends, and no significant adverse land use impacts are expected within the primary study area. In addition, the secondary study area would not undergo any land use changes as a result of the Proposed Actions. As noted above, the secondary study area includes a mixture of commercial/office, residential, and mixed-use commercial/residential land uses. Therefore, the Proposed Actions would not introduce any new land uses that would be incompatible with their surroundings, and no significant adverse land use impacts would occur within the secondary study area in accordance with the criteria set forth in the 2021 *CEQR Technical Manual.*

Zoning

Primary Study Area (Proposed Rezoning Area)

In the 2028 future with the Proposed Actions, the primary study area would be rezoned from R4/C1-2 to R6A/C2-4, R7A/C2-4, and R7X/C2-4. The proposed R6A district would be mapped to a depth of 100-feet along the west side of Bragg Street. The proposed R7A district would be mapped to a depth of 100-feet along the east side of Coyle Street. The proposed R7X district would be mapped to a depth of 100-feet

along Avenue V. The proposed C2-4 commercial overlay would be mapped over the entirety of the primary study area (refer to **Figure A-1** in **Attachment A, "Project Description"**). The primary study area would also be designated as an MIH area.

Assessment

In the 2028 future with the Proposed Actions, the requested zoning map amendment and zoning text amendment would result in changes to zoning within the primary study area. The proposed residential zoning districts and commercial overlay would continue to permit residential, community facility, and commercial uses. However, the proposed residential zoning districts would increase the allowable residential and community facility densities within the primary study area, while the proposed C2-4 commercial overlay would increase the allowable commercial density. In addition, the proposed C2-4 commercial overlay would allow a slightly larger range of commercial use groups than what is currently permitted within the primary study area, as well as reduce the accessory commercial parking requirements. The proposed R6A, R7A, and R7X districts would be contextual residential zoning districts that would mandate Quality Housing height and setback regulations. The contextual requirements of the proposed residential zoning districts would require new development to be built to the street line and limit building heights to 85 feet in the R6A district, 95 feet in the R7A district, and 145 feet in R7X district.

Although the Proposed Actions would permit greater density than what is allowed under the primary study area's existing R4/C1-2 zoning, it is the Applicant's opinion that the primary study area is well-suited for additional density, given that Coyle Street and Avenue V are considered wide streets and Avenue V is a major east-west collector. In addition, the Proposed Actions would be compatible with the recent zoning map and text amendments approved on the west side of Coyle Street as part of the 2021 *Coyle Street Rezoning EAS* (CEQR No. 21DCP123K). Furthermore, the Proposed Actions would further citywide goals of building new housing and increasing the availability of income-restricted housing units. The proposed zoning text amendment would establish an MIH area coterminous with the primary study area. The proposed zoning text amendment would mandate the provision of income-restricted housing within the primary study area in the 2028 future with the Proposed Actions. Pursuant to MIH, a percentage of the new DUs located on the projected development sites must be income-restricted, resulting in an income-restricted housing set-aside for either 25 percent of the residential floor area at an average of 60 percent of the Area Median Income ("AMI") (MIH Option 1) or 30 percent of the residential floor area at an average of 80 percent AMI (MIH Option 2). The Applicant is seeking to map the primary study area as MIH Option 1. The final MIH Option will be selected by the City Planning Commission and City Council during ULURP. The proposed income-restricted housing set asides 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.

The Proposed Actions would only apply to the primary study area and would not affect properties in the surrounding secondary study area. Overall, the Proposed Actions would not result in any significant adverse impacts to zoning patterns in the secondary study area nor would they have a significant adverse impact on the extent of conformity within the secondary study area. For these reasons, the Proposed Actions would not represent a significant adverse impact on zoning within the primary or secondary study areas, in accordance with the criteria set forth in the 2021 *CEQR Technical Manual*.

Public Policy

New York City Waterfront Revitalization Program (WRP)

As noted above, both the primary and secondary study areas are located within New York City's Coastal Zone Boundary ("CZB"), and therefore, the Proposed Actions are subject to review for consistency with the policies of the city's WRP. The WRP includes policies designed to maximum the benefits derived from economic development, environmental preservation, and public use of the city's waterfront, while minimizing the conflicts among those objectives. The WRP Consistency Assessment Form ("CAF") is provided in **Appendix 3**. This section provides additional information for the policies that have been checked "promote" or "hinder" in the WRP CAF.

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

Policy 1.1: Encourage commercial and residential development in appropriate Coastal Zone areas.

Compliance Statement: The primary study area is not located on the waterfront. The primary study area is an upland area that is located approximately 0.25-miles to the southwest of Gerritsen Inlet and approximately 0.30-miles to the northwest of Shell Bank Creek, both of which connect to Jamaica Bay to the south.

Within the primary study area, the Proposed Actions would facilitate the development of three new mixed-use buildings containing residential and commercial land uses (one each on Projected Development Site 1, Potential Development Site 1, and Projected Development Site 2). The primary study area is located in an appropriate location for mixed-use development as it is located in Sheepshead Bay, a neighborhood with residential, commercial, and community facility land uses that is well-served by existing infrastructure and public transportation. The Proposed Actions would introduce land uses that would be complementary to the neighborhood's existing land uses. The primary study area is not located within a Significant Maritime and Industrial Area (SMIA), Special Natural Waterfront Area (SNWA), Priority Maritime Activity Zone (PMAZ), Recognized Ecological Complex (REC), or West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA), as defined in the WRP, and is therefore not located in a special area that may be inappropriate for the development of new residential and commercial land uses. For these reasons, the Proposed Actions would advance Policy 1.1.

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

Compliance Statement: The Proposed Actions would encourage new development in an area served by existing public facilities and infrastructure. The density of the Proposed Actions' RWCDS is compatible with the capacity of surrounding roadways, public transportation, infrastructure, and essential community services. It is anticipated that the mix of residential and commercial land uses, and the scale of the resultant development would not overburden the surrounding Sheepshead Bay neighborhood and the primary study area would continue to be adequately served by existing public facilities and infrastructure. Overall, the Proposed Actions would encourage redevelopment in an area adequately served by existing public facilities and infrastructure. For these reasons, the Proposed Actions would advance Policy 1.3.

Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

Compliance Statement: As detailed in the Compliance Statement for WRP Policy 6.2 below, the Proposed Project on the Applicant-controlled Projected Development Site 1 would integrate consideration of the latest projections of climate change and sea level rise in New York City into the Proposed Project's planning and design. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures or future adaptive actions. For these reasons, the Proposed Actions would advance Policy 1.5.

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

Policy 5.1: Manage direct or indirect discharges to waterbodies.

Compliance Statement: As detailed in **Attachment H, "Water and Sewer Infrastructure,"** the primary study area is located in a separately sewered area, where sanitary wastewater is transported for treatment at the Coney Island WRRF and stormwater runoff is directly discharged via outfalls into either Shell Bank Creek or Sheepshead Bay. Therefore, stormwater runoff from the primary study area would be directly discharged to nearby waterbodies. However, all future development located within the primary study area would incorporate on-site stormwater Best Management Practices ("BMPs") measures to reduce stormwater runoff volumes and ensure that direct drainage of stormwater runoff into nearby waterbodies would be properly managed.

As part of the site connection approval process for future development on Projected Development Sites 1 and 2, a stormwater analysis would be required in order to ensure that Projected Development Sites 1 and 2 would comply with the required stormwater release rate. The New York City Department of Environmental Protection ("DEP") would review future site connection applications and stormwater analyses performed for Projected Development Sites 1 and 2. DEP has published a Unified Stormwater Rule ("USWR") that increases the amount of stormwater to be managed on-site as part of new development. For sites within municipal separate storm sewer system ("MS4") areas, the release rate will be limited to 1.0 cubic feet per second ("cfs") per acre or 0.046 cfs, whichever is greater. The new rules became effective on February 15, 2022 and will apply to Projected Development Sites 1 and 2.

Stormwater BMPs would be required as part of the DEP site connection approval process in order to bring the future buildings on Projected Development Sites 1 and 2 into compliance with the required stormwater release rate in effect at the time of building construction. Specific BMP methods will be determined with further refinement of the design of the future buildings and in consultation with DEP.

The following stormwater BMP measures could be used to help manage stormwater flows: the implementation of stormwater BMPs described in the New York City Green Infrastructure Plan and/or green technologies, such as blue and green roofs, subsurface detention and infiltration, porous pavement, enhanced tree pits, and rain cisterns, depending on conditions at each site.

Therefore, with the incorporation of appropriate stormwater BMPs that would be required as part of the site connection approval process to be reviewed and approved by DEP, stormwater absorption would be enhanced and the overall volumes of stormwater runoff into nearby waterbodies, as well as the peak stormwater runoff rate, would likely be reduced. For these reasons, the Proposed Actions would advance Policy 5.1.

Policy 5.5: Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.

Compliance Statement: As detailed in **Attachment H, "Water and Sewer Infrastructure,"** the Proposed Actions would not result in significant adverse impacts to the city's water supply or wastewater and stormwater conveyance and treatment infrastructure. All future development located within the primary study area would incorporate on-site stormwater BMPs, such as blue and green roofs, subsurface detention and infiltration, porous pavement, enhanced tree pits, and rain cisterns, which would be required as part of the DEP site connection approval process in order to bring all future building(s) into compliance with the required stormwater release rate in effect at the time of the future building(s) completion. For these reasons, the Proposed Actions would advance Policy 5.5.

Policy 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

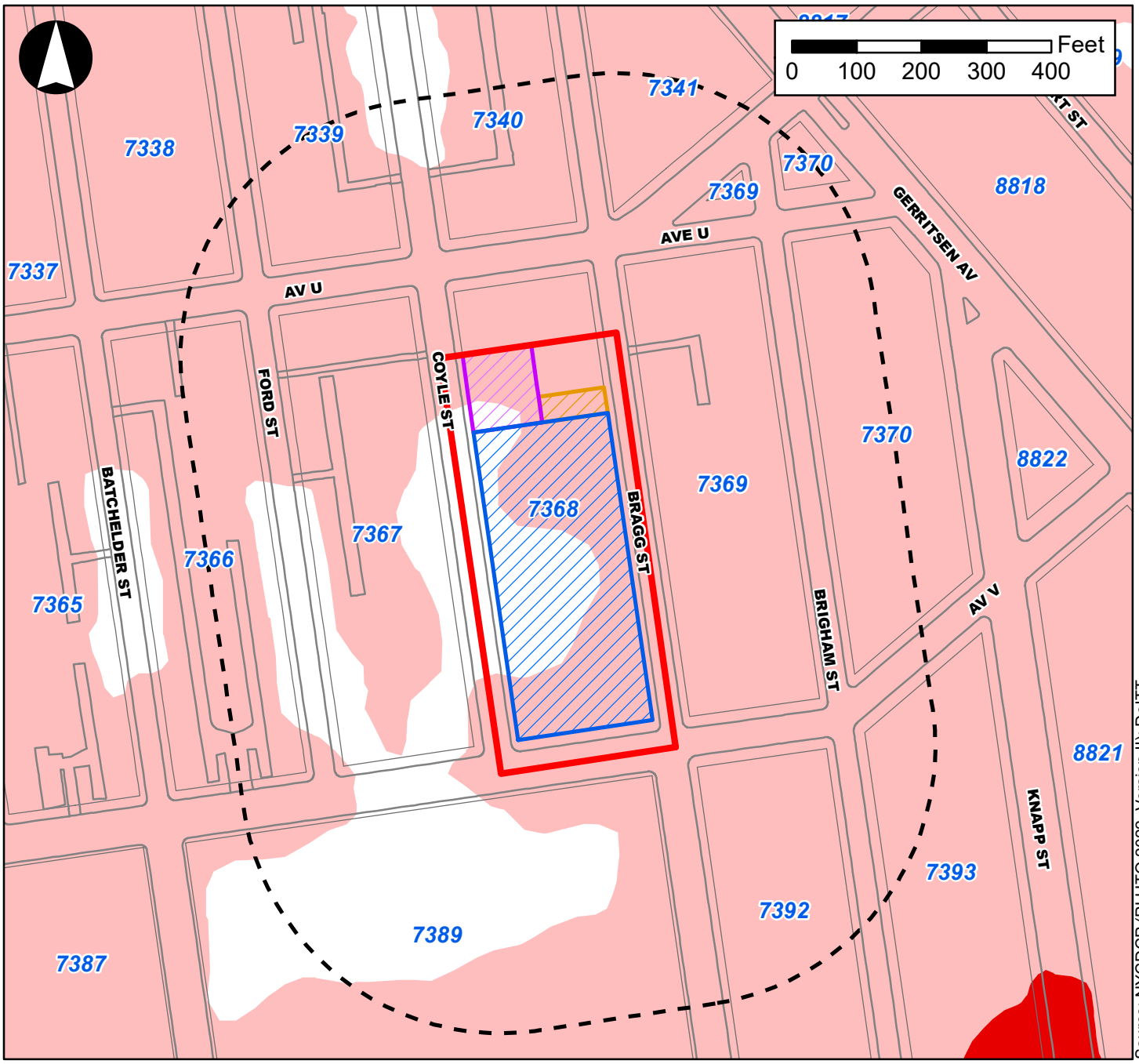
Compliance Statement: The project site is located within an area of special flood hazard. The primary study area is located in the 500-year flood zone (Zone X) (refer to **Figure C-5**). The Base Flood Elevation ("BFE") of the nearby 100-year flood zone is approximately 10 feet (NAVD88).

The Proposed Project would be located outside of the limit of the 100-year flood zone (Zone AE). As such, Appendix G of the *New York City Building Code* would not apply to the Proposed Project. The Proposed Project's ground floor would feature a proposed elevation of approximately 14 feet (NAVD88). The Proposed Project would contain a cellar, which would feature a depth of approximately 12 feet below grade. The Proposed Project would be designed and constructed in accordance with city and state flooding and erosion regulations, where applicable, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones"). For these reasons, the Proposed Actions would advance Policy 6.1.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in the New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

Compliance Statement: The Proposed Project has considered potential risks related to coastal flooding to features specific to the Proposed Project, including, but not limited to, the location of critical mechanical, electrical, and plumbing ("MEP") services and residential dwelling units. As outlined in *The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance* document, for site-specific actions that include (or would facilitate the development of) new vulnerable, critical, or potentially hazardous features, the detailed methodology approach should be utilized to assess a project or action's consistency with Policy 6.2.

Figure C-5
FEMA Preliminary Flood Insurance Maps 2015



Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- 100-Year Floodplain
- 500-Year Floodplain

Note: This map is for advisory purposes only. It uses the most current data available and is deemed accurate, but is not guaranteed.
Source: United States Federal Emergency Management Agency (FEMA). NYC Revised Preliminary FIRMs: January, 2015.

STEP 1: IDENTIFY VULNERABILITIES AND CONSEQUENCES

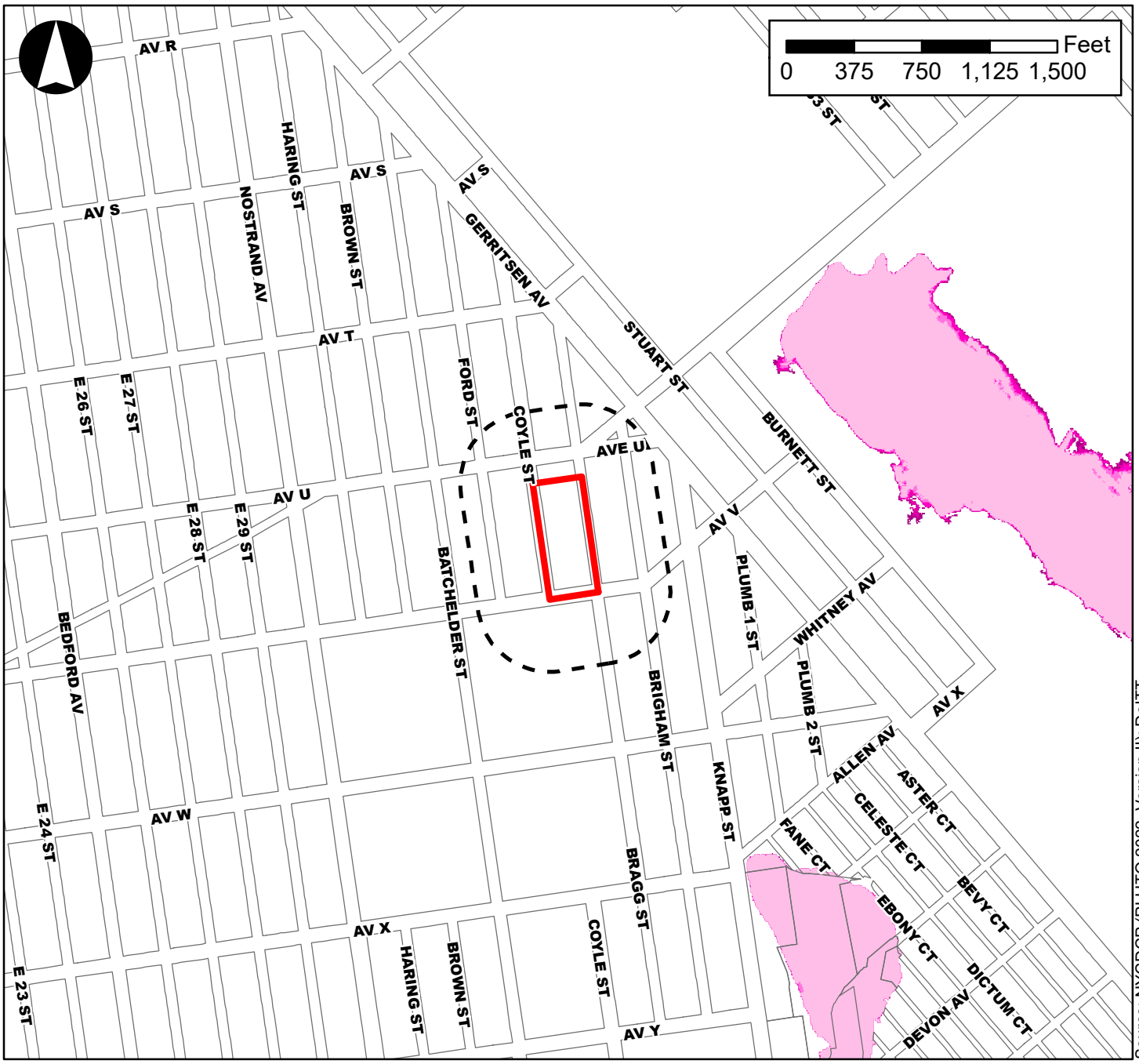
1. *Identify vulnerabilities and consequences.* The goal of this first step is to assess the project's vulnerabilities to future coastal hazards and what potential consequences may result.

As stated previously, the primary study area, while located within New York City's CZB, is located in the 500-year flood zone (Zone X) and would be located outside of the limit of the 100-year flood zone (Zone AE) (refer to **Figure C-5**). Therefore, the primary study area does not have a BFE. The Base Flood Elevation ("BFE") of the nearby 100-year flood zone is approximately 10 feet (NAVD88); the Proposed Project's height measurements would be made from this base plane. The Proposed Project's Design Flood Elevation ("DFE") would be approximately 14 feet (NAVD88).

Coastal storms could bring high winds in addition to flood hazards to the primary study area. However, the primary study area is not located within a Coastal A or V zone. The Proposed Project is not expected to make flooding on adjacent properties worse, nor would the Proposed Project conflict with other plans for flood protection on adjacent properties.

Nearby waterbodies, including Gerritsen Inlet and Shell Bank Creek, connect to Jamaica Bay, a tidal estuary. Therefore, the flood elevation is controlled by the tidal conditions within New York Bay, Long Island Sound, and the Atlantic Ocean. Because the coastal floodplain adjacent to the primary study area is affected by coastal flooding, rather than local or fluvial flooding, the operation of the Proposed Project would not exacerbate flooding conditions on or near the primary study area. Furthermore, coastal floodplains are influenced by astronomic tide and meteorological forces (e.g., northeasters and hurricanes) and not by fluvial flooding (e.g., rivers and streams overflowing their banks), and, as such, are not affected by the placement of obstructions (e.g., buildings) within the coastal floodplain. As shown in **Figures C-6**, **C-7**, **C-8**, and **C-9**, between the 2020s and 2100s, the Proposed Project would not fall within an area that is anticipated to be impacted by tidal flooding. In addition, as shown in the Mean Higher High Water + Sea Level Rise graph, only the Proposed Project's cellar, a critical feature, would be located below the elevation of the Mean Higher High Water for the Proposed Project's lifespan (spanning an estimated 70 years subsequent to completion in 2028). As shown in the graph, no other critical and vulnerable features of the Proposed Project are anticipated to be located below the elevation of the Mean Higher High Water at any point over the Proposed Project's lifespan. Therefore, operation the Proposed Project is not expected to exacerbate future projected coastal flooding conditions.

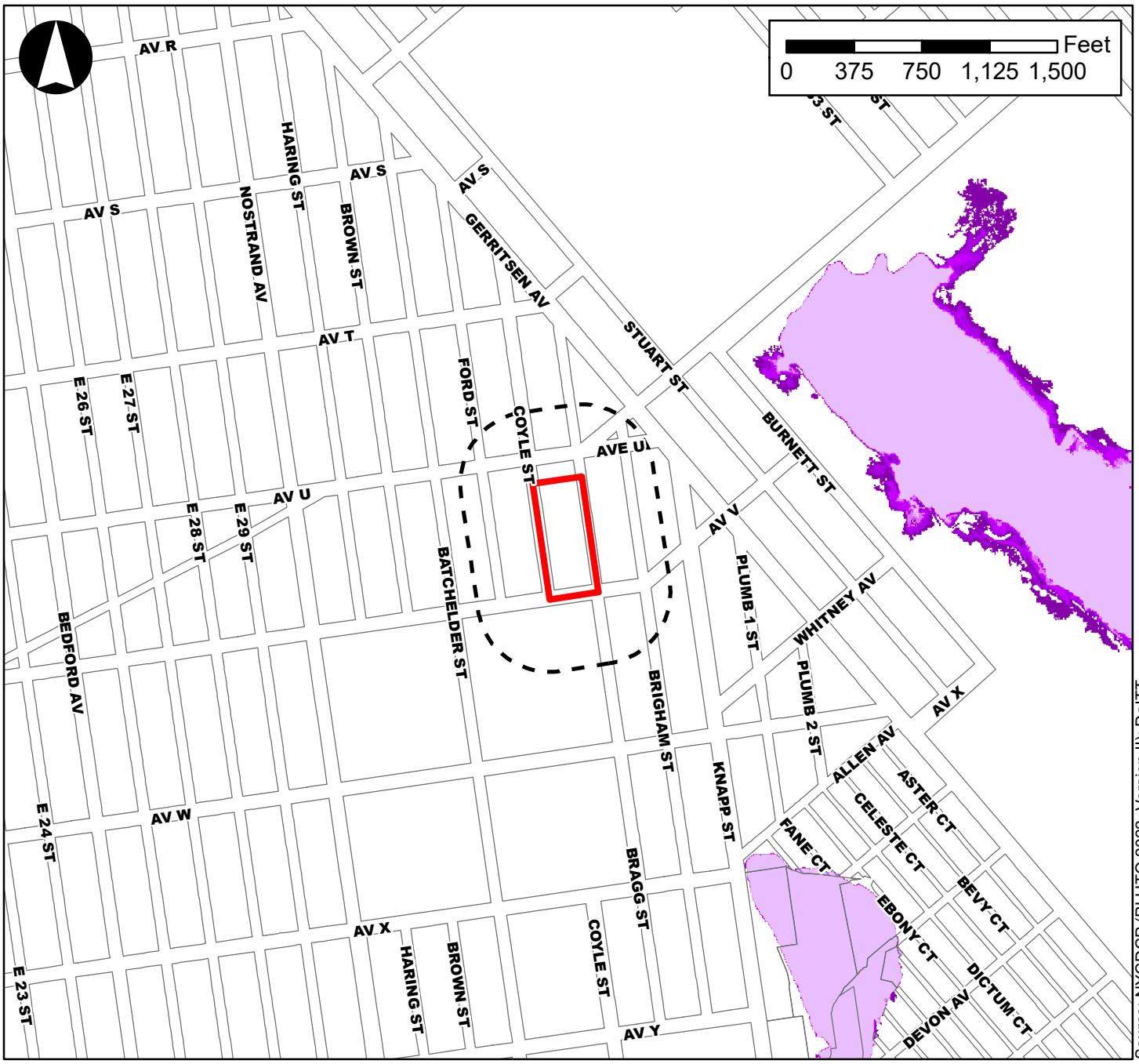
Figure C-6
High Tide Projections 2020s



Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Low Estimate (2 inches SLR)
- Low-Mid Estimate (4 inches SLR)
- Middle Estimate (6 inches SLR)
- Mid-High Estimate (8 inches SLR)
- High Estimate (10 inches SLR)

Note: This map is for advisory purposes only.
Source: New York City Department of City Planning (DCP).

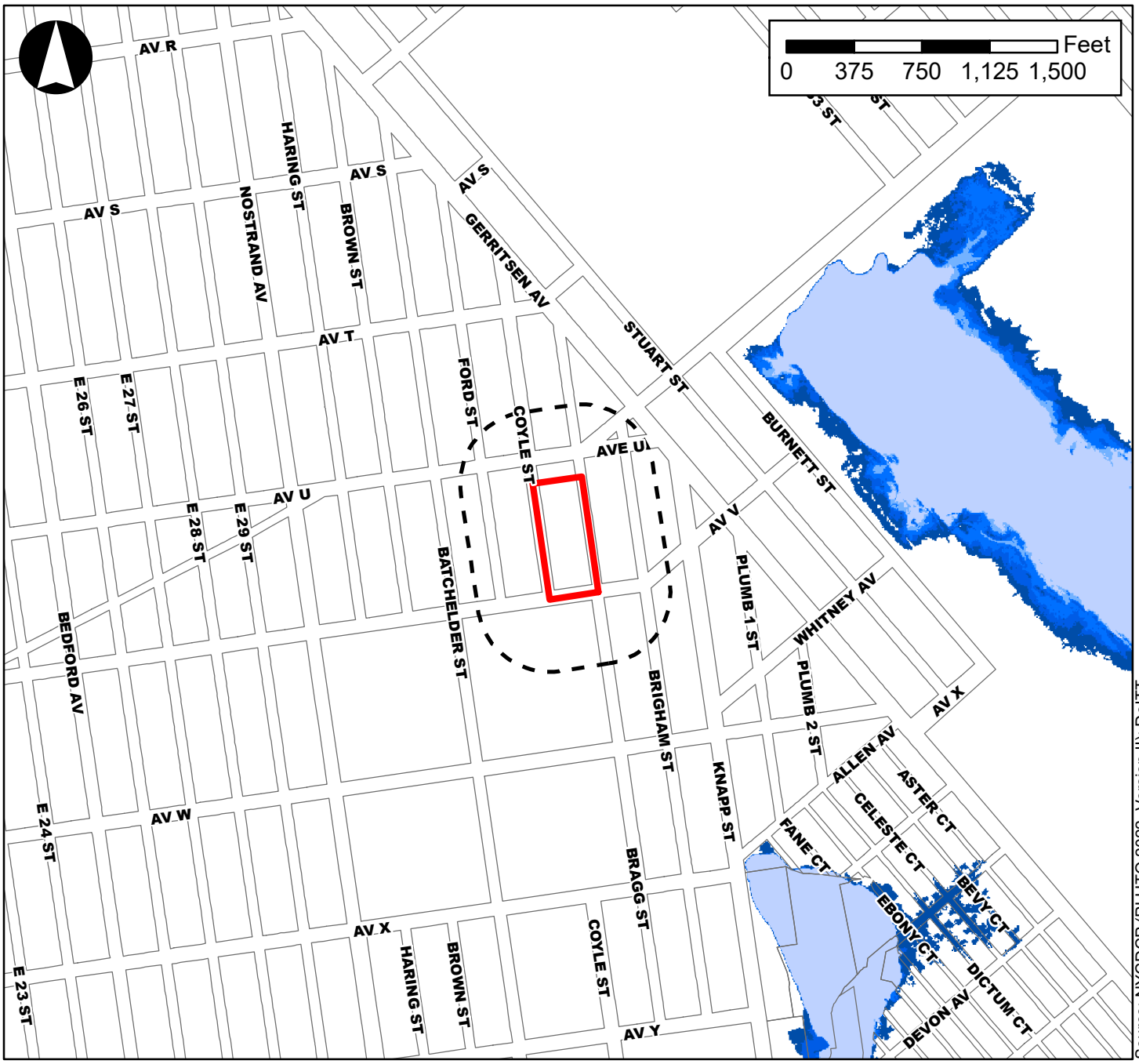


Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Low Estimate (8 inches SLR)
- Low-Mid Estimate (11 inches SLR)
- Middle Estimate (16 inches SLR)
- Mid-High Estimate (21 inches SLR)
- High Estimate (30 inches SLR)

Note: This map is for advisory purposes only.
Source: New York City Department of City Planning (DCP).

Figure C-8
High Tide Projections 2080s



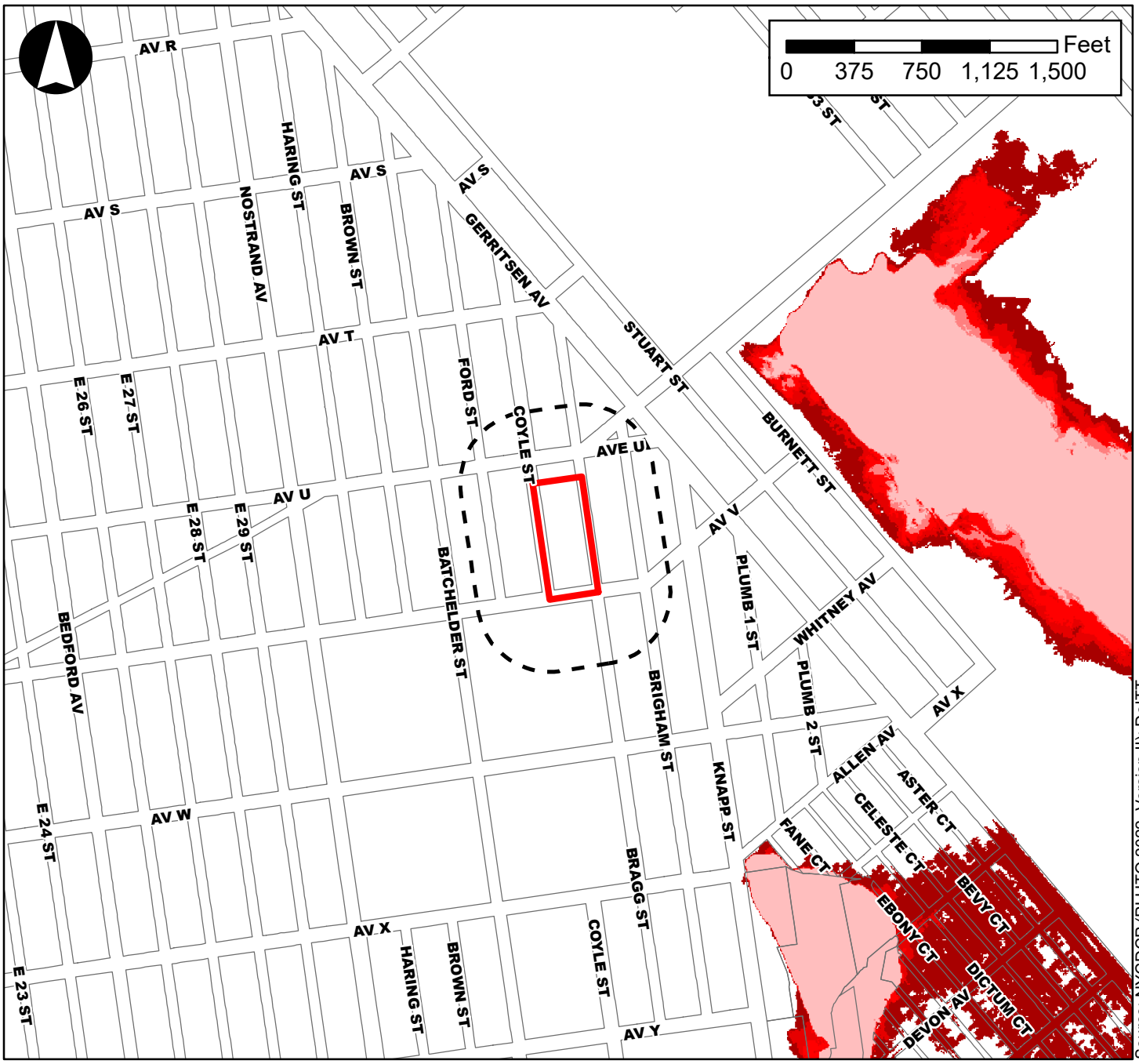
Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Low Estimate (13 inches SLR)
- Low-Mid Estimate (18 inches SLR)
- Middle Estimate (29 inches SLR)
- Mid-High Estimate (39 inches SLR)
- High Estimate (58 inches SLR)

Note: This map is for advisory purposes only.
Source: New York City Department of City Planning (DCP).

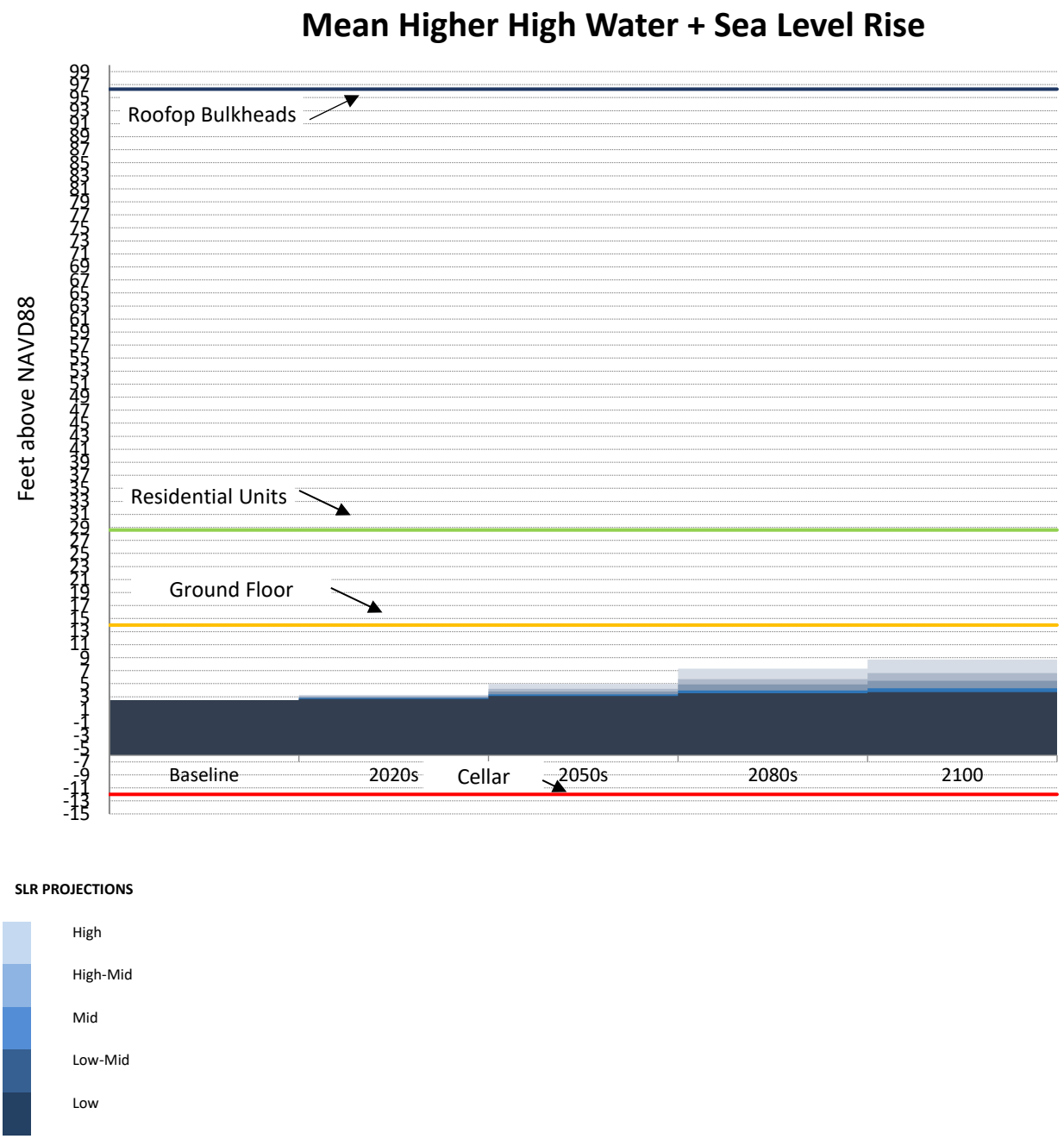
Figure C-9
High Tide Projections 2100s



Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Low Estimate (15 inches SLR)
- Low-Mid Estimate (22 inches SLR)
- Middle Estimate (36 inches SLR)
- Mid-High Estimate (50 inches SLR)
- High Estimate (75 inches SLR)

Note: This map is for advisory purposes only.
Source: New York City Department of City Planning (DCP).



In June 2013, the Federal Emergency Management Agency ("FEMA") issued Preliminary Work Maps for New York City to show coastal flood hazard data. Subsequently, the city made immediate accommodations to zoning regulations and upgrades to the *New York City Building Code* to ensure that new construction would be built to these higher standards. In January 2015, FEMA issued Revised Preliminary Flood Insurance Rate Maps ("FIRMs") for New York City, which are considered the best available flood hazard data, replacing the FEMA Preliminary Work Maps. As noted previously, the primary study area is located within an area of special flood hazard. A majority of the primary study area is located within the 500-year flood zone (Zone X) (refer to **Figure C-5**).

The New York City Panel on Climate Change ("NPCC") recommends assessing the impacts of projected sea level rise on the lifespan of projects. While the NPCC developed a series of flood projection maps that incorporate sea level rise projections with FEMA's January 2015 FIRMs, because of limitations in the accuracy of flood projections, the NPCC recommends that these flood projection maps not be used to judge site-specific risks. However, in general, the NPCC estimates that in the New York City area, sea level will rise up to a high estimate of 10 inches by the 2020s, and up to a high estimate of 30 inches by the 2050s. As such, areas not currently within the currently applicable 100-year and 500-year flood zones will be in the future based on the NPCC projections. Furthermore, the NPCC projects that the frequency, extent, and height of 100-year and 500-year floods will increase by the 2050s. As illustrated in **Figure C-10**, portions of the primary study area are anticipated to fall within the future projected 100-year flood zone by the 2050s, as published by the NPCC. Therefore, the Proposed Project is anticipated to fall within the future projected 100-year flood zone by the 2050s and would remain within the future projected 100-year flood zone for the remaining lifespan of the Proposed Project (refer to **Figures C-11** and **C-12**).

Per 2021 *CEQR Technical Manual* guidance, the Flood Elevation Worksheet was prepared for the Proposed Project and is provided herein and in **Appendix 3**.

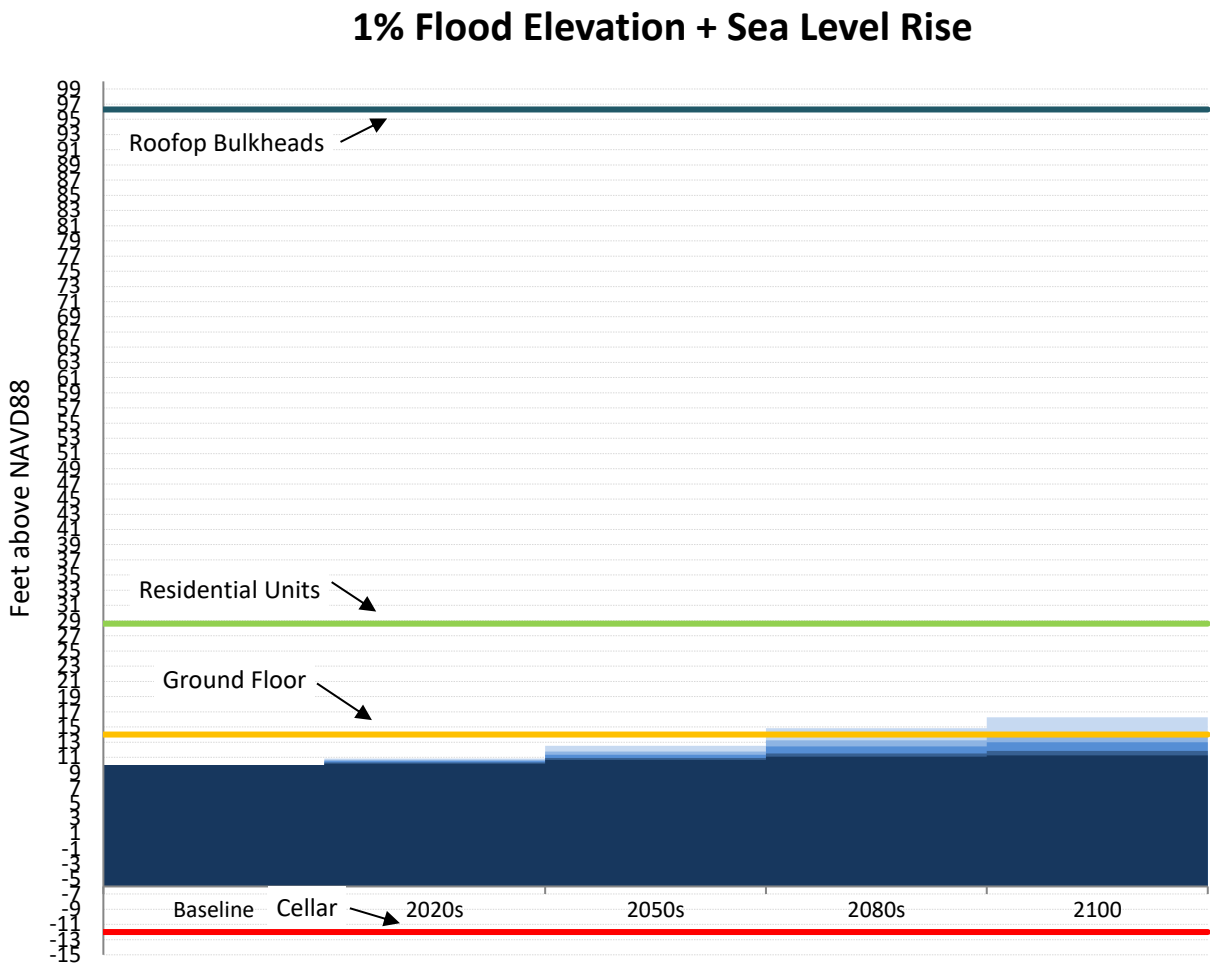
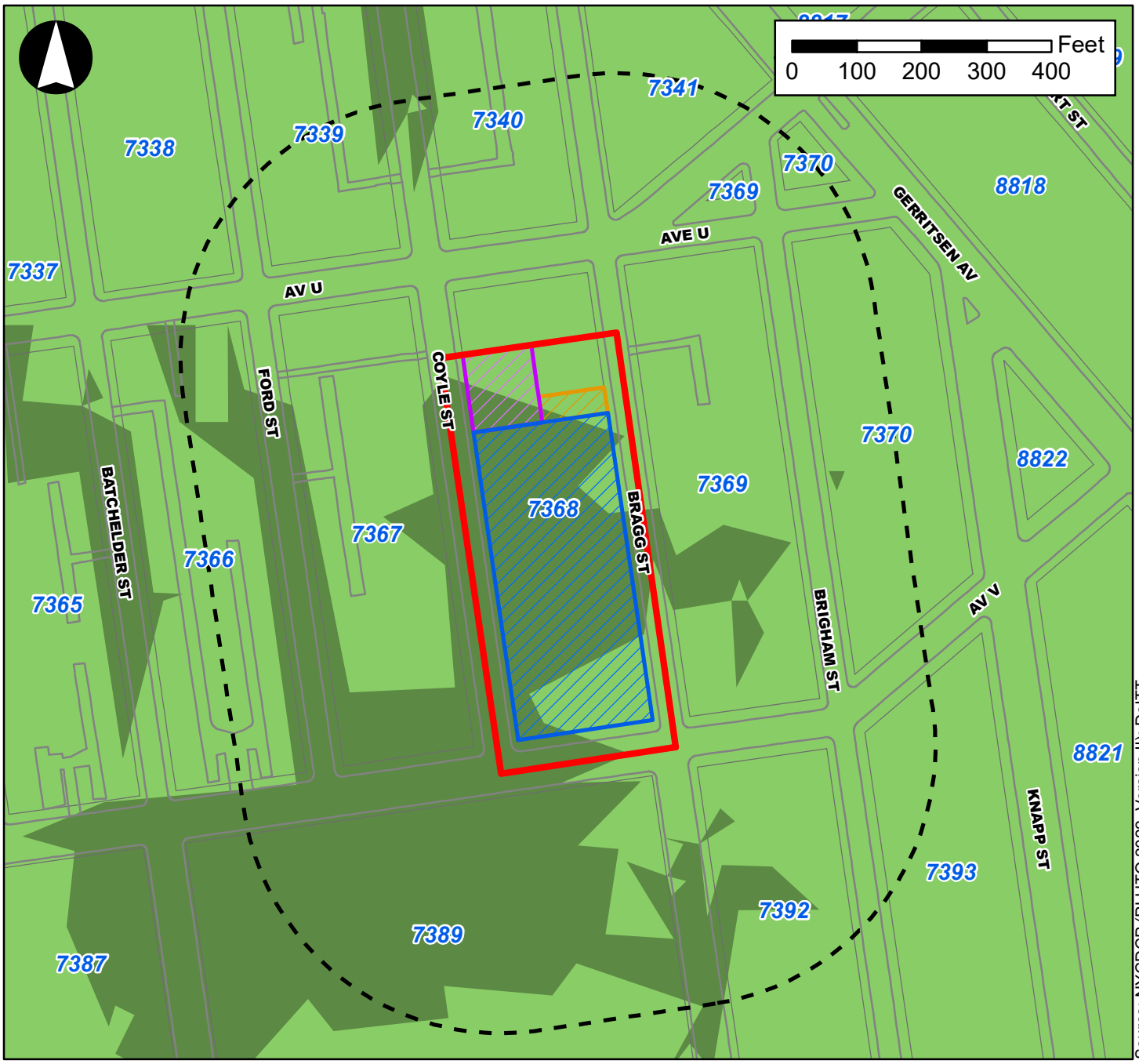


Figure C-10
NPCC 2050s Flood Zone Projections

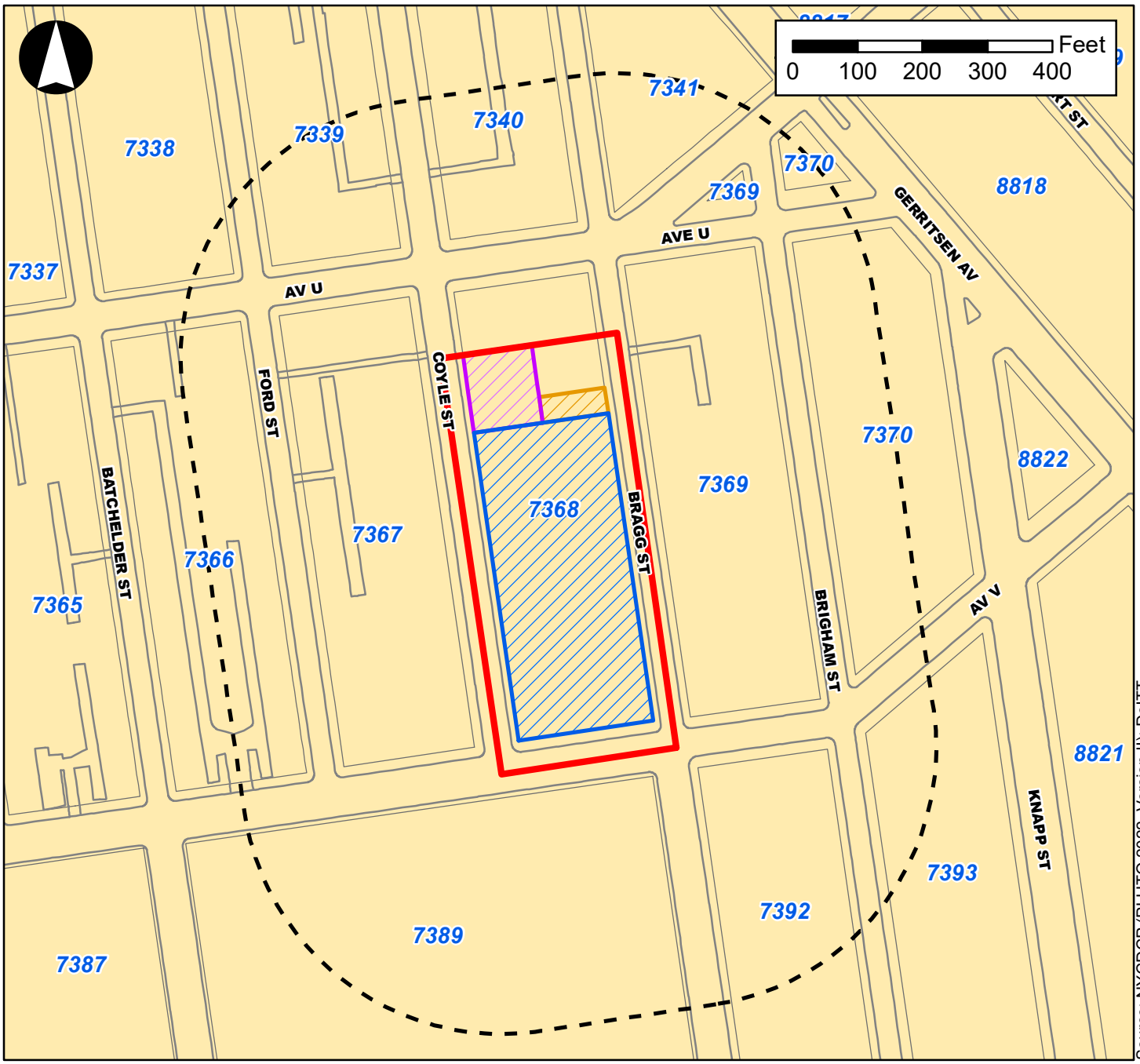


Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- 2050s 100-Year Floodplain
- 2050s 500-Year Floodplain

Note: This map is for advisory purposes only.
Source: New York City Panel on Climate Change (NPCC).

Figure C-11
NPCC 2080s Flood Zone Projections

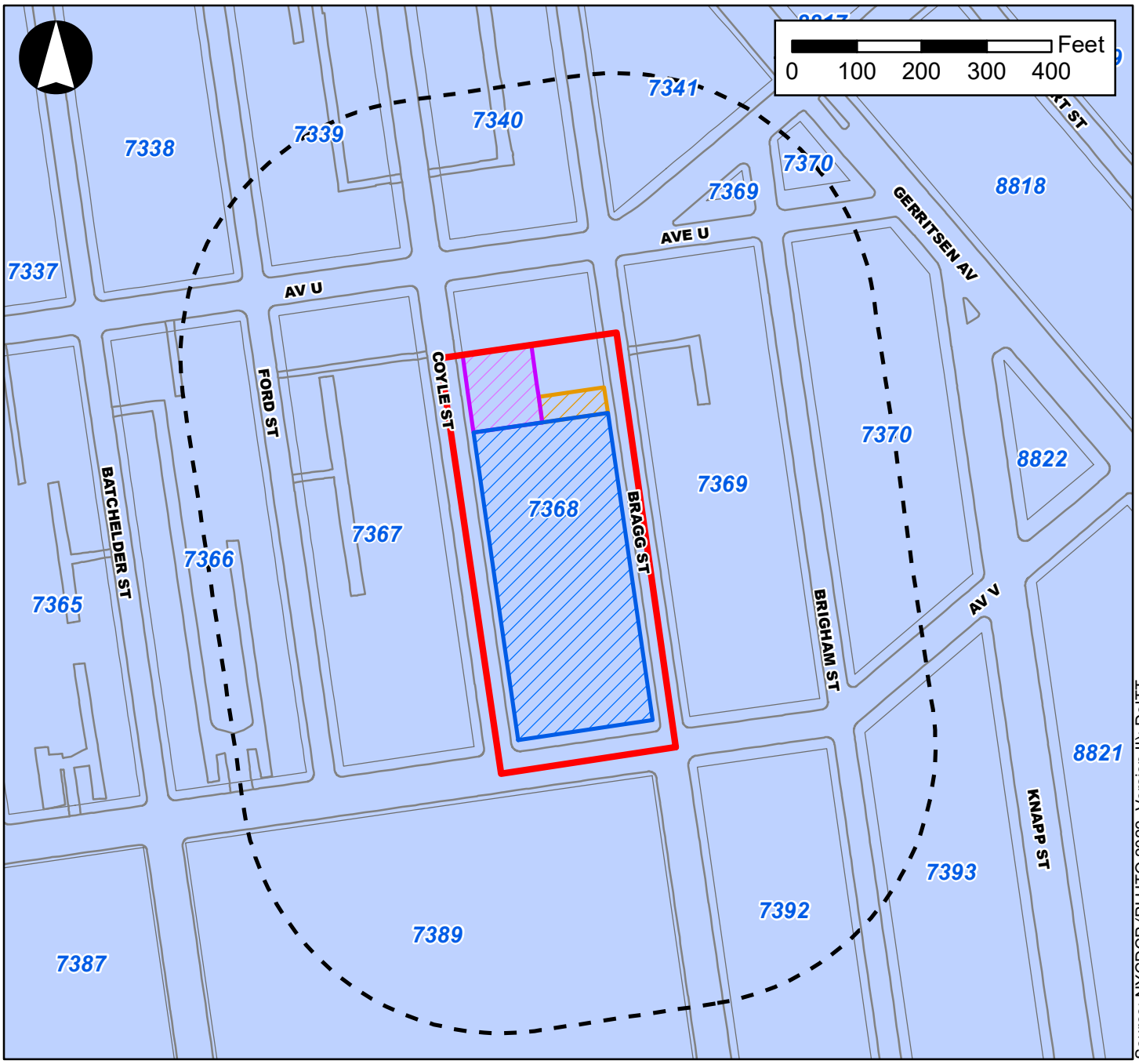


Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- 2080s 100-Year Floodplain
- 2080s 500-Year Floodplain

Note: This map is for advisory purposes only.
Source: New York City Panel on Climate Change (NPCC).

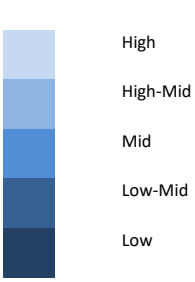
Figure C-12
NPCC 2100s Flood Zone Projections



Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- 2100s 100-Year Floodplain
- 2100s 500-Year Floodplain

Note: This map is for advisory purposes only.
Source: New York City Panel on Climate Change (NPCC).



As shown in the 1% Flood Elevation + Sea Rise graph, the Proposed Project's cellar, which would contain the Proposed Project's shared parking garage, one bike storage space, and three back of house spaces for the Proposed Project's residential use, would feature a depth of approximately 12 feet below grade. The shared parking garage and one bike storage space located within the Proposed Project's cellar would be vulnerable features; though the future design has not been finalized, the three back of house spaces located within the Proposed Project's cellar would likely contain critical features, as these spaces could contain mechanical, electrical, and plumbing ("MEP") equipment, such as electrical, gas, and water meter rooms, as well as telecom rooms. As illustrated in **Figure C-10**, beginning in the 2050s, the Proposed Project's cellar would be located below the BFE of the future projected 100-year flood zone (10 feet [NAVD88]) and the cellar's critical features would remain below the elevation of the future projected 100-year flood zone for the remainder of the Proposed Project's lifespan (approximately 48 years). If any of the Proposed Project's critical and vulnerable features located within the Proposed Project's cellar were to fall below the elevation of the future one percent annual chance flood zone, future flooding events could result in a loss of building services, temporary displacement of residents, structural damage and damage to personal property (e.g., vehicles and bicycles), loss of inventory, or potentially increased flood insurance costs. However, the NPCC recommends that these flood projection maps not be used to judge site-specific risks and they are subject to change. The Proposed Project's cellar would be designed and constructed in accordance with all applicable city and state flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones"). As noted previously, Appendix G of the *New York City Building Code* would not apply to the Proposed Project; therefore, the Proposed Project's cellar is not required to be floodproofed at this time and would not be floodproofed at the time of construction. However, the Proposed Project's foundation would be dry floodproofed and designed to resist hydrostatic pressure, though not under the jurisdiction of Appendix G of the *New York City Building Code*.

The Proposed Project's ground floor (the lowest occupied floor of the Proposed Project), which would contain three residential lobbies, two residential amenity spaces, one residential back of house space, two commercial spaces, the two commercial loading berths, and a private courtyard, would feature a proposed elevation of approximately 14 feet (NAVD88); these building features would be located above the BFE of the future projected 100-year flood zone (10 feet [NAVD88]). The three residential lobbies, two residential amenity spaces, two commercial spaces, two commercial loading berths, and private courtyard located on the Proposed Project's ground floor would be vulnerable features; though the future design has not been finalized, the one back of house space located on the Proposed Project's ground floor would likely contain critical features, as this space could contain MEP equipment such as electrical, gas, water meter, and telecom rooms. However, as illustrated in **Figure C-11**, beginning in the 2080s, the elevation of the Proposed Project's ground floor would fall below the elevation of the future one percent annual chance flood zone, under high sea level rise projections, and would remain below the elevation of the future one percent annual chance flood zone for the remainder of the Proposed Project's lifespan (approximately 18 years). If any of the Proposed Project's critical and vulnerable features located on the

Proposed Project's ground floor were to fall below the elevation of the future one percent annual chance flood zone, future flooding events could result in a loss of building services, temporary displacement of residents, structural damage, loss of inventory, or potentially increased flood insurance costs. However, the NPCC recommends that these flood projection maps not be used to judge site-specific risks and they are subject to change. The Proposed Project's ground floor would be designed and constructed in accordance with all applicable city and state flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones").

As shown in the 1% Flood Elevation + Sea Rise graph, the Proposed Project's lowest residential units (vulnerable features at an elevation of approximately 28.6 feet [NAVD88]) and lowest mechanical bulkhead (critical features at an elevation of approximately 96.3 feet [NAVD88]) would be located well above the current and future one percent annual chance flood zone under high sea level rise projections. The Proposed Project's mechanical bulkheads would likely contain critical features, as these spaces could contain elevator and MEP equipment (i.e., space for electrical, gas, water meter, and telecom features). The Proposed Project's lowest residential units and lowest mechanical bulkhead would remain above the elevation of the future one percent annual chance flood zone for the full lifespan of the Proposed Project.

STEP 2: IDENTIFY ADAPTIVE STRATEGIES

As illustrated in **Figure C-10**, the Proposed Project is anticipated to fall within the future projected 100-year flood zone by the 2050s and would remain within the future projected 100-year flood zone for the remaining lifespan of the Proposed Project (refer to **Figures C-11** and **C-12**). As stated previously, the BFE of the nearby 100-year flood zone is approximately 10 feet (NAVD88) and the Proposed Project's DFE would be approximately 14 feet (NAVD88).

The Proposed Project would be designed and constructed in accordance with all applicable city and state flooding and erosion regulations, including New York City Administrative Code, Title 28, Section 104.9 ("Coastal Zones and Water-Sensitive Inland Zones"). As noted previously, Appendix G of the *New York City Building Code* would not apply to the Proposed Project; therefore, the Proposed Project's cellar is not required to be floodproofed at this time and would not be floodproofed at the time of construction. However, the Proposed Project's foundation would be dry floodproofed and designed to resist hydrostatic pressure, though not under the jurisdiction of Appendix G of the *New York City Building Code*.

The Proposed Project's cellar would be located below the BFE of the future projected 100-year flood zone (10 feet [NAVD88]) and the DFE of approximately 14 feet (NAVD88) beginning in the 2050s. If any of the Proposed Project's critical and vulnerable features located within the Proposed Project's cellar were to fall below the elevation of the future one percent annual chance flood zone and the DFE, future flooding events could result in a loss of building services, temporary displacement of residents, structural damage and damage to personal property (e.g., vehicles and bicycles), loss of inventory, or potentially increased flood insurance costs. However, the NPCC recommends that these flood projection maps not be used to judge site-specific risks and they are subject to change. As noted above, beginning in the 2050s, the Proposed Project's cellar would be located below the BFE of the future projected 100-year flood zone (10 feet [NAVD88]) and the DFE of approximately 14 feet (NAVD88); therefore, the cellar could be dry floodproofed beginning in the 2050s. At this time, the Proposed Project's cellar is not required to be floodproofed, as Appendix G of the *New York City Building Code* would not apply to the Proposed Project; the Applicant does not propose to floodproof the Proposed Project's cellar at the time of its construction, with completion of the Proposed Project anticipated to occur in 2028, prior to the 2050s. In addition, potential adaptive actions to be considered may include elevating critical features (i.e., the back of house spaces within the cellar that would likely contain MEP equipment and telecom rooms) from the Proposed

Project's cellar to the Proposed Project's second floor. If elevated, these critical features would feature an elevation of approximately 28.6 feet (NAVD88) and would be located well above the future one percent annual chance flood zone and the DFE under high sea level rise projections for the remaining lifespan of the Proposed Project (circa 2050s to 2098). Therefore, all critical features located within the Proposed Project's cellar would be protected through future flood damage reduction measures or future adaptive actions, where applicable, beginning in the 2050s.

The Proposed Project's ground floor would fall below the BFE of the future projected 100-year flood zone (10 feet [NAVD88]) and the DFE of approximately 14 feet (NAVD88) beginning in the 2080s. If any of the Proposed Project's critical and vulnerable features located on the Proposed Project's ground floor were to fall below the elevation of the future one percent annual chance flood zone and the DFE, future flooding events could result in a loss of building services, temporary displacement of residents, structural damage, loss of inventory, or potentially increased flood insurance costs. However, the NPCC recommends that these flood projection maps not be used to judge site-specific risks and they are subject to change. As noted above, beginning in the 2080s, the Proposed Project's ground floor would be located below the BFE of the future projected 100-year flood zone (10 feet [NAVD88]) and the DFE of approximately 14 feet (NAVD88). Therefore, potential adaptive actions to be considered may include elevating critical features (i.e., the back of house spaces on the ground floor that would likely contain MEP equipment and telecom rooms) from the Proposed Project's ground floor to the Proposed Project's second floor. If elevated, these critical features would feature an elevation of approximately 28.6 feet (NAVD88) and would be located well above the future one percent annual chance flood zone and the DFE under high sea level rise projections for the remaining lifespan of the Proposed Project (circa 2080s to 2098). Therefore, all critical features located on the Proposed Project's ground floor would be protected through future flood damage reduction measures or future adaptive actions, where applicable, beginning in the 2080s.

As described above, if the elevation of the floodplain increases, potential adaptive actions to be considered may include elevating critical features (i.e., the back of house spaces within the cellar and on the ground floor that would likely contain MEP equipment and telecom rooms) from the Proposed Project's cellar and ground floor to the Proposed Project's second floor. If elevated, these critical features would feature an elevation of approximately 28.6 feet (NAVD88) and would be located well above the current and future one percent annual chance flood zone and the DFE under high sea level rise projections. An additional potential adaptive action may include the utilization of portable flood barriers at all of the Proposed Project's points of ingress and egress. Such portable flood barriers could be mobilized and installed prior to future storm events that may result in extreme flooding. In addition, potential retrofits could be pursued to floodproof, as appropriate, the cellar and ground floor of the Proposed Project. The Proposed Project is not expected to make flooding on adjacent properties worse, nor would the Proposed Project conflict with other plans for flood protection on adjacent properties.

STEP 3: ASSESS POLICY CONSISTENCY

The Proposed Actions would advance Policy 6.2 and there would be no significant adverse impacts associated with the primary study area's location within the 500-year flood zone. At present, the primary study area is susceptible to minimal flooding risk. In the future, according to NPCC projections, the primary study area would continue to be susceptible to minimal flooding risk. In addition, the NPCC recommends that these flood projection maps not be used to judge site-specific risks and they are subject to change. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures or future adaptive actions, where applicable. Therefore, the Proposed Project would be consistent with New York City policies regarding adaptation to climate change.

Based on the CAF completed for the Proposed Actions, which is provided in **Appendix 3**, three WRP policies required further assessment. The assessment provided herein found that the Proposed Actions would be consistent with all applicable WRP policies. Therefore, the Proposed Actions are not expected to result in any significant adverse impacts related to the WRP. DCP's Waterfront Open Space Division, on behalf of the New York City Coastal Commission, has reviewed the WRP assessment, and has found that the Proposed Actions would not substantially hinder the achievement of any WRP policy and has determined that the Proposed Project would be consistent with the WRP. The Proposed Project has been assigned WRP No. 21-158 (refer to **Appendix 3**).

Housing Our Neighbors: A Blueprint for Housing and Homelessness

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 permanent income-restricted dwelling units. An MIH area requires compliance with one of the income-restricted housing options provided in ZR Section 23-154(d)(3). The Applicant intends to pursue MIH Option 1, which requires approximately 25 percent of the new residential floor area be designated as permanently income-restricted at an average of 60 percent AMI. The final MIH option will be selected by the City Planning Commission and City Council during ULURP.

The Proposed Actions would facilitate the development of new market-rate and income-restricted residential units in the primary study area, comprising approximately 431 market-rate DUs and at least 144 permanently income-restricted DUs pursuant to MIH Option 1. The income-restricted dwelling units provided under the Proposed Actions would provide the Sheepshead Bay neighborhood with much needed income-restricted housing, and would support the city's efforts to increase the overall amount of income-restricted housing in New York City. 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

The Proposed Actions would support the policies and goals of OneNYC 2050. The Proposed Actions would create new housing opportunities, including income-restricted housing, and introduce additional commercial uses; each of these components would contribute to the community development of the Sheepshead Bay neighborhood. Therefore, the Proposed Actions would be consistent with the policy goals and objectives of OneNYC 2050.

FRESH Program

Under the RWCDS established for the Proposed Actions, the With-Action condition would include ground floor commercial uses at Projected Development Sites 1 and 2, which would be tenanted subject to market conditions. The Proposed Actions would not preclude participation in the FRESH Program and would create new commercial space that could be used by a supermarket or grocery store operator in the future.

Attachment D:

Socioeconomic Conditions

I. INTRODUCTION

This attachment assesses whether the Proposed Actions and associated Reasonable Worst Case Development Scenario ("RWCDS") would result in significant adverse impacts to the socioeconomic character of the area within and surrounding the Proposed Rezoning Area[1] in Sheepshead Bay, Brooklyn Community District ("CD") 15. As described in the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activities. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although some socioeconomic changes may 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. In some cases, these changes may be substantial, but not adverse. The objective of a CEQR analysis is to disclose whether any changes created by the project would have a significant adverse impact compared to what would happen in the future without the project (i.e., the No-Action condition).

As described in **Attachment A, "Project Description,"** the Proposed Actions involve zoning changes that would increase the allowable density in the Proposed Rezoning Area and would facilitate the construction of two mixed-use commercial and residential buildings at two projected development sites. Under the RWCDS, the incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be a net increase of 575 dwelling units ("DUs"), including at least 144 income-restricted DUs pursuant to MIH Option 1, and approximately 15,975-gross-square-feet ("gsf") of commercial space. The two projected developments would be completed by 2028.

In accordance with 2021 *CEQR Technical Manual* guidance, this socioeconomic assessment considers whether the Proposed Actions could result in significant adverse socioeconomic impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; or (5) adverse effects on specific industries.

II. METHODOLOGY

Under CEQR, the assessment of socioeconomic conditions usually distinguishes between the socioeconomic conditions of an area's residents and businesses. However, a proposed action(s) can affect either or both segments in similar ways: it may directly displace residents or businesses; or it may alter one or more of the underlying forces that shape socioeconomic conditions in an area and thus may cause indirect displacement of residents or businesses. The objective of the CEQR analysis is to disclose whether any changes created by the proposed action(s) would have a significant impact compared with what would happen in the future without the proposed action(s).

Direct displacement is defined as the involuntary displacement of residents, businesses, or institutions from the actual site of (or sites directly affected by) a proposed project or action(s). Examples include the proposed redevelopment of a currently occupied site for new uses or structures, or a proposed easement

[1] The Proposed Rezoning Area comprises the entirety of Lots 15, 17, 65, 68 and a portion of (p/o") Lot 1 on Block 7368. The Proposed Rezoning Area is bounded by Avenue U, Bragg Street, Avenue V, and Coyle Street.

or right-of-way that would take a portion of a parcel and thus render it unfit for its current use. Since the occupants of a site are usually known, the disclosure of direct displacement focuses on specific businesses and employment and an identifiable number of residents and workers.

Indirect or secondary displacement is defined as the involuntary displacement of residents, businesses, or employees in an area adjacent to, or close to, a project or development site that results from changes in socioeconomic conditions created by a proposed action(s). Examples include rising residential rents in an area that result from a new concentration of higher-income housing introduced by an action or project, which ultimately could make existing housing unaffordable to lower income residents; a similar turnover of industrial to higher-rent commercial tenancies induced by the introduction of a successful office project in an area; or the flight from a neighborhood that can occur if a proposed project or action creates conditions that break down the community (such as a highway dividing the area). Unlike direct displacement, the exact occupants to be indirectly displaced are not known. Therefore, an assessment of indirect displacement usually identifies the size and type of groups of residents, businesses, or employees potentially affected.

Even if a project(s) does not directly or indirectly displace businesses, it may affect the operation and viability of a major industry or commercial operation in the city. An example would be new regulations that prohibit or restrict the use of certain processes that are critical to certain industries. In this case, the CEQR review may involve the assessment of the economic impact of the project on the specific industry in question.

Determining Whether a Socioeconomic Assessment Is Appropriate

According to the 2021 *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may be reasonably expected to create socioeconomic changes in the area affected by the action that would not be expected to occur in the absence of the proposed actions. The following initial screening assessment considers threshold circumstances identified in the 2021 *CEQR Technical Manual*, and bulleted below, that can lead to socioeconomic changes warranting further assessment.

As noted previously, the Proposed Actions and associated RWCDS would introduce a net increase of 575 DUs, including at least 144 income-restricted DUs pursuant to MIH Option 1, and a net increase of 15,975-gsf of commercial space at two projected development sites as compared to the No-Action condition.

- ***Direct Residential Displacement: Would the proposed actions directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.***

Neither projected development site includes any residential uses. Therefore, the Proposed Actions would not directly displace any residential population, and no further assessment is wanted.

- ***Direct Business Displacement: Would the proposed actions directly displace more than 100 employees, or directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation, or serve a population uniquely dependent on its services in its present location? If so, assessments of direct business displacement and indirect business displacement are appropriate.***

In terms of direct business displacement, the RWCDS assumes that the Proposed Actions would directly displace two existing commercial retail or service establishments from Projected Development Site 2

(Block 7368, Los 65 and 68), including a wine, beer and spirits store at 2115 Coyle Street (Lot 68) and a flooring supplies store/showroom at 2121 Coyle Street (Lot 65). The standalone commercial building at the Applicant-controlled Projected Development Site 1 at 2185 Coyle Street (Block 7368, Lot 17) is currently vacant and does not support any existing business operations.

It is unknown how many workers are currently employed at the two retail establishments at Projected Development Site 2. Based on standard CEQR worker generation rates of one employee per 333 sf of retail space, it is estimated that the two retail establishments, occupying a total of 8,000-sf of retail space, employ approximately 24 workers.

According to the 2021 *CEQR Technical Manual*, direct displacement of fewer than 100 employees would not typically be expected to alter the socioeconomic characteristics of a neighborhood. Therefore, the direct displacement of the 24 existing workers from Projected Development Site 2, as a result of the Proposed Actions, is not expected to result in significant adverse impacts due to direct business displacement. In the With-Action condition, less than 100 employees would be potentially directly displaced, and no business/service, which provides products or services essential to the local economy, would no longer be available would be directly displaced. Moreover, there are no regulations or publicly adopted plans to preserve, enhance, or otherwise protect any of the businesses that potentially would be directly displaced. As such, there would be no direct business displacement impacts related to the Proposed Actions, and no further analysis is required.

- ***Indirect Residential and/or Business Displacement due to Increased Rents: Would the proposed actions result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 sf or less would typically not result in significant socioeconomic impacts. For projects exceeding these thresholds, an assessment of indirect residential displacement and indirect business displacement is appropriate.***

The Proposed Actions and associated RWCDS would introduce a net increase of 575 DUs as compared to the No-Action condition, which would exceed the 200-unit 2021 *CEQR Technical Manual* threshold. Therefore, a preliminary assessment of potential indirect residential displacement is warranted and is provided in Section III of this attachment.

The Proposed Actions would also result in a net increase of approximately 15,975-gsf of commercial space, which would not exceed the 200,000-gsf 2021 *CEQR Technical Manual* threshold. Therefore, an assessment of potential indirect business displacement is not warranted.

- ***Indirect Business Displacement due to Retail Market Saturation: Would the proposed actions result in a total of 200,000 sf or more of retail on a single development site or 200,000 sf or more of regional-serving retail across multiple sites? This type of development may have the potential to draw a substantial amount of sales from existing businesses within the study area, resulting in indirect business displacement due to market saturation.***

The Proposed Actions and associated RWCDS would not result in 200,000 sf or more of retail on a single development site or 200,000 sf or more of regional-serving retail across multiple sites. Therefore, an assessment of indirect business displacement due to retail market saturation is not warranted.

- ***Adverse Effects on Specific Industries: Is the project expected to affect conditions within a specific industry? This could affect socioeconomic conditions if a substantial number of workers or residents depend on the goods or services provided by the affected businesses, or if the***

project would result in the loss or substantial diminishment of a particularly important product or service within the city.

The Proposed Actions and RWCDS would not result in development warranting an assessment of direct or indirect business displacement; therefore, an assessment for adverse effects on specific industries is not warranted.

Based on the screening assessment above, the Proposed Actions would warrant an assessment of indirect residential displacement.

Analysis Format

Following 2021 *CEQR Technical Manual* guidance, the socioeconomic analysis of potential indirect residential displacement begins with a preliminary assessment. The purpose of the preliminary assessment is to learn enough about the effects of the Proposed Actions to either rule out the possibility of significant adverse impacts or determine that a more detailed analysis is warranted. A detailed analysis, when required, is framed in the context of existing conditions and evaluations of the future without the Proposed Actions and the future with the Proposed Actions by the project build year of 2028.

For the analysis of indirect residential displacement presented below, Step 3 of the 2021 *CEQR Technical Manual's* preliminary assessment was sufficient to conclude that the Proposed Actions are not expected to result in any significant adverse socioeconomic impacts.

Study Area Definition

A socioeconomic study area is the area within which the Proposed Actions have the greatest potential to affect directly or indirectly population, housing, and economic activities. A study area typically encompasses a project or development site(s) and adjacent areas within an approximately 400-foot, quarter-mile, or half-mile radius, depending upon the project size and area characteristics. According to the 2021 *CEQR Technical Manual*, the larger half-mile study area is appropriate for projects that would potentially increase the quarter-mile area population by more than five percent. The incremental population introduced by the Proposed Actions and associated RWCDS (1,530 residents[2]) would result in an increase in the quarter-mile study area residential population of more than five percent. As such, a half-mile study area is the appropriate study area for assessing the potential for indirect residential displacement, in accordance with 2021 *CEQR Technical Manual* methodology.

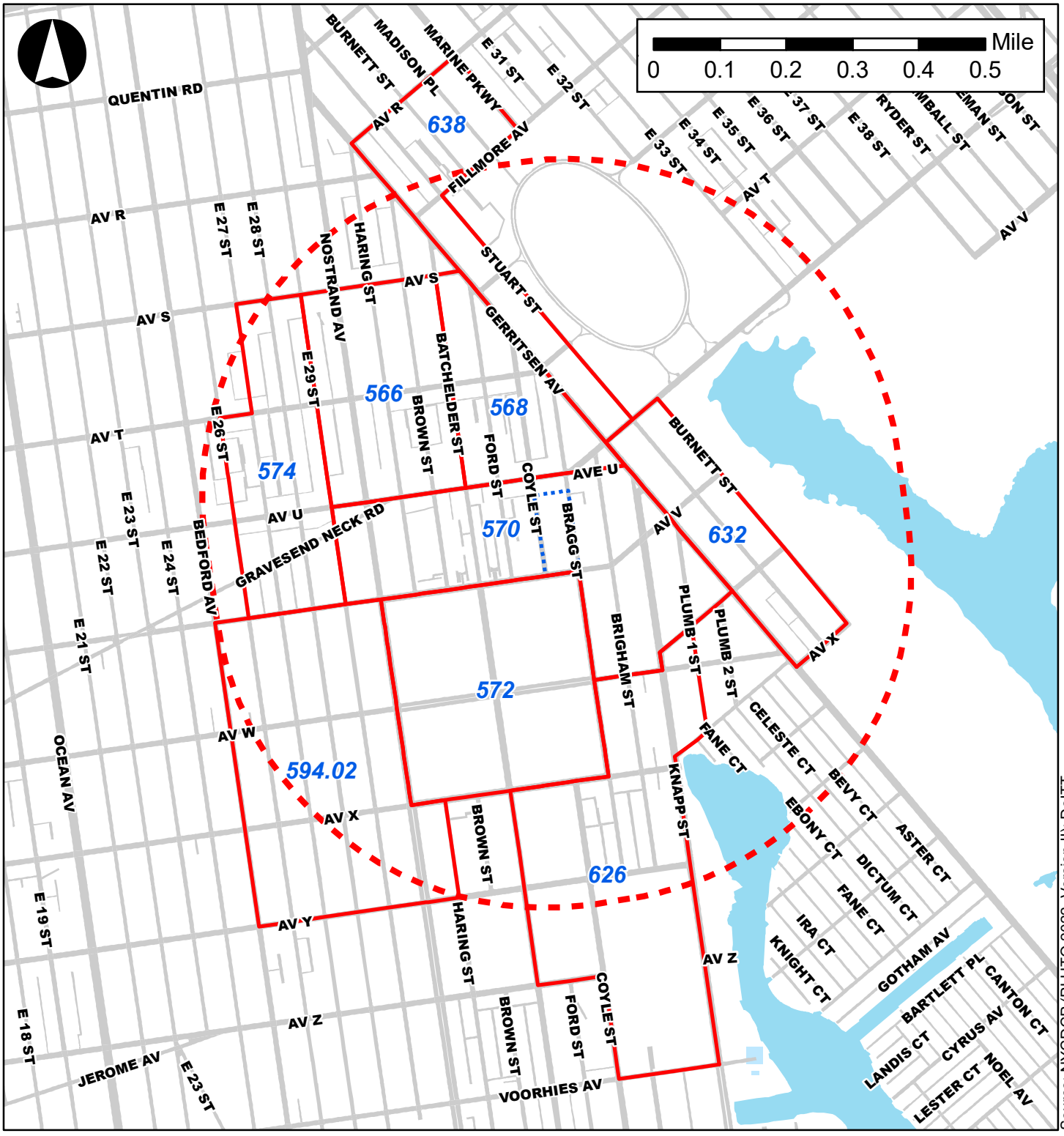
As socioeconomic analyses depend on demographic data, it is appropriate to adjust the study area boundary to conform to the census tract delineation that most closely approximates the desired radius (in this case, a half-mile radius surrounding the boundary of the Proposed Rezoning Area). For this analysis, nine census tracts (census tracts 566, 568, 570, 572, 574, 594.02, 626, 632, and 638) comprise the half-mile socioeconomic study area; the half-mile socioeconomic study area is shown in **Figure D-1**.[3]

As shown in **Figure D-1**, the half-mile socioeconomic study area is located in southeast Brooklyn and is roughly bounded by Avenues R and S to the north, Marine Park to the east, Avenue Y and Voorhies Avenue to the south, and Bedford Avenue and East 26th Street to the west. The half-mile study area includes

[2] Estimate of incremental residential population resulting from the Proposed Actions and associated RWCDS assumes 2.66 persons per DU, which is based on the average household size for Brooklyn CD 15 according to the 2020 Census, and 100 percent occupancy.

[3] In accordance with 2021 *CEQR Technical Manual* guidance, the socioeconomic study area includes all census tracts with at least 50 percent of area within a half-mile radius of the Proposed Rezoning Area.

Figure D-1
Socioeconomic Study Area



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Half-Mile Radius
- 570 Socioeconomic Study Area
- Roadways

portions of the Sheepshead Bay, Gerritsen Beach, and Marine Park neighborhoods. The neighborhood of Sheepshead Bay comprises most of the study area and is generally bounded by Ocean Parkway to the west, Avenue T/Kings Highway to the north, Nostrand Avenue/Gerritsen Avenue to the east, and the Atlantic Ocean to the south. The northern portion of the Gerritsen Beach neighborhood, which is generally bounded by Avenue U, Gerritsen Avenue, Plumb Beach, and Shell Bank Creek/Knapp Street, comprises the southeastern portion of the study area, and the western edge of the Marine Park neighborhood, which is bounded by Kings Highway, Flatbush Avenue, Avenue U, and Gerritsen Avenue, comprises the northeastern portion of the study area.

In addition, in accordance with 2021 *CEQR Technical Manual* guidance, the indirect residential displacement analysis considers an area "near" the study area (i.e., within a half-mile radius of the secondary study area) to examine real estate market trends. This larger area largely encompasses the Brooklyn neighborhoods of Sheepshead Bay, Gerritsen Beach, and Marine Park.

Data Sources

Information used in the analysis of indirect residential displacement (including population, housing, rents, incomes) were obtained from U.S. Census Bureau's 2020 Census, 2006-2010 and 2017-2021 American Community Survey ("ACS") Five-Year Estimates. The New York City Department of City Planning's ("DCP's") Population FactFinder online mapping application tool was used to determine the statistic reliability of single-variable ACS data presented for the study area, the borough of Brooklyn, and New York City.[4] The average household size (2.66 persons) for Brooklyn CD 15 according to the 2020 Census is used to estimate the future population resulting from anticipated No-Build (i.e., No-Action condition) development projects in the study area. Data on the study area were compared to Brooklyn and New York City.

Land use and parcel data were collected from the city's Primary Land Use Tax Lot Output ("PLUTO™") data files, online Geographic Information Systems ("GIS") databases, including the New York City Open Accessible Space Information System[5] and NYCityMap[6]. Study area market-rate asking rents were researched using online real estate listing sites, including Zillow, Zumper, Rentcafe.com, and Streeteasy.com.

III. PRELIMINARY ASSESSMENT OF INDIRECT RESIDENTIAL DISPLACEMENT

As described in the 2021 *CEQR Technical Manual*, indirect residential displacement usually results from substantial new development that is markedly different from existing uses and activity in an area, which can lead to increased property values in the area. Increased property values can lead to increased rents in non-regulated rental housing units, which can make it difficult for some existing residents to afford to stay in their homes. Pursuant to 2021 *CEQR Technical Manual* guidance, the indirect residential displacement assessment aims to determine whether the Proposed Actions would either introduce a trend or accelerate an existing trend of changing real estate market conditions that may have the potential to displace a vulnerable residential population and substantially change the socioeconomic character of the neighborhood. To quantify the reasonably anticipated effects of the Proposed Actions and associated

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

[5] http://wwww.oasisnyc.net

[6] http://gis.nyc.gov/doitt/nycitymap/

RWCDS, the vulnerable population is defined in the 2021 *CEQR Technical Manual* to include renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose incomes or poverty status indicate that they may not support substantial rent increases. Residents who are homeowners, or who are renters living in rent regulated[7] or subsidized housing units would not be vulnerable to rent pressures according to 2021 *CEQR Technical Manual* guidance.

This preliminary assessment follows the step-by-step preliminary assessment guidance described in Section 332.1 of the 2021 *CEQR Technical Manual*. As described below and in keeping with 2021 *CEQR Technical Manual* guidance, Step 3 of the preliminary assessment was sufficient to determine that the Proposed Actions and associated RWCDS would not result in significant adverse impacts due to indirect residential displacement.

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

Household income characteristics for the study area population are described using the average (or mean) and median household incomes, as well as a breakdown of income distribution. The median household income represents the mid-point of all household incomes in a study area, and the mean household income is calculated by dividing aggregate income by the total number of households in a study area. The presence of higher or lower income households raises or lowers the area's mean income, sometimes substantially higher or lower than the median of household incomes in a study area.

According to 2017-2021 Five-Year ACS estimates, the mean annual household income of residents living in the study area is approximately $89,044, as compared to $72,642 in 2006-2010 (refer to **Table D-1**).[8] The existing mean annual household income of study area residents is relatively low and roughly equivalent to slightly more than 70 percent of the area median income ("AMI") of New York City.[9] As shown in **Table D-1**, the residents of the half-mile study area have lower mean household incomes, as compared to Brooklyn ($103,893), and New York City ($113,315) as a whole.

[7] Rent regulated housing includes both rent controlled and rent stabilized apartments that are protected from steep rent increases and offer tenants greater legal protections than those residing in market-rate housing.

[8] Based on the MOE for the mean household income of the study area according to the 2017-2021 Five-Year ACS (MOE of $7,791), the average household income could range from $81,253 to $96,835. Only the direction in mean household income between the 2006-2010 and 2017-2021 Five-Year ACS estimates in the study area can be reported with statistical confidence.

[9] The 2023 AMI for the New York City region is $127,100 for a three-person family (100 percent AMI) and therefore, 70 percent of the AMI for a three-person family is $88,970. The AMI for a three-person is used because the average household size for Brooklyn CD 15, which comprises the neighborhoods of Sheepshead Bay, Gerristen Beach, and Marine Park, is 2.66 persons according to the 2020 Census.

Table D-1: Household Income Characteristics in the Study Area, Brooklyn, and New York City[1]

	Median Household Income			Mean Household Income		
	2006-2010 ACS	2017-2021 ACS	Percent Change	2006-2010 ACS	2017-2021 ACS	Percent Change
Half-Mile Study Area	$54,479	$65,984	Increase[2]	$72,642	$89,044	Increase[2]
Brooklyn	$51,836	$67,753	30.7%	$74,548	$103,893	39.4%
New York City	$59,829	$70,663	18.1%	$92,682	$113,315	22.3%

Sources: Bureau of the Census, 2017-2021 Five-Year ACS Estimates, as reported on DCP's Population Factfinder in June 2023.
Notes:
1. Statistical reliability of the data included in this table has been vetted using DCP's NYC Population FactFinder.
2. For the study area, only the directionality of change could be reported for the area's median and mean annual household incomes.

Trends in the mean household income in the study area, larger borough, and greater city indicate that the mean household income is increasing across all areas. As shown in **Table D-1**, the mean household income in Brooklyn increased by nearly 40 percent since 2006-2010, roughly double the percentage increase in New York City (22 percent). Only the directionality of change in mean household income could be reported with statistical confidence for the study area between the 2006-2010 and 2017-2021 estimates.

In all areas, the median household income is lower than the mean household income, indicating the presence of higher income households in the study area, larger borough, and overall city (refer to **Table D-1**). As shown in **Table D-1**, unlike the trends in mean household income, the median household income in the study area is fairly consistent with both the larger borough and city. According to 2017-2021 Five-Year ACS data, the median household income for the study area is an estimated $65,984,[10] as compared to $67,753 for Brooklyn households and $70,663 for New York City households, respectively. The study area's existing median annual household income falls slightly below 55 percent of the 2021 AMI for the New York City region for a three-person family.[11] Like mean household incomes, the median household incomes in the study area, larger borough, and city have increased indicating a trend of increasing incomes across all areas.

Table D-2 illustrates the distribution of household incomes in the study area as compared to the larger borough and New York City. As shown in **Table D-2**, the distribution of household incomes in the study area is relatively consistent with Brooklyn and New York City.

[10] Based on the MOE for the median household income of the study area according to the 2017-2021 Five-Year ACS (MOE of $6,113), the average household income could range from $59,871 to $72,097.
[11] The median income for all cities across the country is defined each year by the U.S. Department of Housing and Urban Development ("HUD"). In the New York City region, 55 percent of the AMI for a three-person family is $69,905. The AMI for a three-person family is used because the average household size for Brooklyn CD 15 is 2.66 persons.

Table D-2: Household Income Distribution in the Study Area, Brooklyn, and New York City (2017-2021)

	Total Households	Households Earning Less than $25,000		Households Earning $25,000 to $49,999		Households Earning $50,000 to $99,999		Households Earning $100,000 to $199,999		Households Earning $200,000 or more	
		#	%	#	%	#	%	#	%	#	%
Half-Mile Study Area	11,014	2,084	19.0%	2,188	19.9%	3,186	28.9%	2,645	24.0%	911	8.3%
Brooklyn	985,108	217,666	22.0%	172,624	17.5%	243,571	24.8%	228,866	23.2%	122,381	12.4%
New York City	3,250,657	689,576	21.2%	549,830	16.9%	811,566	25.0%	759,843	23.4%	439,842	13.5%

Source: US Census Bureau, 2017-2021 Five-Year Estimates via NYC Population FactFinder in June 2023.
Notes: The statistical reliability of the data included in this table has been vetted using DCP's NYC Population FactFinder.

In the absence of the Proposed Actions, it is anticipated that the current land use trends and general development patterns would continue, and the study area would continue to support a mix of residential, commercial, and mixed-use land uses with some limited new development. **Table D-3** identifies four planned development projects anticipated to be completed within the socioeconomic study area by 2028, all of which would introduce residential uses. The planned development projects located at 2134 Coyle Street and 2156 Coyle Street were sourced from the *Coyle Street Rezoning EAS* (CEQR No. 21DCP123K), while the planned development projects located at 2339 Stuart Street and 2055 Haring Street were sourced from permits identified through the New York City Department of Buildings' ("DOB") Buildings Information System ("BIS").

The largest planned development would be located at 2134 Coyle Street, directly across the street from the Proposed Rezoning Area. The planned development at 2134 Coyle Street would introduce 148 new housing units, with up to 45 income-restricted units pursuant the MIH program. The second largest planned development would be located at 2156 Coyle Street, also directly across the street from the Proposed Rezoning Area. The planned development at 2156 Coyle Street would introduce 50 new housing units, with up to 15 income-restricted units pursuant the MIH program. The other two planned developments are much smaller in size and will introduce fewer than 10 total DUs, and no income-restricted units.

Table D-3: Planned No-Action Development Projects with Residential Uses in the Study Area

Address	Residential Units	Estimated Residential Population
2134 Coyle Street	148	394
2156 Coyle Street	50	133
2339 Stuart Street	9	24
2055 Haring Street	6	16
Totals	213	567

Source: *Coyle Street Rezoning EAS* (CEQR No. 21DCP123K) August 2021, DOB BIS.
Note: Estimated residential population based on average household size of Brooklyn CD 15 (2.66 persons per unit) according to the 2020 Census.

In the future with the Proposed Actions, the proposed zoning changes would permit a modest increase in building height and residential density in the Proposed Rezoning Area and would facilitate the development of a considerable amount of new housing. Under the RWCDS, the Proposed Actions would

result in an incremental (net) increase of 575 total DUs, which would include market-rate and income-restricted DUs on two projected development sites in the Proposed Rezoning Area.

In the future with the Proposed Actions, the Proposed Rezoning Area would be zoned R7X/C2-4, R7A/C2-4, and R6A/C2-4. The Proposed Rezoning Area would be designated an MIH Area, which would set mandatory income-restricted housing requirements pursuant to the MIH program and require a share of new housing be set aside as permanently income-restricted. The production of permanently income-restricted housing would be a condition of any future residential development in the Proposed Rezoning Area, which is expected to help preserve income-restricted housing in the surrounding area. There would be no expiration to the affordability requirements of housing units created through the MIH program, making them a long-term stable reservoir of income-restricted housing in the surrounding area, a key policy to meet the goals outlined in the city's *Housing Our Neighbors: A Blueprint for Housing and Homelessness*. The Proposed Actions would expand housing opportunities in an area of the city where a strong demand for income-restricted and market-rate housing exists. The MIH program would provide assurance that new residential development would address the needs of residents at lower income levels even in the event that local housing market conditions change.

The Applicant is proposing to map MIH Option 1 on the Proposed Rezoning Area. Under MIH Option 1, approximately 25 percent of a development's residential floor area would be income-restricted and be income-restricted to households earning on average 60 percent AMI (or up to $76,260 for a family of three in 2023). MIH Option 1 also includes a requirement that 10 percent of residential floor area be income-restricted at 40 percent AMI (approximately $50,840 for a family of three). Through the land use process, the City Planning Commission ("CPC") and City Council will work together to apply a set of income level requirements for the income-restricted housing units created through MIH in the Proposed Rezoning Area. The New York City Department of Housing Preservation and Development ("HPD"), as a supporting and regulatory agency, would at a later date establish levels of affordability for Projected Development Site 1 in coordination with the Applicant. The affordability requirements would be defined and ensured through regulatory agreements with HPD.

The levels of affordability for the MIH units would be based on percentages of the HUD-defined AMI for the region. The 2023 income limits by family size for the New York City region are presented in **Table D-4**. These levels will change over time, however, based on these data, residents of the income-restricted housing units (averaging 60 percent AMI) are generally expected to have lower mean household incomes in comparison to the existing income levels of households in the study area (refer to **Table D-1)**. The income-restricted housing added by the Proposed Actions is expected to help maintain a more diverse demographic composition within the study area and would further expand housing opportunities in an area where a strong demand for income-restricted housing exists.

Table D-4: 2023 New York City Area AMI

Family Size	30% of AMI	40% of AMI	50% of AMI	60% of AMI	80% of AMI	100% of AMI	130% of AMI
1	$29,670	$39,560	$49,450	$59,340	$79,120	$98,900	$128,570
2	$33,900	$45,200	$56,500	$67,800	$90,400	$113,000	$146,900
3	$38,130	$50,840	$63,550	$76,260	$101,680	$127,100	$165,230
4	$42,360	$56,480	$70,600	$84,720	$112,960	$141,200	$183,560

Source: HPD, https://www1.nyc.gov/site/hpd/services-and-information/area-median-income.page

As noted previously, the Applicant is proposing to establish MIH Option 1 in the Proposed Rezoning Area, which would require 25 percent of housing be income-restricted on average to households making 60

percent AMI. Based on this assumption, the RWCDS would introduce up to 431 market-rate housing units, and 144 units occupied by families/residents earning an average of 60 percent AMI under MIH Option 1.

To estimate the average household income of residents introduced by the Proposed Actions, the incomes of future residents in both the market-rate and income-restricted units at the two projected development sites have been projected. Housing is considered income-restricted if it costs about one-third or less, as HUD defines families who pay more than 30 percent of their income for housing as rent-burdened. Assuming the 30 percent threshold is conservative for this analysis as it would result in a higher assumed income for the RWCDS market-rate tenants.

As shown in **Table D-4**, according to HUD, three-person families in the New York City region would be eligible for the income-restricted housing units in the Proposed Rezoning Area if they were earning $76,260 annually, which is 60 percent AMI.[12] Since the study area's average household size is 2.66 persons per household, it is assumed that the average income of a family living in an income-restricted unit would be slightly less or roughly $73,384.

Consistent with 2021 *CEQR Technical Manual* guidance, the third quartile of market-rate unit rents is assumed to represent 30 percent of the introduced population's monthly income for the market-rate apartments, given that new construction tends to be at the higher end of market rents and that 30 percent is the standard threshold for what is considered a rent-burdened household. For the market-rate units, research into current market-rate asking rents in the study area (summarized in **Table D-5**) and the assumption that incoming market-rate renters would be spending approximately 30 percent of their household income on rent[13] have been used to estimate the expected income level of future market-rate tenants.

Table D-5: Estimated Household Incomes for the Proposed Market-Rate Units

Unit Type	Number of Apartments Listed[1]	Third Quartile Asking Rent[1]	Estimated Monthly Income[2]	Estimated Yearly Income[2]
Studios	8	$1,763	$5,880	$70,500
1-Bedrooms	21	$2,000	$6,670	$80,000
2-Bedrooms	22	$3,445	$11,480	$137,800
3+ Bedrooms	18	$3,238	$10,800	$129,500
Estimated Weighted Average[3]		**$2,756**	**$9,200**	**$110,240**

Source: Elliman.com, Zumper (http://zumper.com), Trulia (http://trulia.com) and Street Easy, http://streeteasy.com/, accessed in September 2022

Notes:

1. Represents the number of apartments listed and the third quartile rent based on September 2022 market listings in Marine Park, Homecrest, and Sheepshead Bay neighborhoods.
2. Household incomes were imputed using HUD's 30 percent guideline and were rounded to nearest tenth.
3. The proposed market-rate units' weighted average incomes were calculated assuming a similar mix of unit types as currently available in the study area based on recent rental listings.

Assuming that the incoming market-rate renters would be spending approximately 30 percent of their income on rent, a person or household renting a market-rate unit because of the Proposed Actions is expected to have an average income ranging between approximately $70,500 and $129,500, depending on the unit type (refer to **Table D-5**). Assuming that the mix of unit types would be similar to the current

[12] https://www1.nyc.gov/site/hpd/services-and-information/area-median-income.page; As noted earlier in the attachment, the Applicant intends to establish MIH Option 1 in the Proposed Rezoning Area, which would require that 25 percent of the housing must be income-restricted, on average, to households earning 60 percent AMI ($76,260 for a household of three).

[13] HUD defines families who pay more than 30 percent of their income for housing as cost burdened.

distribution within the study area, a household renting a market-rate unit that would be available as a result of the Proposed Actions would have a weighted average income of approximately $110,240.

As noted above, the RWCDS would result in an incremental net increase of 575 total DUs, of which approximately 144 would be income-restricted to families making an average of 60 percent AMI, and approximately 431 would be market-rate. The average income of a household in an income-restricted unit would be $73,384 annually, and the average income of a household in a market-rate unit would be $110,240, which is more than the study area's current average household income of $89,044 (refer to **Table D-1**). In aggregate, the weighted average household income of the project-generated population would be approximately $101,000, which would exceed the study area's current average household income. Therefore, based on the *Step 1 Analysis*, the Proposed Actions' generated population is expected to have average household incomes that would exceed the average incomes of the study area population. According to 2021 *CEQR Technical Manual* guidance, Step 2 of the preliminary assessment is warranted.

Step 2: Determine if the project's increase in population is 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.

Based on 2020 Census data, the half-mile study area has an estimated population of 26,523. As described above, four planned developments are anticipated to introduce residential uses in the study area under the No-Action condition. In the absence of the Proposed Actions, 213 DUs are anticipated to be built within the study area by 2028, which will introduce new residents to the study area. Assuming the average household size of 2.66 persons per household, according to the 2020 Census in Brooklyn CD 15 and 100 percent occupancy rates, these planned developments would add an estimated 567 residents to the half-mile study area in the No-Action condition.

Table D-6 shows the projections in the future without the Proposed Actions. The estimated study area population in the No-Action condition was calculated by adding the population from the planned development projects to the 2020 Census study area population estimates. In absence of the Proposed Actions, the study area population is expected to increase to 27,090 (refer to **Table D-6**).

Table D-6: Estimated Study Area Population in the Future Without and With the Proposed Actions

Existing Population	2028 No-Action Condition Population	2028 With-Action Condition Population	Percent Change in No-Action and With-Action Population
26,523	27,090	28,620	5.65%

Note: The estimated number of residents assumes 100 percent occupancy and 2.66 persons per DU for residential units (based on 2020 average household size for Brooklyn CD 15).

Under the RWCDS, the Proposed Actions would result in an incremental increase of 575 total DUs within the study area. With an average household size of 2.66 persons per unit and assuming 100 percent occupancy, the Proposed Actions would add approximately 1,530 residents to the study area. **Table D-6** provides a comparison of this new population and its size relative to the population of the No-Action condition. As shown in **Table D-6**, when compared to the No-Action condition, the Proposed Actions would result in an estimated 5.6 percent population increase in the study area.

According to 2021 *CEQR Technical Manual* methodology, if the project-generated population increase is less than five percent in the study area, it would not introduce a substantial new population that could substantially affect residential real estate market conditions in the study area. By adding an estimated

1,530 residents, the RWCDS associated with the Proposed Actions would increase population of the study area by more than five percent. According to 2021 *CEQR Technical Manual* analysis thresholds, if the population increase would exceed five percent in a study area, the incremental population may be large enough to affect real estate market conditions, and *Step 3* of the preliminary assessment is warranted.

Step 3: Consider whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends within the study area.

According to the city's PLUTO data, the half-mile study area is largely a residential area. Nearly 90 percent of existing development in the study area accommodates residential uses. The existing housing stock is diverse, consisting of a range of lower-density, one-and two-family attached and semi-attached houses, low-rise mixed-use residential and commercial buildings, and multiunit residential buildings. One- and two-family residences comprise roughly 47 percent of the housing stock in the study area. Buildings containing six or more DUs account for approximately 49 percent of housing stock.

Most of the multifamily buildings, containing six or more DUs, consist of older residential cooperative apartment buildings and New York City Housing Authority ("NYCHA") developments that are largely clustered near Avenue U or along Nostrand Avenue in the center of the study area. The NYCHA developments include Nostrand and Sheepshead Bay Houses, which occupy four large superblocks bounded by Avenue U to the north, Bragg Street to the east, Avenue X to the south, and Nostrand Avenue to the west. Collectively, these two NYCHA developments accommodate more than 2,200 apartments in 34 six-story, multifamily elevator buildings. Directly west and southeast of the Proposed Rezoning Area is a clustering of six-story multifamily elevator buildings, which include the Brigham Park Cooperative located between Avenue U and Avenue V. More than 1,000 cooperative apartments are housed within 19 six-story, multifamily elevator buildings on portions of five blocks to the west and southeast of the Proposed Rezoning Area.

There are very few multiunit rental apartment buildings within the study area that are not cooperative apartments, or part of NYCHA developments. Walkup and elevator cooperative apartments account for nearly 23 percent of the housing stock, and NYCHA developments account for roughly 21 percent of the housing stock. As compared to the larger borough, the study area has a greater percentage of owner-occupied households. According to 2017-2021 Five-Year ACS data, slightly more than 59 percent of occupied housing units in the half-mile study area are owner-occupied, and less than 41 percent of occupied households are renter-occupied, as compared to approximately 69 percent renter-occupied households and approximately 31 percent owner-occupied households in Brooklyn.

Most of the housing inventory in the study area is older, and there has been little new residential development. According to 2017-2021 Five-Year ACS estimates, nearly 94 percent of the housing stock was constructed prior to 1970, with roughly 32 percent constructed in the 1950s. Recent residential development has been limited and has consisted largely of smaller multiunit condominium buildings. Two of the larger recent developments containing residential use include a three-story, nine-unit residential condominium building at 2133 Haring Street, and two, two-story residential condominium buildings at 2126 and 2142 Gerritsen Avenue, which accommodate a total of 12 DUs. Both of these developments were completed in 2019.

According to streeteasy.com, two-bedroom apartments at 2133 Harding Street sold for approximately $532,500 to upwards of $589,600 in 2019, and in 2021 a two-bedroom unit in the same building sold for $625,000 and increase of at least six percent within two years. Residential condominium units at 2126-2142 Gerritsen Avenue include one to three-bedroom units. In 2019, a one-bedroom units at 2126-2142

Gerritsen Avenue sold for approximately $355,000 to $446,100, and a two-bedroom for upwards of approximately $593,900, as compared to in 2021 when one-bedrooms sold for $450,000 to $529,000 and two-bedrooms for $492,000 to $630,000. Between 2019 and 2021, condominium units at 2126-2142 Gerritsen Avenue also increased by six percent or more.

New York City has a housing shortage with growing demand at all household income levels, which is creating a housing affordability crisis. When supply fails to keep pace with demand, prices rise. Between January 2021 and January 2022, rents in New York City increased by 33 percent.[14] Rental rates have increased to levels exceeding pre-pandemic levels. Across Manhattan, Brooklyn, and Queens average apartment rental rates have increased to new heights. Several factors have influenced the city's rental market, including limited inventory, increasing mortgage rates, peak season, and the Housing Stability Tenant Protection Action, which placed new protections against tenant evictions. In August 2022, the average apartment rental in Brooklyn reached $3,822 per month, a 2.7 percent increase from the prior month. Manhattan continues to have higher rental rates than Brooklyn, but rents are rising considerably. The median apartment rental rate in Brooklyn is less than the average, at $3,300, but has increased by more than 18 percent from last year.[15]

According to data from the listing website Streeteasy, increasingly renters are seeking apartments in the outer boroughs of Queens and Brooklyn. The commute to Manhattan no longer is a major factor in determining where to live. Neighborhoods with asking rents below the borough median saw strong increases in search volumes, in particular areas in Upper Manhattan, Central Queens, and South and East Brooklyn.[16]

The study area is located in southern Brooklyn and includes portions of Sheepshead Bay, Gerritsen Beach, and Marine Park neighborhoods. As shown in **Tables D-7** and **D-8**, Sheepshead Bay is an affordable neighborhood in Brooklyn that has rental rates, which are lower than that of the larger borough. According to Rentcafe.com's rental market trends, the average asking rent for apartments in Sheepshead Bay is approximately $2,225, as compared to nearly $3,200 in Brooklyn (refer to **Table D-7**). **Table D-7** also includes the average asking rent for other nearby neighborhoods, which have lower average asking rents as compared to Sheepshead Bay. Median asking rents are generally lower than average asking rents. As of September 2022, the median asking rent in Sheepshead Bay was less than $1,800, or roughly 30 percent lower than the median asking rent of Brooklyn according to streeteasy.com listing data (refer to **Table D-8**).

Table D-7: Average Asking Rent for All Apartments by Neighborhood

Neighborhood/Borough	Average Asking Rent
Brooklyn	***$3,194***
Sheepshead Bay	$2,225
Homecrest	$1,838
Marine Park	$1,747
Gerritsen Beach	$1,745
Madison	$1,745

[14] Zaveri, Mihir. *Rents are Roaring Back in New York City.* The New York Times, 03/07/2022; https://www.nytimes.com/2022/03/07/nyregion/nyc-rent-surge.html

[15] Jacob, Mary K. *NYC's real estate rental market has reached a shocking point.* New York Post, 08/03/2022; https://nypost.com/article/where-nyc-real-estate-rental-market-stands-right-now-housing-prices/

[16] Lee, Kenny, *As Affordability Shrinks, Rental Demand in Outer Boroughs Soar,* August 22, 2022. https://streeteasy.com/blog/mortgage-rates-impact-on-nyc-homebuyers/

Source: Rentcafe.com, https://rentcafe.com/average-rent-market-trends/us/ny/brooklyn/ (accessed in September 2022).

Table D-8 also indicates that median asking rents are increasing in both the larger borough and in Sheepshead Bay. Within the last five years, median asking rents have increased by more than five percent in Sheepshead Bay from 2017 to 2022, and with the last year have recovered to rent levels comparable to pre-pandemic levels. As shown in **Table D-8**, the median asking rent in Sheepshead Bay is $1,975.

Table D-8: Median Asking Rent for All Apartments

Area	Median Asking Rent				Percent Change		
	2017	2020	2021	2022*	2017-2022	2020-2022	2021-2022
Sheepshead Bay	$1,875	$1,995	$1,873	$1,975	5.33%	-1.00%	5.44%
Brooklyn	$2,500	$2,625	$2,550	$2,633	5.32%	0.30%	3.25%

Source: StreetEasy, https://streeteasy.com/blog/data-dashboard; accessed in September 2022.
Notes: 2022 only accounts for January to July 2022.

The Proposed Actions are expected to have a stabilizing effect on the housing market in the study area and would allow for limited new housing opportunities and investments in the study area. The proposed zoning changes would increase the allowable density in the Proposed Rezoning Area, which comprises a portion of a single block that is bounded by three wide streets. The Proposed Actions would facilitate new residential development that would replace low-density commercial uses and underutilized land and create more housing opportunities for households at a range of incomes, including both market-rate and income-restricted units, that would enhance the economic diversity of the study area. The introduction of a limited amount of housing is expected to increase housing opportunities in the area and is not expected to introduce a trend toward increasing rents.

The proposed MIH zoning text amendment would ensure new housing created in the Proposed Rezoning area would serve households at a range of incomes below those that would be served by the market alone. Under MIH Option 1, 25 percent of the new DUs would be required to remain permanently income-restricted to households earning on average 60 percent AMI. Therefore, the new permanently income-restricted DUs would serve as a resource for the community in the future, even as neighborhood economic conditions may change. The proposed MIH income-restricted units would support economic diversity in the study area. **Table D-9** provides a sample mix of very low income (40 percent AMI) and moderate income (90 percent AMI) DUs that would be compliant with MIH Option 1, which the Applicant intends to establish in the Proposed Rezoning Area.

Table D-9: Profile of Anticipated Residential Affordability of Income-Restricted Dwelling Units

Income Restriction	DUs		Anticipated Affordability				
				Rent (2023)[1]		Eligible Income (2023)[2]	
	#	%	AMI Band	Studio	Two Bedroom	One Person Household	Four Person Household
Very Low Income	86	15	40%	$990	$1,420	$39,600	$56,500
Moderate Income	58	10	90%	$2,230	$3,180	$89,100	$127,100

Notes:
1. Rents are based on unit size. Rents shown are illustrative (based on 2023 AMI, rounded to the nearest $10) and will change. Final rents will be determined based on the HUD Income Limits in place at time of project construction.
2. Qualifying incomes are based on household size. Incomes shown are illustrative (based on 2023 AMI, rounded to the nearest $100) and will change. Final qualifying incomes will be determined by the HUD Income Limits in place at time of project marketing.

The CPC and City Council will work together to apply a set of income level requirements for the income-restricted housing units created through MIH in the Proposed Rezoning Area. HPD, as a supporting and regulatory agency, would at a later date establish levels of affordability for Projected Development Site 1 in coordination with the Applicant. The affordability requirements would be defined and ensured through regulatory agreements with HPD.

Attachment E:

Community Facilities and Services

I. INTRODUCTION

This attachment examines the potential effects of the Proposed Actions on community facilities and services in and around the Proposed Rezoning Area. The 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual* defines community facilities and services as public or publicly funded educational facilities, libraries, health care facilities, and fire/police protection services. CEQR methodology focuses on a project's potential effect on the services provided by these facilities. A project can affect facility services when it physically displaces or alters a community facility or causes a change in population that may affect the services delivered by a community facility, as might happen if a facility is already over-utilized, or if a project is large enough to create a demand that could not be met by the existing facility.

As detailed in **Attachment A, "Project Description,"** the Proposed Actions would facilitate the net incremental development of approximately 575 dwelling units ("DUs"), 25-30% (approximately 144-172 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected, and approximately 15,975-gross-square-feet ("gsf") of commercial uses in the Proposed Rezoning Area. It is expected that both Projected Development Sites 1 and 2 would be completely constructed and fully occupied by 2028.

The following analysis of community facilities and services has been conducted in accordance with 2021 *CEQR Technical Manual* guidance, utilizing data sourced from agencies such as the New York City Department of Education ("DOE"), the New York City School Construction Authority ("SCA"), and the New York City Department of City Planning ("DCP").

II. PRELIMINARY SCREENING

The purpose of the preliminary screening is to determine whether an assessment of community facilities and services is required for the Proposed Actions. As recommended by the 2021 *CEQR Technical Manual*, an assessment of community facilities and services is required if a project has the potential to result in either direct or indirect effects on community facilities and services. If a project would physically alter a community facility, whether by displacement of the facility or other physical change, this "direct" effect triggers the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery. Temporary direct effects should also be considered. Increased population in an area caused by a project would increase demand for existing services, which may result in potential "indirect" effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population, there may be effects on public or publicly funded educational facilities and libraries.

Direct Effects

The Proposed Actions would not directly displace or otherwise directly affect any public or publicly funded educational facilities, libraries, health care facilities, or fire/police protection services. Therefore, the Proposed Actions would not result in any significant adverse direct effects on community facilities and services, and further analysis is not required.

Indirect Effects

The 2021 *CEQR Technical Manual* includes thresholds that provide guidance in making an initial determination of whether a detailed analysis is necessary to determine potential impacts. **Table E-1** lists those 2021 *CEQR Technical Manual* thresholds for each community facility and services analysis area. If a project exceeds the threshold for a specific analysis area, a more detailed analysis is required. A preliminary screening analysis was conducted to determine if the Proposed Actions would exceed established 2021 *CEQR Technical Manual* thresholds warranting further analysis.

Table E-1: Preliminary Screening Analysis Criteria

Community Facility	Threshold for Detailed Analysis
Public Schools	50 or more elementary/middle school students or 150 or more high school students based on the number of residential units using the SCA's Projected Public School Ratio
Early Childhood Programs	20 or more eligible children under age five based on the number of low or low/moderate income residential units
Libraries	More than a five percent increase in the ratio of residential units to library branches
Police/Fire Services and Health Care Facilities	Introduction of a sizeable new neighborhood

Source: 2021 *CEQR Technical Manual*, Table 6-1 "Community Facility Thresholds for Detailed Analyses."

Public Schools

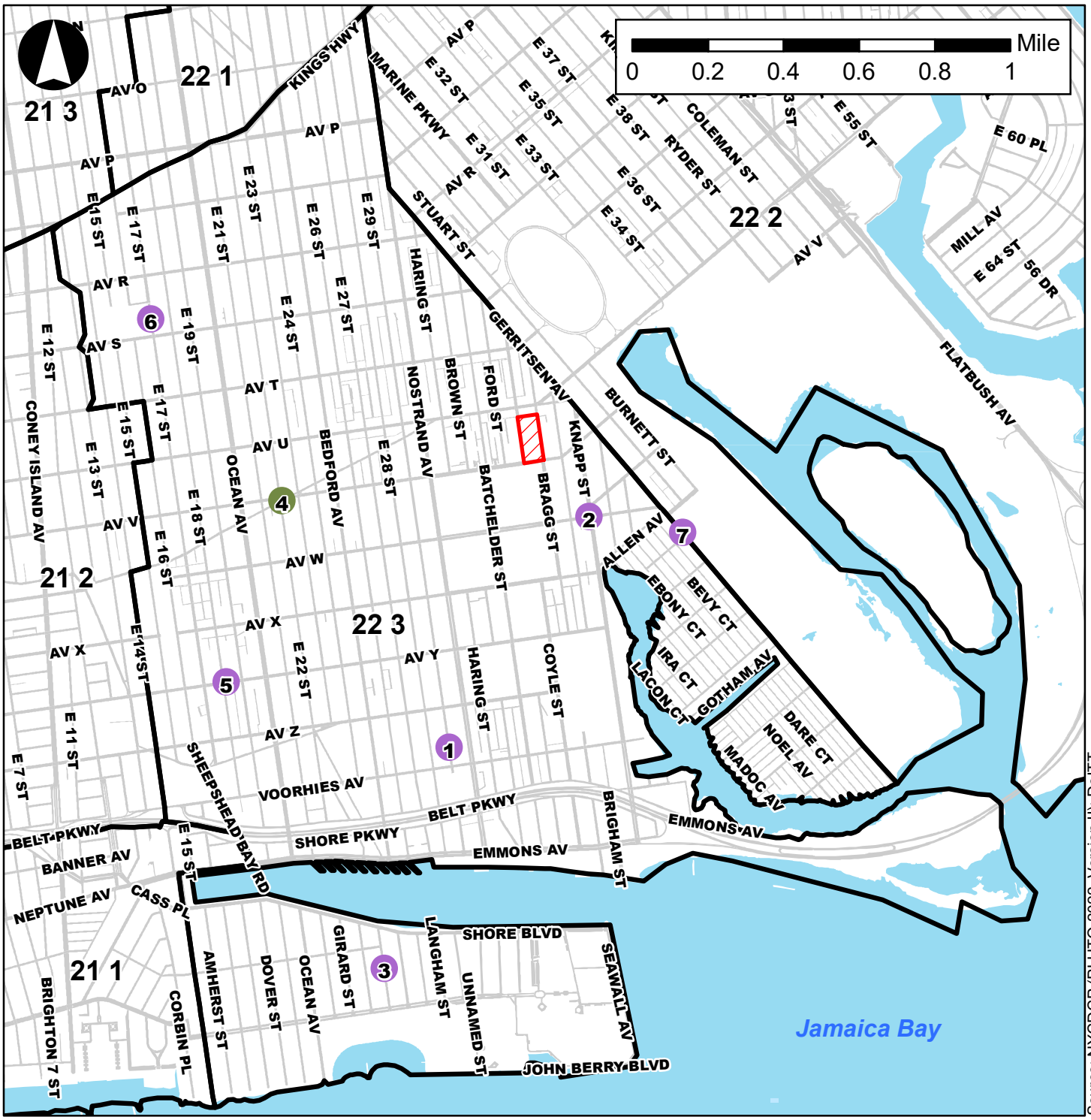
Potential impacts on schools may result if there would be insufficient seats available to serve the population. Because it is rare that a project physically displaces an operating school, impacts are more likely to occur when a project introduces school-age children to an area The 2021 *CEQR Technical Manual* recommends conducting a detailed analysis of public schools if a project would yield 50 or more elementary/middle school students and/or 150 or more high school students. The Proposed Actions would result in the net incremental development of 575 DUs in the Proposed Rezoning Area. As shown in **Figure E-1**, the Proposed Rezoning Area is located in Community School District ("CSD") 22. Based on the SCA's Projected Public School Ratio student generation rates for CSD 22, 575 DUs would generate approximately 87 elementary school students, approximately 27 middle school students, and approximately 29 high school students.[1] The Proposed Actions would introduce a total of 114 elementary and middle school students to the Proposed Rezoning Area. Therefore, a detailed analysis of public elementary and middle schools is required and is provided herein. The Proposed Actions would not generate 150 or more high school students. Therefore, the Proposed Actions would not result in significant adverse impacts on public high schools and further analysis of high schools is not required.

Means-Tested Early Childhood Programs

Publicly funded Means-tested Early Childhood Programs are available for eligible children aged five and younger (until the child is eligible to attend Kindergarten for a fall start date). According to the 2021 *CEQR Technical Manual*, if a project would add 20 or more eligible children under age five, a detailed analysis is required. For CEQR analysis purposes, the number of residential units expected to be subsidized and targeted for households with incomes at an average of 80% of the Area Median Income ("AMI") should be used as a proxy for eligibility (equivalent to 110 residential units in Brooklyn). This provides a conservative assessment of demand, since eligibility for subsidized child care is not defined strictly by income, but also takes into account family size and other reasons for care. The Proposed Actions would

[1] Per the SCA's Projected Public School Ratio student generation rates, residential units in CSD 22 generate 0.1519 elementary school students per DU, 0.0468 middle school students per DU, and 0.05 high school students per DU.

Figure E-1
Study Area Elementary Schools



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Community School District (CSD) and Sub-district

Public Elementary Schools (refer to Table E-2)

- PS School
- PS/IS School

result in the net incremental development of 575 DUs in the Proposed Rezoning Area, 25-30% (approximately 144-172 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes (i.e., Early Childhood Programs), 20% (115 DUs) of the residential floor area is assumed to be affordable at an average of 80% AMI. Therefore, a detailed analysis of Means-tested Early Childhood Programs is required and is provided herein.

Libraries

Potential impacts on libraries may result from an increased user population. According to the 2021 *CEQR Technical Manual*, if a project would increase the average number of residential units served by library branches in the borough in which the project is located by more than five percent (equivalent to 834 residential units in Brooklyn), the project may cause significant impacts on library services and further analysis is required. The Proposed Actions would not generate 834 residential units in Brooklyn. Therefore, the Proposed Actions would not result in significant adverse impacts on libraries and further analysis of libraries is not required.

Police/Fire Services and Health Care Facilities

The 2021 *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on health care facilities and fire and police protection services when a project would create a sizeable new neighborhood where none existed before. The Proposed Actions would facilitate the net incremental development of 575 DUs and 15,975-gsf of commercial uses in the Proposed Rezoning Area. Therefore, the Proposed Actions would not create a sizeable new neighborhood where none existed before, and further analysis of health care facilities and fire and police protection services is not required.

III. INDIRECT EFFECTS ON PUBLIC ELEMENTARY AND MIDDLE SCHOOLS

Public schools are free for all students ages five and older, and are operated and funded by DOE (charter schools are not considered public schools). Public schools include elementary (PS) schools (grades Kindergarten through 5), middle (IS/MS) schools (grades 6 through 8), and high (HS) schools (grades 9 through 12). CEQR analysis excludes charter and private schools, regardless of location (some charter schools are co-located in buildings owned by DOE or the SCA). CEQR analyzes potential impacts to public elementary and middle schools at a local level (the CSD sub-district), and potential impacts to high schools at a borough-wide or citywide level. Schools are analyzed based on the potential for the project to cause overcrowding (i.e., a shortage of seats for an age group within the district).

Indirect Effects Methodology

Based on the SCA's Projected Public Schools Ratio student generation rates for CSD 22, the Proposed Actions would generate approximately 87 elementary school students, approximately 27 middle school students, and approximately 29 high school students. Therefore, a detailed analysis of public elementary and middle schools is required.

The study area for the analysis of public elementary and middle schools should be the CSD sub-district in which the project is located. The locations of public elementary and middle schools within the sub-district should be mapped. As shown in **Figure E-1**, the Proposed Rezoning Area is located within sub-district 3 of CSD 22.

The detailed analysis presents the most recent capacity, enrollment, and utilization rates for public elementary and middle schools in the study area, including Mini-Schools and Annexes that are part of these school organizations. Enrollment, but not capacity, of Transportable Classroom Units ("TCUs") should also be provided. Conditions in the future No-Action condition are then predicted based on enrollment projections and proposed residential development projects located in the study area[2], and the future utilization rate for public school facilities is calculated by adding the estimated enrollment from the proposed residential development projects in the study area to DOE's projected enrollment and then comparing that number with projected school capacity. DOE's most recent enrollment projections are provided on SCA's website.[3] In addition, new school projects identified in DOE's Five-Year Capital Plan for Fiscal Years 2020-2024 (and/or subsequent amendments) are included if construction has begun. According to the 2021 *CEQR Technical Manual*, some schools may be included in the analysis if they are in DOE's Five-Year Capital Plan for Fiscal Years 2020-2024 but are not yet under construction if the lead agency, in consultation with SCA, concurs that such inclusion is appropriate.

To determine the With-Action condition school utilization rates, the elementary and middle school students generated by the Proposed Actions are added to the study area student population. Then, the effect of the new students introduced by the Proposed Actions on the capacity of schools in the study area is evaluated. For public elementary and middle schools, a significant adverse impact may result if the project would result in both of the following: (1) a utilization rate of the public elementary or middle schools that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated from the project past the 100 percent utilization rate.

Existing Conditions

Public Elementary Schools

As presented in **Table E-2** and shown in **Figure E-1**, there are seven public schools serving elementary school students in the study area. In the 2021-2022 school year, public elementary schools in the study area had a utilization rate of 116.8 percent and a shortfall of 616 seats. The zoned elementary school for the Proposed Rezoning Area is P.S. K194 Raoul Wallenberg located at 3117 Avenue W (Map No. 2 in **Figure E-1**).

[2] SCA's *Projected New Housing Starts for PS and MS Level Analysis, FY 2020-2024 Capital Plan*.
[3] Statistical Forecasting's *Enrollment Projections for the New York City Public Schools 2020-21 to 2029-30.*

Table E-2: 2021-2022 School Year Public Elementary School Enrollment, Capacity, and Utilization in the Study Area

Map No.[1]	School Name	Address	Org. Level	Enrollment[2,3]	Target Capacity[2,3]	Available Seats	Utilization
1	P.S. K052 Sheepshead Bay School	2675 East 29th Street	P.S.	711	736	25	96.6%
2	P.S. K194 Raoul Wallenberg	3117 Avenue W	P.S.	487	470	-17	103.6%
3	P.S. K195 Manhattan Beach	131 Irwin Street	P.S.	324	333	9	97.3%
4	P.S. K206 Joseph F Lamb	2200 Gravesend Neck Road	P.S./I.S.	1,010	739	-271	136.7%
5	P.S. K254 Dag Hammarskjold	1801 Avenue Y	P.S.	622	492	-622	126.4%
6	P.S. K255 Barbara Reing School	1866 East 17th Street	P.S.	777	556	-221	139.7%
7	P.S. K277 Gerritsen Beach	2529 Gerritsen Avenue	P.S.	353	342	-11	103.2%
Study Area Totals				***4,284***	***3,668***	***-616***	***116.8%***

Source: DOE's *Enrollment, Capacity & Utilization, Target Calculation, 2021-2022 School Year*.
Notes:
1. Refer to **Figure E-1** for the locations of public elementary schools.
2. Target capacity sets a goal of reduced class sizes of 20 students for grades K-3 and 28 students for grades 4-8, and is used by DOE for capital planning purposes. In addition, per 2021 *CEQR Technical Manual* guidance, Mini-Schools, Annexes, and TCUs are not included in the target capacity for analysis purposes.
3. P.S. / I.S. breakdowns provided by the SCA via DCP.

Public Middle Schools

As shown in **Figure E-2**, there are four public schools serving middle school students in the study area. In the 2021-2022 school year, public middle schools in the study area had a utilization rate of 75.1 percent and a surplus of 746 seats. The zoned middle school for the Proposed Rezoning Area is J.H.S. K278 Marine Park which, as shown in **Figure E-2**, is located in sub-district 2 of CSD 22. However, as this public middle school is not located in the study area, it is not included in the detailed analysis, per 2021 *CEQR Technical Manual* guidance. Nevertheless, for informational purposes, it should be noted that J.H.S. K278 Marine Park, which is located at 1925 Stuart Street, had a target capacity of 1,359 seats in the 2021-2022 school year and an enrollment of 1,189 students, resulting in a surplus of 170 seats and a utilization rate of 87.5 percent.

Figure E-2
Study Area Middle Schools



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Community School District (CSD) and Sub-district
- JHS 278 Marine Park

Public Middle Schools (refer to Table E-3)

- IS School
- IS/HS School
- PS/IS School

Table E-3: 2021-2022 School Year Public Middle School Enrollment, Capacity, and Utilization in the Study Area

Map Letter[1]	School Name	Address	Org. Level	Enrollment[2,3]	Target Capacity[2,3]	Available Seats	Utilization
A	J.H.S. K014 Shell Bank	2424 Batchelder Street	I.S.	469	1,008	539	46.5%
B	P.S. K206 Joseph F Lamb	2200 Gravesend Neck Road	P.S./I.S.	461	337	-124	136.7%
C	J.H.S. K234 Arthur W. Cunningham	1875 East 17th Street	I.S.	1,298	1,635	337	79.4%
D	Leon Goldstein High School	1830 Shore Boulevard	I.S./H.S.	17	11	-6	154.5%
Study Area Totals				***2,245***	***2,991***	***746***	***75.1%***

Source: DOE's *Enrollment, Capacity & Utilization, Target Calculation, 2021-2022 School Year*.
Notes:
1. Refer to **Figure E-2** for the locations of public middle schools.
2. Target capacity sets a goal of reduced class sizes of 20 students for grades K-3 and 28 students for grades 4-8, and is used by DOE for capital planning purposes. In addition, per 2021 *CEQR Technical Manual* guidance, Mini-Schools, Annexes, and TCUs are not included in the target capacity for analysis purposes.
3. P.S. / I.S. breakdowns provided by the SCA via DCP.

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

In the future without the Proposed Actions, the utilization of public elementary and middle schools serving the study area would be affected by changes in enrollment, mainly due to: (1) aging of the existing student body and new arrivals born into the study area or moving into it; and (2) changes in capacity, or number of available seats, in the public elementary and middle schools as a result of planned construction of new public schools or building additions to existing public schools.

Capacity Changes

As outlined in the 2021 *CEQR Technical Manual*, the No-Action condition school capacity changes considered in the detailed analysis should include information on proposed and adopted "Significant Changes in School Utilization" and information provided in the DOE's Five-Year Capital Plan.

There are two projects currently under construction in the study area. An addition to P.S. K206 Joseph F Lamb is under construction at 2200 Gravesend Neck Road. The addition to P.S. K206 Joseph F Lamb will include additional classroom space providing approximately 517 new elementary school seats. An addition to P.S. K254 Dag Hammarskjold has been completed at 1801 Avenue Y. The addition to P.S. K254 Dag Hammarskjold includes additional classroom space providing approximately 416 new elementary school seats. As stated in the SCA's DOE's Five-Year Capital Plan for Fiscal Years 2020-2024, the P.S. K254 Dag Hammarskjold addition was slated for completion in September 2022, while the P.S. K206 Joseph F Lamb addition is slated for completion in September 2026. No capacity changes to public middle schools in study area are expected in the No-Action condition.

Enrollment Changes

The SCA provides future enrollment projections by district for up to 10 years. The latest available enrollment projections to 2031 (Statistical Forecasting's *Enrollment Projections for the New York City Public Schools 2021-22 to 2030-31*) have been used in the detailed analysis to project student enrollment in 2031, in accordance with 2021 *CEQR Technical Manual* guidance. The SCA projections demonstrate that demand for public elementary schools in the study area is expected to increase and demand for public middle schools in the study area is expected to decrease. The projected enrollment for public elementary schools is expected to increase to 4,797 and the projected enrollment for public middle schools is expected to decrease to 2,027. These enrollment projections focus on natural growth of the city's student population and other population changes that do not account for demographic fluctuations or new residential development planned in the study area (i.e., No-Action condition development projects).

New residential development is also expected in the study area by 2031. As shown in **Table E-4**, utilizing numbers derived from the SCA's Projected New Housing Starts for the study area, 79 new public elementary school students and 35 new public middle school students are expected to be added to the study area by 2031. Therefore, in the future without the Proposed Actions, projected public elementary school enrollment would increase to 4,875 and projected public middle school enrollment would decrease to 2,062.

Table E-4: Estimated 2028 No-Action Condition Elementary and Middle School Enrollment in the Study Area

Study Area	School Level	Projected No-Action Condition Enrollment[1]	Students Introduced by No-Action Condition Residential Development[2]	Total No-Action Condition Enrollment
CSD 22, Sub-district 3	Elementary	4,797	79	4,875
	Middle	2,027	35	2,062

Sources:
1. Statistical Forecasting's *Enrollment Projections for the New York City Public Schools 2020-21 to 2029-30*.
2. The SCA's *Projected New Housing Starts for PS and MS Level Analysis, FY 2020-2024 Capital Plan*.

Public Elementary Schools

As under existing conditions, study area public elementary schools are expected to operate overcapacity in the future without the Proposed Actions. Specifically, as shown in **Table E-5**, public elementary schools are expected to operate with a utilization rate of approximately 106.0 percent and a shortfall of approximately 274 seats.

Table E-5: Estimated 2028 No-Action Condition Elementary and Middle School Enrollment, Capacity, and Utilization in the Study Area

Study Area	School Level	Enrollment[1]	Capacity[2]	Available Seats	Utilization
CSD 22, Sub-district 3	Elementary	4,875	4,601	-274	106.0%
	Middle	2,062	2,991	929	69.0%

Notes:
1. Refer to **Table E-4**.
2. The capacity figures reflect expected capacity changes for public elementary schools.

Public Middle Schools

In the future without the Proposed Actions, study area public middle schools are expected to operate with available capacity. Specifically, as presented in **Table E-5**, public middle schools are expected to operate with a utilization rate of approximately 69.0 percent and approximately 929 available seats.

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

As detailed in **Attachment A, "Project Description,"** in the future with the Proposed Actions, a total of 575 DUs would be developed in the Proposed Rezoning Area. Based on the student generation rates for CSD 22, the Proposed Actions would introduce approximately 87 elementary school students and approximately 27 middle school students to the Proposed Rezoning Area. No changes to public elementary or middle school capacities in the study area would occur as a result of the Proposed Actions.

Elementary Schools

In the future with the Proposed Actions, study area public elementary schools are expected to operate overcapacity, as under the No-Action condition. As presented in **Table E-6**, the addition of 87 elementary school students is expected to increase the utilization rate of study area public elementary schools by approximately 1.9 percentage points, to approximately 107.9 percent.

Table E-6: Estimated 2028 With-Action Condition Elementary and Middle School Enrollment, Capacity, and Utilization in the Study Area

School Level	Projected Enrollment in No-Action Condition	New Students Generated by the Proposed Actions	Total Projected Enrollment in With-Action Condition	Projected With-Action Condition Capacity	Seats Available	Utilization	Change in Utilization from No-Action Condition
Elementary	4,875	87	4,962	4,601	-361	107.9%	1.9%
Middle	2,062	27	2,089	2,991	902	69.9%	0.9%

Public Middle Schools

In the future with the Proposed Actions, study area public middle schools are expected to operate with available capacity, as under the No-Action condition. As presented in **Table E-6**, the addition of 27 middle school students is expected to increase the utilization rate of study area public middle schools by approximately 0.9 percentage points, to approximately 69.9 percent.

According to the 2021 *CEQR Technical Manual*, a significant adverse impact may result if the project would result in both of the following: (1) a utilization rate of the public elementary or middle schools that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated from the project past the 100 percent utilization rate. As presented in **Table E-6**, the Proposed Actions would not result in a significant adverse impact on public elementary or middle schools in the study area.

It is expected that DOE will continue to monitor enrollment trends within CSD 22 and its sub-districts, as new residential units identified in the No-Action and With-Action conditions are developed and will plan for new capacity or administrative actions to accommodate new public school students accordingly. Measures utilized by DOE to address increased public elementary school enrollment could include: relocating administrative functions to other public school sites, thereby freeing up space for classrooms; making space within the study area available to DOE; restructuring or reprogramming existing public school space within CSD 22 and its sub-districts; or providing for new capacity by constructing a new public school or an addition to an existing public school.

IV. INDIRECT EFFECTS ON PUBLICLY FUNDED EARLY CHILDHOOD PROGRAMS

Definitions

MEANS-TESTED EARLY CHILDHOOD PROGRAMS

Publicly funded early childhood programs fall under the auspices of DOE and comprise EarlyLearn NYC (which includes Early Head Start and serves 0-2 year olds) and Extended Day/Year programs for 3-4 year olds (funded by Head Start and Child Care Block Grants, which provide eight to 10 hours of care year-round, beyond the regular hours of 3-K and Pre-K programs). EarlyLearn NYC programs are run by community based organizations in child care centers or in private homes licensed to provide child care services with "group family child care" (serving six to 12 children) or "family child care" (serving three to six children). Extended Day/Year programs for 3-4 year olds are run by community based organizations, and may be located in individual locations or be co-located with universal 3-K and Pre-K centers. These programs are not universal and are designed to serve targeted populations, with eligibility depending on income and other factors. The Extended Day/Year programs for 3-4 year olds are not universal and offer additional care beyond that offered by universal 3-K and Pre-K, and thus fall within this set of programming rather than the universal 3-K and Pre-K programs. A space for one child in a child care center is called a "seat" (or a "slot"), and is the unit of analysis for early childhood programs.

UNIVERSAL 3-K AND PRE-K

Universal 3-K and Pre-K programs are free for all three and four year olds in New York City. These programs are primarily school-day in length, and generally operate during the school year. Some of the programs are run by DOE staff while others are run by community based organizations; some are located in standalone centers while others are co-located in elementary schools. At this time, universal 3-K and Pre-K are not analyzed quantitatively pursuant to CEQR.

Indirect Effects Methodology

Increased population in an area caused by a project would increase demand for existing services, which may result in potential "indirect" effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population, there may be effects on early childhood programs.

Publicly funded early childhood programs are available for eligible children five years old and younger (until the child is eligible to attend Kindergarten for a fall start date). Families eligible for early childhood program subsidized seats must meet financial and social eligibility criteria as established by DOE. In general, children in families that have incomes at or below 200% Federal Poverty Level ("FPL"), depending on family size, are financially eligible, although in some cases eligibility can go up to 275% FPL. The family must also have an approved "reason for care," such as involvement in a child welfare case or participation in a "welfare-to-work" program. Projects that would produce substantial numbers of subsidized, low- to moderate-income family residential units may therefore generate a sufficient number of eligible children to affect the availability of seats at publicly funded early childhood programs. If the project would generate 20 or more eligible children under age five, further analysis may be appropriate. In Brooklyn, the minimum number of low-to moderate-income residential units that could yield at least 20 children under age five eligible for publicly financed early childhood education services is 110 residential units. The city's income-restricted housing market is reliant on AMI rather than the FPL. Since family incomes at or below 200% FPL fall under 80% AMI, for CEQR analysis purposes, the number of residential units expected to be

subsidized and targeted for households with incomes at an average of 80% AMI should be used as a proxy for eligibility. This provides a conservative assessment of demand, since eligibility for subsidized child care is not defined strictly by income (generally below 200% FPL), but also takes into account family size and other reasons for care (e.g., low-income parent(s) in school; low-income parent(s) training for work; or low-income parents who are ill or disabled).

STUDY AREA

The locations of publicly funded early childhood programs within approximately 1.5 miles of the project location should be shown. The size of the study area in transit-rich areas may, in consultation with the lead agency, be somewhat larger than 1.5 miles. Since there are no locational requirements for enrollment in an early childhood program, some parent/guardians choose a center close to their location of employment rather than their residence. Nevertheless, the early childhood programs located nearest to the project location are more likely to be subject to increased demand.

Existing Conditions

As presented in **Table E-7** and shown in **Figure E-3**, 53 publicly funded Early Childhood Programs are located in the study area. These 53 programs have a combined capacity of 756 seats, an enrollment of 921, and a collective utilization rate of approximately 121.83 percent. As noted in **Table E-7**, per DCP guidance, enrollment information is suppressed (and listed as zero) for programs with fewer than five students in a category (applicable to all of the Early Childhood Programs located in the study area). In addition, as noted above, although family-based child care facilities and informal care arrangements provide additional seats in the study area, per 2021 *CEQR Technical Manual* guidance, these seats are not included in the quantitative analysis for conservative analysis purposes.

Table E-7: Existing Publicly Funded Early Childhood Programs Capacity, Enrollment, and Utilization in the Study Area

Map No.[1]	Program Name	Address	Capacity[2]	Enrollment[3]	Available Seats	Utilization
1	P.S. 197 – The Kings Highway Academy	1599 East 22nd Street	12	15	-3	125%
2	The Joan Snow Pre-K Center At 1340 East 29th Street	1340 East 29th Street	62	77	-15	124%
3	Naomi Masri At 2243 East 8th Street	2243 East 8th Street	N/A	0	N/A	N/A
4	Yeled V'Yalda ECC, Inc.	2166 Coney Island Avenue	N/A	0	N/A	N/A
5	Starlight Daycare	2585 Coney Island Avenue	16	16	0	100%
6	P.S. 153 Homecrest	1970 Homecrest Avenue	0	0	0	0%
7	P.S. 194 Raoul Wallenberg	3117 Avenue W	0	0	0	0%
8	P.S. 277 Gerritsen Beach	2529 Gerritsen Avenue	0	0	0	0%
9	Nataliya Dobrykina At 1601 Avenue P	1601 Avenue P	7	9	-2	129%

Source: DOE, October 2022 (Data provided via DCP in June 2023).

Notes:

1. Refer to **Figure E-3** for the locations of Early Childhood Programs.
2. For programs where data was not available through DOE, capacity figures were extrapolated through enrollment/capacity rates derived from programs where DOE included data.
3. Enrollment information is provided for the most recent year for which full information is available (2021-2022) and is only shown for income-eligible students. Enrollment information is suppressed (and listed as zero) for locations with fewer than five students in a category.

Table E-7 (Continued): Existing Publicly Funded Early Childhood Programs Capacity, Enrollment, and Utilization in the Study Area

Map No.[1]	Program Name	Address	Capacity[2]	Enrollment[3]	Available Seats	Utilization
10	Smarty's At 2161 East 26th Street	2161 East 26th Street	N/A	0	N/A	N/A
11	Yanchan Liao At 2065 East 28th Street	2065 East 28th Street	5	6	-1	120%
12	Bambi (Kaci) Day Care Center	1981 Homecrest Avenue	20	25	-5	125%
13	Good Shepherd Catholic Academy	1943 Brown Street	0	0	0	0%
14	Prospect Park Yeshiva Inc.	1784 East 17th Street	N/A	0	N/A	N/A
15	Yeshiva Derech Hatorah-Yeshivat Mizrachi Lbanim	2810 Nostrand Avenue	24	30	-6	125%
16	Bambi Iii (KBQQ) Day Care Center	2114 Brown Street	62	77	-15	124%
17	Keshet Learning Center	1612 Quentin Road	12	15	-3	125%
18	Fantasm, Inc.	2743 Ocean Avenue	10	17	-7	170%
19	Kings Bay Ym-Ywha, Inc.	3495 Nostrand Avenue	12	15	-3	125%
20	Butterfly Inc	2810 Nostrand Avenue	12	15	-3	125%
21	Bambi Ii (KCEI) Day Care Center	2121 Bragg Street	36	45	-9	125%
22	A To Z Daycare Center & After School Program, Inc.	3053 Avenue U	20	25	-5	125%
23	Free Greek Community of The "Three Ierarches" Inc.	1724 Avenue P	24	30	-6	125%
24	Brooklyn Star Daycare Inc.	2175 East 22nd Street	9	0	+9	0%
25	A2Z Happyland Ii, LLC	2150 Ocean Avenue	55	69	-14	125%
26	Yeshiva Toras Emes	1904 Avenue N	N/A	0	N/A	N/A
27	United Cerebral Palsy Of New York City, Inc.	1520 East 13th Street	0	0	0	0%
28	Promise World Daycare Inc.	1968 Ocean Avenue	31	39	-8	126%
29	P.S. 207 Elizabeth G. Leary	4011 Fillmore Avenue	0	0	0	0%
30	Chylla Volney/ Brooklyn Kidz 101, LLC At 1571 East 54th Street	1571 East 54th Street	N/A	0	N/A	N/A
31	Platinum Family Group Daycare At 1571 East 58th Street	1571 East 58th Street	4	5	-1	125%
32	Infinity Educational Programs, Inc.	1972 East 34th Street	23	30	-7	130%
33	Itty Bitty Adventures	3416 Avenue S	0	0	0	0%
34	Klever Kidz, LLC DBA Basin Prep	6085 Strickland Avenue	24	30	-6	125%
35	17first Noah's Ark	1738 East 48th Street	7	11	-4	157%
36	Yeshiva Ohr Shraga	4205 Avenue P	24	30	-6	125%
37	Itty Bitty Adventures	3401 Avenue S	12	15	-3	125%

Source: DOE, October 2022 (Data provided via DCP in June 2023).

Notes:

1. Refer to **Figure E-3** for the locations of Early Childhood Programs.
2. For programs where data was not available through DOE, capacity figures were extrapolated through enrollment/capacity rates derived from programs where DOE included data.
3. Enrollment information is provided for the most recent year for which full information is available (2021-2022) and is only shown for income-eligible students. Enrollment information is suppressed (and listed as zero) for locations with fewer than five students in a category.

Table E-7 (Continued): Existing Publicly Funded Early Childhood Programs Capacity, Enrollment, and Utilization in the Study Area

Map No.[1]	Program Name	Address	Capacity[2]	Enrollment[3]	Available Seats	Utilization
38	P.S. 052 Sheepshead Bay	2675 East 29th Street	0	0	0	0%
39	P.S. 195 Manhattan Beach	131 Irwin Street	0	0	0	0%
40	Bright Start At 2501 East 29th Street	2501 East 29th Street	6	7	-1	117%
41	Lady Bug Day Care Inc. At 1521 Oriental Boulevard	1521 Oriental Boulevard	N/A	0	N/A	N/A
42	Strana Chudes 2 At 2791 Ford Street	2791 Ford Street	N/A	0	N/A	N/A
43	Nezabudka Day Care Inc At 2616 East 28th Street	2616 East 28th Street	5	6	-1	120%
44	Brooklyn Amity School	3867 Shore Parkway	47	59	-12	126%
45	St. Mark Catholic Academy	2602 East 19th Street	23	29	-6	126%
46	Yeshiva Of Kings Bay	2611 Avenue Z	N/A	0	N/A	N/A
47	Butterfly Child Care	2770 East 16th Street	33	25	8	76%
48	Kingsborough Community College	1915 Oriental Boulevard	10	12	-2	120%
49	Wonder Land P.A. LLC	1018 Avenue Y	46	58	-12	126%
50	Magic Kingdom Of Sheepshead Bay, LLC	2484 East 18th Street	12	15	-3	125%
51	DBA Bright Beginnings Daycare	2719 Ford Street	0	0	0	0%
52	Wiz Kids Center	2403 Avenue X	33	41	-8	124%
53	Brooklyn's Daily Discovery Pre-K Center At 1215 Avenue X	1215 Avenue X	18	23	-5	128%
Study Area Totals			***756***	***921***	***-165***	***121.83%***

Source: DOE, October 2022 (Data provided via DCP in June 2023).
Notes:
1. Refer to **Figure E-3** for the locations of Early Childhood Programs.
2. For programs where data was not available through DOE, capacity figures were extrapolated through enrollment/capacity rates derived from programs where DOE included data.
3. Enrollment information is provided for the most recent year for which full information is available (2021-2022) and is only shown for income-eligible students. Enrollment information is suppressed (and listed as zero) for locations with fewer than five students in a category.

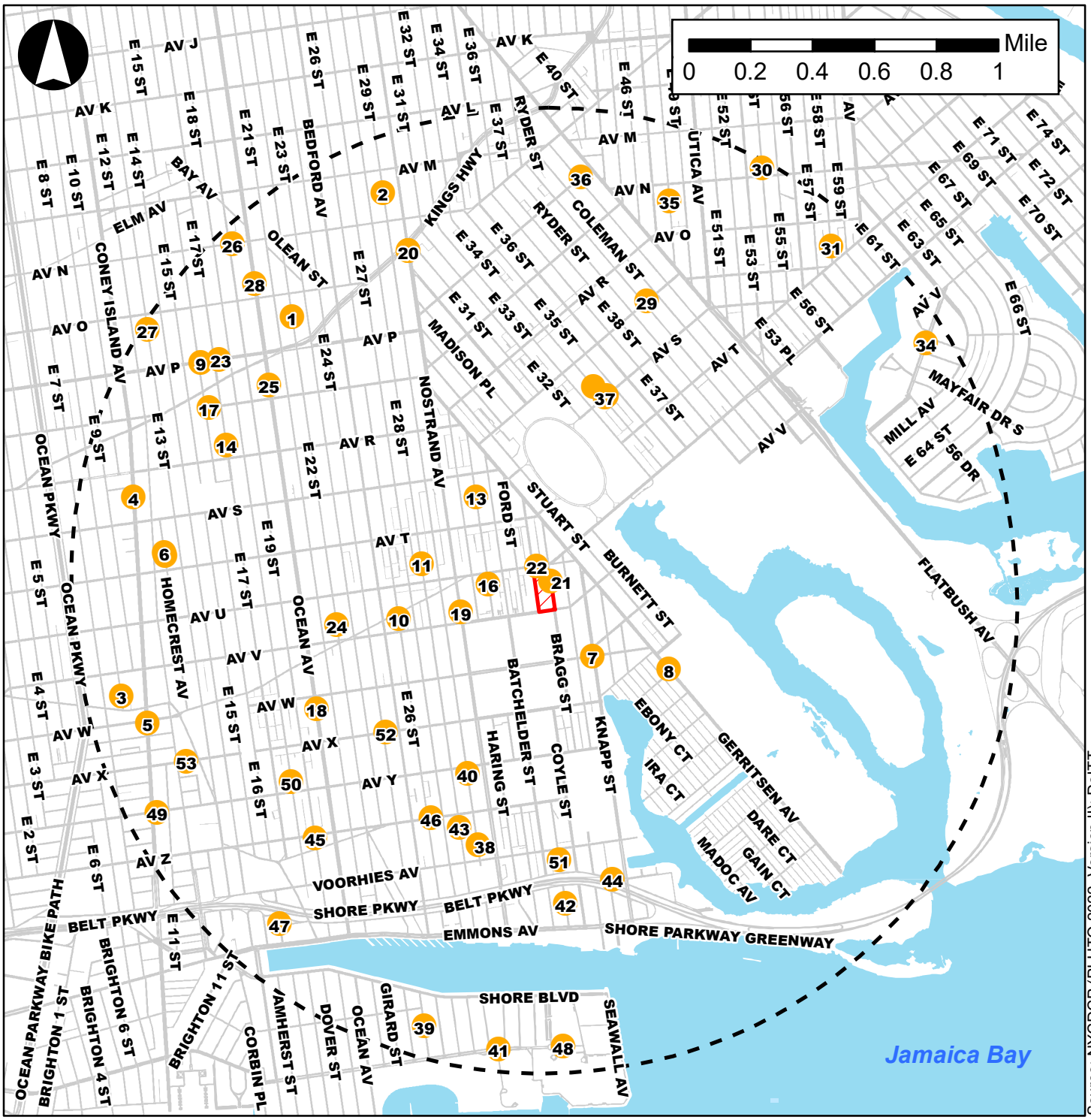
The Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions, no new income-restricted residential units would be constructed in the Proposed Rezoning Area. In addition, there are no new development projects anticipated to introduce significant amounts of income-restricted residential units in the study area. According to the 2021 *CEQR Technical Manual*, since enrollment projections for Early Childhood Programs are not available, CEQR analysis assumes that the existing capacity and enrollment would stay the same for the build year and should be the baseline for the No-Action condition. Therefore, the existing capacity, enrollment, and utilization rates of Early Childhood Programs in the study area detailed in **Table E-7** would remain unchanged in the future without the Proposed Actions.

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

As detailed above, the 2021 *CEQR Technical Manual* requires a detailed analysis of Early Childhood Programs when a project would produce substantial numbers of subsidized low- to moderate-income family residential units that could affect the availability of seats at publicly funded Early Childhood

Figure E-3
Publicly Funded Early Childhood Programs



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- 1.5-Mile Radius
- Publicly Funded Early Childhood Programs (refer to Table E-7)

Programs in the study area. As detailed in **Attachment A, "Project Description,"** the Proposed Actions would result in the net incremental development of 575 DUs in the Proposed Rezoning Area, of which 115 DUs would be income-restricted DUs for households with incomes at an average of 80% AMI. Based on Table 6-1a of the 2021 *CEQR Technical Manual*, these additional 115 income-restricted DUs would generate approximately 20 children under age five who would be eligible for publicly funded Early Childhood Programs.

According to the 2021 *CEQR Technical Manual*, a significant adverse impact may result if a project would result in both of the following: (1) a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of the Early Childhood Programs in the study area between the No-Action and With-Action conditions. As presented in **Table E-8**, the additional 20 children potentially eligible for publicly funded Early Childhood Programs that would be generated by the Proposed Actions would increase the study area's utilization rate to approximately 2.64 percent. Therefore, the Proposed Actions would not result in a significant adverse impact on publicly funded Early Childhood Programs in the study area.

Table E-8: Comparison of Publicly Funded Early Childhood Programs Capacity, Enrollment, and Utilization in the Study Area

2028 Build Year	Enrollment Changes[1]	Enrollment	Capacity	Available Seats	Utilization
No-Action Condition[2]	-	921	756	-165	121.83%
With-Action Condition	20	941	756	-185	124.47%
				Change in Utilization	2.64%

Notes:
1. Based on the 2021 *CEQR Technical Manual*, Table 6-1a generation rate for Brooklyn (0.178 eligible children per income-restricted DU).
2. Refer to **Table E-7**.

Attachment F:

Open Space

I. INTRODUCTION

An open space assessment may be necessary if a proposed project could potentially have a direct or indirect effect on open space resources. A direct effect would "physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value." An indirect effect may occur when the population generated by a proposed project would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future population. According to 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual* guidance, a project that would introduce fewer than 200 residents or 500 nonresidents (e.g., workers), or a similar number of other nonresidents, is typically not considered to have indirect effects on open space.

Although the Proposed Actions would not have a direct effect on existing open space resources, the Reasonable Worst Case Development Scenario ("RWCDS") established for the Proposed Actions is expected to result in an incremental increase of 575 dwelling units ("DUs") over the 2028 No-Action condition. This would result in an incremental (net) increase of approximately 1,530 residents[1] and 77 workers, which exceeds the 2021 *CEQR Technical Manual* threshold for a detailed indirect open space analysis. Therefore, a quantitative assessment was conducted to determine whether the Proposed Actions would significantly reduce the amount of open space available for the area's residential population.

II. METHODOLOGY

The analysis of open space resources has been conducted in accordance with 2021 *CEQR Technical Manual* guidance. Using CEQR methodology, the adequacy of open space in the study area is assessed quantitatively using a ratio of usable open space acreage to the study area population, referred to as the open space ratio. This quantitative measure is then used to assess the changes in the adequacy of open space resources by the 2028 build year, both without and with the Proposed Actions. In addition, qualitative factors are considered in making an assessment of the Proposed Actions' effects on open space resources.

In accordance with 2021 *CEQR Technical Manual* guidance, the study area for open space is generally defined by a reasonable walking distance that users would travel to reach local open space and recreational resources. That distance is typically a half-mile radius for residential projects and a quarter-mile radius for commercial projects with a nonresidential (e.g., worker) population. As discussed in **Attachment A, "Project Description,"** the RWCDS established for the Proposed Actions would introduce approximately 1,530 residents and 77 workers to the Proposed Rezoning Area compared to the 2028 No-Action condition. Because the Proposed Actions have the potential to significantly increase the local residential population, an open space assessment for the residential population generated by the Proposed Actions is warranted. The Proposed Actions would not introduce more than 500 nonresidents (e.g., workers); therefore, an open space assessment for the nonresidential population generated by the Proposed Actions is not warranted.

[1] Estimates of the residential population have been calculated based on the average household size of 2.66 persons per household for Brooklyn Community District 15 per the 2020 U.S. Census.

Open Space Study Area

Pursuant to 2021 *CEQR Technical Manual* guidance, the study area includes all census tracts that have at least 50 percent of their area located within a half-mile radius of the Proposed Rezoning Area, as recommended in the 2021 *CEQR Technical Manual*. In this way, the study area allows an analysis of both the publicly accessible open spaces in the study area, as well as the population data.[2]

As shown in **Figure F-1**, the study area includes the following nine census tracts in their entirety: Census tracts 566, 568, 570, 572, 574, 594.02, 626, 632, and 638. The Proposed Rezoning Area is located approximately 0.15 miles from Marine Park. While the portions of Marine Park closest to the Proposed Rezoning Area are located within a half-mile radius of the Proposed Rezoning Area, the large census tract containing Marine Park (census tract 66) does not have at least 50 percent of its area within the half-mile radius. However, due to the proximity of the Proposed Rezoning Area to Marine Park, the acreage of Marine Park located within the half-mile radius was included in the study area; the acreage of Marine Park located beyond the half-mile radius was excluded from the study area and detailed open space analysis.

Analysis Framework

Indirect Effects Analysis

According to the 2021 *CEQR Technical Manual*, a proposed project would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment onto the space or displacement of the 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 causes increased noise or air pollutant emissions, odors, or shadows that would affect its usefulness, whether on a permanent or temporary basis. As no open space resources would be physically altered or displaced as a result of the Proposed Actions, this attachment uses information from **Attachment B, "Supplemental Screening," Attachment J, "Air Quality," Attachment K, "Noise,"** and **Attachment L, "Construction"** to determine whether the Proposed Actions have the potential to directly affect any open space resources in close proximity to the Proposed Rezoning Area. As (1) there are no publicly-accessible open space resources located within the Proposed Rezoning Area, and (2) the Proposed Actions would not result in significant adverse shadow, air quality, noise, or construction impacts on area open space resources, the Proposed Actions would not have any direct effects on open space resources and no further analysis is warranted.

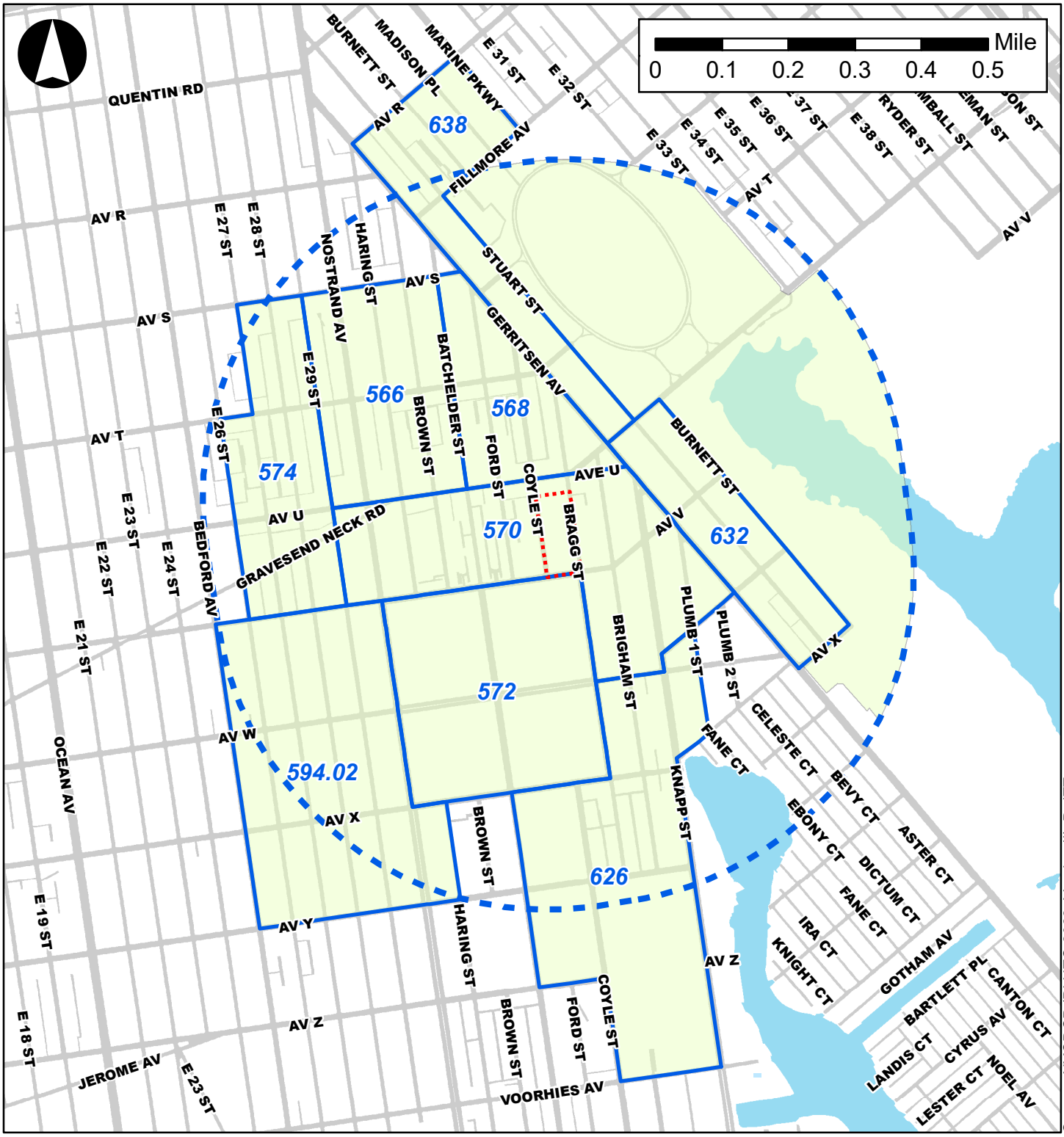
Direct Effects Analysis

As described in the 2021 *CEQR Technical Manual*, open space can be indirectly affected by a proposed project if the project would add enough population, either residents or nonresidents (e.g., workers), to noticeably diminish the ability of an area's open space to serve the existing or future populations. Indirect effects may occur when the population generated by a proposed project overtaxes the capacity of existing public open spaces so that the service provided to existing and future populations in the area would be diminished substantially or noticeably.

As part of the preliminary assessment for open space, a project should be reviewed to determine if it is located in an area of the city identified as a "Walk to a Park Service Area." A Walk to a Park Service Area is a component of *OneNYC 2050 Building a Strong and Fair City* plan, in which New York City has laid out

[2] Pursuant to the 2021 *CEQR Technical Manual*, "public" open space that is analyzed pursuant to CEQR is defined as open space that is accessible to the public on a constant and regular basis for active and passive recreation, including for designated daily periods. Public open space may be under government or private jurisdiction.

Figure F-1
Open Space Study Area Census Tracts



Legend

- Proposed Rezoning Area
- Half-Mile Radius
- 570 Open Space Study Area Census Tracts
- Open Space Study Area
- Roadways
- Water Bodies

a goal for 85 percent of New York City residents living within a walking distance of a park by 2030. Existing areas located within a Walk to a Park Service Area are within a walking distance of a park (i.e., half-a-mile). Areas not located within a Walk to a Park Service Area are considered "walk gaps;" they are areas of New York City that are not within walking distance to a park. As shown in **Figure F-2**, the Proposed Rezoning Area is located within an area that has been identified as a Walk to a Park Service Area that is within a walking distance of a park (i.e., not located within a walk gap area).

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

- Characteristics of the existing residential population. To determine the number of residents in the study area, 2017-2021 American Community Survey ("ACS") Five-Year Estimates from the U.S. Census Bureau data have been compiled for census tracts comprising the study area.
- An inventory of all publicly accessible passive and active recreational facilities in the study area.
- An assessment of the quantitative ratio of open space in the study area by computing the ratio of open space acreage to the population in the study area and comparing this open space ratio with certain guidelines. For the residential population, the 2021 *CEQR Technical Manual* planning guidance is 2.5 acres of open space per 1,000 residents, including 2.0 acres of active open space and 0.5 acres of passive open space.
- An evaluation of qualitative factors affecting open space use.
- A final determination of the adequacy of open space in the study area.
- An assessment of expected changes in future levels of open space supply and demand in the 2028 build year, based on known or planned development projects within the study area. To estimate the residential population expected in the study area in the future without the Proposed Actions, known or planned No-Action developments are accounted for within the study area. Any new open space or recreational facilities that are anticipated to be operational by the 2028 build year are also accounted for. The open space ratio is calculated for the future No-Action condition and compared with existing ratios to determine changes in future levels of open space adequacy.

Preliminary Assessment

According to the 2021 *CEQR Technical Manual*, a preliminary assessment may be useful to determine if a detailed open space analysis is necessary, or whether the open space assessment can be targeted to a particular user group. This initial assessment calculates an open space ratio by relating the existing residential and nonresidential populations to the total open space in the study area. It then compares that ratio with the open space ratio in the future with the Proposed Actions. If there is a decrease in the open space ratio that would approach or exceed one percent in areas exhibiting low open space ratios that are 0.50 acres or less, a detailed analysis is warranted. The detailed analysis examines passive and active open space resources available to residents within the open space study area delineated in accordance with

Figure F-2
NYC Parks Walk to a Park Initiative



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Walk to a Park Service Area
- Roadways

the 2021 *CEQR Technical Manual*, as outlined above. As the Proposed Actions would introduce a large residential population, a detailed open space analysis is warranted and is provided herein.

Impact Assessment

As described in the 2021 *CEQR Technical Manual*, the significance of a proposed project's effects on an area's open spaces is determined using both quantitative and qualitative factors, as compared to the No-Action condition. The determination of significance is based upon the context of a proposed project, including its location, the quality and quantity of the open space in the future With-Action condition, the types of open space provided, and any new open space provided by the proposed project.

A proposed project's potential effects on an area's open space are based, in part, on how a project would change the open space ratios in the study area, as well as other qualitative considerations. According to the 2021 *CEQR Technical Manual*, a project that would reduce the open space ratio by more than the general guidelines for the open space percentage change shown in **Table F-1** may be considered significant, as these reductions may result in the overburdening existing facilities or further exacerbating an existing deficiency in open space. As shown in **Table F-1**, the guidance for a tolerated percent change in the open space ratio is determined based on the open space ratio ranges outlined in the 2021 *CEQR Technical Manual*. In areas that are within a Walk to a Park Service Area, a greater percentage of change (more than five percent) may be tolerated.

Table F-1: Guidance for Percentage Change in Open Space Ratio

Open Space Ratio Range	Percent Change in Open Space Ratio
2.01 to 2.50 or Greater	5%
1.51 to 2.0	4%
1.01 to 1.5	3%
0.51 to 1.0	2%
0.50 or Less	1%
*2.5 open space ratio is the planning goal in New York City.	

Source: Table 7-1 in Chapter 7, "Open Space," of the 2021 *CEQR Technical Manual*.

In addition to the quantitative factors cited above, the 2021 *CEQR Technical Manual* also recommends consideration of qualitative factors in assessing the potential for significant adverse impacts. These include the availability of nearby destination resources, the beneficial effects of new open space resources provided by a project, and the comparison of projected open space ratios with the city's established planning goal for open space.[3] The assessment should consider the balance of passive and active open space. A larger percent of active space is usually preferred; given the physical space requirement for active open space uses are significantly greater. It is recognized that the open space ratios of the city guidelines described above are not feasible for many areas of the city, and they are not considered impact thresholds on their own. Rather, these benchmarks indicate how well an area is served by open space. Determinations as to what constitutes a significant adverse open space impact are not based solely on the results of the quantitative assessment. Qualitative considerations such as the distribution of open space, whether a site is within a Walk to a Park Service Area, the distance to regional parks, the connectivity of existing open space, and any additional open space provided by the proposed project, should be considered in a determination of impact significance.

[3] The city planning goal for open space is 2.5 acres per 1,000 residents and is optimally distributed as 80 percent active open space (or 2.0 acres per 1,000 residents) and 20 percent passive open space (or 0.5 acres per 1,000 residents).

III. DETAILED ANALYSIS

Existing Conditions – Demographic Characteristics of the Study Area

As shown in **Table F-2**, 2017-2021 ACS data indicate that the study area has a total residential population of approximately 29,072 residents.

Table F-2: Study Area Residential Population

Census Tract	Population
566	2,679
568	1,440
570	3,790
572	5,394
574	2,993
594.02	5,942
626	3,105
632	1,471
638	2,258
Study Area Total	***29,072***

Source: U.S. Census Bureau, 2017-2021 ACS Five-Year Estimates.

As shown in **Table F-3**, located on the subsequent page, people between the ages of 20 and 64 make up the majority (approximately 54.6 percent) of the residential population in the study area. Children and teenagers (0 to 19 years old) account for approximately 23.2 percent of the entire study area population, and persons 65 years and over account for approximately 22.3 percent of the study area population. As also presented in **Table F-3**, compared to Brooklyn and New York City as a whole, the study area includes a comparable percentage of children and teenagers and a smaller adult (20-64 years) population; the residential study area's elderly population is larger than that of Brooklyn and New York City as a whole.

The study area's median age of 45.1 is 9.4 years older than the median age for Brooklyn (35.7 years) and 7.8 years older than the median age for New York City as a whole (37.3 years). It should also be noted that the median age varies by census tract, with census tract 572 exhibiting the lowest median age (32.6) and census tract 570 exhibiting the highest median age (54.5).

Within a given area, the age distribution of a population affects the way open space resources are used and the need for various types of recreational facilities. Typically, children four years old or younger use traditional playgrounds that have play equipment for toddlers and preschool-aged children. Children ages five through nine typically use traditional playgrounds, as well as grassy and hard-surfaced open spaces, which are important for activities such as ball playing, running, and skipping rope. Children ages 10 through 14 use playground equipment, court spaces, Little League fields, and ball fields. Teenagers' and young adults' needs tend toward court game facilities, such as basketball and field sports. Adults between the ages of 20 and 64 continue to use court game facilities and fields for sports, as well as more individualized forms of recreation such as rollerblading, biking, and jogging, requiring bike paths, promenades, and vehicle-free roadways. Adults also gather with families for picnicking, ad hoc active sports, such as Frisbee, and recreational activities in which all ages can participate. Senior citizens engage in active recreation, such as tennis, gardening, and swimming, as well as recreational activities that require passive facilities.

Table F-3: Residential Population and Age Distribution in the Study Area

Census Tract	Total Residential Population	Age Distribution												Median Age
		Under 5		5 to 9		10 to 14		15 to 19		20 to 64		65 and Over		
		#	%	#	%	#	%	#	%	#	%	#	%	
566	2,679	129	4.8	75	2.8	129	4.8	103	3.8	1,759	65.7	484	18.1	50.9
568	1,440	78	5.4	46	3.2	124	8.6	21	1.5	827	57.4	344	23.9	52.5
570	3,790	189	5.0	143	3.8	153	4.0	139	3.7	1,919	50.6	1,247	32.9	54.5
572	5,394	435	8.1	470	8.7	577	10.7	269	5.0	2,709	50.2	934	17.3	32.6
574	2,993	128	4.3	90	3.0	174	5.8	217	7.3	1,599	53.4	785	26.2	50.1
594.02	5,942	381	6.4	470	7.9	328	5.5	217	3.7	3,266	55.0	1,280	21.5	42.9
626	3,105	190	6.1	198	6.4	175	5.6	145	4.7	1,710	55.1	687	22.1	46.6
632	1,471	23	1.6	129	8.8	57	3.9	100	6.8	747	50.8	415	28.2	52.4
638	2,258	97	4.3	136	6.0	266	11.8	136	6.0	1,323	58.6	300	13.3	40.3
Study Area	***29,072***	**1,650**	**5.7**	**1,757**	**6.0**	**1,983**	**6.8**	**1,347**	**4.6**	**15,859**	**54.6**	**6,476**	**22.3**	***45.1***
Total for Brooklyn	*2,712,360*	*191,760*	*7.1*	*167,684*	*6.2*	*169,066*	*6.2*	*146,161*	*5.4*	*1,655,011*	*61.0*	*382,678*	*14.1*	*35.7*
Total for NYC	*8,736,047*	*543,437*	*6.2*	*483,578*	*5.5*	*509,866*	*5.8*	*470,639*	*5.4*	*5,410,323*	*61.9*	*1,318,204*	*15.1*	*37.3*

Source: U.S. Census Bureau, 2017-2021 ACS Five-Year Estimates.

Inventory of Publicly Accessible Open Space

According to the 2021 *CEQR Technical Manual*, open space may be public or private and may be used for active or passive recreational purposes. Pursuant to the 2021 *CEQR Technical Manual*, publicly accessible open space is defined as facilities open to the public at designated hours on a regular basis and is assessed for impacts using both a quantitative and a qualitative analysis, whereas private open space is not accessible to the general public on a regular basis, and is considered only qualitatively.

An open space resource is determined to be active or passive by the uses that the design of the space allows. Active open space is the part of a facility used for active play, such as sports or exercise, and may include playground equipment, playing fields and courts, swimming pools, skating rinks, golf courses, and multi-purpose play areas (open lawns and paved areas for active recreation such as running, games, informal ball-playing, skipping rope, etc.). Passive open space is used for sitting, strolling, and relaxation, and typically contains benches, walkways, and picnicking areas. However, some passive spaces can be used for both active and passive recreation, such as a lawn or riverfront walkway, which can also be used for ball playing, jogging, or rollerblading.

Within the study area, all publicly accessible open space resources were inventoried and identified by their location, size, owner, type, utilization, equipment, hours, and condition. The information used for this analysis was gathered through field inventories conducted in June 2022; the New York City Department of Parks and Recreation's ("NYC Parks") website; and the New York City Open Accessible Space Information System ("OASIS") database and other secondary sources of information.

The condition of each open space resource was categorized as "Excellent," "Good," "Fair," or "Poor." A resource was considered in excellent condition if the space was clean and attractive, and all equipment was present and in a state of good repair. A good resource had minor problems such as litter or older but operative equipment. A fair or poor resource was one that was poorly maintained, had broken or missing equipment or lack of security, or other factors that would diminish the facility's attractiveness to potential users. Determinations were made subjectively, based on a visual assessment of the open space resources.

Likewise, judgments as to the intensity of use of the resources were qualitative, based on an observed degree of activity or utilization. If a resource seemed to be at or near capacity (i.e. the majority of benches or equipment was in use), then utilization was considered high. If the facility or equipment was in use but could accommodate additional users, utilization was considered moderate. If a playground or sitting area had few people, usage was considered low. **Table F-4, "Inventory of Existing Open Space and**

Recreational Resources in the Study Area," identifies the address, ownership, features, and acreage of active and passive open space resources in the study area, as well as their condition and utilization. **Figure F-3** maps their location within the study area.

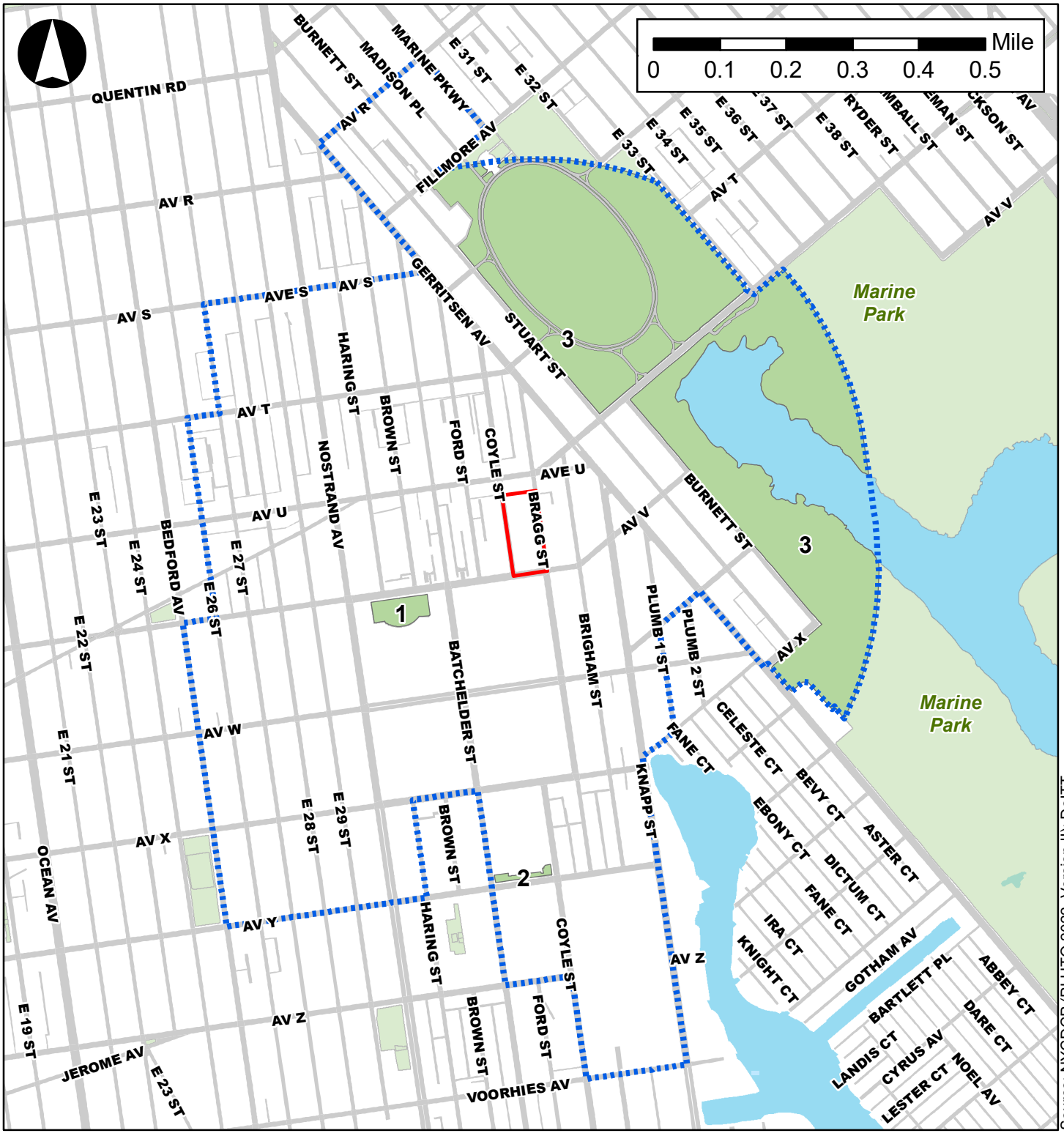
Study Area Open Space

As shown in **Figure F-3** and **Table F-4**, there are three publicly accessible open space resources located in the study area. The study area contains a total of approximately 117.22 acres of publicly accessible open space, of which approximately 59.35 acres (51 percent) comprises active open space uses and approximately 57.87 acres (49percent) comprises passive open space uses (refer to **Table F-4**).

The study area's largest open space resource is the 114.89-acre portion of ("p/o") the 800-acre Marine Park (Map No. 3), which is located in the northeastern portion of the study area. Marine Park, which is owned and operated by NYC Parks, is programmed with both active and passive open space uses. Active open space uses include basketball courts, bicycling and greenways, dog-friendly areas, football fields, hiking trails, tennis courts, bocce courts, kayak/canoe launch sites, soccer fields, cricket fields, fitness equipment, handball courts, playgrounds, and spray showers. Passive open space uses include nature centers, Wi-Fi hot spots, model aircraft fields, and seating areas.

The remaining two open space resources in the study area are the 1.89-acre Herman Dolgon Playground (Map No. 1) and the 0.44-acre Yak Playground (Map No. 2). Herman Dolgon Playground is owned and operated by NYC Parks. The open space resource is primarily programmed with active open space uses, including basketball courts, handball courts, playgrounds, and spray showers. Seating areas present within the open space resource may be used for passive open space use. Yak Playground, which is owned and operated by NYC Parks, is primarily programmed with active open space uses, including a basketball court and handball courts. Seating areas present within the open space resource may be used for passive open space use.

Figure F-3
Open Space Resources



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Open Space Study Area
- 1 Open Space Resources Included in Quantitative Analysis
- Open Space Resources Excluded from Quantitative Analysis

Table F-4: Inventory of Existing Open Space and Recreational Resources in the Study Area

Map No.[1]	Name	Address	Owner/Agency	Amenities	User Groups	Hours of Operation	Acreage	Active		Passive		Condition/Utilization
								Acres	%	Acres	%	
Study Area												
1	Herman Dolgon Playground	Ave. V btwn. Nostrand Ave. and Batchelder St.	NYC Parks	Basketball Courts, Bathrooms, Handball Courts, Playgrounds, Spray Showers, Seating Areas with Mature Trees	Children, Teenagers, Adults, Seniors	Dawn to Dusk	1.89	1.51	80%	0.38	20%	Good/Low
2	Yak Playground	Ave. Y btwn. Coyle St. and Batchelder St.	NYC Parks	Basketball Court, Bathrooms, Handball Courts, Seating Area with Mature Trees	Children, Teenagers, Adults, Seniors	Dawn to Dusk	0.44	0.40	90%	0.04	10%	Good/Low
3	Marine Park (P/o)	Flatbush, Gerritsen, and Fillmore Aves., Jamaica Bay, Brooklyn	NYC Parks	Basketball Courts, Bicycling and Greenways, Dog-friendly Areas, Football Fields, Hiking Trails, Nature Centers, Tennis Courts, Bocce Courts, Kayak/Canoe Launch Sites, Soccer Fields, Wi-Fi Hot Spots, Bathrooms, Cricket Fields, Fitness Equipment, Handball Courts, Model Aircraft Fields, Playgrounds, Spray Showers, Seating Areas, Lawns, Mature Trees	Children, Teenagers, Adults, Seniors	Dawn to Dusk	114.89[2]	57.45	50%	57.45	50%	Moderate/High
Study Area Totals							***117.22***	***59.35***	***51%***	***57.87***	***49%***	

Source: OASIS, NYC Parks, 2022 Primary Land Use Tax Lot Output ("PLUTO") data, site visits conducted in June 2022.

Notes:

1. The open space resources are identified in **Figure F-3**.

2. The total acreage figure for the portion of Marine Park located within the study area was sourced from a shapefile layer utilizing ArcGIS mapping software.

NYC Parks = New York City Department of Parks and Recreation

Assessment of Open Space Adequacy

Quantitative Assessment

As previously stated, there are approximately 117.22 acres of publicly accessible open space located within the study area, including approximately 59.35 acres (51 percent) of active open space and approximately 57.87 acres (49 percent) of passive open space. A total of 29,072 residents live within the study area.

The study area has an overall open space ratio of 4.03 acres per 1,000 residents, which exceeds the city's planning guideline of 2.5 acres of combined active and passive open space per 1,000 residents (refer to **Table F-5**). With a passive open space ratio of 1.99 acres per 1,000 residents, the study area, similarly, exceeds the 2021 *CEQR Technical Manual* guidance threshold of 0.5 acres of passive open space per 1,000 residents. The active open space ratio of 2.04 acres per 1,000 residents exceeds the city's planning guideline of 2.0 acres of active open space per 1,000 residents.

Table F-5: Adequacy of Open Space Resources – Existing Conditions

Population		Open Space Acreage			Open Space Ratios per 1,000 People			2021 *CEQR Technical Manual* Open Space Optimal Planning Goal		
		Total	Passive	Active	Total	Passive	Active	Total	Passive	Active
Study Area										
Residents	29,072	117.22	57.87	59.35	4.03	1.99	2.04	2.50	0.5	2.00

Qualitative Assessment

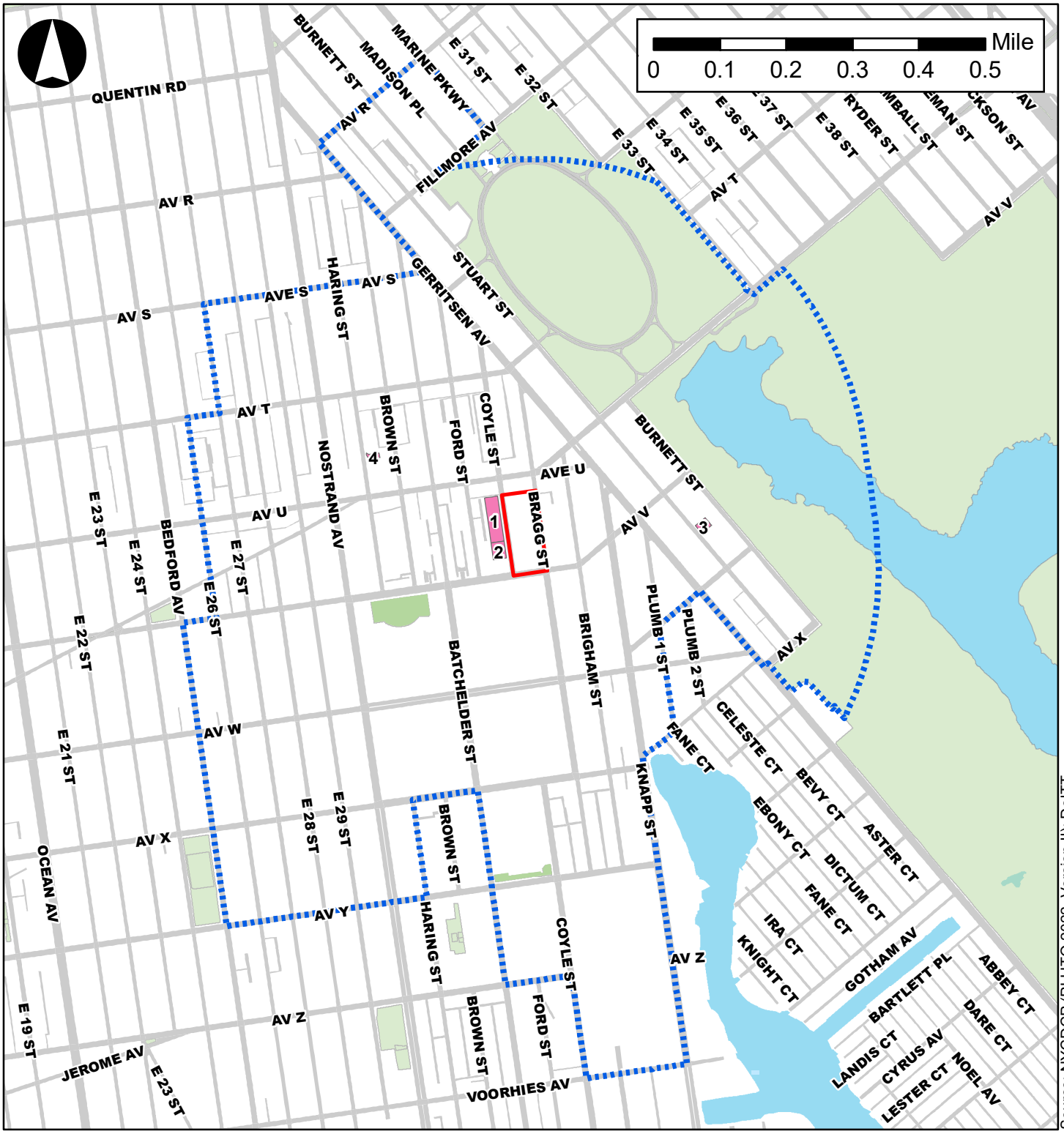
The study area exhibits a total open space ratio that exceeds the city's optimal benchmark (2.5 acres of open space per 1,000 residents). As shown in **Table F-4**, open space resources within the study area include a variety of active and passive open spaces uses appropriate for each residential user group. Furthermore, and as noted in **Table F-4**, the open space resources in the study area exhibit low to moderate utilization rates.

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

Study Area Population

In the future without the Proposed Actions, the existing conditions at the Proposed Rezoning would remain. However, as summarized in **Table F-6** and illustrated in **Figure F-4**, there are four developments within the study area anticipated for completion by 2028. The planned development projects located at 2134 Coyle Street and 2156 Coyle Street were sourced from the *Coyle Street Rezoning EAS* (CEQR No. 21DCP123K), while the planned development projects located at 2339 Stuart Street and 2055 Haring Street were sourced from permits identified through the New York City Department of Buildings' ("DOB") Buildings Information System ("BIS"). In sum, these three developments are expected to introduce approximately 567 residents.

Study Area No-Action Development Projects



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Open Space Study Area
- 1 No-Action Development Projects
- Open Space Resources Included in Quantitative Analysis
- Open Space Resources Excluded from Quantitative Analysis

Table F-6: 2028 Study Area No-Action Development Projects

Map No.[1]	Address	DUs	Residential Population[2]
1	2134 Coyle Street	148	394
2	2156 Coyle Street	50	133
3	2339 Stuart Street	9	24
4	2055 Haring Street	6	16
Total			***567***

Source: *Coyle Street Rezoning EAS* (CEQR No. 21DCP123K) August 2021, DOB BIS.
Notes:
1. The No-Action development projects are mapped in **Figure F-4**.
2. The residential population figures were calculated as follows: For No-Action development project no. 1, the average household size of 2.49 per DU was sourced from the *Coyle Street Rezoning EAS* (CEQR No. 21DCP123K); For No-Action development projects nos. 2 and 3, the average household size of 2.66 per DU for Brooklyn Community District 15 per the 2020 U.S. Census was applied.

As indicated in **Table F-7**, in 2028, the study area population is expected to increase to 29,639 residents.

Table F-7: 2028 No-Action Condition Study Area Population

	Existing Population	Additional Population from No-Action Developments	2028 No-Action Condition Total Population
Study Area			
Residents	29,072	567	29,639

Open Space Resources

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 two capital projects planned in Marine Park. The first project is the Marine Park Oval Reconstruction; this capital project is currently in the construction phase, which began in June 2023 and is anticipated to conclude in September 2024. The second project is the Marine Park PS 278 Playground Reconstruction; this capital project is currently in the design phase, which began in January 2020 and is anticipated to conclude in May 2023. It is anticipated that these two capital projects would be fully implemented by 2028. While these two projects would not add any additional open space acreage to the study area, these projects would improve the conditions and usability of the largest open space resource located in the study area.

Assessment of Open Space Adequacy

In the 2028 No-Action condition, the additional population introduced to the study area would increase the demand on the study area's open space resources. As shown in **Table F-8**, the No-Action condition total, passive, and active open space ratios per 1,000 residents are expected to decrease to 3.95, 1.95, and 2.00, respectively, from 4.03, 1.99, and 2.04 under existing conditions. Therefore, the study area total, passive, and active open space ratios would continue to exceed or meet the city's optimal planning guidelines for total, passive, and active open space ratios.

Table F-8: Adequacy of Open Space Resources – 2028 No-Action Condition

Population		Open Space Acreage			Open Space Ratios per 1,000 People			2021 *CEQR Technical Manual* Open Space Optimal Planning Goal		
		Total	Passive	Active	Total	Passive	Active	Total	Passive	Active
Study Area										
Residents	29,639	117.22	57.87	59.35	3.95	1.95	2.00	2.50	0.5	2.00

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

This section describes the open space conditions that would result from the Proposed Actions by 2028. It evaluates the potential for the Proposed Actions to result in significant adverse impacts to open space resources directly and indirectly based on a comparison of the No-Action condition (described above) to the With-Action condition.

Study Area Population

In the future with the Proposed Actions, it is estimated the RWCDS established for the Proposed Actions would introduce approximately 1,530 residents to Projected Development Sites 1 and 2 within the Proposed Rezoning Area.

Study Area Open Space

In the future with the Proposed Actions, the Proposed Project would include approximately 14,000-square-foot ("sf") (0.32 acres) of private, passive programmed open space on Projected Development Site 1. The private open space would comprise a landscaped courtyard; in addition to landscaping, the open space would contain pathways, benches, and movable tables and chairs. The private open space would be available to residents of the Proposed Project.

Direct Effects Analysis

The Proposed Actions would not have a direct effect on any study area open space resources. Construction and operation of the future buildings on Projected Development Sites 1 and 2 within the Proposed Rezoning Area would not cause the physical loss of public open space because of encroachment or displacement of the space; would not change the use of an open space so that it no longer serves the same user population; and would not limit public access to an open space resource. In addition, as discussed in other attachments of this EAS, the Proposed Actions would not result in significant adverse shadow, air quality, noise, or construction impacts on study area open space resources.

Indirect Effects Analysis

As noted above, the open space impact analysis consists of both a quantitative assessment and a qualitative assessment. The quantitative assessment considers how a proposed project would change the open space ratios in the study area. The qualitative assessment considers factors such as proximity to nearby destination open space resources, the connectivity of open space, the effects of new open space provided by the proposed project, and private open spaces created by the proposed project not available to the general public. It is recognized that the city's planning goals are not feasible for many areas of the city, and they are not considered impact thresholds on their own. Rather, these are benchmarks indicating how well an area is served by open space.

Assessment of Open Space Adequacy

In the 2028 With-Action condition, the additional population introduced to the study area would increase the demand on the study area's open space resources. As shown in **Table F-9**, the With-Action condition total, passive, and active open space ratios per 1,000 residents are expected to decrease to 3.76, 1.86, and 1.90, from 3.95, 1.95, and 2.00 under the No-Action condition.

Therefore, the study area total and passive open space ratios would continue to exceed the city's optimal planning guidelines for total and passive open space ratios. In the With-Action condition, the study area's active open space ratio would fall below the city's optimal planning guideline for the active open space ratio.

Table F-9: Adequacy of Open Space Resources – With-Action Condition

Population		Open Space Acreage			Open Space Ratios per 1,000 People			2021 *CEQR Technical Manual* Open Space Optimal Planning Goal		
		Total	Passive	Active	Total	Passive	Active	Total	Passive	Active
Study Area										
Residents	31,169	117.22	57.87	59.35	3.76	1.86	1.90	2.50	0.5	2.00

Potential Effects of the Proposed Actions on Publicly Accessible Open Space

Quantitative Assessment

According to the 2021 *CEQR Technical Manual*, a significant adverse open space impact may occur if a proposed project would reduce the open space ratio by more than the general guidelines for the open space percentage change provided in **Table F-10**.

Table F-10: Detailed Assessment – Percentage Change Guidance to Determine Possible Open Space Impact

Total Open Space Ratio Range*	Active Open Space Ratio Range*	Passive Open Space Ratio Range*	Percentage Change in Open Space ratio Signifying a Possible Adverse Open Space Impact
2.01 to 2.50 Or greater	1.61 to 2.0 Or greater	0.41 to 0.50 Or greater	5%
1.51 to 2.00	1.21 to 1.60	0.31 to 0.40	4%
1.01 to 1.50	0.81 to 1.20	0.21 to 0.30	3%
0.51 to 1.00	0.41 to 0.80	0.11 to 0.20	2%
0.50 or less	0.01 to 0.40	0.01 to 0.10	1%
*2.5 open space ratio is the planning goal in New York City, with the optimal distribution goal of 2.0 active open space ratio and 0.5 passive open space ratio.			

Source: Table 7-5 in Chapter 7, "Open Space," of the 2021 *CEQR Technical Manual*.

Table F-11 displays the percentage changes from the No-Action condition to the With-Action condition for the study area. As noted previously, in the future with the Proposed Actions, the study area total and passive open space ratios would continue to exceed the city's optimal planning guidelines for total and passive open space ratios, while the study area's active open space ratio would fall below the city's optimal planning guideline for the active open space ratio.

Table F-11: Study Area Open Space Ratios Summary

Ratio	2021 *CEQR Technical Manual* Open Space Optimal Planning Goal (acres per 1,000)	Open Space Ratios per 1,000			Percent Change (Future No-Action to Future With-Action)
		Existing	No-Action	With-Action	
Study Area					
Total – Residents	2.5	4.03	3.95	3.76	-4.91
Passive – Residents	0.5	1.99	1.95	1.86	-4.91
Active - Residents	2.0	2.04	2.00	1.90	-4.91

In the future with the Proposed Actions, the residential total, passive, and active open space ratios would each decrease by approximately 4.91 percent from the No-Action condition. These reductions would not

constitute a significant adverse impact. In the With-Action condition, as under the No-Action condition, the study area's total and passive open space ratios would continue to exceed the city's optimal planning guidelines for total and passive open space ratios, while the study area's active open space ratio would fall below the city's optimal planning guideline for the active open space ratio. However, in accordance with 2021 *CEQR Technical Manual* impact criteria, the Proposed Actions would not result in a significant adverse impact on open space in the study area.

Qualitative Assessment

In the future with the Proposed Actions, the study area would be adequately served by open space. The reduction in the total, passive, and active open space ratios in the study area would be ameliorated by several factors. All of the study area open space resources included in the quantitative analysis were found to be in excellent or good condition. A wide range of active and passive open space uses are available, ranging from areas with passive uses, such as seating areas, dog-friendly areas, nature centers, Wi-Fi hot spots, model aircraft fields, and lawns, to areas with active uses, including multiple playgrounds, multiple spray showers, multiple basketball, bocce, handball, and tennis courts, fitness equipment, hiking trails, kayak/canoe launch sites, soccer fields, and bicycling and greenways.

Additionally, in the future with the Proposed Actions, the proximity of Marine Park's additional acreage (approximately 685.11 acres), which is located adjacent to the study area's northern and eastern boundaries, would be accessible to residents of the study area. Marine Park's additional acreage contains additional active open space uses, including basketball courts, football fields, tennis courts, bocce courts, kayak/canoe launch sites, soccer fields, cricket fields, fitness equipment, handball courts, playgrounds, spray showers, bicycling and greenways, hiking trails, and dog-friendly areas. Additional passive open space uses include Wi-Fi hot spots and seating areas. Several public playgrounds totaling approximately 6.73 acres are also in close proximity to the study area's western and southern boundaries; these playgrounds are Bill Brown Playground (3.21 acres), Sheepshead Playground (2.09 acres), Playground 286 (0.87 acre), and Galapo Playground (0.56 acre).

Furthermore, the Proposed Project would include approximately 14,000-sf (0.32 acres) of private, passive programmed open space on Projected Development Site 1 that would be available to residents of the Proposed Project. The open space would comprise a landscaped courtyard; in addition to landscaping, the open space would contain pathways, benches, and movable tables and chairs.

Attachment G:

Urban Design and Visual Resources

I. INTRODUCTION

This attachment assesses the Proposed Actions' potential effects on urban design and visual resources. As described in **Attachment A, "Project Description,"** the Proposed Actions and resultant Reasonable Worst Case Development Scenario ("RWCDS") would facilitate the construction of two mixed-use residential and commercial buildings at Projected Development Sites 1 and 2 (Block 7368, Lot 17) and the possible construction of a mixed-use residential and commercial building at Potential Development Site 1 (Block 7368, Lot 15). These developments would range in height from eight- (85-feet-tall) to 14-stories (145-feet-tall to the rooftop).

The 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual* defines urban design as the totality of elements – including streets, buildings, visual resources, open space, natural features, and wind – that shape and affect a pedestrian's experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, or natural resources. In an urban design assessment pursuant to CEQR, one considers whether and how a project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built and natural environment in the context of the project. An assessment of the potential impacts of the Proposed Actions on urban design and visual resources was prepared in conformance with the 2021 *CEQR Technical Manual*. This assessment describes existing conditions and compares conditions in the future without and with the Proposed Actions to determine potential impacts on urban design and visual resources. The urban design and visual resources assessment is based on observations, drawings, maps, renderings, and photographs taken from the perspective of a pedestrian.

II. METHODOLOGY

In general, an assessment of urban design is warranted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements, the totality of which defines the concept of urban design, are described below:

- *Streets*. The dimensions, arrangement, and orientation of streets create the blocks on which buildings and open spaces are organized, set street views, and define the experience and flow of activity in an area. The apportionment of street space among cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or any other furniture are critical in creating a successful streetscape.

- *Buildings*. Buildings and streets form the backdrop for public space and activity. A building's street wall forms the most common backdrop in the city for public space. A building's size, shape, orientation, height, setbacks, lot coverage, density, placement and use on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play roles in the vitality of the streetscape. Furthermore, building façades and accessible spaces also make up the public realms that enrich the visual and experiential character of an area.

- *Visual Resources*. A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, or natural resources.

- *Open Space*. For the purpose of urban design, open space includes public and private areas such as parks, yards, accessible cemeteries that may be used for strolling, parking lots, playgrounds, community gardens if publicly accessible on a constant and regular basis, plazas, and privately-owned public spaces.

- *Natural Features*. Natural features include vegetation (i.e., trees, shrubs, grasses, etc.), geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall character of an area.

- *Wind*. Channelized wind pressure from between tall buildings and "down-washed" wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety. "Down-washed" wind is wind that is propelled downward by an intervening structure, such as a high-rise building, that causes high wind speeds at the street level.

As described in **Attachment A, "Project Description,"** the Proposed Actions would permit the modification of yard, height, and setback requirements, as well as result in an increase in built floor area beyond what would be allowed "as-of-right." As the Proposed Actions have the potential to change pedestrians' experience of public space surrounding the Proposed Rezoning Area in comparison to conditions in the No-Action condition, it is necessary to assess the Proposed Actions' potential impacts on urban design and visual resources.

A pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to 2021 *CEQR Technical Manual* methodology. As stated in the 2021 *CEQR Technical Manual*, projects involving multiple, tall buildings at or in close proximity to waterfront sites may result in exacerbation of wind conditions due to "channelization" or "down-wash" effects that may affect pedestrian comfort and safety. The need for a wind analysis is based on a number of factors, including whether the location is exposed to high wind conditions, such as along west and northwest-facing waterfronts, as well as the size and orientation of the buildings that are proposed to be constructed. The Proposed Actions would involve the construction of only one building, not multiple buildings. In addition, the Proposed Rezoning Area is not located along the waterfront and thus is not exposed to high wind conditions. Therefore, a pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to 2021 *CEQR Technical Manual* methodology.

Study Areas

The study area for the assessment of urban design and visual resources corresponds to the area where the proposed project may influence land use patterns, the built environment, and pedestrian's experiences in the public realm surrounding the project area. The study area is generally consistent with the study area used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified.

The urban design analysis considers both a primary study area, which is generally coterminous with the boundaries of the Proposed Rezoning Area, and a secondary study area, which extends an approximate 400-foot radius from the boundary of the Proposed Rezoning Area. Consistent with the secondary study area presented in **Attachment C, "Land Use, Zoning, and Public Policy,"** the secondary study area extends

to include all tax lots with at least 50 percent of their area within the 400-foot radius. The secondary study area is generally bound by mid-block portions of Blocks 7339 and 7340 (located between Avenues T and U) to the north, mid-block portions of Block 7370 (located between Brigham and Knapp Streets) to the east, New York City Housing Authority's ("NYCHA's") Nostrand Houses to the south, and mid-block portions of Block 7366 (located between Batchelder and Ford Streets) to the west. Both the primary and secondary study areas have been established in accordance with 2021 *CEQR Technical Manual* guidance and are presented in **Figure G-1**.

III. EXISTING CONDITIONS

Urban Design

Primary Study Area (Proposed Rezoning Area)

The primary study area encompasses an approximately 120,195-square-foot ("sf") portion of Brooklyn Block 7368, which is bounded by Coyle Street to the west, Avenue U to the north, Bragg Street to the east, and Avenue V to the south. The primary study area contains the entirety of four privately-owned tax lots (Lots 15, 17, 65, and 68) and a portion of ("p/o") a fifth privately-owned tax lot (Lot 1). The primary study area has approximately 600-feet of frontage on the east side of Coyle Street, approximately 600-feet of frontage along Bragg Street, approximately 200-feet of frontage along Avenue V, and extends to within 100-feet of Avenue U. Refer to **Figures G-2**, **G-3**, and **G-4** for photographs of the primary study area.

BUILDINGS

As described in **Attachment C, "Land Use, Zoning, and Public Policy,"** the predominant land use in the primary study area is commercial/office, with the exception of Lot 15, which is categorized as open space. The primary study area is currently occupied by several existing buildings. All of the existing buildings are low-rise, non-descript buildings of masonry construction. **Table G-1** provides a description of each of the lots comprising the primary study area.

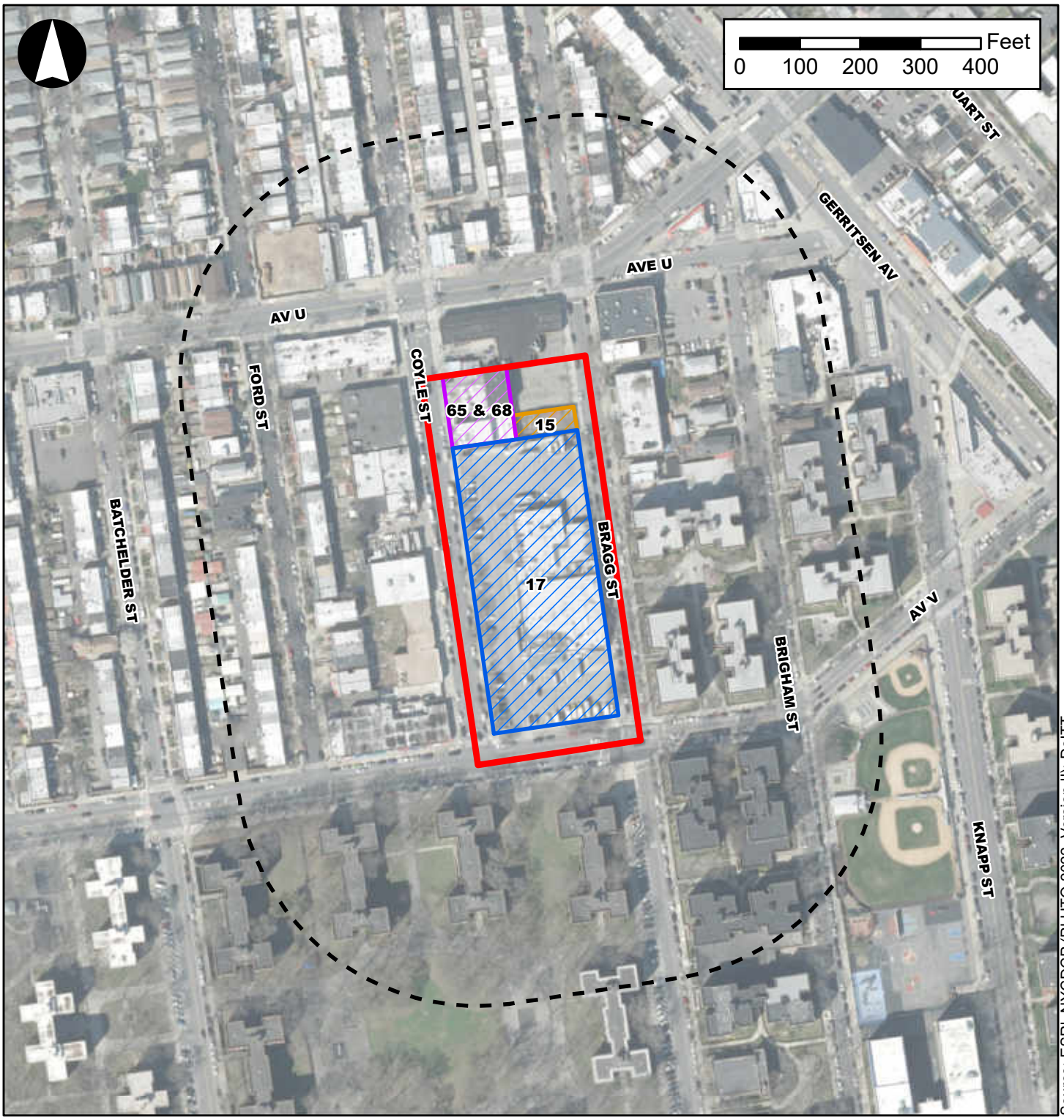
Table G-1: Existing Conditions in the Primary Study Area on Brooklyn Block 7368

Lot	Address	Lot Area (SF)	Building (GSF)	Land Use	Floor Area Ratio (FAR)
1*	3060 Avenue U	28,000	12,600	Commercial/Office	0.45
15	2124 Bragg Street	4,000	288	Private Open Space	0.07
17	2185 Coyle Street	96,000	30,000	Commercial/Office	0.31
65	2121 Coyle Street	6,000	6,400	Commercial/Office	1.07
68	2115 Coyle Street	6,000	1,600	Commercial/Office	0.27
Totals		***140,000***	***50,888***		

Source: 2022 PLUTO data; June 2022 field visits .
Notes: The shaded row indicates the property under the Applicant's control, comprising Projected Development Site 1.
*Lot 1 is partially located within the Proposed Rezoning Area.

Projected Development Site 1 (2185 Coyle Street; Lot 17), which is under the Applicant's control, comprises much of the primary study area. Projected Development Site 1 measures approximately 96,000-sf and contains approximately 480-feet of frontage along Coyle Street and Bragg Street, respectively, and approximately 200-feet of frontage along Avenue V. Projected Development Site 1 is improved with an existing stand-alone, single-story commercial building that is set back approximately 60-feet from Coyle Street and approximately 100-feet from Avenue V, and it forms a continuous streetwall along most of Lot 17's Bragg Street frontage. A 160-space surface parking lot wraps around the existing building to the north, west, and south. The existing building includes approximately 30,000-gross-square-

Figure G-1
Urban Design Study Areas



Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1



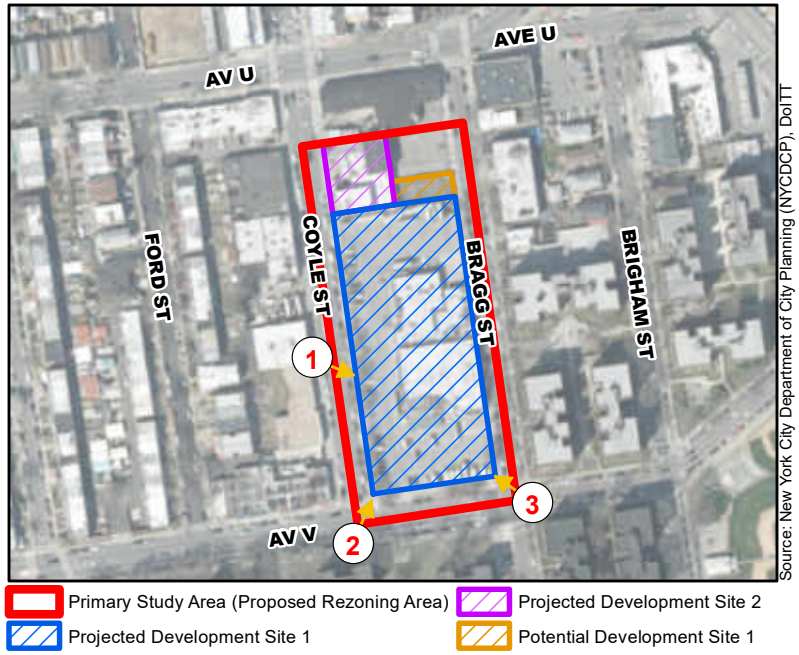
1. View of the Primary Study Area looking southeast from Coyle Street between Avenues U and V.



2. View of the Primary Study Area looking northeast from the intersection of Coyle Street and Avenue V.



3. View of the Primary Study Area looking northwest from the intersection of Bragg Street and Avenue V.





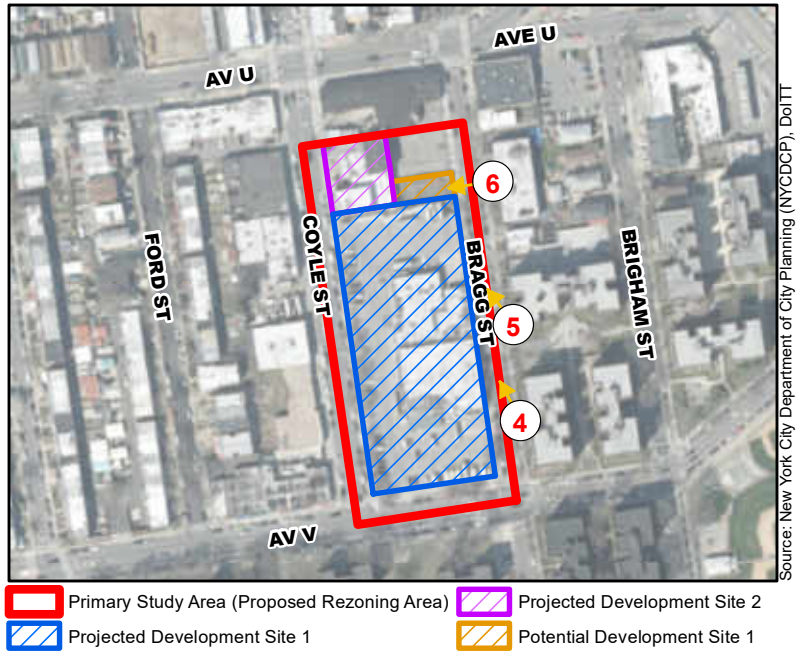
4. View of the Primary Study Area looking northwest from Bragg Street between Avenues U and V.



5. View of the Primary Study Area looking northwest from Bragg Street between Avenues U and V.



6. View of the Primary Study Area looking west from Bragg Street between Avenues U and V.





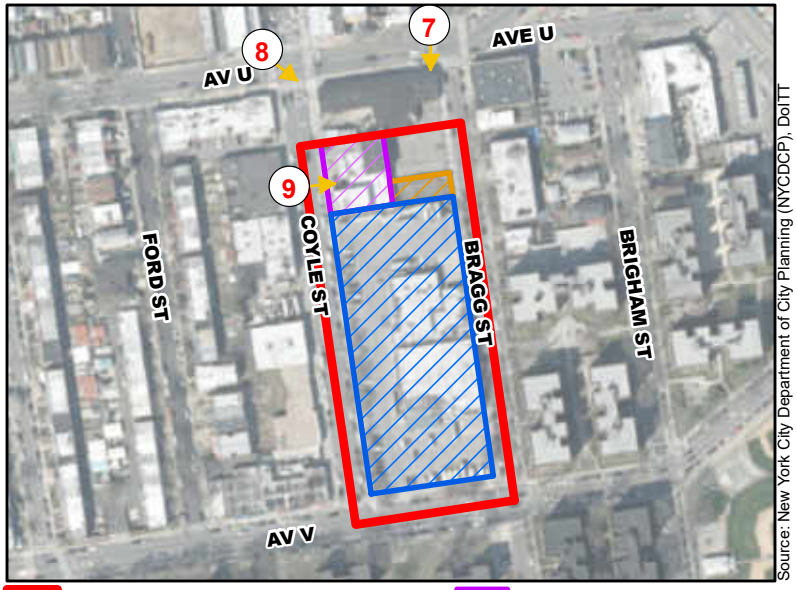
7. View of the Primary Study Area looking south from the intersection of Bragg Street and Avenue U.



8. View of the Primary Study Area looking southeast from the intersection of Coyle Street and Avenue U.



9. View of the Primary Study Area looking east from Coyle Street between Avenues U and V.



feet ("gsf") (0.31 FAR) and is currently vacant. Formerly, the existing building had been occupied by a supermarket, which vacated the building in 2019. Projected Development Site 1 is enclosed by chain link fencing.

Projected Development Site 2 (2115 and 2121 Coyle Street; Lots 65 and 68) abuts Projected Development Site 1 to the north along the east side of Coyle Street. Projected Development Site 2 measures approximately 12,000-sf and is occupied by two existing low-rise commercial buildings. Lot 65 contains approximately 60-feet of frontage and is occupied by a two-story, approximately 6,400-gsf (1.07 FAR) commercial building containing a flooring sales establishment and showroom. The two-story building is built to the lot line and occupies the entire lot without set back. Lot 68 contains approximately 60-feet of frontage and is occupied by a two-story, approximately 1,600-gsf (0.27 FAR) commercial building containing a beer sales establishment. The two-story building is set back approximately 20-feet from Coyle Street; a surface parking lot containing approximately six spaces is located within the set back distance.

Potential Development Site 1 (2124 Bragg Street; Lot 15) abuts Projected Development Site 1 to the north along the west side of Bragg Street. Potential Development Site 1 measures approximately 4,000-sf and is occupied by an outdoor recreation use, which is owned by a religious facility located on the opposite side of Bragg Street (2121 Bragg Street). The outdoor recreation use appears to be largely paved and is completely enclosed. Along Bragg Street, Potential Development Site 1 contains a painted cinder block wall topped with barbed wire; the cinder block wall features two metal rolling security doors.

Lot 1 on Block 7368 (3060 Avenue U) measures approximately 28,000-sf and is an L-shaped double corner lot with frontages on Coyle Street, Avenue U, and Bragg Street. Only the approximately 8,195-sf southernmost p/o Lot 1 is located within the primary study area. This p/o Lot 1 is occupied by a surface parking lot with approximately 14 spaces. The remainder of Lot 1 is occupied by a single-story vacant, formerly commercial building. The surface parking lot located within the primary study area provides the accessory parking required for the commercial building on Lot 1.

STREETS AND STREETSCAPE

The area immediately surrounding the primary study area is characterized by a rectilinear street grid system, with east-west avenues spaced approximately 800-feet apart and north-south streets spaced approximately 200-feet apart. In the immediate vicinity of the primary study area, east-west avenues carry both local and through vehicular traffic, while north-south streets carry local vehicular traffic. Coyle Street and Avenue V – which have mapped widths of 80-feet and 90-feet, respectively – are wide streets, while Bragg Street is a narrow street with a mapped width of 60-feet. Coyle Street operates as a two-way north-south thoroughfare with parking lanes along each curb. Avenue V operates as a two-way thoroughfare and is a major east-west collector. Bragg Street operates as a one-way thoroughfare and is a major northbound collector.

All of the streets bordering the primary study area are flanked by concrete sidewalks: Along Coyle Street, the sidewalk width is approximately 18-feet; along Avenue V, the sidewalk width is approximately 18-feet; and along Bragg Street, the sidewalk width is approximately 10-feet. There are three curb cuts located along the primary study area's three street frontages. Projected Development Site 1's surface parking lot is accessible via an approximately 20-foot-wide curb cut on Coyle Street and an approximately 25-foot-wide curb cut on Avenue V. Potential Development Site 1 features an approximately 10-foot-wide curb cut on Bragg Street. The entirety of Projected Development Site 2's frontage features a depressed curb.

Other streetscape elements include numerous utility poles supporting overhead power lines and cobrahead street lights, two standard, stand-alone cobrahead street lights (one on Avenue V and one on

Bragg Street), one New York City Department of Transportation ("NYCDOT") traffic signal located at the northwestern corner of the intersection of Avenue V and Bragg Street, two NYCDOT pedestrian signals located at the northeastern corner of the intersection of Avenue V and Coyle Street, two fire hydrants (one Avenue V and one on Bragg Street), and a sidewalk vault on Coyle Street adjacent to Projected Development Site 1. There are 30 street trees (15 on Coyle Street, four on Avenue V, and 11 on Bragg Street) located on the sidewalks adjoining the primary study area. In particular, the 15 street trees located along Coyle Street are provided in two rows; four street trees are located along the curb, at the western border of the sidewalk, while 11 street trees are located along the property line, at the eastern border of thesidewalk.

NATURAL FEATURES AND OPEN SPACE

The topography of the area surrounding the primary study area is generally flat and there are no natural features or open space located within the primary study area.

Secondary Study Area (400-Foot Radius)

BUILDINGS

As described in **Attachment C, "Land Use, Zoning, and Public Policy,"** land uses within the secondary study area are varied; however, residential land uses are the predominant land use within the secondary study area (refer to **Figure C-1** in **Attachment C, "Land Use, Zoning, and Public Policy"**). Refer to **Figures G-5** and **G-6** for photographs of buildings within the secondary study area.

Residential buildings in the northern and western portions of the secondary study area primarily comprise low-rise, two- to three-story one- and two-family attached and semi-detached buildings on narrow, 20- to 25-foot wide lots (refer to photo no. 12 **Figure G-5** and photo no. 14 in **Figure G-6**). Several low-rise multi-family walkup residential apartment buildings are interspersed among low-rise one- and two-family buildings in these portions of the secondary study area. Larger multi-family elevator apartment buildings are located in the southern and eastern portions of the secondary study area and include portions of the Brigham Park Cooperative and NYCHA's Nostrand Houses (refer to photo no. 10 **Figure G-5** and photo no. 15 in **Figure G-6**). NYCHA's Nostrand Houses is a 17-building public housing development that is set back from surrounding streets and spans two superblocks, creating a "tower-in-the-park" setting that includes interior pedestrian walkways and vegetated areas. Nostrand Houses contains 16 mid-rise, six-story multi-family elevator apartment buildings. Brigham Park Cooperative contains 18 mid-rise, six-story multi-family elevator apartment buildings occupying portions of four blocks. Commercial/office and mixed-use commercial/residential buildings are primarily located in the northern and western portions of the secondary study area and comprise low-rise buildings oriented towards the street (refer to photo no. 13 in **Figure G-6**).

As shown in **Figure G-7**, buildings within the secondary study area are typically one- to six-stories tall, with taller buildings (containing six or more stories) concentrated in the southern and eastern portions of the secondary study area, along Avenue V and Brigham Street; in feet, building heights within the secondary study area range from a minimum of 5.37-feet (one-story) to a maximum of 61.77-feet (six-stories). As shown in **Figure G-8**, buildings with the highest built density are located in the northern, eastern, and southeastern portions of the secondary study area; within the secondary study area, the built density ranges from a low of 0.34 FAR to a high of 3.02 FAR.

Overall, the secondary study area is characterized by a variety of building typologies that lack a consistent built character. Within the secondary study area, Avenue U and Coyle Street feature high lot-coverage,



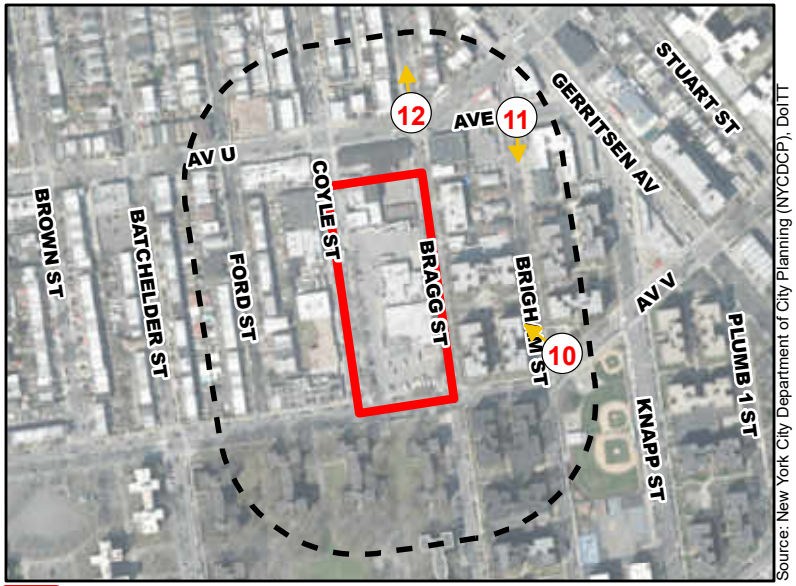
10. View of a multi-family residential building within the Brigham Park Coop looking northwest from Brigham Street.



11. View within the Secondary Study Area looking south from the intersection of Brigham Street and Avenue U.



12. View of low-rise residential buildings looking north from the intersection of Bragg Street and Avenue U.





13. View of commercial buildings along Avenue U looking northwest from the intersection of Coyle Street and Avenue U.



14. View of low-rise residential buildings looking southwest from Ford Street.



15. View of the NYCHA Nostrand Houses looking south from the intersection of Coyle Street and Avenue V.

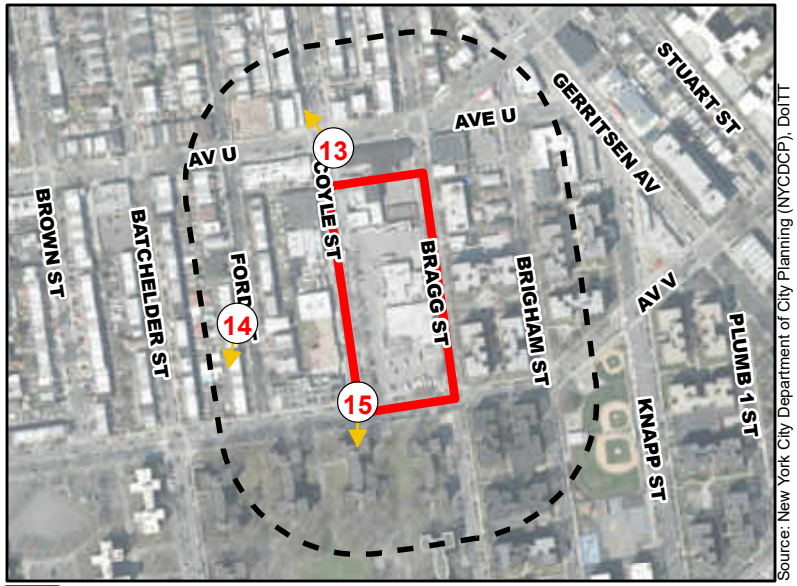
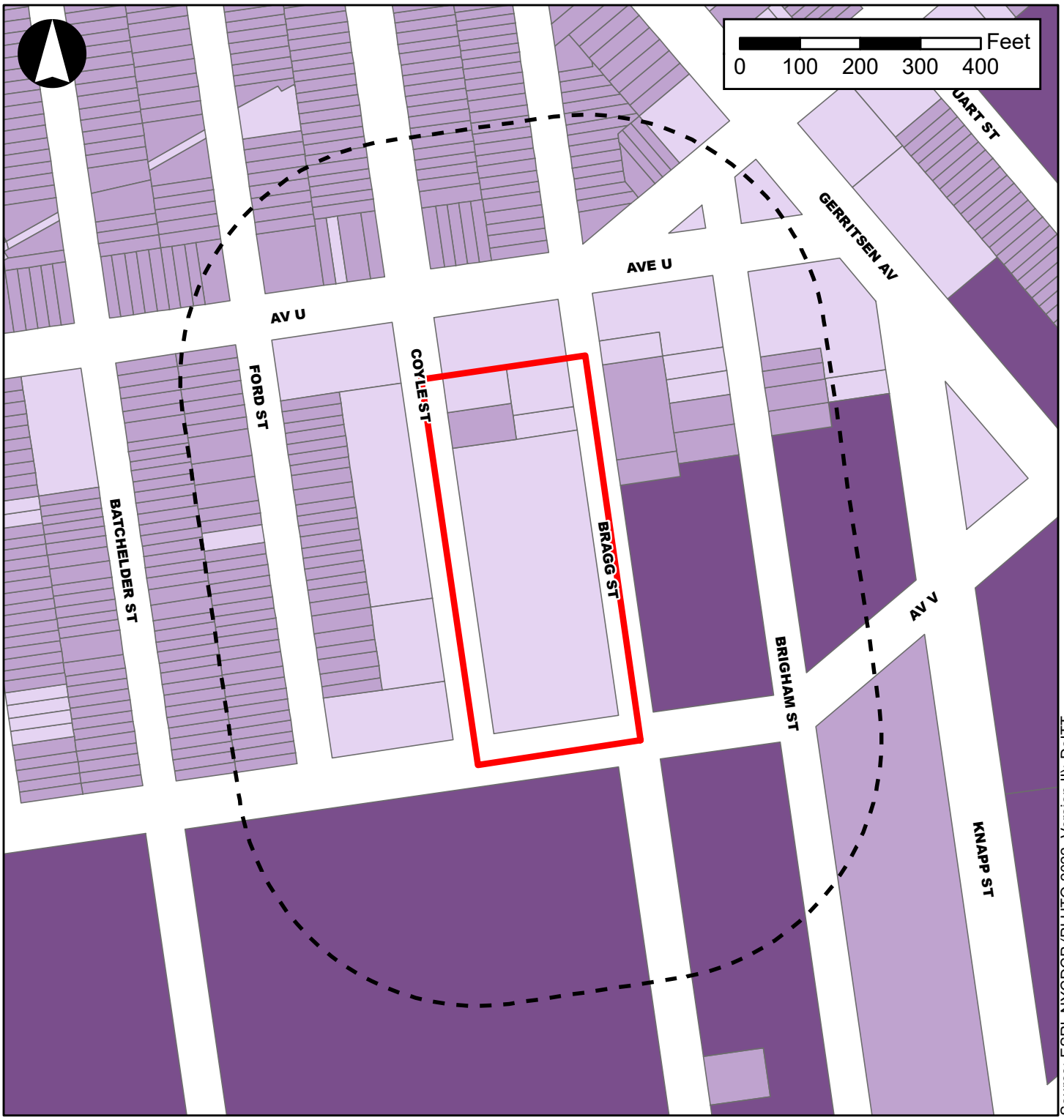


Figure G-7
Existing Building Heights



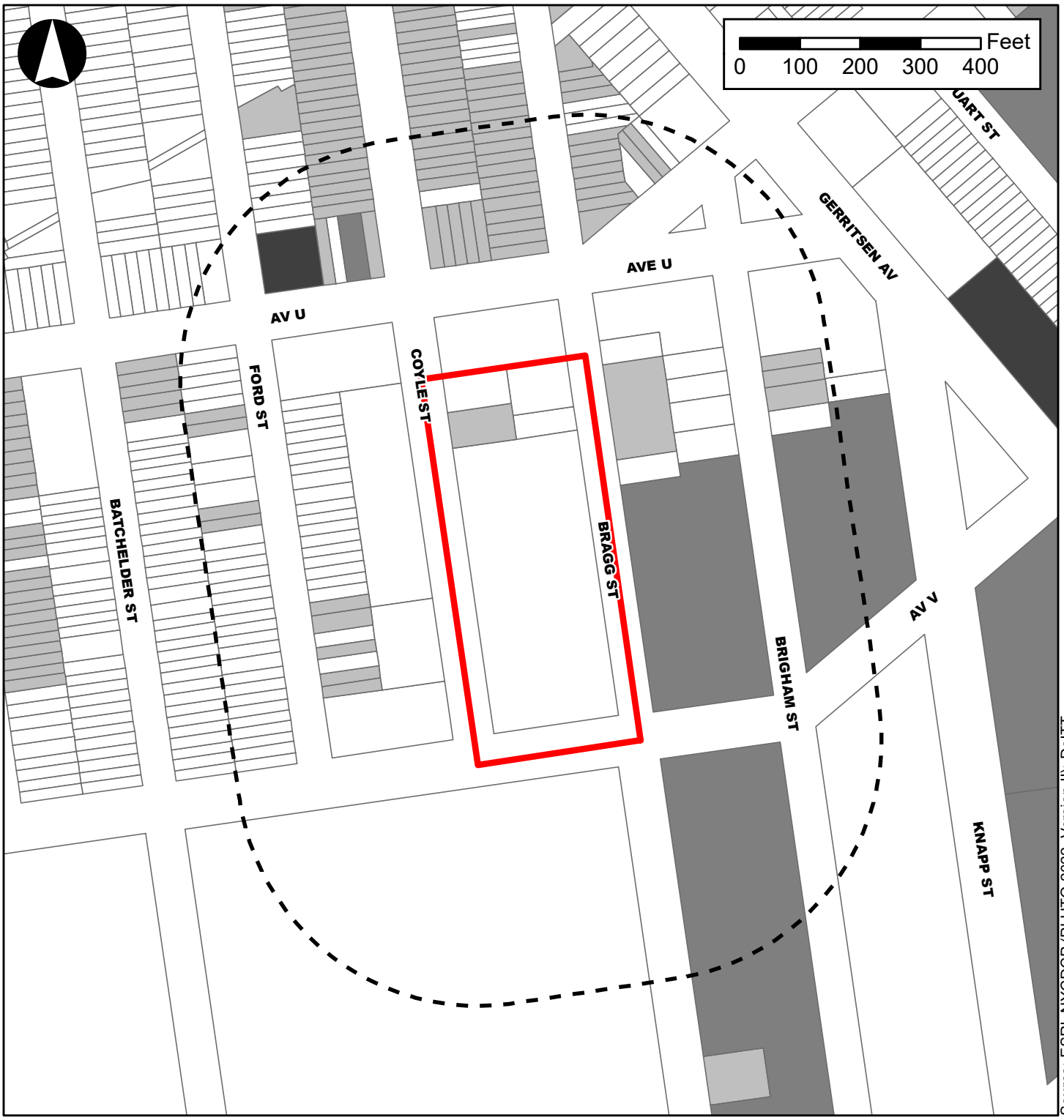
Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)

Number of Stories

- 1 Story
- 2 - 3 Stories
- 4 - 5 Stories
- 6 - 7 Stories
- Greater than 8 Stories

Figure G-8
Existing Building Density



Legend

- Primary Study Area (Proposed Rezoning Area)
- Secondary Study Area (400-Foot Radius)

Built FAR

- Up to 1 FAR
- 1.1 - 2.0 FAR
- 2.1 - 3.0 FAR
- 3.1 - 4.0 FAR
- Greater than 4.1 FAR

low-rise commercial/office and mixed-use commercial/residential buildings which form continuous streetwalls, while the remainder of the secondary study area features low lot-coverage, low-rise residential buildings that contain front and side yards and porches and stoops that set them back from adjacent buildings and streets, which serves to break up the streetwall.

STREETS AND STREETSCAPE

As discussed above, the area immediately surrounding the primary study area is characterized by a rectilinear street grid system. Within the secondary study area, Brigham Street (one-way southbound), and Ford Street (one-way northbound) are narrow (less than 75-feet in width) streets; Avenue U (two-way east- and westbound) is a wide (greater than 75-feet in width) street. All streets in the secondary study area contain parking lanes on both sides of the streets. There are no bike lanes located within the secondary study area. Refer to **Figures G-9** and **G-10** for photographs of local streets and streetscapes in the secondary study area. As shown in the figures, all of the streets in the secondary study area are flanked by concrete sidewalks with varied widths.

Streetscape elements include street trees, standard cobrahead street lights, traffic signals, standard NYCDOT parking and street signage, utility poles and lines, New York City Fire Department ("FDNY") call boxes, fire hydrants, United States Postal Service ("USPS") collection boxes, New York City Department of Sanitation ("DSNY") litter receptacles, Metropolitan Transportation Authority ("MTA") bus stop signage and shelters, and planters. Curb cuts are common in the secondary study area. Where located adjacent to low-rise residential buildings, curb cuts are narrow. Where located adjacent to commercial/office and mixed-use commercial/residential buildings, curb cuts are wide.

NATURAL FEATURES AND OPEN SPACE

The topography of the secondary study area is generally flat. There are no natural features within the secondary study area. Open space within the secondary study area includes Amity Baseball fields, landscaped open areas located within NYCHA's Nostrand Houses and Brigham Park Cooperative, parking lots, and numerous private front and rear yards.

Visual Resources

Primary Study Area (Proposed Rezoning Area)

There are no visual resources located within the primary study area.

Secondary Study Area (400-Foot Radius)

There are no visual resources located within the secondary study area.

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

Urban Design

Primary Study Area (Proposed Rezoning Area)

As described in **Attachment A, "Project Description,"** in the future without the Proposed Actions, the primary study area's existing R4/C1-2 zoning would remain in place. Under the existing zoning, no changes are anticipated to occur. All existing structures and land uses located within the primary study area are anticipated to remain unchanged from existing conditions. However, in the future without the Proposed



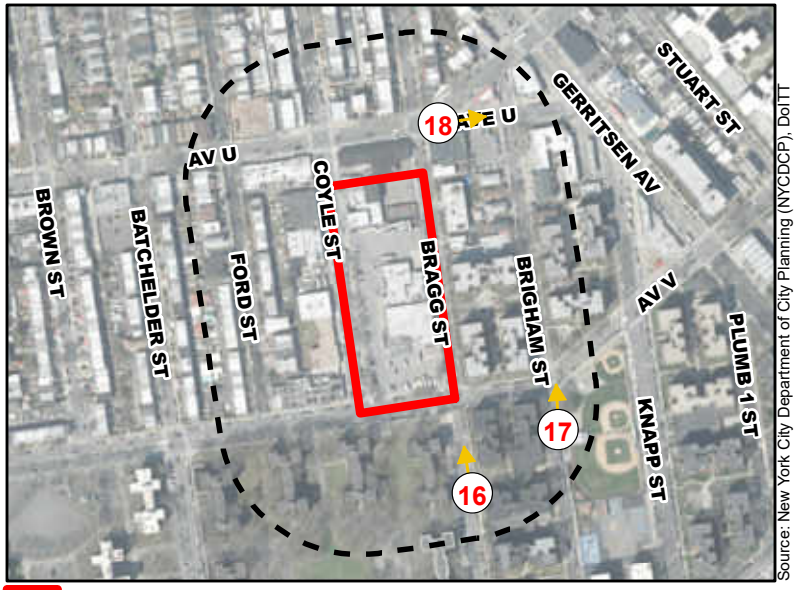
16. View of streetscape conditions along Bragg Street looking north.



17. View of streetscape conditions along Brigham Street looking north.



18. View of streetscape conditions along Avenue U looking east.





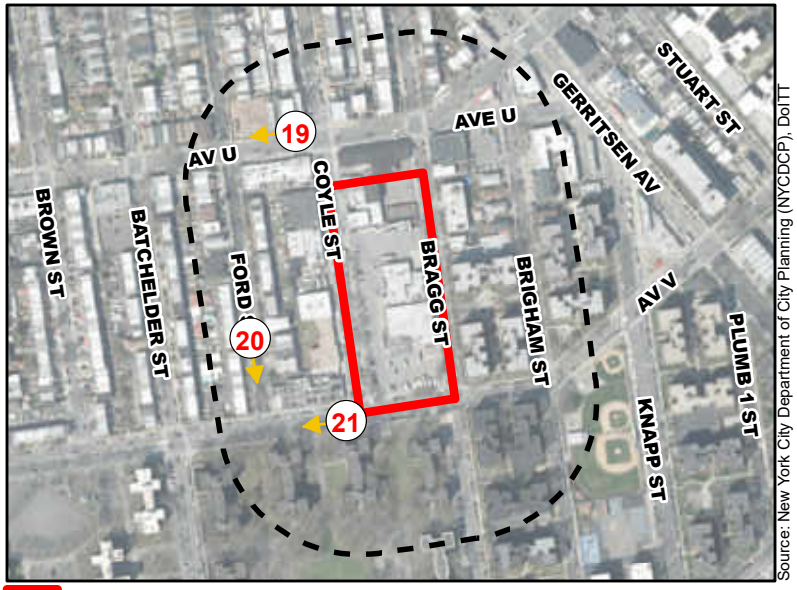
19. View of streetscape conditions along Avenue U looking west.



20. View of streetscape conditions along Ford Street looking south.



21. View of streetscape conditions along Avenue V looking west.



Actions, it is assumed that the vacant, formerly commercial building on Projected Development Site 1 (Lot 17) would be re-tenanted by a supermarket.

Secondary Study Area (400-Foot Radius)

BUILDINGS

As described in **Attachment C, "Land Use, Zoning, and Public Policy,"** in the future without the Proposed Actions, existing land use patterns are anticipated to remain in the secondary study area. In 2021, a mid-block area along the west side of Coyle Street, across the street from the primary study area, was rezoned (CEQR No. 21DCP123K). Although no plans have been filed with the New York City Department of Buildings ("DOB") as of yet, the *Coyle Street Rezoning EAS* assumed that the property at 2134 Coyle Street (Block 7367, Lot 11) would be redeveloped with a new five-story (70-feet-tall including mechanical bulkhead) mixed-use residential and commercial building by 2028. The existing, approximately 10,683-gsf retail space, occupied by a Dollar Tree, at 2114 Coyle Street, will remain, and an additional 21,403-gsf of retail space would be provided at the street level with residential uses located above. The planned development project would include approximately 148 dwelling units ("DUs"), including 45 permanently income-restricted DUs pursuant to MIH Option 2, as well as approximately 195 accessory parking spaces in two below-grade cellars.

In addition, although no plans have been filed with DOB, the *Coyle Street Rezoning EAS* assumed that the property at 2156 Coyle Street (Block 7367, Lot 29) would be redeveloped with a new eight-story (100-feet-tall including mechanical bulkhead) mixed-use residential and commercial building by 2027. The building would contain approximately 4,200-gsf of retail space, approximately 50 DUs, including 15 permanently income-restricted DUs pursuant to MIH Option 2, and approximately 21 accessory parking spaces. As compared to existing conditions, these two development projects would introduce new building heights to the secondary study area, as the secondary study area's current tallest building is approximately 61.77-feet-tall (six-stories).

STREETS AND STREETSCAPE

In the future without the Proposed Actions, no changes to streets or streetscape are anticipated within the secondary study area. There are no known streetscape improvement plans within the secondary study area.

NATURAL FEATURES AND OPEN SPACE

The secondary study area does not contain any natural features. In the future without the Proposed Actions, existing secondary study area open space, including Amity Baseball fields, landscaped open areas located within NYCHA's Nostrand Houses and Brigham Park Cooperative, parking lots, and numerous private front and rear yards, are anticipated to remain unchanged from existing conditions.

Visual Resources

Primary Study Area (Proposed Rezoning Area)

There are no visual resources within the primary study area and no new visual resources are anticipated to be introduced within the primary study area in the absence of the Proposed Actions.

Secondary Study Area (400-Foot Radius)

There are no visual resources within the secondary study area and no new visual resources are anticipated to be introduced within the primary study area in the absence of the Proposed Actions.

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

This section describes the effects of the Proposed Actions on the urban design and visual resource conditions within both the primary and secondary study areas and evaluates the potential for the With-Action condition to result in significant adverse impacts. As described in **Attachment A, "Project Description,"** within the primary study area, the Proposed Actions and resultant RWCDS would facilitate the construction of two mixed-use residential and commercial buildings at Projected Development Sites 1 and 2 (Block 7368, Lot 17) and the possible construction of a mixed-use residential and commercial building at Potential Development Site 1 (Block 7368, Lot 15). These developments would range in height from eight- (85-feet-tall) to 14-stories (145-feet-tall to the rooftop).

Urban Design

Primary Study Area (Proposed Rezoning Area)

BUILDINGS

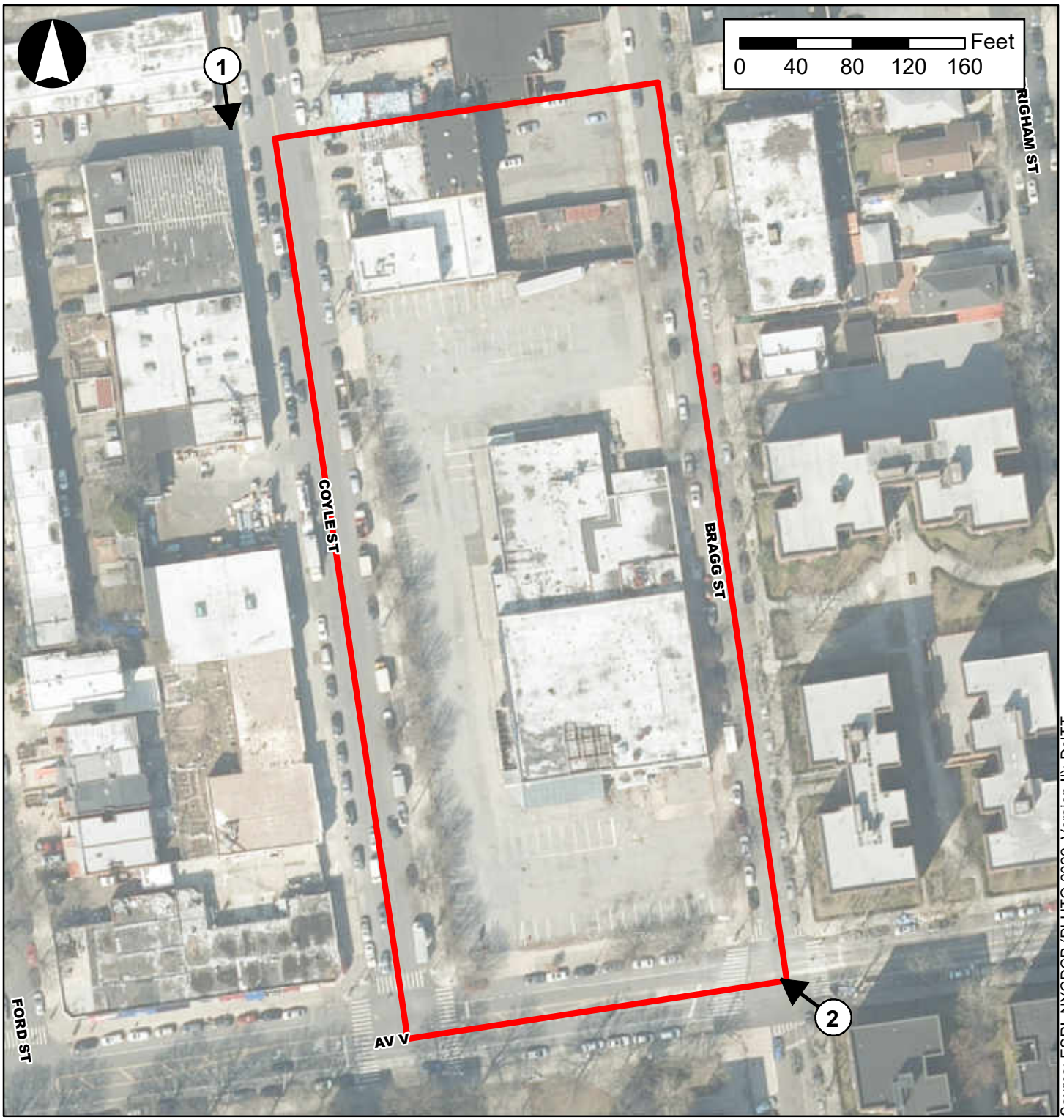
In the future with the Proposed Actions, within the primary study area, the Proposed Actions and resultant RWCDS would facilitate the construction of two mixed-use residential and commercial buildings at Projected Development Sites 1 and 2 (Block 7368, Lot 17) and the possible construction of a mixed-use residential and commercial building at Potential Development Site 1 (Block 7368, Lot 15). The future buildings on Projected Development Sites 1 and 2 and Potential Development Site 1 would comply with the bulk regulations applicable to the primary study area's proposed R6A/C2-4, R7A/C2-4, and R7X/C2-4 zoning. **Figures G-12** and **G-13** provide illustrative views of the primary study area comparing the No-Action and With-Action conditions. **Figure G-11** provides a photo location map for the No-Action and With-Action comparison views As shown in these figures, in comparison to the No-Action condition, the With-Action condition would introduce three new, taller buildings and alter the visual setting of the primary study area.

Projected Development Site 1 (Lot 17)

As described in **Attachment A, "Project Description,"** the With-Action condition RWCDS for the Applicant-controlled Projected Development Site 1 comprises an approximately 555,297-gsf mixed-use residential and commercial development containing approximately 511 total DUs, 25-30% (approximately 128-153 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected, 47,375-gsf of commercial (local retail) space, approximately 14,000-sf of private, passive programmed open space available to residents of the Proposed Project, and approximately 73,179-gsf of parking space (263-space parking garage in the cellar level).

The With-Action condition RWCDS for Projected Development Site 1 would maximize the permitted building heights in each proposed zoning district with provision of a qualifying ground floor ("QGF") pursuant to ZR Section 23-664. In the proposed R7X/C2-4 district, along Avenue V, the With-Action condition RWCDS would feature a base height of 105-feet (10-stories) before being setback 10-feet and rising to a maximum rooftop height of 145-feet (14-stories) with provision of a QGF pursuant to ZR Section 23-664. In the proposed R7A/C2-4 district, along Coyle Street, the With-Action condition RWCDS would

No-Action Condition and With-Action Condition Massing Comparison - Photo Location Map



Source: ESRI, NYCDCP (PLUTO 2022, Version II); DoITT

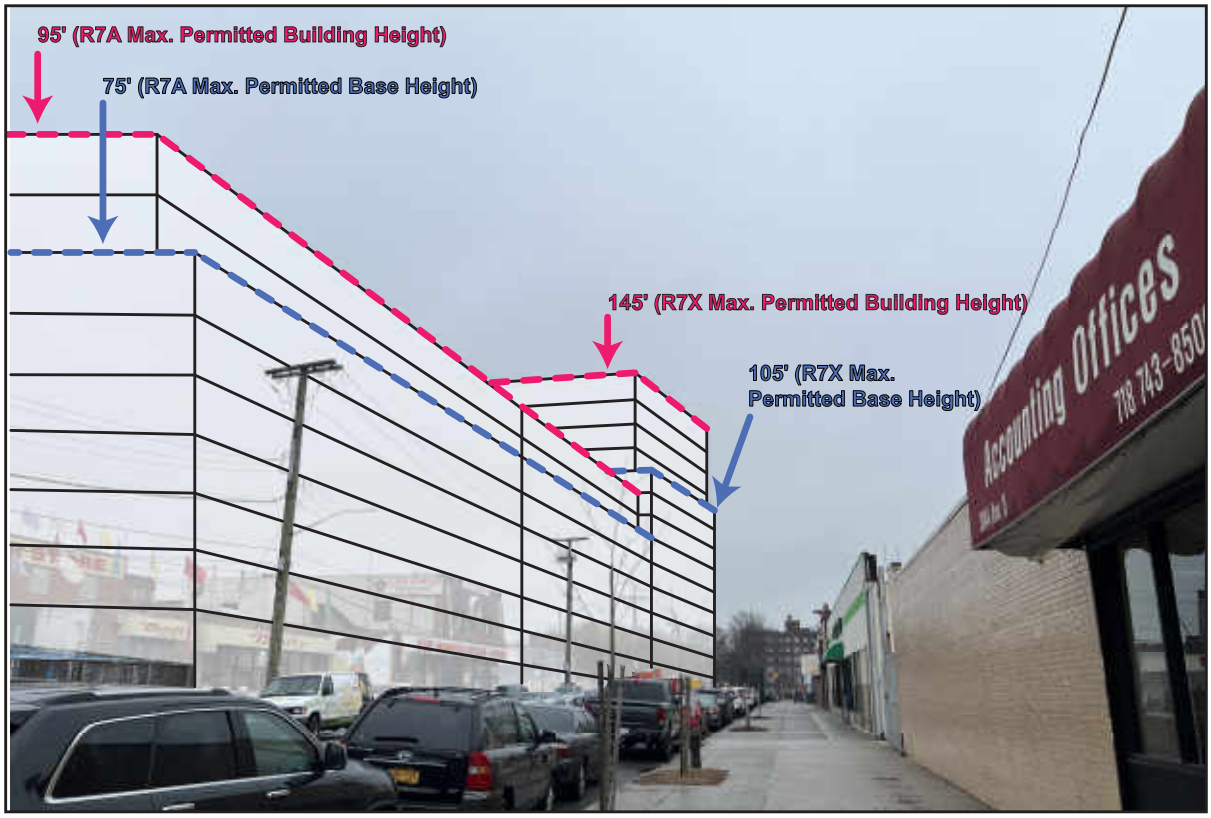
Legend

Primary Study Area (Proposed Rezoning Area)

No-Action Condition and With-Action Condition Massing Comparison



1. Existing and No-Action Conditions: View of the Primary Study Area looking south along Coyle Street.

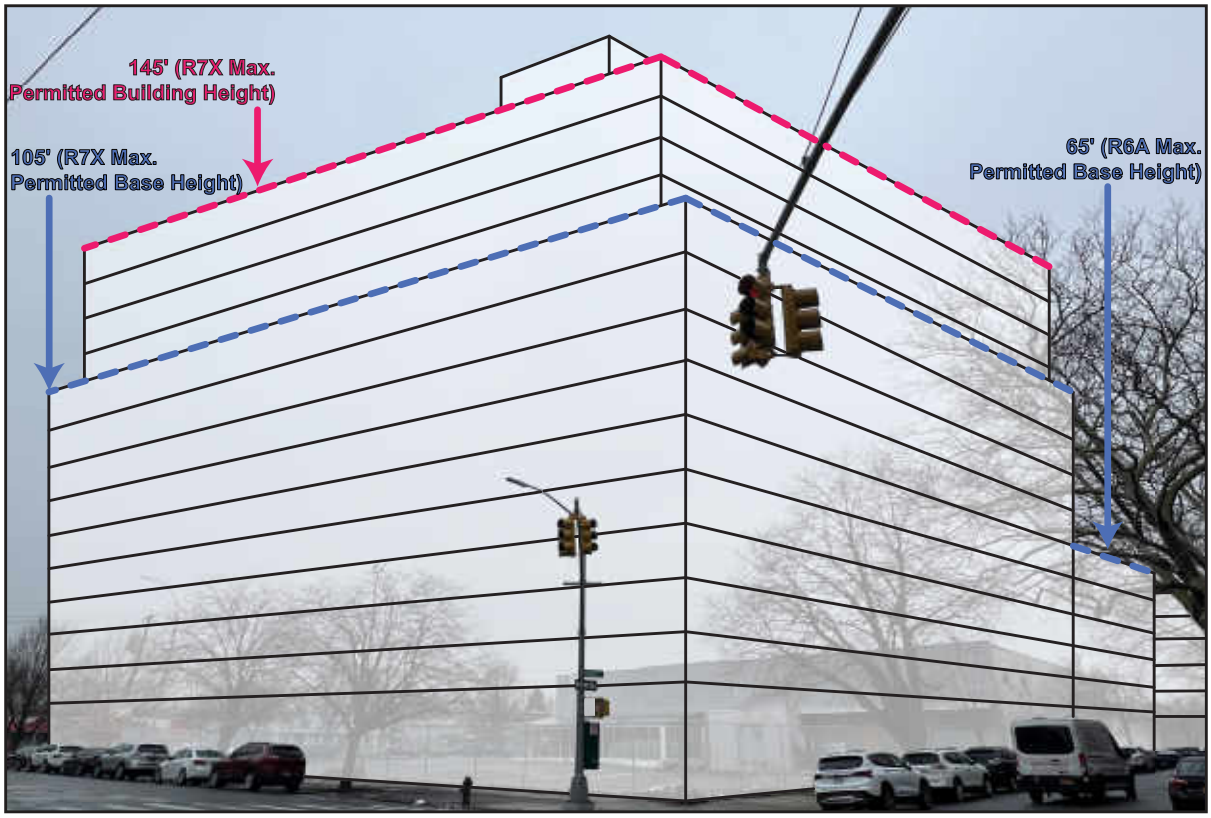


2. With-Action Condition: View of the Primary Study Area looking south along Coyle Street. The red dashed line indicates the maximum building height permitted pursuant to the proposed zoning. The blue dashed line indicates the maximum base height permitted pursuant to the proposed zoning. The With-Action condition RWCDS provides the maximum permitted base and building heights.

No-Action Condition and With-Action Condition Massing Comparison



1. Existing and No-Action Conditions: View of the Primary Study Area looking northwest from the southeastern corner of the intersection of Bragg Street and Avenue V.



2. With-Action Condition: View of the Primary Study Area looking northwest from the southeastern corner of the intersection of Bragg Street and Avenue V. The red dashed line indicates the maximum building height permitted pursuant to the proposed zoning. The blue dashed line indicates the maximum base height permitted pursuant to the proposed zoning. The With-Action condition RWCDS provides the maximum permitted base and building heights.

feature a base height of 75-feet (seven-stories) before being setback 10-feet and rising to a maximum rooftop height height of 95-feet (nine-stories) with provision of a QGF pursuant to ZR Section 23-664. In the proposed R6A/C2-4 district, along Bragg Street, the With-Action condition RWCDS would feature a base height of 65-feet (six-stories) before being setback 15-feet and rising to a maximum rooftop height of 85-feet (eight-stories) with provision of a QGF pursuant to ZR Section 23-664. No dormer would be provided within the 15-feet setback from Bragg Street above the base height of 65-feet (six-stories).

Projected Development Site 2 (Lots 65 and 68)

As described in **Attachment A, "Project Description,"** the With-Action condition RWCDS for Projected Development Site 2 comprises an approximately 68,520-gsf (4.6 FAR) mixed-use residential and commercial building with a maximum rooftop height of 95-feet with provision of a QGF pursuant to ZR Section 23-664. The building would feature a base height of 75-feet (seven-stories) before being setback 10-feet from Coyle Street. The building on Projected Development Site 2 would include approximately 54,120-gsf of residential space containing approximately 64 total DUs, 25-30% (approximately 16-19 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected, and 6,600-gsf of local retail space on the building's ground floor. Accessory parking for the local retail space would be waived as less than 40 accessory parking spaces would be required; however, 26 accessory spaces would be provided for the residential use and located within a cellar level parking garage.

Potential Development Site 1 (Lot 15)

The With-Action condition RWCDS for Potential Development Site 1 comprises an approximately 15,840-gsf (3.6 FAR) mixed-use residential and commercial building with a maximum rooftop height of 85-feet with provision of a QGF pursuant to ZR Section 23-664. The building would feature a base height of 65-feet (six-stories) before being setback 15-feet from Bragg Street. The building on Potential Development Site 1 would include approximately 13,640-gsf of residential space containing approximately 16 total DUs, 25-30% (approximately 4-5 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected, and 2,200-gsf of local retail space on the building's ground floor. Accessory parking for the local retail space would be waived as less than 40 accessory parking spaces would be required; however, seven accessory spaces would be provided for the residential use.

STREETS AND STREETSCAPE

The Proposed Actions and resultant RWCDS would alter and activate the streetscape surrounding the primary study area. The Proposed Actions and resultant RWCDS would not change the configuration of the existing block. The future buildings on Projected Development Sites 1 and 2 and Potential Development Site 1 would introduce active, pedestrian-oriented ground floors containing commercial (local retail) storefronts.

In conjunction with the redevelopment of Projected Development Sites 1 and 2 and Potential Development Site 1, all adjacent sidewalks would be reconstructed, and all existing curb cuts would be eliminated, where necessary. At Projected Development Site 1, the existing curb cuts located on Coyle Street and Avenue V would be eliminated, while the future building's accessory parking garage would be accessed via one new curb cut on Coyle Street (located approximately 220-feet to the south of the intersection of Coyle Street and Avenue U) and one new curb cut on Bragg Street (located approximately 125-feet to the north of the intersection of Bragg Street and Avenue V). In addition, Projected Development Site 1's accessory loading berths would be accessed via one new curb cut on Coyle Street (located approximately 100-feet to the north of the intersection of Coyle Street and Avenue V). At Projected Development Site 2, the entirety of the site's existing frontage features a depressed curb. In the

With-Action condition, the existing depressed curb would be eliminated and a new curb cut would be constructed on Coyle Street to facilitate access to the future building's accessory parking garage; the new curb cut would be located approximately 100-feet to the south of the intersection of Coyle Street and Avenue U. At Potential Development Site 1, the existing curb cut located on Bragg Street would be eliminated and the future building's accessory parking would be accessed via one new curb cut on Bragg Street; the new curb cut would be located approximately 180-feet to the south of the intersection of Bragg Street and Avenue U.

In conjunction with sidewalk reconstruction adjacent to the primary study area, the 30 existing street trees adjacent to the primary study area would not be displaced or removed, where feasible. In particular, the 15 street trees located along Coyle Street are provided in two rows; four street trees are located along the curb, at the western border of the sidewalk, while 11 street trees are located along the property line, at the eastern border of thesidewalk. It is anticipated that new street trees would be provided adjacent to Projected Development Sites 1 and 2 and Potential Development Site 1, where feasible, in accordance with requirements of the primary study area's proposed zoning districts.

NATURAL FEATURES AND OPEN SPACE

The Proposed Actions and resultant RWCDS would not result in the creation of any new publicly accessible open space within the primary study area. However, the With-Action condition RWCDS on Projected Development Site 1 would include approximately 14,000-sf of private, passive programmed open space available to residents of the Proposed Project. The private, passive open space would comprise a landscaped courtyard; in addition to landscaping, the open space would contain pathways, benches, and movable tables and chairs. The primary study area does not contain natural features or open space.

Secondary Study Area (400-Foot Radius)

BUILDINGS

Within the secondary study area, it is anticipated that the development projects at 2134 Coyle Street and 2156 Coyle Street would be completed in the 2028 build year. There are no other development projects planned within the secondary study area that are anticipated to be completed by the 2028 build year.

STREETS AND STREETSCAPE

The Proposed Actions and resultant RWCDS would not alter any street patterns, street hierarchies, streetscape arrangements, or block forms within the secondary study area.

NATURAL FEATURES AND OPEN SPACE

The secondary study area does not contain any natural features. The Proposed Actions and resultant RWCDS would not result in changes to the secondary study area's open spaces.

Visual Resources

Primary Study Area (Proposed Rezoning Area)

There are no visual resources within the primary study area and no new visual resources are anticipated to be introduced within the primary study area in the future with the Proposed Actions. Therefore, the Proposed Actions and resultant RWCDS would not result in any significant adverse impacts on visual resources.

Secondary Study Area (400-Foot Radius)

The Proposed Actions and resultant RWCDS are site-specific, and would not alter building uses, bulks, or arrangements in the surrounding area, or result in any changes to streets, blocks, topography, open spaces, or natural features within the secondary study area under the With-Action condition. There are no visual resources within the secondary study area and no new visual resources are anticipated to be introduced within the secondary study area in the future with the Proposed Actions. Therefore, the Proposed Actions and resultant RWCDS would not result in any significant adverse impacts on visual resources.

Assessment

The Proposed Actions and resultant RWCDS would not result in significant adverse impacts on urban design and visual resources within the primary study area or the surrounding secondary study area. Although the With-Action condition RWCDS for Projected Development Sites 1 and 2, as well as Potential Development Site 1, would change the pedestrian experience in the vicinity of the primary study area as compared to conditions in the No-Action condition, this change would not be adverse. The With-Action condition RWCDS for Projected Development Sites 1 and 2 and Potential Development Site 1 would be constructed on an existing block and would not entail any changes to topography, street patterns, street hierarchy, block shapes, or natural features within the primary or secondary study areas. In addition, the Proposed Actions and resultant RWCDS would not create land uses nor structures that would be substantially incompatible with the existing and emerging character of the surrounding Sheepshead Bay neighborhood.

As illustrated in **Figures G-12** and **G-13**, the secondary study area would undergo a noticeable transformation in relation to the visual context of the primary study area, as the With-Action condition RWCDS would represent a visible change to the perspective of a pedestrian adjacent to the primary study area. As shown in these figures, in comparison to the No-Action condition, the With-Action condition RWCDS would introduce taller and larger buildings to the primary study area. However, the bulk of the With-Action condition RWCDS would be representative of mixed-use development projects located within mature outer borough neighborhoods, such as Sheepshead Bay. The bulk of the With-Action condition would be representative of multi-family elevator apartment buildings located in the southern and eastern portions of the secondary study area. To the south of the primary study area is a portion of NYCHA's Nostrand Houses, which contains mid-rise, six-story (approximately 55-feet-tall) multi-family elevator apartment buildings. To the east of the primary study area is a portion of the Brigham Park Cooperative, which contains mid-rise, six-story (approximately 60-feet-tall) multi-family elevator apartment buildings.

In addition, the With-Action condition RWCDS would not obstruct any views of visual resources, nor would the With-Action condition RWCDS adversely impact any view corridors within the secondary study area. The With-Action condition RWCDS would activate the pedestrian experience adjacent to the primary study area through the improvement of sidewalk and streetscape conditions, including the introduction of pedestrian-oriented ground floors containing commercial (local retail) storefronts.

While the addition of the With-Action condition RWCDS to the primary study area would be a noticeable change from the perspective of a pedestrian, the change would not represent a significant adverse impact, but rather, would enhance the pedestrian experience in the vicinity of the primary study area. Therefore, the Proposed Actions would not result in significant adverse impacts on urban design and visual resources within the primary study area or the surrounding secondary study area.

Attachment H:

Water and Sewer Infrastructure

I. INTRODUCTION

As defined in the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual*, infrastructure comprises the physical systems that support populations and includes structures such as water mains and sewers, bridges and tunnels, roadways, and electrical substations. Because these are static structures, they have defined capacities that may be affected by growth in a particular area. This attachment assesses the potential effects of the Proposed Actions on the city's water supply, wastewater treatment, and stormwater management infrastructure in accordance with the 2021 *CEQR Technical Manual*.

As detailed in **Attachment A, "Project Description,"** the Proposed Actions would facilitate the development of an approximately 555,297-gross-square-feet ("gsf") mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17 ("Projected Development Site 1") in the Sheepshead Bay neighborhood of Brooklyn Community District ("CD") 15. The Reasonable Worst Case Development Scenario ("RWCDS") for Projected Development Site 1 comprises 511 total DUs, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-square-foot ("sf") of private, passive programmed open space, and approximately 263 parking spaces.

In addition to the Applicant-controlled Projected Development Site 1 (Lot 17), the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the Applicant: the entirety of Lots 15, 65, and 68 and a portion of ("p/o") Lot 1. Collectively, all lots entirely or partially affected by the Proposed Actions are heretofore referred to as the Proposed Rezoning Area. As detailed in **Attachment A, "Project Description,"** for RWCDS analysis purposes, it is assumed that the Proposed Actions would facilitate the development of Lots 65 and 68 (aka "Projected Development Site 2") with a nine-story (95-feet-tall rooftop height), approximately 68,520-gsf mixed-use building containing approximately 64 total DUs, as well as approximately 6,600-gsf of commercial uses and 26 accessory parking spaces.

II. METHODOLOGY

Water Supply

According to the 2021 *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is needed if a project would result in an exceptionally large demand for water (e.g., more than one million gallons per day ("mgd")) or is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system). The Proposed Rezoning Area is located in the Sheepshead Bay neighborhood of Brooklyn CD 15 and is not located in an area that experiences low water pressure (i.e., it is not located at the end of the water supply distribution system, such as the Rockaway Peninsula or Coney Island). Compared to the No-Action condition, the RWCDS for Projected Development Sites 1 and 2 is estimated to generate an incremental water demand of approximately 159,550 gallons per day ("gpd") (including water related to sanitary and domestic uses).[1] While this would represent an increase in demand on the New York City water supply system, it does not meet the 2021 *CEQR Technical Manual* threshold requiring a detailed analysis, which is more than one million gpd. Therefore, the Proposed

[1] Existing and future water usage and sanitary sewage generation are calculated based on use generation rates set forth in Table 13-2 of the 2021 *CEQR Technical Manual*.

Actions do not meet the 2021 *CEQR Technical Manual* thresholds requiring a detailed analysis and no significant adverse impacts on the city's water supply would result. It is expected that there would be adequate water service and existing infrastructure to meet the incremental water demand generated by the Proposed Actions. The New York City Department of Environmental Protection ("DEP") has determined that existing water supply should be sufficient to accommodate the estimated increase in water demand associated with the RWCDS for Projected Development Sites 1 and 2 (refer to **Appendix 1** for DEP correspondence).

Wastewater Treatment and Stormwater Conveyance

For wastewater and stormwater conveyance and treatment, a preliminary sewer analysis is warranted if a project is located in a separately sewered area, is located in an existing R4 or R5 zoning district, and would result in the incremental development of at least 50 residential units or 100,000-sf or more of commercial, public and institution, and/or community facility space. The Proposed Rezoning Area is located in a separately sewered area, is zoned R4, and the RWCDS for the Proposed Actions would result in the net incremental development of at least 50 residential units. Therefore, a preliminary assessment of wastewater and stormwater infrastructure is provided herein.

Existing and future sanitary sewage generation is calculated for Projected Development Sites 1 and 2 based on use generation rates set forth in Table 13-2 of the 2021 *CEQR Technical Manual*. DEP's Volume Calculation Matrix is then used to calculate the overall sanitary sewage and stormwater runoff volume discharged to the sewer system for four rainfall volume scenarios with varying durations. In accordance with 2021 *CEQR Technical Manual* guidance, the ability of the city's sewer infrastructure to handle the estimated sanitary sewage and stormwater runoff generated from the RWCDS for the Proposed Actions is assessed by estimating and comparing existing, No-Action condition, and With-Action condition sanitary sewage and stormwater runoff generation.

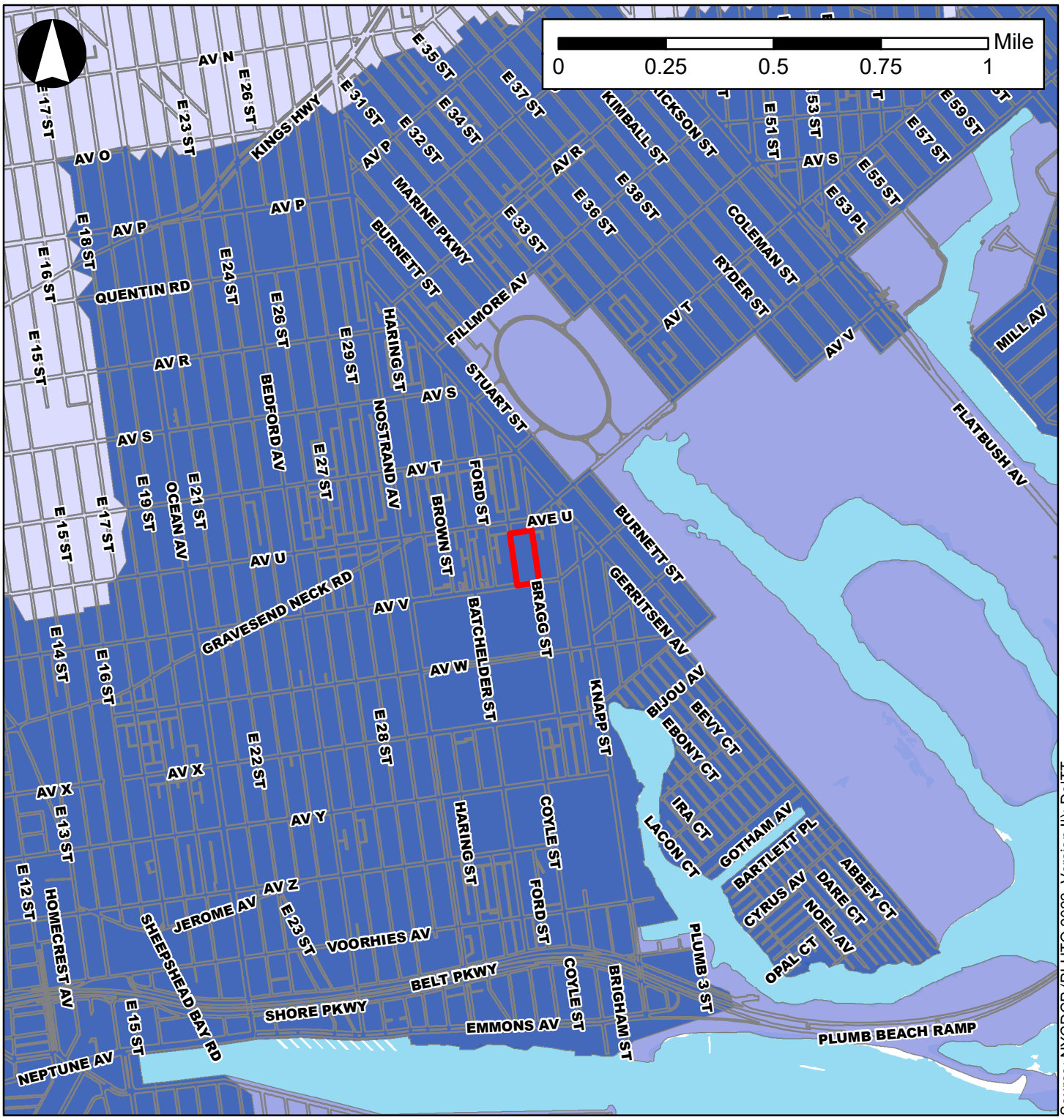
III. EXISTING CONDITIONS

Wastewater Treatment

The majority of New York City's wastewater treatment system is comprised of the sewer network beneath the streets and the 14 Wastewater Resource Recovery Facilities ("WRRFs") located throughout the city. Approximately half of New York City's sewers are combined sewers as they receive sanitary wastewater and stormwater runoff. Wastewater generated in a "drainage basin" or "catchment area" (the area served by a WRRF) is conveyed through a network of sewers to the WRRFs. Portions of Brooklyn, Queens, and Staten Island are managed by separate storm sewers or are in unsewered areas. As shown in **Figure H-1**, the Proposed Rezoning Area is located in a separately sewered area, where sanitary wastewater is transported for treatment at the Coney Island WRRF and stormwater runoff is directly discharged via outfalls into Jamaica Bay. In the vicinity of the Proposed Rezoning Area, there are separate storm and sanitary sewers present on Coyle Street, Avenue V, and Bragg Street. For each roadway, the storm sewers measure 12-inches in diameter and the sanitary sewers measure 10-inches in diameter. As shown in **Figure H-2**, stormwater runoff from a majority of the Proposed Rezoning Area flows to outfall CI-655, where the receiving water body is Shell Bank Creek. As also shown in **Figure H-2**, stormwater runoff from the westernmost portion of the Proposed Rezoning Area flows to outfall CI-610, where the receiving water body is Sheepshead Bay.

At the Coney Island WRRF, in operation since 1935, wastewater is fully treated by physical and biological process before it is discharged into Jamaica Bay. The quality of the treated wastewater (effluent) is

Figure H-1
Seperately Sewered Area

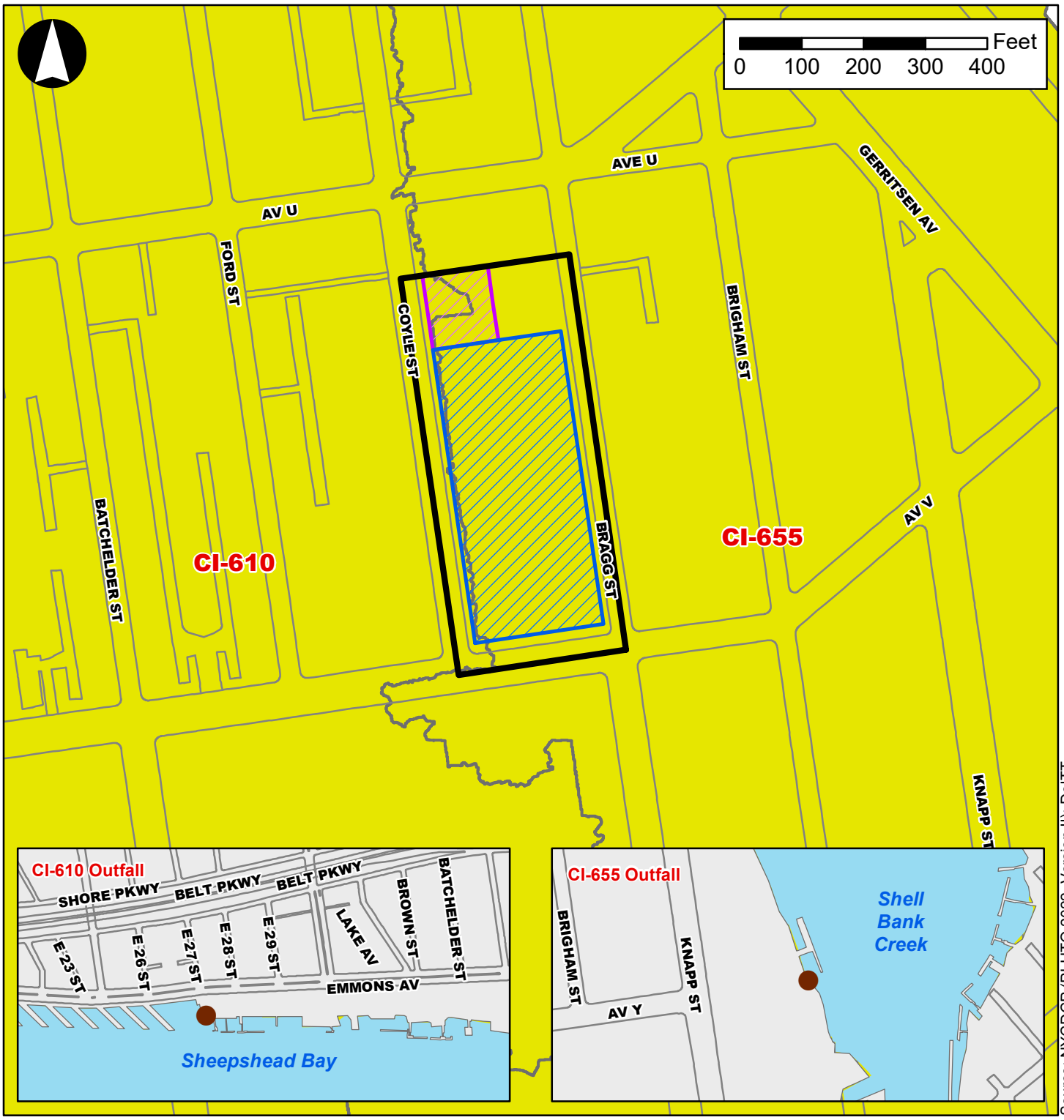


Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Combined Sewer System
- Seperate Sewer System
- Water Bodies
- Direct Drainage

Figure H-2
Seperate Storm Sewer Drainage Areas



Source: NYCDCP (PLUTO 2022, Version II); DoITT

Legend

- Proposed Rezoning Area
- Projected Development Site 1
- Projected Development Site 2
- Seperate Storm Sewer Drainage Areas
- Seperate Storm Sewer Outfalls
- Water Bodies

regulated by a State Pollutant Discharge Elimination System ("SPDES") permit issued by the New York State Department of Environmental Conservation ("NYSDEC"), which establishes limits for effluent parameters (i.e., suspended solids, fecal coliform bacteria, and other pollutants). As the volume of flow to a WRRF affects the level of treatment a facility can provide, the maximum permitted dry weather capacity for the Coney Island WRRF is 110 mgd. As shown in **Table H-1**, the average daily flows to the Coney Island WRRF for the 12-month period ending in June 2022 (the latest 12-month period available) was approximately 82.17 mgd, which is approximately 27.83 mgd below the maximum permitted capacity of 110 mgd. Based on these average daily flows, the Coney Island WRRF has an excess capacity of approximately 25.3 percent of its total capacity.

Table H-1: Existing Coney Island WRRF Average Daily Sewer Flows

Year	Month	Average Daily Flows (mgd)
2021	July	83
	August	89
	September	91
	October	83
	November	76
	December	73
2022	January	80
	February	82
	March	79
	April	85
	May	86
	June	79
12-Month Average		***82.17***

Source: DEP "Monthly Operating Efficiency" tables, 2021 and June 2022.

Projected Development Site 1 consists of a vacant, approximately 30,000-gsf building and a 160-space surface parking lot. Projected Development Site 2 consists of approximately 8,000-gsf of commercial uses and a surface parking lot with six spaces. Using the generation rates set forth in Table 13-2 of the 2021 *CEQR Technical Manual*, **Table H-2** shows the existing water consumption demand to be 3,280 gpd and the wastewater generation to be 1,920 gpd.

Table H-2: Existing Water Consumption and Wastewater Generation – Projected Development Sites

Land Use	Rate	Size (GSF)	Wastewater Generation (gpd)	A/C (gpd)
Projected Development Site 1				
Vacant	N/A	30,000 gsf	0	0
Projected Development Site 2				
Commercial (Retail Stores)	Domestic: 0.24 gpd/sf; A/C: 0.17 gpd/sf	8,000 gsf	1,920	1,360
Total Water Consumption (Domestic Water + A/C)			***3,280 gpd***	
Total Wastewater Generation			***1,920 gpd***	

Source: Wastewater and air conditioning generation rates based on 2021 *CEQR Technical Manual* Table 13-2

Stormwater Conveyance

The volume of stormwater runoff at a site varies depending on the type of land cover, which can be either pervious or impervious. DEP defines runoff coefficients to correlate with the pervious or impervious qualities of the land cover. According to the 2021 *CEQR Technical Manual*, grass and softscape have a runoff coefficient of 0.20 because of their ability to absorb rainfall, whereas roof area and pavement have much higher runoff coefficients of 1.00 and 0.85, respectively, due to the inability of these types of land

cover to absorb or sequester rainfall. Projected Development Sites 1 and 2 are completely occupied by existing building footprints and pavement. **Table H-3** shows the weighted runoff coefficient for Projected Development Sites 1 and 2 is 0.91.

Table H-3: Existing Surface Types – Projected Development Sites 1 and 2

Surface Type	Roof[1]	Pavement and Walks	Grass and Softscape	Total
Projected Development Site 1				
Area (%)	31	69	0	100
Surface Area (sf)	29,962	66,038	0	96,000
Runoff Coefficient[2]	1.0	0.85	0.20	0.90
Projected Development Site 2				
Area (%)	84	16	0	100
Surface Area (sf)	10,033	1,967	0	12,000
Runoff Coefficient[2]	1.0	0.85	0.20	0.98
Total Surface Area (sf) of Projected Development Sites 1 and 2				***108,000***
Weighted Runoff Coefficient of Projected Development Sites 1 and 2[3]				***0.91***

Notes:
1. Total roof area of site.
2. Runoff coefficients for each surface type are sourced from DEP.
3. The weighted runoff coefficient is based on the total surface area (sf) for each site.

Standard DEP runoff coefficients were used to determine the stormwater runoff generated during a variety of rainfall events over specified periods of time ranging from 3.8 to 19.5 hours. During storm events with up to 2.5 inches of rainfall, Projected Development Sites 1 and 2 would discharge up to 0.15 millions of gallons ("mg") of stormwater to existing outfalls (either CI-610 or CI-655), and up to 0.002 mg of sanitary flows to the Coney Island WRRF. **Table H-4** shows the existing stormwater and sanitary discharges during representative storm events.

Table H-4: Existing Runoff and Wastewater Generation – Projected Development Sites 1 and 2

Rainfall (inches)	Duration (Hours)	Total Area (Acres)	Runoff Coefficient[1]	Stormwater Runoff to Outfall (MG)	Sanitary to CSS (MG)[2]
0.00	3.80	2.48	0.91	0.00	0.000
0.40	3.80			0.02	0.000
1.20	11.30			0.07	0.001
2.50	19.50			0.15	0.002

Notes:
1. Refer to **Table H-3**.
2. Derived from **Table H-3**.

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

Wastewater Treatment

In the No-Action condition, the Proposed Actions would not be approved and no changes are anticipated to occur in the Proposed Rezoning Area. All existing structures and land uses located within the Proposed Rezoning Area are anticipated to remain unchanged from existing conditions. However, in the future without the Proposed Actions it is assumed that the vacant building on Projected Development Site 1 would be re-tenanted by a supermarket. Using the generation rates set forth in Table 13-2 of the 2021 *CEQR Technical Manual*, **Table H-5** shows the water consumption demand to be 15,580 gpd and the wastewater generation to be 9,120 gpd in the No-Action condition.

Table H-5: No-Action Condition Water Consumption and Wastewater Generation – Projected Development Sites

Land Use	Rate	Size (GSF)	Wastewater Generation (gpd)	A/C (gpd)
Projected Development Site 1				
Commercial (Retail Stores)	Domestic: 0.24 gpd/sf; A/C: 0.17 gpd/sf	30,000 gsf	7,200	5,100
Projected Development Site 2				
Commercial (Retail Stores)	Domestic: 0.24 gpd/sf; A/C: 0.17 gpd/sf	8,000 gsf	1,920	1,360
Total Water Consumption (Domestic Water + A/C)			***15,580 gpd***	
Total Wastewater Generation			***9,120 gpd***	

Source: Wastewater and air conditioning generation rates based on 2021 *CEQR Technical Manual* Table 13-2

Stormwater Conveyance

In the No-Action condition, as under existing conditions, Projected Development Sites 1 and 2 would continue to be occupied by existing building footprints and pavement. Therefore, the weighted runoff coefficient for Projected Development Sites 1 and 2 would remain 0.91 (refer to **Table H-3**).

Table H-6 shows the stormwater and sanitary discharges during representative storm events for the No-Action condition. In the No-Action condition, during storm events with up to 2.5 inches of rainfall, Projected Development Sites 1 and 2 would discharge up to 0.15 mg of stormwater to existing outfalls (either CI-610 or CI-655), and up to 0.007 mg of sanitary flows to the Coney Island WRRF.

Table H-6: No-Action Condition Runoff and Wastewater Generation – Projected Development Sites 1 and 2

Rainfall (inches)	Duration (Hours)	Total Area (Acres)	Runoff Coefficient[1]	Stormwater Runoff to Outfall (MG)	Sanitary to CSS (MG)[2]
0.00	3.80	2.48	0.91	0.00	0.001
0.40	3.80			0.02	0.001
1.20	11.30			0.07	0.004
2.50	19.50			0.15	0.007

Notes:
1. Refer to **Table H-3**.
2. Derived from **Table H-3**.

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

Wastewater Treatment

In the With-Action condition, the Proposed Actions would be approved and facilitate the development of Projected Development Sites 1 and 2. Projected Development Site 1 would be developed with 511 total DUs, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-sf of private, passive programmed open space, and approximately 263 parking spaces. Projected Development Site 2 would be developed with 64 total DUs, approximately 6,600-gsf of commercial uses, and 26 accessory parking spaces. Using the generation rates set forth in Table 13-2 of the 2021 *CEQR Technical Manual*, **Table H-7** shows the water consumption demand to be 175,130 gpd and the wastewater generation to be 165,954 gpd in the With-Action condition. Under the RWCDS established for Projected Development Sites 1 and 2, the With-Action condition would generate an incremental increase of 156,834 gpd (0.156.8 mgd) of wastewater over the No-Action condition. The increase in wastewater generation under the With-

Action condition would not result in an exceedance of the Coney Island WRRF's available capacity of 27.83 mgd.

Table H-7: With-Action Condition Water Consumption and Wastewater Generation – Projected Development Sites

Land Use	Rate	Size (GSF)/Residents	Wastewater Generation (gpd)	A/C (gpd)
Projected Development Site 1				
Residential	100 gpd/person	1,359 residents	135,900	-
Commercial (Retail Stores)	Domestic: 0.24 gpd/sf; A/C: 0.17 gpd/sf	47,375 gsf	11,370	8,054
Projected Development Site 2				
Residential	100 gpd/person	170 residents	17,000	-
Commercial (Retail Stores)	Domestic: 0.24 gpd/sf; A/C: 0.17 gpd/sf	6,600 gsf	1,584	1,122
Total Water Consumption (Domestic Water + A/C)			***175,130***	
Incremental Water Consumption (Compared to No-Action Condition)			***159,550***	
Total Wastewater Generation			***165,954***	
Incremental Wastewater Generation (Compared to No-Action Condition)			***156,834***	

Source: Wastewater and air conditioning generation rates based on 2021 *CEQR Technical Manual* Table 13-2.

Connecting to the city's sanitary sewer system requires certification from DEP as part of the building permit process, which is not a discretionary approval. Before becoming operational, Projected Development Sites 1 and 2 would be required to file a site connection proposal for approval from DEP to tie into the adjacent sanitary sewer system. To obtain a sewer connection permit from DEP, each development site would be required to demonstrate that the existing sanitary sewer system could handle the increased flows due to operation of the future buildings. As part of the site connection approval process, a hydraulic analysis of the existing sanitary sewer system would likely be required to determine whether the existing sanitary sewer system is capable of supporting higher density development and the related increase in wastewater flows, or whether there will be a need to upgrade the existing sanitary sewer system. In addition, there may be a need to amend the existing drainage plan based on the hydraulic analysis calculations. These analyses would be undertaken prior to construction of buildings on Projected Development Sites 1 and 2 and would be coordinated with DEP for review and approval. In addition, in accordance with the New York City Plumbing Code (Local Law 33 of 2007), while not accounted for in the quantitative analysis, the future buildings on Projected Development Sites 1 and 2 would be required to utilize low-flow plumbing fixtures, which would reduce sanitary flows to the Coney Island WRRF. Therefore, the RWCDS for the Proposed Actions on Projected Development Sites 1 and 2 would not result in a significant adverse impact to the city's wastewater treatment.

Stormwater Conveyance

In the With-Action condition, the amount of impervious land cover at Projected Development Site 1 would decrease slightly, while the amount of impervious land cover at Projected Development Site 2 would increase to the full extent of the site. As shown in **Table H-8**, the weighted runoff coefficient for Projected Development Sites 1 and 2 would decrease to 0.89 in the With-Action condition, as compared to 0.91 under existing and No-Action conditions.

Table H-8: With-Action Condition Surface Types – Projected Development Sites 1 and 2

Surface Type	Roof[1]	Pavement and Walks	Grass and Softscape	Total
Projected Development Site 1				
Area (%)	85	0	15	100
Surface Area (sf)	82,000	0	14,000	96,000
Runoff Coefficient[2]	1.0	0.85	0.20	0.88
Projected Development Site 2				
Area (%)	100	0	0	100
Surface Area (sf)	12,000	0	0	12,000
Runoff Coefficient[2]	1.0	0.85	0.20	1.00
Total Surface Area (sf) of Projected Development Sites 1 and 2				***108,000***
Weighted Runoff Coefficient of Projected Development Sites 1 and 2[3]				***0.89***

Notes:
1. Total roof area of site.
2. Runoff coefficients for each surface type are sourced from DEP.
3. The weighted runoff coefficient is based on the total surface area (sf) for each site.

Table H-9 shows the stormwater and sanitary discharges during representative storm events for the With-Action condition. In the With-Action condition, during storm events with up to 2.5 inches of rainfall, Projected Development Sites 1 and 2 would discharge up to 0.15 mg of stormwater to existing outfalls (either CI-610 or CI-655), and up to 0.130 mg of sanitary flows to the Coney Island WRRF. Stormwater flows in the With-Action condition would not represent an increase when compared to stormwater flows in the No-Action condition. Sanitary flows to the Coney Island WRRF would increase by up to 0.123 mgd over the No-Action condition.

Table H-9: With-Action Condition Runoff and Wastewater Generation – Projected Development Sites 1 and 2

Rainfall (inches)	Duration (Hours)	Total Area (Acres)	Runoff Coefficient[1]	Stormwater Runoff to Outfall (MG)	Sanitary to CSS (MG)[2]
0.00	3.80	2.48	0.89	0.00	0.025
0.40	3.80			0.02	0.025
1.20	11.30			0.07	0.075
2.50	19.50			0.15	0.130

Notes:
1. Refer to **Table H-8**.
2. Derived from **Table H-8**.

The Proposed Rezoning Area is located in an area of the city that is well-served by sewer infrastructure. As previously stated, adjacent to the Proposed Rezoning Area, there are separate storm and sanitary sewers present on Coyle Street, Avenue V, and Bragg Street. For each roadway, the storm sewers measure 12-inches in diameter and the sanitary sewers measure 10-inches in diameter. Stormwater runoff from a majority of the Proposed Rezoning Area flows to outfall CI-655, where the receiving water body is Shell Bank Creek. Stormwater runoff from the westernmost portion of the Proposed Rezoning Area flows to outfall CI-610, where the receiving water body is Sheepshead Bay. Given the size of the separate sewer systems in the vicinity of the Proposed Rezoning Area, it is anticipated that there is ample capacity in the adjacent sewer infrastructure to accommodate the additional stormwater and sanitary flows generated by the RWCDS for Projected Development Sites 1 and 2. As noted above, prior to becoming operational, Projected Development Sites 1 and 2 would be required to file a site connection proposal for approval from DEP to tie into the city's sewer system. As part of the site connection approval process, a stormwater analysis would be required in order to ensure that Projected Development Sites 1 and 2 would comply with the required stormwater release rate.

Stormwater Best Management Practices

The Flow Volume Matrix calculations presented above do not reflect the use of any stormwater and sanitary source control Best Management Practices ("BMPs") to reduce stormwater runoff volumes and sanitary flows to the separate sewer system. It should also be noted that DEP has published a Unified Stormwater Rule ("USWR") that increases the amount of stormwater to be managed on-site as part of new development. For sites within municipal separate storm sewer system ("MS4") areas, the release rate will be limited to 1.0 cubic feet per second ("cfs") per acre or 0.046 cfs, whichever is greater. The new rules became effective on February 15, 2022 and will apply to Projected Development Sites 1 and 2.

Stormwater BMPs would be required as part of the DEP site connection approval process in order to bring the future buildings on Projected Development Sites 1 and 2 into compliance with the required stormwater release rate in effect at the time of building construction. Specific BMP methods will be determined with further refinement of the design of the future buildings and in consultation with DEP.

The implementation of low-flow fixtures, as required per the New York City Plumbing Code, Local Law 33 of 2007, and the U.S. Environmental Protection Agency's WaterSense Program, would help control sanitary flows from Projected Development Sites 1 and 2. In addition, the following typical BMP measures could be used to help manage stormwater flows: the implementation of BMPs described in the New York City Green Infrastructure Plan and/or green technologies, such as blue and green roofs, subsurface detention and infiltration, porous pavement, enhanced tree pits, and rain cisterns, depending on conditions at each site.

Therefore, with the incorporation of appropriate BMPs that would be required as part of the site connection approval process to be reviewed and approved by DEP, the overall volumes of stormwater runoff and sanitary sewer discharge, as well as the peak stormwater runoff rate, would be reduced. Sewer conveyance near Projected Development Sites 1 and 2 and the treatment capacity at the Coney Island WRRF is sufficient to handle stormwater and sanitary flows resulting from the RWCDS for Projected Development Sites 1 and 2. Therefore, there would be no significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure as a result of the Proposed Actions.

Attachment I:

Transportation

I. INTRODUCTION

This attachment describes the transportation characteristics and potential impacts associated with the Proposed Actions, presenting the findings of the analyses of traffic, parking, transit, and pedestrian conditions for the Proposed Actions' Reasonable Worst Case Development Scenario ("RWCDS"). As discussed in **Attachment A, "Project Description,"** the Applicant is seeking a zoning map amendment and a zoning text amendment from the New York City Planning Commission ("CPC") (the "the Proposed Actions") to facilitate the development of an approximately 555,297-gross-square-feet ("gsf") mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17; also known as ("aka") Projected Development Site 1) in the Sheepshead Bay neighborhood of Brooklyn Community District ("CD") 15 (refer to **Figure I-1**). In addition to the Applicant-owned Projected Development Site 1, the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the Applicant: the entirety of Lots 15, 65, and 68 and a portion of ("p/o") Lot 1. Collectively, all lots entirely or partially affected by the Proposed Actions comprise the Proposed Rezoning Area.

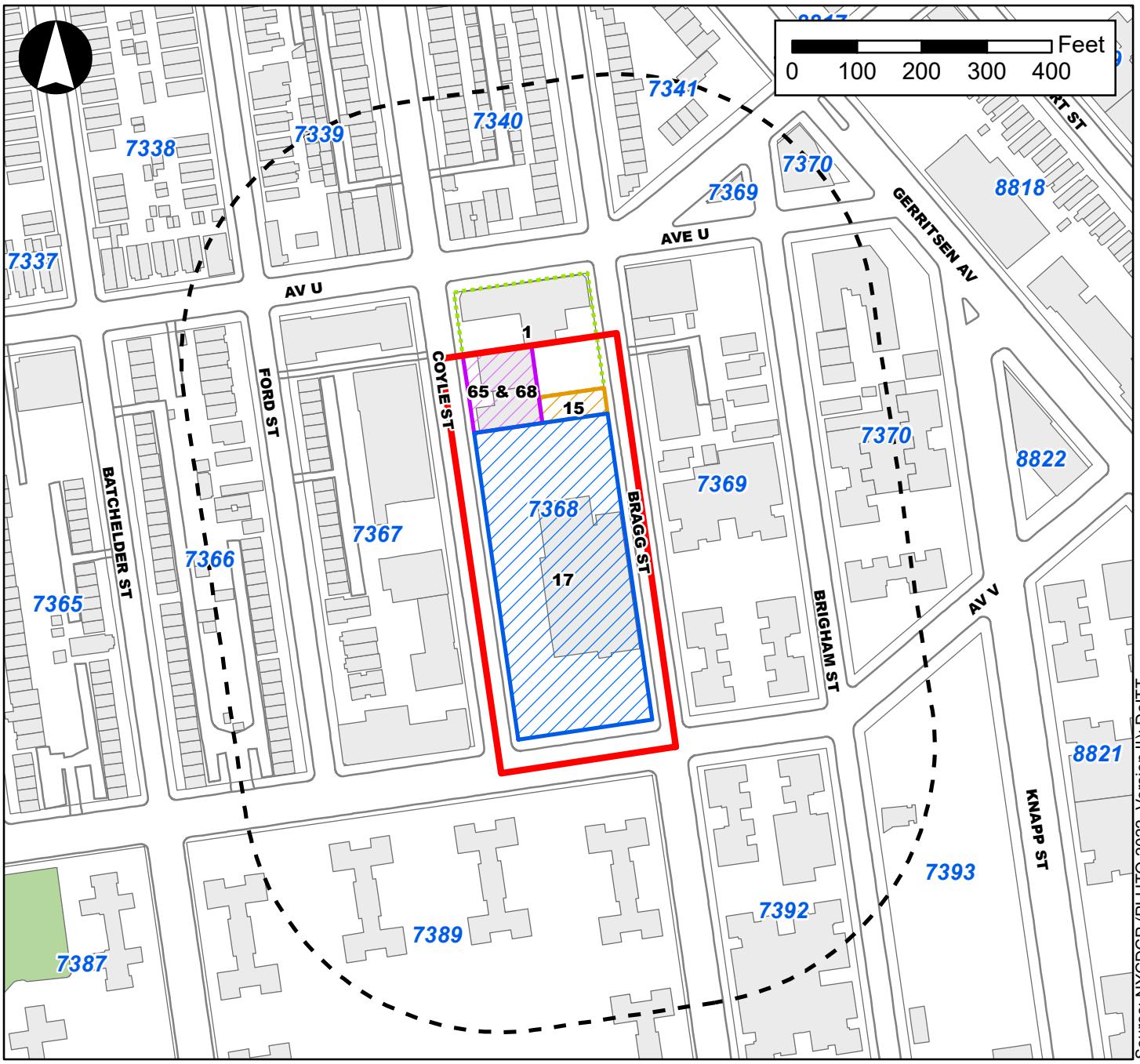
The Proposed Actions would facilitate the development of the Proposed Project, which would contain approximately 434,743-gsf of residential uses, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-square-feet ("sf") of private, passive programmed open space, and approximately 73,179-gsf of accessory parking garage space (5,046-gsf on the ground floor and 68,133-gsf in the cellar level). The Proposed Project's residential floor area would comprise approximately 435 dwelling units ("DUs"), 25-30% (approximately 109-131 DUs) of which would be affordable pursuant to MIH at a range of 60-80% of the Area Median Income ("AMI") depending on the MIH Option selected. The Applicant intends to pursue MIH Option 1, which would result in the provision of approximately 109 DUs. Approximately 231 accessory parking spaces (184 residential spaces and 47 commercial spaces) would be required; approximately 263 total spaces would be provided within a cellar level parking garage. The cellar level parking garage would be accessed via ramps on the ground floor of the Proposed Project. The Proposed Project's accessory parking garage would be accessed via one new curb cut on Coyle Street and one new curb cut on Bragg Street. The proposed mixed-use development would replace an approximately 30,000-gsf vacant, formerly commercial building and a 160-space surface parking lot. The vacant commercial building is currently untenanted, but was previously occupied by a supermarket until 2019.

For RWCDS analysis purposes, Projected Development Site 1 comprises approximately 511 total DUs, 47,375-gsf of commercial (local retail) space, 14,000-sf of private open space, and 263 accessory parking spaces. In addition, it is assumed that the Proposed Actions would facilitate the development of Lots 65 and 68 (aka "Projected Development Site 2") with a nine-story (95-feet-tall rooftop height), approximately 68,520-gsf mixed-use building containing approximately 64 total DUs, as well as approximately 6,600-gsf of commercial (local retail) uses and 26 accessory parking spaces.

In the future without the Proposed Actions, it is assumed that the vacant, formerly commercial building on Projected Development Site 1 (Lot 17) would be re-tenanted by an approximately 30,000-gsf supermarket and 160 accessory parking spaces. In addition, Projected Development Site 2 would contain approximately 8,000-gsf of local retail uses and six accessory parking spaces.

The Proposed Project is expected to be completed and fully operational by 2028. The incremental differences between the No-Action and With-Action conditions serve as the basis of the transportation

Figure I-1
Project Location Map



Legend

- Proposed Rezoning Area
- 400-Foot Radius
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- Other Site
- Existing Building Footprints
- Open Space
- 7389 Tax Blocks



impact analysis, which was conducted in accordance with the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual*.

II. PRELIMINARY ANALYSIS METHODOLOGY

The 2021 *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 (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to the Proposed Actions. According to the 2021 *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak-hour vehicle or ferry trips 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 a 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 or 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, pedestrians, vehicular and pedestrian safety, and parking conditions.

III. LEVEL 1 SCREENING ASSESSMENT

A Level 1 screening assessment was conducted in order to estimate the number of person and vehicle trips by mode expected to be generated by the Proposed Actions during the weekday AM, midday, PM, and Saturday midday peak hours. These estimates were then compared to the 2021 *CEQR Technical Manual* analysis thresholds of 50 peak hour vehicle trips, 200 peak hour subway/rail riders, 50 peak hour bus riders, and 200 peak hour pedestrian trips to determine if a Level 2 screening assessment and/or quantified operational analyses may be warranted. The travel demand assumptions used for this assessment are discussed below and a detailed travel demand forecast is provided.

Table I-1 provides a comparison of the 2028 No-Action and 2028 With-Action conditions identified for analysis purposes under the Proposed Actions. As shown in **Table I-1**, by 2028, the incremental (net) change that would result under the Proposed Actions is a net increase of approximately 575 total DUs, 45,975-gsf of local retail space, and 123 accessory parking spaces. In addition, the Proposed Actions would result in the net incremental decrease of approximately 30,000-gsf of supermarket space. As the incremental development would have the potential to exceed 2021 *CEQR Technical Manual* analysis thresholds, preliminary travel demand forecasts were prepared.

Table I-1: 2028 RWCDS No-Action and With-Action Land Uses

Projected Development Sites	No-Action Condition	With-Action Condition	Increment
Residential			
Projected Development Site 1 (Lot 17)	0 DUs	511 DUs	+ 511 DUs
Projected Development Site 2 (Lots 65 and 68)	0 DUs	64 DUs	+ 64 DUs
Total Residential	***0 DUs***	***575 DUs***	***+ 575 DUs***
Local Retail			
Projected Development Site 1 (Lot 17)	0 gsf	47,375 gsf	+ 47,375 gsf
Projected Development Site 2 (Lots 65 and 68)	8,000 gsf	6,600 gsf	- 1,400 gsf
Total Local Retail	***8,000 gsf***	***53,975 gsf***	***+ 45,975 gsf***
Supermarket			
Projected Development Site 1 (Lot 17)	30,000 gsf	0 gsf	- 30,000 gsf
Projected Development Site 2 (Lots 65 and 68)	0 gsf	0 gsf	+ 0 gsf
Total Supermarket	***30,000 gsf***	***0 gsf***	***- 30,000 gsf***
Accessory Parking			
Projected Development Site 1 (Lot 17)	160 spaces (parking lot)	263 spaces (parking garage)	*+103 spaces*
Projected Development Site 2 (Lots 65 and 68)	6 spaces (parking lot)	26 spaces (parking garage)	*+20 spaces*
Total Accessory Parking	166 spaces	289 spaces	**+123 spaces**

Transportation Planning Factors

Table I-2 shows the transportation planning factors that were used to forecast the travel demand generated by the proposed uses in the weekday AM, midday, PM, and Saturday midday peak hours. These include trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies, and truck trip factors for the incremental differences between the No-Action and With-Action conditions (refer to **Table I-1**). The factors in **Table I-2** were based on data cited 2021 *CEQR Technical Manual;* 2015-2019 American Community Survey ("ACS") journey-to-work data for Brooklyn census tracts in proximity to the Proposed Rezoning Area (census tracts 566, 568, 570, 572, 574, 594.02, 626, 628, and 632), and factors developed for recent environmental reviews. Factors are shown for the weekday AM and PM peak hours (the typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (the typical peak periods for retail demand).

Travel Demand Forecast

The net incremental change in person and vehicle trips expected to result from the Proposed Actions were derived based on the net change in land uses and the transportation planning factors shown in **Table I-2**. **Table I-3** shows an estimate of the total net incremental changes in peak hour person and vehicle trips that would occur in 2028 with the implementation of the Proposed Actions. As shown in **Table I-3**, the Proposed Actions' RWCDS would generate an incremental increase of approximately 863, 941, 1,240, and 1,518 person trips (in and out combined) in the weekday AM, midday, and PM, and Saturday peak hours, respectively. As it is anticipated that some of the project generated residential trips would involve a stop at one or more local retail establishments within the Proposed Rezoning Area, it is assumed for the purposes of the travel demand forecast that 5 and 10 percent of local retail person trips on Projected Development Site 1 would be diverted to/from the residential use on the site during weekdays and

Saturdays, respectively, consistent with 2021 *CEQR Technical Manual* guidance. As shown in **Table I-3**, all diverted trips were assumed to be walk-only trips and were assigned accordingly to/from the respective local retail and residential pedestrian entrances.

Table I-2: Transportation Planning Factors

Land Use:	**Local Retail**		**Residential**		**Supermarket**	
Trip Generation:	(1)		(1)		(1)	
Weekday	329.0		8.18		256.0	
Saturday	358.0		9.08		300.0	
	per 1,000 sf		per DU		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)	
AM	4.8%		9.3%		4.0%	
MD	8.0%		5.6%		7.0%	
PM	10.9%		8.5%		10.6%	
Saturday	11.7%		8.4%		9.5%	
	(1)		(2)		(1)	
Modal Splits:	All Periods		All Periods		Weekday	SAT
Auto	11.0%		45.3%		39.0%	39.0%
Taxi	0.0%		0.4%		0.0%	0.0%
Subway to Bus	3.0%		36.3%		5.0%	2.0%
Bus	2.0%		12.0%		5.0%	2.0%
Walk/Other	84.0%		6.0%		51.0%	57.0%
	100.0%		100.0%		100.0%	100.0%
	(1)		(1)		(1)	
In/Out Splits:	In	Out	In	Out	In	Out
AM	52.0%	48.0%	22%	78%	51%	49%
MD	50.0%	50.0%	50%	50%	51%	49%
PM	50.0%	50.0%	62%	38%	50%	50%
Saturday	50.0%	50.0%	55%	45%	49%	51%
Vehicle Occupancy:	(4)		(2)(3)		(5)	
					Weekday	SAT
Auto	1.20		1.10		1.58	1.90
Taxi	1.20		1.30		1.58	1.90
Truck Trip Generation:	(1)		(1)		(5)	
	Weekday	SAT	Weekday	SAT	Weekday	SAT
	0.35	0.04	0.06	0.02	0.35	0.04
	per 1,000 sf		per DU		per 1,000 sf	
	(1)		(1)		(5)	
AM	8.0%		12.0%		8.0%	
MD	11.0%		9.0%		11.0%	
PM	2.0%		2.0%		2.0%	
SatMD	11.0%		9.0%		11.0%	
	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) *2021 City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on ACS journey-to-work 5-Year (2015-2019) data for Brooklyn census tracts 566, 568, 570, 572, 574, 594.02, 626, 628, and 632.

(3) Based on data from the *East New York Rezoning FEIS* (2016).

(4) Based on data provided by NYCDOT.

(5) Based on *Gowanus Neighborhood Rezoning and Related Actions FEIS* (2021).

Table I-3: Travel Demand Forecast

Land Use:		Local Retail						Residential		Supermarket		Total	
Size/Units:		45,975 gsf						575 DU		-30,000 gsf			
Peak Hour Person Trips:		Non-Linked		Diverted		Total							
	AM	692		40		732		438		-307		863	
	MD	1,150		66		1,216		263		-538		941	
	PM	1,566		88		1,654		400		-814		1,240	
	Saturday	1,732		202		1,934		439		-855		1,518	
Person Trips:													
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	39	37	0	0	39	37	44	154	-61	-59	22	132
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Subway	12	10	0	0	12	10	35	124	-8	-8	39	126
	Bus	7	7	0	0	7	7	11	42	-8	-8	10	41
	Walk/Other	301	279	20	20	321	299	7	21	-79	-76	249	244
	Total	359	333	20	20	379	353	97	341	-156	-151	320	543
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto**	64	64	0	0	64	64	60	60	-107	-103	17	21
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Subway	19	19	0	0	19	19	47	47	-14	-13	52	53
	Bus	12	12	0	0	12	12	16	16	-14	-13	14	15
	Walk/Other	480	480	33	33	513	513	9	8	-140	-134	382	387
	Total	575	575	33	33	608	608	132	131	-275	-263	465	476
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	86	86	0	0	86	86	112	69	-159	-159	39	-4
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Subway	24	24	0	0	24	24	90	56	-20	-20	94	60
	Bus	15	15	0	0	15	15	30	18	-20	-20	25	13
	Walk/Other	658	658	44	44	702	702	15	10	-208	-208	509	504
	Total	783	783	44	44	827	827	247	153	-407	-407	667	573
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto**	96	96	0	0	96	96	109	90	-163	-170	42	16
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Subway	26	26	0	0	26	26	88	73	-8	-9	106	90
	Bus	19	19	0	0	19	19	28	25	-8	-9	39	35
	Walk/Other	725	725	101	101	826	826	15	11	-239	-249	602	588
	Total	866	866	101	101	967	967	240	199	-418	-437	789	729
Vehicle Trips :													
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto (Total)**	32	30	0	0	32	30	41	140	-39	-37	34	133
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	3	3	0	0	3	3
	Total	32	30	0	0	32	30	44	143	-39	-37	37	136
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto (Total)**	53	53	0	0	53	53	53	53	-68	-65	38	41
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	-1	-1	-1	-1
	Total	53	53	0	0	53	53	53	53	-69	-66	37	40
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto (Total)**	72	72	0	0	72	72	102	62	-101	-101	73	33
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	72	72	0	0	72	72	102	62	-101	-101	73	33
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto (Total)**	81	81	0	0	81	81	99	82	-86	-89	94	74
	Taxi	0	0	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	81	81	0	0	81	81	99	82	-86	-89	94	74

Notes: A 5% and 10% diverted-trip credit is included for local retail space on Projected Development Site 1 by the residential land use proposed for Projected Development Site 1 during weekdays and Saturdays, respectively. A trip credit was not assumed for Projected Development Site 2.

Table I-4: Travel Demand Forecast Summary

Peak Hour	Vehicle Trips			Person Trips											
				Subway to Bus			Bus[2]			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	37	136	173	39	126	165	10	41	51	249	244	493	298	411	709
MD	37	40	77	52	53	105	14	15	29	382	387	769	448	455	903
PM	73	33	106	94	60	154	25	13	38	509	504	1,013	628	577	1,205
Saturday	94	74	168	106	90	196	39	35	74	602	588	1,190	747	713	1,460

Notes:

1. Includes walk-only trips, as well as pedestrians en route to/from nearby subway stations and bus stops.
2. Includes subway-to-bus and bus-only trips.

Table I-4 summarizes the incremental peak hour person trips and vehicle trips generated by the Proposed Actions' RWCDS. As shown in **Table I-4**, the Proposed Actions' RWCDS would generate approximately 173, 77, 106, and 168 incremental vehicle trips (auto, taxi, and truck combined) during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. The Proposed Actions' RWCDS would also generate an incremental increase of approximately 165, 105, 154, and 196 subway trips in the weekday AM, midday, PM, and Saturday midday peak hours, respectively. The Proposed Actions' RWCDS would also generate an incremental increase of approximately 216, 134, 192, and 270 bus trips (bus-only and subway-to-bus trips combined) during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. Additionally, the Proposed Actions' RWCDS would generate an incremental increase of approximately 709, 903, 1,205, and 1,460 pedestrian trips (including walk-only, subway and bus trips) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively. Of these incremental pedestrian trips, approximately 493, 769, 1,013, and 1,190 are walk-only trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

As the number of peak hour vehicle, transit, and pedestrian trips resulting from the Proposed Actions' RWCDS would exceed the 2021 *CEQR Technical Manual* analysis thresholds for traffic, bus, and pedestrians (including walk-only, subway, and bus trips) during one or more peak hours, a Level 2 screening assessment was undertaken to identify specific transportation elements where additional detailed analysis may be warranted.

IV. LEVEL 2 SCREENING ASSESSMENT

A Level 2 screening assessment involves the assignment of project-generated trips to the study area's pedestrian elements, and street network, and the identification of specific locations where the incremental increase in demand may potentially exceed 2021 *CEQR Technical Manual* analysis thresholds and, therefore, require a quantitative analysis. As the incremental traffic, transit (bus), and pedestrian trips generated by the Proposed Actions' RWCDS exceed the 2021 *CEQR Technical Manual* thresholds, Level 2 screening assessments were conducted and are discussed below.

Traffic

As shown in **Table I-4** and discussed above, the Proposed Actions' RWCDS are expected to result in incremental increases of approximately 173, 77, 106, and 168 vehicle trips in the weekday AM, midday, PM, and Saturday peak hours, respectively. As these traffic volumes exceed 50 trips in each peak hour (the 2021 *CEQR Technical Manual* Level 1 screening assessment threshold for a detailed analysis), a preliminary assignment of these incremental traffic volumes was prepared for each period to help identify individual intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Proposed Rezoning Area are based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDS (i.e. local retail, residential, and supermarket uses). Origins/destinations for residential uses were based on 2012-2016 ACS journey-to-work data, while origins/destinations for local retail uses, which generate mostly local trips, were based on population density within an approximately half-mile radius of the Proposed Rezoning Area. In addition, origins/destinations for the supermarket trips were based on population density in neighborhoods within a two-mile radius of the Proposed Rezoning Area.

Auto and taxi trips were first assigned to various portals on the periphery of Sheepshead Bay neighborhood, and there via the most direct route to the Proposed Rezoning Area. As accessory parking would be provided at Projected Development Sites 1 and 2 in the Proposed Rezoning Area, auto trips were assigned to the parking entrances located along the Coyle Street frontage and the Bragg Street frontage. Trucks were assigned to New York City Department of Transportation ("NYCDOT")-designated truck routes—Avenue U (a Local Truck Route)—and then to the most direct paths to and from the Proposed Rezoning Area.

The assignment of net incremental peak hour vehicle trips at intersections in proximity to the Proposed Rezoning Area are shown in **Figure I-2**. As shown in **Figure I-2**, a total of five intersections (all signalized) would exceed the 50-trip 2021 *CEQR Technical Manual* analysis threshold in one or more peak hours, and therefore would require a detailed traffic analysis. The intersections selected for analysis are listed below and shown in **Figure I-2**.

Traffic Analysis Locations

- Avenue U and Bragg Street (signalized)
- Avenue V and Coyle Street (signalized)
- Avenue V and Bragg Street (signalized)
- Avenue V and Brigham Street (signalized)
- Avenue V and Knapp Street (signalized)

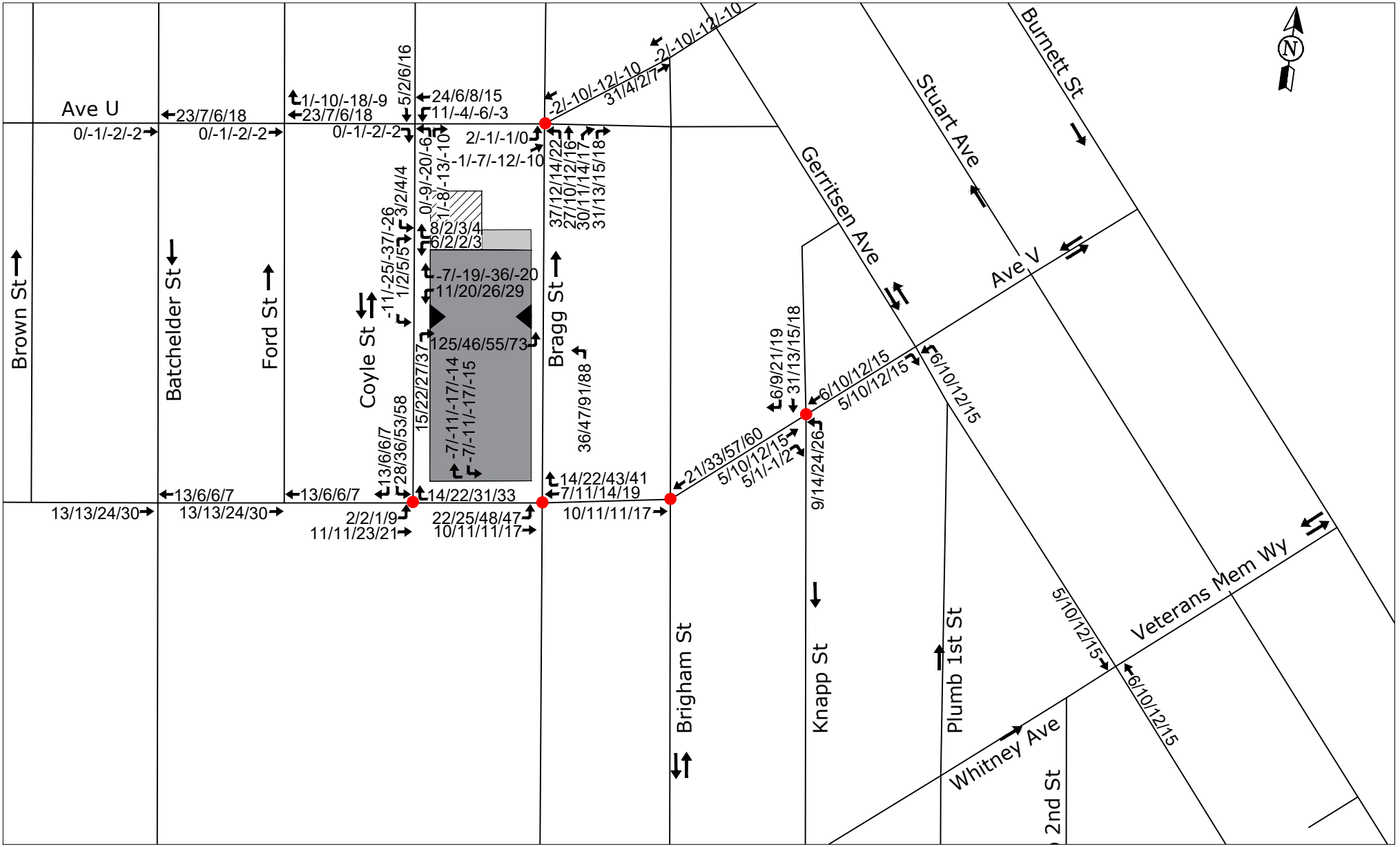
Transit

Bus

According to the general thresholds used by the MTA and specified in the 2021 *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not warranted if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As noted previously, 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 I-4** and discussed above, the Proposed Actions are expected to generate approximately 216 and 192 public bus trips during the weekday AM and PM peak hours, respectively. This includes trips that would use the bus to access the subway, as well as bus-only trips. As such, preliminary assignments of project-generated weekday AM and PM peak-hour bus person trips were prepared.

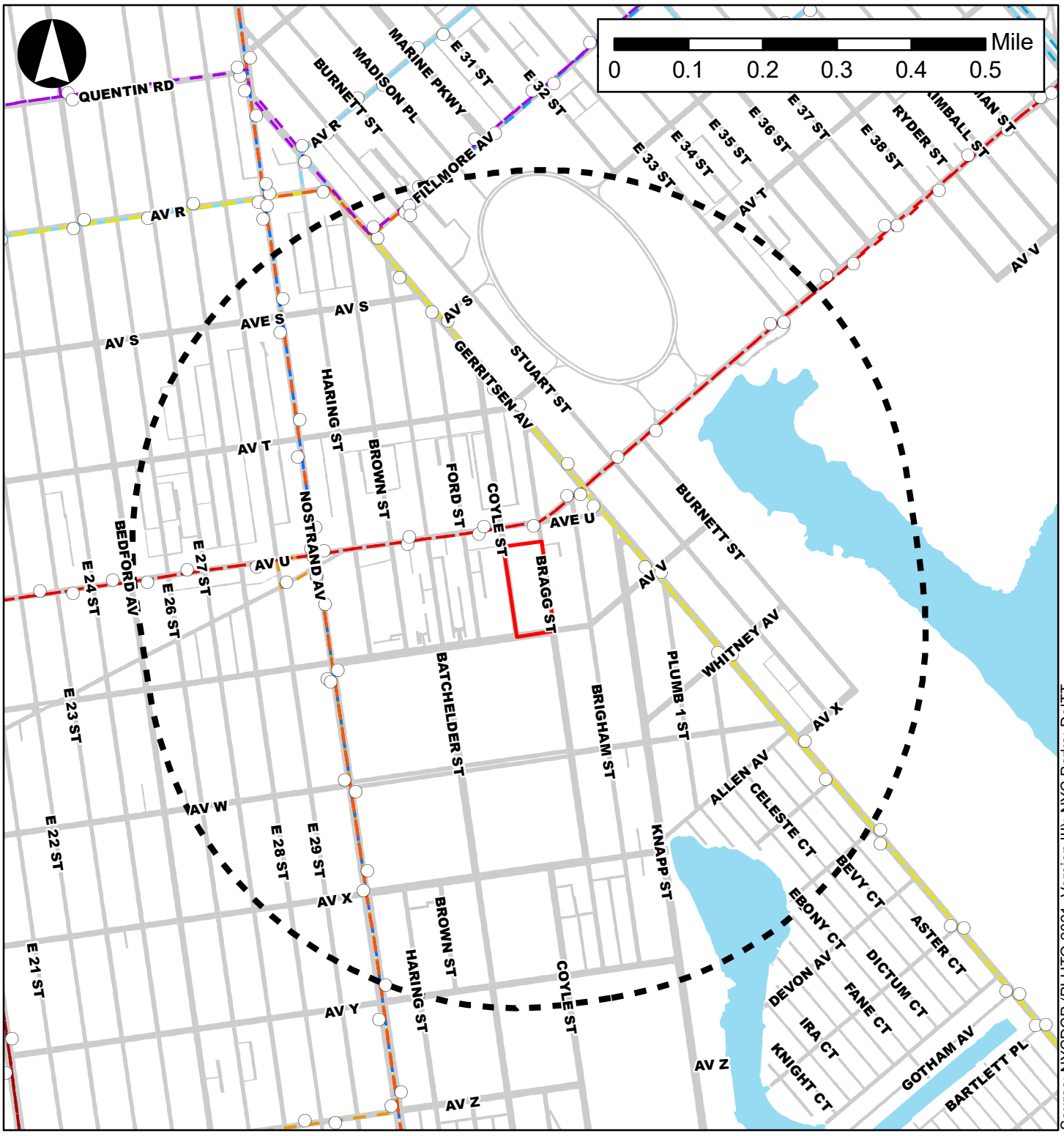
As shown in **Figure I-3a**, a total of four local bus routes – the B3, B31, B36, and B44 routes – operated by New York City Transit ("NYCT") provide service within a quarter-mile radius of the Proposed Rezoning Area. Additionally, the B3 and B31 also provide access between the Proposed Rezoning Area and the

Project Increment Peak-Hour Traffic Volumes



LEGEND

- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site
- Signalized Analysis Intersection
- Proposed Parking Entrance
- ← 4/1/4/4 - AM/MD/PM/SAT Peak Hour Vehicular Volumes



Source: NYCDCP (PLUTO 2021, Version III); NYC Parks; DoITT

Legend

- Proposed Rezoning Area
- Half-Mile Radius
- Local Bus Stops
- B2
- B3
- B7
- B31
- B36
- B41
- B44
- B44+
- B49
- B82
- B82+
- B100

Avenue U (Q) and Kings Highway (B/Q) subway stations, respectively (refer to **Figure I-3b** for a map illustrating nearby subway service). Further north, the B44 also provides access between the Proposed Rezoning Area and the Flatbush Avenue-Brooklyn College (2/5) subway station. As such, bus-only trips were assigned to bus stops based on existing bus ridership data along each route, and subway-to-bus trips were assigned accordingly to the B3, B31, and B44/B44 SBS bus routes based on the project generated subway trips anticipated at the Avenue U (Q), Kings Highway (B/Q) subway stations, and Flatbush Avenue-Brooklyn College (2/5), respectively.

Table I-5 shows the anticipated numbers of new riders on each of the four local bus routes in each peak hour. As shown in **Table I-5**, the westbound B3 route would experience an increase of 53 trips, and the northbound B44 route would experience an increase of 60 trips in the AM peak hour, which exceeds the 50-trip 2021 *CEQR Technical Manual* analysis threshold. Therefore, a detailed analysis of conditions on the westbound B3 and northbound B44 bus routes are warranted in the AM peak hour based on 2021 *CEQR Technical Manual* guidance.

Table I-5: Incremental Bus Trips by Route

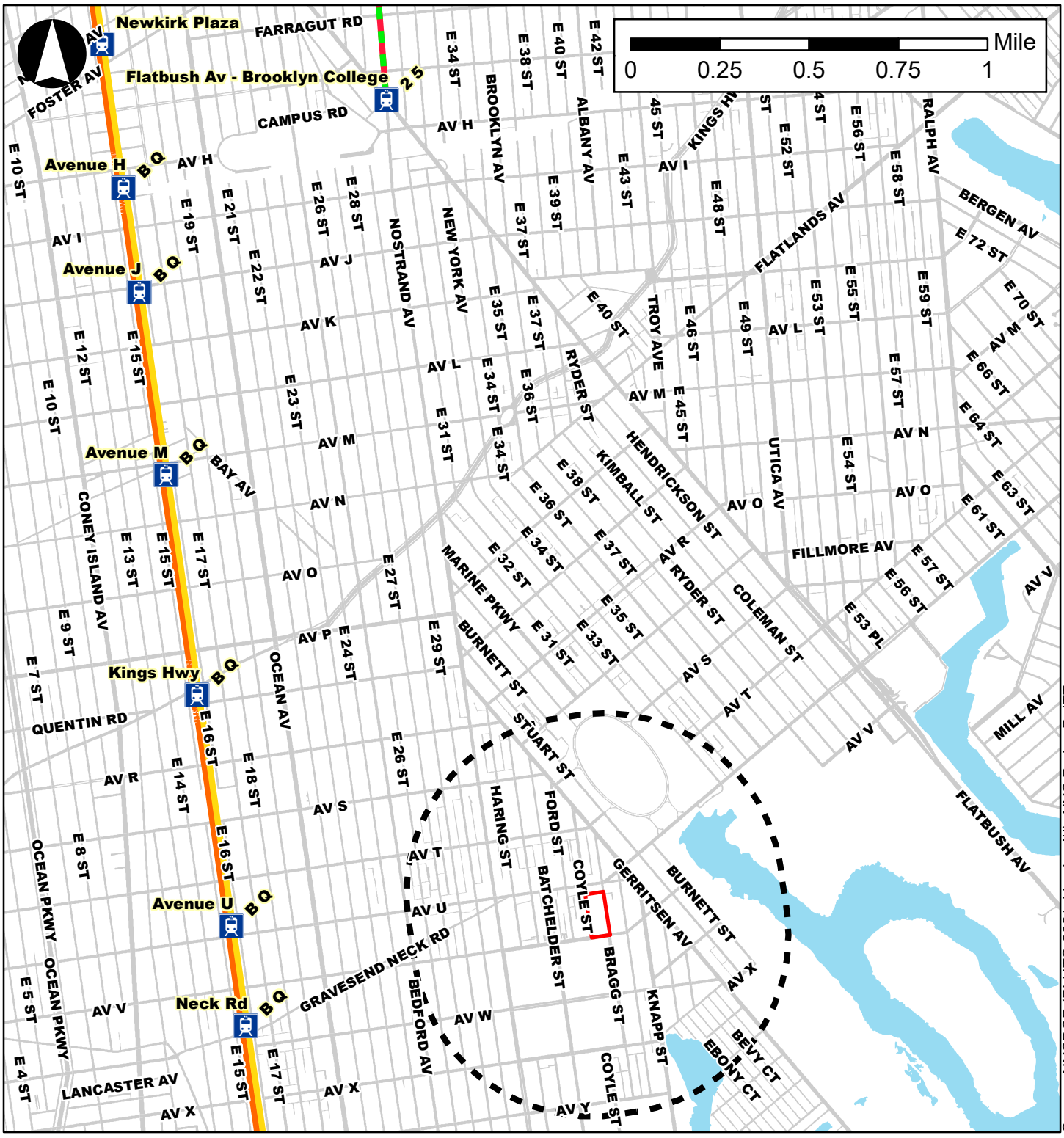
Bus Route	Direction	Bus-Only						Subway-to-Bus						Total Bus Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
B3	EB	1	3	4	3	1	4	14	0	14	35	0	35	15	3	18	38	1	39
	WB	1	5	6	2	2	4	0	47	47	0	22	22	1	52	**53**	2	24	26
B31	NB	0	1	1	1	0	1	0	38	38	0	19	19	0	39	39	1	19	20
	SB	0	1	1	1	0	1	12	0	12	29	0	29	12	1	13	30	0	30
B36	NB	3	0	3	4	0	4	0	0	0	0	0	0	3	0	3	4	0	4
	SB	0	9	9	0	3	3	0	0	0	0	0	0	0	9	9	0	3	3
B44/ B44 SBS	NB	1	18	19	3	6	9	0	41	41	0	19	19	1	59	**60**	3	25	28
	SB	4	4	8	11	1	12	13	0	13	30	0	30	17	4	21	41	1	42
Total		10	14	51	25	13	38	39	126	165	94	60	154	49	167	216	119	73	192

Note: **Bold** denotes that a detailed bus analysis is required.

Pedestrians

Many project-generated trips would include a walk component using local sidewalks, street corners, and crosswalks, to access the Proposed Rezoning Area. As shown above in **Table I-4**, the Proposed Actions' RWCDS would generate a net total of approximately 709, 903, 1,205, and 1,460 incremental pedestrian trips (including walk-only trips, subway and bus trips) during the weekday AM, midday, PM and Saturday peak hours, respectively. As the number of project generated pedestrian trips would exceed the 200-trip 2021 *CEQR Technical Manual* threshold during each of the analyzed peak hours, a Level 2 screening is required.

The project-generated pedestrian trips (walk-only, subway and bus trips) were assigned to pedestrian elements (sidewalks, corner area, and crosswalks) in the vicinity of the Proposed Rezoning Area, during the weekday AM, midday, PM, and Saturday peak hours. Based on a preliminary assignment of incremental peak-hour pedestrian trips, a total of nine pedestrian elements (two sidewalks, two crosswalks, and five corner areas) where incremental trips would be most concentrated were selected for analysis. These elements, which are shown in **Figure I-4** and listed below, are primarily located adjacent to the Proposed Rezoning Area.

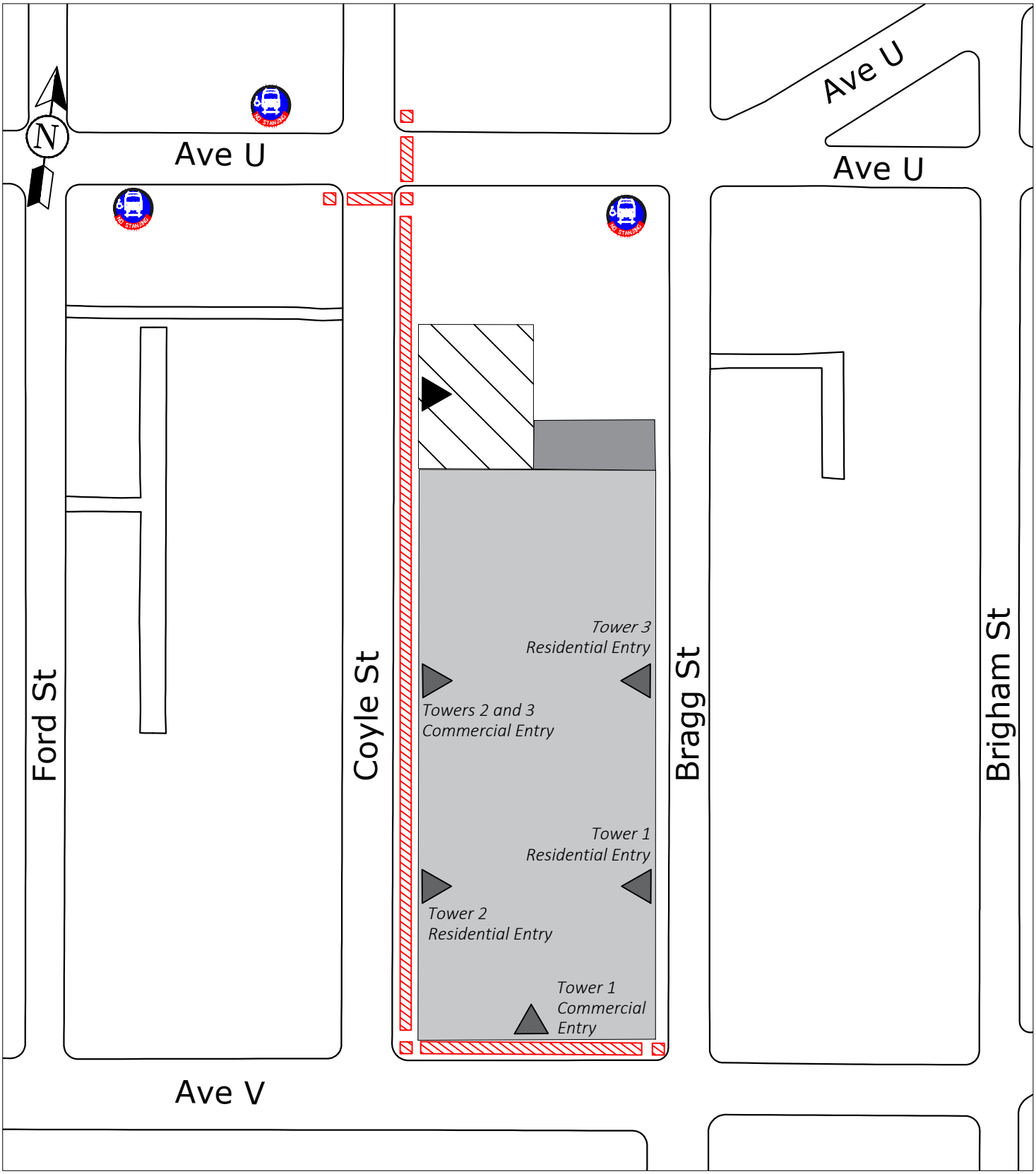


Source: NYCDCP (PLUTO 2021, Version III); NYC Parks; DoITT

Legend

- Proposed Rezoning Area
- Half-Mile Radius
- Subway Stations
- 2 Train
- 5 Train
- B Train
- Q Train

Pedestrian Analysis Locations



LEGEND

- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site
- Projected Development Site 1 Entrance
- Projected Development Site 2 Entrance
- Pedestrian Element Analysis Location
- MTA Bus Stop

Pedestrian Analysis Locations

Sidewalks

- East sidewalk along Coyle Street between Avenue U and Avenue V
- North sidewalk along Avenue V between Coyle Street and Bragg Street

Crosswalks

- East crosswalk of Avenue U and Coyle Street
- South crosswalk of Avenue U and Coyle Street

Corner Areas

- Northeast corner of Avenue U and Coyle Street
- Southeast corner of Avenue U and Coyle Street
- Southwest corner of Avenue U and Coyle Street
- Northeast corner of Avenue V and Coyle Street
- Northwest corner of Avenue V and Bragg Street

Parking

Under the Proposed Actions, 289 accessory parking spaces would be provided on Projected Development Sites 1 and 2 in the Proposed Rezoning Area. As the proposed 289 spaces of on-site accessory parking are not expected to be sufficient to accommodate all of the projected demand under the Proposed Actions' RWCDS, a detailed analysis of parking conditions within a quarter-mile radius of the Proposed Rezoning Area during the weekday and Saturday overnight peak hours is included in this EAS. Existing on-street and off-street parking inventories are provided to document the existing supply and demand during the weekday and Saturday overnight periods (when the combined parking demand from the proposed local retail and residential uses is expected to be the greatest). Changes in the parking supply and utilization under both No-Action and With-Action conditions are also forecasted.

V. TRANSPORTATION ANALYSES METHODOLOGIES

Traffic

Analysis Methodology

The traffic analysis examines conditions in the weekday AM, midday, PM, and Saturday peak hours at six signalized intersections. Based on data collected in June 2022, the peak hours selected for analysis are 7:30-8:30 AM, 1:00-2:00 PM, 4:45-5:45 PM, and 12:30-1:30 PM during each respective period.[1]

The capacity analyses at intersections were based on the methodology presented in the Highway Capacity Manual ("HCM") and utilize HCS+ Version 5.5 software. Traffic data required for these analyses include the hourly volumes on each approach, turning movements, the percentage of trucks and buses, and pedestrian volumes at crosswalks. Field inventories are also necessary to document the physical layout

[1] To account for the ongoing effects of the COVID-19 pandemic on study area traffic volumes, pre-pandemic secondary source data from NYCDOT Traffic Information Management Systems ("TIMS") were utilized to develop adjustment factors for the 2022 count data. The adjustment factors derived are 1.51 for the weekday AM peak hour, 1.57 for the weekday midday peak hour, 1.77 for the weekday PM peak hour, and 1.51 for the Saturday peak hour, and are applied to the 2022 count data.

and street widths, lane markings, curbside parking regulations, and other relevant characteristics needed for the analysis.

The HCM methodology produces a volume-to-capacity ("v/c") ratio for each signalized intersection approach. The v/c ratio represents the ratio of traffic volume on an approach to the approach's carrying capacity. A v/c ratio of less than 0.90 is generally considered indicative of non-congested conditions in dense urban areas; when higher than this value, the ratio reflects increasing congestion. At a v/c ratio between 0.95 and 1.0, near-capacity conditions are reached and delays can become substantial. Ratios of greater than 1.0 indicate saturated conditions with queuing. The HCM methodology also expresses the quality of traffic flow in terms of level of service ("LOS"), which is based on the amount of delay that a driver typically experiences at an intersection. Levels of service range from A, representing minimal delay (10 seconds or less per vehicle), to F, which represents long delays (greater than 80 seconds per vehicle).

For unsignalized intersections, the HCM methodology generally assumes that traffic on major streets is not affected by traffic flows on minor streets. Left turns from a major street are assumed to be affected by the opposing, or oncoming, traffic flow on that major street. Traffic on minor streets is affected by all conflicting movements. Similar to signalized intersections, the HCM methodology expresses the quality of traffic flow at unsignalized intersections in terms of LOS based on the amount of delay that a driver experiences. Level of service definitions used to characterize traffic flows at unsignalized intersections differ somewhat from those used for signalized intersections, primarily because drivers anticipate different levels of performance from the two different kinds of intersections. For unsignalized intersections, LOS ranges from A, representing minimal delay (10 seconds or less per vehicle, as it is for signalized intersections), to F, which represents long delays (greater than 50 seconds per vehicle, compared to greater than 80 seconds per vehicle for signalized intersections).

Table I-6 shows the LOS/delay relationship for signalized and unsignalized intersections using the HCM methodology. Levels of service A, B, and C generally represent highly favorable to fair levels of traffic flow. At LOS D, the influence of congestion becomes noticeable. LOS E reflects heavy delay, and LOS F is considered to be unacceptable to most drivers. In these traffic impact analyses, a signalized lane grouping operating at LOS E or F or a v/c ratio of 0.90 or more is identified as congested. For unsignalized intersections, a movement with LOS E or F is also identified as congested.

Table I-6: Intersection Level of Service Criteria

	Average Delay per Vehicle (seconds)	
LOS	**Signalized Intersections**	**Unsignalized Intersections**
A	Less than 10.1	Less than 10.1
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	Greater than 80.0	Greater than 50.0

Source: *2010 Highway Capacity Manual*.

Significant Impact Criteria

The identification of significant adverse traffic impacts at analyzed intersections is based on criteria presented in the 2021 *CEQR Technical Manual*. For signalized intersections, if a lane group in the With-Action condition would be LOS A, B, C or D, (i.e., delay less than or equal to 55.0 seconds/vehicle), the impact is not considered significant. For a lane group that would operate at LOS E under the With-Action

condition, an increase in delay of 5.0 or more seconds compared to the No-Action condition is considered a significant impact. For a lane group that would operate at LOS F in the With-Action condition, an increase in projected delay of 4.0 or more seconds compared to the No-Action condition is considered a significant impact.

The same criteria apply to unsignalized intersections. However, for traffic on a minor street at an unsignalized intersection to trigger a significant impact, a total approach volume of 90 passenger car equivalents ("PCEs") must be projected in the future With-Action condition in any peak hour.

Pedestrians

Analysis Methodology

Data on peak period pedestrian flow volumes was collected along the analyzed sidewalk and corner areas in the vicinity of the Proposed Rezoning Area in June and December 2022. Peak hours were determined by comparing rolling hourly averages, and the highest 15-minute volumes within the selected peak hours were used for analysis. Based on existing peak pedestrian volumes within the study area, the 8:00 AM – 9:00 AM, 12:15 PM – 1:15 PM, 4:45 PM – 5:45 PM, and 12:15 PM – 1:15 PM periods were selected for analysis during the weekday AM, midday, PM, and Saturday peak hours, respectively.[2]

Peak 15-minute pedestrian flow conditions during the weekday midday period are analyzed using the *Highway Capacity Manual 2010* methodology and procedures outlined in the 2021 *CEQR Technical Manual*. Using this methodology, the congestion level of pedestrian facilities is determined by considering pedestrian volume, measuring the sidewalk or crosswalk width, determining the available pedestrian capacity and developing a ratio of volume flows to capacity conditions. The resulting ratio is then compared with LOS standards for pedestrian flow, which define a qualitative relationship at a certain pedestrian traffic concentration level. The evaluation of street crosswalks and corners is more complicated as these spaces cannot be treated as corridors due to the time incurred waiting for traffic lights. To effectively evaluate these facilities a "time-space" analysis methodology is employed which takes into consideration the traffic light cycle at intersections.

LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. **Table I-7** defines the LOS criteria for pedestrian crosswalk/corner area and a sidewalk conditions, as based on the *Highway Capacity Manual 2010* methodology.

The analysis of sidewalk conditions includes a "platoon" factor in the calculation of pedestrian flow to more accurately estimate the dynamics of walking. "Platooning" is tendency of pedestrians to move in bunched groups or "platoons" once they cross a street where cross traffic required them to wait. Platooning generally results in a level of service one level poorer than that determined for average flow rates.

[2] To account for the ongoing effects of the COVID-19 pandemic on study area pedestrian volumes, pre-pandemic secondary source data from NYCDOT TIMS were utilized to develop adjustment factors for the 2022 count data. The adjustment factor derived is 1.23 for the weekday PM peak hour and is applied to the 2022 count data. As the derived adjustment factors for the weekday AM, weekday midday, and Saturday peak hours are less than 1, no adjustment factors were applied to these periods.

Table I-7: Pedestrian Crosswalk/Corner Area and Sidewalk Levels of Service Descriptions

LOS	Crosswalk/Corner	Crosswalk/ Corner Area Criteria (ft^2/ped)	Platoon Sidewalk Criteria (ft^2/ped)
A	(Unrestricted)	> 60	> 530
B	(Slightly Restricted)	> 40 to 60	> 90 to 530
C	(Restricted but fluid)	> 24 to 40	> 40 to 90
D	(Restricted, necessary to continuously alter walking stride and direction)	> 15 to 24	> 23 to 40
E	(Severely restricted)	> 8 to 15	> 11 to 23
F	(Forward progress only by shuffling; no reverse movement possible)	≤ 8	≤ 11

Notes:
Based on average conditions for 15 minutes.
ft^2/ped – square feet of area per pedestrian.
Source: 2021 *CEQR Technical Manual.*

Significant Impact Criteria

Sidewalks

The 2021 *CEQR Technical Manual* impact criteria for a non-central business district (non-CBD) location are used to identify significant adverse impacts due to the Proposed Actions. These criteria define a significant adverse sidewalk impact to have occurred under platoon conditions if the average pedestrian space under the No-Action condition is greater than 44.3 square feet/pedestrian (sf/ped), and the average pedestrian space under the With-Action condition is 40.0 sf/ped or less (LOS D or worse). If the average pedestrian space under the With-Action condition is greater than 40.0 sf/ped (LOS C or better), the impact should not be considered significant. If the No-Action condition pedestrian space is between 6.3 and 44.3 sf/ped, a reduction in pedestrian space under the With-Action condition should be considered significant based on **Table I-8**, which shows a sliding-scale that identifies what decrease in pedestrian space is considered a significant impact for a given pedestrian space value in the No-Action condition. If the reduction in pedestrian space is less than the value in **Table I-8**, the impact is not considered significant. If the average pedestrian space under the No-Action condition is less than 6.3 sf/ped, then a reduction in pedestrian space greater than or equal to 0.3 sf/ped, under the With-Action condition, should be considered significant.

Corner Areas and Crosswalks

For non-CBD areas, 2021 *CEQR Technical Manual* criteria define a significant adverse corner area or crosswalk impact to have occurred if the average pedestrian space under the No-Action condition is greater than 26.6 sf/ped and, under the With-Action condition, the average pedestrian space decreases to 24 sf/ped or less (LOS D or worse). If the pedestrian space under the With-Action condition is greater than 24 sf/ped (LOS C or better), the impact should not be considered significant. If the average pedestrian space under the No-Action condition is between 5.0 and 26.6 sf/ped, a decrease in pedestrian space under the With-Action condition should be considered significant based on **Table I-9** which shows a sliding-scale that identifies what decrease in pedestrian space is considered a significant impact for a given amount of pedestrian space in the No-Action condition. If the decrease in pedestrian space is less than the value in **Table I-9**, the impact is not considered significant. If the average pedestrian space under the No-Action condition is less than 5.0 sf/ped, then a decrease in pedestrian space greater than or equal to 0.2 sf/ped should be considered significant.

Table I-8: Significant Impact Criteria for Sidewalks with Platooned Flow in a Non-CBD Location

No-Action Condition Pedestrian Flow (sf/ped)			With-Action Condition Pedestrian Flow Increment to be Considered a Significant Impact (sf/ped)
≥44.3			With-Action Condition ≤ 40.0
43.5	to	44.3	Reduction ≥ 4.3
42.5	to	43.4	Reduction ≥ 4.2
41.6	to	42.4	Reduction ≥ 4.1
40.6	to	41.5	Reduction ≥ 4.0
39.7	to	40.5	Reduction ≥ 3.9
38.7	to	39.6	Reduction ≥ 3.8
37.8	to	38.6	Reduction ≥ 3.7
36.8	to	37.7	Reduction ≥ 3.6
35.9	to	36.7	Reduction ≥ 3.5
34.9	to	35.8	Reduction ≥ 3.4
34.0	to	34.8	Reduction ≥ 3.3
33.0	to	33.9	Reduction ≥ 3.2
32.1	to	32.9	Reduction ≥ 3.1
31.1	to	32.0	Reduction ≥ 3.0
30.2	to	31.0	Reduction ≥ 2.9
29.2	to	30.1	Reduction ≥ 2.8
28.3	to	29.1	Reduction ≥ 2.7
27.3	to	28.2	Reduction ≥ 2.6
26.4	to	27.2	Reduction ≥ 2.5
25.4	to	26.3	Reduction ≥ 2.4
24.5	to	25.3	Reduction ≥ 2.3
23.5	to	24.4	Reduction ≥ 2.2
22.6	to	23.4	Reduction ≥ 2.1
21.6	to	22.5	Reduction ≥ 2.0
20.7	to	21.5	Reduction ≥ 1.9
19.7	to	20.6	Reduction ≥ 1.8
18.8	to	19.6	Reduction ≥ 1.7
17.8	to	18.7	Reduction ≥ 1.6
16.9	to	17.7	Reduction ≥ 1.5
15.9	to	16.8	Reduction ≥ 1.4
15.0	to	15.8	Reduction ≥ 1.3
14.0	to	14.9	Reduction ≥ 1.2
13.1	to	13.9	Reduction ≥ 1.1
12.1	to	13.0	Reduction ≥ 1.0
11.2	to	12.0	Reduction ≥ 0.9
10.2	to	11.1	Reduction ≥ 0.8
9.3	to	10.1	Reduction ≥ 0.7
8.3	to	9.2	Reduction ≥ 0.6
7.4	to	8.2	Reduction ≥ 0.5
6.4	to	7.3	Reduction ≥ 0.4
≤6.3			Reduction ≥ 0.3

Source: 2021 *CEQR Technical Manual.*

Table I-9: Significant Impact Criteria for Corners and Crosswalks in a Non-CBD Location

No-Action Condition Pedestrian Space (sf/ped)			With-Action Condition Pedestrian Space Reduction to be Considered a Significant Impact (sf/ped)
≥ 26.6			With-Action Condition ≤ 24.0
25.8	to	26.5	Reduction ≥ 2.6
24.9	to	25.7	Reduction ≥ 2.5
24.0	to	24.8	Reduction ≥ 2.4
23.1	to	23.9	Reduction ≥ 2.3
22.2	to	23.0	Reduction ≥ 2.2
21.3	to	22.1	Reduction ≥ 2.1
20.4	to	21.2	Reduction ≥ 2.0
19.5	to	20.3	Reduction ≥ 1.9
18.6	to	19.4	Reduction ≥ 1.8
17.7	to	18.5	Reduction ≥ 1.7
16.8	to	17.6	Reduction ≥ 1.6
15.9	to	16.7	Reduction ≥ 1.5
15.0	to	15.8	Reduction ≥ 1.4
14.1	to	14.9	Reduction ≥ 1.3
13.2	to	14.0	Reduction ≥ 1.2
12.3	to	13.1	Reduction ≥ 1.1
11.4	to	12.2	Reduction ≥ 1.0
10.5	to	11.3	Reduction ≥ 0.9
9.6	to	10.4	Reduction ≥ 0.8
8.7	to	9.5	Reduction ≥ 0.7
7.8	to	8.6	Reduction ≥ 0.6
6.9	to	7.7	Reduction ≥ 0.5
6.0	to	6.8	Reduction ≥ 0.4
5.1	to	5.9	Reduction ≥ 0.3
≤ 5.0			Reduction ≥ 0.2

Source: 2021 *CEQR Technical Manual.*

Street User Safety

Pursuant to 2021 *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations along a Vision Zero intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high-crash location. For these locations, crash trends would be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety should be identified and coordinated with NYCDOT.

Parking

Analysis Methodology

The parking analysis identifies the supply of on-street and off-street public parking near a proposed project site and determines the extent to which the supply is utilized in existing conditions and in the future without and with a proposed action. The analysis considers anticipated changes in the study area's parking supply and demand and compares project-generated parking demand with future parking availability to determine if a parking shortfall is likely to result. The displacement of existing parking capacity attributable to the proposed action or project is also considered. Typically, the analysis encompasses the parking facilities—public parking lots and garages and on-street curbside spaces—that vehicular traffic destined to the project site or area would likely utilize. According to the 2021 *CEQR Technical Manual*, a quarter-mile radius around a site is generally assumed as the distance that someone driving to the site would be willing to walk.

A parking demand forecast for the Proposed Actions' RWCDS is provided to document the projected demand at the proposed 289 spaces of on-site accessory parking and the demand that would need to be accommodated on-street or at nearby off-street public parking facilities. As the parking demand generated by the Proposed Actions are expected to peak during the overnight period on a weekday and Saturday, the parking analysis focuses on the weekday and Saturday overnight periods.

Significant Shortfall Criteria

Should a proposed action generate the need for more parking than it provides, a shortfall of spaces may be considered significant. The availability of off-street and on-street parking spaces within a convenient walking distance (about a quarter-mile), as well as the availability of alternative modes of transportation, are considered in making this determination.

Under 2021 *CEQR Technical Manual* guidance, different criteria for determining significance are applied based on whether or not a proposed project site is located in residential or commercial areas designated as Parking Zones 1 and 2 as shown in Map 16-2, "CEQR Parking Zones, May 2010," in the 2021 *CEQR Technical Manual*. As the Proposed Rezoning Area is located outside of Zones 1 and 2, a parking shortfall that exceeds the available on-street and off-street parking spaces within quarter-mile of the site when compared to the No-Acton condition, can be considered significant. Factors to be considered in determining whether a shortfall is significant include the availability and extent of transit in the area; the proximity of the project to such transit; any features of the project that are considered trip reduction or travel demand management ("TDM") measures as set forth in Subsection 515 of the 2021 *CEQR Technical Manual*; and travel modes of customers of area commercial businesses; and patterns of automobile usage by area residents.

VI. TRAFFIC

Existing Conditions

Study Area Street Network

As shown in **Figure I-2**, the Proposed Rezoning Area is bounded by Coyle Street to the west, Avenue V to the south, Bragg Street to the east, and Avenue U to the north. Coyle Street operates as a two-way, north-south local street with parking along both curbs. Avenue V operates as a two-way, east-west major collector with parking along both curbs. Bragg Street operates as a one-way, northbound major collector

with parking along both curbs. Avenue U, a NYCDOT-designated Local Truck Route, operates as a two-way, east-west principal arterial with metered parking along both curbs and a bus stop served by the NYCT B3 bus line along the south curb. The Belt Parkway is located approximately 0.9-miles to the south of the Proposed Rezoning Area and is accessible in both directions via Knapp Street, located two blocks (approximately 550-feet) to the east.

Traffic Conditions

To establish the existing conditions traffic network, an extensive traffic data collection program—including ATR counts, turning movement counts, and vehicle classification counts—was undertaken in June 2022. Physical inventory data needed for operational analysis—e.g., the number of traffic lanes, lane widths, pavement markings, turn prohibitions, bus stops, and typical parking regulations—were also collected in June 2022. Signal timing plans for signalized intersections within the study area were obtained from NYCDOT. **Figure I-5** shows existing peak-hour traffic volumes during the analyzed weekday AM, midday, PM, and Saturday peak hours.

Intersection Capacity Analysis

The v/c ratios, delays, and levels of service at each analyzed intersection under existing conditions are shown in **Table I-10**. A lane group is considered congested if it operates at LOS E or F and/or with a v/c ratio of 0.90 or above. A v/c ratio of 1.00 or above reflects capacity conditions.

As shown in **Table I-10**, under existing conditions, a total of two analyzed intersections have at least one congested lane group in one or more peak hours. One of the congested intersections is located along Avenue V, and one is located along Avenue U. One congested intersection currently has one lane group operating over capacity (v/c ratio > 1.0) during the weekday PM peak hour.

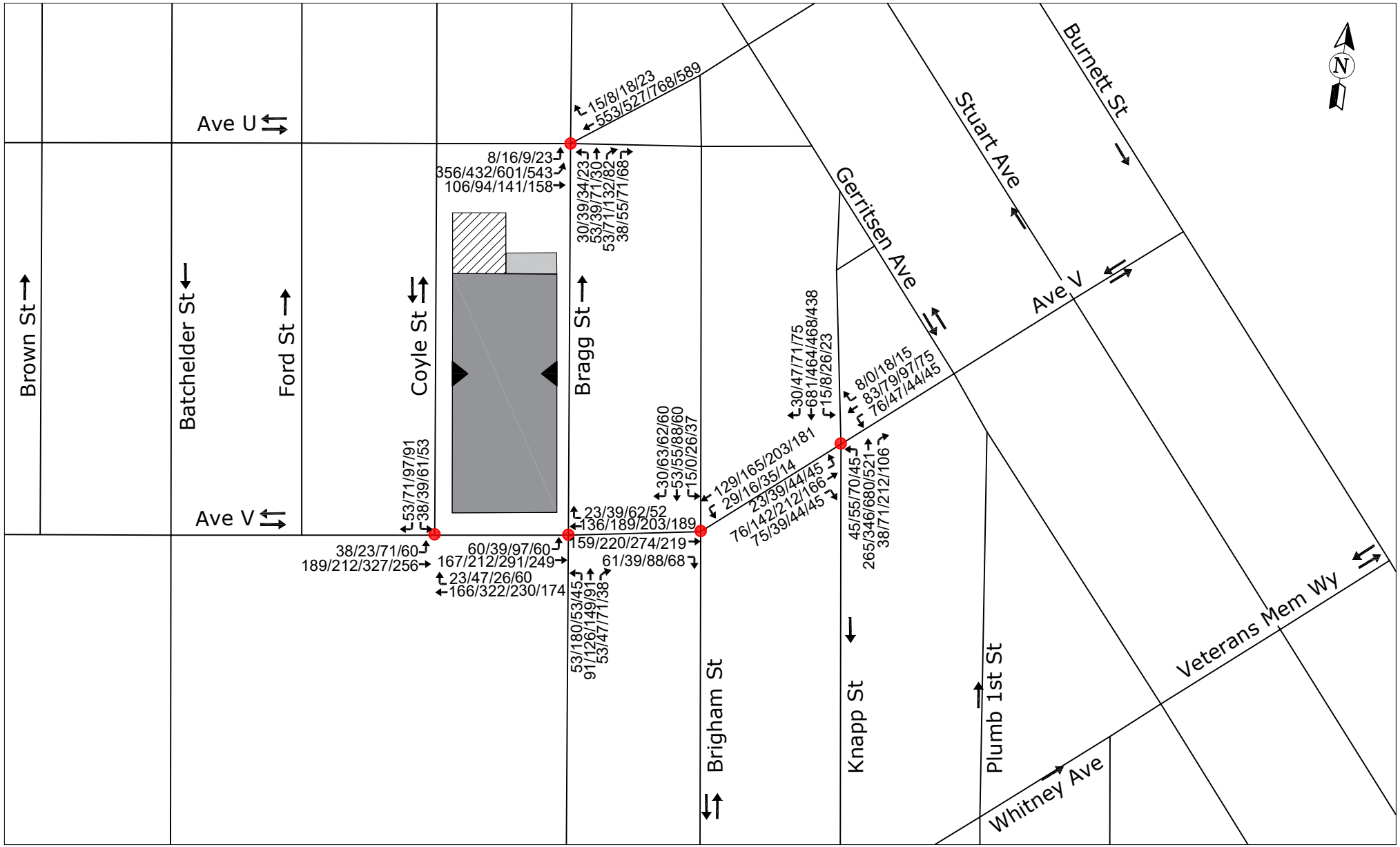
The Future without the Proposed Actions (No-Action Condition)

Future No-Action Traffic Growth

Between 2022 and 2028, it is expected that the transportation demands in the vicinity of the Proposed Rezoning Area will increase due to long-term background growth and other planned developments unrelated to the Proposed Actions. As shown in **Table I-1**, it is assumed that under the No-Action condition RWCDS, the Proposed Rezoning Area would be occupied with 8,000-gsf of local retail space, 30,000-gsf of supermarket space, and 166 accessory parking spaces.

In order to forecast future traffic conditions without the Proposed Actions (the No-Action condition), No-Action development projects within a quarter-mile radius of the Proposed Rezoning Area were considered. The future No-Action traffic volumes also reflect annual background growth rates of 0.50 percent per year for the 2022 through 2027 period, and 0.25 percent per year for the 2027 through 2028 period. These background growth rates, recommended in the 2021 CEQR Technical Manual for projects in Brooklyn, are applied to account for smaller projects and as-of-right developments, and general increases in travel demand not attributable to specific development projects. **Figure I-6** shows total No-Action condition traffic volumes during the analyzed peak hours.

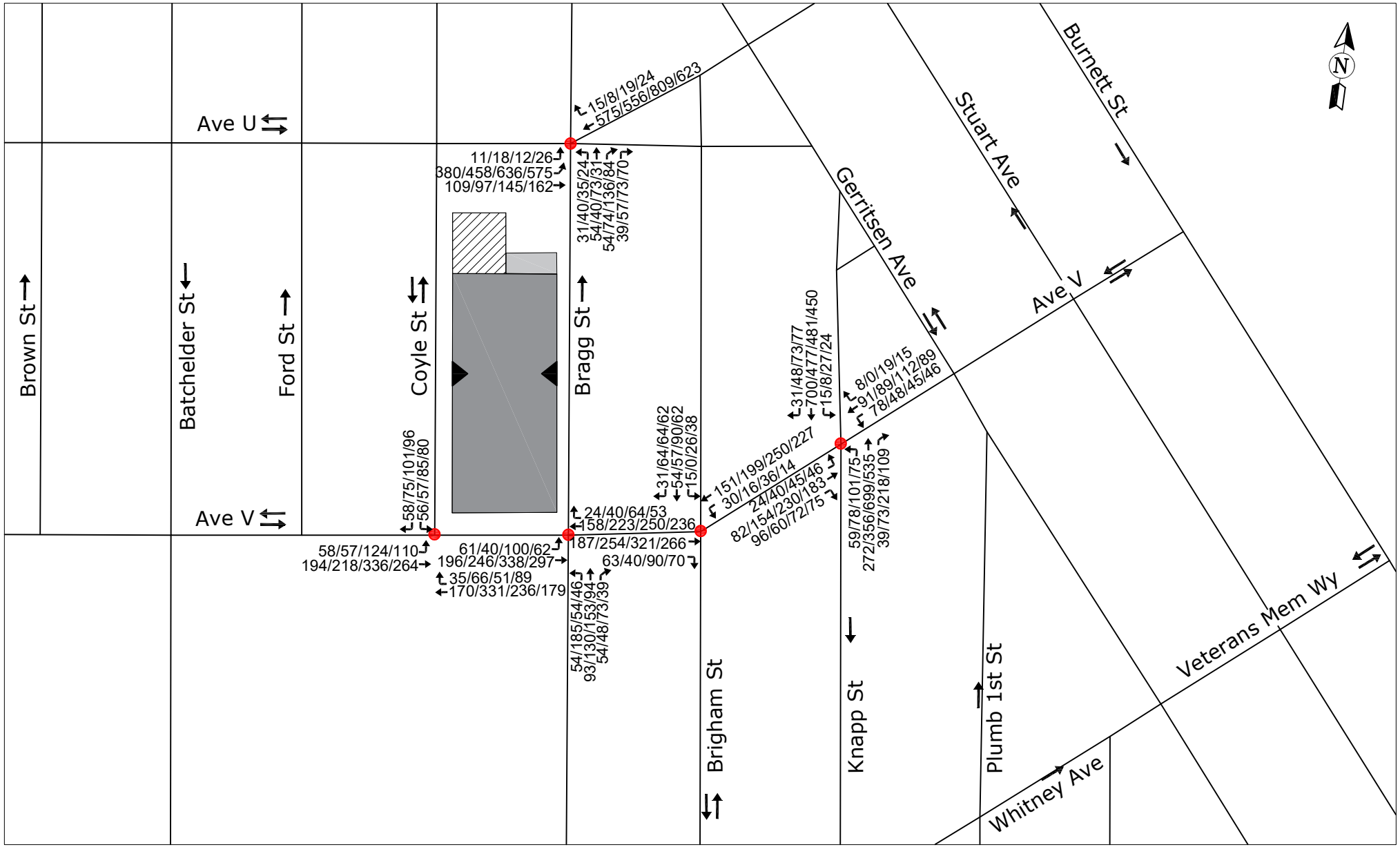
Existing Peak-Hour Traffic Volumes



LEGEND

- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site
- Signalized Analysis Intersection
- Proposed Parking Entrance
- ← 4/1/4/4 - AM/MD/PM/SAT Peak Hour Vehicular Volumes

No-Action Peak-Hour Traffic Volumes



LEGEND

- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site
- Signalized Analysis Intersection
- Proposed Parking Entrance
- ← 4/1/4/4 - AM/MD/PM/SAT Peak Hour Vehicular Volumes

Table I-10: Existing Conditions Intersection Level of Service Analysis

Signalized Intersections	Existing AM Peak Hour					Existing MD Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Avenue V (EB-WB) &	EB	L	0.10	11.7	B	EB	L	0.08	11.7	B	EB	L	0.19	12.9	B	EB	L	0.15	12.4	B
Coyle Street (SB)	EB	T	0.30	13.7	B	EB	T	0.33	14.1	B	EB	T	0.50	16.8	B	EB	T	0.35	14.3	B
	WB	TR	0.29	13.6	B	WB	TR	0.52	17.0	B	WB	TR	0.37	14.5	B	WB	TR	0.35	14.3	B
	SB	LR	0.26	25.3	C	SB	LR	0.30	26.0	C	SB	LR	0.40	27.8	C	SB	LR	0.40	27.7	C
Avenue V (EB-WB) &	EB	L	0.16	12.4	B	EB	L	0.10	11.7	B	EB	L	0.26	14.0	B	EB	L	0.15	12.3	B
Bragg Street (NB)	EB	T	0.26	13.1	B	EB	T	0.33	14.0	B	EB	T	0.42	15.4	B	EB	T	0.33	14.1	B
	WB	TR	0.26	13.2	B	WB	TR	0.32	13.9	B	WB	TR	0.41	15.3	B	WB	TR	0.35	14.3	B
	NB	LTR	0.48	29.0	C	NB	LTR	0.87	48.4	D	NB	LTR	0.66	34.2	C	NB	LTR	0.39	27.2	C
Avenue V (EB-WB) &	EB	TR	0.36	14.6	B	EB	TR	0.44	17.5	B	EB	TR	0.52	17.2	B	EB	TR	0.49	18.3	B
Brigham Street (SB)	WB	LT	0.28	13.5	B	WB	LT	0.32	15.7	B	WB	LT	0.42	15.6	B	WB	LT	0.31	15.6	B
	SB	LTR	0.24	24.8	C	SB	LTR	0.30	25.7	C	SB	LTR	0.41	27.5	C	SB	LTR	0.38	27.0	C
Avenue V (EB-WB) &	EB	LTR	0.38	21.2	C	EB	LTR	0.48	22.9	C	EB	LTR	0.61	26.4	C	EB	LTR	0.54	24.4	C
Knapp Street (NB-SB)	WB	LTR	0.42	22.1	C	WB	LTR	0.32	20.3	C	WB	LTR	0.35	20.6	C	WB	LTR	0.31	20.1	C
	NB	LTR	0.42	20.2	C	NB	LTR	0.55	22.4	C	NB	LTR	1.05	67.6	E *	NB	LTR	0.67	24.8	C
	SB	LTR	0.63	23.6	C	SB	LTR	0.55	22.2	C	SB	LTR	0.63	24.1	C	SB	LTR	0.56	22.2	C
Avenue U (EB-WB) &	EB	LT	0.70	26.3	C	EB	LT	0.75	24.2	C	EB	LT	0.94	45.6	D *	EB	LT	0.91	36.4	D *
Bragg Street (NB)	WB	TR	0.86	35.9	D	WB	TR	0.75	24.5	C	WB	TR	0.97	51.4	D *	WB	TR	0.81	27.3	C
	NB	LTR	0.44	36.0	D	NB	LTR	0.56	32.9	C	NB	LTR	0.71	44.9	D	NB	LTR	0.52	31.6	C

Notes: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound, L-Left, T-Through, R-Right, DefL-Defacto Left
* - Denotes a congested movement

Intersection Capacity Analysis

The v/c ratios, delays, and levels of service at each analyzed intersection under the No-Action condition are shown in **Tables I-11a** and **I-11b**. As shown in **Tables I-11a** and **I-11b**, a total of three intersections would have at least one congested lane group in one or more peak hours in the No-Action condition, compared to two intersections under existing conditions. Two of the congested intersections are located along Avenue V (compared to one under existing conditions) and one is located along Avenue U (same as existing conditions). In addition, a total of two intersections would have one or more lane groups operating at or over capacity (v/c > 1) in the weekday PM peak hour (compared to one under existing conditions).

Table I-11a: No-Action Condition Intersection Level of Service Analysis (Weekday AM and Midday)

Signalized Intersections	Existing AM Peak Hour					No-Action AM Peak Hour					Existing MD Peak Hour					No-Action MD Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Avenue V (EB-WB) &	EB	L	0.10	11.7	B	EB	L	0.17	12.6	B	EB	L	0.08	11.7	B	EB	L	0.23	13.9	B	
Coyle Street (SB)	EB	T	0.30	13.7	B	EB	T	0.31	13.8	B	EB	T	0.33	14.1	B	EB	T	0.34	14.2	B	
	WB	TR	0.29	13.6	B	WB	TR	0.33	14.1	B	WB	TR	0.52	17.0	B	WB	TR	0.58	18.3	B	
	SB	LR	0.26	25.3	C	SB	LR	0.33	26.6	C	SB	LR	0.30	26.0	C	SB	LR	0.39	27.4	C	
Avenue V (EB-WB) &	EB	L	0.16	12.4	B	EB	L	0.17	12.7	B	EB	L	0.10	11.7	B	EB	L	0.11	11.9	B	
Bragg Street (NB)	EB	T	0.26	13.1	B	EB	T	0.30	13.7	B	EB	T	0.33	14.0	B	EB	T	0.38	14.7	B	
	WB	TR	0.26	13.2	B	WB	TR	0.29	13.6	B	WB	TR	0.32	13.9	B	WB	TR	0.37	14.7	B	
	NB	LTR	0.48	29.0	C	NB	LTR	0.49	29.4	C	NB	LTR	0.87	48.4	D	NB	LTR	0.91	53.9	D	*
Avenue V (EB-WB) &	EB	TR	0.36	14.6	B	EB	TR	0.42	15.4	B	EB	TR	0.44	17.5	B	EB	TR	0.51	18.7	B	
Brigham Street (SB)	WB	LT	0.28	13.5	B	WB	LT	0.32	14.1	B	WB	LT	0.32	15.7	B	WB	LT	0.38	16.6	B	
	SB	LTR	0.24	24.8	C	SB	LTR	0.25	25.0	C	SB	LTR	0.30	25.7	C	SB	LTR	0.30	25.9	C	
Avenue V (EB-WB) &	EB	LTR	0.38	21.2	C	EB	LTR	0.45	22.5	C	EB	LTR	0.48	22.9	C	EB	LTR	0.56	24.9	C	
Knapp Street (NB-SB)	WB	LTR	0.42	22.1	C	WB	LTR	0.46	22.9	C	WB	LTR	0.32	20.3	C	WB	LTR	0.35	20.7	C	
	NB	LTR	0.42	20.2	C	NB	LTR	0.48	21.5	C	NB	LTR	0.55	22.4	E	NB	LTR	0.66	25.4	C	
	SB	LTR	0.63	23.6	C	SB	LTR	0.65	24.0	C	SB	LTR	0.55	22.2	C	SB	LTR	0.57	22.5	C	
Avenue U (EB-WB) &	EB	LT	0.70	26.3	C	EB	LT	0.75	28.6	C	EB	LT	0.75	24.2	D	EB	LT	0.79	26.6	C	
Bragg Street (NB)	WB	TR	0.86	35.9	D	WB	TR	0.89	39.4	D	WB	TR	0.75	24.5	D	WB	TR	0.79	26.6	C	
	NB	LTR	0.44	36.0	D	NB	LTR	0.45	36.4	D	NB	LTR	0.56	32.9	D	NB	LTR	0.59	33.6	C	

Notes: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound, L-Left, T-Through, R-Right, DefL-Defacto Left
* - Denotes a congested movement

Table I-11b: No-Action Conditions Intersection Level of Service Analysis (Weekday PM And Saturday)

Signalized Intersections	Existing PM Peak Hour						No-Action PM Peak Hour						Existing SAT Peak Hour						No-Action SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Avenue V (EB-WB) &	EB	L	0.19	12.9	B		EB	L	0.40	16.6	B		EB	L	0.15	12.4	B		EB	L	0.35	15.7	B	
Coyle Street (SB)	EB	T	0.50	16.8	B		EB	T	0.52	17.0	B		EB	T	0.35	14.3	B		EB	T	0.36	14.4	B	
	WB	TR	0.37	14.5	B		WB	TR	0.43	15.4	B		WB	TR	0.35	14.3	B		WB	TR	0.44	15.8	B	
	SB	LR	0.40	27.8	C		SB	LR	0.51	30.4	C		SB	LR	0.40	27.7	C		SB	LR	0.53	30.9	C	
Avenue V (EB-WB) &	EB	L	0.26	14.0	B		EB	L	0.32	15.4	B		EB	L	0.15	12.3	B		EB	L	0.19	12.9	B	
Bragg Street (NB)	EB	T	0.42	15.4	B		EB	T	0.49	16.5	B		EB	T	0.33	14.1	B		EB	T	0.40	14.9	B	
	WB	TR	0.41	15.3	B		WB	TR	0.50	16.8	B		WB	TR	0.35	14.3	B		WB	TR	0.43	15.5	B	
	NB	LTR	0.66	34.2	C		NB	LTR	0.69	35.3	D		NB	LTR	0.39	27.2	C		NB	LTR	0.41	27.6	C	
Avenue V (EB-WB) &	EB	TR	0.52	17.2	B		EB	TR	0.60	19.1	B		EB	TR	0.49	18.3	B		EB	TR	0.58	20.3	C	
Brigham Street (SB)	WB	LT	0.42	15.6	B		WB	LT	0.51	17.1	B		WB	LT	0.31	15.6	B		WB	LT	0.39	16.6	B	
	SB	LTR	0.41	27.5	C		SB	LTR	0.42	27.8	C		SB	LTR	0.38	27.0	C		SB	LTR	0.39	27.3	C	
Avenue V (EB-WB) &	EB	LTR	0.61	26.4	C		EB	LTR	0.73	30.8	C		EB	LTR	0.54	24.4	C		EB	LTR	0.66	27.9	C	
Knapp Street (NB-SB)	WB	LTR	0.35	20.6	C		WB	LTR	0.42	22.2	C		WB	LTR	0.31	20.1	C		WB	LTR	0.35	20.8	C	
	NB	LTR	1.05	67.6	E	*	NB	LTR	1.31	172.8	F	*	NB	LTR	0.67	24.8	C		NB	LTR	0.84	33.1	C	
	SB	LTR	0.63	24.1	C		SB	LTR	0.73	27.4	C		SB	LTR	0.56	22.2	C		SB	LTR	0.58	22.7	C	
Avenue U (EB-WB) &	EB	LT	0.94	45.6	D	*	EB	LT	1.00	59.0	E	*	EB	LT	0.91	36.4	D	*	EB	LT	0.97	45.6	D	*
Bragg Street (NB)	WB	TR	0.97	51.4	D	*	WB	TR	1.02	64.9	E	*	WB	TR	0.81	27.3	C		WB	TR	0.85	30.7	C	
	NB	LTR	0.71	44.9	D		NB	LTR	0.73	46.3	D		NB	LTR	0.52	31.6	C		NB	LTR	0.54	32.2	C	

Notes: EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound, L-Left, T-Through, R-Right, DefL-Defacto Left
* - Denotes a congested movement

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

Future With-Action Traffic Growth

As shown in **Table I-4**, the Proposed Actions' RWCDS would generate approximately 173, 77, 106, and 168 vehicle trips (inbound and outbound auto, taxi, and truck trips combined) during the weekday AM, midday, PM, and Saturday peak hours, respectively. The assignments of these trips to the study area street network are discussed above in Section IV, "Level 2 Screening Assessment," and shown in **Figure I-2**. **Figure I-7** shows the total weekday AM, midday, PM, and Saturday peak hours in the 2028 With-Action condition. The With-Action condition volumes shown in **Figure I-7** are the combination of the incremental traffic generated by the Proposed Actions' RWCDS and the No-Action condition volumes.

In order to better accommodate new project-generated vehicle demand, minor signal timing changes are proposed at three intersections (two intersections along Avenue V and one intersection along Avenue U). **Table I-12** shows the proposed modifications at a total of three intersections.

Table I-12: Proposed Traffic Improvement Measures

Intersection	Signal Phase	No Action Signal Timing (Seconds)[1] AM	MD	PM	SAT	Proposed Signal Timing (Seconds)[1] AM	MD	PM	SAT	Recommended Improvement
Avenue V & Bragg Street	EB/WB	51	51	51	51	51	50	51	51	- Transfer 1s of green time from EB/WB to NB in MD.
	PED	7	7	7	7	7	7	7	7	
	NB	32	32	32	32	32	33	32	32	
Avenue V & Knapp Street	NB/SB	42	42	42	42	42	43	44	43	- Transfer 1s of green time from EB/WB to NB/SB in PM and Saturday.
	PED	7	7	7	7	7	7	7	7	
	EB/WB	41	41	41	41	41	40	39	40	
Avenue U & Bragg Street	EB/WB	68	50	68	50	68	50	69	50	- Transfer 1s of green time from EB/WB to NB in PM.
	PED	10	10	10	10	10	10	10	10	
	NB	42	30	42	30	42	30	41	30	

Note:
1. Signal timings shown indicate green plus yellow (including all red) for each phase.

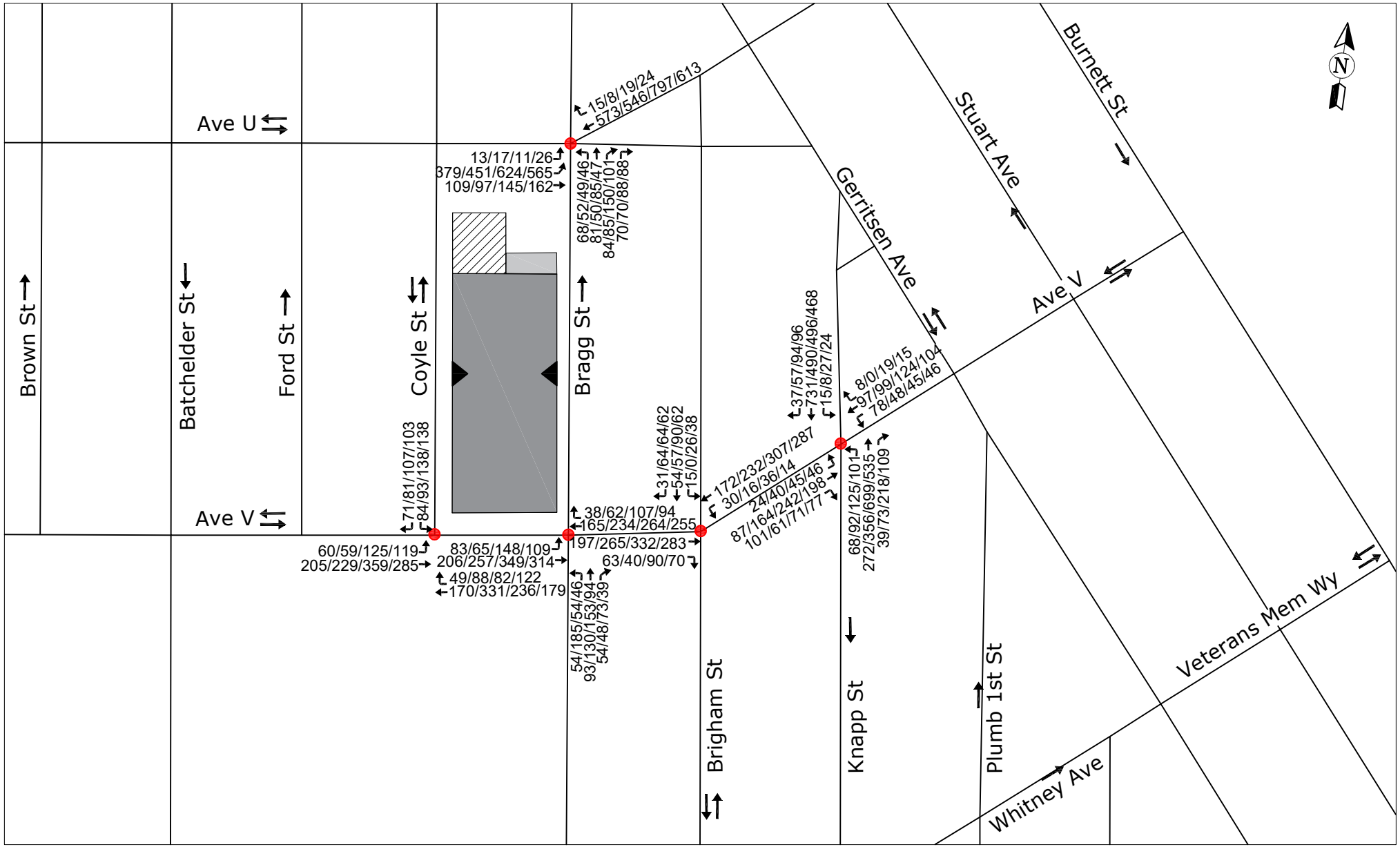
Intersection Capacity Analysis

The v/c ratios, delays, and levels of service at each analyzed intersection under the With-Action condition are shown in **Tables I-13a** through **I-13d**. Lane groups with adverse impacts that exceed the significance criteria discussed above are highlighted. As shown in **Tables I-13a** through **I-13d**, incremental vehicle trips generated by the Proposed Actions' RWCDS would have the potential to, as compared to the No-Action condition, result in an increase in delay of five or more seconds if a lane group operates at LOS E under the With-Action condition or an increase in delay of four or more seconds if a lane group operates at LOS F under the With-Action condition. These increases in delay, as discussed above in Section V, "Transportation Analysis Methodologies," would occur at three signalized intersections in one or more analyzed peak hour.

The aforementioned increases in delay were identified at one lane group at one intersection in the weekday midday peak hour, two lane groups at two intersections in the weekday PM peak hour, and one lane group at one intersection in the Saturday peak hour. However, as mentioned previously and shown in **Table I-12**, traffic improvement measures comprising signal timing changes at three intersections (two intersections along Avenue V and one intersection along Avenue U) are proposed. For signal timing changes, the Applicant would provide notice to NYCDOT approximately six months prior to project occupancy and NYCDOT would evaluate and implement any signal timing changes at that time. As shown in **Tables I-13a** through **I-13d**, with the incorporation of the recommended improvement measures, no

Figure I-7

With-Action Peak-Hour Traffic Volumes



LEGEND

- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site
- Signalized Analysis Intersection
- Proposed Parking Entrance
- ← 4/1/4/4 - AM/MD/PM/SAT Peak Hour Vehicular Volumes

individual movements will be significantly worse in delay to be considered significantly or adversely impacted pursuant to 2021 *CEQR Technical Manual* impact criteria.

Table I-13a: With-Action Condition with Improvements Intersection Level of Service Analysis (Weekday AM)

Signalized Intersections	No-Action AM Peak Hour					With-Action AM Peak Hour Without Improvements					With-Action AM Peak Hour With Improvements				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Avenue V (EB-WB) &	EB	L	0.17	12.6	B	EB	L	0.19	12.9	B	EB	L	0.19	12.9	B
Coyle Street (SB)	EB	T	0.31	13.8	B	EB	T	0.33	14.0	B	EB	T	0.33	14.0	B
	WB	TR	0.33	14.1	B	WB	TR	0.37	14.6	B	WB	TR	0.37	14.6	B
	SB	LR	0.33	26.6	C	SB	LR	0.44	28.7	C	SB	LR	0.44	28.7	C
Avenue V (EB-WB) &	EB	L	0.17	12.7	B	EB	L	0.26	14.0	B	EB	L	0.26	14.0	B
Bragg Street (NB)	EB	T	0.30	13.7	B	EB	T	0.31	13.8	B	EB	T	0.31	13.8	B
	WB	TR	0.29	13.6	B	WB	TR	0.34	14.2	B	WB	TR	0.34	14.2	B
	NB	LTR	0.49	29.4	C	NB	LTR	0.50	29.6	C	NB	LTR	0.50	29.6	C
Avenue V (EB-WB) &	EB	TR	0.42	15.4	B	EB	TR	0.43	15.7	B	EB	TR	0.43	15.7	B
Brigham Street (SB)	WB	LT	0.32	14.1	B	WB	LT	0.35	14.5	B	WB	LT	0.35	14.5	B
	SB	LTR	0.25	25.0	C	SB	LTR	0.25	25.0	C	NB	L	0.25	25.0	C
Avenue V (EB-WB) &	EB	LTR	0.45	22.5	C	EB	LTR	0.48	23.1	C	EB	LTR	0.48	23.1	C
Knapp Street (NB-SB)	WB	LTR	0.46	22.9	C	WB	LTR	0.47	23.4	C	WB	LTR	0.47	23.4	C
	NB	LTR	0.48	21.5	C	NB	LTR	0.53	22.4	C	NB	LTR	0.53	22.4	C
	SB	LTR	0.65	24.0	C	SB	LTR	0.68	24.8	C	SB	LTR	0.68	24.8	C
Avenue U (EB-WB) &	EB	LT	0.75	28.6	C	EB	LT	0.75	28.9	C	EB	LT	0.75	28.9	C
Bragg Street (NB)	WB	TR	0.89	39.4	D	WB	TR	0.89	39.1	D	WB	TR	0.89	39.1	D
	NB	LTR	0.45	36.4	D	NB	LTR	0.79	50.6	D	NB	LTR	0.79	50.6	D

Note: * - Denotes an increase in the With-Action condition delay of five or more seconds for LOS E or four or more seconds for LOS F, as compared to the No-Action condition.

Table I-13b: With-Action Condition with Improvements Intersection Level of Service Analysis (Weekday Midday)

Signalized Intersections	No-Action MD Peak Hour					With-Action MD Peak Hour Without Improvements						With-Action MD Peak Hour With Improvements					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Avenue V (EB-WB) &	EB	L	0.23	13.9	B	EB	L	0.27	14.8	B		EB	L	0.27	14.8	B	
Coyle Street (SB)	EB	T	0.34	14.2	B	EB	T	0.36	14.5	B		EB	T	0.36	14.5	B	
	WB	TR	0.58	18.3	B	WB	TR	0.64	20.2	C		WB	TR	0.64	20.2	C	
	SB	LR	0.39	27.4	C	SB	LR	0.47	29.4	C		SB	LR	0.47	29.4	C	
Avenue V (EB-WB) &	EB	L	0.11	11.9	B	EB	L	0.21	13.3	B		EB	L	0.22	14.0	B	
Bragg Street (NB)	EB	T	0.38	14.7	B	EB	T	0.40	15.0	B		EB	T	0.41	15.7	B	
	WB	TR	0.37	14.7	B	WB	TR	0.44	15.8	B		WB	TR	0.45	16.5	B	
	NB	LTR	0.91	53.9	D	NB	LTR	0.96	63.2	E	*	NB	LTR	0.92	55.0	D	
Avenue V (EB-WB) &	EB	TR	0.51	18.7	B	EB	TR	0.53	19.2	B		EB	TR	0.53	19.2	B	
Brigham Street (SB)	WB	LT	0.38	16.6	B	WB	LT	0.44	17.5	B		WB	LT	0.44	17.5	B	
	SB	LTR	0.30	25.9	C	SB	LTR	0.31	25.9	C		NB	L	0.31	25.9	C	
Avenue V (EB-WB) &	EB	LTR	0.56	24.9	C	EB	LTR	0.59	25.6	C		EB	LTR	0.59	25.6	C	
Knapp Street (NB-SB)	WB	LTR	0.35	20.7	C	WB	LTR	0.37	21.1	C		WB	LTR	0.37	21.1	C	
	NB	LTR	0.66	25.4	C	NB	LTR	0.73	27.9	C		NB	LTR	0.73	27.9	C	
	SB	LTR	0.57	22.5	C	SB	LTR	0.60	23.0	C		SB	LTR	0.60	23.0	C	
Avenue U (EB-WB) &	EB	LT	0.79	26.6	C	EB	LT	0.78	25.8	C		EB	LT	0.78	25.8	C	
Bragg Street (NB)	WB	TR	0.79	26.6	C	WB	TR	0.78	25.8	C		WB	TR	0.78	25.8	C	
	NB	LTR	0.59	33.6	C	NB	LTR	0.73	39.5	D		NB	LTR	0.73	39.5	D	

Note: * - Denotes an increase in the With-Action condition delay of five or more seconds for LOS E or four or more seconds for LOS F, as compared to the No-Action condition.

Table I-13c: With-Action Condition with Improvements Intersection Level of Service Analysis (Weekday PM)

Signalized Intersections	No-Action PM Peak Hour					With-Action PM Peak Hour Without Improvements						With-Action PM Peak Hour With Improvements					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Avenue V (EB-WB) &	EB	L	0.40	16.6	B	EB	L	0.47	18.8	B		EB	L	0.47	18.8	B	
Coyle Street (SB)	EB	T	0.52	17.0	B	EB	T	0.55	17.7	B		EB	T	0.55	17.7	B	
	WB	TR	0.43	15.4	B	WB	TR	0.50	16.9	B		WB	TR	0.50	16.9	B	
	SB	LR	0.51	30.4	C	SB	LR	0.71	38.9	D		SB	LR	0.71	38.9	D	
Avenue V (EB-WB) &	EB	L	0.32	15.4	B	EB	L	0.57	23.2	C		EB	L	0.57	23.2	C	
Bragg Street (NB)	EB	T	0.49	16.5	B	EB	T	0.51	16.8	B		EB	T	0.51	16.8	B	
	WB	TR	0.50	16.8	B	WB	TR	0.64	20.3	C		WB	TR	0.64	20.3	C	
	NB	LTR	0.69	35.3	D	NB	LTR	0.71	36.4	D		NB	LTR	0.71	36.4	D	
Avenue V (EB-WB) &	EB	TR	0.60	19.1	B	EB	TR	0.63	19.8	B		EB	TR	0.63	19.8	B	
Brigham Street (SB)	WB	LT	0.51	17.1	B	WB	LT	0.60	19.2	B		WB	LT	0.60	19.2	B	
	SB	LTR	0.42	27.8	C	SB	LTR	0.43	27.9	C		SB	LTR	0.43	27.9	C	
Avenue V (EB-WB) &	EB	LTR	0.73	30.8	C	EB	LTR	0.76	32.6	C		EB	LTR	0.78	34.8	C	
Knapp Street (NB-SB)	WB	LTR	0.42	22.2	C	WB	LTR	0.43	22.1	C		WB	LTR	0.44	23.1	C	
	NB	LTR	1.31	172.8	F	NB	LTR	1.36	193.8	F	*	NB	LTR	1.31	174.1	F	
	SB	LTR	0.73	27.4	C	SB	LTR	0.73	27.3	C		SB	LTR	0.70	25.5	C	
Avenue U (EB-WB) &	EB	LT	1.00	59.0	E	EB	LT	0.98	54.5	D		EB	LT	1.00	59.4	E	
Bragg Street (NB)	WB	TR	1.02	64.9	E	WB	TR	1.01	61.2	E		WB	TR	1.03	66.4	E	
	NB	LTR	0.73	46.3	D	NB	LTR	0.87	58.0	E	*	NB	LTR	0.85	54.3	D	

Note: * - Denotes an increase in the With-Action condition delay of five or more seconds for LOS E or four or more seconds for LOS F, as compared to the No-Action condition.

Table I-13d: With-Action Condition with Improvements Intersection Level of Service Analysis (Saturday)

Signalized Intersections	No-Action SAT Peak Hour					With-Action SAT Peak Hour Without Improvements						With-Action SAT Peak Hour With Improvements					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Avenue V (EB-WB) &	EB	L	0.35	15.7	B	EB	L	0.45	18.6	B		EB	L	0.45	18.6	B	
Coyle Street (SB)	EB	T	0.36	14.4	B	EB	T	0.39	14.8	B		EB	T	0.39	14.8	B	
	WB	TR	0.44	15.8	B	WB	TR	0.56	18.5	B		WB	TR	0.56	18.5	B	
	SB	LR	0.53	30.9	C	SB	LR	0.69	36.4	D		SB	LR	0.69	36.4	D	
Avenue V (EB-WB) &	EB	L	0.19	12.9	B	EB	L	0.40	17.1	B		EB	L	0.40	17.1	B	
Bragg Street (NB)	EB	T	0.40	14.9	B	EB	T	0.42	15.3	B		EB	T	0.42	15.3	B	
	WB	TR	0.43	15.5	B	WB	TR	0.57	18.4	B		WB	TR	0.57	18.4	B	
	NB	LTR	0.41	27.6	C	NB	LTR	0.43	28.0	C		NB	LTR	0.43	28.0	C	
Avenue V (EB-WB) &	EB	TR	0.58	20.3	C	EB	TR	0.61	21.3	C		EB	TR	0.61	21.3	C	
Brigham Street (SB)	WB	LT	0.39	16.6	B	WB	LT	0.48	18.2	B		WB	LT	0.48	18.2	B	
	SB	LTR	0.39	27.3	C	SB	LTR	0.40	27.4	C		SB	LTR	0.40	27.4	C	
Avenue V (EB-WB) &	EB	LTR	0.66	27.9	C	EB	LTR	0.70	29.6	C		EB	LTR	0.72	31.4	C	
Knapp Street (NB-SB)	WB	LTR	0.35	20.8	C	WB	LTR	0.39	21.4	C		WB	LTR	0.40	22.3	C	
	NB	LTR	0.84	33.1	C	NB	LTR	0.99	56.3	E	*	NB	LTR	0.96	47.5	D	
	SB	LTR	0.58	22.7	C	SB	LTR	0.62	23.6	C		SB	LTR	0.61	22.5	C	
Avenue U (EB-WB) &	EB	LT	0.97	45.6	D	EB	LT	0.95	43.2	D		EB	LT	0.96	44.6	D	
Bragg Street (NB)	WB	TR	0.85	30.7	C	WB	TR	0.84	29.8	C		WB	TR	0.96	44.6	D	
	NB	LTR	0.54	32.2	C	NB	LTR	0.75	40.8	D		NB	LTR	0.96	44.6	D	

Note: * - Denotes an increase in the With-Action condition delay of five or more seconds for LOS E or four or more seconds for LOS F, as compared to the No-Action condition.

VII. TRANSIT

Existing Conditions

As shown in **Figure I-3a**, a total of four local bus routes – the B3, B31, B36, and B44 routes – operated by NYCT provide service within a quarter-mile radius of the Proposed Rezoning Area. As shown in **Table I-5**, the westbound B3 route would experience an increase of 53 trips, and the northbound B44 route would experience an increase of 60 trips in the AM peak hour, which exceeds the 50-trip 2021 *CEQR Technical Manual* analysis threshold. **Table I-14** shows the existing number of buses and ridership at the maximum load point by direction along the analyzed westbound B3 and northbound B44 bus routes in the weekday AM peak hour based on NYCT/MTA Bus 2022 data. As shown in **Table I-14**, based on MTA loading guidelines, the B3 and B44 bus routes currently operate with available capacity in the westbound and northbound directions, respectively, during the AM peak hour.

Table I-14: Existing Conditions Local Bus Analysis

Peak Hour	Route	Peak Direction	Maximum Load Point	Peak Hour Buses (1)	Peak Hour Passengers (1)	Average Passengers Per Bus	Available Capacity (2)
AM	B3	WB	Ave U & Bedford Ave	12	342	29	306
	B44	NB	New York Ave & Linden Blvd	8	236	30	196

Notes:

1. Based on the most currently available data from NYCT/MTA Bus.
2. Available capacity based on MTA NYCT loading guidelines of 54 passengers per standard bus.

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

Demand on the local bus services operating in the vicinity of the Proposed Rezoning Area is expected to increase through 2028 as a result of long-term background growth as well as development unrelated to the Proposed Actions. In order to forecast future transit conditions without the Proposed Actions (the No-Action condition), proposed developments within a quarter-mile radius of the Proposed Rezoning Area were considered. As shown in **Table I-15**, the westbound B3 and northbound B44 bus routes are expected to operate with available capacity in the AM peak hour under the No-Action condition.

Table I-15: No-Action Conditions Local Bus Analysis

Peak Hour	Route	Peak Direction	Maximum Load Point	Peak Hour Passengers (1)	Peak Hour Buses (1)	Average Passengers Per Bus	Available Capacity (2)	Peak Hour Buses (1)	Average Passengers Per Bus	Available Capacity (2)
AM	B3	WB	Ave U & Bedford Ave	373	12	31	275	12	31	275
	B44	NB	New York Ave & Linden Blvd	260	8	33	172	8	33	172

Notes:
1. Based on the most currently available data from NYCT/MTA Bus.
2. Available capacity based on MTA NYCT loading guidelines of 54 passengers per standard bus.

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

As shown in **Table I-5**, the Proposed Actions' RWCDS is expected to generate a net increment of approximately 216 transit bus trips on the local bus services operating in proximity to the Proposed Rezoning Area in the AM peak hour. As shown in **Table I-16**, in the future with the Proposed Actions, the westbound B3 and northbound B44 bus routes are expected to continue to operate with available capacity in the AM peak hour.

Table I-16: With-Action Conditions with Improvements Local Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point	Peak Hour Buses (1)	Peak Hour Passengers (1)	Average Passengers Per Bus	No-Action Available Capacity (2)	Project Increment	With-Action Available Capacity (2)
AM	B3	WB	Ave U & Bedford Ave	12	425	35	275	52	223
	B44	NB	New York Ave & Linden Blvd	8	305	38	172	45	127

Notes:
1. Based on the most currently available data from NYCT/MTA Bus.
2. Available capacity based on MTA NYCT loading guidelines of 54 passengers per standard bus.

VIII. PEDESTRIANS

Existing Conditions

As discussed previously in Section V "Level 2 Screening Assessment," nine pedestrian elements (two sidewalks, two crosswalks, and five corner areas) have been selected for detailed analysis as they are locations where project-generated pedestrian trips are expected to exceed the 200-trip 2021 *CEQR Technical Manual* analysis threshold. **Tables I-17, I-18,** and **I-19** show the existing average pedestrian space (in sf per pedestrian) and levels of service at analyzed sidewalks, crosswalks, and corners, respectively. As shown in **Tables I-17, I-18,** and **I-19**, all analyzed pedestrian elements currently operate at an uncongested LOS A in all analyzed peak hours.

Table I-17: Sidewalk Analysis – Existing Conditions

Location	Sidewalk	Effective Width (ft)	Peak Hour Volume				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Coyle St Btwn Ave U and Ave V	East	6.5	13	9	10	4	3,207.6	3,861.0	2,548.2	9,652.5	A	A	A	A
Ave U Btwn Coyle St and Bragg St	North	10.0	49	27	29	37	1,648.6	3,300.0	3,523.0	2,279.7	A	A	A	A

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian.
LOS – Level of Service.

Table I-18: Crosswalk Analysis – Existing Conditions

Location	Crosswalk	Width (ft)	Peak Hour Volume				Average Pedestrian Space (ft^2/ped)				Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Ave U & Coyle St	East	16.8	25	15	19	22	1,343.0	1,862.3	1,335.4	1,342.3	A	A	A	A
	South	17.0	58	70	92	111	850.4	679.4	572.5	379.3	A	A	A	A

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian.
LOS – Level of Service.

Table I-19: Corner Analysis – Existing Conditions

Location	Corner	Average Pedestrian Space (ft^2/ped)				Level of Service			
		AM	MD	PM	SAT	AM	MD	PM	SAT
Ave V & Coyle St	NE	2,046.8	2,896.0	2,423.9	2,372.4	A	A	A	A
Ave V & Bragg St	NW	1,249.7	2,138.7	1,937.3	1,332.9	A	A	A	A
Ave U & Coyle St	NE	1,873.9	3,086.2	1,925.1	2,210.4	A	A	A	A
	SE	1,946.9	1,963.1	1,429.8	1,165.4	A	A	A	A
	SW	1,784.6	1,550.3	1,184.9	1,131.4	A	A	A	A

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian.
LOS – Level of Service.

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

Increased pedestrian demand due to background growth was added to existing volumes to determine future volumes absent the Proposed Actions. Annual background growth rates of 0.50 percent per year for the 2022 through 2027 period, and 0.25 percent per year for the 2027 through 2028 period were applied, pursuant to 2021 *CEQR Technical Manual* criteria. In addition, pedestrian volumes are expected to increase a result of the No-Action development projects in the surrounding area.

Tables I-20, I-21, and **I-22** show the forecasted No-Action condition average pedestrian space and LOS along the analyzed sidewalks, crosswalks, and corners, respectively, during the weekday AM, midday, PM, and Saturday peak hours. As shown in **Tables I-20, I-21,** and **I-22**, under the No-Action condition, all analyzed pedestrian elements would continue to operate at an uncongested LOS A or B in all peak hours.

Table I-20: Sidewalk Analysis – 2028 No-Action Condition

Location	Sidewalk	Effective Width (ft)	Peak Hour Volume				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Coyle St Btwn Ave U and Ave V	East	6.5	13	9	10	4	3,207.6	3,861.0	2,548.2	9,652.5	A	A	A	A
Ave U Btwn Coyle St and Bragg St	North	10.0	130	161	223	254	621.4	553.4	458.1	332.0	A	A	B	B

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian. LOS – Level of Service

Table I-21: Crosswalk Analysis – 2028 No-Action Condition

Location	Crosswalk	Width (ft)	Peak Hour Volume				Average Pedestrian Space (ft^2/ped)				Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Ave U & Coyle St	East	16.8	175	261	365	405	187.4	102.0	64.3	68.2	A	A	A	A
	South	17.0	247	372	517	594	194.5	123.4	96.4	70.3	A	A	A	A

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian. LOS – Level of Service

Table I-22: Corner Analysis – 2028 No-Action Condition

Location	Corner	Average Pedestrian Space (ft^2/ped)				Level of Service			
		AM	MD	PM	SAT	AM	MD	PM	SAT
Ave V & Coyle St	NE	961.8	809.9	509.8	433.8	A	A	A	A
Ave V & Bragg St	NW	637.8	605.7	440.9	351.6	A	A	A	A
Ave U & Coyle St	NE	527.6	366.0	231.8	248.8	A	A	A	A
	SE	394.1	258.4	167.2	161.8	A	A	A	A
	SW	345.6	246.2	183.2	163.6	A	A	A	A

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian.
LOS – Level of Service.

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

As discussed previously, the Proposed Actions' RWCDS is expected to generate a net total of approximately 709, 903, 1,205, and 1,460 incremental pedestrian trips (including walk-only trips, subway, and bus trips) during the weekday AM, midday, PM, and Saturday peak hours, respectively (refer to **Table I-4**). These pedestrian volumes were added to the projected No-Action condition volumes to generate the With-Action condition pedestrian volumes for analysis which were used to determine the pedestrian elements for analysis. The analyzed pedestrian elements are shown in **Figure I-4**.

Tables I-23, I-24 and **I-25** show the average pedestrian space and levels of service at the analyzed sidewalks and corner areas, respectively, during each analyzed peak hour under the 2028 With-Action condition. As shown in **Tables I-23, I-24,** and **I-25**, under the With-Action condition, all analyzed pedestrian elements would operate at an acceptable LOS C or better in all peak periods. Therefore, based on 2021

CEQR Technical Manual criteria, the Proposed Actions would not result in any significant adverse impacts to any analyzed pedestrian elements in any peak hour.

Table I-23: Sidewalk Analysis – 2028 With-Action Condition

Location	Sidewalk	Effective Width (ft)	Project Increment				Peak Hour Volume				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Coyle St Btwn Ave U and Ave V	East	6.5	225	357	490	569	238	366	500	573	175.0	94.6	50.4	66.9	B	B	C	C
Ave U Btwn Coyle St and Bragg St	North	10.0	207	320	428	506	337	481	651	760	239.6	185.1	156.7	110.7	B	B	B	B

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian.
LOS – Level of Service.

Table I-24: Crosswalk Analysis – 2028 With-Action Condition

Location	Crosswalk	Width (ft)	Project Increment				Peak Hour Volume				Average Pedestrian Space (ft^2/ped)				Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Ave U & Coyle St	East	16.8	159	166	217	256	334	427	582	661	95.0	61.8	39.3	41.0	A	A	C	B
	South	17.0	119	148	198	223	366	520	715	817	128.8	87.6	68.9	50.4	A	A	A	B

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
ft^2/ped – Square feet per pedestrian.
LOS – Level of Service.

Table I-25: Corner Analysis – 2028 With-Action Condition

Location	Corner	Average Pedestrian Space (ft^2/ped)				Level of Service			
		AM	MD	PM	SAT	AM	MD	PM	SAT
Ave V & Coyle St	NE	289.7	204.0	103.7	109.9	A	A	A	A
Ave V & Bragg St	NW	284.6	224.2	157.2	102.0	A	A	A	A
Ave U & Coyle St	NE	288.3	230.2	147.2	152.7	A	A	A	A
	SE	229.9	169.5	108.0	105.2	A	A	A	A
	SW	263.4	193.1	145.1	128.4	A	A	A	A

Notes: Methodology based on 2021 *CEQR Technical Manual* guidance.
Includes the proposed signal timing modifications.
ft^2/ped – Square feet per pedestrian.
LOS – Level of Service.

IX. STREET USER SAFETY EVALUATION

Recent NYCDOT Initiatives

Vision Zero Brooklyn Pedestrian Safety Action Plan

The city's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. In an effort to drive these fatalities down, NYCDOT and the New York City Police Department ("NYPD") developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific

challenges to pedestrian safety. These plans pinpoint the conditions and characteristics of pedestrian fatalities and severe injuries; they also identify priority corridors, intersections, and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on city streets that lead to pedestrian fatality and injury.

The *Vision Zero Brooklyn Pedestrian Safety Action Plan* was released on February 19, 2015. The *Vision Zero Brooklyn Pedestrian Safety Action Plan Update*, released in 2019, identifies the Nostrand Avenue on the perimeter of the study area, as a "Priority Corridor." Actions recommended in the *Vision Zero Brooklyn Pedestrian Safety Action Plan* to enhance pedestrian safety in Brooklyn are summarized below.

ENGINEERING AND PLANNING

- Implement at least 50 Vision Zero safety engineering improvements at Priority Corridors, Intersections, and Areas citywide, informed by community input
- Expand exclusive pedestrian crossing time, install expanded speed limit signage, and modify signal timing to reduce off-speak speeding on Priority Corridors and Intersections where feasible
- Expand community outreach and engagement with regard to Priority Corridors, Intersections, and Areas
- Install additional lighting under elevated trains and around other key transit stops
- Install 60 new speed bumps in Brooklyn annually
- Develop additional Neighborhood Slow Zones in Priority Areas
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment
- Expand a bicycle network in Brooklyn that improves safety for all road users
- Proactively design for pedestrian safety in high-growth areas in Brooklyn

ENFORCEMENT

- Deploy speed camera at Priority Corridors, Intersections, and Areas
- Focus enforcement and deploy dedicated resources to Brooklyn NYPD precincts that overlap substantially with Priority Areas
- Prioritize targeted enforcement at all Priority Corridors, Intersections, and Areas annually

EDUCATION AND AWARENESS CAMPAIGNS

- Target child and senior safety education at Priority Corridors and Priority Areas
- Launch multilingual public information campaigns in Priority Areas
- Target intensive street-level outreach at Priority Corridors, Intersections, and Areas

Study Area High Crash Locations

Under 2021 *CEQR Technical Manual* guidance, an evaluation of pedestrian and vehicular safety is needed for locations within the traffic and pedestrian study areas that have been identified as high crash locations. These locations are defined as locations along a Vision Zero intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high-crash location. Reportable crashes are defined as those involving injuries, fatalities, and/or $1,000 or more in property damage.

Table I-26 shows summary crash data for the three-year reporting period between January 1, 2017 and December 31, 2019 that were obtained from NYCDOT. This is the most recent three-year period for which data are available. The table shows the total number of crashes each year and the number of crashes each year involving pedestrians and cyclists at intersections within a quarter-mile radius of the Proposed Rezoning Area. During the three-year period, a total of 101 reportable and non-reportable crashes, three fatalities, 74 total injuries, and 20 pedestrian/bicyclist-related crashes occurred at intersections within the quarter-mile study area. As shown in **Table I-26**, no intersections were found to have experienced a total of five or more pedestrian/bicyclist-related crashes in any one year during the three-year period. Therefore, no intersections were identified as high-crash locations in the quarter-mile study area.

Table I-26: Crash Data Summary 2017-2019

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
Ave U	Gravesend Neck Rd	0	0	0	0	0	0	0	0	0	0	0	0
	Haring St	0	0	0	0	0	0	0	0	0	1	2	1
	Brown St	0	0	0	0	0	0	0	0	0	0	0	2
	Batchelder St	1	0	0	0	0	0	1	0	0	4	1	1
	Ford St	0	0	0	0	0	1	0	0	1	0	1	2
	Coyle St	1	1	0	0	0	0	1	1	0	2	4	2
	Bragg St	0	0	0	0	0	1	0	0	1	0	2	2
	Brigham St	0	0	0	0	0	0	0	0	0	1	2	0
	Gerritsen Ave	1	1	0	0	0	0	1	1	0	5	8	10
	Stuart St	0	0	0	0	0	0	0	0	0	0	0	0
Ave V	Nostrand Ave	1	1	0	0	0	0	1	1	0	3	2	0
	Haring St	0	0	0	0	0	0	0	0	0	0	0	0
	Brown St	0	0	0	0	0	1	0	0	1	0	0	2
	Batchelder St	1	1	0	0	0	1	1	1	1	2	2	2
	Ford St	0	0	0	0	0	0	0	0	0	1	1	2
	Coyle St	1	0	0	0	0	0	1	0	0	2	0	1
	Bragg St	1	0	2	0	0	0	1	0	2	2	0	2
	Brigham St	0	0	0	0	0	0	0	0	0	0	1	0
	Knapp St	0	0	0	0	1	0	0	1	0	1	1	0
	Gerritsen Ave	0	0	0	0	0	0	0	0	0	0	2	1
Ave W	Batchelder St	0	0	0	0	0	0	0	0	0	2	2	3
	Bragg St	0	0	0	0	0	0	0	0	0	1	0	1
	Brigham St	0	0	1	0	0	0	0	0	1	0	2	1
Gerritsen Ave	Knapp St	0	0	0	0	0	0	0	0	0	0	0	0
	Plumb 1st St	0	0	0	0	0	1	0	0	1	0	1	1
Whitney Ave	Knapp St	0	0	0	0	0	0	0	0	0	3	1	0

Source: NYSDMV/NYCDOT

X. PARKING

Existing Conditions

It should be noted that there were no off-street public parking facilities identified within a quarter-mile radius of the Proposed Rezoning Area.

On-Street Parking

An inventory of existing parking regulations within a quarter-mile radius of the Proposed Rezoning Area was compiled from field surveys and on-line sources. On-street public parking is generally governed by alternate-side-of-the-street regulations to facilitate street cleaning, as well as more restrictive no standing regulations at locations where additional traffic flow capacity is needed. Based on existing curbside parking regulations and taking into account curb space obstructed by curb cuts, fire hydrants, and other impediments, there are a total of approximately 2,190 and 2,141 legal curbside parking spaces in the weekday overnight and Saturday overnight peak periods, respectively, within a quarter-mile radius of the Proposed Rezoning Area. Based on data collected during field surveys conducted in June 2022, on-street parking within the overall parking study area is approximately 94 percent utilized in the weekday overnight period. Based on data collected during field surveys conducted in February 2024, on-street parking within the overall parking study area is approximately 90 percent utilized in the Saturday overnight period. Approximately 121 and 208 on-street parking spaces are currently available within the study area during the weekday and Saturday overnight periods, respectively.

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

Between the existing conditions and 2028, it is expected that transportation demands in the vicinity of the Proposed Rezoning Area will increase due to long-term background growth, new uses on the Proposed Rezoning Area, and other planned developments unrelated to the Proposed Actions. As shown in **Table I-1**, under the No-Action Condition RWCDS, the Proposed Rezoning Area is assumed to be occupied by approximately 8,000-gsf of local retail uses, 30,000-gsf of supermarket uses, and 166 parking spaces. Under the No-Action condition, all project generated parking demand would be accommodated on-site.

The forecast of future No-Action condition parking conditions also considers the potential for new demand from planned No-Action development projects. Auto trip forecasts were used to forecast the parking demands from these developments. In addition, the forecast of future No-Action condition parking conditions incorporates annual background growth rates recommended in the 2021 *CEQR Technical Manual* for projects in Brooklyn outside of the Downtown area to account for smaller projects and as-of-right developments, and general increases in parking demand not attributable to specific development projects.

On-Street Parking

After accounting for background growth and demand from No-Action condition land uses within the Proposed Rezoning Area and in the surrounding area not otherwise accommodated by accessory parking, the demand for on-street parking within the study area is expected to increase to 2,147 spaces in the weekday overnight period and 2,001 spaces in the Saturday overnight period. **Table I-27** shows that in the future without the Proposed Actions, on-street parking within a quarter-mile radius of the Proposed Rezoning Area is expected to be operating at approximately 98 percent of capacity with a surplus of 43 spaces in the weekday overnight period versus an existing surplus of 121 spaces. Additionally, as shown in **Table I-27**, on-street parking within a quarter-mile radius of the Proposed Rezoning Area is expected to

be operating at approximately 93 percent of capacity with a surplus of 140 spaces in the Saturday overnight period versus an existing surplus of 208 spaces.

Table I-27: No-Action Condition On-Street Parking Capacity, Demand, and Utilization

	Weekday Overnight	Saturday Overnight
Capacity		
Existing Capacity[1]	2,190	2,141
Net Change in No-Action Condition Parking Supply[2]	0	0
Total No-Action Condition Capacity	2,190	2,141
Demand		
Existing Demand[1]	2,069	1,933
Demand From Background Growth	58[3]	39[4]
Incremental Demand from the No-Action Condition RWCDS[5]	0	0
Incremental Demand from Off-Site No-Action Development Projects[6]	20	29
Total No-Action Condition Demand	2,147	2,001
Utilization		
No-Action Condition Utilization	98%	93%
No-Action Condition On-Street Parking Surplus/(Deficit)	43	140

Notes:
1. Weekday overnight conditions are based on June 2022 field surveys. Saturday overnight conditions are based on February 2024 field surveys. Excludes authorized vehicle parking.
2. No changes to on-street parking spaces existing are expected to be implemented in the No-Action condition.
3. Reflects annual background growth rates of 0.50 percent per year for the 2022 through 2027 period, and 0.25 percent per year for the 2027 through 2028 period.
4. Reflects annual background growth rates of 0.50 percent per year for the 2024 through 2028 period.
5. Demand from No-Action condition land uses within the Proposed Rezoning Area not otherwise accommodated by accessory parking.
6. Demand from unrelated developments in the vicinity of the Proposed Rezoning Area not otherwise accommodated by accessory parking.

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

Under the Proposed Actions' RWCDS, 289 accessory parking spaces would be provided within the Proposed Rezoning Area. **Tables I-28** and **I-29** show the forecasts of the total hourly parking demand that would be generated within the Proposed Rezoning Area on a weekday and Saturday, respectively, under the Proposed Actions. The parking forecast was derived from the forecast of daily auto trips from the proposed uses within the Proposed Rezoning Area. As shown in **Table I-28**, weekday parking demand generated by the Proposed Actions' RWCDS would peak with approximately 326 occupied spaces during the overnight period, which would not be fully accommodated on-site. As such, there would be a shortfall of approximately 37 spaces during this period. Additionally, as shown in **Table I-29**, the Saturday parking accumulation under the Proposed Actions would peak with approximately 363 occupied spaces during the overnight period. As the projected Saturday parking demand associated with the Proposed Actions would not be fully accommodated on-site, there would be a shortfall of approximately 74 spaces during this period.

Therefore, compared to the No-Action condition (under which all parking demand would be accommodated on-site), net incremental weekday overnight and Saturday PM parking demand from the Proposed Actions would total approximately 37 spaces and 74 spaces on-street, respectively.

Table I-28: Total Weekday Hourly Parking Accumulation Under the Proposed Actions' RWCDS

	Local Retail			Residential			Total		
	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation
12-1 AM	1	1	0	15	7	324	16	8	324
1-2	1	1	0	5	4	325	6	5	325
2-3	0	0	0	3	2	326	3	2	**326**
3-4	1	1	0	2	3	325	3	4	325
4-5	0	0	0	2	6	321	2	6	321
5-6	1	1	0	5	16	310	6	17	310
6-7	2	1	1	11	35	286	13	36	287
7-8	13	10	4	25	80	231	38	90	235
8-9	23	21	6	41	140	132	64	161	138
9-10	38	36	8	32	74	90	70	110	98
10-11	45	41	12	27	45	72	72	86	84
11-12	46	47	11	36	42	66	82	89	77
12-1 PM	56	53	14	53	53	66	109	106	80
1-2	63	63	14	47	44	69	110	107	83
2-3	65	62	17	48	46	71	113	108	88
3-4	68	64	21	59	48	82	127	112	103
4-5	66	69	18	62	51	93	128	120	111
5-6	71	71	18	78	48	123	149	119	141
6-7	85	85	18	102	62	163	187	147	181
7-8	59	66	11	85	54	194	144	120	205
8-9	39	42	8	77	42	229	116	84	237
9-10	22	28	2	66	31	264	88	59	266
10-11	8	9	1	51	20	295	59	29	296
11-12	6	7	0	37	16	316	43	23	316
	779	779		969	969		1,748	1,748	

Notes: Shading denotes peak accumulation.
A 5% diverted-trip credit is included for local retail uses on Projected Development Site 1.
A diverted trip credit was not included for Projected Development Site 2.

Table I-29: Total Saturday Hourly Parking Accumulation Under the Proposed Actions' RWCDS

	Local Retail			Residential			Total		
	In	Out	Accumulation	In	Out	Accumulation	In	Out	Accumulation
12-1 AM	1	1	0	34	21	329	35	22	329
1-2	1	0	1	22	12	339	23	12	340
2-3	1	0	2	18	6	351	19	6	353
3-4	0	0	2	12	7	356	12	7	358
4-5	0	0	2	9	4	361	9	4	**363**
5-6	1	1	2	5	7	359	6	8	361
6-7	1	1	2	7	11	355	8	12	357
7-8	5	3	4	13	29	339	18	32	343
8-9	16	14	6	23	51	311	39	65	317
9-10	30	27	9	34	69	276	64	96	285
10-11	45	43	11	44	71	249	89	114	260
11-12	55	53	13	55	76	228	110	129	241
12-1 PM	61	61	13	65	83	210	126	144	223
1-2	66	66	13	65	71	204	131	137	217
2-3	76	75	14	70	69	205	146	144	219
3-4	76	74	16	70	70	205	146	144	221
4-5	78	78	16	78	64	219	156	142	235
5-6	96	96	16	99	82	236	195	178	252
6-7	62	65	13	72	56	252	134	121	265
7-8	51	55	9	65	55	262	116	110	271
8-9	39	39	9	66	52	276	105	91	285
9-10	30	34	5	58	39	295	88	73	300
10-11	10	14	1	51	38	308	61	52	309
11-12	8	9	0	41	33	316	49	42	316
	809	809		1,076	1,076		1,885	1,885	

Notes: Shading denotes peak accumulation.
A 10% diverted-trip credit is included for local retail uses on Projected Development Site 1.
A diverted trip credit was not included for Projected Development Site 2.

On-Street Parking

As shown in **Table I-30**, on-street parking demand within a quarter-mile radius of the Proposed Rezoning Area would total approximately 2,184 spaces in the weekday overnight peak hour and utilization would increase from 98 percent in the No-Action condition to 99.7 percent under the With-Action condition, with a surplus of six spaces. Additionally, as shown in **Table I-30**, on-street parking demand within the study area would total approximately 2,075 spaces in the Saturday overnight peak hour, and utilization would increase from 94 percent in the No-Action condition to 97 percent under the With-Action condition, with a surplus of 66 spaces.

In summary, in the future with the Proposed Actions, there would be a surplus of approximately six and 66 spaces of on-street public parking capacity within a quarter-mile radius of the Proposed Rezoning Area in the weekday and Saturday overnight periods, respectively. Therefore, the Proposed Actions are not expected to result in significant adverse parking impacts during the weekday and Saturday overnight peak hours.

Table I-30: With-Action Condition On-Street Public Parking Capacity, Demand, and Utilization

	Weekday Overnight	Saturday Overnight
Capacity		
Total With-Action Condition Capacity	2,190	2,141
Demand		
No-Action Condition Demand	2,147	2,001
Incremental Demand from the Proposed Actions[1]	37	74
Total With-Action Condition Demand	2,184	2,075
Utilization		
With-Action Condition Utilization	99.7%	97%
With-Action Condition On-Street Parking Surplus/(Deficit)	6	66

Note:
1. Demand from With-Action condition land uses in the Proposed Rezoning Area not otherwise accommodated by on-site accessory parking.

Attachment J:

Air Quality

I. INTRODUCTION

The Proposed Actions would facilitate the development of an approximately 555,297-gsf mixed-use residential and commercial development at 2185 Coyle Street in the Sheepshead Bay neighborhood of Brooklyn (the Proposed Project, also known as Projected Development Site 1). In addition, the Proposed Actions would facilitate the development of a nine-story, approximately 68,520-gsf mixed-use building (Projected Development Site 2), and a 15,840-gsf potential site (Potential Development Site 1). The potential for air quality impacts associated with the Proposed Actions is assessed in this attachment.

The maximum projected hourly incremental traffic volumes generated by the Proposed Actions would not exceed the carbon monoxide (CO) screening threshold defined in the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual* (170 peak hour vehicle trips at an intersection in the study area). However, the incremental traffic volumes would exceed the particulate matter (PM emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the 2021 *CEQR Technical Manual*. Therefore, a mobile source analysis was required. In addition, Projected Development Site 1 would include an approximately 263-space accessory parking garage. Therefore, an analysis was conducted to evaluate potential future pollutant concentrations in the vicinity of the ventilation outlets of the proposed parking garage.

Since the Proposed Actions would potentially include fossil fuel-fired heating and water systems, a stationary source analysis was conducted to evaluate the potential impact from these sources on air quality. In addition to emissions from the proposed stationary sources, the potential for emissions from existing large or major sources to impact the projected and potential development sites associated with the Proposed Actions was assessed.

II. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

Mobile Source Analysis

The prediction of vehicle-generated emissions and their dispersion in an urban environment incorporates meteorological phenomena, traffic conditions, and physical configuration. Air pollutant dispersion models mathematically simulate how traffic, meteorology, and physical configuration combine to affect pollutant concentrations. The mathematical expressions and formulations contained in the various models attempt to describe an extremely complex physical phenomenon as closely as possible. However, because all models contain simplifications and approximations of actual conditions and interactions, and since it is necessary to predict the reasonable worst-case condition, it is important to note that most dispersion analyses predict conservatively high concentrations of pollutants, particularly under adverse meteorological conditions.

The mobile source analyses for the Proposed Actions employ models approved by EPA that have been used for evaluating air quality impacts of projects in New York City, other parts of New York State, and throughout the country. The modeling approach includes a series of conservative assumptions relating to meteorology, traffic, and background concentration levels, resulting in a conservatively high estimate of expected pollutant concentrations that could ensue from the Proposed Actions.

Intersection Analysis

Vehicle Emissions

Engine Emissions

Vehicular PM engine emission factors were computed using the EPA mobile source emissions model, Motor Vehicle Emission Simulator (MOVES4.0).[1] This emissions model is capable of calculating engine, break wear, and tire wear emission factors for various vehicle types, based on the fuel type (e.g., gasoline, diesel, or compressed natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from the New York State Department of Environmental Conservation ("NYSDEC").

Vehicle classification data were based on field data. Appropriate credits were used to accurately reflect the inspection and maintenance program.[2] County-specific hourly temperature and relative humidity data obtained from NYSDEC were used.

Road Dust

The contribution of re-entrained road dust to PM_{10} concentrations, as presented in the PM_{10} SIP, is considered to be significant; therefore, the PM_{10} estimates include both exhaust and road dust. $PM_{2.5}$ emission rates were determined with fugitive road dust to account for their impacts in local microscale analyses. However, fugitive road dust was not included in the neighborhood-scale $PM_{2.5}$ microscale analyses, since the New York City Department of Environmental Protection ("DEP") considers it to have an insignificant contribution on that scale. Road dust emission factors were calculated according to the latest procedure delineated by EPA[3] and the 2021 *CEQR Technical Manual*.

Traffic Data

Traffic data for the intersection analysis were derived from existing traffic counts, projected future growth in traffic, and other information developed as part of the traffic analysis for the Proposed Actions (see **Attachment I, "Transportation"**). Traffic data for the future without the project (the No Action condition) and the With Action condition were employed in the respective air quality modeling condition. The weekday morning (7:30 to 8:30 a.m.), midday (1:00 to 2:00 p.m.), evening (4:45 to 5:45 p.m.), and Saturday midday (12:30 to 1:30 p.m.) peak periods were analyzed.

The peak period traffic volumes were used as a baseline for determining off-peak volumes. Off-peak traffic volumes in the No Action condition were determined by adjusting the peak period volumes by the 24-hour distributions of actual vehicle counts collected at appropriate locations, and off-peak increments from the Proposed Project site were estimated based on the parking demand as a result of the Proposed

[1] EPA. Motor Vehicle Emission Simulator (MOVES): User Guide for MOVES2014a. EPA420B15095. November 2015. Overview of EPA's Motor Vehicle Emission Simulator (MOVES4). EPA-420-R-23-019. August 2023.

[2] The inspection and maintenance programs require inspections of automobiles and light trucks to determine if pollutant emissions from each vehicle exhaust system are lower than emission standards. Vehicles failing the emissions test must undergo maintenance and pass a repeat test to be registered in New York State.

[3] EPA. *Compilations of Air Pollutant Emission Factors AP-42*. Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1. NC. http://www.epa.gov/ttn/chief/ap42. January 2011.

Project. For annual impacts, average weekday and weekend 24-hour distributions were used to more accurately simulate traffic patterns over longer periods.

Dispersion Model for Microscale Analyses

The PM concentrations due to vehicular emissions adjacent to the analysis sites were predicted using the American Meteorological Society/Environmental Protection Agency Regulated Model (AERMOD) Version 23132.[4] AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain, including updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and includes handling of terrain interactions. AERMOD is an EPA preferred regulatory air dispersion model and it has been a recommended model for transportation air quality analyses for several years and EPA mandated its use for transportation conformity purposes after a three-year transition period.[5] Following EPA guidelines, the analysis was performed using an area source representation of emission sources in order to simulate traffic-related air pollutant dispersion.[6] In addition, the weighted average release height and initial vertical source parameters were calculated for each modeled roadway. Hourly traffic volumes and associated emission factors were used to estimate hourly emission rates from each modeled roadway segment and predict traffic-related air pollutant concentrations at receptor locations.

Meteorology

In general, the transport and concentration of pollutants from vehicular sources are influenced by three principal meteorological factors: wind direction, wind speed, and atmospheric stability. Wind direction influences the direction in which pollutants are dispersed, and atmospheric stability accounts for the effects of vertical mixing in the atmosphere. These factors, therefore, influence the concentration at a particular prediction location (receptor).

The AERMOD model includes the modeling of hourly concentrations based on hourly traffic data and five years of monitored hourly meteorological data. The data consists of surface data collected at John F Kennedy Airport and upper air data collected at Brookhaven, New York for the period 2017–2021. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data are processed using the EPA AERMET program to develop data in a format which can be readily processed by the AERMOD model. The land uses around the site where meteorological surface data were available were classified using categories defined in digital United States Geological Survey ("USGS") maps.

Analysis Year

The microscale analyses were performed for 2028, the year by which the Proposed Project is anticipated to be completed. The future analysis was performed for both the No Action condition and the With Action condition.

[4] EPA. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. Office of Air Quality Planning and Standards. EPA-454/B-23-008. Research Triangle Park, North Carolina. October 2023.

[5] EPA. Revisions to the Guideline on Air Quality Models: Final rule. Federal Register, Vol. 82, No. 10, January 2017.

[6] EPA. *Project-Level Conformity and Hot-Spot Analyses*, available at: https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance

Background Concentrations

Background concentrations are those pollutant concentrations originating from distant sources that are not directly included in the modeling analysis, which directly accounts for vehicular emissions on the streets within 1,000 feet and in the line of sight of an analysis site. Background concentrations must be added to modeling results to obtain total pollutant concentrations at an analysis site.

The background concentrations for the nearest monitored location are presented in **Table J-1**. PM concentrations are based on the three recent years of monitored data (2017–2019) consistent with the statistical format of the National Ambient Air Quality Standards (NAAQS). These values were used as the background concentrations for the mobile source analysis.

Table J-1: Maximum Background Pollutant Concentrations for Mobile Source Analysis

Pollutant	Average Period	Location	Concentration	NAAQS
PM_{10}	24-hour	Division Street, Manhattan	38	150 µg/m^3
$PM_{2.5}$	24-hour	JHS 126, Brooklyn	17.8	35 µg/m^3
	Annual		7.6	9 µg/m^3 [3]

Notes:
[1] PM_{10} concentration represents the maximum monitored concentration from the most-recent three years of data.
[2] $PM_{2.5}$ concentration represents the average of the 98th percentile day from most recent three years of data.
[3] EPA has lowered the NAAQS from 12 µg/m^3.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017–2019.

Analysis Sites

Intersections in the study area were reviewed for microscale analysis based on the 2021 *CEQR Technical Manual* guidance. Of those intersections, one was selected for microscale analysis—at Coyle Street and Avenue V. This site was selected because it is projected to have the largest incremental traffic volume of the sites that exceeded the $PM_{2.5}$ mobile source analysis screening. The potential impact from vehicle emissions of PM_{10} and $PM_{2.5}$ was analyzed at this intersection.

Receptor Placement

Multiple receptors (i.e., precise locations at which concentrations are evaluated) were modeled at the selected sites; receptors were placed along the approach and departure links and roadway segments at regularly spaced intervals. Ground-level receptors were placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Receptors in the analysis models for predicting annual average neighborhood-scale $PM_{2.5}$ concentrations were placed at a distance of 15 meters, from the nearest moving lane at each analysis location, based on the 2021 *CEQR Technical Manual* procedure for neighborhood-scale corridor $PM_{2.5}$ modeling.

Parking Analysis

In the No-Action condition, the existing parking conditions in the Proposed Rezoning Area would remain. The 160-space surface parking lot located on Projected Development Site 1 would remain, as would the six-space surface parking lot on Projected Development Site 2. In the With-Action condition, the Proposed Actions would include approximately 263 accessory parking spaces (216 residential spaces and 47 commercial spaces) which would be provided within a cellar level parking garage. The cellar level parking garage would be accessed via ramps on the ground floor of the Proposed Project. Projected Development Site 2 would provide an additional 26 accessory parking spaces. Therefore, an analysis was conducted to

evaluate potential future pollutant concentrations in the vicinity of the ventilation outlets with the Proposed Project's parking garage.

Emissions from vehicles using the parking garage could potentially affect levels of CO and PM concentrations in the immediate vicinity of the ventilation outlets. Since the parking garage for the Proposed Project has the larger capacity and would have the higher projected number of vehicle ins/outs, this facility was analyzed.

For the parking garage analysis, the emissions from the outlet vent and their dispersion were analyzed using the methodology defined in the 2021 *CEQR Technical Manual*. Maximum CO concentrations were determined for the time periods when overall garage usage would be the greatest, considering the hours when the greatest number of vehicles would exit the facility. PM increments were determined for peak daily (24-hour) use. The number of vehicles entering and exiting the garage were derived from the trip generation analysis described in **Attachment I "Transportation."**

Emissions from vehicles entering, parking, and exiting the garage were determined using the EPA MOVES4.0 mobile source emission model as described in detail above for the intersection analysis. For all arriving and departing vehicles, an average speed of five miles per hour was conservatively assumed for travel within the parking garage. In addition, all departing vehicles were assumed to idle for 60 seconds before proceeding to the exit. Although the project is still in the preliminary stage of design and details on the ventilation system have not yet been defined, the concentrations within the system were conservatively calculated assuming a minimum ventilation rate, based on New York City Building Code requirements of one cubic foot per minute of fresh air per gross square foot of garage area.

For the parking garage, to determine pollutant concentrations, the outlet vents were analyzed as a "virtual point source" using the methodology in EPA's *Workbook of Atmospheric Dispersion Estimates, AP-26*. This methodology estimates concentrations at various distances from an outlet vent by assuming that the concentration at the vent represents the emission rate divided by the fresh air ventilation rate, and determining the appropriate initial horizontal and vertical dispersion coefficients at the vent faces.

The air from the analyzed parking garage was conservatively assumed to be vented through a single outlet at a height of approximately 10 feet. The closest receptors to the potential vent location were assumed to be on the sidewalk receptors along Coyle Street; therefore, "near" and "far" receptors were placed along the sidewalks at a pedestrian height of 6 feet and at distances of 7 feet and 74 feet, respectively.

To determine compliance with the NAAQS, CO concentrations were determined for the maximum 8-hour average period. A persistence factor of 0.70 was used to convert the maximum 1-hour average CO concentrations to 8–hour averages, per 2021 *CEQR Technical Manual* guidance, and factors of 0.6 and 0.1 to convert maximum 1-hour $PM_{2.5}$ concentrations to 24-hour and annual averages, respectively, per EPA guidance,[7] accounting for meteorological variability over the longer averaging periods.

Background and on-street concentrations were added to the modeling results to obtain the total ambient levels. The on-street pollutant concentrations were determined using the methodology in the Air Quality Appendix of the 2021 *CEQR Technical Manual*, utilizing No Build and Build traffic volumes from the traffic survey conducted in the study area.

[7] EPA. *AERSCREEN User's Guide*. EPA-454/B-21-005. April 2021.

Stationary Source Analysis

Heating And Hot Water Systems

Stationary source analyses were conducted using the methodology described in the 2021 *CEQR Technical Manual* to assess air quality impacts associated with emissions from potential heating and hot water systems associated with the Proposed Actions.

AERMOD Analysis

Stationary source analyses were conducted using the methodology described in the 2021 *CEQR Technical Manual* to assess air quality impacts associated with emissions from the heat and hot water systems associated with the Proposed Actions. The air dispersion modeling analysis was performed using AERMOD.

AERMOD calculates pollutant concentrations from simulated sources (e.g., exhaust stacks) based on hourly meteorological data and surface characteristics, and has the capability to calculate pollutant concentrations at locations where the plume from the exhaust stack is affected by the aerodynamic wakes and eddies (downwash) produced by nearby structures. The analysis of potential impacts from exhaust stacks assumed stack tip downwash, urban dispersion and surface roughness length, and elimination of calms.[8]

AERMOD incorporates the Plume Rise Model Enhancements (PRIME) downwash algorithm, which is designed to predict concentrations in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). AERMOD also uses the Building Profile Input Program for PRIME (BPIPPRM) to provide a detailed analysis of downwash influences on a direction-specific basis. BPIPPRM determines the projected building dimensions for modeling with the building downwash algorithm enabled. The modeling of plume downwash accounts for all obstructions within a radius equal to five obstruction heights of the stack.

The analysis was prepared both with and without downwash in order to assess the worst-case impacts at elevated locations close to the height of the source, which would occur without downwash, as well as the worst-case impacts at lower elevations and ground level, which would occur with downwash, consistent with the 2021 *CEQR Technical Manual* guidance.

Potential 1-hour average NO_2 concentrations, added to representative background concentrations in the area, were compared with the NAAQS. Potential 24-hour and annual average incremental concentrations of $PM_{2.5}$ were compared with the $PM_{2.5}$ *de minimis* criteria defined in the 2021 *CEQR Technical Manual*.

For the analysis of the 1-hour average NO_2 concentration from the building's heating and hot water systems, AERMOD's Plume Volume Molar Ratio Method (PVMRM) module was used to analyze chemical transformation within the model. PVMRM incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. The model applied ozone concentrations measured in 2015–2019 at the nearest available NYSDEC ozone monitoring station—the Queens College monitoring

[8] The analysis was run using AERMOD Version 22112. Although a later version of this model is currently available, no revisions to the model was made that would materially affect the resulting modeled concentrations; therefore, the analysis was not re-run for the EAS.

station in Queens. An initial NO_2 to NO_x ratio of 10 percent at the source exhaust stack was assumed for boilers systems, which is considered representative.

Five years of surface meteorological data collected at John F Kennedy Airport from 2015–2019 as well as concurrent upper air data collected at Brookhaven, New York were used in the analysis.

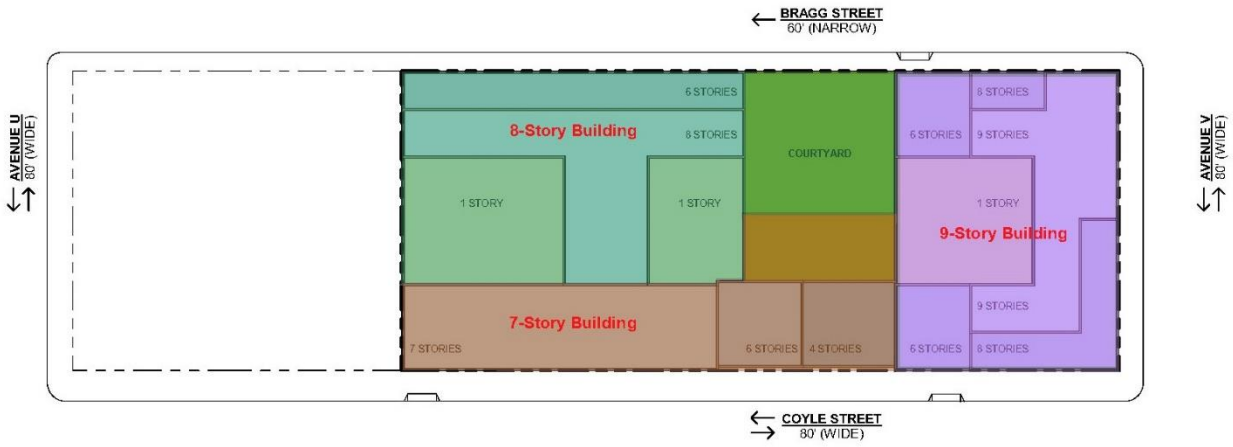
Emission Rates and Stack Parameters

For analysis purposes, the development sites associated with the Proposed Actions are assumed to utilize natural gas-fuel fired heating and hot water systems.

Annual emission rates for heating and hot water systems were calculated based on fuel consumption estimates, using energy intensity estimates based on type of development and size of the buildings as recommended in the 2021 *CEQR Technical Manual*, and applying emission factors for natural gas-fired boilers.[9] $PM_{2.5}$ emissions include both the filterable and condensable components. The short-term emission rates (24-hour and shorter) were calculated by scaling the annual emissions to account for a 100-day heating season.

The exhaust from the heating and hot water systems was assumed to be vented through a single stack located three feet above the roof of each building. For the Proposed Project, each of the three buildings were assumed to have separate heating and hot water systems. **Figure J-1** shows the location of each of the buildings.

Figure J-1: Heating and Hot Water Systems Analysis – Buildings Analyzed at Projected Development Site 1



To calculate exhaust velocity, the fuel consumption of each building was multiplied by EPA's fuel factor for natural gas,[10] providing the exhaust flow rate at standard temperature; the flow rate was then corrected for the exhaust temperature, and exhaust velocity was calculated based on the stack diameter.

[9] EPA. Compilation of Air Pollutant Emission Factors AP-42. 5th Ed., V. I, Ch. 1.4. September, 1998.

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

Assumptions for stack diameter and exhaust temperature for the proposed systems were obtained from a survey of boiler exhaust data provided by DEP,[11] and were used to calculate the exhaust velocity.

The emission rates and exhaust stack parameters used in the modeling analyses are presented in **Table J-2**.

Table J-2: Exhaust Stack Parameters and Emission Rates

Stack Parameter	Proposed Project			Projected Development Site 2	Potential Development Site 1
	9-Story Building	8-Story Building	7-Story Building		
Gross Floor Area (sq feet)	189,526	159,248	133,344	68,520	15,840
Stack Height (feet)	95	97	92	98	88
Stack Diameter (feet) (1)	2.0	2.0	2.0	2.0	2.0
Exhaust Velocity (feet/second) (1)	6.7	5.6	4.8	2.2	0.6
Exhaust Temperature (degrees Fahrenheit) (1)	307.8	307.8	307.8	307.8	307.8
Emission Rate (grams/second)					
NO_2 (1-hour average)	0.058	0.018	0.015	0.018	0.002
NO_2 (Annual average)	0.016	0.0049	0.0041	0.0050	0.0005
$PM_{2.5}$ (24-hour average)	0.0044	0.0037	0.00313	0.0014	0.0004
$PM_{2.5}$ (Annual average)	0.0012	0.0010	0.00085	0.00038	0.00010

Note:
(1) Stack parameter assumptions were obtained from a survey of boiler exhaust data provided by DEP.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (refer to **Table J-3**).

Annual NO_2 concentrations from heating and hot water sources were conservatively estimated assuming full conversion of NO_x to NO_2 (EPA "Tier 1"). Total 1-hour NO_2 concentrations were refined following a more detailed approach (PVMRM, EPA "Tier 3"). The methodology used to determine the total 1-hour NO_2 concentrations from the facility was based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from the boilers were first added to the seasonal hourly background monitored concentrations; then the highest combined daily 1-hour NO_2 concentration was determined at each location and the 98th percentile daily 1-hour maximum concentration for each modeled year was calculated within the AERMOD model; finally the 98th percentile concentrations were averaged over the latest five years.

$PM_{2.5}$ impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria. The $PM_{2.5}$ 24-hour average background concentration based on the 98th percentile concentration, averaged over the years 2017-2019 was used to establish the *de minimis* value of 8.6 ug/m^3. $PM_{2.5}$ annual average impacts are assessed on an incremental basis and compared to the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore, the annual $PM_{2.5}$ background is not presented in the table.

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

Table J-3: Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration (µg/m³)	NAAQS (µg/m³)
NO_2	1-hour	Queens College, Queens	103.8	188
	Annual	Queens College, Queens	28.7	100
$PM_{2.5}$	24-hour	JHS 126, Brooklyn	17.8	35

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017–2019.

Receptor Placement

Discrete receptors were modeled along existing and proposed-building façades to represent potentially sensitive locations such as operable windows and intake vents. Rows of receptors at spaced intervals on the modeled buildings were analyzed at multiple elevations. A broad ground-level grid was also included to identify potential concentrations at publicly accessible locations in the surrounding area.

Industrial Sources

As discussed in **Attachment C, "Land Use, Zoning and Public Policy,"** land uses within a 400-foot study area of the Proposed Rezoning Area are predominantly residential. There are no manufacturing-zoned areas. Commercial/office buildings and mixed commercial/residential buildings are generally clustered along Avenue U, as well as along Coyle Street between Avenues U and V. There are no industrial land uses within the study area. Therefore, no industrial source analysis was performed.

As described in **Attachment A, "Project Description,"** the Proposed Project's commercial development would consist of local retail. Therefore, potential air quality impacts from light industrial sources would not occur with the Proposed Project.

Additional Sources

The 2021 *CEQR Technical Manual* requires an analysis of projects that may result in a significant adverse impact due to certain types of new uses located near a "large" or "major" emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit. To assess the potential effects of these existing sources on the projected and potential development sites, a review of existing permitted facilities was conducted. Sources of information reviewed included the DEC Title V and State Facility Permit websites. The review of major- and large-sources permits[12] found no such facilities within 1,000 feet of the project site. Therefore, no analysis is required, and no significant adverse impacts would occur on the Projected Development Sites from major or large stationary sources of emissions.

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

Under the existing zoning, no changes are anticipated to occur. The existing parking conditions in the Proposed Rezoning Area would remain. The 160-space surface parking lot located on Projected Development Site 1 would remain, as would the six-space surface parking lot on Projected Development Site 2. All existing structures and land uses located within the Proposed Rezoning Area are anticipated to remain unchanged from existing conditions. However, in the future without the Proposed Actions, it is assumed that the vacant, formerly commercial building on Projected Development Site 1 would be re-

[12] DEC. *Access to DEC Air Permits*. https://www.dec.ny.gov/chemical/8569.html.

tenanted by a supermarket. Therefore, mobile and stationary sources of emissions would be the same as existing conditions.

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

Mobile Sources

Intersection Analysis

PM_{10} concentrations with the Proposed Actions were determined using the methodology previously described. **Table J-4** presents the predicted PM_{10} 24-hour concentrations at the analyzed intersection in the With Action condition. The value shown is the highest predicted concentration for the modeled receptor locations and includes background concentration. The results demonstrate that mobile source PM_{10} emissions from the Proposed Actions would not result in a significant adverse air quality impact.

Table J-4: Maximum Predicted 24-Hour Average PM_{10} With Action Concentration (µg/m³)

Analysis Site	Location	No Action	With Action
1	Coyle Street and Avenue V	51.9	53.3

Notes:
NAAQS—24-hour average 150 µg/m³.
Concentrations presented include a background concentration of 38 µg/m³.

Using the methodology previously described, maximum predicted 24-hour and annual average $PM_{2.5}$ concentration increments were calculated so that they could be compared with the NAAQS and the *de minimis* criteria. Based on this analysis, the maximum predicted localized 24-hour average and neighborhood-scale annual average incremental $PM_{2.5}$ concentrations are presented in **Tables J-5** and **J-6**, respectively. **Tables J-5** and **J-6** also present the maximum predicted concentrations in the No Action and With Action condition. The No Action and With Action concentrations shown are the highest predicted concentrations for the modeled receptor locations and include background concentrations.

The results show that the 24-hour and annual $PM_{2.5}$ increments are predicted to be below the *de minimis* criteria and total concentrations are below the NAAQS at the analysis site.

Table J-5: Maximum Predicted 24-Hour Average PM2.5 With Action and Incremental Concentration (µg/m3)

Analysis Site	Location	No Action	With Action	Maximum Increment	Criterion
1	Coyle Street and Avenue V	-	-	0.4	8.6[(1)]
		20.4 [(2)]	20.6 [(2)]	-	35[(3)]

Notes:
[(1)] $PM_{2.5}$ *de minimis* criterion—24-hour average, not to exceed more than half the difference between the background concentration (17.8 µg/m³) and the 24-hour standard of 35 µg/m³.
[(2)] The 24-hour $PM_{2.5}$ concentration presented represents the maximum of the total 98th percentile. Concentrations presented include a background concentration of 17.8 µg/m³.
[(3)] NAAQS.

Table J-6: Maximum Predicted Annual Average $PM_{2.5}$ With Action Incremental Concentration ($\mu g/m^3$)

Analysis Site	Location	No Action	With Action	Maximum Increment	Criterion
1	Coyle Street and Avenue V	-	-	0.01	0.1[(1)]
		7.66[(2)]	7.67[(2)]	-	9[(3)]

Notes:
[(1)] $PM_{2.5}$ *de minimis* criterion—annual (neighborhood scale), 0.1 $\mu g/m^3$.
[(2)] Concentrations presented include a background concentration of 7.6 $\mu g/m^3$.
[(3)] NAAQS.

Therefore, there would be no potential for significant adverse impacts on air quality from vehicle trips generated by the Proposed Actions at intersections.

Parking Analysis

Based on the methodology previously described, the maximum predicted CO and PM concentrations from the proposed parking facilities at the Proposed Project were analyzed assuming a near side sidewalk receptor on the same side of the street (7 feet) as the parking facility, and a far side sidewalk receptor on the opposite side of the street from the parking facility.

The maximum predicted 1-hour average CO concentration is 5.20 ppm. This value includes a predicted concentration of 3.48 ppm from emissions within the parking garage and a background level of 1.72 ppm. The maximum predicted 8-hour average CO concentration is 3.17 ppm. This value includes a predicted concentration of 1.97 ppm from emissions within the parking garage and a background level of 1.20 ppm. The maximum predicted concentrations are substantially below the 1-hour and 8-hour standards of 35 ppm and 9 ppm, respectively, and the maximum predicted 8-hour concentration is below the *de minimis* CO criteria.

The maximum predicted 24-hour and annual average $PM_{2.5}$ increments are 2.56 $\mu g/m^3$ and 0.29 $\mu g/m^3$, respectively. The maximum predicted $PM_{2.5}$ increments are below the respective $PM_{2.5}$ *de minimis* criteria of 8.6 $\mu g/m^3$ for the 24-hour average concentration and 0.3 $\mu g/m^3$ for the annual average concentration. Therefore, the Proposed Project's parking facility would not result in any significant adverse air quality impacts.

Stationary Sources

The results of the AERMOD analysis of the analyzed heating and hot water systems for NO_2 and $PM_{2.5}$ are presented in **Tables J-7** and **J-8**. As shown in the tables, there are no exceedances of the NO_2 1-hour or annual NAAQS. In addition, the maximum predicted incremental concentrations of $PM_{2.5}$ are not predicted to exceed the CEQR *de minimis* criteria.

Table J-7: Maximum Modeled Pollutant Concentrations – Project on Project (µg/m3)

Pollutant	Averaging Period	Receptor Building	Maximum Modeled Impact	Background	Total Concentration	Criterion
NO_2	1-hour	Projected Development Site 2	148 (1)	-	148	188 (2)
	Annual	Projected Development Site 2	1.48	28.7	30.2	100 (2)
$PM_{2.5}$	24-hour	Projected Development Site 2	7.3	N/A	7.3	8.6 (3)
	Annual	Projected Development Site 2	0.26	N/A	0.26	0.3 (4)

Notes:

N/A – Not Applicable

(1) The 1-hour NO_2 concentration presented represents the maximum of the total 98th percentile 1-hour NO_2 concentration predicted at any receptor using seasonal-hourly background concentrations.

(2) NAAQS.

(3) $PM_{2.5}$ *de minimis* criteria—24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 µg/m^3

(4) $PM_{2.5}$ *de minimis* criteria—annual (discrete receptor)

Table J-8: Maximum Modeled Pollutant Concentrations – Project on Off-site Receptors (µg/m3)

Pollutant	Averaging Period	Maximum Modeled Impact	Background	Total Concentration	Criterion
NO_2	1-hour	103 (1)	-	103	188 (2)
	Annual	0.52	28.7	29.2	100 (2)
$PM_{2.5}$	24-hour	1.3	N/A	1.3	8.6 (3)
	Annual	0.06	N/A	0.06	0.3 (4)

Notes:

N/A – Not Applicable

(1) The 1-hour NO_2 concentration presented represents the maximum of the total 98th percentile 1-hour NO_2 concentration predicted at any receptor using seasonal-hourly background concentrations.

(2) NAAQS.

(3) $PM_{2.5}$ *de minimis* criteria—24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 µg/m^3

(4) $PM_{2.5}$ *de minimis* criteria—annual (discrete receptor)

Overall, the Proposed Project's heating and hot water system would not result in any significant adverse air quality impacts.

To ensure that there is no potential for significant adverse impacts of $PM_{2.5}$ or NO_2 from the heating and hot water system emissions associated with the Proposed Actions, certain restrictions would be required for Projected Development Site 1 (Block 7368, Lot 17), Projected Development Site 2 (Block 7368, Lots 65 and 68), and Potential Development Site 1 (Block 7368, Lot 15) through an Air Quality (E) Designation [E-774] that would be mapped on the property in connection with the Proposed Actions. These restrictions

were determined based on the analysis results presented in **Tables J-3** and **J-4** and would avoid the potential for significant air quality impacts from stationary sources based on the conservative assumptions used in the analysis.

The restrictions would be as follows:

Projected Development Site 1 (Block 7368, Lot 17)

9-Story Building

Any new development on the 9-story building on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and the HVAC system and hot water exhaust stack(s) must be located at least 95 feet above grade, to avoid potential significant adverse air quality impacts.

8-Story Building

Any new development on the 8-story building on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and be fitted with low NO_x burners (30 ppm), and the HVAC system and hot water exhaust stack(s) located at least 97.33 feet above grade, and be located at least 73 feet from any operable windows and air intakes on Projected Development Site 2, to avoid potential significant adverse air quality impacts.

7-Story Building

Any new development on the 7-story building on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and be fitted with low NO_x burners (30 ppm), and the HVAC system and hot water exhaust stack(s) located at least 91.67 feet above grade, to avoid potential significant adverse air quality impacts.

Projected Development Site 2

Any new development on the Projected Development Site 2 (Block 7368, Lots 65 and 68) must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and the HVAC system and hot water exhaust stack(s) located at least 98 feet above grade, to avoid potential significant adverse air quality impacts.

Potential Development Site 1

Any new development on the Potential Development Site (Block 7368, Lot 15) must utilize only natural gas in any fossil fuel-fired heating, ventilation, and air conditioning (HVAC) system and hot water equipment and be fitted with low NO_x burners (30 ppm), and the HVAC system and hot water exhaust stack(s) located at least 88 feet above grade, and be at least 34 feet from the lot line facing Avenue V and at least 95 feet from the lot line facing Coyle Street, to avoid potential significant adverse air quality impacts.

Attachment K:

Noise

I. INTRODUCTION

This attachment assesses the potential for the Proposed Actions to result in significant adverse noise impacts. As described in **Attachment A, "Project Description,"** the Proposed Actions include a zoning map amendment and a zoning text amendment to facilitate the construction of an approximately 555,297-gross-square-feet ("gsf") mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17; also known as ("aka") Projected Development Site 1) in the Sheepshead Bay neighborhood of Brooklyn Community District ("CD") 15. The Proposed Project would contain approximately 434,743-gsf of residential uses (435 dwelling units ["DUs"], 25-30% [approximately 109-131 DUs] of which would be affordable pursuant to MIH at a range of 60-80% of the Area Median Income ["AMI"] depending on the MIH Option selected), approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-square-foot ("sf") of private, passive programmed open space, and approximately 73,179-gsf of parking space (263 accessory parking spaces).[1] The proposed mixed-use development would replace an approximately 30,000-gsf vacant, formerly commercial building and a 160-space surface parking lot. The vacant commercial building is currently untenanted, but was previously occupied by a supermarket until 2019.

In addition to the Applicant-controlled Projected Development Site 1, the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the Applicant: the entirety of Lots 15, 65, and 68 and a portion of ("p/o") Lot 1. Collectively, all lots entirely or partially affected by the proposed zoning map and zoning text amendments are referred to as the Proposed Rezoning Area. As described in **Attachment A, "Project Description,"** for Reasonable Worst Case Development Scenario ("RWCDS") analysis purposes, it is assumed that the Proposed Actions would facilitate the development of Lots 65 and 68 (aka "Projected Development Site 2") with a nine-story (95-feet-tall rooftop height), approximately 68,520-gsf mixed-use building containing approximately 64 DUs, 25-30% (approximately 16-19 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected, as well as approximately 6,600-gsf of commercial uses and 26 accessory parking spaces. It is expected that both Projected Development Sites 1 and 2 would be completely constructed and fully occupied by 2028.

Although Lot 15 is located entirely within the Proposed Rezoning Area, this property is less likely to be developed as a result of the Proposed Actions and is therefore considered a potential site (aka "Potential Development Site 1"). As the Proposed Rezoning Area only includes approximately 8,195-sf of the approximately 28,000-sf Lot 1, it is unlikely that Lot 1 would be developed as a result of the Proposed Actions and, therefore, Lot 1 is not considered a projected or potential site.

As discussed in **Attachment I, "Transportation,"** approval of the Proposed Actions would change traffic patterns and volumes in the general vicinity of the Proposed Rezoning Area. As local vehicular traffic is a major source of ambient noise in the area, this could lead to changes in the ambient noise levels. According to the 2021 *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 3.0 dBA or more) a detailed analysis is generally warranted.

[1] The residential development program of the Proposed Project is based on an average unit size of approximately 1,000-gsf. However, and as described in **Attachment A, "Project Description,"** for RWCDS analysis purposes, the EAS assumes an average unit size of 850-gsf, resulting in a building that could include up to approximately 511 total DUs, 25-30% (approximately 128-153 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected.

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 2021 *CEQR Technical Manual* guidelines and has two components:

1. A screening analysis to determine whether traffic generated by the Proposed Actions would have the potential to result in significant adverse noise impacts on existing and future sensitive receptors;
2. An analysis to determine the level of building attenuation necessary to ensure that interior noise levels for the projected developments 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 K-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 three dBA. At three dBA, the change will be readily noticeable.

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 one, 10, 50, 90, and x percent of the time, respectively.

Table K-1: Noise Levels of Common Sources

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

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.

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 and resultant RWCDS, 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 2021 *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 2021 *CEQR Technical Manual* noise exposure guidelines for city environmental impact review classification. As the projected development sites are not anticipated to include federal sources of funding in the future, 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 2021 *CEQR Technical Manual* sets external noise exposure standards, which are shown in **Table K-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 2021 *CEQR Technical Manual* Noise Exposure Guidelines shown in **Table K-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 K-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) ----------						
2. Hospital, Nursing Home		$L_{10} \leq 55$ dB(A)		55 < $L_{10} \leq 65$ dB(A)	---------- 60 < DNL ≤ 65 dB(A) ----------	65 < $L_{10} \leq 80$ dB(A)	(1) 65 < DNL ≤ 75 dB(A)	$L_{10} > 80$ dB(A)	---------- 75 dB(A) < DNL ----------
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 2021 *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 2021 *CEQR Technical Manual* also defines attenuation requirements for buildings based on exterior noise levels (refer to **Table K-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 K-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; 2021 *CEQR Technical Manual*, Table 19-3.

Notes:

A. DNL descriptor based on average values of Ldn over a year period.

B. The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5.0 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 2021 *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 condition to determine noise levels in the future without the Proposed Actions (the No-Action condition) and with the Proposed Actions (the With-Action condition). If there are significant differences between traffic condition collected during noise measurements and the traffic condition collected and summarized in the analysis of operational transportation conditions, then the existing noise measurements should be adjusted based on the differences between the traffic condition collected during noise measurements and the traffic condition collected and summarized in the analysis of operational transportation conditions. Vehicular traffic condition 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 3.0 dBA.

For the purpose of this analysis, during the noise recording, vehicles were counted and classified. To calculate the 2028 No-Action PCE values, annual background growth rates of 0.5 percent (for 2022-2027) and 0.25 percent (for 2027-2028), plus the estimated incremental travel demand from new development within the vicinity of the Proposed Rezoning Area (refer to **Attachment C, "Land Use, Zoning, and Public Policy"**) was applied to the counted PCE values based on the existing and No-Action vehicle volumes presented in **Attachment I, "Transportation."**[2] In order to obtain the necessary 2028 With-Action PCE values to calculate the With-Action noise levels, the 2028 With-Action traffic increment assignments presented in **Attachment I, "Transportation,"** 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 2021 *CEQR Technical Manual* building attenuation analysis:

- Noise-sensitive receptor locations that have the greatest potential for being adversely affected by action-generated noise in the 2028 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 future street frontages of the projected development sites;
- Existing noise levels were determined using existing traffic data analyzed in **Attachment I "Transportation,"** and field measurements of ambient noise adjacent to the projected development sites;
- Future (2028) noise levels without the Proposed Actions were predicted using the PCE-based proportionality equation (per 2021 *CEQR Technical Manual* guidelines) for all locations where local traffic is the dominant source of noise and were based on the 2028 No-Action vehicle trip assignments presented in **Attachment I, "Transportation;**"
- Future (2028) noise levels with the Proposed Actions were predicted using the PCE-based proportionality equation (per 2021 *CEQR Technical Manual* guidelines) based on the 2028 With-Action vehicle trip assignments presented in **Attachment I, "Transportation;"**
- Future (2028) noise levels with the Proposed Actions were compared with future noise levels without the Proposed Actions to determine, by applying 2021 *CEQR Technical Manual* impact criteria, whether the Proposed Actions and resultant RWCDS would have the potential to result in a significant adverse impact;

[2] Calculation according to Table 16-4 in the 2021 *CEQR Technical Manual.*

- Noise levels were determined for exterior building façades at the projected development sites; and
- In compliance with CEQR requirements to determine an acceptable interior space noise environment, façade-based composite window/wall attenuation specifications for the projected development sites were estimated based on future projected maximum exterior noise exposure at the projected development sites; CEQR requirements are based on the maximum L_{10} values for dominant traffic noise condition.

Impact Significance Criteria

According to 2021 *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 sensitive noise receptor (i.e., residences, play areas, parks, schools, libraries and houses of worship) during daytime hours under the following circumstances:

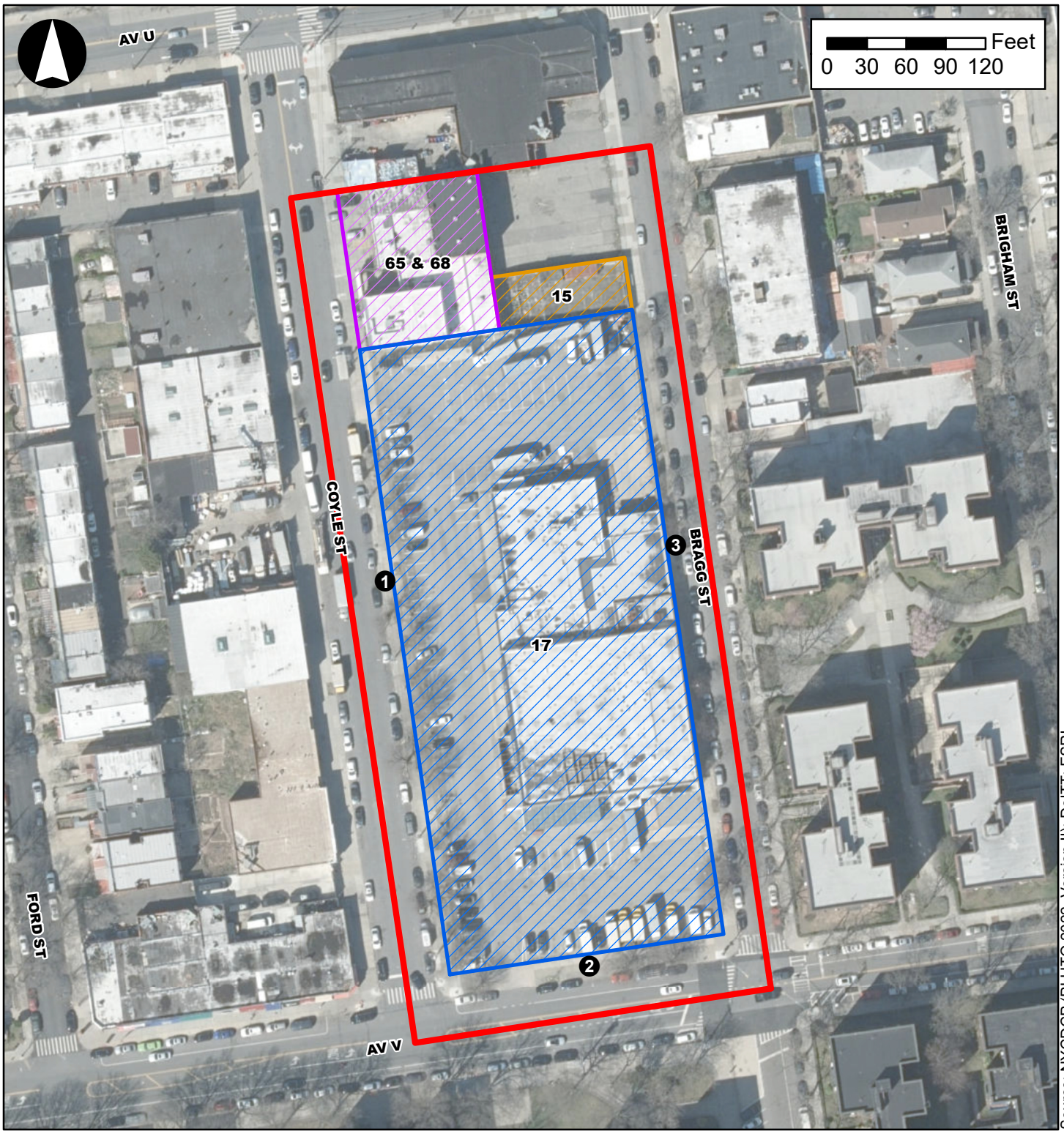
- A noise increase of 3 dBA or greater is predicted in the future as a result of the Proposed Actions (the With-Action condition), when the future noise levels without the Proposed Actions (the No-Action condition) is at 62 dBA or greater; or
- When the No-Action noise level is below 62 dBA, a predicted noise increase with the Proposed Actions 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 Proposed Rezoning Area and no other development is anticipated. Projected Development Site 1 (Block 7368, Lot 17) is the Applicant-controlled property, which comprises the southern portion of the Proposed Rezoning Area and contains frontage on three streets, including approximately 480-feet along Coyle and Bragg Streets to the west and east, respectively, and approximately 200-feet along Avenue V to the south (refer to **Figure K-1**). The approximately 96,000-sf site is currently occupied by an approximately 30,000-gsf vacant, formerly commercial (supermarket) building and a 160-space surface parking lot.

As shown in **Figure K-1**, Projected Development Site 2 (Block 7368, Lots 65 and 68) is a rectangular-shaped site located directly northwest of Projected Development Site 1 and is not owned or controlled by the Applicant. The approximately 12,000-sf site contains frontage on Coyle Street to the west only and is currently occupied by a two-story commercial building (Lot 65) and a single-story commercial building (Lot 68). Potential Development Site 1 (Block 7368, Lot 15) is a small, rectangular-shaped site directly northeast of Projected Development Site 1 and directly east of Projected Development Site 2, and is also not owned or controlled by the Applicant. The approximately 4,000-sf site contains frontage on Bragg Street to the east, and is currently occupied by an outdoor recreation use, which is owned by a religious facility located on the opposite side of Bragg Street (2121 Bragg Street). The remainder of the properties affected by the

Figure K-1
Noise Receptor Locations



Source: NYCDCP (PLUTO 2022, Version II); DoITT; ESRI

Legend

- Proposed Rezoning Area
- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site 1
- 1 Noise Receptor Locations

Proposed Actions include Lot 1, which is an approximately 28,000-sf L-shaped double corner lot with frontages on Coyle Street, Avenue U, and Bragg Street. Only the approximately 8,195-sf southernmost portion of Lot 1 is located within the Proposed Rezoning Area. This portion of Lot 1 is occupied by a surface parking lot with approximately 14 spaces. The remainder of Lot 1 is occupied by a single-story vacant, formerly commercial building. The parking lot located within the Proposed Rezoning Area provides the accessory parking required for the vacant commercial building on Lot 1.

Noise Monitoring Locations

As traffic along Coyle Street, Bragg Street, and Avenue V is the dominant source of noise in the vicinity of the Proposed Rezoning Area, the noise receptor locations were selected based upon the assumption that the future developments within the Proposed Rezoning Area would be built to their respective lot lines. As such, existing noise levels at the Proposed Rezoning Area were measured at three locations along Coyle Street, Bragg Street, and Avenue V. These locations are shown in **Figure K-1** and described below:

- Receptor Location 1 – Future western frontage of Applicant-controlled Projected Development Site 1 and non-Applicant-controlled Projected Development Site 2 (Coyle Street); approximate midpoint of frontage (approximately 240-feet north of Avenue V);
- Receptor Location 2 – Future southern frontage of Applicant-controlled Projected Development site 1 (Avenue V); approximate midpoint of frontage (approximately 100-feet east of Coyle Street); and
- Receptor Location 3 – Future eastern frontage of Applicant-controlled Projected Development Site 1 and non-Applicant-controlled Potential Development Site 1 (Bragg Street); approximate midpoint of frontage (approximately 240-feet north of Avenue V).

Consistent with the traffic analysis peak periods presented in **Attachment I, "Transportation,"** at all receptor locations, 20-minute spot noise measurements were performed during the weekday AM (7:30 – 8:30 AM), midday (1:00 – 2:00 PM), and PM (4:45 – 5:45 PM) peak periods. The noise monitoring occurred on Tuesday, November 15, 2022. The weather was cloudy and in the mid-30s to mid-40s°F on November 15, with a wind speed average of 10 miles per hour. Additionally, vehicle classification counts were conducted during the 20-minute measurements.

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 (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 Noise Receptor Locations

Measured Noise Levels

Noise monitoring results for Receptor Locations 1 through 3 are summarized in **Table K-4**. Traffic was the dominant noise source and the values shown reflect the level of vehicular activity on the respective thoroughfares adjacent to the Proposed Rezoning Area.

Table K-4: Measured Existing Noise Levels (dBA)

Receptor[1]	Measurement Location	Time[2]	Measured L_{eq}	Measured L_1	Measured L_{10}[3]	Measured L_{50}	Measured L_{90}	CEQR Noise Exposure Category
1	Coyle Street	AM	63.34	72.02	**66.98**	58.59	52.23	Marginally Acceptable
		MD	55.43	65.66	58.25	51.42	48.23	
		PM	56.69	67.92	59.08	51.27	48.25	
2	Avenue V	AM	60.43	68.40	**63.86**	57.41	51.90	Acceptable
		MD	58.83	67.34	63.09	54.88	50.71	
		PM	57.88	67.42	60.08	54.00	49.14	
3	Bragg Street	AM	60.62	70.86	64.04	52.93	49.69	Acceptable
		MD	57.21	67.16	59.90	49.95	47.41	
		PM	60.10	70.67	**64.27**	53.12	47.96	

Notes: Field measurements were performed by Philip Habib & Associates on Tuesday, November 15, 2022.
1. Receptor locations are shown in **Figure K-1**.
2. AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.
3. The highest measured existing noise level at each receptor is indicated in **bold**.

As shown in **Table K-4**, measured existing noise levels are generally highest during the weekday AM and PM peak periods. The highest measured existing L_{10} noise levels were observed at Receptor Location 1, measuring 66.98 dBA in the weekday AM peak period. Measured existing L_{10} noise levels at Receptor Location 1 ranged from 58.25 dBA to 66.98 dBA, placing it in the "Marginally Acceptable" CEQR Noise Exposure category. Measured existing L_{10} noise levels at Receptor Location 2 ranged from 60.08 dBA to 63.86 dBA, placing it in the "Acceptable" CEQR Noise Exposure category. Measured existing L_{10} noise levels at Receptor Location 3 ranged from 59.90 dBA to 64.27 dBA, placing it in the "Acceptable" CEQR Noise Exposure category.

Adjusted Noise Levels

The existing measured L_{eq} and L_{10} noise levels have been adjusted based on the differences between the traffic condition collected during noise measurements and the traffic condition collected and summarized in the analysis of operational transportation conditions. Vehicular traffic volumes for each peak period were converted into hourly PCE values.

Table K-5: Adjusted Existing Noise Levels (dBA)

Receptor	Time	Adjusted L_{eq}	Adjusted L_{10}	Autos	Bus	Heavy Trucks	Medium Trucks	Light Trucks	Total	Total PCEs
1	AM	60.96	**64.60**	126	6	0	11	9	152	383
	MD	59.84	62.66	158	4	2	5	11	180	389
	PM	59.93	62.32	247	0	0	5	3	255	316
2	AM	61.40	64.83	370	14	0	11	21	416	777
	MD	63.43	**67.69**	563	8	2	14	33	620	996
	PM	62.37	64.57	610	12	0	9	12	644	961
3	AM	61.22	64.64	154	12	2	0	6	174	454
	MD	60.67	63.36	182	5	0	5	12	204	339
	PM	63.35	**67.52**	288	12	0	3	5	308	545

As shown in **Table K-5**, adjusted noise levels are generally highest during the weekday midday and PM peak periods. The highest adjusted L_{10} noise levels were observed at Receptor Location 2, measuring 67.69 dBA in the weekday midday peak period. Adjusted L_{10} noise levels at Receptor Location 1 ranged from 62.32 dBA to 64.60 dBA, placing it in the "Acceptable" CEQR Noise Exposure category. Adjusted L_{10} noise levels at Receptor Location 2 ranged from 64.57 dBA to 67.69 dBA, placing it in the "Marginally Acceptable" CEQR Noise Exposure category. Adjusted L_{10} noise levels at Receptor Location 3 ranged from 63.36 dBA to 67.52 dBA, placing it in the "Marginally Acceptable" CEQR Noise Exposure category.

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

Mobile Source Noise Screening Analysis

In the 2028 future without the Proposed Actions (the No-Action condition), it is assumed that, while the Proposed Project would not be constructed on the Applicant-controlled Projected Development Site 1, the currently vacant, approximately 30,000-gsf former commercial building on Lot 17 would be re-tenanted by a supermarket. As a result, Projected Development Site 1 would be occupied by approximately 30,000 gsf of commercial retail (supermarket) uses on a 96,000-sf lot (0.31 FAR). No other changes to the remaining lots within the Proposed Rezoning Area are anticipated in the future without the Proposed Actions. As such, traffic patterns and volumes under the No-Action condition are expected to differ slightly from existing conditions. As vehicle noise emissions on adjacent roadways are the dominant source of noise at Receptor Locations 1 through 3, the change in traffic patterns is expected to affect the levels of ambient noise at those locations. 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 2028 build year. **Table K-6** shows the existing noise levels and calculated future No-Action condition noise levels at the receptor locations.

Table K-6: 2028 No-Action Condition Noise Levels and PCE Values (dBA)

Noise Receptor Location[1]	Time[2]	Existing Adjusted PCEs	No-Action PCEs	Existing Adjusted L_{eq}	No-Action L_{eq}	Change in L_{eq}[3]	No-Action L_{10}[4]	CEQR Noise Exposure Category
1	AM	383	522	60.96	62.30	1.34	**65.94**	Marginally Acceptable
	MD	389	551	59.84	61.35	1.51	64.17	
	PM	316	448	59.93	61.44	1.51	63.83	
2	AM	777	863	61.40	61.86	0.46	65.29	Marginally Acceptable
	MD	996	1,097	63.43	63.86	0.42	**68.12**	
	PM	961	1,082	62.37	62.88	0.51	65.08	
3	AM	454	465	61.22	61.31	0.10	64.73	Marginally Acceptable
	MD	339	351	60.67	60.82	0.15	63.51	
	PM	545	561	63.35	63.47	0.13	**67.64**	

Notes:
1. Receptor locations are shown in **Figure K-1**.
2. AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.
3. Change in Leq = No-Action Leq – Existing Adjusted Leq.
4. The highest No-Action noise level at each receptor is indicated in **bold**.

Comparing future No-Action noise levels with existing noise levels, the increases in L_{eq} noise levels at the three receptor locations would be minimal, ranging from 0.10 dBA to 1.51 dBA for all analysis periods. According to 2021 *CEQR Technical Manual* guidelines, increases of less than 3.0 dBA would be barely perceptible. The projected No-Action L_{10} noise levels at Receptor Location 1 would range from 63.83 dBA to 65.94 dBA and would be in the "Marginally Acceptable" CEQR Noise Exposure category; projected L_{10} noise levels at Receptor Location 2 would range from 65.08 dBA to 68.12 dBA and would remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under existing conditions; and projected L_{10}

noise levels at Receptor Location 3 would range from 63.51 dBA to 67.64 dBA and would also remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under existing conditions.

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

In the 2028 future with the Proposed Actions (the With-Action condition), the proposed zoning map and text amendments would be approved, allowing the Applicant to construct the Proposed Project (4.40 FAR) at Projected Development Site 1. As described above, the Proposed Project would comprise of an approximately 555,297-gsf mixed-use residential and commercial building containing approximately 435 DUs and 47,375-gsf of commercial (local retail) space. However, as the residential program of the Proposed Project is based on an average unit size of approximately 1,000-gsf, for RWCDS analysis purposes, the With-Action RWCDS assumes an average unit size of approximately 850-gsf, resulting in approximately 511 total DUs on Projected Development Site 1.

It is assumed that Projected Development Site 2 (Lots 65 and 68) would be redeveloped to the maximum permitted FAR of 4.6 with an approximately 68,520-gsf mixed-use residential and commercial building containing approximately 54,120-gsf of residential space (64 total DUs) and 6,600-gsf of local retail space. As a result, the total With-Action RWCDS for the Proposed Rezoning Area would include approximately 488,863-gsf of residential uses (up to approximately 575 total DUs, of which at least approximately 144 DUs would be income-restricted pursuant to MIH Option 1), and 53,975-gsf of commercial (local retail) uses, as well as up to 289 accessory parking spaces.

In addition, the With-Action condition RWCDS for Potential Development Site 1 comprises an approximately 15,840-gsf (3.6 FAR) mixed-use residential and commercial building containing approximately 13,640-gsf of residential space (16 total DUs) and 2,200-gsf of local retail space.

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 2028 build year, which are presented in **Table K-7**. As presented in the table, after accounting for additional traffic introduced by the Proposed Actions, the maximum projected L_{10} noise level in the With-Action condition would be 68.38 dBA during the weekday midday peak period at Receptor Location 2. Therefore, the highest noise level would remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under No-Action conditions. The maximum projected noise levels in the With-Action condition at Receptor Location 1 would be 66.94 dBA, and thus, would remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under No-Action conditions. The maximum projected L_{10} noise levels in the With-Action condition at Receptor Location 3 would be 68.29 dBA, and thus, would also remain in the "Marginally Acceptable" CEQR Noise Exposure category, as under No-Action conditions.

Furthermore, comparing the future With-Action noise levels with No-Action noise levels, increases in L_{eq} noise levels would vary at the three receptor locations, ranging from 0.26 to 1.03 dBA. However, increases of these magnitudes would not be perceptible as they are less than 3.0 dBA, and based upon CEQR impact criteria would not be significant. As the noise levels at all receptor locations would experience changes less than the CEQR impact thresholds described in Section IV above in all peak hours, the overall changes to noise levels as a result of the Proposed Actions would not result in any significant adverse impacts.

Table K-7: 2028 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	522	657	62.30	63.30	1.00	**66.94**	Marginally Acceptable
	MD	551	617	61.35	61.84	0.49	64.66	
	PM	448	539	61.44	62.24	0.80	64.63	
2	AM	863	916	61.86	62.12	0.26	65.55	Marginally Acceptable
	MD	1,097	1,166	63.86	64.12	0.26	**68.38**	
	PM	1,082	1,189	62.88	63.29	0.41	65.49	
3	AM	465	590	61.31	62.35	1.03	65.77	Marginally Acceptable
	MD	351	398	60.82	61.36	0.55	64.05	
	PM	561	652	63.47	64.12	0.65	**68.29**	

Notes:
1. Receptor locations are shown in **Figure K-1**.
2. AM = weekday AM peak period; MD = weekday midday peak period; PM = weekday PM peak period.
3. Change in Leq = With-Action Leq – No-Action Leq.
4. The highest With-Action noise level at each receptor is indicated in **bold**.

VIII. NOISE ATTENUATION REQUIREMENTS

As shown in **Table K-3**, the 2021 *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 uses and 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 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. 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. 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} greater than 70.0 dBA 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.

Based on With-Action exterior noise levels and 2021 *CEQR Technical Manual* criteria, With-Action noise levels at the three noise receptor locations would remain below the 70 dBA CEQR threshold, and no special noise attenuation measures beyond standard construction practices would be required for residential uses on any of the projected or potential development sites' street frontages in order to achieve interior noise levels of 45 dBA or lower for residential uses. As such, the projected and potential development sites would provide sufficient attenuation to achieve the 2021 *CEQR Technical Manual* interior noise level guidelines, and thus, the Proposed Actions would not result in any significant adverse noise impacts related to building attenuation requirements.

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

Train Noise

An initial train noise impact screening analysis could 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. As the Proposed Rezoning Area is not located within 1,500-feet of an existing rail line nor does the Proposed Rezoning Area have a direct line of sight to rail activity, 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 Proposed Rezoning Area is not located within a 65 dBA DNL contour, no initial aircraft noise impact screening analysis is warranted for the Proposed Actions.

Attachment L:

Construction

I. INTRODUCTION

Per the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual*, construction activities, although temporary, may sometimes result in significant adverse environmental impacts. Construction duration, a critical measure to determine a project's potential for adverse impacts, is categorized as short-term (less than 24 months) and long-term (24 months or more). For construction activities that do not entail in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. However, consideration of several factors – including the location and setting of the project in relation to surrounding uses, and the intensity of construction activities – may indicate that a project's construction activities, even if short-term, warrant analysis in additional areas such as transportation, hazardous materials, historic and cultural resources, noise, or air quality.

As detailed in **Attachment A, "Project Description,"** under the Reasonable Worst Cast Development Scenario ("RWCDS"), the Proposed Actions would facilitate the development of the Applicant-owned Projected Development Site 1 (Block 7368, Lot 17) and may also facilitate the development of one additional non-Applicant-owned site at Lots 65 and 68 on Block 7368, comprising Projected Development Site 2. Projected Development Sites 1 and 2 would be constructed separately and it is possible that the two developments could have overlapping construction schedules.

The existing vacant single-story commercial building at Projected Development Site 1 would be demolished and the approximately 96,000-square-feet ("sf") property redeveloped with a 14-story (145-feet-tall), approximately 555,297-gross-square-feet ("gsf"), mixed-use residential and commercial building with a single below-grade level and frontage on Coyle Street, Avenue V, and Bragg Street. In addition, although there are no formal redevelopment plans for the non-Applicant-owned site, Projected Development Site 2 has been identified within the Proposed Rezoning Area as likely to be redeveloped due to the Proposed Actions. The Proposed Actions are assumed to facilitate the redevelopment of Projected Development Site 2 with a nine-story (95-feet-tall), approximately 68,520-gsf, mixed-use residential and commercial building along Coyle Street.

Construction activity associated with the Proposed Actions is expected to exceed 24 months in duration, and therefore, is categorized as long-term per 2021 *CEQR Technical Manual* guidance. Pursuant to 2021 *CEQR Technical Manual* guidance, a detailed assessment of potential construction impacts is warranted as the Proposed Actions and associated RWCDS would result in construction activities exceeding 24 months in total duration and the construction of two sites in the same geographic area, such that there is the potential for construction timelines to overlap. The following analysis considers a 36-month construction timeframe for Projected Development Site 1 and a 13-month construction timeframe for Projected Development Site 2; the two construction schedules would overlap. As detailed in the assessment below, construction-related activities associated with the Proposed Actions' RWCDS are not expected to result in any significant adverse construction impacts.

II. METHODOLOGY

In absence of the Proposed Actions, it is anticipated that existing conditions in the Proposed Rezoning Area would largely remain, and no building demolition or new building construction would occur at the two projected development sites. It is assumed that the vacant commercial building on Projected

Development Site 1 would be renovated and re-tenanted by a supermarket under the No-Action condition.

In the With-Action condition, the cumulative construction period for development to be completed on the Applicant-owned Projected Development Site 1 and non-Applicant owned Projected Development Site 2 is expected to be approximately 36 months and therefore, would be considered long-term pursuant to 2021 *CEQR Technical Manual* guidance. The With-Action condition developments are expected to be fully operational and occupied in 2028 (i.e., the "Build Year"). Pursuant to 2021 *CEQR Technical Manual* guidance, a detailed assessment of potential construction impacts is warranted as the Proposed Actions and associated RWCDS would result in construction activities exceeding 24 months in total duration and the construction of two sites in the same geographic area, such that there is the potential for construction timelines to overlap. According to 2021 *CEQR Technical Manual* guidance, a detailed construction assessment evaluates the impact of construction activities facilitated by the Proposed Actions regarding transportation, air quality, and noise.

III. REGULATORY AGENCIES AND OVERSIGHT

Compliance with New York City construction regulations is required regardless of the length of the construction period. The governmental oversight of construction in New York City is extensive and involves several city, state, and federal agencies, each with specific responsibilities. **Table L-1** shows the main agencies involved in construction oversight and each agency's areas of responsibility. The primary responsibilities lie with New York City agencies.

The New York City Department of Buildings ("DOB") has the primary responsibility for ensuring that the construction meets the requirements of the New York City Building Code and that buildings are structurally, electrically, and mechanically safe. In addition, DOB enforces safety regulations to protect both construction workers and the public during construction. The areas of responsibility include the enforcement of regulations pertaining to the installation and operation of construction equipment, such as cranes and lifts, sidewalk sheds, and safety netting and scaffolding.

The New York City Department of Environmental Protection ("DEP") enforces the *New York City Noise Control Code* (also known as Chapter 24 of the *Administrative Code of the City of New York*, or Local Law 113) and the DEP Notice of Adoption Rules for Citywide Construction Noise Mitigation (also known as Chapter 28), regulates water disposal into the sewer system, oversees dust control for construction activities, and, in instances when there is not a hazardous materials (E) Designation assigned to the site, approves Remedial Action Plans ("RAPs") and Construction Health and Safety Plans ("CHASPs"), as well as the removal of fuel tanks and abatement of hazardous materials. Alternately, if a hazardous materials (E) Designation is assigned to a site, the New York City Office of Environmental Remediation ("OER") approves RAPs and CHASPs. DEP also regulates water disposal into the sewer system and reviews and approves any rerouting of wastewater flow.

The New York City Fire Department ("FDNY") has primary oversight for compliance with the New York City Fire Code and for the installation of tanks containing flammable materials. Before permits can be issued by the New York City Department of Transportation ("NYCDOT") for general construction activity, sidewalk construction, canopy permits, traffic, bicycle detour, and pedestrian access plans must be approved by the NYCDOT's Office of Construction Mitigation and Coordination ("OCMC"). Among other matters, the OCMC-approved pedestrian access plans identify the extent to which any sidewalks and/or crosswalks would be closed or narrowed to allow for construction-related activity and describe how pedestrian access to adjacent land uses and intersections would be maintained. New York City Transit ("NYCT") oversees

bus stop relocations (along with NYCDOT) and any subsurface construction within 200-feet of a subway or tunnel under its jurisdiction. The New York City Landmarks Preservation Commission ("LPC") approves studies and testing to prevent loss of archaeological materials and to prevent damage to fragile historic structures. Regulations for the protection of historic structures are found in Technical Policy and Procedure Notice #10/88, *Procedures for the Avoidance of Damage to Historic Structures Resulting from Adjacent Construction When Subject to Controlled Inspection by Section 27-724 and for Any Existing Structure Designated by the Commissioner* issued by DOB.

On the state level, the New York State Department of Environmental Conservation ("NYSDEC") regulates discharge of water into rivers and streams, disposal of hazardous materials, and construction, operation, and removal of bulk petroleum and chemical storage tanks. The New York State Department of Labor ("NYSDOL") licenses asbestos workers. On the federal level, the U.S. Environmental Protection Agency ("EPA") has wide-ranging authority over environmental matters, including air emissions, noise emission standards, hazardous materials, and the use of poisons. Much of the EPA's responsibility is delegated to the state level. The U.S. Occupational Safety and Health Administration ("OSHA") sets standards for work site safety.

Table L-1: Construction Oversight in New York City

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

IV. GENERAL CONSTRUCTION PRACTICES

Hours of Work

Construction activities for buildings in the New York City generally take place Monday through Friday, with exceptions that are discussed separately below. In accordance with city laws and regulations, construction is limited to weekdays between the hours of 7 AM and 6 PM and noise limits are set for certain specific pieces of construction equipment. Most workers arrive between 6 AM and 7 AM. In New York City, construction work activities typically finish around 3:30 PM, but on some occasions, the workday could be extended, depending upon the need to complete some specific tasks beyond normal work hours, such as finishing a concrete pour for a floor deck, or completing the bolting of a steel frame erected that day. The extended workday generally lasts until about 6 PM and does not include all construction workers on-site, but just those involved in the specific tasks requiring additional work time.

Occasionally, Saturday or overtime hours may be required to complete some time-sensitive tasks. Weekend work requires a permit from the DOB and, in certain instances, approval of a noise mitigation plan from DEP under the city's Noise Code. The *New York City Noise Control Code* limits construction (absent special circumstances, as described below) to weekdays between the hours of 7 AM and 6 PM and sets noise limits for certain specific pieces of construction equipment. Construction activities occurring after hours (weekdays between 6 PM and 7 AM or on weekends) may be permitted only to accommodate: (i) emergency conditions; (ii) public safety; (iii) construction projects by or on behalf of city agencies; (iv) construction activities with minimal noise impacts; and (v) undue hardship resulting from unique site characteristics, unforeseen conditions, scheduling conflicts, and/or financial considerations. In such cases, the number of workers and pieces of equipment in operation would be limited to those needed to complete the particular authorized task. Therefore, the level of activity for any weekend work is less than a normal workday. The typical weekend workday is on Saturday from 7 AM with worker arrival and site preparation to 5 PM for site cleanup.

Construction Staging

Construction staging areas, also referred to as "laydown areas," are sites that would be used for the storage of materials and equipment and other construction-related activities. Work zones are those areas where the construction is occurring. Staging areas would typically be fenced and lit for security and would adhere to New York City Building Codes.

Given the size of Projected Development Site 1, it is anticipated that all staging would be accommodated on-site, and no closures of adjacent public sidewalks or roadway lanes are 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, excavation, and demolition. Appropriate BMPs would be placed at all locations prior to any staging activity. Upon establishing the BMPs and staging areas, temporary access roads within the site would be constructed to allow for the flow of construction materials and equipment required for construction of the Proposed Project.

Deliveries and Access

Access to a construction site is typically controlled, with work areas fenced off, and limited access points for workers and trucks provided. Security guards and flaggers are deployed as needed. After work hours and on weekends, gates are typically closed and locked, and security guards are stationed at the site to prevent unauthorized access.

Material deliveries to a construction site in New York City are typically controlled and scheduled. Flaggers are deployed at access gates to control trucks entering and exiting the site and to minimize the potential for conflicts with pedestrians on sidewalks and with traffic on adjacent roadways.

Rodent Control

Construction contracts may include provisions for a rodent control program. Before the start of construction, a contractor would survey and bait the appropriate areas and provide for proper precautions. During construction, a contractor would carry out a maintenance program as necessary in coordination with the appropriate oversight agencies. Signage would be posted on baiting areas to advise users. Only EPA and DEC registered rodenticides would be allowed. A rodent control program would be required to be implemented in a manner that is not hazardous to the general public, domestic animals, and non-target wildlife.

V. PRIMARY CONSTRUCTION TASKS

Like most construction projects in the city, the following primary tasks would be undertaken as part of construction at the two projected development sites, including site preparation and demolition; excavation and foundation work, superstructure, envelope and façade; and interior fit-out and finishing.

Construction Preparation

Construction preparation work involves installation of public safety measures, such as fencing, gates, sidewalk sheds, and Jersey barriers. In addition, trailers for the construction engineers and managers are typically be installed at the site, along with portable toilers, dumpsters for trash, and water and fuel tankers. Temporary utilities are also connected to the construction trailers. During the startup period, permanent utility connections may also be made, especially if the construction manager has obtained early electric power for construction use, but utility connections may be made at almost any time during the construction sequence.

The two projected development sites include low-rise one- and two-story commercial buildings that would be demolished in the With-Action condition. Prior to demolition, a New York City-certified asbestos investigator would inspect the buildings for asbestos-containing materials ("ACMs"). If ACMs are found, these materials would be removed by a NYSDOL-licensed asbestos abatement contractor prior to any building demolition. Asbestos abatement is strictly regulated by DEP, the NYSDOL, the EPA, and OSHA to protect the health and safety of construction workers and nearby residents and workers. Depending on the extent and types of ACMs, these agencies would be notified of the asbestos removal project and may inspect the abatement site to ensure that work is being performed in accordance with applicable regulations. These regulations specify abatement methods, including wet removal of ACMs that minimize asbestos fibers from becoming airborne. The areas of the building ACMs would be isolated from the surrounding area with a containment system and a decontaminant system. The types of these systems would depend on the type and quantity of ACMs and may include hard barriers, isolation barriers, and/or critical barriers. Specially trained and certified workers wearing personal protective equipment would remove the ACMs and place them in bags or containers lined with plastic sheering for disposal at an asbestos-permitted landfill. After the abatement is complete and the work areas have passed a visual inspection, if applicable, the general demolition work can begin. While the ACMs are being abated, removal of other materials that could be hazardous could take place. These other materials may include fluorescent light bulbs that contain mercury, lead based paints ("LBPs"), and transformers that contain polycyclic biphenyls ("PCBs").

In the demolition stage, the existing buildings would be torn down following established demolition regulations. Equipment used during the demolition stage is expected to include excavators, front end loaders, dozers, dump trucks, and compact excavators. Trucks would transport materials from the construction sites to onward destinations such as processing facilities and landfills.

Excavation and Foundation

Excavation and foundation work, which includes the installation of foundations and below-grade elements, would commence on each development site upon completion of demolition. Sheeting would be installed along the perimeter of the construction site to hold back soil around the excavation area. Next, excavators would be used for the task of digging the building foundations. Any excavated soil to be removed from the development site would be loaded onto dump trucks for transport to a licensed disposal facility or for reuse elsewhere on the site or on another construction site. This stage of

construction would also include construction of the building's foundation. A detailed screening assessment of the Proposed Actions' potential impacts on hazardous materials has been provided in **Attachment B, "Supplemental Screening."** To reduce the potential for public exposure to contaminants during excavation activities, construction activities would be performed in accordance with all applicable regulatory requirements. Specifically, all construction subsurface soil disturbances would be performed in accordance with RAPs and CHASPs approved by OER and/or DEP. Site utilities (electric, water, and sewer lines) would also be installed. Equipment typically used during this period would include jackhammers, hoe rams, excavators, crane, drill rigs, pumps, vibrating hopper, dump trucks, backhoe loaders, bobcats, forklift/lull, concrete saws, generators, compressors, and various power tools. Concrete pump trucks and mixer trucks are also expected to be used.

Superstructure and Exterior Façade

Construction of the buildings' cores would include construction of the buildings' frameworks (installation of beams and columns) and floor decks; elevator shafts; vertical risers for mechanical, electrical, and plumbing systems; electrical and mechanical equipment; core stairs; and restroom areas. Exterior construction involves the installation of the façade (exterior walls, windows, and cladding and the roof). Temporary construction elevators (hoists) would be constructed for the delivery of materials and vertical movement of workers, when necessary. As the façade is installed around the building, the façade would serve as an intervening surface that would attenuate noise generated within the buildings. Equipment during this construction phase would typically include bobcats, forklift/lull, backhoe loaders, cranes, hoists, manlifts, circular and concrete saws, concrete finishers, delivery trucks, dump trucks, generators, compressors, welders, and various power tools.

Interior and Finishing

This stage would include the construction of interior partitions, installation of lighting fixtures, amenity construction, interior finishes (floor, painting, millwork, glass and glazing, door and hardware, etc.), mechanical and electrical work (such as the installation of elevators) and plumbing and fire protections fit-out work. This stage of construction is typically the quietest, as most of the construction activities would occur within the proposed buildings with the facades substantially complete. This stage of construction would include the final finishing of the buildings and grounds. The use of heavy machinery would also be minimal during this stage, thereby limiting the noise and air effects on the surroundings.

VI. CONSTRUCTION SEQUENCING

Construction of the development would follow applicable federal, state, and local laws for building and safety, as well as local noise ordinances, as appropriate. Construction specifications would require that construction contractors comply with all applicable legal requirements including environmental regulations and obtain necessary permits for the duration of construction.

Construction is expected to occur on two development sites, including the Applicant-owned Projected Development Site 1 (Lot 17) and one non-Applicant-owned Projected Development Site 2 comprised of two lots (Lots 65 and 68). Construction on Projected Development Sites 1 and 2 is expected to occur over the course of approximately 36 months. It is assumed that the Proposed Actions would be approved by mid-2024. The illustrative conceptual construction schedule for both projected development sites is shown in **Figure L-1**.

Figure L-1: Illustrative Construction Schedule

			2025												2026											
			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	PDS 1	516,101				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
NON APPLICANT	PDS 2	68,520																								

			2027												2028											
			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	PDS 1	516,101	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36									
NON APPLICANT	PDS 2	68,520			1	2	3	4	5	6	7	8	9	10	11	12	13									

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

Construction at the Applicant-owned Projected Development Site 1 is expected commence soon after the Proposed Actions' approval and would begin in 2025. Construction at Projected Development Site 1 is expected to consist of a single phase and would be completed in approximately 36 months. As shown in **Figure L-1**, construction at Projected Development Site 1 is expected to last approximately 36-months with completion and occupancy of the site expected to occur in 2028. Demolition, excavation, and foundation work is expected to occur over a nine-month period. Construction of the superstructure, envelope, and façade is expected to occur over a 14-month period and would likely overlap slightly with the foundation work. The interior and fit-out activities are expected to take approximately 13-months and would likely overlap slightly with superstructure, envelope, and façade stage at the site. The overlaps described would each occur for less than one month and involve mobilization of equipment for the latter tasks during final work of the earlier tasks and demobilization of equipment from the earlier tasks during the early activity on the latter tasks. Due to physical constraints, the peak activity of each major task cannot occur simultaneously with that of the subsequent task. Given the size of Projected Development Site 1, it is expected that construction staging would largely occur on the site, which would likely provide sufficient space to accommodate equipment and other construction needs.

Although no formal development plans exist for the non-Applicant-owned Projected Development Site 2, it is estimated that given the size of the development, construction is expected to take up to approximately 13 months. It is not known when construction on the non-Applicant-owned Projected Development Site 2 would occur, but it is assumed that it could commence in 2027. It is also expected that construction at Projected Development Site 2 would occur in a single phase. As shown in **Figure L-1**, demolition, excavation, and foundation work is expected to occur over a two-month period at Projected Development Site 2. Construction of the superstructure, envelope, and façade is estimated to occur over an approximately five-month period and would likely overlap slightly with the foundation work. The interior and fit-out activities at the site are expected to occur over an approximately six-month period and would likely overlap slightly with the superstructure, envelope, and façade stage.

As shown in **Figure L-1**, it is expected that there would be overlap in construction schedules at the two projected development sites. It is expected that demolition and excavation at Projected Development Site 2 would begin when interior fit-out work is still underway at Projected Development Site 1. As indicated in **Figure L-1**, construction work at the two sites is estimated to overlap for slightly more than one year (approximately 13 months).

Number of Construction Workers and Material Deliveries

The number of workers and the number of truck trips associated with material deliveries vary with the scale of the project and the general construction task. **Table L-2** shows the estimated number of workers and truck deliveries to the projected development sites by calendar quarter for all construction activities, based on the anticipated construction schedule provided in **Figure L-1**. As shown below in **Table L-2**, the average number of workers would be approximately 174 per day throughout the construction period and the average number of trucks would be approximately 22 per day throughout the construction period. The number of daily workers would peak at 232 and the number of daily construction trucks would peak at 30 during each quarter (Q1 – Q4) of 2026.

Table L-2: Average Number of Daily Workers and Trucks by Quarter

Year	**2025**				**2026**				**2027**				**2028**			
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Workers	-	61	61	61	232	232	232	232	214	189	195	190	190	-	-	-
Trucks	-	21	21	21	30	30	30	30	25	15	14	16	16	-	-	-

	Average	**Peak**
Workers	174	232
Trucks	22	30

VII. ASSESSMENT OF PROPOSED ACTIONS CONSTRUCTION

Transportation

Traffic

As discussed above, average daily on-site construction workers and trucks were forecasted for new construction anticipated on each projected development site in the Proposed Rezoning Area under the With-Action condition. As shown in **Table L-2**, the number of daily workers would peak at 232 and the number of daily construction trucks would peak at 30 during each quarter (Q1 – Q4) of 2026.

Similar to other construction projects in New York City, most of the construction activity at the Proposed Rezoning Area is expected to take place during the typical construction shift hours of 7:00 AM to 3:30 PM. The estimated daily vehicle trips were distributed throughout the workday based on projected work shift allocations and conventional arrival/departure patterns of construction workers and trucks. While construction truck trips would be made throughout the day (with more trips typically being made during the early morning hours), construction workers would typically commute during the hours before and after the standard work shift. For analysis purposes, each truck delivery was assumed to result in two truck trips during the same hour (one "in" and one "out"), and each truck trip was assumed to have a passenger car equivalent ("PCE") of 2.0, consistent with 2021 *CEQR Technical Manual* guidance. For construction workers, the majority (80 percent) of arrival and departure trips are expected to take place during the hour before and after each shift. For construction trucks, deliveries would typically peak during the early morning hours, with an estimated 25 percent overlapping with construction worker arrival traffic.

Based on 2000 Census reverse journey-to-work data for construction workers employed in census tracts in proximity to the Proposed Rezoning Area[1], it is anticipated that construction workers' travel to the construction site in the Sheepshead Bay neighborhood of Brooklyn would be primarily by motor vehicle (approximately 65.5 percent by private autos and 4.9 percent by taxis/rideshare services), with smaller numbers using public transportation (22.2 percent subway and 7.4 percent bus). No construction workers are anticipated to travel to the construction site via walking or bicycle. It is also estimated that auto/taxi occupancy would average approximately 1.20 persons per vehicle. These trip generation assumptions were used as the basis for assessing the potential transportation-related impacts during construction.

Table L-3 shows a forecast of hourly construction worker auto and construction truck trips during the 2026 Q1-Q4 peak construction periods based on the assumptions described above. As shown in the **Table L-3**, it is estimated that peak construction activities would result in 148 PCEs between 6:00 AM and 7:00 AM during the peak construction period. For the 3:00 PM to 4:00 PM period, there would be a maximum of 122 PCEs associated with construction activities. As such, these construction periods would represent the RWCDS for the construction traffic assessment.

Table L-3: 2026 (Q1 – Q4) Construction Vehicle Trip Projections (in PCEs)

	Auto Trips			Taxi Trips			Truck Trips			Total Vehicle Trips		
Hour	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
6–7 AM	102	0	102	8	8	16	15	15	30	125	23	148
7–8 AM	25	0	25	2	2	4	6	6	12	33	8	41
8–9 AM	0	0	0	0	0	0	6	6	12	6	6	12
9–10 AM	0	0	0	0	0	0	6	6	12	6	6	12
10–11 AM	0	0	0	0	0	0	6	6	12	6	6	12
11 AM–12 PM	0	0	0	0	0	0	6	6	12	6	6	12
12–1 PM	0	0	0	0	0	0	6	6	12	6	6	12
1–2 PM	0	0	0	0	0	0	3	3	6	3	3	6
2–3 PM	0	6	6	0	0	0	3	3	6	3	9	12
3–4 PM	0	102	102	8	8	16	2	2	4	10	112	122
4–5 PM	0	19	19	2	2	4	1	1	2	3	22	25
5–6 PM	0	0	0	0	0	0	0	0	0	0	0	0

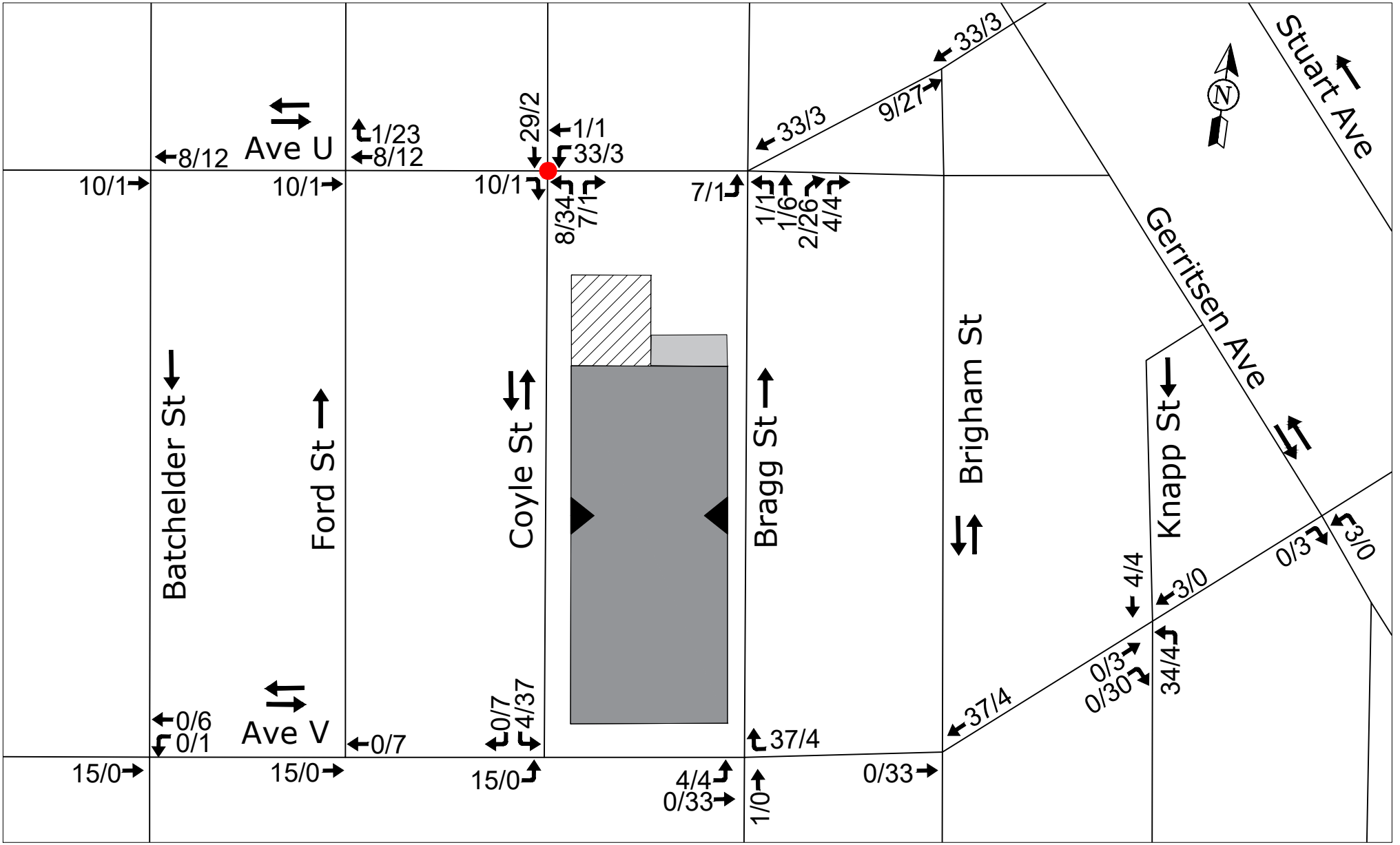
As it is anticipated that no components of the Proposed Project on Projected Development Site 1 would be fully operational by the fourth quarter of 2026, there would not be any overlap between operational traffic and construction traffic during the 2026 Q1-Q4 peak construction periods.

An assignment of AM and PM peak hour construction vehicle trips (in PCEs) is shown in **Figure L-2**. The origins/destinations (O-D) for construction worker trips were based on the 2012–2016 American Community Survey ("ACS") five-year reverse journey-to-work data for census tracts proximate to the Proposed Rezoning Area (Brooklyn census tracts 566, 568, 570, 572, 574, 594.002, 626, 628, and 632). As shown in **Figure L-2**, construction vehicle trips would exceed the 2021 *CEQR Technical Manual* 50-trip/hour analysis threshold at one signalized intersection (Avenue U and Coyle Street) during the AM construction peak hour.

In order to assess construction traffic conditions, a 2022 existing traffic network was established based on traffic count data collected for the 6:00 AM – 7:00 AM construction peak hour (refer to **Figure L-3**). The volume-to-capacity ("v/c") ratios, delays, and levels of service for the individual lane groups experiencing congestion during the AM construction peak hour under existing conditions are provided in **Table L-4**. A lane group is considered congested if it operates at LOS E or F and/or with a v/c ratio of 0.90 or above. A v/c ratio of 1.00 or above reflects capacity conditions. As shown in **Table L-4**, all analyzed lane groups at

[1] AASHTO CTPP 2000 reverse journey-to-work data for the area encompassed by 2010 Brooklyn census tracts 566, 568, 570, 572, 574, 594.02, 626, 628, and 632.

Project Increment Peak-Hour Traffic Volumes

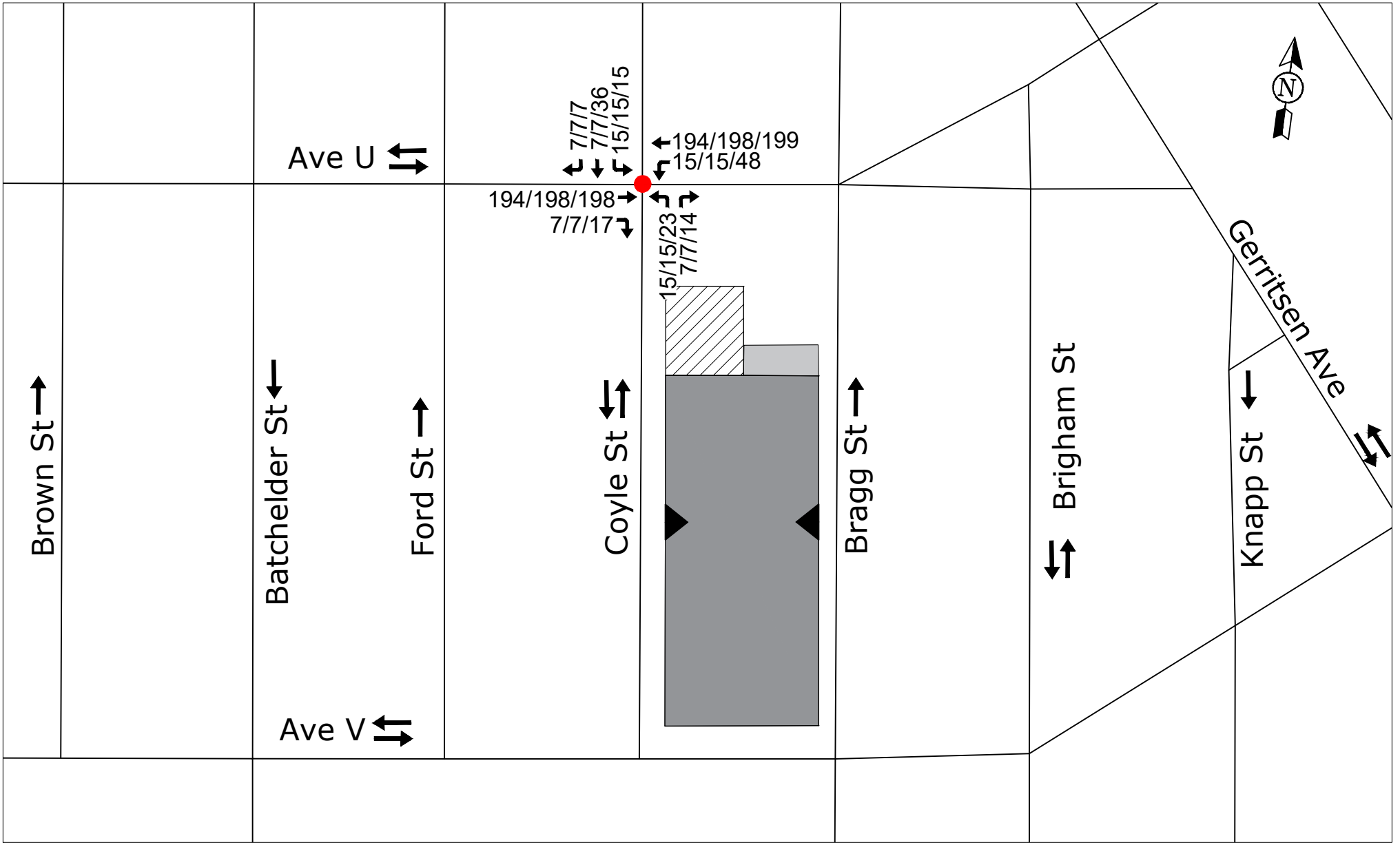


LEGEND

- Projected Development Site 1
- Projected Development Site 2
- Potential Development Site
- Signalized Analysis Intersection
- Proposed Parking Entrance
- 4/1 - AM/PM Peak-Hour Vehicular Volumes

Figure L-3

Construction AM Peak Hour Traffic Volumes



the intersection of Avenue U and Coyle Street are currently operating at an uncongested LOS C or better during the construction AM peak hour.

A 2026 No-Action condition construction traffic network was established by applying an annual background growth rate of 0.50 percent per year for the 2022 through 2026 period, as recommended in the 2021 *CEQR Technical Manual* for projects in Brooklyn outside of Downtown Brooklyn (refer to **Figure L-3**). The v/c ratios, delays, and levels of service for all lane groups at the analyzed intersection in the construction AM peak hour under the No-Action condition are provided in **Table L-4**. As shown in **Table L-4**, all analyzed lane groups at the intersection of Avenue U and Coyle Street would continue to operate at an uncongested LOS C or better under the No-Action condition during the construction AM peak hour.

Table L-4: Existing and No-Action Condition Intersection Level of Service Analysis Under the 2026 Q1-Q4 Peak Construction Period

	Existing AM Peak Hour					No-Action AM Peak Hour				
Signalized Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Avenue U (EB-WB) &	EB	TR	0.35	18.0	B	EB	TR	0.36	18.1	B
Coyle Street (NB-SB)	WB	LT	0.37	18.4	B	WB	LT	0.37	18.3	B
	NB	LR	0.08	29.8	C	NB	LR	0.08	29.8	C
	SB	L	0.04	29.2	C	SB	L	0.04	29.2	C
	SB	TR	0.04	29.2	C	SB	TR	0.04	29.2	C

The incremental vehicle trips by construction workers and trucks during the construction AM peak hour were added to the No-Action condition traffic network to establish the With-Action condition traffic network shown in **Figure L-3**. The v/c ratios, delays, and levels of service for all lane groups at the analyzed intersection in the construction AM peak hour under the With-Action condition are provided in **Table L-5**. As shown in **Table L-5**, all analyzed lane groups at the intersection of Avenue U and Coyle Street would continue to operate at an uncongested LOS C or better under the With-Action condition during the construction AM peak hour. Therefore, no intersections in the construction AM peak hour are expected to have the potential for significant adverse traffic impacts as a result of construction activities.

Table L-5: No-Action Condition and With-Action Condition Intersection Level of Service Analysis Under the 2026 Q1-Q4 Peak Construction Period

	No-Action AM Peak Hour					With-Action AM Peak Hour				
Signalized Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Avenue U (EB-WB) &	EB	TR	0.36	18.1	B	EB	TR	0.38	18.5	B
Coyle Street (NB-SB)	WB	LT	0.37	18.3	B	WB	LT	0.48	20.8	C
	NB	LR	0.08	29.8	C	NB	LR	0.13	30.7	C
	SB	L	0.04	29.2	C	SB	L	0.04	29.2	C
	SB	TR	0.04	29.2	C	SB	TR	0.12	30.3	C

Air Quality

As is typical with construction projects in New York City, construction of the Projected Development Sites 1 and 2 would require use of both non-road construction equipment and on-road vehicles. Non-road construction equipment includes equipment operating on-site such as excavators, cranes, and loaders. On-road vehicles include construction delivery trucks, dump trucks, concrete trucks, and construction worker vehicles arriving at and departing from the construction site as well as operating on-site. Emissions from non-road construction equipment and on-road vehicles have the potential to affect air quality. Emissions from dust-generating construction activities (i.e., truck loading and unloading operations) also have the potential to affect air quality. The 2021 *CEQR Technical Manual* lists several factors for consideration in determining whether a quantified on-site and/or off-site construction impact assessment for air quality is appropriate. These factors include the duration and intensity of construction activities, the location of nearby sensitive receptors, and emissions control measures.

The construction air quality assessment presented in this section includes a comparison of the air emissions from the construction of the Projected Development Sites 1 and 2 with the air emissions estimates for individual construction stages taken from detailed modeling analyses that have previously undergone the city environmental review and approval process. Two approved projects, the Two Bridges Large Scale Residential Development ("LRSD") Final Environmental Impact Statement ("FEIS") (CEQR No. 17DCP148M) and the Block 675 East FEIS (CEQR No. 17DCP159M), were identified with similar building construction activities and emissions reduction programs as the Projected Development Sites 1 and 2 and were therefore selected for the comparative assessment.

Duration and Intensity of Construction Activities

As is typical in New York City, construction of the Projected Development Sites 1 and 2 would result in temporary disruption to the surrounding area. The overall construction duration for Projected Development Sites 1 and 2 is anticipated to be approximately 36 months.

As shown in **Table L-6**, the duration of similar construction activities for the proposed buildings included in the Block 675 East and Two Bridges LSRD projects would be less than the durations anticipated for the Projected Development Sites. The overall construction duration for the Projected Development Sites would be within the construction durations of those proposed buildings, which range from 23- to 42-months. However, unlike the Projected Development Sites 1 and 2, both the Block 675 East and Two Bridges LSRD projects would include substantial construction overlaps between the proposed buildings. Therefore, the maximum construction intensity for Projected Development Sites 1 and 2 would be less, as discussed in the section below.

Table L-6: Conceptual Construction Duration (Months)[1]

Construction Stage	Projected Development Sites		Block 675 East		Two Bridges LSRD		
	Site 1	Site 2	Project Site A	Project Site B	Site 4 (4A/4B)	Site 5	Site 6A
Demolition	9	2	1	2	1	N/A	N/A
Excavation & Foundation			9	6	13	9	10
Superstructure	14	5	11	6	8	10	14
Exteriors			20	6	11	11	17
Fit-Out	13	6	29	9	14	18	20
Site Work	N/A		N/A	N/A	7	3	3
Construction Duration by Building	36	13	42	23	36	35	34
Overall Construction Duration	36		42		36		

Notes: [1] Construction would proceed in several stages, some of which would overlap.
Sources: Block 675 East FEIS (CEQR No. 17DCP159M); Two Bridges LSRD FEIS (CEQR No. 17DCP148M).

Intensity of Construction Activities

Construction-related emissions were calculated for each calendar year throughout the duration of construction on a peak day and an annual rolling basis for particulate matter ($PM_{2.5}$) (see **Figures L-4** and **L-5**). $PM_{2.5}$ was selected for determining the worst-case periods for all pollutants analyzed because the ratio of predicted $PM_{2.5}$ incremental concentrations to the impact criteria is anticipated to be higher than for other pollutants.

Figure L-4: 24-Hour $PM_{2.5}$ Construction Emissions Profile

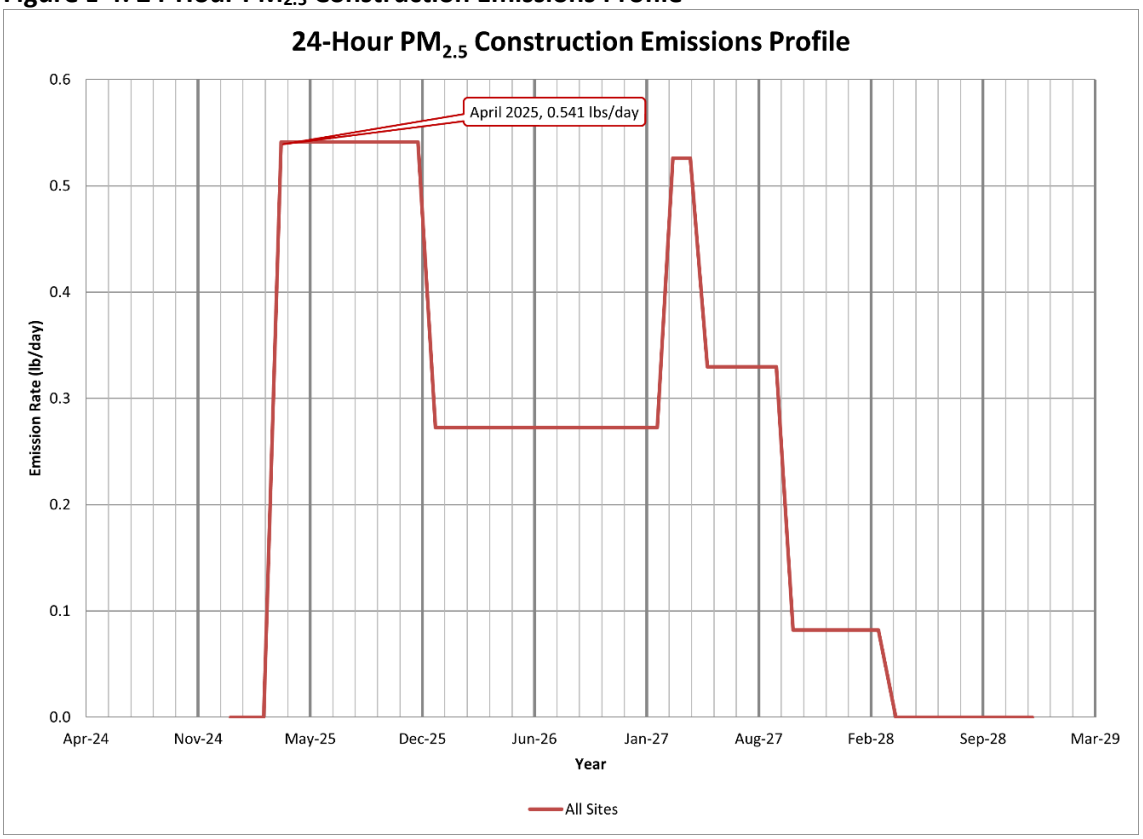
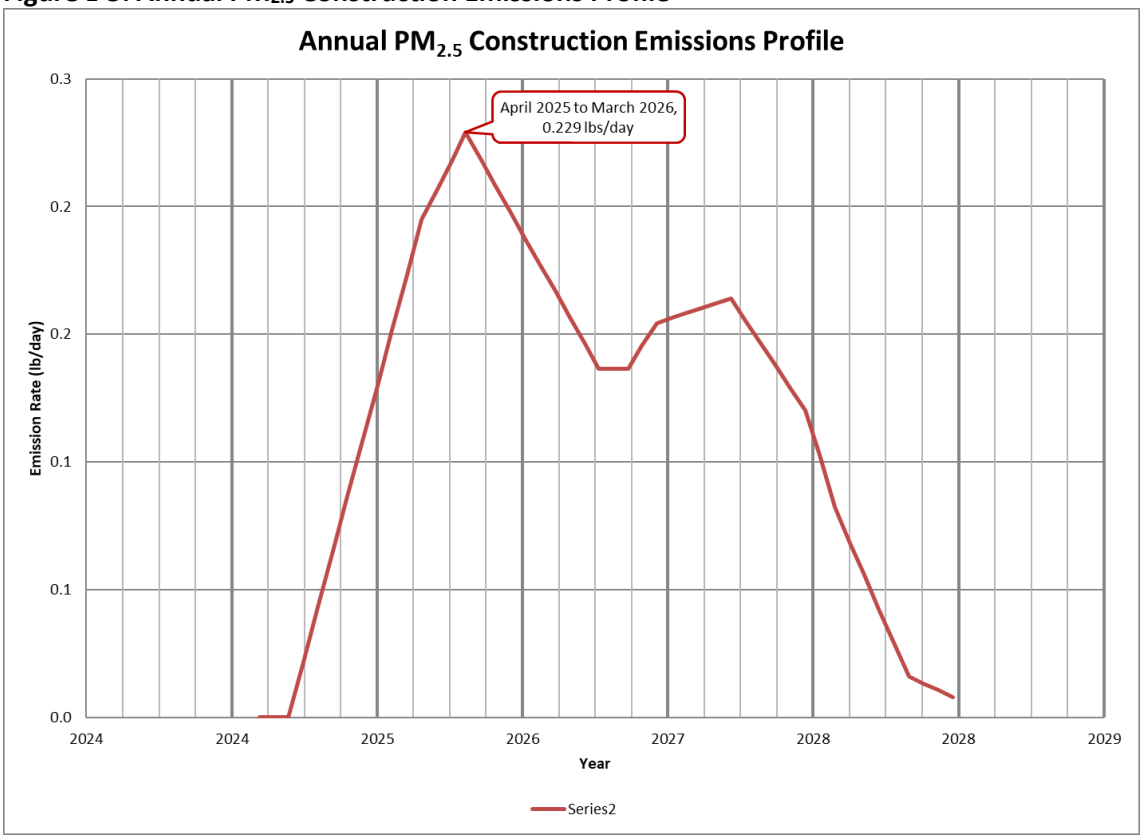


Figure L-5: Annual $PM_{2.5}$ Construction Emissions Profile



As shown in **Table L-7**, the construction of Projected Development Sites 1 and 2 would result in a projected maximum short-term emission rate of0.541 pounds of $PM_{2.5}$ per day and a maximum annual average emission rate of 0.229 pounds of $PM_{2.5}$ per during April 2025 and the annual period from April 2025 to March 2026, respectively. These maximum $PM_{2.5}$ emission rates predicted for the Projected Development Sites are less than those for the Block 675 East and Two Bridges LSRD projects, where the maximum short-term emission rates range from 0.923 lbs. per day to 1.050 lbs. per day, while annual average emission rates range from 0.352 lbs. per day to 0.546 lbs. per day. Therefore, as presented in **Table L-7**, the overall peak short-term and annual emissions for the Projected Development Sites would be less than those analyzed for the Block 675 East and Two Bridges LSRD projects, where the detailed air quality analyses performed for these projects concluded that there would be no significant air quality impacts.

Table L-7: Construction Activity $PM_{2.5}$ Emissions (lb per day)

Construction Stage	Projected Development Sites		Block 675 East		Two Bridges LSRD		
	Site 1	Site 2	Project Site B	Project Site B	Site 4 (4A/4B)	Site 5	Site 6A
Short-Term Emissions							
Demolition	N/A		0.144	0.214	0.138	N/A	N/A
Excavation & Foundation	0.52	0.48	0.684	0.239	0.143	N/A	0.426
Superstructure	0.27	0.29	0.339	0.192	0.040	N/A	0.149
Exteriors			0.000	0.000	0.048	N/A	0.040
Fit-Out	0.040	0.041	0.000	0.000	0.000	N/A	0.000
Peak Short-Term Emissions by Building	[1]		**0.684**	**0.239**	**0.208**	**0.416**	**0.426**
Overall Peak Short-Term Emissions	**0.541**		**0.923**		**1.050**		
Annual Emissions							
Peak Annual Emissions by Building	[1]		**0.216**	**0.136**	**0.096**	**0.264**	**0.193**
Overall Peak Annual Emissions	**0.229**		**0.352**		**0.546**		

Note: [1] Total shown for clarity due to different overlapping task phases of the two sites.

Sources: Block 675 East FEIS (CEQR No. 17DCP159M); Two Bridges LSRD FEIS (CEQR No. 17DCP148M).

The approach and procedures for the construction of the Projected Development Sites would be typical of the methods utilized in other building construction projects throughout New York City and therefore would not be considered out of the ordinary in terms of intensity. Construction sources would move around the Development Sites over the construction period such that the air pollutant concentration increments would not persist in any single location. While the emissions from the overlap of superstructure, exteriors, and fit-out activities would result in the highest equipment emissions, they would not involve soil disturbance that generates dust emissions. Furthermore, fit-out activities would generally occur within an enclosed building, thereby shielding nearby sensitive receptors from construction activities. Therefore, emissions during this stage are also less likely to directly affect nearby sensitive receptor locations.

Overall, emissions associated with the construction of the Projected Development Sites would likely be lower than a typical project due to the emission control measures to be implemented during construction (see "Emission Control Measures") and comparable to other projects that were committed to implementing similar emission control measures.

Location of Nearby Sensitive Receptors

The area immediately surrounding Projected Development Sites 1 and 2 consists of a mix of commercial and residential uses, as well as some open space. There would be construction trucks and construction workers arriving at the area, as well as trucks and other vehicles backing up, loading, and unloading. These disruptions would be most pronounced in areas immediately adjacent to the construction areas but would have more limited effects on land uses in the larger study area, as most construction activities would take place within the Projected Development Sites or possibly within portions of sidewalks and parking lanes immediately adjacent to the Projected Development Sites. However, as discussed above, an emissions reduction program would be implemented for the construction activities associated with Projected Development Sites 1 and 2 and is expected to substantially reduce diesel emissions and minimize the effects of air quality on nearby receptors.

Emission Control Measures

Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include the use of clean fuel, diesel equipment reduction, dust suppression measures, and idling restrictions:

Clean Fuel. Ultra-low-sulfur diesel ("ULSD") fuel would be used exclusively for all diesel engines throughout the Applicant-owned Development Site.

Diesel Equipment Reduction. Electrically powered equipment such as welders and saws would be used instead of diesel-powered versions of that equipment, to the extent feasible and practicable.

Dust Control Measures. To minimize dust emissions from construction activities, a dust control plan, including a watering program, would be required as part of contract specifications. For example, all trucks hauling loose material would be equipped with tight-fitting tailgates and their loads securely covered prior to leaving the Applicant-owned Development Site ; and water sprays would be used for all demolition, excavation, and transfer of soils to ensure that materials would be dampened as necessary to avoid the suspension of dust into the air. All measures required by the portion of DEP's Construction Dust Rules regulating construction-related dust emissions would be implemented.

Idling Restriction. As required by local law, all stationary vehicles on roadways adjacent to the Applicant-owned Development Site would be prohibited from idling for more than three minutes. In addition, all trucks would be required to shut off their engines when in loading areas. The idling restriction excludes vehicles that are using their engines to operate a loading, unloading, or processing device (e.g., concrete-mixing trucks) or otherwise required for the proper operation of the engine.

In addition, for the Applicant-owned Projected Development Site 1, the following measures would be included in the Project Components Related to the Environment (PCREs) to further reduce air pollutant emissions during construction:

Best Available Tailpipe Reduction Technologies. Non-road diesel engines with a power rating of 50 horsepower ("hp") or greater and controlled truck fleets (i.e., truck fleets under long-term contract for Projected Development Site 1), including but not limited to concrete mixing and pumping trucks, would utilize the best available technology ("BAT") for reducing diesel particulate matter emissions (currently diesel particulate filters).

Utilization of Newer Equipment. EPA's Tier 1 through 4 standards for non-road engines regulate the emission of criteria pollutants from new engines, including PM, CO, NOx, and hydrocarbons ("HC"). To the extent practicable, all diesel-powered non-road construction equipment with a power rating of 50 hp or greater would meet at least the Tier 3 emissions standard and be retrofitted with diesel particulate filters. All diesel-powered engines in the project rated less than 50 hp would meet at least the Tier 2 emissions standard.

PCREs are material to the analysis of potential environmental impacts as presented in this attachment. Similar emission reduction measures were committed to in the Block 675 East and Two Bridges LSRD projects, and the air quality analyses performed for these projects concluded that there would be no significant air quality impacts. Overall, the emissions control program for the applicant's Projected Development Site 1 is expected to substantially reduce air pollutant emissions during construction, like the emission control programs for the Block 675 East and Two Bridges LSRD projects.

Conclusion

As shown in **Tables L-6** and **L-7**, the construction of the Projected Development Sites would result in lesser construction durations and emission intensities as the Block 675 East and Two Bridges LSRD projects. Furthermore, the Projected Development Sites would include similar emission control measures. While construction of Projected Development Sites 1 and 2 would result in elevated pollutant emissions at and near the construction activities, emissions would be temporary in nature, with construction activities persisting for up to approximately 36 months. Emissions sources would move throughout the Development Sites during the construction; therefore, no single location would experience elevated emissions for the entire construction duration. Furthermore, measures would be taken to reduce pollutant emissions during construction. For example, a watering program would be implemented to minimize dust emissions from construction activities and all measures required by the portion of DEP's Construction Dust Rules regulating construction-related dust emissions would be strictly followed.

Therefore, since the detailed air quality analyses performed for the Block 675 East and Two Bridges LSRD projects concluded that there would be no significant air quality impacts, construction of the RWCDS would not result in any significant adverse construction air quality impacts, and no further analysis is required.

Noise

Construction under the Proposed Actions has the potential to result in noise impacts generated by the operation of construction equipment on construction sites and construction-related vehicles traveling to and from the construction work area on adjacent roadways. The potential for noise impacts due to the construction under the Proposed Actions is discussed below.

Sound Level Descriptors

Attachment K, "Noise," defines the sound level descriptors. The $L_{eq(1)}$ is the noise descriptor recommended for use in the 2021 *CEQR Technical Manual* for vehicular traffic and construction noise impact evaluation and is used to provide an indication of highest expected sound levels. The 1-hour L_{10} is the noise descriptor used in the 2021 *CEQR Technical Manual* noise exposure guidelines. The maximum 1-hour equivalent sound level ($L_{eq(1)}$) and maximum 1-hour L_{10} were selected as the noise descriptors used in the construction noise impact evaluation.

Construction Noise Analysis Fundamentals

Construction activities increase noise levels as a result of: (1) the operation of construction equipment on site; and (2) the movement of construction-related vehicles (i.e., worker trips, and material and equipment trips) on the roadways to and from the construction site. The combined effect of each of these noise sources was evaluated.

Noise from the on-site operation of construction equipment at a specific receptor location near a construction site is generally calculated by computing the sum of the noise produced by all pieces of equipment operating at the construction site. For each piece of equipment, the noise level at a receptor location is a function of the following:

- The noise emission level of the equipment;
- A usage factor, which accounts for the percentage of time the equipment is operating at full power;

- The distance between the piece of equipment and the receptor;
- Topography and ground effects; and
- Shielding.

Similarly, noise levels due to construction-related traffic are a function of the following:

- The noise emission levels of the type of vehicle (e.g., auto, light-duty truck, heavy-duty truck, bus, etc.);
- Volume of vehicular traffic on each roadway segment;
- Vehicular speed;
- The distance between the roadway and the receptor;
- Topography and ground effects; and
- Shielding.

Construction Noise Analysis Methodology

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

1. *Select analysis hours for construction mobile source noise analysis.* The 6 AM to 7 AM hour was selected as the analysis hour because this would be the hour when the highest number of construction worker auto and construction truck trips to and from the construction site would simultaneously occur.

2. *Conduct construction mobile source noise analysis.* At each of the roadway segments where construction worker auto and construction truck trips were assigned, the construction worker vehicle and construction truck trips during the 6 AM to 7 AM hour were converted to Noise PCEs and compared to the existing level of Noise PCEs to determine whether there would be a potential doubling at any noise receptor, which would result in an exceedance of CEQR construction noise screening thresholds (i.e., a 3 dBA increase in noise levels).

3. *Select analysis hours for cumulative on-site equipment and construction truck noise analysis*. The 7 AM to 8 AM hour was selected as the analysis hour because this expected to be the hour when the highest number of truck trips to and from the construction site would overlap with on-site equipment operation.

4. *Select receptor locations for cumulative on-site equipment and construction truck noise analysis.* Selected receptors represent open space, residential, commercial office, or other noise-sensitive uses potentially affected by the construction associated with the Proposed Actions during operation of on-site construction equipment and/or along routes taken to and from the development site by construction trucks.

5. *Establish existing noise levels at selected receptors.* Measured noise levels from the operational noise analysis were used as a baseline for comparison to projected construction noise levels. The existing noise levels measured at locations adjacent to the project were used to represent existing-condition noise levels at noise receptor locations included in the analysis.

6. *Establish worst-case noise analysis periods under the anticipated construction schedule.* The worst-case noise analysis periods were selected to be the periods during the construction schedule that would be expected to have the greatest potential to result in construction noise effects. The selected time periods are described below in the "Analysis Periods" section.

7. *Calculate construction noise levels for each analysis period at each receptor location*. Given the on-site equipment and construction truck trips expected during each of the analysis periods, and the location of the equipment, which is based on construction logistics diagrams and construction truck and worker vehicle trip assignments, a CadnaA model for each analysis period was created. All models include each of the construction noise sources during the analysis period and hour, calculation points representing multiple locations on various façades and floors of the associated receptors previously identified, as well as the noise control measures that would be used on the construction site.

8. *Determine total noise levels and noise level increments during construction.* For each analysis period and each noise receptor, the calculated level of construction noise was logarithmically added to the existing noise level to determine the cumulative total noise level. The existing noise level at each receptor was arithmetically subtracted from the cumulative noise level in each analysis period to determine the noise level increments.

9. *Compare construction noise increments to impact criteria*. For each analysis period and each noise receptor, the predicted noise increments due to construction was compared to CEQR noise impact thresholds and additional incremental noise impact criteria as described below.

10. *Estimate interior noise levels*. At receptors representing interior locations where noise increments due to construction are predicted to exceed incremental construction noise impact thresholds, window/wall attenuation will be estimated based on field observations. Predicted construction noise levels and estimated window/wall attenuation will be used to estimate interior noise levels.

11. *Establish construction noise duration*. For each receptor, the noise level increments and estimated interior noise levels in each analysis period were evaluated to determine the duration during construction that the receptor would experience exceedances of impact criteria.

12. *Identify potential construction noise impacts.* At each existing receptor where exceedances of construction noise impact criteria were predicted, a determination was made as to whether the Proposed Actions would have the potential to result in significant adverse construction noise impacts.

Construction Mobile Source Analysis

A Noise PCE screening analysis was conducted for noise levels from construction mobile sources. At noise receptor sites along roadways leading to and from the proposed construction work areas, the construction worker vehicle and construction truck trips during the analysis hour were converted to Noise PCEs and compared to the existing level of Noise PCEs to determine whether there would be a potential doubling, which would result in an exceedance of 2021 *CEQR Technical Manual* construction noise screening thresholds (i.e., a 3 dBA increase in noise levels). The 6 AM to 7 AM hour was selected as the analysis hour

because this is expected to be the hour when the highest number of worker vehicle and construction truck trips to and from the construction site would occur.

Construction truck trips that would occur during the construction workday (i.e., after 7 AM) were included in the modeling of construction noise as discussed below.

Noise Receptor Sites

A noise-sensitive receptor is defined in Chapter 19, "Noise," Section 124 of the 2021 *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, theaters, and commercial offices. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches.

Within the study area, multiple receptor locations close to the construction areas were selected for the construction noise analysis to represent buildings or noise-sensitive open space locations that have the potential to experience elevated noise as a result of construction. These receptors were located adjacent to planned areas of activity or streets where construction trucks would pass. At some buildings, multiple façades were analyzed as receptors. At high-rise buildings, noise receptors at multiple elevations were analyzed. Receptors at street level were used to represent open space locations. The receptor sites selected for detailed analysis represented locations where maximum project effects due to construction noise would be expected.

Within the study area, 222 receptor locations were selected for the construction noise analysis. **Table L-8** lists the noise measurement sites (i.e., sites M1 to M3) as well as the noise receptor sites (i.e., sites 1 to 222) and the associated land use at these sites.

Table L-8: Noise Receptors by Location and Land Use

Receptor	Location	Block / Lot	Associated Land Use
M1	Coyle Street	N/A	N/A
M2	Avenue V	N/A	N/A
M3	Bragg Street	N/A	N/A
24	2083 Bragg Street	Block 7341 / Lot 31	Residential
25	2067 Bragg Street	Block 7341 / Lot 38	Residential
26	2057 Bragg Street	Block 7341 / Lot 43	Residential
27-29	2986 Avenue U	Block 7365 / Lot 6	Commercial and Office Buildings
30	2126 Batchelder Street	Block 7365 / Lot 16	Residential
31	2132 Batchelder Street	Block 7365 / Lot 19	Residential
32	2148 Batchelder Street	Block 7365 / Lot 26	Residential
33	2154 Batchelder Street	Block 7365 / Lot 28	Residential with Commercial Below
34	2180 Batchelder Street	Block 7365 / Lot 39	Residential
35	2184 Batchelder Street	Block 7365 / Lot 41	Residential
36	2101 Batchelder Street	Block 7366 / Lot 1	Residential
37, 38	2102 Ford Street	Block 7366 / Lot 6	Residential with Commercial Below
39	2116 Ford Street	Block 7366 / Lot 12	Residential
40, 41	2146 Ford Street	Block 7366 / Lot 24	Residential
42, 43	2168 Ford Street	Block 7366 / Lot 33	Residential
44-46	2184 Ford Street	Block 7366 / Lot 40	Residential
47, 48	2183 Batchelder Street	Block 7366 / Lot 41	Residential
49	2167 Batchelder Street	Block 7366 / Lot 48	Residential
50	2145 Batchelder Street	Block 7366 / Lot 58	Residential
51	2115 Batchelder Street	Block 7366 / Lot 70	Residential
52, 53	2103 Batchelder Street	Block 7366 / Lot 74	Residential

54, 55	2169 Ford Street	Block 7367 / Lot 47	Residential
56, 57	2155 Ford Street	Block 7367 / Lot 53	Residential
58, 59	2145 Ford Street	Block 7367 / Lot 57	Residential
60, 61	2135 Ford Street	Block 7367 / Lot 62	Residential
62, 63	2115 Ford Street	Block 7367 / Lot 70	Residential
64-66	2134 Brigham Street	Block 7369 / Lot 18	Residential
67-70	2150 Brigham Street	Block 7369 / Lot 24	Residential
71-97	2190 Brigham Street	Block 7369 / Lot 27	Residential
98, 99	2137 Bragg Street	Block 7369 / Lot 66	Residential
100, 101	2121 Bragg Street	Block 7369 / Lot 68	Public Facilities and Institutions
102, 103	2111 Bragg Street	Block 7369 / Lot 76	Residential
104-123	3105 Avenue V	Block 7370 / Lot 21	Residential
124, 125	2145 Brigham Street	Block 7370 / Lot 58	Residential
126-130	3595 Nostrand Avenue	Block 7387 / Lot 1	Residential, Open Space and Recreation
131-184	3004 Avenue V	Block 7389 / Lot 1	Residential
185-206	2212 Brigham Street	Block 7392 / Lot 1	Residential
207-209	Amity Little League Stadium	Block 7393 / Lot 1	Open Space and Recreation
210-219	2209 Knapp Street	Block 8821 / Lot 1	Residential
220-222	2251 Knapp Street	Block 8821 / Lot 10	Residential

Construction Noise Modeling

Noise effects from construction activities were evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the 2021 *CEQR Technical Manual*.

Geographic input data used with the CadnaA model included site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the approximate geographic location, and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the proposed development site, as well as noise control measures—were input to the model.

Construction equipment source strength was determined by the L_{max} levels presented in Table 22-1 of the 2021 *CEQR Technical Manual*. For construction equipment not included in this table, other reference sources, manufacturer specifications, or field measured noise levels were used.

In addition, construction-related vehicles were assigned to the adjacent roadways. The model calculated A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well as the contribution from each noise source. The $L_{10(1)}$ noise levels were conservatively estimated by adding 3 dBA to the $L_{eq(1)}$ noise levels, as is standard practice.

Analysis Time Period Selection

The construction noise analysis estimated construction noise levels based on projected activity and equipment usage as well as the level of construction traffic for various stages of construction of the Proposed Actions.

Based on the anticipated construction schedule and preliminary construction estimates developed for the Proposed Actions, specific time periods during construction were selected for detailed analysis. The periods were selected to capture each major construction stage (e.g., excavation/foundation work, superstructure work, interior fit-out work) at the buildings to be constructed under the Proposed Actions, including major overlaps of construction stages between Projected Development Sites 1 and 2. These would be the time periods with the potential to result in the maximum incremental construction noise at nearby receptors (i.e., time periods when multiple buildings would be under construction using noisy equipment) as well as resulting in the maximum levels of construction noise at the proposed buildings that would be completed and occupied during subsequent construction associated with the Proposed Actions. The slight overlaps described above in "Construction Sequencing" would each occur for less than one month and involve mobilization of equipment for the latter tasks during final work of the earlier tasks and demobilization of equipment from the earlier tasks during the early activity on the latter tasks. Due to physical constraints, the peak activity of each major task cannot occur simultaneously with that of the subsequent task and therefore would not represent the most noise-intensive portions of the construction period. Each analysis time period conservatively represented two to 14 months of time based on the duration of activities that would be underway during the time period.

The five worst-case time periods selected for the detailed construction noise analysis are shown in **Table L-9**.

Construction Noise Impact Criteria

Chapter 22 of the 2021 *CEQR Technical Manual* breaks construction duration into "short-term" and "long-term" and states that construction noise is not likely to require analysis unless it "affects a sensitive receptor over a long period of time." Consequently, the construction noise analysis considers the potential for construction of a project to create high noise levels (the "intensity"), whether construction noise would occur for an extended period of time (the "duration"), and the locations where construction has the potential to produce noise ("receptors") in evaluating potential construction noise effects.

The noise impact criteria described in Chapter 19, Section 410 of the 2021 *CEQR Technical Manual* serve as a screening-level threshold for potential construction noise impacts. If construction of the proposed project would not result in any exceedances of these criteria at a given receptor, then that receptor would not have the potential to experience a construction noise impact.

If noise levels at a given receptor are predicted to exceed these screening criteria, further consideration of the intensity and duration of construction noise at that receptor would be warranted. Noise level increases that would be considered objectionable (i.e., equal to or greater than 15 dBA) lasting 12 consecutive months or more and noise level increases considered very objectionable (i.e., equal to or greater than 20 dBA)[2] lasting three consecutive months or more would be considered significant impacts. For receptors representing interior spaces (i.e., not open space) that are predicted to experience construction noise exceeding the incremental increase and duration criteria described above, and where

[2] Definition of "objectionable" and "very objectionable" noise level increases based on Table B from New York State Department of Environmental Conservation Assessing and Mitigating Noise Impacts policy manual, revised February 2001.

the façade attenuation can be determined based on readily available information, interior noise levels may also be considered in the determination of impact significance. Portions of the construction period during which predicted interior noise levels would be in the acceptable range (i.e., not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial office uses), would not be counted toward the consecutive duration of construction noise impact as described above.

Table L-9: Construction Noise Analysis Time Periods[1]

Months	Projected Development Site	Construction Activities during Analysis Period
1-9	1	Demolition/Excavation/Foundation
10-23	1	Superstructure
24, 25	1	Interiors
	2	Demolition/Excavation/Foundation
26-30	1	Interiors
	2	Superstructure
31-36	1, 2	Interiors

Note: [1] The construction durations for Projected Development Site 1 are based on the illustrative construction schedule outlined in **Figure L-1**, which was developed and confirmed in coordination with the Applicant. The construction durations for Projected Development Site 2 are also based on the illustrative construction schedule outlined in **Figure L-1**, which was developed based on a similarly sized site from a recently approved DCP rezoning project (i.e., Gowanus Neighborhood Rezoning).

Evaluation of Construction Noise Levels

The predicted exterior noise level increments during construction under the Proposed Actions at the analyzed receptor sites were compared to the construction noise impact thresholds described above. At the noise-sensitive receptors that experience exceedances of these thresholds during the analysis periods as determined above, the duration of exceedance of each impact threshold was determined. The significance of exceedances was determined based on the predicted magnitude and duration of the construction noise at these locations according to the criteria described above. Based on the incremental noise level increase, overall exterior noise levels for each analysis period were also determined.

Noise Reduction Measures

Construction under the Proposed Actions would be required to follow the requirements of the *New York City Noise Control Code* (also known as Chapter 24 of the *Administrative Code of the City of New York*, or Local Law 113) for construction noise control measures. Additionally, construction under the Proposed Actions at the Applicant-owned Projected Development Site 1 would incorporate some noise control measures that go beyond those required by Code. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *New York City Noise Control Code*. These measures could include a variety of source and path controls.

The following source controls included under New York City regulations would be implemented:

- Equipment that meets the sound level standards specified in Subchapter 5 of the *New York City Noise Control Code* would be utilized from the start of construction. **Table L-10** shows the noise levels for typical construction equipment and the mandated noise levels for the equipment that would be used for construction of the Projected Development Site 1.

- As early in the construction period as logistics would allow diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable. Where electrical equipment cannot be used, diesel or gas-powered generators and pumps would be located within buildings to the extent feasible and practicable.

- Where feasible and practicable, construction sites would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than 3 minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code.

- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In addition, source controls listed below would be implemented as PCREs beyond New York regulations for the construction at Projected Development Site 1:

- As shown in **Table L-10**, equipment such as mobile cranes, scissor lifts, and generators would be required to meet the mandated noise levels to be used for construction of the Proposed Development.
- Impact pile drivers would not be used.

Table L-10: Typical Construction Equipment Noise Emission Levels (dBA)

Equipment List	Typical L_{max} Noise Level at 50 feet[1]	Project-Specific L_{max} Noise Level at 50 feet[6]
Auger Drill Rig	85	
Bar Bender	80	
Concrete Mixer Truck	85	
Concrete Pump	82	
Concrete Trowel	70[2]	
Concrete Vibrator	76[3]	
Crane (Mobile)	85	75
Dozer	85	
Excavator	85	
Forklift	64[4]	
Front End Loader	80	
Generator	82	70
Hoist	75	
Impact Pile Driver[5]	95	
Jackhammer	85	
Pumps	77	
Scissor Lift	N/A	65
Vibratory Concrete Mixer	80	
Welder / Torch	73	

[1] Rules for Citywide Construction Noise Mitigation, Chapter 28, DEP, 2007, except where noted.
[2] Previous project equipment noise certification.
[3] Federal Transit Administration, Report No. 0123 September 2018, Table 7-1 Construction Equipment Noise Emission Levels.
[4] Forklift Noise Emission (Model 9000 Dan Truck).
[5] Not used in Project Development Site 1.
[6] Commitment only for Projected Development Site 1.
Note: The equipment list was developed based on a similarly sized site from a recently approved DCP rezoning project (i.e., Gowanus Neighborhood Rezoning) and was confirmed by the Applicant.

The following path controls included under New York City regulations would be implemented:

- Noise barriers constructed from plywood or other materials would be utilized to provide shielding (e.g., the construction sites would have a minimum 8-foot-tall barrier around the perimeter).

- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents) for certain dominant noise equipment to the extent necessary to comply with the levels shown in **Table**

L-10. The details to construct portable noise barriers, enclosures, tents, etc. are shown in DEP's *Rules for Citywide Construction Noise Mitigation*.[3]

In addition, path controls listed below would be implemented as PCREs beyond New York regulations for the construction at Projected Development Site 1:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations.
- During pouring or wash-out, concrete trucks would be located inside a temporary 10-foot-tall barrier in the courtyard area of the site. The barrier would have a 10-foot horizontal awning facing towards the interior of the site whose noise attenuation properties are equivalent to the vertical portion of the barrier. The barrier would also include absorptive material (i.e., "sound blankets") on its inner face with a noise reduction coefficient (NRC) of at least 0.65.

Construction Noise Analysis Results

Cumulative On-Site and Mobile Construction Noise Sources

Using the methodology described and considering the noise abatement measures specified above, cumulative noise analysis was performed to determine maximum 1-hour equivalent ($L_{eq(1)}$) noise levels that would be expected at each of the 222 noise receptor locations during each of the 5 selected construction periods.

The full results of the detailed construction noise analysis are shown in **Appendix 4**. The results of the detailed construction noise analysis are summarized in **Table L-11** for locations where "objectionable" or "very objectionable" noise level increases are predicted to occur.

Table L-11: Construction Noise Analysis Results in dBA

Receptor	Address	Existing L_{10}	Max Total L_{10}	Max Change in L_{10}	Maximum Continuous Duration (months)	
					"Objectionable" Increase	"Very Objectionable" Increase
100, 101	2121 Bragg Street	63.6	78.7	15.1	5	0
102, 103	2111 Bragg Street	63.6	78.6	15.0	5	0

The noise levels shown in **Table L-11** are maximum 1-hour L_{10} noise levels; however, noise levels resulting from construction typically fluctuate throughout the day and from day to day during each construction phase and would not be sustained at these maximum values. Additionally, noise levels expected to result from the construction under the Proposed Actions would be comparable to those from typical construction sites in New York City involving a new building with concrete slab floors and foundation. Similarly, potential disruptions to adjacent residences and other receptors from elevated noise levels generated by construction would be expected to be comparable to those that would occur immediately adjacent to a typical New York City construction site during the portions of the construction period when the loudest activities would occur.

[3] As found at http://www.nyc.gov/html/dep/pdf/noise_constr_rule.pdf

At some receptors, construction of the RWCDS would result in increments that would exceed the CEQR construction noise screening thresholds and in some cases would exceed the 15 dBA threshold for an objectionable noise level increase. However, at these receptors, any exceedances of the objectionable noise level increase threshold would occur for less than 12 consecutive months. Consequently, while construction noise at these receptors may be perceptible at times, it would not rise to the level of a significant impact according to the impact criteria described above.

Construction Mobile Sources (6 AM to 7 AM)

Construction worker vehicles and trucks traveling on roadways prior to the start of the construction workday would have the potential to generate noise at receptors along the routes used to access the construction sites. A screening analysis using the methodology described above found that construction worker vehicles and trucks traveling to and from the construction sites between 6 AM and 7 AM would not result in a significant increase in noise levels (i.e., would not result in a doubling of Noise PCEs, which would be necessary to produce a 3 dBA noise level increase) on any roadways adjacent to noise receptors. Therefore, considering the limited magnitude and duration of predicted noise increases, construction work vehicles and trucks traveling to and from the construction sites between 6 AM and 7 AM would not likely result in significant adverse construction impacts, and no further analysis of construction mobile source noise for the 6 AM to 7 AM hour would be warranted.

Construction vehicles traveling to and from construction sites during the construction workday are included in the detailed construction noise analysis described above.

Conclusions

Construction of the Proposed Actions is predicted to result in elevated noise levels at several of the analyzed receptors, which represent existing residential buildings, public facilities and institutions, commercial offices, and outdoor recreational spaces. At these receptors, construction under the Proposed Actions would, for some portion of the construction period, result in noise level increases that would be perceptible to noticeable. However, at these receptors, any noise level increases would not rise to the level of "objectionable" or "very objectionable" for a significant duration of time. Consequently, while construction noise at these receptors would be perceptible, it would not rise to the level of a significant impact according to the impact criteria described above. Construction of the Proposed Actions would typically occur during weekday daytime hours and would therefore not produce noise during nighttime hours when residents would be most sensitive to noise. Further, construction would comply with *New York City Noise Control Code* regulations as well as commit to use of lower noise emission limits for select pieces of equipment and additional shielding for concrete operations at Projected Development Site 1 to reduce noise levels at surrounding receptors. Per *New York City Noise Control Code* regulations, the With-Action development would be required to prepare a Construction Noise Mitigation Plan, which may identify more control measures that would further reduce construction noise levels. Therefore, the predicted levels of construction noise were determined not to rise to the level of a significant adverse impact at any noise receptors.

Vibration

Construction activities have the potential to result in vibration levels that may cause structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. Vibratory levels at a receiver are a function of the source strength (which is dependent upon the construction equipment and methods utilized), the distance between the equipment and the receiver, the

characteristics of the transmitting medium, and the receiver building construction. Construction equipment operation causes ground vibrations which spread through the ground and decrease in strength with distance. Vehicular traffic, even in locations close to major roadways, typically does not result in perceptible vibration levels unless there are discontinuities in the roadway surface. Except for the case of fragile and possibly historically significant structures or buildings, construction activities generally do not reach the levels that can cause architectural or structural damage but can achieve levels that may be perceptible and annoying in buildings very close to a construction site. An assessment has been prepared to quantify potential vibration impacts of construction activities on structures and residences near the Proposed Rezoning Area.

Construction Vibration Criteria

For purposes of assessing potential structural or architectural damage, the determination of a significant impact was based on the vibration impact criterion used by LPC of a PPV of 0.50 inches/second as specified in the DOB TPPN #10/88. For non-fragile buildings, vibration levels between 0.5 inches/second and 2.0 inches/second would typically not be expected to result in any structural or architectural damage.

For purposes of evaluating potential annoyance or interference with vibration-sensitive activities, vibration levels greater than 65 VdB would have the potential to result in significant adverse impacts if they were to occur for a prolonged period of time.

Analysis Methodology

For purposes of assessing potential structural or architectural damage, the following formula was used:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: PPV_{equip} is the peak particle velocity in in/sec of the equipment at the receiver location;

PPV_{ref} is the reference vibration level in in/sec at 25 feet; and

D is the distance from the equipment to the received location in feet.

For purposes of assessing potential annoyance or interference with vibration sensitive activities, the following formula was used:

$$L_v(D) = L_v(ref) - 30\log(D/25)$$

where: $L_v(D)$ is the vibration level in VdB of the equipment at the receiver location;

Lv(ref) is the reference vibration level in VdB at 25 feet; and

D is the distance from the equipment to the receiver location in feet.

Table L-12 shows vibration source levels for typical construction equipment.

Table L-12: Vibration Source Levels for Construction Equipment (dBA)

Equipment		PPV_{ref} (in/sec)	Approximate L_{vf} (ref) (VdB)
Pile Driver (impact)	Upper range	1.518	112
	Typical	0.644	104
Caisson Drilling		0.089	87
Large Bulldozer		0.089	87
Jackhammer		0.035	79

Source: FTA Transit Noise and Vibration Impact Assessment (2018).

The source vibration levels shown in **Table L-12** were projected to nearby receptors to estimate the levels of construction vibration that would occur near the Proposed Rezoning Area.

Construction Vibration Analysis Results

The buildings of most concern with regards to the potential for structural or architectural damage due to vibration are the existing buildings and structures immediately adjacent to the north of the construction work areas. Vibration levels within 55 feet may result in PPV levels between 0.50 and 2.0 in/sec, which is generally considered acceptable for a non-historic building or structure, including during impact pile driving, which would be the most vibration-intensive activities associated with the Proposed Actions. Additional receptors farther away from the Proposed Rezoning Area would experience less vibration than those listed above, which would not be expected to cause structural or architectural damage.

In terms of potential vibration levels that would be perceptible and annoying, the equipment that would have the most potential for producing levels that exceed the 65 VdB limit is also the impact pile driver. It would have the potential to produce perceptible vibration levels (i.e., vibration levels exceeding 65 VdB) at receptor locations within approximately 550 feet depending on soil conditions. However, the operation would only occur for limited periods of time at a particular location and therefore would not result in any significant adverse impacts.

Consequently, significant adverse vibration impacts would not result from construction of the Proposed Actions.

Other Technical Areas

No construction activities would occur within 400-foot of a historic or cultural resource, as no such resources are located within this distance from the Proposed Rezoning Area. LPC has determined that no historic or archaeological resources are located within the Proposed Rezoning Area or within a surrounding 400-foot radius of the Proposed Rezoning Area (refer to **Appendix 1** for LPC correspondence).

According to the 2021 *CEQR Technical Manual*, a construction assessment is not needed for natural resources unless the construction activities would disturb a site or be located adjacent to a site containing natural resources. The Projected Development Sites and the adjacent properties are fully developed and do not contain any natural resources. Therefore, there is no potential for significant adverse construction impacts on natural resources.

Appendix 1:
Agency 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: COYLE STREET
Date Received: 9/23/2022

Properties with no Architectural or Archaeological significance:

1) 2124 BRAGG STREET, BBL: 3073680015
2) 2185 COYLE STREET, BBL: 3073680017
3) 2121 COYLE STREET, BBL: 3073680065
4) 2115 COYLE STREET, BBL: 3073680068

Gina Santucci

9/30/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 36644_FSO_DNP_09302022.docx

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

January 19, 2023

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

Re: 2185 Coyle Street
Block 7368, Lots 15, 17, 65, 68, and p/o 1
CEQR # 77DCP903K

Dear Ms. Feng:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the November 2022 Environmental Assessment Statement (EAS) prepared by Philip Habib & Associates, and the December 2022 Phase I Environmental Site Assessment (Phase I), prepared by Stantec Consulting Services Inc. on behalf of 2185 COYLE ASSOCIATES LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning map amendment and a zoning text amendment (Proposed Actions) from the New York City Department of City Planning (DCP) to facilitate the development of an approximately 559,085 gross square feet (gsf) mixed-use residential and commercial development (Proposed Project) at Block 7368, Lot 17 (Projected Development Site 1) in the Sheepshead Bay neighborhood of Brooklyn Community District 15. In addition to the applicant-owned Projected Development Site 1, the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the applicant: the entirety of Lots 15, 65, and 68 and a portion of (p/o) Lot 1. Collectively, all lots entirely or partially affected by the Proposed Actions comprise the Proposed Rezoning Area. This applicant seeks (i) a zoning map amendment to rezone the Proposed Rezoning Area from R4/C1-2 to R6A/C2-4, R7A/C2-4, and R7X/C2-4; and (ii) a zoning text amendment to Appendix F of the Zoning Resolution of the City of New York to establish the Proposed Rezoning Area as a Mandatory Inclusionary Housing area (MIH). The Proposed Actions would facilitate the development of the Proposed Project, which would contain approximately 427,355 gsf of residential uses, approximately 46,280 gsf of ground floor commercial (local retail) uses, approximately 14,000 square-feet (sf) of private, passive programmed open space, and approximately 85,450-gsf of parking space (1,450 gsf on the ground floor and 84,000 gsf in the cellar level). The Proposed Project's residential floor area would comprise approximately 427 dwelling units (DUs), of which approximately 107 would be income-restricted pursuant to MIH Option 1. Approximately 226 accessory parking spaces (180 residential spaces and 46 commercial spaces) would be provided on the ground floor and cellar level of the Proposed Project. At its highest point, the Proposed Project would reach 10-stories along Avenue V.

The Proposed Project does not represent the Reasonable Worst Case Development Scenario (RWCDS) for the Proposed Actions. The Proposed Project's residential development program is based on an average unit size of approximately 1,000 gsf. The With-Action RWCDS assumes an average unit size of approximately 850 gsf, resulting in approximately 503 total DUs of which 126 would be income-restricted pursuant to MIH Option 1. In addition, the RWCDS assumes the portion of the With-Action scenario fronting Avenue V would reach a maximum rooftop height of 145 feet (14-stories) (plus a 15-feet-tall bulkhead for a total height of 160-feet), which would maximize the building height permitted in the R7X/C2-4 zoning district. Consistent with the Proposed Project, under the With-Action RWCDS, the With-Action scenario would also provide approximately 14,000 sf of private, passive programmed open space and approximately 85,450 gsf of parking areas on the Proposed Project's ground floor and cellar level. However, due to the increase in residential units for CEQR analysis purposes, the With-Action scenario would provide approximately 257 accessory parking spaces (211 residential spaces and 46 commercial spaces) on the Proposed Project's ground floor and cellar level. In addition to the With-Action RWCDS for Projected Development Site 1, the Proposed Actions would affect four lots on Block 7368 not owned or controlled by the applicant: the entirety of Lots 15, 65, and 68 and a p/o Lot 1. For RWCDS analysis purposes, it is assumed that the Proposed Actions would facilitate the development of Lots 65 and 68 (Projected Development Site 2) with a nine-story, approximately 68,520 gsf mixed-use building containing approximately 64 DUs, as well as approximately 6,600 gsf of commercial uses and 26 accessory parking spaces. Although Lot 15 is located entirely within the Proposed Rezoning Area, this property is less likely to be developed as a result of the Proposed Actions and is therefore considered a potential site (Potential Development Site 1). As the Proposed Rezoning Area only includes approximately 8,195 sf of the approximately 28,000 sf Lot 1, it is unlikely that Lot 1 would be developed as a result of the Proposed Actions and, therefore, Lot 1 is not considered a projected or potential site.

Projected Development Site 1: Block 7368, Lot 17 (Site under the control or ownership of the applicant)

The December 2022 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including dry cleaners, residential buildings with storefronts, filling station with car wash, auto repair, car sales, etc. Regulatory databases identified 17 spills, 4 historical auto sites and 6 historical cleaners within 1/8 mile; 4 dry cleaners, 17 underground storage tank sites and 15 aboveground storage tank sites within 1/4 mile; and 15 leaking storage tank sites within 1/2 mile of the subject property. Review of historical documents identified an open New York State Department of Environmental Conservation (NYSDEC) spill (Spill No. 0006250) associated with the subject property. Ongoing investigation and remediation activities are occurring at locations both on and off the subject property due to groundwater impacts from a former approximately 5000-gallon No. 2 heating oil underground storage tank (UST) that was removed from the northeastern portion of the subject property in August 2000. Investigation and remediation of this release has been conducted since 2000.

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

Projected Development Site 1: Block 7368, Lot 17 (Site under the control or ownership of the applicant)

- The prior environmental sampling performed as part of the NYSDEC spill investigation is limited and not conducted in accordance with the *City Environmental Quality Review (CEQR) Technical Manual*. Therefore, DCP should inform the applicant that a supplemental 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 *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. The soil vapor sampling should be conducted in accordance with the New York State Department of Health (NYSDOH) October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. A site-specific Health and Safety Plan (HASP) should also be submitted for DEP review and approval.

- DCP should instruct the applicant that the proposed soil borings should be spread across the entire site and advanced to two feet below the proposed maximum excavation depth or to bedrock (whichever is shallower) as well as to the water table to adequately characterize the site. The soil boring locations may be biased towards identified recognized environmental conditions and are usually situated on-site. If biasing of boring locations results in significant areas of the site remaining uncharacterized, additional boring locations may be necessary to sufficiently characterize the site.

- DCP should instruct the applicant that as per the updated *CEQR Technical Manual* (2021 Edition), a minimum of two soil samples should be collected from each test boring/probe. One shallow soil sample should be collected from the upper two feet of soil (typically the 0-2 feet bgs interval). A second soil sample should be collected from the two-foot interval below the proposed maximum excavation depth(s). If groundwater or bedrock is encountered at a shallower depth than the proposed maximum excavation depth during borehole advancement, the subsurface soil sample should be collected from the two-foot interval above the groundwater interface or bedrock. Soil borings must be screened for evidence of gross contamination (based on visual/olfactory evidence of impacts and/or elevated soil screening readings obtained using accepted field instruments). Where screening indicates contamination at an intermediate interval(s) in a soil boring, i.e. between 2 feet bgs and the proposed maximum excavation depth, an additional soil sample(s) should be collected for analysis. If groundwater is encountered in a test boring/probe within five feet of surface grade, only one sample per boring may be warranted as long as adequate upgradient and downgradient groundwater samples are collected. Soil samples collected should be discrete (grab) samples.

- DCP should instruct the applicant that where the water table is less than 30 feet beneath the deepest level of existing or proposed on-site basement or slab-on-grade foundation,

groundwater samples should be collected for laboratory analysis to adequately characterize the site.

- DCP should instruct the applicant that at a minimum, all soil and groundwater samples should be collected and analyzed by a NYSDOH Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of full Target Compound List VOCs by EPA Method 8260, SVOCs by EPA Method 8270, pesticides by EPA Method 8081, PCBs by EPA Method 8082, and Target Analyte List metals. Groundwater samples should additionally be analyzed for both filtered and unfiltered metals.

- DCP should instruct the applicant that soil vapor sampling should typically be performed, at a minimum, to the two foot interval below the depth of the project excavation. Soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15.

- DCP should 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 and Potential Development Site 1: Block 7368, Lots 15, 65, and 68 (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 recommends that an (E) Designation for hazardous materials should be placed on the zoning map 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. DCP should instruct the applicant that the EAS should be revised as appropriate to discuss the placement of the (E) Designation.

Future correspondence and submittals related to this project should include the following CEQR # **77DCP903K**. If you have any questions, you may contact Scott Davidow, P.G. at (718) 595-7716.

Sincerely,

Wei Yu

Wei Yu
Deputy Director, Hazardous Materials

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

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, New York 11373

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

MEMORANDUM

To: Yuning Feng
DCP EARD

From: Mitchell Wimbish
DEP BEPA

Subject: 2185 Coyle Street
CEQR # 23DCP131K

Date: May 19, 2023

New York City Department of Environmental Protection (DEP) has reviewed the Environmental Assessment Statement for the above referenced project and has the following comments:

Water System
Existing water mains should be capable to handle the estimated increase in water demand for the above subject project.

Sanitary Sewer
The proposed actions would likely result in an increase of sanitary flow to the adjacent sewers. A hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

Storm Sewer
As part of the DEP site connection approval process, the development must be in compliance with the required stormwater release rate.

C: Steve Carrea, P.E. - BWSO
Lillian Cheng, P.E. - BWSO
Joseph Acaba - BWSO
Phil Simmons - BEPA
Terrell Estesen - BEPA

Appendix 2:
Hazardous Materials

EXECUTIVE SUMMARY

Stantec Consulting Services Inc. (Stantec) has completed a Phase I Environmental Site Assessment (ESA) report of the property located at 2171 Coyle Street, Brooklyn, New York (the "Subject Property"), on behalf of ABS Partners Real Estate (the "Client"), which has been designated as the User of this report. The work was performed according to Stantec's proposal and terms, and conditions dated September 23, 2022. Note that other documents refer to the property address as 2185 Coyle Street. For the purposes of this ESA Stantec will use the address of 2171 Coyle Street to be consistent with prior Stantec-prepared documents related to the Subject Property.

The Phase I ESA was conducted in conformance with the requirements of ASTM International (ASTM) Designation E1527-21, and All Appropriate Inquiry (AAI) as defined by the United States Environmental Protection Agency (EPA) in Title 40 of the Code of Federal Regulations, Part 312 (40 CFR 312), except as may have been modified by the scope of work, and terms and conditions, requested by the Client. Any exceptions to, or deletions from, the ASTM or AAI practice are described in Section 1.3.

The Subject Property is located at 2171 Coyle Street, Brooklyn, New York, and is identified on the City of New York Property Digital Tax Map as Block 7368, Lot 17. The Subject Property consists of a rectangular-shaped parcel of land encompassing approximately 2.2 acres. The Subject Property is developed with an approximately two-story, 30,000-square foot vacant building surrounded by a paved parking lot to the north, south, and west of the building. The Subject Property is zoned as Commercial and Office Buildings (Commercial-C2) and the surrounding properties are generally of residential or commercial use. The intended use of the Phase I is for due diligence in order to rezone and redevelop the Subject Property. A Subject Property Location Map is included as Figure 1. Photographs taken during site reconnaissance are provided in Appendix A.

We have performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E1527-21 of 172 2171 Coyle Street, Brooklyn, New York, or the "Subject Property." Any exceptions to, or deletions from, this practice are described Section 1.3 of this report. This assessment has revealed the following recognized environmental conditions (RECs) in connection with the Subject Property:

- REC #1: Known Contamination at the Subject Property
    - Review of historical documents identified an open New York State Department of Environmental Conservation (NYSDEC) spill (Spill No. 0006250) associated with the Subject Property. Ongoing investigation and remediation activities are occurring at locations both on and off the Subject Property due to groundwater impacts from a former approximately 5000-gallon No. 2 heating oil underground storage tank (UST) that was removed from the northeastern portion of the Subject Property in August 2000. As there is known groundwater contamination and on-going remedial activities related to the spill, the documented release of petroleum from the former UST is considered to be a REC in connection with the Subject Property.

RECOMMENDATIONS:

REC #1. A Phase II ESA is not recommended for REC #1 since investigation and remediation of this release has been conducted since 2000. As described in the 2018 Remedial Investigation Report (2018 RIR) , the investigation work has included soil borings and soil sampling to evaluate the horizontal and vertical extent of impacts to soils and the installation, gauging, and sampling of monitoring wells to evaluate the extent of impacts to groundwater. Remediation activities have included excavation and off-site disposal of impacted soils and pumping/removal of free-phase product from monitoring wells. The current data from August 2022 indicates that free product has been removed from the Subject Property and that only minimal quantities remain in two wells located off-site. Based on the overall investigation and remediation work conducted related to REC #1, Stantec and Client have requested that Spill No. 0006250 be closed and that further Phase II type investigation work is not recommended.

- REC #2: Historical Use of the East Adjoining Property
    - Review of historical records identified J&S Cleaners as a drycleaning facility. Due to the frequency of spills and poor housekeeping that was known to have existed in the dry-cleaning industry, it is possible that the historical operations of the east adjoining property may have impacted the Subject Property.

RECOMMENDATIONS:

REC #2. Groundwater quality samples were collected from all monitoring wells located on and off the Subject Property in December 2014 and analyzed for volatile organic compounds (VOCs). As described in the 2018 RIR and as shown on Figures 4 and 7 (from the 2018 RIR) , the results showed no VOCs typically related to dry cleaner operations/activities (such as tetrachloroethene, which is also known as perchloroethene or PCE, trichloroethene (TCE), or vinyl chloride (VC)) in any of the monitoring wells. As a means to further evaluate the potential issues related to REC #2, Stantec recommends another round of groundwater samples be collected from all wells located on and off the Subject Property for analysis of VOCs.

- REC #3: Historical Use of the West Adjoining Properties
    - Review of historical records identified two west adjoining properties as drycleaning facilities. Due to the frequency of spills and poor housekeeping that was known to have existed in the dry-cleaning industry, it is possible that the historical operations of the west adjoining properties may have impacted the Subject Property.

RECOMMENDATIONS:

REC #3. Groundwater quality samples were collected from all monitoring wells located on and off the Subject Property in December 2014 and analyzed for volatile organic compounds (VOCs). As described in the 2018 RIR and as shown on Figures 4 and 7 (from the 2018 RIR) , the results showed no VOCs typically related to dry cleaner operations/activities (such as PCE, TCE, or VC) in any of the monitoring wells. As a means to further evaluate the potential issues related to REC #3, Stantec recommends drilling and constructing two additional monitoring wells in the western / southwestern portion of the subject property and collecting another round of groundwater samples from all existing and new wells located on and off the Subject Property for analysis of VOCs.

The results from the recommended well construction and sampling will be presented in a letter report describing water level elevations and groundwater flow as well as groundwater quality results and trends.

The preceding summary is intended for informational purposes only. Reading of the full body of this report is recommended.

Appendix 3:
New York City Waterfront Revitalization Program Consistency Assessment Form

FOR INTERNAL USE ONLY	WRP No. 21-158
Date Received: 7/12/24	DOS No.

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: 2185 Coyle Street Associates LLC

Name of Applicant Representative: Richard Bass, AICP, PP

Address: 1251 Avenue of the Americas, 37th Floor

Telephone: 212.259.6406 Email: Richard.bass@akerman.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

2185 Coyle Street Associates LLC (the "Applicant") is seeking a zoning map amendment and a zoning text amendment from the New York City Planning Commission ("CPC") (the "the Proposed Actions") to facilitate the development of an approximately 555,297-gross-square-feet ("gsf") mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17; Projected Development Site 1) in the Sheepshead Bay neighborhood of Brooklyn Community District ("CD") 15. The Proposed Project would contain approximately 434,743-gsf of residential uses, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-square-foot ("sf") of private, passive programmed open space, and approximately 73,179-gsf of accessory parking garage space (5,046-gsf on the ground floor and 68,133-gsf in the cellar level). For CEQR analysis purposes, the Proposed Project's residential floor area would comprise approximately 511 total dwelling units ("DUs") of which at least 128 would be income-restricted pursuant to Mandatory Inclusionary Housing ("MIH") Option 1. Approximately 263 accessory parking spaces (216 residential spaces and 47 commercial spaces) would be provided and accessed via one curb cut on Coyle Street and one curb cut on Bragg Street.

2. Purpose of activity

The Proposed Actions are intended to facilitate the construction of a new, mixed-use residential and commercial development that would provide both market-rate and income-restricted housing on the underutilized, Applicant-owned Projected Development Site 1. As the 96,000-sf property has frontages on two wide streets (Coyle Street and Avenue V), it is well suited for increased density. By contrast, Projected Development Site 1's existing zoning permits a maximum FAR of 0.75 (0.90 with attic allowance) for residential uses, 1.00 FAR for commercial uses, or 2.00 FAR for community facility uses, which limits the developable floor area within Projected Development Site 1 and limits the feasibility of constructing income-restricted housing units. According to the Applicant, the proposed mixed-use residential and commercial development would provide much needed high-quality income-restricted housing, as well as local retail services and employment opportunities at Projected Development Site 1. In addition, the Proposed Actions, according to the Applicant, would help to address the continuing need for income-restricted housing for a range of household income levels in Brooklyn CD 15. These required, permanently income-restricted residential units would help to address income-restricted housing goals set forth by New York City in Housing Our Neighbors: A Blueprint for Housing and Homelessness. The creation of new income-restricted housing supply at various income levels would help to alleviate the upward pressure on housing prices and contribute to housing affordability in the surrounding area and the city as a whole.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 7368, Lot 17

Street Address: 2185 Coyle Street

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☑ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☑ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☑ No
3. Is the project located on publicly owned land or receiving public assistance? ☐ Yes ☑ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☐ Yes ☑ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☑ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)

   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)

   ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)

   ☐ Recognized Ecological Complex (REC) (*4.4*)

   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☑	☐	☐
5.1	Manage direct or indirect discharges to waterbodies.	☑	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☑	☐	☐
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Philip Habib, P.E., Philip Habib & Associates

Address: 432 Park Avenue South, 6th Floor

Telephone: 212.929.5656 Email: phabib@phaeng.com

Applicant/Agent's Signature: 

Date: 6/20/23

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☑ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	2185 Coyle Street
Location	2185 Coyle Street (Brooklyn Block 7368, Lot 17)
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	2185 Coyle Street Associates LLC is seeking a zoning map amendment and a zoning text amendment from the CPC (the "the Proposed Actions") to facilitate the development of an approximately 555,297-gsf mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17; Projected Development Site 1) in the Sheepshead Bay neighborhood of Brooklyn CD 15. The Proposed Project would contain approximately 434,743-gsf of residential uses, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-sf of private, passive programmed open space, and approximately 73,179-gsf of parking space.
Planned Completion Date	2028
Expected Project Lifespan	70 years

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.46	**2.46**	**NAVD88**	*Kingsborough*
1% flood height	10.00	**10.00**	**NAVD88**	*DCP's Flood Hazard Mapper*
Design flood elevation	14.00	**14.00**	**NAVD88**	*Assuming BFE + 48" Freeboard*
As relevant:				
0.2% flood height	13.50	13.50	**NAVD88**	*FEMA FIS Report Raritan Bay Transect K-18*

Data will be converted based on the following datums:

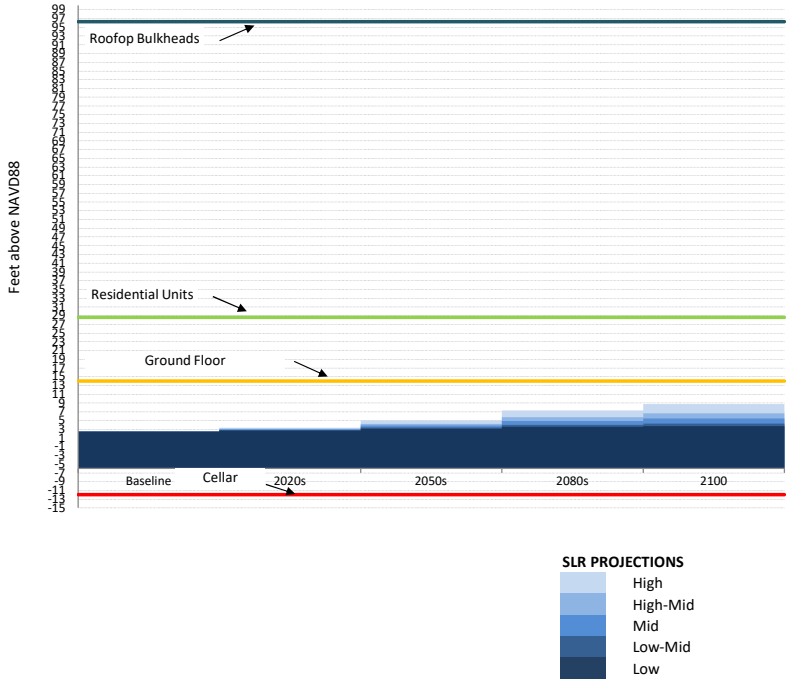
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

Describe key physical features of the project.

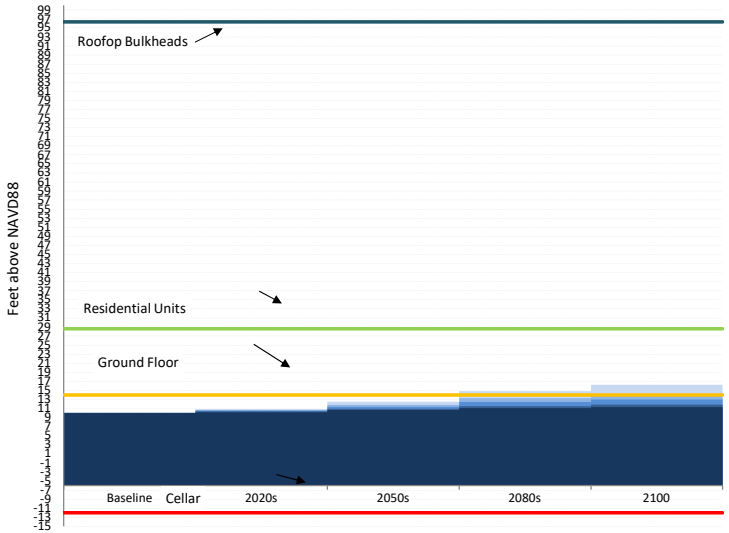
Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
Cellar	☑ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2098	-12.0	Feet	NAVD88	-12.0	-12.0	-14.5	-25.5
The cellar would contain the Proposed Project's shared parking garage, 1 bike storage space, and 3 back of house spaces for the Proposed Project's residential use. The 3 back of house spaces would likely contain mechanical, electrical, and plumbing ("MEP") equipment, such as electrical, gas, water meter, and telecom rooms.									
Ground Floor	☑ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2098	14.0	Feet	NAVD88	14.0	14.0	11.5	0.5
The ground floor would contain 3 residential lobbies, 2 residential amenity spaces, 1 residential back of house space, 2 commercial spaces, the 2 commercial loading berths, and 1 private courtyard. The 1 back of house space would likely contain MEP equipment (i.e., electrical, gas, water meter, and telecom rooms).									
Residential Units	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2098	28.6	Feet	NAVD88	28.6	28.6	26.1	15.1
The Proposed Project's lowest residential units would be located on the second floor at a height of 14'-8".									
Roofop Bulkheads	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2098	96.3	Feet	NAVD88	96.3	96.3	93.8	82.8
The Proposed Project's lowest mechanical bulkhead height of 82'-4". The mechanical bulkheads could contain elevator and MEP equipment (i.e., space for electrical, gas, water meter, and telecom features).									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.

Mean Higher High Water + Sea Level Rise



1% Flood Elevation + Sea Level Rise

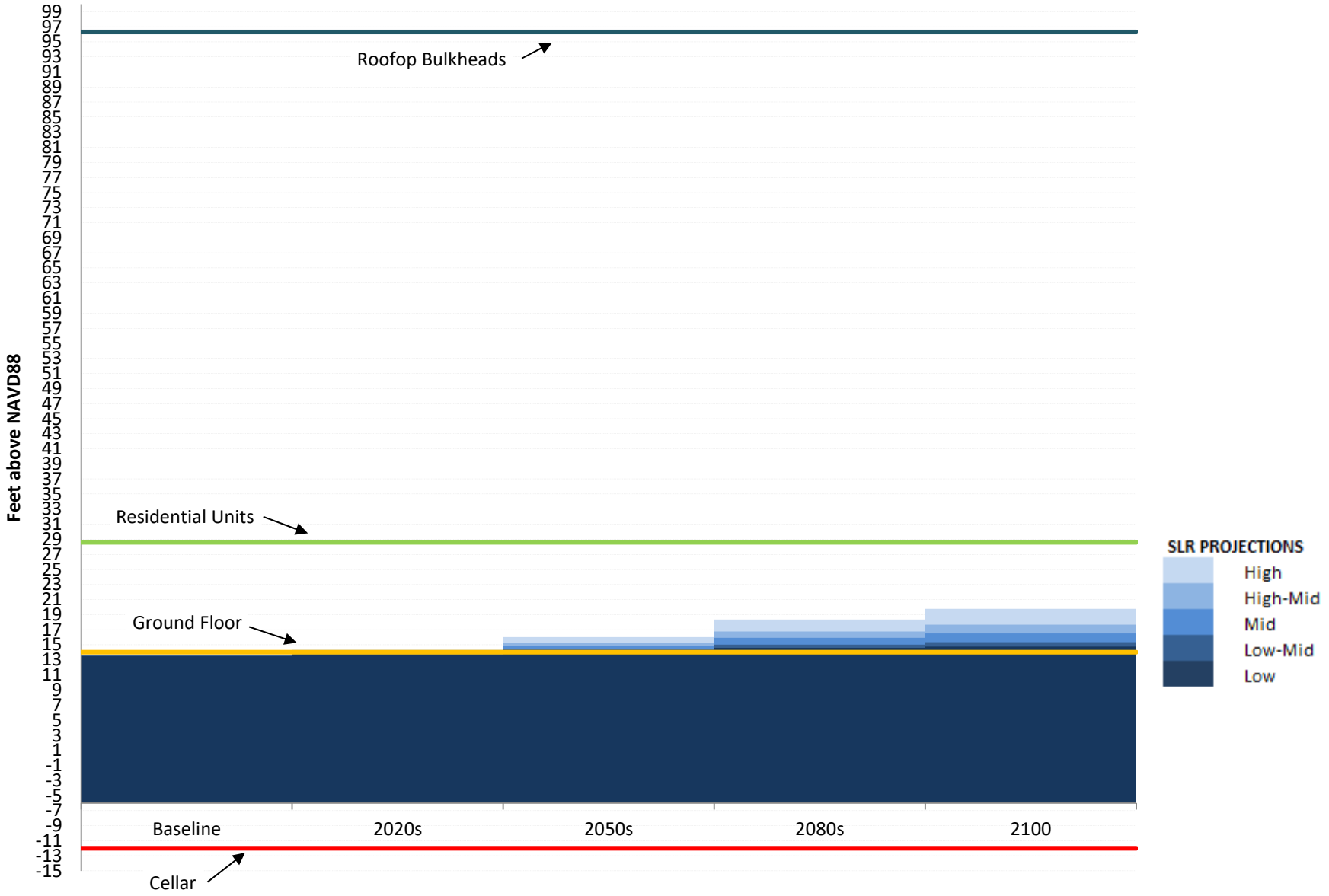


SLR PROJECTIONS

- High
- High-Mid
- Mid
- Low-Mid
- Low

- High
- High-Mid
- Mid
- Low-Mid
- Low

0.2% Flood Elevation + Sea Level Rise



	SLR (ft)				
	Low	Low-Mid	Mid	High-Mid	High
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	Low-Mid	Mid	High-Mid	High
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

MHHW+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	2.46	2.46	2.46	2.46	2.46
2020s	2.63	2.79	2.96	3.13	3.29
2050s	3.13	3.38	3.79	4.21	4.96
2080s	3.54	3.96	4.88	5.71	7.29
2100	3.71	4.29	5.46	6.63	8.71

1%+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	10.00	10.00	10.00	10.00	10.00
2020s	10.17	10.33	10.50	10.67	10.83
2050s	10.67	10.92	11.33	11.75	12.50
2080s	11.08	11.50	12.42	13.25	14.83
2100	11.25	11.83	13.00	14.17	16.25

0.2%+SLR (ft above NAVD88)

	Low	Low-Mid	Mid	High-Mid	High
Baseline	13.50	13.50	13.50	13.50	13.50
2020s	13.67	13.83	14.00	14.17	14.33
2050s	14.17	14.42	14.83	15.25	16.00
2080s	14.58	15.00	15.92	16.75	18.33
2100	14.75	15.33	16.50	17.67	19.75

0 1

Cellar	-12	-12
Ground Floor	14	14
Residential Units	28.6	28.6
Roofop Bulkheads	96.3	96.3
E	0	0
F	0	0
G	0	0
H	0	0
DFE	14.00	14.00

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
8530095	Alpine	2.11	2.44	NOAA Tides and Currents
8516614	Glen Cove	3.72	4.05	NOAA Tides and Currents
8516990	Willets Point	3.72	4.05	NOAA Tides and Currents
8518639	Port Morris	3.33	3.66	NOAA Tides and Currents
8518699	Williamsburg Bridge	2.14	2.47	NOAA Tides and Currents
8518750	The Battery	2.28	2.61	NOAA Tides and Currents
8531680	Sandy Hook	2.41	2.74	NOAA Tides and Currents
8518490	New Rochelle	3.71	4.04	NOAA Tides and Currents
8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
8517137	Beach Channel	2.10	2.43	NOAA VDATUM
8517756	Kingsborough	2.13	2.46	NOAA VDATUM
8519436	Great Kills	2.22	2.55	NOAA VDATUM
8531142	Port Reading	2.82	3.15	NOAA VDATUM
8519483	Bergen Point	2.56	2.89	NOAA VDATUM
8519050	USCG	2.28	2.61	NOAA Tides and Currents
8518902	Dyckman St	2.01	2.34	NOAA Tides and Currents
8517251	Worlds Fair Marina	3.59	3.92	NOAA VDATUM
8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.



Appendix 4:
Construction Noise

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
001	1	2056 Ford Street	66.3	66.4	66.6	66.4	66.5	66.5	66.6	66.5
001	2	2056 Ford Street	66.3	66.5	69.1	66.5	69.1	66.6	66.9	66.5
001	3	2056 Ford Street	66.3	66.6	68.8	66.6	68.8	66.8	68.3	66.7
002	1	2078 Ford Street	66.3	66.5	67.1	66.5	66.7	66.8	67.1	66.5
002	2	2078 Ford Street	66.3	66.5	68.8	66.5	68.8	67.0	67.5	66.6
003	1	3019 Avenue U	66.3	66.5	70.9	66.5	70.9	67.1	68.8	66.9
003	2	3019 Avenue U	66.3	66.6	70.4	66.6	70.4	67.6	69.2	67.0
003	3	3019 Avenue U	66.3	66.7	70.1	66.7	70.0	68.7	70.1	67.1
004	1	3019 Avenue U	66.3	66.5	70.8	66.5	70.8	67.0	68.9	66.9
004	2	3019 Avenue U	66.3	66.5	70.2	66.5	70.2	67.4	69.0	67.0
004	3	3019 Avenue U	66.3	66.7	69.9	66.7	69.9	68.6	69.4	67.2
005	1	3005 Avenue U	66.3	66.4	68.8	66.4	66.7	67.0	68.8	66.9
005	2	3005 Avenue U	66.3	66.5	69.6	66.5	69.6	67.3	69.0	66.9
005	3	3005 Avenue U	66.3	66.6	69.3	66.6	69.3	67.9	69.3	67.1
006	1	2048 Coyle Street	66.3	66.7	70.0	66.9	69.2	67.3	70.0	66.7
006	2	2048 Coyle Street	66.3	66.7	69.7	66.9	68.9	67.1	69.7	66.7
006	3	2048 Coyle Street	66.3	66.7	69.0	66.9	68.6	67.2	69.0	66.7
006	4	2048 Coyle Street	66.3	66.7	69.2	67.1	68.4	67.3	69.2	66.7
007	1	3037 Avenue U	66.3	66.7	72.8	66.7	71.7	67.8	72.8	67.5
007	2	3037 Avenue U	66.3	67.1	72.4	67.1	70.9	69.7	72.4	68.0
008	1	3025 Avenue U	63.4	64.0	71.7	64.0	70.9	65.5	71.7	65.4
008	2	3025 Avenue U	63.4	64.7	71.4	64.7	70.0	69.2	71.4	66.0
009	1	3025 Avenue U	63.4	63.5	63.7	63.5	63.5	63.6	63.7	63.5
009	2	3025 Avenue U	63.4	63.5	63.9	63.5	63.6	63.7	63.9	63.6
010	1	2076 Coyle Street	66.3	66.4	68.0	66.4	66.8	66.7	68.0	66.6
010	2	2076 Coyle Street	66.3	66.5	68.6	66.5	66.8	67.5	68.6	66.6
010	3	2076 Coyle Street	66.3	66.8	71.1	67.5	70.1	68.5	71.1	66.8
010	4	2076 Coyle Street	66.3	67.2	71.7	68.1	70.1	70.2	71.7	67.2
011	1	2057 Ford Street	66.3	66.5	66.7	66.5	66.5	66.6	66.7	66.5
011	2	2057 Ford Street	66.3	66.5	66.8	66.5	66.8	66.5	66.8	66.5
011	3	2057 Ford Street	66.3	66.5	69.0	66.6	69.0	66.7	67.1	66.5
012	1	2054 Bragg Street	63.6	63.6	63.8	63.7	63.7	63.8	63.7	63.6
012	2	2054 Bragg Street	63.6	63.6	63.8	63.7	63.7	63.8	63.7	63.6
012	3	2054 Bragg Street	63.6	63.6	64.0	63.9	63.7	64.0	64.0	63.6
013	1	2088 Bragg Street	63.6	63.7	64.1	63.7	63.8	63.9	64.1	63.7
013	2	2088 Bragg Street	63.6	63.7	64.3	63.8	63.8	63.9	64.3	63.7
013	3	2088 Bragg Street	63.6	63.7	64.6	64.3	63.9	64.2	64.6	63.7
014	1	2090 Bragg Street	63.6	63.8	72.9	64.7	72.9	65.2	71.0	63.8
014	2	2090 Bragg Street	63.6	63.9	75.8	66.0	70.4	66.6	75.8	63.9
014	3	2090 Bragg Street	63.6	64.1	75.3	67.3	70.3	69.8	75.3	64.1
015	1	3059 Avenue U	66.3	66.5	76.4	66.7	71.6	67.2	76.4	66.5
015	2	3059 Avenue U	66.3	66.5	76.2	67.3	70.9	68.2	76.2	66.5
015	3	3059 Avenue U	66.3	66.5	75.6	68.4	70.9	70.1	75.6	66.5
016	1	3059 Avenue U	66.3	66.4	66.5	66.4	66.4	66.5	66.5	66.4
016	2	3059 Avenue U	66.3	66.4	66.5	66.4	66.4	66.5	66.5	66.4
016	3	3059 Avenue U	66.3	66.4	66.6	66.4	66.4	66.6	66.6	66.4
017	1	3051 Avenue U	66.3	66.8	71.8	67.8	71.8	67.3	68.6	66.8
017	2	3051 Avenue U	66.3	66.8	76.3	68.5	71.1	68.3	76.3	66.8
018	1	3049 Avenue U	66.3	66.6	68.9	67.8	66.6	68.2	68.9	66.9
018	2	3049 Avenue U	66.3	66.6	69.2	68.0	66.6	68.4	69.2	67.0
019	1	2075 Coyle Street	66.3	66.4	67.5	66.6	66.5	66.9	67.5	66.4
019	2	2075 Coyle Street	66.3	66.4	69.3	66.9	69.3	67.3	68.4	66.4
019	3	2075 Coyle Street	66.3	66.6	72.9	67.8	70.0	67.9	72.9	66.6
019	4	2075 Coyle Street	66.3	66.6	72.8	68.2	70.0	69.6	72.8	66.6
020	1	2043 Coyle Street	66.3	66.4	66.7	66.4	66.4	66.6	66.7	66.4
020	2	2043 Coyle Street	66.3	66.4	66.8	66.5	66.4	66.7	66.8	66.5
020	3	2043 Coyle Street	66.3	66.4	67.4	66.7	66.4	67.2	67.4	66.5
020	4	2043 Coyle Street	66.3	66.5	67.6	66.8	66.8	67.3	67.6	66.5
021	1	2152 Gerritsen Avenue	63.6	63.7	63.8	63.7	63.7	63.7	63.8	63.7
021	2	2152 Gerritsen Avenue	63.6	63.7	64.2	63.8	63.8	63.9	64.2	63.7
021	3	2152 Gerritsen Avenue	63.6	64.0	66.7	64.4	66.4	64.3	66.7	64.0
022	1	2172 Gerritsen Avenue	63.6	63.7	64.0	63.7	63.7	64.0	63.9	63.7
022	2	2172 Gerritsen Avenue	63.6	63.8	64.9	64.0	63.9	64.4	64.9	63.8
022	3	2172 Gerritsen Avenue	63.6	64.3	66.1	64.8	66.1	64.9	66.1	64.3
023	1	3085 Avenue U	63.6	64.1	71.6	64.2	67.5	64.7	71.6	64.1
023	2	3085 Avenue U	63.6	64.3	70.7	64.7	67.1	65.1	70.7	64.3
023	3	3085 Avenue U	63.6	64.5	70.7	65.6	66.9	66.8	70.7	64.5
024	1	2083 Bragg Street	63.6	63.7	67.1	64.3	67.1	63.9	64.2	63.7
024	2	2083 Bragg Street	63.6	63.7	66.6	64.9	66.6	63.9	64.3	63.7
024	3	2083 Bragg Street	63.6	63.9	66.6	66.2	66.6	64.4	64.7	63.9
025	1	2067 Bragg Street	63.6	63.9	70.6	64.8	69.1	64.3	70.6	63.9
025	2	2067 Bragg Street	63.6	64.1	70.1	65.0	68.4	64.6	70.1	64.1
025	3	2067 Bragg Street	63.6	64.5	69.6	65.4	68.0	65.5	69.6	64.5
026	1	2057 Bragg Street	63.6	63.9	68.6	64.5	68.6	64.0	68.3	63.9
026	2	2057 Bragg Street	63.6	64.0	68.1	64.7	68.0	64.2	68.1	64.0
026	3	2057 Bragg Street	63.6	64.3	67.6	65.0	67.6	64.8	67.6	64.3
027	1	2986 Avenue U	66.3	66.3	66.4	66.4	66.4	66.4	66.4	66.3
027	2	2986 Avenue U	66.3	66.3	66.4	66.4	66.4	66.4	66.4	66.3
028	1	2986 Avenue U	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
028	2	2986 Avenue U	66.3	66.4	66.6	66.4	66.6	66.5	66.6	66.4
029	1	2986 Avenue U	66.3	66.4	66.5	66.4	66.5	66.4	66.5	66.4
029	2	2986 Avenue U	66.3	66.4	69.5	66.4	69.5	66.5	66.6	66.4
030	1	2126 Batchelder Street	66.3	66.4	66.6	66.4	66.4	66.4	66.6	66.4
030	2	2126 Batchelder Street	66.3	66.4	66.7	66.4	66.4	66.5	66.7	66.4
031	1	2132 Batchelder Street	66.3	66.4	66.5	66.4	66.4	66.4	66.5	66.4
031	2	2132 Batchelder Street	66.3	66.4	69.8	66.4	69.8	66.5	66.7	66.5
032	1	2148 Batchelder Street	66.3	66.4	70.4	66.4	70.4	66.5	66.5	66.4
032	2	2148 Batchelder Street	66.3	66.5	69.9	66.5	69.9	66.6	66.8	66.5
033	1	2154 Batchelder Street	66.3	66.4	66.5	66.4	66.4	66.4	66.5	66.4
033	2	2154 Batchelder Street	66.3	66.4	66.7	66.4	66.6	66.5	66.7	66.5
033	3	2154 Batchelder Street	66.3	66.6	70.0	66.6	70.0	66.8	67.2	66.7
033	4	2154 Batchelder Street	66.3	66.9	69.9	66.9	69.9	67.1	67.6	66.9
034	1	2180 Batchelder Street	66.3	66.4	66.5	66.4	66.5	66.4	66.5	66.4
034	2	2180 Batchelder Street	66.3	66.5	66.6	66.5	66.6	66.5	66.6	66.5
035	1	2184 Batchelder Street	63.4	63.7	64.0	63.8	64.0	63.7	63.7	63.7
035	2	2184 Batchelder Street	63.4	63.7	64.2	63.9	64.2	63.8	63.8	63.7
036	1	2101 Batchelder Street	66.3	66.3	66.4	66.4	66.4	66.4	66.4	66.3
036	2	2101 Batchelder Street	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
036	3	2101 Batchelder Street	66.3	66.4	66.7	66.4	66.4	66.5	66.7	66.4
037	1	2102 Ford Street	66.3	66.4	67.8	66.4	66.4	66.9	67.8	66.8
037	2	2102 Ford Street	66.3	66.4	67.8	66.4	66.4	67.3	67.8	66.8
038	1	2102 Ford Street	66.3	66.5	69.1	66.5	67.5	67.2	69.1	67.0
038	2	2102 Ford Street	66.3	66.6	70.5	66.6	70.5	67.8	70.2	67.3
039	1	2116 Ford Street	66.3	66.5	71.8	66.5	71.8	66.7	66.8	66.6
039	2	2116 Ford Street	66.3	66.5	71.1	66.5	71.1	67.0	67.2	66.7
039	3	2116 Ford Street	66.3	66.8	71.1	66.8	71.1	67.6	69.1	67.2
040	1	2146 Ford Street	66.3	66.5	72.7	66.5	72.7	66.7	66.9	66.6
040	2	2146 Ford Street	66.3	66.6	72.3	66.6	72.3	66.9	67.3	66.8

Construction Noise Results
2185 Coyle Street

			Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
001	1	2056 Ford Street	0.1	0.3	0.1	0.1	0.2	0.3	0.1
001	2	2056 Ford Street	0.1	2.8	0.1	2.8	0.2	0.5	0.2
001	3	2056 Ford Street	0.3	2.5	0.3	2.5	0.4	2.0	0.4
002	1	2078 Ford Street	0.1	0.7	0.1	0.3	0.5	0.7	0.2
002	2	2078 Ford Street	0.2	2.4	0.2	2.4	0.7	1.1	0.3
003	1	3019 Avenue U	0.2	4.6	0.2	4.6	0.8	2.5	0.6
003	2	3019 Avenue U	0.2	4.0	0.2	4.0	1.2	2.9	0.7
003	3	3019 Avenue U	0.3	3.8	0.3	3.6	2.3	3.8	0.8
004	1	3019 Avenue U	0.1	4.5	0.1	4.5	0.7	2.6	0.6
004	2	3019 Avenue U	0.2	3.9	0.2	3.9	1.1	2.7	0.7
004	3	3019 Avenue U	0.3	3.5	0.3	3.5	2.3	3.1	0.8
005	1	3005 Avenue U	0.1	2.4	0.1	0.3	0.6	2.4	0.6
005	2	3005 Avenue U	0.2	3.3	0.2	3.3	0.9	2.7	0.6
005	3	3005 Avenue U	0.3	2.9	0.3	2.9	1.6	2.9	0.7
006	1	2048 Coyle Street	0.3	3.6	0.5	2.9	1.0	3.6	0.3
006	2	2048 Coyle Street	0.3	3.4	0.6	2.5	0.8	3.4	0.3
006	3	2048 Coyle Street	0.3	2.7	0.6	2.3	0.8	2.7	0.3
006	4	2048 Coyle Street	0.3	2.8	0.8	2.1	1.0	2.8	0.3
007	1	3037 Avenue U	0.3	6.5	0.3	5.4	1.4	6.5	1.2
007	2	3037 Avenue U	0.7	6.1	0.7	4.6	3.4	6.1	1.6
008	1	3025 Avenue U	0.5	8.3	0.5	7.5	2.1	8.3	2.0
008	2	3025 Avenue U	1.2	8.0	1.2	6.6	5.7	8.0	2.6
009	1	3025 Avenue U	0.0	0.2	0.0	0.1	0.1	0.2	0.1
009	2	3025 Avenue U	0.1	0.4	0.1	0.1	0.3	0.4	0.1
010	1	2076 Coyle Street	0.1	1.7	0.1	0.4	0.4	1.7	0.2
010	2	2076 Coyle Street	0.2	2.2	0.2	0.5	1.2	2.2	0.3
010	3	2076 Coyle Street	0.4	4.8	1.2	3.7	2.2	4.8	0.4
010	4	2076 Coyle Street	0.8	5.4	1.7	3.8	3.9	5.4	0.8
011	1	2057 Ford Street	0.1	0.3	0.1	0.2	0.2	0.3	0.1
011	2	2057 Ford Street	0.1	0.5	0.1	0.5	0.2	0.5	0.1
011	3	2057 Ford Street	0.2	2.7	0.3	2.7	0.4	0.8	0.2
012	1	2054 Bragg Street	0.0	0.1	0.1	0.0	0.1	0.1	0.0
012	2	2054 Bragg Street	0.0	0.2	0.1	0.1	0.2	0.1	0.0
012	3	2054 Bragg Street	0.0	0.4	0.3	0.1	0.4	0.4	0.0
013	1	2088 Bragg Street	0.1	0.5	0.1	0.2	0.3	0.5	0.1
013	2	2088 Bragg Street	0.1	0.7	0.2	0.2	0.3	0.7	0.1
013	3	2088 Bragg Street	0.1	1.0	0.7	0.3	0.5	1.0	0.1
014	1	2090 Bragg Street	0.2	9.3	1.1	9.3	1.6	7.4	0.2
014	2	2090 Bragg Street	0.3	12.2	2.4	6.8	3.0	12.2	0.3
014	3	2090 Bragg Street	0.5	11.7	3.7	6.7	6.2	11.7	0.5
015	1	3059 Avenue U	0.1	10.0	0.3	5.3	0.9	10.0	0.1
015	2	3059 Avenue U	0.1	9.8	1.0	4.5	1.9	9.8	0.1
015	3	3059 Avenue U	0.2	9.3	2.1	4.5	3.8	9.3	0.2
016	1	3059 Avenue U	0.0	0.1	0.0	0.0	0.1	0.1	0.0
016	2	3059 Avenue U	0.0	0.1	0.0	0.0	0.1	0.1	0.0
016	3	3059 Avenue U	0.0	0.2	0.1	0.0	0.2	0.2	0.0
017	1	3051 Avenue U	0.4	5.4	1.5	5.4	1.0	2.2	0.4
017	2	3051 Avenue U	0.4	9.9	2.2	4.7	2.0	9.9	0.4
018	1	3049 Avenue U	0.3	2.6	1.5	0.3	1.9	2.6	0.6
018	2	3049 Avenue U	0.3	2.9	1.7	0.3	2.0	2.9	0.7
019	1	2075 Coyle Street	0.0	1.1	0.2	0.2	0.6	1.1	0.0
019	2	2075 Coyle Street	0.0	3.0	0.5	3.0	0.9	2.1	0.0
019	3	2075 Coyle Street	0.3	6.5	1.5	3.7	1.6	6.5	0.3
019	4	2075 Coyle Street	0.3	6.5	1.9	3.7	3.3	6.5	0.3
020	1	2043 Coyle Street	0.0	0.3	0.1	0.0	0.3	0.3	0.1
020	2	2043 Coyle Street	0.0	0.4	0.2	0.0	0.3	0.4	0.1
020	3	2043 Coyle Street	0.1	1.0	0.4	0.1	0.9	1.0	0.1
020	4	2043 Coyle Street	0.1	1.3	0.5	0.4	1.0	1.3	0.1
021	1	2152 Gerritsen Avenue	0.0	0.2	0.1	0.1	0.1	0.2	0.0
021	2	2152 Gerritsen Avenue	0.1	0.6	0.2	0.2	0.3	0.6	0.1
021	3	2152 Gerritsen Avenue	0.4	3.1	0.8	2.8	0.7	3.1	0.4
022	1	2172 Gerritsen Avenue	0.0	0.4	0.1	0.0	0.4	0.2	0.0
022	2	2172 Gerritsen Avenue	0.2	1.3	0.4	0.3	0.7	1.3	0.2
022	3	2172 Gerritsen Avenue	0.6	2.5	1.1	2.5	1.3	2.4	0.6
023	1	3085 Avenue U	0.5	7.9	0.5	3.9	1.1	7.9	0.5
023	2	3085 Avenue U	0.7	7.0	1.1	3.5	1.5	7.0	0.7
023	3	3085 Avenue U	0.9	7.1	1.9	3.3	3.2	7.1	0.9
024	1	2083 Bragg Street	0.1	3.5	0.6	3.5	0.2	0.6	0.1
024	2	2083 Bragg Street	0.1	3.0	1.3	3.0	0.3	0.7	0.1
024	3	2083 Bragg Street	0.2	3.0	2.5	3.0	0.8	1.1	0.2
025	1	2067 Bragg Street	0.3	7.0	1.1	5.4	0.7	7.0	0.3
025	2	2067 Bragg Street	0.5	6.5	1.4	4.8	1.0	6.5	0.5
025	3	2067 Bragg Street	0.9	6.0	1.8	4.4	1.9	6.0	0.9
026	1	2057 Bragg Street	0.2	5.0	0.9	5.0	0.4	4.7	0.2
026	2	2057 Bragg Street	0.4	4.5	1.1	4.4	0.6	4.5	0.4
026	3	2057 Bragg Street	0.7	4.0	1.3	4.0	1.2	3.9	0.7
027	1	2986 Avenue U	0.0	0.0	0.0	0.0	0.0	0.0	0.0
027	2	2986 Avenue U	0.0	0.0	0.0	0.0	0.0	0.0	0.0
028	1	2986 Avenue U	0.0	0.1	0.0	0.1	0.1	0.1	0.0
028	2	2986 Avenue U	0.1	0.3	0.1	0.3	0.1	0.2	0.1
029	1	2986 Avenue U	0.0	0.2	0.0	0.2	0.1	0.1	0.1
029	2	2986 Avenue U	0.1	3.2	0.1	3.2	0.2	0.2	0.1
030	1	2126 Batchelder Street	0.0	0.2	0.0	0.0	0.1	0.2	0.1
030	2	2126 Batchelder Street	0.0	0.4	0.0	0.0	0.1	0.4	0.1
031	1	2132 Batchelder Street	0.1	0.1	0.1	0.1	0.1	0.1	0.1
031	2	2132 Batchelder Street	0.1	3.5	0.1	3.5	0.2	0.3	0.1
032	1	2148 Batchelder Street	0.1	4.1	0.1	4.1	0.1	0.2	0.1
032	2	2148 Batchelder Street	0.1	3.6	0.1	3.6	0.2	0.4	0.2
033	1	2154 Batchelder Street	0.1	0.1	0.1	0.1	0.1	0.1	0.1
033	2	2154 Batchelder Street	0.1	0.4	0.1	0.2	0.2	0.4	0.2
033	3	2154 Batchelder Street	0.3	3.6	0.3	3.6	0.4	0.9	0.4
033	4	2154 Batchelder Street	0.5	3.6	0.5	3.6	0.7	1.3	0.5
034	1	2180 Batchelder Street	0.1	0.1	0.1	0.1	0.1	0.1	0.1
034	2	2180 Batchelder Street	0.1	0.3	0.1	0.3	0.2	0.3	0.2
035	1	2184 Batchelder Street	0.3	0.5	0.4	0.5	0.3	0.3	0.3
035	2	2184 Batchelder Street	0.3	0.7	0.4	0.7	0.3	0.3	0.3
036	1	2101 Batchelder Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
036	2	2101 Batchelder Street	0.0	0.1	0.0	0.0	0.0	0.1	0.0
036	3	2101 Batchelder Street	0.0	0.4	0.1	0.0	0.1	0.4	0.1
037	1	2102 Ford Street	0.0	1.4	0.0	0.1	0.6	1.4	0.4
037	2	2102 Ford Street	0.1	1.5	0.1	0.1	0.9	1.5	0.5
038	1	2102 Ford Street	0.2	2.7	0.2	1.1	0.9	2.7	0.6
038	2	2102 Ford Street	0.3	4.2	0.3	4.2	1.5	3.9	0.9
039	1	2116 Ford Street	0.1	5.4	0.1	5.4	0.4	0.5	0.2
039	2	2116 Ford Street	0.2	4.8	0.2	4.8	0.7	0.9	0.3
039	3	2116 Ford Street	0.4	4.7	0.4	4.7	1.3	2.7	0.8
040	1	2146 Ford Street	0.2	6.4	0.2	6.4	0.3	0.6	0.3
040	2	2146 Ford Street	0.3	5.9	0.3	5.9	0.6	1.0	0.5

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
041	1	2146 Ford Street	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
041	2	2146 Ford Street	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
042	1	2168 Ford Street	66.3	66.5	70.8	66.5	70.8	66.6	66.6	66.5
042	2	2168 Ford Street	66.3	66.6	72.4	66.6	72.4	66.8	66.9	66.7
043	1	2168 Ford Street	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
043	2	2168 Ford Street	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
044	1	2184 Ford Street	63.4	64.0	72.4	64.0	72.4	64.3	64.5	64.2
044	2	2184 Ford Street	63.4	64.7	71.6	64.7	71.6	65.2	65.5	65.1
045	1	2184 Ford Street	63.4	63.9	64.5	64.1	64.5	63.9	64.0	63.9
045	2	2184 Ford Street	63.4	63.9	64.7	64.2	64.7	64.0	64.1	63.9
046	1	2184 Ford Street	63.4	63.5	63.6	63.6	63.6	63.6	63.5	63.5
046	2	2184 Ford Street	63.4	63.6	63.7	63.7	63.7	63.6	63.6	63.6
047	1	2183 Batchelder Street	63.4	63.7	63.9	63.8	63.9	63.7	63.7	63.7
047	2	2183 Batchelder Street	63.4	63.7	64.2	63.9	64.2	63.8	63.8	63.7
048	1	2183 Batchelder Street	63.4	63.7	63.8	63.7	63.8	63.7	63.7	63.7
048	2	2183 Batchelder Street	63.4	63.8	64.1	63.8	64.1	63.9	64.0	63.9
049	1	2167 Batchelder Street	66.3	66.4	66.5	66.4	66.5	66.5	66.5	66.4
049	2	2167 Batchelder Street	66.3	66.5	66.7	66.5	66.6	66.6	66.7	66.5
050	1	2145 Batchelder Street	66.3	66.4	66.6	66.4	66.5	66.5	66.6	66.5
050	2	2145 Batchelder Street	66.3	66.4	66.8	66.4	66.6	66.6	66.8	66.6
051	1	2115 Batchelder Street	66.3	66.4	66.5	66.4	66.5	66.5	66.5	66.4
051	2	2115 Batchelder Street	66.3	66.4	66.6	66.4	66.6	66.6	66.6	66.5
052	1	2103 Batchelder Street	66.3	66.4	66.5	66.4	66.4	66.4	66.5	66.4
052	2	2103 Batchelder Street	66.3	66.3	66.4	66.4	66.4	66.4	66.4	66.3
053	1	2103 Batchelder Street	66.3	66.4	66.7	66.5	66.6	66.5	66.7	66.4
053	2	2103 Batchelder Street	66.3	66.5	67.2	66.5	67.2	66.6	67.0	66.5
054	1	2169 Ford Street	66.3	66.6	72.7	66.6	72.7	67.2	67.2	67.1
054	2	2169 Ford Street	66.3	67.0	75.9	67.0	75.9	68.2	68.3	68.1
054	3	2169 Ford Street	66.3	67.9	75.6	67.9	75.6	68.8	68.9	68.6
055	1	2169 Ford Street	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
055	2	2169 Ford Street	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
055	3	2169 Ford Street	66.3	66.4	66.5	66.5	66.5	66.5	66.5	66.4
056	1	2155 Ford Street	66.3	66.5	69.8	66.5	69.8	67.0	67.0	67.0
056	2	2155 Ford Street	66.3	66.6	70.0	66.6	70.0	67.4	67.4	67.3
056	3	2155 Ford Street	66.3	67.1	75.4	67.1	75.4	68.3	68.4	68.1
057	1	2155 Ford Street	66.3	66.4	66.5	66.4	66.5	66.5	66.4	66.4
057	2	2155 Ford Street	66.3	66.4	70.8	66.5	70.8	66.5	66.4	66.4
057	3	2155 Ford Street	66.3	66.4	66.6	66.5	66.4	66.6	66.5	66.4
058	1	2145 Ford Street	66.3	66.6	68.6	67.3	68.6	66.8	67.4	66.6
058	2	2145 Ford Street	66.3	66.9	68.6	67.7	68.6	67.2	67.5	66.9
059	1	2145 Ford Street	66.3	66.4	66.6	66.4	66.6	66.4	66.4	66.4
059	2	2145 Ford Street	66.3	66.4	66.5	66.5	66.4	66.5	66.5	66.4
060	1	2135 Ford Street	66.3	66.6	67.6	66.6	67.6	66.9	67.1	66.7
060	2	2135 Ford Street	66.3	66.8	68.1	66.8	68.1	67.3	67.6	66.9
061	1	2135 Ford Street	66.3	66.4	71.6	66.5	71.6	66.5	66.5	66.4
061	2	2135 Ford Street	66.3	66.4	66.5	66.5	66.4	66.5	66.5	66.4
062	1	2115 Ford Street	66.3	66.5	67.0	66.5	66.5	66.8	67.0	66.6
062	2	2115 Ford Street	66.3	66.7	69.4	66.7	69.4	67.2	69.4	67.0
063	1	2115 Ford Street	66.3	66.4	67.0	66.5	67.0	66.6	66.5	66.4
063	2	2115 Ford Street	66.3	66.4	67.0	66.5	67.0	66.6	66.5	66.4
064	1	2134 Brigham Street	63.6	63.9	69.2	64.0	63.9	65.2	69.2	63.9
064	2	2134 Brigham Street	63.6	64.0	68.3	64.2	64.0	67.2	68.3	64.3
065	1	2134 Brigham Street	63.6	63.8	69.7	64.0	65.7	65.2	69.7	63.8
065	2	2134 Brigham Street	63.6	63.7	69.4	64.3	63.7	66.2	69.4	64.3
066	1	2134 Brigham Street	63.6	63.7	65.0	63.9	65.0	64.2	64.4	63.7
066	2	2134 Brigham Street	63.6	63.8	65.2	64.1	65.2	64.5	64.6	63.8
067	1	2150 Brigham Street	63.6	63.8	69.1	66.8	69.1	64.3	64.1	63.8
067	2	2150 Brigham Street	63.6	63.9	68.3	68.3	68.1	65.1	65.0	63.9
068	1	2150 Brigham Street	63.6	63.7	64.0	63.8	63.8	64.0	63.8	63.7
068	2	2150 Brigham Street	63.6	63.7	64.9	64.0	63.8	64.8	64.9	63.7
069	1	2150 Brigham Street	63.6	63.7	64.5	63.9	64.1	64.3	64.5	63.7
069	2	2150 Brigham Street	63.6	63.7	66.1	64.1	64.1	64.9	66.1	63.7
070	1	2150 Brigham Street	63.6	63.7	66.7	64.1	66.7	64.2	64.1	63.7
070	2	2150 Brigham Street	63.6	63.7	67.9	67.9	67.7	64.2	64.0	63.7
071	1	2190 Brigham Street	63.6	64.8	72.9	71.2	72.9	64.9	65.7	64.8
071	2	2190 Brigham Street	63.6	65.5	74.6	74.6	73.3	65.7	66.1	65.5
071	3	2190 Brigham Street	63.6	66.3	77.2	77.2	73.4	66.6	66.4	66.3
071	4	2190 Brigham Street	63.6	66.3	78.2	78.2	73.3	66.6	66.4	66.3
071	5	2190 Brigham Street	63.6	66.3	78.1	78.1	73.0	66.7	66.4	66.3
071	6	2190 Brigham Street	63.6	66.2	78.0	78.0	71.6	66.8	66.4	66.2
072	1	2190 Brigham Street	63.6	64.1	72.9	71.0	72.9	64.3	65.3	64.1
072	2	2190 Brigham Street	63.6	64.5	74.7	74.7	73.0	64.7	65.4	64.5
072	3	2190 Brigham Street	63.6	64.7	76.5	76.5	73.1	65.3	64.9	64.7
072	4	2190 Brigham Street	63.6	64.9	78.3	78.3	73.2	65.8	65.2	64.9
072	5	2190 Brigham Street	63.6	64.9	78.3	78.3	72.9	65.9	65.2	64.9
072	6	2190 Brigham Street	63.6	64.9	78.2	78.2	72.0	66.0	65.2	64.9
073	3	2190 Brigham Street	63.6	64.1	72.9	72.9	70.2	65.7	65.5	64.1
073	4	2190 Brigham Street	63.6	64.2	74.6	74.6	70.3	68.2	66.2	64.2
073	5	2190 Brigham Street	63.6	64.3	75.1	75.1	70.3	69.0	66.4	64.3
073	6	2190 Brigham Street	63.6	64.3	75.0	75.0	68.9	67.7	66.5	64.3
074	2	2190 Brigham Street	63.6	63.7	68.4	68.4	66.3	67.0	68.0	63.7
074	3	2190 Brigham Street	63.6	63.8	71.6	71.6	66.4	68.9	65.7	63.8
074	4	2190 Brigham Street	63.6	63.9	71.8	71.8	66.4	70.8	67.3	63.9
074	5	2190 Brigham Street	63.6	64.0	71.6	71.6	66.5	71.1	67.4	64.0
074	6	2190 Brigham Street	63.6	64.1	72.6	72.6	66.4	71.6	67.5	64.1
075	2	2190 Brigham Street	63.6	63.9	66.9	66.9	66.8	66.5	65.8	63.9
075	3	2190 Brigham Street	63.6	64.0	69.3	69.2	66.8	69.3	68.1	64.0
075	4	2190 Brigham Street	63.6	64.1	72.3	69.9	67.0	72.3	69.3	64.1
075	5	2190 Brigham Street	63.6	64.3	72.1	69.9	67.0	72.1	69.5	64.3
075	6	2190 Brigham Street	63.6	64.7	72.3	70.2	66.3	72.3	69.5	64.7
076	1	2190 Brigham Street	63.6	63.6	65.0	64.4	65.0	64.1	64.1	63.6
076	2	2190 Brigham Street	63.6	63.6	65.0	64.8	65.0	64.2	64.2	63.6
076	3	2190 Brigham Street	63.6	63.7	65.3	65.3	65.0	64.4	65.3	63.7
076	4	2190 Brigham Street	63.6	63.7	66.8	65.5	65.1	65.5	66.8	63.7
076	5	2190 Brigham Street	63.6	63.7	67.0	65.7	64.9	66.4	67.0	63.7
076	6	2190 Brigham Street	63.6	63.7	67.0	66.0	65.0	66.9	67.0	63.7
077	1	2190 Brigham Street	63.6	63.7	64.2	63.8	63.9	64.2	64.1	63.7
077	2	2190 Brigham Street	63.6	63.7	64.6	63.8	63.9	64.6	64.2	63.7
077	3	2190 Brigham Street	63.6	63.7	65.0	63.9	64.0	65.0	64.8	63.7
077	4	2190 Brigham Street	63.6	63.7	66.0	64.0	64.0	66.0	65.4	63.7
077	5	2190 Brigham Street	63.6	63.7	66.7	64.0	64.1	66.7	65.5	63.7
077	6	2190 Brigham Street	63.6	63.7	67.0	64.2	64.1	67.0	65.6	63.7
078	1	2190 Brigham Street	63.6	63.9	67.9	67.0	67.9	64.1	64.0	63.9
078	2	2190 Brigham Street	63.6	64.0	67.9	67.9	67.4	64.1	64.0	64.0
078	3	2190 Brigham Street	63.6	64.1	69.2	69.2	67.4	64.3	64.2	64.1
078	4	2190 Brigham Street	63.6	64.4	69.7	69.7	67.3	64.5	64.4	64.4
078	5	2190 Brigham Street	63.6	64.5	70.3	70.3	67.5	64.6	64.5	64.5
078	6	2190 Brigham Street	63.6	64.5	71.1	71.1	67.8	64.7	64.5	64.5

Construction Noise Results
2185 Coyle Street

			Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
041	1	2146 Ford Street	0.0	0.1	0.0	0.0	0.1	0.0	0.0
041	2	2146 Ford Street	0.0	0.1	0.0	0.0	0.1	0.0	0.0
042	1	2168 Ford Street	0.1	4.5	0.1	4.5	0.2	0.2	0.2
042	2	2168 Ford Street	0.2	6.1	0.2	6.1	0.4	0.6	0.4
043	1	2168 Ford Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
043	2	2168 Ford Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
044	1	2184 Ford Street	0.6	9.0	0.6	9.0	0.8	1.1	0.8
044	2	2184 Ford Street	1.3	8.2	1.3	8.2	1.8	2.0	1.6
045	1	2184 Ford Street	0.5	1.1	0.6	1.1	0.5	0.6	0.5
045	2	2184 Ford Street	0.5	1.3	0.8	1.3	0.6	0.7	0.5
046	1	2184 Ford Street	0.1	0.2	0.2	0.2	0.1	0.1	0.1
046	2	2184 Ford Street	0.1	0.3	0.2	0.3	0.2	0.2	0.1
047	1	2183 Batchelder Street	0.3	0.5	0.4	0.5	0.3	0.3	0.3
047	2	2183 Batchelder Street	0.3	0.7	0.4	0.7	0.3	0.3	0.3
048	1	2183 Batchelder Street	0.2	0.4	0.2	0.4	0.3	0.3	0.2
048	2	2183 Batchelder Street	0.4	0.6	0.4	0.6	0.5	0.6	0.4
049	1	2167 Batchelder Street	0.1	0.1	0.1	0.1	0.1	0.1	0.1
049	2	2167 Batchelder Street	0.1	0.3	0.1	0.2	0.2	0.3	0.2
050	1	2145 Batchelder Street	0.1	0.2	0.1	0.1	0.1	0.2	0.1
050	2	2145 Batchelder Street	0.1	0.4	0.1	0.2	0.3	0.4	0.2
051	1	2115 Batchelder Street	0.1	0.2	0.1	0.1	0.1	0.2	0.1
051	2	2115 Batchelder Street	0.1	0.3	0.1	0.3	0.2	0.3	0.2
052	1	2103 Batchelder Street	0.0	0.1	0.1	0.1	0.1	0.1	0.0
052	2	2103 Batchelder Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
053	1	2103 Batchelder Street	0.1	0.3	0.1	0.3	0.1	0.3	0.1
053	2	2103 Batchelder Street	0.2	0.8	0.2	0.8	0.3	0.7	0.2
054	1	2169 Ford Street	0.3	6.4	0.3	6.4	0.8	0.9	0.8
054	2	2169 Ford Street	0.6	9.6	0.6	9.6	1.9	1.9	1.8
054	3	2169 Ford Street	1.6	9.3	1.6	9.3	2.5	2.5	2.3
055	1	2169 Ford Street	0.0	0.1	0.1	0.1	0.1	0.1	0.0
055	2	2169 Ford Street	0.1	0.1	0.1	0.1	0.1	0.1	0.1
055	3	2169 Ford Street	0.1	0.2	0.1	0.1	0.2	0.2	0.1
056	1	2155 Ford Street	0.2	3.5	0.2	3.5	0.7	0.7	0.6
056	2	2155 Ford Street	0.3	3.7	0.3	3.7	1.1	1.1	1.0
056	3	2155 Ford Street	0.8	9.0	0.8	9.0	1.9	2.0	1.8
057	1	2155 Ford Street	0.0	0.2	0.1	0.2	0.1	0.1	0.0
057	2	2155 Ford Street	0.0	4.4	0.1	4.4	0.1	0.1	0.0
057	3	2155 Ford Street	0.1	0.2	0.1	0.1	0.2	0.2	0.1
058	1	2145 Ford Street	0.2	2.2	0.9	2.2	0.4	1.0	0.2
058	2	2145 Ford Street	0.5	2.2	1.4	2.2	0.8	1.2	0.5
059	1	2145 Ford Street	0.0	0.3	0.1	0.3	0.1	0.1	0.0
059	2	2145 Ford Street	0.0	0.1	0.1	0.1	0.1	0.1	0.0
060	1	2135 Ford Street	0.2	1.3	0.2	1.3	0.5	0.8	0.4
060	2	2135 Ford Street	0.4	1.8	0.4	1.8	0.9	1.3	0.6
061	1	2135 Ford Street	0.0	5.2	0.1	5.2	0.2	0.1	0.0
061	2	2135 Ford Street	0.1	0.2	0.2	0.1	0.2	0.2	0.1
062	1	2115 Ford Street	0.1	0.6	0.1	0.1	0.4	0.6	0.3
062	2	2115 Ford Street	0.3	3.1	0.3	3.0	0.8	3.1	0.6
063	1	2115 Ford Street	0.0	0.7	0.1	0.7	0.2	0.1	0.0
063	2	2115 Ford Street	0.0	0.7	0.1	0.7	0.3	0.1	0.0
064	1	2134 Brigham Street	0.2	5.6	0.4	0.2	1.6	5.6	0.3
064	2	2134 Brigham Street	0.4	4.7	0.6	0.4	3.6	4.7	0.7
065	1	2134 Brigham Street	0.2	6.1	0.4	2.1	1.5	6.1	0.2
065	2	2134 Brigham Street	0.1	5.8	0.7	0.1	2.6	5.8	0.6
066	1	2134 Brigham Street	0.1	1.4	0.3	1.4	0.5	0.8	0.1
066	2	2134 Brigham Street	0.1	1.6	0.5	1.6	0.9	1.0	0.1
067	1	2150 Brigham Street	0.1	5.5	3.2	5.5	0.7	0.5	0.1
067	2	2150 Brigham Street	0.2	4.7	4.7	4.5	1.4	1.4	0.2
068	1	2150 Brigham Street	0.0	0.4	0.2	0.1	0.4	0.2	0.0
068	2	2150 Brigham Street	0.1	1.3	0.4	0.2	1.2	1.3	0.1
069	1	2150 Brigham Street	0.0	0.8	0.3	0.4	0.7	0.8	0.0
069	2	2150 Brigham Street	0.1	2.4	0.5	0.4	1.3	2.4	0.1
070	1	2150 Brigham Street	0.0	3.1	0.4	3.1	0.6	0.5	0.0
070	2	2150 Brigham Street	0.1	4.3	4.3	4.1	0.6	0.4	0.1
071	1	2190 Brigham Street	1.1	9.3	7.6	9.3	1.3	2.0	1.1
071	2	2190 Brigham Street	1.9	10.9	10.9	9.7	2.1	2.5	1.9
071	3	2190 Brigham Street	2.7	13.6	13.6	9.8	3.0	2.8	2.7
071	4	2190 Brigham Street	2.7	14.5	14.5	9.7	3.0	2.8	2.7
071	5	2190 Brigham Street	2.7	14.4	14.4	9.4	3.1	2.8	2.7
071	6	2190 Brigham Street	2.6	14.3	14.3	8.0	3.2	2.8	2.6
072	1	2190 Brigham Street	0.5	9.2	7.4	9.2	0.7	1.7	0.5
072	2	2190 Brigham Street	0.8	11.0	11.0	9.4	1.1	1.8	0.8
072	3	2190 Brigham Street	1.1	12.9	12.9	9.5	1.7	1.3	1.1
072	4	2190 Brigham Street	1.2	14.6	14.6	9.6	2.2	1.5	1.2
072	5	2190 Brigham Street	1.3	14.6	14.6	9.3	2.2	1.6	1.3
072	6	2190 Brigham Street	1.3	14.5	14.5	8.4	2.4	1.6	1.3
073	3	2190 Brigham Street	0.5	9.3	9.3	6.6	2.1	1.9	0.5
073	4	2190 Brigham Street	0.5	10.9	10.9	6.6	4.6	2.6	0.5
073	5	2190 Brigham Street	0.6	11.5	11.5	6.6	5.4	2.8	0.6
073	6	2190 Brigham Street	0.6	11.4	11.4	5.3	4.1	2.9	0.6
074	2	2190 Brigham Street	0.1	4.8	4.8	2.7	3.4	4.4	0.1
074	3	2190 Brigham Street	0.2	8.0	8.0	2.8	5.3	2.1	0.2
074	4	2190 Brigham Street	0.3	8.2	8.2	2.8	7.2	3.6	0.3
074	5	2190 Brigham Street	0.4	7.9	7.9	2.9	7.4	3.8	0.4
074	6	2190 Brigham Street	0.5	9.0	9.0	2.8	7.9	3.9	0.5
075	2	2190 Brigham Street	0.2	3.3	3.3	3.2	2.9	2.2	0.2
075	3	2190 Brigham Street	0.4	5.7	5.6	3.2	5.7	4.5	0.4
075	4	2190 Brigham Street	0.5	8.7	6.3	3.4	8.7	5.7	0.5
075	5	2190 Brigham Street	0.6	8.4	6.3	3.4	8.4	5.9	0.6
075	6	2190 Brigham Street	1.0	8.7	6.6	2.7	8.7	5.9	1.0
076	1	2190 Brigham Street	0.0	1.4	0.8	1.4	0.4	0.5	0.0
076	2	2190 Brigham Street	0.0	1.4	1.2	1.4	0.6	0.6	0.0
076	3	2190 Brigham Street	0.0	1.7	1.7	1.4	0.8	1.7	0.0
076	4	2190 Brigham Street	0.0	3.2	1.9	1.4	1.9	3.2	0.0
076	5	2190 Brigham Street	0.1	3.4	2.1	1.3	2.8	3.4	0.1
076	6	2190 Brigham Street	0.1	3.4	2.4	1.4	3.3	3.4	0.1
077	1	2190 Brigham Street	0.0	0.6	0.2	0.2	0.6	0.5	0.0
077	2	2190 Brigham Street	0.1	1.0	0.2	0.3	1.0	0.6	0.1
077	3	2190 Brigham Street	0.1	1.4	0.3	0.3	1.4	1.2	0.1
077	4	2190 Brigham Street	0.1	2.4	0.3	0.4	2.4	1.8	0.1
077	5	2190 Brigham Street	0.1	3.1	0.4	0.5	3.1	1.9	0.1
077	6	2190 Brigham Street	0.1	3.4	0.5	0.5	3.4	2.0	0.1
078	1	2190 Brigham Street	0.3	4.2	3.4	4.2	0.4	0.3	0.3
078	2	2190 Brigham Street	0.3	4.2	4.2	3.8	0.5	0.4	0.3
078	3	2190 Brigham Street	0.5	5.6	5.6	3.8	0.6	0.5	0.5
078	4	2190 Brigham Street	0.8	6.1	6.1	3.7	0.9	0.8	0.8
078	5	2190 Brigham Street	0.9	6.7	6.7	3.9	1.0	0.9	0.9
078	6	2190 Brigham Street	0.9	7.4	7.4	4.2	1.0	0.9	0.9

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
079	1	2190 Brigham Street	63.6	64.2	69.5	68.4	69.5	64.3	64.2	64.2
079	2	2190 Brigham Street	63.6	64.1	69.2	69.2	68.9	64.3	64.1	64.1
079	3	2190 Brigham Street	63.6	64.5	70.5	70.5	68.4	64.6	64.5	64.5
079	4	2190 Brigham Street	63.6	64.7	71.1	71.1	68.5	64.8	64.7	64.7
079	5	2190 Brigham Street	63.6	64.7	72.2	72.2	68.2	64.9	64.8	64.7
079	6	2190 Brigham Street	63.6	64.7	73.4	73.4	68.2	64.9	64.7	64.7
080	1	2190 Brigham Street	63.6	64.0	69.1	66.0	69.1	64.1	64.0	64.0
080	2	2190 Brigham Street	63.6	64.3	69.2	67.2	69.2	64.4	64.3	64.3
080	3	2190 Brigham Street	63.6	64.7	68.9	68.5	68.9	64.8	64.7	64.7
080	4	2190 Brigham Street	63.6	64.8	70.7	70.7	69.0	64.9	64.8	64.8
080	5	2190 Brigham Street	63.6	64.8	72.1	72.1	69.1	64.9	64.8	64.8
080	6	2190 Brigham Street	63.6	64.8	72.3	72.3	68.2	64.9	64.8	64.8
081	1	2190 Brigham Street	63.6	64.4	70.3	67.7	70.3	64.6	64.5	64.4
081	2	2190 Brigham Street	63.6	64.9	70.9	70.4	70.9	65.0	64.9	64.9
081	3	2190 Brigham Street	63.6	65.8	72.4	72.4	71.0	65.9	65.8	65.8
081	4	2190 Brigham Street	63.6	65.8	74.7	74.7	70.3	65.9	65.9	65.8
081	5	2190 Brigham Street	63.6	65.8	74.7	74.7	70.5	65.9	65.8	65.8
081	6	2190 Brigham Street	63.6	65.8	74.7	74.7	69.6	65.9	65.8	65.8
082	1	2190 Brigham Street	63.4	64.0	74.1	69.7	74.1	64.1	64.0	64.0
082	2	2190 Brigham Street	63.4	64.2	74.3	72.6	74.3	64.2	64.2	64.2
082	3	2190 Brigham Street	63.4	64.4	76.0	76.0	74.4	64.4	64.4	64.4
082	4	2190 Brigham Street	63.4	64.5	76.1	76.1	74.5	64.5	64.5	64.5
082	5	2190 Brigham Street	63.4	64.5	76.2	76.2	74.6	64.5	64.5	64.5
082	6	2190 Brigham Street	63.4	64.5	76.1	76.1	74.6	64.6	64.5	64.5
083	1	2190 Brigham Street	63.6	64.6	73.8	70.7	73.8	64.9	64.9	64.6
083	2	2190 Brigham Street	63.6	65.2	74.2	73.9	74.2	65.6	65.5	65.2
083	3	2190 Brigham Street	63.6	65.8	77.5	77.5	74.3	66.3	66.2	65.8
083	4	2190 Brigham Street	63.6	65.9	77.6	77.6	74.3	66.4	66.3	65.9
083	5	2190 Brigham Street	63.6	65.9	77.5	77.5	74.3	66.5	66.3	65.9
083	6	2190 Brigham Street	63.6	65.9	77.4	77.4	73.9	66.5	66.3	65.9
084	1	2190 Brigham Street	63.6	64.4	69.1	69.1	69.1	64.7	64.7	64.4
084	2	2190 Brigham Street	63.6	64.9	72.0	72.0	69.7	65.2	65.0	64.9
084	3	2190 Brigham Street	63.6	65.7	74.5	74.5	69.7	66.1	65.8	65.7
084	4	2190 Brigham Street	63.6	65.7	75.6	75.6	69.2	66.2	65.8	65.7
084	5	2190 Brigham Street	63.6	65.7	75.9	75.9	69.1	66.5	65.8	65.7
084	6	2190 Brigham Street	63.6	65.7	75.9	75.9	68.6	66.6	65.8	65.7
085	1	2190 Brigham Street	63.6	63.8	64.5	64.5	64.2	63.9	63.8	63.8
085	2	2190 Brigham Street	63.6	63.8	65.1	65.1	64.3	63.9	63.8	63.8
085	3	2190 Brigham Street	63.6	63.9	65.7	65.7	64.4	64.0	63.9	63.9
085	4	2190 Brigham Street	63.6	64.0	66.6	66.6	64.6	64.1	64.1	64.0
085	5	2190 Brigham Street	63.6	64.0	66.9	66.9	64.9	64.1	64.1	64.0
085	6	2190 Brigham Street	63.6	64.0	67.1	67.1	67.0	64.2	64.1	64.0
086	1	2190 Brigham Street	63.6	63.7	66.3	65.3	66.3	63.8	63.7	63.7
086	2	2190 Brigham Street	63.6	63.7	66.4	66.1	66.4	63.8	63.7	63.7
086	3	2190 Brigham Street	63.6	63.7	67.1	67.1	66.4	63.8	63.7	63.7
086	4	2190 Brigham Street	63.6	63.7	67.7	67.7	66.2	63.8	63.7	63.7
086	5	2190 Brigham Street	63.6	63.7	67.9	67.9	66.5	63.8	63.8	63.7
086	6	2190 Brigham Street	63.6	63.7	68.3	68.3	66.8	63.8	63.8	63.7
087	1	2190 Brigham Street	63.6	63.7	66.0	64.1	66.0	63.7	63.7	63.7
087	2	2190 Brigham Street	63.6	63.7	66.0	64.2	66.0	63.8	63.7	63.7
087	3	2190 Brigham Street	63.6	63.7	65.6	64.3	65.6	63.8	63.7	63.7
087	4	2190 Brigham Street	63.6	63.7	65.4	64.5	65.4	63.8	63.7	63.7
087	5	2190 Brigham Street	63.6	63.7	66.2	64.6	66.2	63.8	63.7	63.7
087	6	2190 Brigham Street	63.6	63.7	67.6	64.9	67.6	63.8	63.7	63.7
088	1	2190 Brigham Street	63.4	63.5	63.9	63.8	63.9	63.6	63.6	63.5
088	2	2190 Brigham Street	63.4	63.6	64.0	63.9	64.0	63.6	63.6	63.6
088	3	2190 Brigham Street	63.4	63.6	64.2	64.0	64.2	63.6	63.6	63.6
088	4	2190 Brigham Street	63.4	63.6	64.4	64.0	64.4	63.6	63.6	63.6
088	5	2190 Brigham Street	63.4	63.5	64.7	64.0	64.7	63.6	63.6	63.5
088	6	2190 Brigham Street	63.4	63.5	66.2	64.1	66.2	63.6	63.6	63.5
089	1	2190 Brigham Street	63.4	63.7	64.2	64.0	64.2	63.8	63.7	63.7
089	2	2190 Brigham Street	63.4	63.8	65.3	65.3	64.2	63.9	63.8	63.8
089	3	2190 Brigham Street	63.4	63.8	67.5	67.5	64.3	63.8	63.8	63.8
089	4	2190 Brigham Street	63.4	63.8	67.5	67.5	64.2	63.8	63.8	63.8
089	5	2190 Brigham Street	63.4	63.7	67.4	67.4	64.2	63.8	63.8	63.7
089	6	2190 Brigham Street	63.4	63.7	67.4	67.4	64.2	63.8	63.7	63.7
090	1	2190 Brigham Street	63.4	63.5	66.5	65.8	66.5	63.6	63.6	63.5
090	2	2190 Brigham Street	63.4	63.6	66.5	66.4	66.5	63.6	63.6	63.6
090	3	2190 Brigham Street	63.4	63.6	67.2	67.2	66.6	63.6	63.6	63.6
090	4	2190 Brigham Street	63.4	63.6	67.5	67.5	66.7	63.7	63.6	63.6
090	5	2190 Brigham Street	63.4	63.6	68.0	68.0	66.3	63.7	63.6	63.6
090	6	2190 Brigham Street	63.4	63.6	69.4	69.4	65.6	63.8	63.6	63.6
091	1	2190 Brigham Street	63.6	63.7	66.0	66.0	65.7	63.8	63.7	63.7
091	2	2190 Brigham Street	63.6	63.7	66.5	66.5	65.7	63.8	63.7	63.7
091	3	2190 Brigham Street	63.6	63.7	67.3	67.3	65.9	63.8	63.7	63.7
091	4	2190 Brigham Street	63.6	63.7	67.3	67.3	66.0	63.8	63.7	63.7
091	5	2190 Brigham Street	63.6	63.7	67.8	67.8	65.7	63.8	63.7	63.7
091	6	2190 Brigham Street	63.6	63.7	69.3	69.3	65.6	63.8	63.8	63.7
092	1	2190 Brigham Street	63.6	63.7	66.6	65.9	66.6	63.8	63.7	63.7
092	2	2190 Brigham Street	63.6	63.7	67.0	67.0	66.6	63.8	63.7	63.7
092	3	2190 Brigham Street	63.6	63.7	67.5	67.5	66.6	63.8	63.7	63.7
092	4	2190 Brigham Street	63.6	63.7	68.0	68.0	66.3	63.8	63.7	63.7
092	5	2190 Brigham Street	63.6	63.7	68.8	68.8	66.2	63.9	63.7	63.7
092	6	2190 Brigham Street	63.6	63.7	69.6	69.6	67.0	63.9	63.8	63.7
093	1	2190 Brigham Street	63.6	63.8	68.4	66.7	68.4	63.8	63.8	63.8
093	2	2190 Brigham Street	63.6	63.8	68.5	68.0	68.5	63.9	63.8	63.8
093	3	2190 Brigham Street	63.6	64.0	69.9	69.9	68.6	64.0	64.0	64.0
093	4	2190 Brigham Street	63.6	64.0	70.4	70.4	68.6	64.1	64.1	64.0
093	5	2190 Brigham Street	63.6	64.1	70.9	70.9	68.0	64.2	64.2	64.1
093	6	2190 Brigham Street	63.6	64.1	72.2	72.2	68.8	64.3	64.2	64.1
094	1	2190 Brigham Street	63.6	64.0	66.8	66.6	66.8	64.1	64.0	64.0
094	2	2190 Brigham Street	63.6	64.0	67.9	67.9	66.9	64.1	64.1	64.0
094	3	2190 Brigham Street	63.6	64.1	69.3	69.3	66.8	64.2	64.2	64.1
094	4	2190 Brigham Street	63.6	64.6	70.3	70.3	66.8	64.7	64.6	64.6
094	5	2190 Brigham Street	63.6	64.7	70.9	70.9	66.9	64.8	64.7	64.7
094	6	2190 Brigham Street	63.6	64.7	71.6	71.6	67.1	64.8	64.7	64.7
095	1	2190 Brigham Street	63.6	63.7	64.3	64.3	64.3	63.8	63.7	63.7
095	2	2190 Brigham Street	63.6	63.7	64.4	64.4	64.3	63.8	63.7	63.7
095	3	2190 Brigham Street	63.6	63.7	64.5	64.5	64.4	63.8	63.8	63.7
095	4	2190 Brigham Street	63.6	63.7	64.8	64.8	64.3	63.9	63.8	63.7
095	5	2190 Brigham Street	63.6	63.7	65.1	65.1	64.4	63.9	63.8	63.7
095	6	2190 Brigham Street	63.6	63.7	65.3	65.3	64.4	63.9	63.8	63.7
096	1	2190 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.6	63.5	63.5
096	2	2190 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
096	3	2190 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
096	4	2190 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
096	5	2190 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
096	6	2190 Brigham Street	63.4	63.5	63.8	63.8	63.7	63.6	63.6	63.5

Construction Noise Results
2185 Coyle Street

			Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
079	1	2190 Brigham Street	0.5	5.9	4.8	5.9	0.7	0.6	0.5
079	2	2190 Brigham Street	0.5	5.6	5.6	5.3	0.6	0.5	0.5
079	3	2190 Brigham Street	0.8	6.9	6.9	4.8	1.0	0.9	0.8
079	4	2190 Brigham Street	1.0	7.5	7.5	4.9	1.2	1.1	1.0
079	5	2190 Brigham Street	1.1	8.5	8.5	4.6	1.3	1.1	1.1
079	6	2190 Brigham Street	1.1	9.8	9.8	4.6	1.3	1.1	1.1
080	1	2190 Brigham Street	0.3	5.4	2.4	5.4	0.5	0.4	0.3
080	2	2190 Brigham Street	0.6	5.6	3.6	5.6	0.8	0.7	0.6
080	3	2190 Brigham Street	1.1	5.3	4.9	5.3	1.2	1.1	1.1
080	4	2190 Brigham Street	1.1	7.1	7.1	5.4	1.3	1.2	1.1
080	5	2190 Brigham Street	1.1	8.4	8.4	5.4	1.3	1.2	1.1
080	6	2190 Brigham Street	1.1	8.7	8.7	4.6	1.3	1.2	1.1
081	1	2190 Brigham Street	0.8	6.7	4.1	6.7	0.9	0.9	0.8
081	2	2190 Brigham Street	1.2	7.3	6.8	7.3	1.4	1.3	1.2
081	3	2190 Brigham Street	2.2	8.8	8.8	7.4	2.3	2.2	2.2
081	4	2190 Brigham Street	2.2	11.1	11.1	6.7	2.3	2.2	2.2
081	5	2190 Brigham Street	2.2	11.1	11.1	6.9	2.3	2.2	2.2
081	6	2190 Brigham Street	2.2	11.0	11.0	6.0	2.3	2.2	2.2
082	1	2190 Brigham Street	0.6	10.7	6.2	10.7	0.6	0.6	0.6
082	2	2190 Brigham Street	0.7	10.8	9.1	10.8	0.8	0.7	0.7
082	3	2190 Brigham Street	0.9	12.6	12.6	10.9	1.0	1.0	0.9
082	4	2190 Brigham Street	1.1	12.7	12.7	11.1	1.1	1.1	1.1
082	5	2190 Brigham Street	1.1	12.8	12.8	11.2	1.1	1.1	1.1
082	6	2190 Brigham Street	1.0	12.7	12.7	11.2	1.1	1.1	1.0
083	1	2190 Brigham Street	1.0	10.2	7.0	10.2	1.2	1.2	1.0
083	2	2190 Brigham Street	1.6	10.6	10.3	10.6	1.9	1.9	1.6
083	3	2190 Brigham Street	2.2	13.9	13.9	10.7	2.7	2.6	2.2
083	4	2190 Brigham Street	2.3	14.0	14.0	10.7	2.8	2.7	2.3
083	5	2190 Brigham Street	2.3	13.9	13.9	10.7	2.9	2.7	2.3
083	6	2190 Brigham Street	2.2	13.8	13.8	10.3	2.9	2.7	2.2
084	1	2190 Brigham Street	0.8	5.4	5.4	5.4	1.1	1.0	0.8
084	2	2190 Brigham Street	1.3	8.4	8.4	6.1	1.6	1.4	1.3
084	3	2190 Brigham Street	2.1	10.9	10.9	6.1	2.5	2.2	2.1
084	4	2190 Brigham Street	2.1	12.0	12.0	5.6	2.6	2.2	2.1
084	5	2190 Brigham Street	2.1	12.2	12.2	5.5	2.9	2.2	2.1
084	6	2190 Brigham Street	2.1	12.2	12.2	5.0	3.0	2.2	2.1
085	1	2190 Brigham Street	0.2	0.9	0.9	0.5	0.2	0.2	0.2
085	2	2190 Brigham Street	0.2	1.5	1.5	0.7	0.3	0.2	0.2
085	3	2190 Brigham Street	0.3	2.1	2.1	0.8	0.4	0.3	0.3
085	4	2190 Brigham Street	0.4	3.0	3.0	1.0	0.5	0.4	0.4
085	5	2190 Brigham Street	0.4	3.3	3.3	1.3	0.5	0.4	0.4
085	6	2190 Brigham Street	0.4	3.5	3.5	3.4	0.6	0.5	0.4
086	1	2190 Brigham Street	0.1	2.7	1.7	2.7	0.2	0.1	0.1
086	2	2190 Brigham Street	0.1	2.8	2.4	2.8	0.2	0.1	0.1
086	3	2190 Brigham Street	0.1	3.5	3.5	2.8	0.2	0.1	0.1
086	4	2190 Brigham Street	0.1	4.1	4.1	2.6	0.2	0.1	0.1
086	5	2190 Brigham Street	0.1	4.3	4.3	2.9	0.2	0.2	0.1
086	6	2190 Brigham Street	0.1	4.7	4.7	3.2	0.2	0.1	0.1
087	1	2190 Brigham Street	0.1	2.4	0.5	2.4	0.1	0.1	0.1
087	2	2190 Brigham Street	0.1	2.4	0.6	2.4	0.2	0.1	0.1
087	3	2190 Brigham Street	0.1	2.0	0.7	2.0	0.2	0.1	0.1
087	4	2190 Brigham Street	0.1	1.8	0.8	1.8	0.2	0.1	0.1
087	5	2190 Brigham Street	0.1	2.5	1.0	2.5	0.2	0.1	0.1
087	6	2190 Brigham Street	0.1	3.9	1.3	3.9	0.2	0.1	0.1
088	1	2190 Brigham Street	0.1	0.5	0.4	0.5	0.2	0.1	0.1
088	2	2190 Brigham Street	0.1	0.6	0.5	0.6	0.2	0.2	0.1
088	3	2190 Brigham Street	0.1	0.7	0.6	0.7	0.2	0.2	0.1
088	4	2190 Brigham Street	0.1	0.9	0.6	0.9	0.2	0.2	0.1
088	5	2190 Brigham Street	0.1	1.3	0.6	1.3	0.2	0.1	0.1
088	6	2190 Brigham Street	0.1	2.8	0.7	2.8	0.2	0.1	0.1
089	1	2190 Brigham Street	0.3	0.7	0.6	0.7	0.3	0.3	0.3
089	2	2190 Brigham Street	0.4	1.9	1.9	0.8	0.4	0.4	0.4
089	3	2190 Brigham Street	0.4	4.0	4.0	0.8	0.4	0.4	0.4
089	4	2190 Brigham Street	0.3	4.0	4.0	0.8	0.4	0.4	0.3
089	5	2190 Brigham Street	0.3	4.0	4.0	0.8	0.4	0.3	0.3
089	6	2190 Brigham Street	0.3	4.0	4.0	0.8	0.3	0.3	0.3
090	1	2190 Brigham Street	0.1	3.0	2.4	3.0	0.2	0.1	0.1
090	2	2190 Brigham Street	0.1	3.1	2.9	3.1	0.2	0.2	0.1
090	3	2190 Brigham Street	0.1	3.8	3.8	3.1	0.2	0.2	0.1
090	4	2190 Brigham Street	0.1	4.0	4.0	3.3	0.2	0.2	0.1
090	5	2190 Brigham Street	0.1	4.6	4.6	2.9	0.3	0.2	0.1
090	6	2190 Brigham Street	0.1	6.0	6.0	2.2	0.4	0.2	0.1
091	1	2190 Brigham Street	0.1	2.4	2.4	2.1	0.1	0.1	0.1
091	2	2190 Brigham Street	0.1	2.9	2.9	2.1	0.2	0.1	0.1
091	3	2190 Brigham Street	0.1	3.6	3.6	2.2	0.2	0.1	0.1
091	4	2190 Brigham Street	0.1	3.7	3.7	2.4	0.2	0.1	0.1
091	5	2190 Brigham Street	0.1	4.2	4.2	2.0	0.2	0.1	0.1
091	6	2190 Brigham Street	0.1	5.7	5.7	1.9	0.2	0.2	0.1
092	1	2190 Brigham Street	0.1	3.0	2.3	3.0	0.1	0.1	0.1
092	2	2190 Brigham Street	0.1	3.4	3.4	3.0	0.2	0.1	0.1
092	3	2190 Brigham Street	0.1	3.9	3.9	3.0	0.2	0.1	0.1
092	4	2190 Brigham Street	0.1	4.4	4.4	2.7	0.2	0.1	0.1
092	5	2190 Brigham Street	0.1	5.2	5.2	2.6	0.2	0.1	0.1
092	6	2190 Brigham Street	0.1	6.0	6.0	3.4	0.3	0.1	0.1
093	1	2190 Brigham Street	0.1	4.8	3.1	4.8	0.2	0.2	0.1
093	2	2190 Brigham Street	0.2	4.9	4.4	4.9	0.2	0.2	0.2
093	3	2190 Brigham Street	0.3	6.3	6.3	5.0	0.4	0.4	0.3
093	4	2190 Brigham Street	0.4	6.8	6.8	5.0	0.5	0.4	0.4
093	5	2190 Brigham Street	0.5	7.3	7.3	4.4	0.6	0.5	0.5
093	6	2190 Brigham Street	0.5	8.6	8.6	5.2	0.6	0.5	0.5
094	1	2190 Brigham Street	0.4	3.2	3.0	3.2	0.4	0.4	0.4
094	2	2190 Brigham Street	0.4	4.2	4.2	3.3	0.5	0.4	0.4
094	3	2190 Brigham Street	0.5	5.7	5.7	3.2	0.6	0.5	0.5
094	4	2190 Brigham Street	0.9	6.6	6.6	3.2	1.1	1.0	0.9
094	5	2190 Brigham Street	1.1	7.3	7.3	3.3	1.2	1.1	1.1
094	6	2190 Brigham Street	1.1	7.9	7.9	3.5	1.2	1.1	1.1
095	1	2190 Brigham Street	0.1	0.7	0.7	0.7	0.2	0.1	0.1
095	2	2190 Brigham Street	0.1	0.8	0.8	0.7	0.2	0.1	0.1
095	3	2190 Brigham Street	0.1	0.9	0.9	0.8	0.2	0.1	0.1
095	4	2190 Brigham Street	0.1	1.2	1.2	0.7	0.2	0.2	0.1
095	5	2190 Brigham Street	0.1	1.4	1.4	0.8	0.3	0.2	0.1
095	6	2190 Brigham Street	0.1	1.7	1.7	0.8	0.3	0.2	0.1
096	1	2190 Brigham Street	0.1	0.2	0.2	0.2	0.1	0.1	0.1
096	2	2190 Brigham Street	0.1	0.3	0.3	0.3	0.2	0.1	0.1
096	3	2190 Brigham Street	0.1	0.3	0.3	0.3	0.2	0.1	0.1
096	4	2190 Brigham Street	0.1	0.3	0.3	0.3	0.2	0.1	0.1
096	5	2190 Brigham Street	0.1	0.3	0.3	0.3	0.2	0.1	0.1
096	6	2190 Brigham Street	0.1	0.3	0.3	0.3	0.2	0.1	0.1

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
097	1	2190 Brigham Street	63.4	63.7	67.7	66.0	67.7	63.8	63.7	63.7
097	2	2190 Brigham Street	63.4	63.8	67.7	66.5	67.7	63.8	63.8	63.8
097	3	2190 Brigham Street	63.4	63.7	67.7	67.4	67.7	63.8	63.8	63.7
097	4	2190 Brigham Street	63.4	63.7	67.8	67.8	67.2	63.8	63.7	63.7
097	5	2190 Brigham Street	63.4	63.7	68.4	68.4	66.6	63.8	63.7	63.7
097	6	2190 Brigham Street	63.4	63.7	69.4	69.4	65.2	63.8	63.7	63.7
098	1	2137 Bragg Street	63.6	64.2	72.8	70.7	72.8	67.1	71.9	64.2
098	2	2137 Bragg Street	63.6	64.5	74.7	74.7	72.9	70.0	71.9	64.5
099	2	2137 Bragg Street	63.6	65.2	74.7	69.3	68.2	72.4	74.7	65.2
100	1	2121 Bragg Street	63.6	66.1	76.3	70.3	71.7	69.1	76.3	66.1
100	2	2121 Bragg Street	63.6	68.2	76.3	73.8	71.8	74.5	76.3	68.2
100	3	2121 Bragg Street	63.6	69.1	76.0	75.2	71.9	75.5	76.0	69.1
101	1	2121 Bragg Street	63.6	66.2	78.7	70.0	71.7	71.0	78.7	66.2
101	2	2121 Bragg Street	63.6	67.5	78.5	71.6	70.1	76.5	78.5	67.5
101	3	2121 Bragg Street	63.6	69.6	78.2	73.2	70.2	77.8	78.2	69.6
102	1	2111 Bragg Street	63.6	65.4	78.6	68.0	71.4	70.5	78.6	65.4
102	2	2111 Bragg Street	63.6	66.8	78.2	70.0	71.1	76.1	78.2	66.8
103	1	2111 Bragg Street	63.6	65.3	78.1	67.9	69.6	69.8	78.1	65.3
103	2	2111 Bragg Street	63.6	66.6	78.0	69.9	69.4	75.7	78.0	66.6
104	1	3105 Avenue V	63.6	63.7	65.3	64.4	65.3	63.9	63.8	63.7
104	2	3105 Avenue V	63.6	63.7	65.3	65.1	65.3	63.9	63.9	63.7
104	3	3105 Avenue V	63.6	63.8	65.4	65.4	65.4	64.0	64.2	63.8
104	4	3105 Avenue V	63.6	63.8	65.7	65.7	65.6	64.1	64.3	63.8
104	5	3105 Avenue V	63.6	63.9	66.2	66.2	65.9	64.4	64.4	63.9
104	6	3105 Avenue V	63.6	64.0	66.8	66.8	66.1	65.9	64.5	64.0
105	1	3105 Avenue V	63.6	63.8	66.2	64.1	66.2	64.3	64.4	63.8
105	2	3105 Avenue V	63.6	64.0	68.4	65.2	66.1	65.3	68.4	64.0
105	3	3105 Avenue V	63.6	64.1	67.1	66.6	65.8	66.3	67.1	64.1
105	4	3105 Avenue V	63.6	64.3	69.2	66.2	65.7	68.2	69.2	64.3
105	5	3105 Avenue V	63.6	64.8	69.6	66.7	65.8	69.3	69.6	64.8
105	6	3105 Avenue V	63.6	64.9	70.1	67.9	65.6	70.1	69.6	64.9
106	2	3105 Avenue V	63.6	63.7	65.6	65.6	63.7	64.2	64.5	63.7
106	3	3105 Avenue V	63.6	63.8	66.8	65.9	64.6	64.9	66.8	63.8
106	4	3105 Avenue V	63.6	64.2	69.4	66.4	64.5	67.1	69.4	64.2
106	5	3105 Avenue V	63.6	64.3	70.3	65.8	64.5	68.5	70.3	64.3
106	6	3105 Avenue V	63.6	64.0	70.3	67.3	64.0	69.2	70.3	64.4
107	2	3105 Avenue V	63.6	63.7	64.0	63.7	63.8	63.8	64.0	63.7
107	3	3105 Avenue V	63.6	63.7	64.2	63.8	63.7	63.9	64.2	63.7
107	4	3105 Avenue V	63.6	63.7	66.4	63.8	63.8	64.5	66.4	63.7
107	5	3105 Avenue V	63.6	63.8	66.5	63.9	64.0	64.8	66.5	63.8
107	6	3105 Avenue V	63.6	63.9	66.6	64.1	64.1	65.4	66.6	63.9
108	1	3105 Avenue V	63.6	63.6	63.7	63.7	63.7	63.7	63.7	63.6
108	2	3105 Avenue V	63.6	63.6	63.8	63.7	63.7	63.8	63.7	63.6
108	3	3105 Avenue V	63.6	63.6	63.8	63.7	63.7	63.8	63.7	63.6
108	4	3105 Avenue V	63.6	63.6	63.8	63.7	63.7	63.8	63.7	63.6
108	5	3105 Avenue V	63.6	63.6	63.8	63.7	63.7	63.8	63.7	63.6
108	6	3105 Avenue V	63.6	63.6	63.8	63.8	63.8	63.8	63.7	63.6
109	1	3105 Avenue V	63.6	63.7	65.4	65.4	64.7	63.8	63.8	63.7
109	2	3105 Avenue V	63.6	63.7	66.0	66.0	64.8	63.9	63.8	63.7
109	3	3105 Avenue V	63.6	63.8	66.5	66.5	65.1	63.9	63.8	63.8
109	4	3105 Avenue V	63.6	63.8	67.5	67.5	65.2	63.9	63.9	63.8
109	5	3105 Avenue V	63.6	63.9	67.7	67.7	65.7	64.0	63.9	63.9
109	6	3105 Avenue V	63.6	63.9	68.0	68.0	66.2	64.1	63.9	63.9
110	2	3105 Avenue V	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
110	3	3105 Avenue V	63.6	63.6	63.7	63.7	63.7	63.7	63.7	63.6
110	4	3105 Avenue V	63.6	63.6	63.8	63.7	63.8	63.8	63.7	63.6
110	5	3105 Avenue V	63.6	63.6	64.0	63.8	63.9	64.0	63.7	63.6
110	6	3105 Avenue V	63.6	63.7	64.6	64.1	64.3	64.6	63.9	63.7
111	2	3105 Avenue V	63.6	63.7	64.8	64.0	64.8	63.9	64.0	63.7
111	3	3105 Avenue V	63.6	63.7	64.8	64.2	64.8	64.1	64.4	63.7
111	4	3105 Avenue V	63.6	63.8	66.1	64.7	64.9	65.0	66.1	63.8
111	5	3105 Avenue V	63.6	63.9	69.1	65.3	64.9	66.6	69.1	63.9
111	6	3105 Avenue V	63.6	64.0	69.2	66.2	64.8	67.4	69.2	64.0
112	1	3105 Avenue V	63.6	63.7	64.1	63.7	63.7	63.8	64.1	63.7
112	2	3105 Avenue V	63.6	63.7	64.4	63.7	63.7	64.1	64.4	63.7
112	3	3105 Avenue V	63.6	63.7	64.9	63.8	63.7	64.3	64.9	63.7
112	4	3105 Avenue V	63.6	63.7	66.5	63.7	63.7	64.5	66.5	63.7
112	5	3105 Avenue V	63.6	63.7	68.4	63.7	63.8	66.0	68.4	63.9
112	6	3105 Avenue V	63.6	63.7	68.4	63.7	64.0	66.8	68.4	63.9
113	1	3105 Avenue V	63.6	63.7	63.8	63.7	63.8	63.8	63.8	63.7
113	2	3105 Avenue V	63.6	63.7	63.8	63.7	63.8	63.8	63.8	63.7
113	3	3105 Avenue V	63.6	63.7	64.7	63.8	63.8	63.8	64.7	63.7
113	4	3105 Avenue V	63.6	63.7	64.2	63.8	63.8	63.8	64.2	63.7
113	5	3105 Avenue V	63.6	63.7	64.2	63.8	63.9	63.8	64.2	63.7
113	6	3105 Avenue V	63.6	63.7	64.1	63.9	63.9	63.9	64.1	63.7
114	1	3105 Avenue V	63.6	63.7	63.9	63.8	63.9	63.7	63.7	63.7
114	2	3105 Avenue V	63.6	63.7	63.9	63.8	63.9	63.7	63.7	63.7
114	3	3105 Avenue V	63.6	63.7	64.1	63.9	64.1	63.8	63.7	63.7
114	4	3105 Avenue V	63.6	63.7	64.0	64.0	64.0	63.8	63.7	63.7
114	5	3105 Avenue V	63.6	63.7	65.1	64.1	64.0	63.8	65.1	63.7
114	6	3105 Avenue V	63.6	63.7	65.1	64.2	64.2	63.9	65.1	63.7
115	1	3105 Avenue V	63.6	63.6	63.7	63.7	63.7	63.7	63.7	63.6
115	2	3105 Avenue V	63.6	63.6	63.7	63.7	63.7	63.7	63.7	63.6
115	3	3105 Avenue V	63.6	63.7	63.8	63.7	63.8	63.7	63.7	63.7
115	4	3105 Avenue V	63.6	63.7	63.9	63.7	63.9	63.7	63.7	63.7
115	5	3105 Avenue V	63.6	63.7	64.2	63.8	64.2	63.7	63.7	63.7
115	6	3105 Avenue V	63.6	63.7	64.5	63.9	64.5	63.8	63.7	63.7
116	1	3105 Avenue V	63.6	63.8	64.9	64.9	64.7	63.8	63.8	63.8
116	2	3105 Avenue V	63.6	63.8	65.4	65.4	64.7	63.9	63.8	63.8
116	3	3105 Avenue V	63.6	63.8	65.7	65.7	64.9	63.9	63.8	63.8
116	4	3105 Avenue V	63.6	63.9	66.5	66.5	65.2	64.0	63.9	63.9
116	5	3105 Avenue V	63.6	64.0	67.3	67.3	65.6	64.1	64.1	64.0
116	6	3105 Avenue V	63.6	64.1	67.4	67.4	66.2	64.2	64.1	64.1
117	1	3105 Avenue V	63.6	63.7	64.2	64.2	64.1	63.8	63.8	63.7
117	2	3105 Avenue V	63.6	63.7	64.4	64.4	64.1	63.8	63.8	63.7
117	3	3105 Avenue V	63.6	63.7	64.5	64.5	64.3	63.8	63.8	63.7
117	4	3105 Avenue V	63.6	63.8	65.0	65.0	64.4	63.9	63.9	63.8
117	5	3105 Avenue V	63.6	63.9	65.6	65.6	64.6	64.0	64.0	63.9
117	6	3105 Avenue V	63.6	63.9	66.2	66.2	64.8	64.1	64.1	63.9
118	1	3105 Avenue V	63.6	63.6	64.1	64.1	64.1	64.0	63.8	63.6
118	2	3105 Avenue V	63.6	63.7	64.2	64.2	64.0	64.1	63.9	63.7
118	3	3105 Avenue V	63.6	63.7	64.4	64.4	64.1	64.2	64.3	63.7
118	4	3105 Avenue V	63.6	63.7	64.7	64.7	64.2	64.5	64.4	63.7
118	5	3105 Avenue V	63.6	63.7	65.0	65.0	64.3	64.7	64.5	63.7
118	6	3105 Avenue V	63.6	63.7	65.5	65.5	64.4	65.1	64.5	63.7
119	1	3105 Avenue V	63.6	63.7	64.1	64.1	64.1	63.7	63.7	63.7
119	2	3105 Avenue V	63.6	63.7	64.2	64.2	64.1	63.7	63.7	63.7
119	3	3105 Avenue V	63.6	63.7	64.3	64.3	64.2	63.8	63.7	63.7

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
			Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
097	1	2190 Brigham Street	0.3	4.3	2.6	4.3	0.3	0.3	0.3
097	2	2190 Brigham Street	0.3	4.3	3.1	4.3	0.4	0.3	0.3
097	3	2190 Brigham Street	0.3	4.3	3.9	4.3	0.4	0.3	0.3
097	4	2190 Brigham Street	0.3	4.4	4.4	3.7	0.4	0.3	0.3
097	5	2190 Brigham Street	0.3	5.0	5.0	3.1	0.3	0.3	0.3
097	6	2190 Brigham Street	0.2	5.9	5.9	1.7	0.3	0.3	0.2
098	1	2137 Bragg Street	0.6	9.1	7.0	9.1	3.5	8.3	0.6
098	2	2137 Bragg Street	0.9	11.0	11.0	9.2	6.4	8.3	0.9
099	2	2137 Bragg Street	1.6	11.0	5.7	4.6	8.8	11.0	1.6
100	1	2121 Bragg Street	2.5	12.7	6.6	8.1	5.5	12.7	2.5
100	2	2121 Bragg Street	4.6	12.7	10.2	8.2	10.9	12.7	4.6
100	3	2121 Bragg Street	5.4	12.3	11.6	8.3	11.9	12.3	5.4
101	1	2121 Bragg Street	2.5	15.1	6.3	8.1	7.4	15.1	2.5
101	2	2121 Bragg Street	3.9	14.9	7.9	6.5	12.9	14.9	3.9
101	3	2121 Bragg Street	6.0	14.5	9.6	6.6	14.2	14.5	6.0
102	1	2111 Bragg Street	1.8	15.0	4.4	7.8	6.9	15.0	1.8
102	2	2111 Bragg Street	3.2	14.5	6.3	7.4	12.5	14.5	3.2
103	1	2111 Bragg Street	1.7	14.4	4.3	6.0	6.2	14.4	1.7
103	2	2111 Bragg Street	3.0	14.3	6.3	5.8	12.1	14.3	3.0
104	1	3105 Avenue V	0.1	1.7	0.7	1.7	0.2	0.2	0.1
104	2	3105 Avenue V	0.1	1.7	1.4	1.7	0.3	0.3	0.1
104	3	3105 Avenue V	0.2	1.8	1.8	1.8	0.4	0.6	0.2
104	4	3105 Avenue V	0.2	2.1	2.1	2.0	0.5	0.7	0.2
104	5	3105 Avenue V	0.3	2.6	2.6	2.3	0.8	0.8	0.3
104	6	3105 Avenue V	0.4	3.2	3.2	2.4	2.3	0.9	0.4
105	1	3105 Avenue V	0.1	2.6	0.5	2.6	0.6	0.7	0.1
105	2	3105 Avenue V	0.4	4.8	1.6	2.5	1.7	4.8	0.4
105	3	3105 Avenue V	0.5	3.5	3.0	2.2	2.7	3.5	0.5
105	4	3105 Avenue V	0.6	5.6	2.5	2.1	4.6	5.6	0.6
105	5	3105 Avenue V	1.1	6.0	3.1	2.2	5.7	6.0	1.1
105	6	3105 Avenue V	1.3	6.5	4.3	2.0	6.5	6.0	1.3
106	2	3105 Avenue V	0.1	2.0	2.0	0.1	0.6	0.9	0.1
106	3	3105 Avenue V	0.2	3.2	2.3	0.9	1.2	3.2	0.2
106	4	3105 Avenue V	0.5	5.7	2.8	0.9	3.5	5.7	0.5
106	5	3105 Avenue V	0.6	6.6	2.2	0.9	4.9	6.6	0.6
106	6	3105 Avenue V	0.4	6.7	3.7	0.4	5.6	6.7	0.8
107	2	3105 Avenue V	0.0	0.3	0.1	0.2	0.2	0.3	0.0
107	3	3105 Avenue V	0.1	0.6	0.2	0.1	0.3	0.6	0.1
107	4	3105 Avenue V	0.1	2.8	0.2	0.2	0.9	2.8	0.1
107	5	3105 Avenue V	0.2	2.9	0.3	0.3	1.2	2.9	0.2
107	6	3105 Avenue V	0.3	3.0	0.4	0.5	1.8	3.0	0.3
108	1	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
108	2	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
108	3	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
108	4	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
108	5	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
108	6	3105 Avenue V	0.0	0.2	0.2	0.2	0.2	0.1	0.0
109	1	3105 Avenue V	0.1	1.8	1.8	1.1	0.2	0.1	0.1
109	2	3105 Avenue V	0.1	2.4	2.4	1.2	0.2	0.1	0.1
109	3	3105 Avenue V	0.1	2.9	2.9	1.5	0.2	0.2	0.1
109	4	3105 Avenue V	0.2	3.9	3.9	1.6	0.3	0.2	0.2
109	5	3105 Avenue V	0.3	4.1	4.1	2.0	0.4	0.3	0.3
109	6	3105 Avenue V	0.3	4.4	4.4	2.6	0.4	0.3	0.3
110	2	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
110	3	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
110	4	3105 Avenue V	0.0	0.2	0.1	0.1	0.2	0.1	0.0
110	5	3105 Avenue V	0.0	0.4	0.2	0.3	0.4	0.1	0.0
110	6	3105 Avenue V	0.0	1.0	0.5	0.7	1.0	0.3	0.0
111	2	3105 Avenue V	0.0	1.2	0.3	1.2	0.3	0.4	0.0
111	3	3105 Avenue V	0.1	1.1	0.5	1.1	0.5	0.8	0.1
111	4	3105 Avenue V	0.2	2.4	1.1	1.2	1.3	2.4	0.2
111	5	3105 Avenue V	0.3	5.5	1.7	1.3	3.0	5.5	0.3
111	6	3105 Avenue V	0.3	5.6	2.5	1.2	3.8	5.6	0.3
112	1	3105 Avenue V	0.0	0.4	0.1	0.0	0.2	0.4	0.1
112	2	3105 Avenue V	0.1	0.8	0.1	0.1	0.4	0.8	0.1
112	3	3105 Avenue V	0.1	1.2	0.1	0.1	0.7	1.2	0.1
112	4	3105 Avenue V	0.1	2.9	0.1	0.1	0.9	2.9	0.1
112	5	3105 Avenue V	0.1	4.8	0.1	0.2	2.4	4.8	0.2
112	6	3105 Avenue V	0.1	4.8	0.1	0.3	3.2	4.8	0.3
113	1	3105 Avenue V	0.0	0.2	0.1	0.2	0.1	0.2	0.0
113	2	3105 Avenue V	0.0	0.2	0.1	0.2	0.2	0.2	0.0
113	3	3105 Avenue V	0.0	1.1	0.1	0.2	0.2	1.1	0.0
113	4	3105 Avenue V	0.1	0.6	0.2	0.2	0.2	0.6	0.1
113	5	3105 Avenue V	0.1	0.5	0.2	0.2	0.2	0.5	0.1
113	6	3105 Avenue V	0.1	0.5	0.2	0.3	0.2	0.5	0.1
114	1	3105 Avenue V	0.0	0.2	0.2	0.2	0.1	0.0	0.0
114	2	3105 Avenue V	0.0	0.3	0.2	0.3	0.1	0.0	0.0
114	3	3105 Avenue V	0.0	0.4	0.3	0.4	0.1	0.1	0.0
114	4	3105 Avenue V	0.1	0.4	0.4	0.4	0.2	0.1	0.1
114	5	3105 Avenue V	0.1	1.4	0.5	0.4	0.2	1.4	0.1
114	6	3105 Avenue V	0.1	1.4	0.6	0.5	0.3	1.4	0.1
115	1	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
115	2	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
115	3	3105 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
115	4	3105 Avenue V	0.0	0.3	0.1	0.3	0.1	0.1	0.0
115	5	3105 Avenue V	0.0	0.6	0.1	0.6	0.1	0.1	0.0
115	6	3105 Avenue V	0.0	0.8	0.3	0.8	0.2	0.1	0.0
116	1	3105 Avenue V	0.2	1.3	1.3	1.0	0.2	0.2	0.2
116	2	3105 Avenue V	0.2	1.8	1.8	1.1	0.2	0.2	0.2
116	3	3105 Avenue V	0.2	2.1	2.1	1.3	0.3	0.2	0.2
116	4	3105 Avenue V	0.3	2.9	2.9	1.6	0.3	0.3	0.3
116	5	3105 Avenue V	0.4	3.6	3.6	2.0	0.5	0.5	0.4
116	6	3105 Avenue V	0.4	3.8	3.8	2.6	0.6	0.5	0.4
117	1	3105 Avenue V	0.1	0.5	0.5	0.5	0.2	0.1	0.1
117	2	3105 Avenue V	0.1	0.7	0.7	0.5	0.2	0.2	0.1
117	3	3105 Avenue V	0.1	0.9	0.9	0.7	0.2	0.2	0.1
117	4	3105 Avenue V	0.2	1.4	1.4	0.8	0.3	0.3	0.2
117	5	3105 Avenue V	0.3	2.0	2.0	1.0	0.4	0.4	0.3
117	6	3105 Avenue V	0.3	2.6	2.6	1.2	0.5	0.5	0.3
118	1	3105 Avenue V	0.0	0.5	0.5	0.4	0.3	0.2	0.0
118	2	3105 Avenue V	0.0	0.6	0.6	0.4	0.4	0.3	0.0
118	3	3105 Avenue V	0.1	0.8	0.8	0.5	0.6	0.7	0.1
118	4	3105 Avenue V	0.1	1.1	1.1	0.6	0.9	0.8	0.1
118	5	3105 Avenue V	0.1	1.4	1.4	0.6	1.1	0.9	0.1
118	6	3105 Avenue V	0.1	1.9	1.9	0.8	1.4	0.9	0.1
119	1	3105 Avenue V	0.0	0.5	0.5	0.5	0.1	0.1	0.0
119	2	3105 Avenue V	0.0	0.6	0.6	0.5	0.1	0.1	0.0
119	3	3105 Avenue V	0.1	0.7	0.7	0.6	0.2	0.1	0.1

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
119	4	3105 Avenue V	63.6	63.7	64.5	64.5	64.3	63.8	63.8	63.7
119	5	3105 Avenue V	63.6	63.8	64.8	64.8	64.4	63.9	63.8	63.8
119	6	3105 Avenue V	63.6	63.8	65.2	65.2	64.4	64.0	63.9	63.8
120	1	3105 Avenue V	63.6	63.7	64.1	64.0	64.1	63.7	63.7	63.7
120	2	3105 Avenue V	63.6	63.7	64.1	64.1	64.1	63.8	63.7	63.7
120	3	3105 Avenue V	63.6	63.7	64.2	64.2	64.2	63.8	63.7	63.7
120	4	3105 Avenue V	63.6	63.7	64.3	64.3	64.3	63.9	63.7	63.7
120	5	3105 Avenue V	63.6	63.7	64.7	64.5	64.7	64.0	63.8	63.7
120	6	3105 Avenue V	63.6	63.8	64.6	64.6	64.6	64.1	63.9	63.8
121	1	3105 Avenue V	63.4	63.5	63.7	63.6	63.7	63.6	63.5	63.5
121	2	3105 Avenue V	63.4	63.6	63.7	63.7	63.7	63.6	63.6	63.6
121	3	3105 Avenue V	63.4	63.6	63.7	63.7	63.7	63.6	63.6	63.6
121	4	3105 Avenue V	63.4	63.6	63.7	63.7	63.7	63.6	63.6	63.6
121	5	3105 Avenue V	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
121	6	3105 Avenue V	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
122	1	3105 Avenue V	63.4	63.5	64.8	63.7	64.8	63.6	63.6	63.5
122	2	3105 Avenue V	63.4	63.6	64.6	63.9	64.6	63.6	63.6	63.6
122	3	3105 Avenue V	63.4	63.6	64.7	64.0	64.7	63.6	63.6	63.6
122	4	3105 Avenue V	63.4	63.6	64.8	64.0	64.8	63.6	63.6	63.6
122	5	3105 Avenue V	63.4	63.6	64.3	64.0	64.3	63.6	63.6	63.6
122	6	3105 Avenue V	63.4	63.6	65.4	64.0	65.4	63.6	63.6	63.6
123	1	3105 Avenue V	63.4	63.5	63.8	63.6	63.8	63.5	63.5	63.5
123	2	3105 Avenue V	63.4	63.5	63.8	63.7	63.8	63.6	63.5	63.5
123	3	3105 Avenue V	63.4	63.5	64.0	63.8	64.0	63.6	63.5	63.5
123	4	3105 Avenue V	63.4	63.5	64.1	63.8	64.1	63.6	63.5	63.5
123	5	3105 Avenue V	63.4	63.5	64.2	63.9	64.2	63.6	63.5	63.5
123	6	3105 Avenue V	63.4	63.5	64.6	64.1	64.6	63.6	63.5	63.5
124	1	2145 Brigham Street	63.6	63.7	64.4	63.8	64.0	64.1	64.4	63.7
124	2	2145 Brigham Street	63.6	63.7	64.9	64.1	64.9	64.4	64.7	63.7
124	3	2145 Brigham Street	63.6	63.9	67.6	64.8	66.0	65.0	67.6	63.9
125	1	2145 Brigham Street	63.6	63.6	64.7	63.8	64.7	63.7	63.7	63.6
125	2	2145 Brigham Street	63.6	63.7	65.8	64.1	65.8	63.7	63.7	63.7
125	3	2145 Brigham Street	63.6	63.8	65.7	64.6	65.7	63.8	64.3	63.8
126	1	3595 Nostrand Avenue	63.4	63.9	69.2	63.9	69.2	64.0	64.1	64.0
126	2	3595 Nostrand Avenue	63.4	64.0	68.7	64.0	68.7	64.1	64.2	64.1
126	3	3595 Nostrand Avenue	63.4	64.1	68.2	64.3	68.2	64.2	64.4	64.1
126	4	3595 Nostrand Avenue	63.4	64.2	68.2	64.6	68.2	64.2	64.7	64.2
126	5	3595 Nostrand Avenue	63.4	64.2	68.2	65.0	68.2	64.5	64.8	64.2
126	6	3595 Nostrand Avenue	63.4	64.2	68.0	65.2	68.0	64.6	64.9	64.2
127	1	3595 Nostrand Avenue	63.4	63.8	69.4	63.8	69.4	64.0	64.1	64.0
127	2	3595 Nostrand Avenue	63.4	64.0	68.7	64.1	68.7	64.1	64.2	64.0
127	3	3595 Nostrand Avenue	63.4	64.1	68.2	64.2	68.2	64.1	64.4	64.1
127	4	3595 Nostrand Avenue	63.4	64.2	68.2	64.6	68.2	64.2	64.5	64.2
127	5	3595 Nostrand Avenue	63.4	64.2	68.2	65.0	68.2	64.3	64.7	64.2
127	6	3595 Nostrand Avenue	63.4	64.2	68.1	65.2	68.1	64.4	64.8	64.2
128	1	3595 Nostrand Avenue	63.4	64.1	71.5	64.1	71.5	64.4	64.6	64.4
128	2	3595 Nostrand Avenue	63.4	64.4	70.8	64.5	70.8	64.5	64.7	64.4
128	3	3595 Nostrand Avenue	63.4	64.5	70.2	64.9	70.2	64.6	65.0	64.5
128	4	3595 Nostrand Avenue	63.4	64.6	70.2	65.3	70.2	64.7	65.3	64.6
128	5	3595 Nostrand Avenue	63.4	64.7	70.1	66.0	70.1	64.9	65.5	64.7
128	6	3595 Nostrand Avenue	63.4	64.8	70.1	66.4	70.1	65.1	65.7	64.8
129	1	3595 Nostrand Avenue	63.4	63.8	69.3	63.8	69.3	64.0	64.1	64.0
129	2	3595 Nostrand Avenue	63.4	64.0	68.7	64.1	68.7	64.1	64.2	64.0
129	3	3595 Nostrand Avenue	63.4	64.1	68.2	64.3	68.2	64.1	64.2	64.1
129	4	3595 Nostrand Avenue	63.4	64.2	68.2	64.6	68.2	64.2	64.5	64.2
129	5	3595 Nostrand Avenue	63.4	64.2	68.1	65.1	68.1	64.3	64.6	64.2
129	6	3595 Nostrand Avenue	63.4	64.2	68.0	65.3	68.0	64.4	64.8	64.2
130	1	3595 Nostrand Avenue	63.4	63.7	67.7	63.7	67.7	63.7	63.8	63.7
131	1	3004 Avenue V	63.4	63.7	75.1	68.4	75.1	63.8	63.7	63.7
131	2	3004 Avenue V	63.4	63.8	74.9	70.1	74.9	63.8	63.8	63.8
131	3	3004 Avenue V	63.4	63.8	74.9	72.0	74.9	63.9	63.9	63.8
131	4	3004 Avenue V	63.4	63.9	74.9	73.3	74.9	64.0	63.9	63.9
131	5	3004 Avenue V	63.4	64.2	74.5	73.4	74.5	64.2	64.2	64.2
131	6	3004 Avenue V	63.4	64.2	74.4	73.5	74.4	64.2	64.2	64.2
132	1	3004 Avenue V	63.4	63.7	75.1	68.4	75.1	63.8	63.7	63.7
132	2	3004 Avenue V	63.4	63.8	74.8	69.9	74.8	63.9	63.8	63.8
132	3	3004 Avenue V	63.4	63.9	74.9	71.8	74.9	63.9	63.9	63.9
132	4	3004 Avenue V	63.4	64.0	74.9	73.2	74.9	64.0	64.0	64.0
132	5	3004 Avenue V	63.4	64.1	74.5	73.2	74.5	64.2	64.1	64.1
132	6	3004 Avenue V	63.4	64.2	74.4	73.3	74.4	64.2	64.2	64.2
133	1	3004 Avenue V	63.4	63.5	66.9	64.0	66.9	63.6	63.5	63.5
133	2	3004 Avenue V	63.4	63.5	67.0	66.1	67.0	63.6	63.5	63.5
133	3	3004 Avenue V	63.4	63.6	68.9	68.9	67.0	63.6	63.6	63.6
133	4	3004 Avenue V	63.4	63.6	69.2	69.2	67.1	63.6	63.6	63.6
133	5	3004 Avenue V	63.4	63.6	69.4	69.4	67.4	63.6	63.6	63.6
133	6	3004 Avenue V	63.4	63.6	69.4	69.4	67.1	63.7	63.6	63.6
134	1	3004 Avenue V	63.6	63.6	66.8	64.4	66.8	63.7	63.7	63.6
134	2	3004 Avenue V	63.6	63.6	66.9	64.7	66.9	63.7	63.7	63.6
134	3	3004 Avenue V	63.6	63.6	66.5	64.9	66.5	63.7	63.7	63.6
134	4	3004 Avenue V	63.6	63.7	66.3	65.1	66.3	63.7	63.7	63.7
134	5	3004 Avenue V	63.6	63.7	66.5	65.4	66.5	63.7	63.7	63.7
134	6	3004 Avenue V	63.6	63.7	66.1	66.1	65.4	63.7	63.7	63.7
135	1	3004 Avenue V	63.6	63.6	66.5	64.8	66.5	63.7	63.7	63.6
135	2	3004 Avenue V	63.6	63.7	66.0	65.1	66.0	63.7	63.7	63.7
135	3	3004 Avenue V	63.6	63.7	66.0	65.9	66.0	63.7	63.7	63.7
135	4	3004 Avenue V	63.6	63.7	66.1	66.1	66.1	63.7	63.7	63.7
135	5	3004 Avenue V	63.6	63.7	66.4	66.4	65.7	63.7	63.7	63.7
135	6	3004 Avenue V	63.6	63.7	68.2	67.1	68.2	63.7	63.7	63.7
136	1	3004 Avenue V	63.6	63.7	65.9	64.8	65.9	63.7	63.7	63.7
136	2	3004 Avenue V	63.6	63.7	66.0	65.1	66.0	63.7	63.7	63.7
136	3	3004 Avenue V	63.6	63.7	66.6	66.6	66.0	63.7	63.7	63.7
136	4	3004 Avenue V	63.6	63.7	66.6	66.6	66.0	63.7	63.7	63.7
136	5	3004 Avenue V	63.6	63.7	67.1	67.1	64.7	63.7	63.7	63.7
136	6	3004 Avenue V	63.6	63.7	67.7	67.7	64.5	63.7	63.7	63.7
137	1	3004 Avenue V	63.6	63.6	63.9	63.7	63.9	63.7	63.7	63.6
137	2	3004 Avenue V	63.6	63.6	63.9	63.8	63.9	63.7	63.7	63.6
137	3	3004 Avenue V	63.6	63.6	64.0	63.8	64.0	63.7	63.7	63.6
137	4	3004 Avenue V	63.6	63.6	64.2	63.9	64.2	63.7	63.6	63.6
137	5	3004 Avenue V	63.6	63.6	64.4	64.0	64.4	63.7	63.6	63.6
137	6	3004 Avenue V	63.6	63.6	65.2	64.1	65.2	63.7	63.6	63.6
138	1	3004 Avenue V	63.6	63.7	64.9	64.2	64.9	63.7	63.7	63.7
138	2	3004 Avenue V	63.6	63.7	64.9	64.3	64.9	63.7	63.7	63.7
138	3	3004 Avenue V	63.6	63.7	64.9	64.5	64.9	63.7	63.7	63.7
138	4	3004 Avenue V	63.6	63.7	65.1	65.1	65.0	63.7	63.7	63.7
138	5	3004 Avenue V	63.6	63.7	65.2	65.2	65.0	63.7	63.7	63.7
138	6	3004 Avenue V	63.6	63.7	65.2	65.2	64.6	63.7	63.7	63.7
139	1	3004 Avenue V	63.6	63.7	66.7	64.9	66.7	63.8	63.7	63.7
139	2	3004 Avenue V	63.6	63.7	66.7	65.1	66.7	63.8	63.7	63.7

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
			Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
119	4	3105 Avenue V	0.1	0.9	0.9	0.7	0.2	0.2	0.1
119	5	3105 Avenue V	0.1	1.2	1.2	0.8	0.3	0.2	0.1
119	6	3105 Avenue V	0.2	1.6	1.6	0.8	0.4	0.2	0.2
120	1	3105 Avenue V	0.1	0.4	0.4	0.4	0.1	0.1	0.1
120	2	3105 Avenue V	0.1	0.5	0.5	0.5	0.1	0.1	0.1
120	3	3105 Avenue V	0.1	0.6	0.5	0.6	0.2	0.1	0.1
120	4	3105 Avenue V	0.1	0.7	0.7	0.7	0.2	0.1	0.1
120	5	3105 Avenue V	0.1	1.0	0.9	1.0	0.3	0.2	0.1
120	6	3105 Avenue V	0.2	1.0	1.0	1.0	0.5	0.3	0.2
121	1	3105 Avenue V	0.1	0.2	0.2	0.2	0.1	0.1	0.1
121	2	3105 Avenue V	0.1	0.3	0.2	0.3	0.2	0.2	0.1
121	3	3105 Avenue V	0.1	0.3	0.2	0.3	0.2	0.2	0.1
121	4	3105 Avenue V	0.1	0.3	0.2	0.3	0.2	0.1	0.1
121	5	3105 Avenue V	0.1	0.3	0.2	0.3	0.2	0.1	0.1
121	6	3105 Avenue V	0.1	0.3	0.2	0.3	0.2	0.1	0.1
122	1	3105 Avenue V	0.1	1.4	0.2	1.4	0.2	0.1	0.1
122	2	3105 Avenue V	0.2	1.2	0.5	1.2	0.2	0.2	0.2
122	3	3105 Avenue V	0.2	1.3	0.5	1.3	0.2	0.2	0.2
122	4	3105 Avenue V	0.2	1.4	0.5	1.4	0.2	0.2	0.2
122	5	3105 Avenue V	0.1	0.8	0.5	0.8	0.2	0.2	0.1
122	6	3105 Avenue V	0.1	2.0	0.6	2.0	0.2	0.2	0.1
123	1	3105 Avenue V	0.1	0.3	0.2	0.3	0.1	0.1	0.1
123	2	3105 Avenue V	0.1	0.4	0.3	0.4	0.1	0.1	0.1
123	3	3105 Avenue V	0.1	0.5	0.4	0.5	0.2	0.1	0.1
123	4	3105 Avenue V	0.1	0.6	0.4	0.6	0.2	0.1	0.1
123	5	3105 Avenue V	0.1	0.8	0.4	0.8	0.2	0.1	0.1
123	6	3105 Avenue V	0.1	1.2	0.6	1.2	0.2	0.1	0.1
124	1	2145 Brigham Street	0.1	0.8	0.2	0.4	0.5	0.8	0.1
124	2	2145 Brigham Street	0.1	1.2	0.5	1.2	0.8	1.0	0.1
124	3	2145 Brigham Street	0.3	4.0	1.1	2.4	1.4	4.0	0.3
125	1	2145 Brigham Street	0.0	1.1	0.2	1.1	0.1	0.1	0.0
125	2	2145 Brigham Street	0.1	2.2	0.5	2.2	0.1	0.1	0.1
125	3	2145 Brigham Street	0.1	2.0	1.0	2.0	0.2	0.7	0.1
126	1	3595 Nostrand Avenue	0.4	5.8	0.4	5.8	0.6	0.7	0.6
126	2	3595 Nostrand Avenue	0.6	5.3	0.6	5.3	0.7	0.8	0.6
126	3	3595 Nostrand Avenue	0.7	4.8	0.9	4.8	0.8	1.0	0.7
126	4	3595 Nostrand Avenue	0.8	4.7	1.2	4.7	0.8	1.3	0.8
126	5	3595 Nostrand Avenue	0.8	4.7	1.6	4.7	1.1	1.4	0.8
126	6	3595 Nostrand Avenue	0.8	4.6	1.7	4.6	1.2	1.5	0.8
127	1	3595 Nostrand Avenue	0.3	5.9	0.3	5.9	0.6	0.6	0.5
127	2	3595 Nostrand Avenue	0.6	5.3	0.6	5.3	0.6	0.8	0.6
127	3	3595 Nostrand Avenue	0.6	4.8	0.8	4.8	0.7	1.0	0.6
127	4	3595 Nostrand Avenue	0.7	4.8	1.1	4.8	0.8	1.1	0.7
127	5	3595 Nostrand Avenue	0.8	4.8	1.6	4.8	0.9	1.3	0.8
127	6	3595 Nostrand Avenue	0.8	4.7	1.8	4.7	0.9	1.4	0.8
128	1	3595 Nostrand Avenue	0.6	8.1	0.6	8.1	1.0	1.2	0.9
128	2	3595 Nostrand Avenue	1.0	7.4	1.1	7.4	1.1	1.3	1.0
128	3	3595 Nostrand Avenue	1.1	6.8	1.4	6.8	1.2	1.6	1.1
128	4	3595 Nostrand Avenue	1.2	6.8	1.8	6.8	1.3	1.8	1.2
128	5	3595 Nostrand Avenue	1.3	6.7	2.6	6.7	1.5	2.1	1.3
128	6	3595 Nostrand Avenue	1.3	6.6	2.9	6.6	1.7	2.3	1.3
129	1	3595 Nostrand Avenue	0.4	5.9	0.4	5.9	0.6	0.7	0.5
129	2	3595 Nostrand Avenue	0.6	5.2	0.6	5.2	0.6	0.8	0.6
129	3	3595 Nostrand Avenue	0.6	4.7	0.9	4.7	0.7	0.8	0.6
129	4	3595 Nostrand Avenue	0.7	4.7	1.2	4.7	0.8	1.1	0.7
129	5	3595 Nostrand Avenue	0.8	4.7	1.6	4.7	0.9	1.2	0.8
129	6	3595 Nostrand Avenue	0.8	4.6	1.8	4.6	1.0	1.4	0.8
130	1	3595 Nostrand Avenue	0.2	4.2	0.3	4.2	0.3	0.4	0.2
131	1	3004 Avenue V	0.3	11.7	5.0	11.7	0.3	0.3	0.3
131	2	3004 Avenue V	0.4	11.5	6.6	11.5	0.4	0.4	0.4
131	3	3004 Avenue V	0.4	11.5	8.5	11.5	0.4	0.4	0.4
131	4	3004 Avenue V	0.5	11.5	9.8	11.5	0.5	0.5	0.5
131	5	3004 Avenue V	0.7	11.1	9.9	11.1	0.8	0.8	0.7
131	6	3004 Avenue V	0.7	10.9	10.0	10.9	0.8	0.8	0.7
132	1	3004 Avenue V	0.3	11.7	5.0	11.7	0.3	0.3	0.3
132	2	3004 Avenue V	0.4	11.4	6.5	11.4	0.4	0.4	0.4
132	3	3004 Avenue V	0.4	11.5	8.4	11.5	0.5	0.4	0.4
132	4	3004 Avenue V	0.5	11.5	9.8	11.5	0.6	0.5	0.5
132	5	3004 Avenue V	0.7	11.1	9.8	11.1	0.7	0.7	0.7
132	6	3004 Avenue V	0.7	10.9	9.8	10.9	0.8	0.7	0.7
133	1	3004 Avenue V	0.1	3.5	0.6	3.5	0.1	0.1	0.1
133	2	3004 Avenue V	0.1	3.5	2.7	3.5	0.1	0.1	0.1
133	3	3004 Avenue V	0.1	5.5	5.5	3.6	0.2	0.1	0.1
133	4	3004 Avenue V	0.1	5.8	5.8	3.6	0.2	0.1	0.1
133	5	3004 Avenue V	0.2	5.9	5.9	4.0	0.2	0.2	0.2
133	6	3004 Avenue V	0.2	6.0	6.0	3.6	0.2	0.2	0.2
134	1	3004 Avenue V	0.0	3.2	0.8	3.2	0.1	0.0	0.0
134	2	3004 Avenue V	0.0	3.3	1.0	3.3	0.1	0.0	0.0
134	3	3004 Avenue V	0.0	2.9	1.3	2.9	0.1	0.0	0.0
134	4	3004 Avenue V	0.0	2.7	1.4	2.7	0.1	0.0	0.0
134	5	3004 Avenue V	0.0	2.9	1.8	2.9	0.1	0.0	0.0
134	6	3004 Avenue V	0.0	2.4	2.4	1.8	0.1	0.0	0.0
135	1	3004 Avenue V	0.0	2.9	1.2	2.9	0.1	0.0	0.0
135	2	3004 Avenue V	0.0	2.4	1.5	2.4	0.1	0.0	0.0
135	3	3004 Avenue V	0.0	2.4	2.3	2.4	0.1	0.0	0.0
135	4	3004 Avenue V	0.0	2.4	2.4	2.4	0.1	0.0	0.0
135	5	3004 Avenue V	0.0	2.8	2.8	2.1	0.1	0.0	0.0
135	6	3004 Avenue V	0.0	4.6	3.5	4.6	0.1	0.1	0.0
136	1	3004 Avenue V	0.0	2.2	1.2	2.2	0.1	0.0	0.0
136	2	3004 Avenue V	0.0	2.4	1.5	2.4	0.1	0.1	0.0
136	3	3004 Avenue V	0.0	3.0	3.0	2.4	0.1	0.1	0.0
136	4	3004 Avenue V	0.1	3.0	3.0	2.4	0.1	0.1	0.1
136	5	3004 Avenue V	0.1	3.5	3.5	1.1	0.1	0.1	0.1
136	6	3004 Avenue V	0.1	4.1	4.1	0.9	0.1	0.1	0.1
137	1	3004 Avenue V	0.0	0.2	0.1	0.2	0.1	0.0	0.0
137	2	3004 Avenue V	0.0	0.3	0.2	0.3	0.1	0.0	0.0
137	3	3004 Avenue V	0.0	0.4	0.2	0.4	0.1	0.0	0.0
137	4	3004 Avenue V	0.0	0.6	0.3	0.6	0.1	0.0	0.0
137	5	3004 Avenue V	0.0	0.8	0.4	0.8	0.1	0.0	0.0
137	6	3004 Avenue V	0.0	1.6	0.5	1.6	0.0	0.0	0.0
138	1	3004 Avenue V	0.0	1.3	0.6	1.3	0.1	0.0	0.0
138	2	3004 Avenue V	0.0	1.3	0.6	1.3	0.1	0.0	0.0
138	3	3004 Avenue V	0.0	1.3	0.9	1.3	0.1	0.0	0.0
138	4	3004 Avenue V	0.0	1.4	1.4	1.3	0.1	0.1	0.0
138	5	3004 Avenue V	0.0	1.6	1.6	1.4	0.1	0.1	0.0
138	6	3004 Avenue V	0.0	1.6	1.6	0.9	0.1	0.0	0.0
139	1	3004 Avenue V	0.1	3.1	1.2	3.1	0.1	0.1	0.1
139	2	3004 Avenue V	0.1	3.1	1.5	3.1	0.1	0.1	0.1

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
139	3	3004 Avenue V	63.6	63.7	66.7	66.7	66.5	63.8	63.8	63.7
139	4	3004 Avenue V	63.6	63.8	67.0	67.0	66.6	63.8	63.8	63.8
139	5	3004 Avenue V	63.6	63.8	67.2	67.2	66.5	63.8	63.8	63.8
139	6	3004 Avenue V	63.6	63.8	67.5	67.5	66.4	63.8	63.8	63.8
140	1	3004 Avenue V	63.6	63.7	66.8	63.9	66.8	63.8	63.7	63.7
140	2	3004 Avenue V	63.6	63.7	66.5	65.3	66.5	63.8	63.7	63.7
140	3	3004 Avenue V	63.6	63.7	66.3	65.5	66.3	63.8	63.7	63.7
140	4	3004 Avenue V	63.6	63.7	66.3	66.2	66.3	63.8	63.8	63.7
140	5	3004 Avenue V	63.6	63.7	66.8	66.3	66.8	63.8	63.8	63.7
140	6	3004 Avenue V	63.6	63.8	71.6	66.6	71.6	63.8	63.8	63.8
141	1	3004 Avenue V	63.6	63.7	66.8	64.9	66.8	63.8	63.7	63.7
141	2	3004 Avenue V	63.6	63.7	66.8	65.2	66.8	63.8	63.7	63.7
141	3	3004 Avenue V	63.6	63.7	66.4	65.6	66.4	63.8	63.8	63.7
141	4	3004 Avenue V	63.6	63.7	66.5	66.5	66.4	63.8	63.8	63.7
141	5	3004 Avenue V	63.6	63.7	66.9	66.7	66.9	63.8	63.7	63.7
141	6	3004 Avenue V	63.6	63.7	66.9	66.9	66.7	63.8	63.7	63.7
142	1	3004 Avenue V	63.4	63.7	68.0	65.5	68.0	63.7	63.7	63.7
142	2	3004 Avenue V	63.4	63.7	68.0	67.4	68.0	63.7	63.7	63.7
142	3	3004 Avenue V	63.4	63.7	69.4	69.4	68.0	63.8	63.7	63.7
142	4	3004 Avenue V	63.4	63.8	70.4	70.4	68.1	63.8	63.8	63.8
142	5	3004 Avenue V	63.4	63.9	70.5	70.5	68.4	63.9	63.9	63.9
142	6	3004 Avenue V	63.4	64.0	70.5	70.5	68.3	64.0	64.0	64.0
143	1	3004 Avenue V	63.6	63.7	64.2	63.8	64.2	63.7	63.7	63.7
143	2	3004 Avenue V	63.6	63.7	64.9	64.9	64.2	63.7	63.7	63.7
143	3	3004 Avenue V	63.6	63.7	64.9	64.9	64.3	63.7	63.7	63.7
143	4	3004 Avenue V	63.6	63.7	64.9	64.9	64.4	63.7	63.7	63.7
143	5	3004 Avenue V	63.6	63.7	65.0	65.0	64.5	63.7	63.7	63.7
143	6	3004 Avenue V	63.6	63.7	68.0	65.6	68.0	63.8	63.8	63.7
144	1	3004 Avenue V	63.6	63.6	63.9	63.7	63.9	63.7	63.6	63.6
144	2	3004 Avenue V	63.6	63.6	64.0	63.7	64.0	63.7	63.6	63.6
144	3	3004 Avenue V	63.6	63.6	64.1	63.9	64.1	63.7	63.6	63.6
144	4	3004 Avenue V	63.6	63.6	64.2	64.0	64.2	63.7	63.6	63.6
144	5	3004 Avenue V	63.6	63.6	64.4	64.1	64.4	63.7	63.6	63.6
144	6	3004 Avenue V	63.6	63.6	67.9	64.3	67.9	63.7	63.6	63.6
145	1	3004 Avenue V	63.6	63.6	64.4	63.7	64.4	63.7	63.6	63.6
145	2	3004 Avenue V	63.6	63.6	64.4	63.7	64.4	63.7	63.6	63.6
145	3	3004 Avenue V	63.6	63.6	64.5	64.5	64.4	63.7	63.6	63.6
145	4	3004 Avenue V	63.6	63.6	64.7	64.7	63.9	63.7	63.6	63.6
145	5	3004 Avenue V	63.6	63.6	64.7	64.7	64.0	63.7	63.6	63.6
145	6	3004 Avenue V	63.6	63.6	64.9	64.9	64.1	63.7	63.6	63.6
146	1	3004 Avenue V	63.6	63.6	63.7	63.7	63.7	63.6	63.6	63.6
146	2	3004 Avenue V	63.6	63.6	63.7	63.7	63.7	63.6	63.6	63.6
146	3	3004 Avenue V	63.6	63.6	63.8	63.7	63.8	63.6	63.6	63.6
146	4	3004 Avenue V	63.6	63.6	63.9	63.7	63.9	63.6	63.6	63.6
146	5	3004 Avenue V	63.6	63.6	64.0	63.7	64.0	63.6	63.6	63.6
146	6	3004 Avenue V	63.6	63.6	64.2	63.8	64.2	63.6	63.6	63.6
147	1	3004 Avenue V	63.6	63.6	63.7	63.7	63.7	63.6	63.6	63.6
147	2	3004 Avenue V	63.6	63.6	63.7	63.7	63.7	63.6	63.6	63.6
147	3	3004 Avenue V	63.6	63.6	63.8	63.7	63.8	63.6	63.6	63.6
147	4	3004 Avenue V	63.6	63.6	63.9	63.8	63.9	63.6	63.6	63.6
147	5	3004 Avenue V	63.6	63.6	64.0	63.9	64.0	63.7	63.6	63.6
147	6	3004 Avenue V	63.6	63.6	64.2	64.0	64.2	63.6	63.6	63.6
148	1	3004 Avenue V	63.6	63.7	64.3	63.8	64.3	63.7	63.7	63.7
148	2	3004 Avenue V	63.6	63.7	64.6	64.6	64.3	63.7	63.7	63.7
148	3	3004 Avenue V	63.6	63.7	64.5	64.5	64.3	63.7	63.7	63.7
148	4	3004 Avenue V	63.6	63.7	64.6	64.6	64.3	63.7	63.7	63.7
148	5	3004 Avenue V	63.6	63.7	64.7	64.7	64.5	63.8	63.8	63.7
148	6	3004 Avenue V	63.6	63.7	64.9	64.9	64.8	63.8	63.8	63.7
149	1	3004 Avenue V	63.6	63.6	64.1	64.0	64.1	63.7	63.7	63.6
149	2	3004 Avenue V	63.6	63.6	64.1	64.0	64.1	63.7	63.7	63.6
149	3	3004 Avenue V	63.6	63.6	64.1	64.1	64.1	63.7	63.7	63.6
149	4	3004 Avenue V	63.6	63.6	64.2	64.1	64.2	63.7	63.7	63.6
149	5	3004 Avenue V	63.6	63.6	64.4	64.4	64.3	63.7	63.7	63.6
149	6	3004 Avenue V	63.6	63.6	64.8	64.8	64.5	63.7	63.7	63.6
150	1	3004 Avenue V	63.6	63.7	65.6	64.4	65.6	63.7	63.7	63.7
150	2	3004 Avenue V	63.6	63.7	65.6	64.5	65.6	63.7	63.7	63.7
150	3	3004 Avenue V	63.6	63.7	65.6	65.0	65.6	63.7	63.7	63.7
150	4	3004 Avenue V	63.6	63.7	65.8	65.8	65.5	63.7	63.7	63.7
150	5	3004 Avenue V	63.6	63.7	66.0	66.0	65.7	63.8	63.8	63.7
150	6	3004 Avenue V	63.6	63.8	66.1	66.1	65.1	63.8	63.8	63.8
151	1	3004 Avenue V	63.4	66.4	74.6	67.2	74.6	66.4	66.5	66.4
151	2	3004 Avenue V	63.4	66.5	74.2	69.0	74.2	66.6	66.8	66.5
151	3	3004 Avenue V	63.4	66.6	74.2	70.4	74.2	66.8	67.0	66.6
151	4	3004 Avenue V	63.4	66.7	74.2	71.8	74.2	66.9	67.1	66.7
151	5	3004 Avenue V	63.4	66.7	74.2	72.4	74.2	67.0	67.1	66.7
151	6	3004 Avenue V	63.4	66.7	73.5	72.5	73.5	67.1	67.2	66.7
152	1	3004 Avenue V	63.4	66.8	75.1	68.0	75.1	66.8	67.0	66.8
152	2	3004 Avenue V	63.4	66.9	74.8	69.4	74.8	67.0	67.2	66.9
152	3	3004 Avenue V	63.4	67.0	74.8	71.8	74.8	67.1	67.3	67.0
152	4	3004 Avenue V	63.4	67.1	74.8	73.0	74.8	67.2	67.4	67.1
152	5	3004 Avenue V	63.4	67.2	74.8	73.1	74.8	67.3	67.5	67.2
152	6	3004 Avenue V	63.4	67.2	74.5	73.0	74.5	67.4	67.5	67.2
153	1	3004 Avenue V	63.4	66.3	74.6	67.7	74.6	66.4	66.5	66.3
153	2	3004 Avenue V	63.4	66.4	74.3	69.2	74.3	66.6	66.7	66.4
153	3	3004 Avenue V	63.4	66.5	74.3	71.1	74.3	66.7	66.8	66.5
153	4	3004 Avenue V	63.4	66.5	74.3	72.6	74.3	66.7	66.8	66.5
153	5	3004 Avenue V	63.4	66.7	74.1	72.7	74.1	66.9	67.0	66.7
153	6	3004 Avenue V	63.4	66.7	73.9	72.7	73.9	66.9	67.0	66.7
154	1	3004 Avenue V	63.4	64.4	72.3	66.3	72.3	64.5	64.4	64.4
154	2	3004 Avenue V	63.4	64.4	71.5	67.2	71.5	64.5	64.4	64.4
154	3	3004 Avenue V	63.4	64.4	71.4	68.2	71.4	64.5	64.5	64.4
154	4	3004 Avenue V	63.4	64.5	71.2	68.9	71.2	64.6	64.5	64.5
154	5	3004 Avenue V	63.4	64.6	70.9	70.1	70.9	64.7	64.6	64.6
154	6	3004 Avenue V	63.4	64.8	70.9	70.7	70.9	65.0	65.0	64.8
155	1	3004 Avenue V	63.4	65.0	72.8	66.6	72.8	65.0	65.0	65.0
155	2	3004 Avenue V	63.4	65.0	72.3	67.9	72.3	65.0	65.1	65.0
155	3	3004 Avenue V	63.4	65.0	72.0	68.4	72.0	65.1	65.1	65.0
155	4	3004 Avenue V	63.4	65.1	71.7	69.4	71.7	65.2	65.3	65.1
155	5	3004 Avenue V	63.4	65.1	71.7	70.1	71.7	65.2	65.3	65.1
155	6	3004 Avenue V	63.4	65.1	73.5	71.1	73.5	65.3	65.4	65.1
156	1	3004 Avenue V	63.4	64.8	72.2	66.3	72.2	64.9	65.0	64.8
156	2	3004 Avenue V	63.4	64.9	71.3	66.8	71.3	65.0	65.1	64.9
156	3	3004 Avenue V	63.4	64.9	71.2	67.9	71.2	65.1	65.2	64.9
156	4	3004 Avenue V	63.4	64.9	71.2	68.7	71.2	65.1	65.2	64.9
156	5	3004 Avenue V	63.4	64.9	71.2	69.3	71.2	65.1	65.2	64.9
156	6	3004 Avenue V	63.4	64.9	71.1	70.1	71.1	65.1	65.2	64.9
157	1	3004 Avenue V	63.4	63.5	63.5	63.5	63.5	63.5	63.5	63.5
157	2	3004 Avenue V	63.4	63.5	63.5	63.5	63.5	63.5	63.5	63.5

Construction Noise Results
2185 Coyle Street

			Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
139	3	3004 Avenue V	0.1	3.1	3.1	2.9	0.2	0.1	0.1
139	4	3004 Avenue V	0.1	3.4	3.4	3.0	0.2	0.2	0.1
139	5	3004 Avenue V	0.1	3.6	3.6	2.9	0.2	0.2	0.1
139	6	3004 Avenue V	0.1	3.9	3.9	2.8	0.2	0.2	0.1
140	1	3004 Avenue V	0.1	3.2	0.3	3.2	0.1	0.1	0.1
140	2	3004 Avenue V	0.1	2.9	1.7	2.9	0.1	0.1	0.1
140	3	3004 Avenue V	0.1	2.7	1.9	2.7	0.2	0.1	0.1
140	4	3004 Avenue V	0.1	2.7	2.5	2.7	0.2	0.1	0.1
140	5	3004 Avenue V	0.1	3.2	2.7	3.2	0.2	0.1	0.1
140	6	3004 Avenue V	0.1	7.9	3.0	7.9	0.2	0.2	0.1
141	1	3004 Avenue V	0.1	3.2	1.2	3.2	0.2	0.1	0.1
141	2	3004 Avenue V	0.1	3.2	1.5	3.2	0.2	0.1	0.1
141	3	3004 Avenue V	0.1	2.8	2.0	2.8	0.2	0.1	0.1
141	4	3004 Avenue V	0.1	2.9	2.9	2.8	0.2	0.1	0.1
141	5	3004 Avenue V	0.1	3.3	3.1	3.3	0.2	0.1	0.1
141	6	3004 Avenue V	0.1	3.3	3.3	3.1	0.1	0.1	0.1
142	1	3004 Avenue V	0.2	4.6	2.1	4.6	0.3	0.2	0.2
142	2	3004 Avenue V	0.3	4.6	3.9	4.6	0.3	0.3	0.3
142	3	3004 Avenue V	0.3	5.9	5.9	4.6	0.3	0.3	0.3
142	4	3004 Avenue V	0.3	6.9	6.9	4.7	0.4	0.4	0.3
142	5	3004 Avenue V	0.4	7.1	7.1	5.0	0.5	0.5	0.4
142	6	3004 Avenue V	0.6	7.1	7.1	4.9	0.6	0.6	0.6
143	1	3004 Avenue V	0.0	0.6	0.2	0.6	0.1	0.1	0.0
143	2	3004 Avenue V	0.1	1.2	1.2	0.6	0.1	0.1	0.1
143	3	3004 Avenue V	0.1	1.2	1.2	0.7	0.1	0.1	0.1
143	4	3004 Avenue V	0.1	1.3	1.3	0.8	0.1	0.1	0.1
143	5	3004 Avenue V	0.1	1.4	1.4	0.9	0.1	0.1	0.1
143	6	3004 Avenue V	0.1	4.4	1.9	4.4	0.2	0.1	0.1
144	1	3004 Avenue V	0.0	0.3	0.1	0.3	0.0	0.0	0.0
144	2	3004 Avenue V	0.0	0.3	0.1	0.3	0.0	0.0	0.0
144	3	3004 Avenue V	0.0	0.4	0.3	0.4	0.0	0.0	0.0
144	4	3004 Avenue V	0.0	0.6	0.4	0.6	0.0	0.0	0.0
144	5	3004 Avenue V	0.0	0.8	0.5	0.8	0.0	0.0	0.0
144	6	3004 Avenue V	0.0	4.2	0.6	4.2	0.0	0.0	0.0
145	1	3004 Avenue V	0.0	0.8	0.1	0.8	0.0	0.0	0.0
145	2	3004 Avenue V	0.0	0.8	0.1	0.8	0.0	0.0	0.0
145	3	3004 Avenue V	0.0	0.9	0.9	0.8	0.0	0.0	0.0
145	4	3004 Avenue V	0.0	1.1	1.1	0.3	0.0	0.0	0.0
145	5	3004 Avenue V	0.0	1.1	1.1	0.4	0.0	0.0	0.0
145	6	3004 Avenue V	0.0	1.3	1.3	0.5	0.0	0.0	0.0
146	1	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
146	2	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
146	3	3004 Avenue V	0.0	0.2	0.1	0.2	0.0	0.0	0.0
146	4	3004 Avenue V	0.0	0.3	0.1	0.3	0.0	0.0	0.0
146	5	3004 Avenue V	0.0	0.4	0.1	0.4	0.0	0.0	0.0
146	6	3004 Avenue V	0.0	0.6	0.1	0.6	0.0	0.0	0.0
147	1	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
147	2	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
147	3	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
147	4	3004 Avenue V	0.0	0.3	0.2	0.3	0.0	0.0	0.0
147	5	3004 Avenue V	0.0	0.4	0.3	0.4	0.0	0.0	0.0
147	6	3004 Avenue V	0.0	0.6	0.3	0.6	0.0	0.0	0.0
148	1	3004 Avenue V	0.1	0.7	0.2	0.7	0.1	0.1	0.1
148	2	3004 Avenue V	0.1	1.0	1.0	0.6	0.1	0.1	0.1
148	3	3004 Avenue V	0.1	0.9	0.9	0.7	0.1	0.1	0.1
148	4	3004 Avenue V	0.1	1.0	1.0	0.7	0.1	0.1	0.1
148	5	3004 Avenue V	0.1	1.1	1.1	0.8	0.2	0.1	0.1
148	6	3004 Avenue V	0.1	1.3	1.3	1.1	0.2	0.2	0.1
149	1	3004 Avenue V	0.0	0.5	0.3	0.5	0.1	0.0	0.0
149	2	3004 Avenue V	0.0	0.5	0.4	0.5	0.1	0.0	0.0
149	3	3004 Avenue V	0.0	0.5	0.4	0.5	0.1	0.0	0.0
149	4	3004 Avenue V	0.0	0.6	0.5	0.6	0.1	0.0	0.0
149	5	3004 Avenue V	0.0	0.8	0.8	0.7	0.1	0.0	0.0
149	6	3004 Avenue V	0.0	1.2	1.2	0.9	0.0	0.0	0.0
150	1	3004 Avenue V	0.1	2.0	0.8	2.0	0.1	0.1	0.1
150	2	3004 Avenue V	0.1	1.9	0.9	1.9	0.1	0.1	0.1
150	3	3004 Avenue V	0.1	1.9	1.3	1.9	0.1	0.1	0.1
150	4	3004 Avenue V	0.1	2.2	2.2	1.9	0.1	0.1	0.1
150	5	3004 Avenue V	0.1	2.4	2.4	2.1	0.2	0.2	0.1
150	6	3004 Avenue V	0.2	2.4	2.4	1.5	0.2	0.2	0.2
151	1	3004 Avenue V	2.9	11.2	3.8	11.2	2.9	3.0	2.9
151	2	3004 Avenue V	3.0	10.8	5.6	10.8	3.1	3.4	3.0
151	3	3004 Avenue V	3.1	10.8	6.9	10.8	3.4	3.5	3.1
151	4	3004 Avenue V	3.3	10.8	8.4	10.8	3.5	3.6	3.3
151	5	3004 Avenue V	3.3	10.8	9.0	10.8	3.6	3.7	3.3
151	6	3004 Avenue V	3.3	10.1	9.0	10.1	3.6	3.7	3.3
152	1	3004 Avenue V	3.4	11.7	4.5	11.7	3.4	3.6	3.4
152	2	3004 Avenue V	3.5	11.4	5.9	11.4	3.6	3.7	3.5
152	3	3004 Avenue V	3.6	11.4	8.4	11.4	3.7	3.9	3.6
152	4	3004 Avenue V	3.6	11.4	9.6	11.4	3.7	3.9	3.6
152	5	3004 Avenue V	3.7	11.4	9.7	11.4	3.9	4.0	3.7
152	6	3004 Avenue V	3.7	11.0	9.6	11.0	3.9	4.1	3.7
153	1	3004 Avenue V	2.9	11.2	4.3	11.2	3.0	3.0	2.9
153	2	3004 Avenue V	3.0	10.8	5.7	10.8	3.1	3.3	3.0
153	3	3004 Avenue V	3.0	10.8	7.7	10.8	3.3	3.4	3.0
153	4	3004 Avenue V	3.1	10.8	9.1	10.8	3.3	3.4	3.1
153	5	3004 Avenue V	3.3	10.7	9.3	10.7	3.5	3.5	3.3
153	6	3004 Avenue V	3.3	10.5	9.3	10.5	3.5	3.6	3.3
154	1	3004 Avenue V	1.0	8.9	2.9	8.9	1.0	1.0	1.0
154	2	3004 Avenue V	1.0	8.1	3.8	8.1	1.1	1.0	1.0
154	3	3004 Avenue V	1.0	8.0	4.8	8.0	1.1	1.1	1.0
154	4	3004 Avenue V	1.1	7.8	5.5	7.8	1.1	1.1	1.1
154	5	3004 Avenue V	1.1	7.4	6.7	7.4	1.2	1.2	1.1
154	6	3004 Avenue V	1.4	7.4	7.3	7.4	1.6	1.6	1.4
155	1	3004 Avenue V	1.5	9.4	3.1	9.4	1.5	1.6	1.6
155	2	3004 Avenue V	1.6	8.9	4.5	8.9	1.6	1.6	1.6
155	3	3004 Avenue V	1.6	8.5	5.0	8.5	1.6	1.7	1.6
155	4	3004 Avenue V	1.6	8.3	5.9	8.3	1.8	1.8	1.6
155	5	3004 Avenue V	1.7	8.3	6.6	8.3	1.8	1.9	1.7
155	6	3004 Avenue V	1.7	10.1	7.7	10.1	1.9	1.9	1.7
156	1	3004 Avenue V	1.4	8.8	2.8	8.8	1.5	1.6	1.4
156	2	3004 Avenue V	1.4	7.8	3.4	7.8	1.6	1.7	1.4
156	3	3004 Avenue V	1.5	7.8	4.5	7.8	1.6	1.7	1.5
156	4	3004 Avenue V	1.5	7.8	5.2	7.8	1.7	1.8	1.5
156	5	3004 Avenue V	1.5	7.8	5.9	7.8	1.7	1.8	1.5
156	6	3004 Avenue V	1.5	7.7	6.6	7.7	1.7	1.8	1.5
157	1	3004 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
157	2	3004 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
157	3	3004 Avenue V	63.4	63.5	63.6	63.6	63.5	63.5	63.5	63.5
157	4	3004 Avenue V	63.4	63.5	63.7	63.7	63.5	63.5	63.5	63.5
157	5	3004 Avenue V	63.4	63.5	63.8	63.8	63.6	63.5	63.5	63.5
157	6	3004 Avenue V	63.4	63.5	63.9	63.9	63.6	63.5	63.5	63.5
158	1	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
158	2	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
158	3	3004 Avenue V	63.4	63.5	63.5	63.5	63.5	63.5	63.5	63.5
158	4	3004 Avenue V	63.4	63.5	63.5	63.5	63.5	63.5	63.5	63.5
158	5	3004 Avenue V	63.4	63.5	63.6	63.6	63.5	63.5	63.5	63.5
158	6	3004 Avenue V	63.4	63.5	63.6	63.6	63.5	63.5	63.5	63.5
159	1	3004 Avenue V	63.4	63.5	64.5	63.8	64.5	63.5	63.5	63.5
159	2	3004 Avenue V	63.4	63.5	64.2	63.9	64.2	63.5	63.5	63.5
159	3	3004 Avenue V	63.4	63.5	64.1	64.0	64.1	63.5	63.5	63.5
159	4	3004 Avenue V	63.4	63.5	64.2	64.2	64.1	63.5	63.5	63.5
159	5	3004 Avenue V	63.4	63.5	64.4	64.4	64.1	63.6	63.6	63.5
159	6	3004 Avenue V	63.4	63.5	64.7	64.7	64.0	63.6	63.6	63.5
160	1	3004 Avenue V	63.4	64.2	72.7	64.5	72.7	64.2	64.2	64.2
160	2	3004 Avenue V	63.4	64.2	71.6	64.9	71.6	64.3	64.2	64.2
160	3	3004 Avenue V	63.4	64.2	71.2	65.1	71.2	64.3	64.3	64.2
160	4	3004 Avenue V	63.4	64.3	71.2	65.3	71.2	64.3	64.3	64.3
160	5	3004 Avenue V	63.4	64.3	71.2	65.5	71.2	64.3	64.3	64.3
160	6	3004 Avenue V	63.4	64.5	66.2	66.2	64.5	64.5	64.5	64.5
161	1	3004 Avenue V	63.4	63.5	65.2	64.1	65.2	63.5	63.5	63.5
161	2	3004 Avenue V	63.4	63.5	65.2	64.3	65.2	63.5	63.5	63.5
161	3	3004 Avenue V	63.4	63.5	65.2	64.4	65.2	63.5	63.5	63.5
161	4	3004 Avenue V	63.4	63.5	64.6	64.6	64.6	63.5	63.5	63.5
161	5	3004 Avenue V	63.4	63.5	64.6	64.6	64.6	63.5	63.5	63.5
161	6	3004 Avenue V	63.4	63.5	65.1	65.1	63.7	63.6	63.5	63.5
162	1	3004 Avenue V	63.4	63.6	68.9	63.8	68.9	63.6	63.6	63.6
162	2	3004 Avenue V	63.4	63.6	68.1	63.9	68.1	63.6	63.7	63.6
162	3	3004 Avenue V	63.4	63.6	67.7	65.1	67.7	63.6	63.7	63.7
162	4	3004 Avenue V	63.4	63.7	67.7	65.5	67.7	63.9	63.9	63.7
162	5	3004 Avenue V	63.4	63.7	67.7	65.5	67.7	63.9	63.9	63.7
162	6	3004 Avenue V	63.4	63.7	65.7	65.7	64.0	63.9	64.0	63.7
163	1	3004 Avenue V	63.4	64.6	72.4	64.6	72.4	64.9	65.1	64.9
163	2	3004 Avenue V	63.4	65.0	71.4	65.5	71.4	65.0	65.2	65.0
163	3	3004 Avenue V	63.4	65.0	71.4	66.3	71.4	65.1	65.5	65.0
163	4	3004 Avenue V	63.4	65.2	71.3	66.9	71.3	65.3	65.7	65.2
163	5	3004 Avenue V	63.4	65.2	71.3	67.5	71.3	65.4	66.0	65.2
163	6	3004 Avenue V	63.4	65.2	71.1	68.9	71.1	65.5	66.0	65.2
164	1	3004 Avenue V	63.4	65.1	73.1	65.1	73.1	65.4	65.5	65.4
164	2	3004 Avenue V	63.4	65.4	72.4	66.4	72.4	65.5	65.6	65.4
164	3	3004 Avenue V	63.4	65.5	72.3	67.3	72.3	65.6	66.0	65.5
164	4	3004 Avenue V	63.4	65.6	72.1	68.0	72.1	65.7	66.2	65.6
164	5	3004 Avenue V	63.4	65.6	72.0	69.9	72.0	65.8	66.3	65.6
164	6	3004 Avenue V	63.4	65.6	71.9	70.5	71.9	65.9	66.3	65.6
165	1	3004 Avenue V	63.4	65.2	73.1	65.2	73.1	65.3	65.4	65.3
165	2	3004 Avenue V	63.4	65.3	72.4	66.4	72.4	65.4	65.7	65.3
165	3	3004 Avenue V	63.4	65.4	72.3	67.7	72.3	65.5	65.9	65.4
165	4	3004 Avenue V	63.4	65.5	72.1	68.2	72.1	65.7	66.1	65.5
165	5	3004 Avenue V	63.4	65.5	72.0	70.1	72.0	65.7	66.2	65.5
165	6	3004 Avenue V	63.4	65.5	71.9	70.5	71.9	65.8	66.2	65.5
166	1	3004 Avenue V	63.4	64.7	72.0	65.5	72.0	64.8	64.8	64.7
166	2	3004 Avenue V	63.4	64.7	71.2	66.1	71.2	64.8	65.0	64.7
166	3	3004 Avenue V	63.4	64.8	70.9	66.8	70.9	64.9	65.1	64.8
166	4	3004 Avenue V	63.4	64.8	70.9	66.9	70.9	65.0	65.2	64.8
166	5	3004 Avenue V	63.4	64.8	70.7	68.0	70.7	65.0	65.2	64.8
166	6	3004 Avenue V	63.4	64.9	70.7	69.4	70.7	65.2	65.4	64.9
167	1	3004 Avenue V	63.4	64.5	70.3	65.0	70.3	64.7	64.7	64.5
167	2	3004 Avenue V	63.4	64.6	69.6	65.6	69.6	64.7	64.9	64.6
167	3	3004 Avenue V	63.4	64.7	69.2	66.4	69.2	64.8	65.2	64.7
167	4	3004 Avenue V	63.4	64.7	69.1	66.6	69.1	64.9	65.3	64.7
167	5	3004 Avenue V	63.4	64.7	69.1	67.8	69.1	65.1	65.4	64.7
167	6	3004 Avenue V	63.4	64.8	70.6	68.2	70.6	65.2	65.5	64.8
168	1	3004 Avenue V	63.4	64.2	66.2	64.2	66.2	64.5	64.7	64.5
168	2	3004 Avenue V	63.4	64.5	66.1	64.6	66.1	64.6	64.7	64.5
168	3	3004 Avenue V	63.4	64.6	65.6	65.2	65.6	64.6	64.9	64.6
168	4	3004 Avenue V	63.4	64.6	66.0	66.0	65.4	64.7	65.1	64.6
168	5	3004 Avenue V	63.4	64.6	66.7	66.7	65.6	65.0	65.2	64.6
168	6	3004 Avenue V	63.4	64.7	70.2	67.0	70.2	65.0	65.2	64.7
169	1	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
169	2	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
169	3	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
169	4	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
169	5	3004 Avenue V	63.4	63.4	63.6	63.6	63.5	63.5	63.5	63.4
169	6	3004 Avenue V	63.4	63.5	63.6	63.6	63.6	63.5	63.5	63.5
170	1	3004 Avenue V	63.4	63.5	64.2	63.6	64.2	63.5	63.5	63.5
170	2	3004 Avenue V	63.4	63.5	64.1	63.6	64.1	63.5	63.5	63.5
170	3	3004 Avenue V	63.4	63.5	64.1	63.8	64.1	63.6	63.5	63.5
170	4	3004 Avenue V	63.4	63.5	64.1	63.8	64.1	63.6	63.6	63.5
170	5	3004 Avenue V	63.4	63.5	64.2	63.9	64.2	63.7	63.7	63.5
170	6	3004 Avenue V	63.4	63.5	64.2	64.0	64.2	63.7	63.7	63.5
171	1	3004 Avenue V	63.4	63.5	63.6	63.5	63.6	63.5	63.5	63.5
171	2	3004 Avenue V	63.4	63.5	63.7	63.6	63.7	63.5	63.5	63.5
171	3	3004 Avenue V	63.4	63.5	63.7	63.6	63.7	63.6	63.6	63.5
171	4	3004 Avenue V	63.4	63.5	63.7	63.6	63.7	63.6	63.6	63.5
171	5	3004 Avenue V	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
171	6	3004 Avenue V	63.4	63.5	63.9	63.9	63.8	63.6	63.6	63.5
172	1	3004 Avenue V	63.4	64.0	70.2	64.0	70.2	64.2	64.3	64.2
172	2	3004 Avenue V	63.4	64.2	69.4	64.4	69.4	64.3	64.5	64.2
172	3	3004 Avenue V	63.4	64.3	69.2	64.8	69.2	64.4	64.6	64.3
172	4	3004 Avenue V	63.4	64.5	69.2	65.4	69.2	64.5	64.9	64.5
172	5	3004 Avenue V	63.4	64.5	69.1	65.7	69.1	64.7	65.2	64.5
172	6	3004 Avenue V	63.4	64.5	69.0	65.9	69.0	64.8	65.2	64.5
173	1	3004 Avenue V	63.4	64.1	70.8	64.1	70.8	64.4	64.5	64.3
173	2	3004 Avenue V	63.4	64.4	69.9	64.6	69.9	64.5	64.7	64.4
173	3	3004 Avenue V	63.4	64.4	69.7	65.3	69.7	64.6	64.7	64.4
173	4	3004 Avenue V	63.4	64.5	69.7	65.8	69.7	64.7	65.0	64.5
173	5	3004 Avenue V	63.4	64.5	69.6	66.0	69.6	64.8	65.3	64.5
173	6	3004 Avenue V	63.4	64.5	69.6	66.3	69.6	65.1	65.4	64.5
174	1	3004 Avenue V	63.4	64.1	70.6	64.1	70.6	64.4	64.5	64.3
174	2	3004 Avenue V	63.4	64.4	69.7	64.5	69.7	64.4	64.6	64.4
174	3	3004 Avenue V	63.4	64.4	69.4	65.1	69.4	64.5	64.6	64.4
174	4	3004 Avenue V	63.4	64.5	69.4	65.6	69.4	64.6	64.9	64.5
174	5	3004 Avenue V	63.4	64.5	69.5	65.9	69.5	64.8	65.3	64.5
174	6	3004 Avenue V	63.4	64.5	69.6	66.2	69.6	65.0	65.3	64.5
175	1	3004 Avenue V	63.4	63.5	64.4	63.7	64.4	63.7	63.8	63.5
175	2	3004 Avenue V	63.4	63.6	64.4	63.8	64.4	63.7	63.9	63.6

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
			Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
157	3	3004 Avenue V	0.0	0.2	0.2	0.1	0.1	0.0	0.0
157	4	3004 Avenue V	0.0	0.2	0.2	0.1	0.1	0.0	0.0
157	5	3004 Avenue V	0.0	0.3	0.3	0.1	0.1	0.0	0.0
157	6	3004 Avenue V	0.0	0.4	0.4	0.2	0.1	0.1	0.0
158	1	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
158	2	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
158	3	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
158	4	3004 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
158	5	3004 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
158	6	3004 Avenue V	0.0	0.1	0.1	0.1	0.1	0.0	0.0
159	1	3004 Avenue V	0.1	1.1	0.4	1.1	0.1	0.1	0.1
159	2	3004 Avenue V	0.1	0.8	0.5	0.8	0.1	0.1	0.1
159	3	3004 Avenue V	0.1	0.6	0.6	0.6	0.1	0.1	0.1
159	4	3004 Avenue V	0.1	0.8	0.8	0.7	0.1	0.1	0.1
159	5	3004 Avenue V	0.1	0.9	0.9	0.7	0.2	0.2	0.1
159	6	3004 Avenue V	0.1	1.3	1.3	0.6	0.2	0.2	0.1
160	1	3004 Avenue V	0.8	9.2	1.1	9.2	0.8	0.8	0.8
160	2	3004 Avenue V	0.8	8.2	1.5	8.2	0.8	0.8	0.8
160	3	3004 Avenue V	0.8	7.8	1.7	7.8	0.8	0.8	0.8
160	4	3004 Avenue V	0.8	7.8	1.8	7.8	0.9	0.9	0.8
160	5	3004 Avenue V	0.9	7.8	2.1	7.8	0.9	0.9	0.9
160	6	3004 Avenue V	1.1	2.8	2.8	1.1	1.1	1.1	1.1
161	1	3004 Avenue V	0.1	1.8	0.7	1.8	0.1	0.1	0.1
161	2	3004 Avenue V	0.1	1.8	0.8	1.8	0.1	0.1	0.1
161	3	3004 Avenue V	0.1	1.8	1.0	1.8	0.1	0.1	0.1
161	4	3004 Avenue V	0.1	1.2	1.1	1.2	0.1	0.1	0.1
161	5	3004 Avenue V	0.1	1.2	1.2	1.2	0.1	0.1	0.1
161	6	3004 Avenue V	0.1	1.6	1.6	0.3	0.1	0.1	0.1
162	1	3004 Avenue V	0.1	5.4	0.4	5.4	0.2	0.1	0.1
162	2	3004 Avenue V	0.2	4.7	0.4	4.7	0.2	0.2	0.2
162	3	3004 Avenue V	0.2	4.3	1.7	4.3	0.2	0.3	0.2
162	4	3004 Avenue V	0.2	4.2	2.1	4.2	0.4	0.5	0.2
162	5	3004 Avenue V	0.2	4.2	2.1	4.2	0.4	0.5	0.2
162	6	3004 Avenue V	0.3	2.2	2.2	0.6	0.5	0.5	0.3
163	1	3004 Avenue V	1.2	9.0	1.2	9.0	1.5	1.6	1.5
163	2	3004 Avenue V	1.6	7.9	2.1	7.9	1.6	1.8	1.6
163	3	3004 Avenue V	1.6	7.9	2.9	7.9	1.7	2.0	1.6
163	4	3004 Avenue V	1.7	7.8	3.5	7.8	1.8	2.3	1.7
163	5	3004 Avenue V	1.8	7.8	4.0	7.8	1.9	2.5	1.8
163	6	3004 Avenue V	1.8	7.7	5.5	7.7	2.0	2.6	1.8
164	1	3004 Avenue V	1.7	9.7	1.7	9.7	2.0	2.0	1.9
164	2	3004 Avenue V	2.0	9.0	2.9	9.0	2.0	2.2	2.0
164	3	3004 Avenue V	2.0	8.9	3.9	8.9	2.2	2.6	2.0
164	4	3004 Avenue V	2.2	8.7	4.5	8.7	2.3	2.8	2.2
164	5	3004 Avenue V	2.2	8.6	6.5	8.6	2.4	2.9	2.2
164	6	3004 Avenue V	2.2	8.4	7.0	8.4	2.4	2.9	2.2
165	1	3004 Avenue V	1.8	9.7	1.8	9.7	1.9	2.0	1.9
165	2	3004 Avenue V	1.9	9.0	3.0	9.0	2.0	2.2	1.9
165	3	3004 Avenue V	2.0	8.9	4.3	8.9	2.1	2.4	2.0
165	4	3004 Avenue V	2.0	8.7	4.8	8.7	2.2	2.7	2.0
165	5	3004 Avenue V	2.1	8.5	6.6	8.5	2.3	2.8	2.1
165	6	3004 Avenue V	2.1	8.4	7.1	8.4	2.4	2.8	2.1
166	1	3004 Avenue V	1.3	8.6	2.0	8.6	1.4	1.4	1.3
166	2	3004 Avenue V	1.3	7.8	2.7	7.8	1.4	1.5	1.3
166	3	3004 Avenue V	1.4	7.5	3.4	7.5	1.5	1.7	1.4
166	4	3004 Avenue V	1.4	7.4	3.5	7.4	1.6	1.8	1.4
166	5	3004 Avenue V	1.4	7.3	4.6	7.3	1.6	1.8	1.4
166	6	3004 Avenue V	1.5	7.3	5.9	7.3	1.7	1.9	1.5
167	1	3004 Avenue V	1.1	6.9	1.6	6.9	1.2	1.3	1.1
167	2	3004 Avenue V	1.1	6.2	2.2	6.2	1.3	1.5	1.1
167	3	3004 Avenue V	1.2	5.8	2.9	5.8	1.4	1.7	1.2
167	4	3004 Avenue V	1.3	5.7	3.1	5.7	1.5	1.8	1.3
167	5	3004 Avenue V	1.3	5.7	4.4	5.7	1.7	1.9	1.3
167	6	3004 Avenue V	1.4	7.2	4.8	7.2	1.8	2.0	1.4
168	1	3004 Avenue V	0.8	2.8	0.8	2.8	1.1	1.3	1.1
168	2	3004 Avenue V	1.1	2.7	1.2	2.7	1.2	1.3	1.1
168	3	3004 Avenue V	1.2	2.2	1.8	2.2	1.2	1.5	1.2
168	4	3004 Avenue V	1.2	2.6	2.6	2.0	1.3	1.6	1.2
168	5	3004 Avenue V	1.2	3.3	3.3	2.2	1.6	1.8	1.2
168	6	3004 Avenue V	1.2	6.8	3.5	6.8	1.6	1.8	1.2
169	1	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
169	2	3004 Avenue V	0.0	0.1	0.1	0.0	0.0	0.0	0.0
169	3	3004 Avenue V	0.0	0.1	0.1	0.0	0.0	0.0	0.0
169	4	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
169	5	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
169	6	3004 Avenue V	0.0	0.2	0.2	0.2	0.1	0.0	0.0
170	1	3004 Avenue V	0.0	0.8	0.1	0.8	0.1	0.1	0.0
170	2	3004 Avenue V	0.0	0.6	0.2	0.6	0.1	0.1	0.0
170	3	3004 Avenue V	0.0	0.7	0.3	0.7	0.1	0.1	0.0
170	4	3004 Avenue V	0.0	0.7	0.4	0.7	0.2	0.1	0.0
170	5	3004 Avenue V	0.1	0.7	0.5	0.7	0.3	0.2	0.1
170	6	3004 Avenue V	0.1	0.8	0.6	0.8	0.3	0.3	0.1
171	1	3004 Avenue V	0.1	0.2	0.1	0.2	0.1	0.1	0.1
171	2	3004 Avenue V	0.1	0.2	0.1	0.2	0.1	0.1	0.1
171	3	3004 Avenue V	0.1	0.3	0.2	0.3	0.1	0.2	0.1
171	4	3004 Avenue V	0.1	0.3	0.2	0.3	0.1	0.2	0.1
171	5	3004 Avenue V	0.1	0.3	0.3	0.3	0.1	0.2	0.1
171	6	3004 Avenue V	0.1	0.4	0.4	0.4	0.2	0.2	0.1
172	1	3004 Avenue V	0.6	6.8	0.6	6.8	0.8	0.9	0.8
172	2	3004 Avenue V	0.8	6.0	1.0	6.0	0.9	1.0	0.8
172	3	3004 Avenue V	0.9	5.7	1.4	5.7	1.0	1.2	0.9
172	4	3004 Avenue V	1.1	5.7	1.9	5.7	1.1	1.4	1.1
172	5	3004 Avenue V	1.1	5.7	2.2	5.7	1.3	1.7	1.1
172	6	3004 Avenue V	1.1	5.6	2.5	5.6	1.4	1.8	1.1
173	1	3004 Avenue V	0.7	7.4	0.7	7.4	1.0	1.1	0.9
173	2	3004 Avenue V	0.9	6.5	1.1	6.5	1.0	1.2	0.9
173	3	3004 Avenue V	1.0	6.2	1.8	6.2	1.1	1.3	1.0
173	4	3004 Avenue V	1.1	6.2	2.4	6.2	1.3	1.6	1.1
173	5	3004 Avenue V	1.1	6.2	2.6	6.2	1.4	1.9	1.1
173	6	3004 Avenue V	1.1	6.2	2.8	6.2	1.6	2.0	1.1
174	1	3004 Avenue V	0.7	7.2	0.7	7.2	0.9	1.1	0.9
174	2	3004 Avenue V	1.0	6.2	1.1	6.2	1.0	1.1	1.0
174	3	3004 Avenue V	0.9	6.0	1.6	6.0	1.1	1.2	0.9
174	4	3004 Avenue V	1.0	6.0	2.2	6.0	1.2	1.5	1.0
174	5	3004 Avenue V	1.1	6.1	2.4	6.1	1.4	1.9	1.1
174	6	3004 Avenue V	1.1	6.2	2.8	6.2	1.5	1.9	1.1
175	1	3004 Avenue V	0.1	1.0	0.3	1.0	0.2	0.4	0.1
175	2	3004 Avenue V	0.1	1.0	0.4	1.0	0.3	0.5	0.1

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
175	3	3004 Avenue V	63.4	63.6	64.3	64.1	64.3	63.8	64.0	63.6
175	4	3004 Avenue V	63.4	63.7	64.4	64.2	64.4	63.9	64.3	63.7
175	5	3004 Avenue V	63.4	63.8	64.8	64.7	64.6	64.1	64.8	63.8
175	6	3004 Avenue V	63.4	63.9	65.2	65.2	64.6	64.3	65.0	63.9
176	1	3004 Avenue V	63.4	63.6	63.9	63.8	63.9	63.6	63.9	63.6
176	2	3004 Avenue V	63.4	63.6	64.0	63.9	64.0	63.7	64.0	63.6
176	3	3004 Avenue V	63.4	63.6	64.1	64.0	64.1	63.7	64.0	63.6
176	4	3004 Avenue V	63.4	63.7	64.4	64.1	64.3	63.8	64.4	63.7
176	5	3004 Avenue V	63.4	63.9	64.8	64.5	64.5	64.1	64.8	63.9
176	6	3004 Avenue V	63.4	64.0	69.0	64.8	69.0	64.4	65.1	64.0
177	1	3004 Avenue V	63.4	63.5	66.1	63.5	66.1	63.8	63.9	63.8
177	2	3004 Avenue V	63.4	63.5	65.7	63.5	65.7	63.8	64.0	63.8
177	3	3004 Avenue V	63.4	63.5	65.5	63.5	65.5	63.9	64.1	63.8
177	4	3004 Avenue V	63.4	63.6	65.5	63.6	65.5	63.9	64.3	63.9
177	5	3004 Avenue V	63.4	63.7	65.6	63.7	65.6	64.0	64.4	64.0
177	6	3004 Avenue V	63.4	63.9	64.6	63.9	64.0	64.2	64.6	64.1
178	1	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.4	63.4
178	2	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.4	63.4
178	3	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.4	63.4
178	4	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.4	63.4
178	5	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.4	63.4
178	6	3004 Avenue V	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
179	1	3004 Avenue V	63.4	63.4	63.6	63.5	63.6	63.5	63.4	63.4
179	2	3004 Avenue V	63.4	63.4	63.6	63.5	63.6	63.5	63.5	63.4
179	3	3004 Avenue V	63.4	63.4	63.6	63.5	63.6	63.5	63.5	63.4
179	4	3004 Avenue V	63.4	63.4	63.6	63.5	63.6	63.5	63.5	63.4
179	5	3004 Avenue V	63.4	63.4	63.6	63.6	63.6	63.5	63.5	63.4
179	6	3004 Avenue V	63.4	63.5	63.6	63.6	63.6	63.5	63.5	63.5
180	1	3004 Avenue V	63.4	63.5	63.5	63.5	63.5	63.5	63.5	63.5
180	2	3004 Avenue V	63.4	63.5	63.6	63.5	63.6	63.5	63.5	63.5
180	3	3004 Avenue V	63.4	63.5	63.6	63.5	63.6	63.5	63.5	63.5
180	4	3004 Avenue V	63.4	63.5	63.6	63.5	63.6	63.5	63.5	63.5
180	5	3004 Avenue V	63.4	63.5	63.6	63.5	63.6	63.5	63.5	63.5
180	6	3004 Avenue V	63.4	63.5	63.6	63.6	63.6	63.6	63.6	63.5
181	1	3004 Avenue V	66.3	66.3	66.4	66.4	66.4	66.4	66.3	66.3
181	2	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
181	3	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
181	4	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
181	5	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
181	6	3004 Avenue V	66.3	66.4	68.9	66.5	68.9	66.4	66.5	66.4
182	1	3004 Avenue V	66.3	66.3	66.4	66.4	66.4	66.4	66.4	66.3
182	2	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
182	3	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
182	4	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
182	5	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
182	6	3004 Avenue V	66.3	66.4	66.5	66.5	66.5	66.4	66.5	66.4
183	1	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
183	2	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
183	3	3004 Avenue V	66.3	66.4	66.4	66.4	66.4	66.4	66.4	66.4
183	4	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
183	5	3004 Avenue V	66.3	66.4	66.5	66.5	66.5	66.4	66.4	66.4
183	6	3004 Avenue V	66.3	66.4	66.6	66.6	66.5	66.5	66.5	66.4
184	1	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
184	2	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
184	3	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
184	4	3004 Avenue V	66.3	66.4	66.5	66.4	66.5	66.4	66.4	66.4
184	5	3004 Avenue V	66.3	66.4	66.6	66.4	66.6	66.4	66.4	66.4
184	6	3004 Avenue V	66.3	66.4	68.6	66.5	68.6	66.5	66.5	66.4
185	1	2212 Brigham Street	63.6	63.7	70.0	67.2	70.0	63.8	63.7	63.7
185	2	2212 Brigham Street	63.6	63.8	69.9	68.0	69.9	63.8	63.8	63.8
185	3	2212 Brigham Street	63.6	63.8	70.0	68.9	70.0	63.8	63.8	63.8
185	4	2212 Brigham Street	63.6	63.8	70.0	70.0	69.4	63.8	63.8	63.8
185	5	2212 Brigham Street	63.6	63.8	71.1	71.1	69.2	63.8	63.8	63.8
185	6	2212 Brigham Street	63.6	63.8	71.2	71.2	68.6	63.8	63.8	63.8
186	1	2212 Brigham Street	63.4	63.6	71.2	68.0	71.2	63.7	63.7	63.6
186	2	2212 Brigham Street	63.4	63.7	71.3	70.1	71.3	63.7	63.7	63.7
186	3	2212 Brigham Street	63.4	63.8	71.4	71.3	71.4	63.8	63.8	63.8
186	4	2212 Brigham Street	63.4	63.8	72.7	72.7	71.4	63.8	63.8	63.8
186	5	2212 Brigham Street	63.4	63.9	73.0	73.0	71.4	63.9	63.9	63.9
186	6	2212 Brigham Street	63.4	63.9	73.0	73.0	70.2	63.9	63.9	63.9
187	1	2212 Brigham Street	63.4	63.9	71.5	68.3	71.5	63.9	63.9	63.9
187	2	2212 Brigham Street	63.4	64.0	71.6	70.0	71.6	64.0	64.0	64.0
187	3	2212 Brigham Street	63.4	64.0	71.7	71.7	71.7	64.1	64.0	64.0
187	4	2212 Brigham Street	63.4	64.1	73.1	73.1	71.7	64.2	64.2	64.1
187	5	2212 Brigham Street	63.4	64.1	73.3	73.3	71.7	64.2	64.2	64.1
187	6	2212 Brigham Street	63.4	64.1	73.4	73.4	70.9	64.2	64.2	64.1
188	1	2212 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.6	63.6	63.5
188	2	2212 Brigham Street	63.4	63.6	64.0	64.0	63.8	63.6	63.6	63.6
188	3	2212 Brigham Street	63.4	63.6	64.2	64.2	63.8	63.6	63.6	63.6
188	4	2212 Brigham Street	63.4	63.6	64.9	64.9	63.8	63.6	63.6	63.6
188	5	2212 Brigham Street	63.4	63.6	64.9	64.9	63.8	63.6	63.6	63.6
188	6	2212 Brigham Street	63.4	63.6	65.0	65.0	63.9	63.6	63.6	63.6
189	1	2212 Brigham Street	63.6	63.6	63.8	63.8	63.8	63.7	63.6	63.6
189	2	2212 Brigham Street	63.6	63.6	63.8	63.8	63.8	63.7	63.6	63.6
189	3	2212 Brigham Street	63.6	63.6	63.8	63.8	63.8	63.7	63.6	63.6
189	4	2212 Brigham Street	63.6	63.6	64.0	63.8	64.0	63.7	63.7	63.6
189	5	2212 Brigham Street	63.6	63.6	64.2	63.9	64.2	63.7	63.7	63.6
189	6	2212 Brigham Street	63.6	63.6	64.7	64.0	64.7	63.7	63.7	63.6
190	1	2212 Brigham Street	63.6	63.6	64.1	64.1	63.9	63.7	63.6	63.6
190	2	2212 Brigham Street	63.6	63.6	64.2	64.2	63.9	63.7	63.6	63.6
190	3	2212 Brigham Street	63.6	63.6	64.3	64.3	63.9	63.7	63.6	63.6
190	4	2212 Brigham Street	63.6	63.6	64.5	64.5	63.9	63.7	63.6	63.6
190	5	2212 Brigham Street	63.6	63.6	64.9	64.9	63.9	63.7	63.6	63.6
190	6	2212 Brigham Street	63.6	63.6	65.2	65.2	64.0	63.7	63.6	63.6
191	2	2212 Brigham Street	63.6	63.6	64.2	64.2	64.2	63.7	63.7	63.6
191	3	2212 Brigham Street	63.6	63.6	64.3	64.3	64.2	63.7	63.7	63.6
191	4	2212 Brigham Street	63.6	63.7	64.4	64.4	64.3	63.7	63.7	63.7
191	5	2212 Brigham Street	63.6	63.7	64.7	64.7	64.6	63.7	63.7	63.7
191	6	2212 Brigham Street	63.6	63.7	65.1	64.9	65.1	63.7	63.7	63.7
192	2	2212 Brigham Street	63.6	63.7	66.2	65.5	66.2	63.7	63.7	63.7
192	3	2212 Brigham Street	63.6	63.7	66.2	65.6	66.2	63.7	63.7	63.7
192	4	2212 Brigham Street	63.6	63.7	65.8	65.8	65.7	63.7	63.7	63.7
192	5	2212 Brigham Street	63.6	63.7	66.5	66.5	65.9	63.7	63.7	63.7
192	6	2212 Brigham Street	63.6	63.7	66.9	66.9	66.1	63.7	63.7	63.7
193	1	2212 Brigham Street	63.6	63.7	64.8	64.5	64.8	63.7	63.7	63.7
193	2	2212 Brigham Street	63.6	63.7	65.9	65.9	65.1	63.7	63.7	63.7
193	3	2212 Brigham Street	63.6	63.7	66.5	66.5	65.2	63.7	63.7	63.7
193	4	2212 Brigham Street	63.6	63.7	67.8	67.8	65.3	63.8	63.7	63.7

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
			Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
175	3	3004 Avenue V	0.2	0.9	0.6	0.9	0.3	0.6	0.2
175	4	3004 Avenue V	0.3	1.0	0.8	1.0	0.4	0.9	0.3
175	5	3004 Avenue V	0.3	1.3	1.3	1.1	0.7	1.3	0.3
175	6	3004 Avenue V	0.5	1.7	1.7	1.2	0.9	1.5	0.5
176	1	3004 Avenue V	0.1	0.5	0.3	0.5	0.2	0.4	0.1
176	2	3004 Avenue V	0.1	0.6	0.4	0.6	0.2	0.5	0.1
176	3	3004 Avenue V	0.2	0.7	0.5	0.7	0.3	0.5	0.2
176	4	3004 Avenue V	0.3	0.9	0.7	0.9	0.4	0.9	0.3
176	5	3004 Avenue V	0.4	1.4	1.1	1.1	0.6	1.4	0.4
176	6	3004 Avenue V	0.6	5.6	1.4	5.6	0.9	1.7	0.6
177	1	3004 Avenue V	0.1	2.7	0.1	2.7	0.4	0.4	0.4
177	2	3004 Avenue V	0.1	2.3	0.1	2.3	0.4	0.6	0.4
177	3	3004 Avenue V	0.1	2.0	0.1	2.0	0.4	0.6	0.4
177	4	3004 Avenue V	0.2	2.1	0.2	2.1	0.5	0.8	0.4
177	5	3004 Avenue V	0.3	2.2	0.3	2.2	0.6	1.0	0.5
177	6	3004 Avenue V	0.5	1.2	0.5	0.6	0.8	1.2	0.7
178	1	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
178	2	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
178	3	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
178	4	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
178	5	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
178	6	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
179	1	3004 Avenue V	0.0	0.2	0.1	0.2	0.0	0.0	0.0
179	2	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
179	3	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
179	4	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
179	5	3004 Avenue V	0.0	0.2	0.1	0.2	0.0	0.0	0.0
179	6	3004 Avenue V	0.0	0.2	0.2	0.2	0.1	0.0	0.0
180	1	3004 Avenue V	0.0	0.1	0.1	0.1	0.1	0.1	0.0
180	2	3004 Avenue V	0.1	0.1	0.1	0.1	0.1	0.1	0.1
180	3	3004 Avenue V	0.1	0.1	0.1	0.1	0.1	0.1	0.1
180	4	3004 Avenue V	0.1	0.2	0.1	0.2	0.1	0.1	0.1
180	5	3004 Avenue V	0.1	0.2	0.1	0.2	0.1	0.1	0.1
180	6	3004 Avenue V	0.1	0.2	0.2	0.2	0.1	0.1	0.1
181	1	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
181	2	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
181	3	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
181	4	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
181	5	3004 Avenue V	0.0	0.2	0.1	0.2	0.1	0.1	0.0
181	6	3004 Avenue V	0.1	2.5	0.1	2.5	0.1	0.1	0.1
182	1	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
182	2	3004 Avenue V	0.0	0.0	0.0	0.0	0.0	0.0	0.0
182	3	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
182	4	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.1	0.0
182	5	3004 Avenue V	0.1	0.2	0.1	0.2	0.1	0.1	0.1
182	6	3004 Avenue V	0.1	0.2	0.2	0.2	0.1	0.2	0.1
183	1	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
183	2	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
183	3	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.0	0.0
183	4	3004 Avenue V	0.0	0.1	0.1	0.1	0.0	0.1	0.0
183	5	3004 Avenue V	0.1	0.2	0.1	0.2	0.1	0.1	0.1
183	6	3004 Avenue V	0.1	0.2	0.2	0.2	0.1	0.2	0.1
184	1	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
184	2	3004 Avenue V	0.0	0.1	0.0	0.1	0.0	0.0	0.0
184	3	3004 Avenue V	0.0	0.2	0.0	0.2	0.0	0.0	0.0
184	4	3004 Avenue V	0.0	0.2	0.1	0.2	0.0	0.1	0.0
184	5	3004 Avenue V	0.1	0.2	0.1	0.2	0.1	0.1	0.1
184	6	3004 Avenue V	0.1	2.3	0.2	2.3	0.1	0.2	0.1
185	1	2212 Brigham Street	0.1	6.3	3.6	6.3	0.1	0.1	0.1
185	2	2212 Brigham Street	0.1	6.3	4.4	6.3	0.2	0.1	0.1
185	3	2212 Brigham Street	0.1	6.3	5.3	6.3	0.2	0.2	0.1
185	4	2212 Brigham Street	0.2	6.3	6.3	5.8	0.2	0.2	0.2
185	5	2212 Brigham Street	0.2	7.4	7.4	5.6	0.2	0.2	0.2
185	6	2212 Brigham Street	0.2	7.6	7.6	5.0	0.2	0.2	0.2
186	1	2212 Brigham Street	0.2	7.8	4.6	7.8	0.2	0.2	0.2
186	2	2212 Brigham Street	0.3	7.8	6.6	7.8	0.3	0.3	0.3
186	3	2212 Brigham Street	0.4	7.9	7.8	7.9	0.4	0.4	0.4
186	4	2212 Brigham Street	0.4	9.3	9.3	7.9	0.4	0.4	0.4
186	5	2212 Brigham Street	0.5	9.6	9.6	7.9	0.5	0.5	0.5
186	6	2212 Brigham Street	0.5	9.6	9.6	6.8	0.5	0.5	0.5
187	1	2212 Brigham Street	0.5	8.1	4.9	8.1	0.5	0.5	0.5
187	2	2212 Brigham Street	0.5	8.2	6.6	8.2	0.6	0.6	0.5
187	3	2212 Brigham Street	0.6	8.3	8.3	8.3	0.6	0.6	0.6
187	4	2212 Brigham Street	0.7	9.7	9.7	8.3	0.8	0.7	0.7
187	5	2212 Brigham Street	0.7	9.8	9.8	8.3	0.7	0.7	0.7
187	6	2212 Brigham Street	0.7	9.9	9.9	7.4	0.8	0.7	0.7
188	1	2212 Brigham Street	0.1	0.3	0.3	0.3	0.2	0.1	0.1
188	2	2212 Brigham Street	0.1	0.6	0.6	0.3	0.2	0.1	0.1
188	3	2212 Brigham Street	0.1	0.8	0.8	0.3	0.2	0.1	0.1
188	4	2212 Brigham Street	0.1	1.5	1.5	0.3	0.2	0.1	0.1
188	5	2212 Brigham Street	0.1	1.5	1.5	0.4	0.2	0.1	0.1
188	6	2212 Brigham Street	0.1	1.6	1.6	0.5	0.2	0.1	0.1
189	1	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
189	2	2212 Brigham Street	0.0	0.2	0.2	0.2	0.0	0.0	0.0
189	3	2212 Brigham Street	0.0	0.2	0.2	0.2	0.0	0.0	0.0
189	4	2212 Brigham Street	0.0	0.3	0.2	0.3	0.1	0.0	0.0
189	5	2212 Brigham Street	0.0	0.6	0.2	0.6	0.1	0.0	0.0
189	6	2212 Brigham Street	0.0	1.1	0.3	1.1	0.0	0.0	0.0
190	1	2212 Brigham Street	0.0	0.5	0.5	0.3	0.0	0.0	0.0
190	2	2212 Brigham Street	0.0	0.6	0.6	0.3	0.0	0.0	0.0
190	3	2212 Brigham Street	0.0	0.7	0.7	0.3	0.0	0.0	0.0
190	4	2212 Brigham Street	0.0	0.8	0.8	0.3	0.0	0.0	0.0
190	5	2212 Brigham Street	0.0	1.3	1.3	0.3	0.0	0.0	0.0
190	6	2212 Brigham Street	0.0	1.6	1.6	0.4	0.0	0.0	0.0
191	2	2212 Brigham Street	0.0	0.6	0.6	0.6	0.1	0.0	0.0
191	3	2212 Brigham Street	0.0	0.6	0.6	0.5	0.1	0.0	0.0
191	4	2212 Brigham Street	0.0	0.8	0.8	0.7	0.1	0.0	0.0
191	5	2212 Brigham Street	0.0	1.1	1.1	1.0	0.1	0.0	0.0
191	6	2212 Brigham Street	0.1	1.4	1.3	1.4	0.1	0.1	0.1
192	2	2212 Brigham Street	0.0	2.6	1.9	2.6	0.1	0.0	0.0
192	3	2212 Brigham Street	0.0	2.6	2.0	2.6	0.1	0.1	0.0
192	4	2212 Brigham Street	0.0	2.2	2.2	2.1	0.1	0.1	0.0
192	5	2212 Brigham Street	0.1	2.9	2.9	2.2	0.1	0.1	0.1
192	6	2212 Brigham Street	0.1	3.3	3.3	2.5	0.1	0.1	0.1
193	1	2212 Brigham Street	0.1	1.2	0.9	1.2	0.1	0.1	0.1
193	2	2212 Brigham Street	0.1	2.2	2.2	1.5	0.1	0.1	0.1
193	3	2212 Brigham Street	0.1	2.9	2.9	1.6	0.1	0.1	0.1
193	4	2212 Brigham Street	0.1	4.2	4.2	1.7	0.1	0.1	0.1

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
193	5	2212 Brigham Street	63.6	63.7	68.2	68.2	65.7	63.8	63.7	63.7
193	6	2212 Brigham Street	63.6	63.7	69.0	69.0	66.1	63.8	63.8	63.7
194	1	2212 Brigham Street	63.4	63.6	68.9	66.0	68.9	63.6	63.6	63.6
194	2	2212 Brigham Street	63.4	63.6	68.9	66.8	68.9	63.7	63.7	63.6
194	3	2212 Brigham Street	63.4	63.7	69.0	67.5	69.0	63.7	63.7	63.7
194	4	2212 Brigham Street	63.4	63.7	69.1	68.2	69.1	63.7	63.7	63.7
194	5	2212 Brigham Street	63.4	63.8	68.9	68.9	68.4	63.8	63.8	63.8
194	6	2212 Brigham Street	63.4	63.8	70.3	70.3	67.9	63.9	63.8	63.8
195	1	2212 Brigham Street	63.4	63.7	68.4	64.7	68.4	63.8	63.7	63.7
195	2	2212 Brigham Street	63.4	63.8	68.4	65.2	68.4	63.8	63.8	63.8
195	3	2212 Brigham Street	63.4	63.8	68.4	65.5	68.4	63.8	63.8	63.8
195	4	2212 Brigham Street	63.4	63.8	68.5	66.3	68.5	63.8	63.8	63.8
195	5	2212 Brigham Street	63.4	63.8	67.8	67.8	67.8	63.8	63.8	63.8
195	6	2212 Brigham Street	63.4	63.8	68.6	68.6	67.5	63.8	63.8	63.8
196	1	2212 Brigham Street	63.4	63.5	63.6	63.6	63.6	63.5	63.5	63.5
196	2	2212 Brigham Street	63.4	63.5	63.7	63.6	63.7	63.6	63.5	63.5
196	3	2212 Brigham Street	63.4	63.5	63.7	63.6	63.7	63.6	63.5	63.5
196	4	2212 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.6	63.5	63.5
196	5	2212 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.5	63.5	63.5
196	6	2212 Brigham Street	63.4	63.5	63.7	63.7	63.7	63.5	63.5	63.5
197	1	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
197	2	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
197	3	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.7	63.6
197	4	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.7	63.6
197	5	2212 Brigham Street	63.6	63.7	63.7	63.7	63.7	63.7	63.7	63.7
197	6	2212 Brigham Street	63.6	63.7	63.7	63.7	63.7	63.7	63.7	63.7
198	2	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
198	3	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
198	4	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
198	5	2212 Brigham Street	63.6	63.6	63.8	63.8	63.7	63.7	63.6	63.6
198	6	2212 Brigham Street	63.6	63.6	63.9	63.9	63.7	63.7	63.6	63.6
199	1	2212 Brigham Street	63.6	63.7	67.2	65.9	67.2	63.7	63.7	63.7
199	2	2212 Brigham Street	63.6	63.7	67.1	66.4	67.1	63.7	63.7	63.7
199	3	2212 Brigham Street	63.6	63.7	67.1	66.9	67.1	63.7	63.7	63.7
199	4	2212 Brigham Street	63.6	63.7	67.4	67.4	67.0	63.7	63.7	63.7
199	5	2212 Brigham Street	63.6	63.7	68.1	68.1	66.3	63.7	63.7	63.7
199	6	2212 Brigham Street	63.6	63.7	68.5	68.5	66.9	63.7	63.7	63.7
200	1	2212 Brigham Street	63.6	63.7	68.2	66.4	68.2	63.7	63.7	63.7
200	2	2212 Brigham Street	63.6	63.7	68.0	66.8	68.0	63.7	63.7	63.7
200	3	2212 Brigham Street	63.6	63.7	67.7	67.6	67.7	63.7	63.7	63.7
200	4	2212 Brigham Street	63.6	63.7	68.0	68.0	67.7	63.7	63.7	63.7
200	5	2212 Brigham Street	63.6	63.7	68.8	68.8	67.1	63.7	63.7	63.7
200	6	2212 Brigham Street	63.6	63.7	69.1	69.1	67.3	63.7	63.7	63.7
201	1	2212 Brigham Street	63.6	63.7	68.4	66.2	68.4	63.7	63.7	63.7
201	2	2212 Brigham Street	63.6	63.7	67.9	66.6	67.9	63.7	63.7	63.7
201	3	2212 Brigham Street	63.6	63.7	67.7	67.7	67.7	63.7	63.7	63.7
201	4	2212 Brigham Street	63.6	63.7	68.0	68.0	67.7	63.7	63.7	63.7
201	5	2212 Brigham Street	63.6	63.7	68.6	68.6	67.4	63.7	63.7	63.7
201	6	2212 Brigham Street	63.6	63.7	69.0	69.0	67.9	63.7	63.7	63.7
202	1	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.6	63.6	63.6
202	2	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
202	3	2212 Brigham Street	63.6	63.6	63.8	63.7	63.8	63.7	63.6	63.6
202	4	2212 Brigham Street	63.6	63.6	63.9	63.8	63.9	63.7	63.6	63.6
202	5	2212 Brigham Street	63.6	63.6	64.1	63.9	64.1	63.7	63.6	63.6
202	6	2212 Brigham Street	63.6	63.6	64.7	64.1	64.7	63.7	63.6	63.6
203	1	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
203	2	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
203	3	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
203	4	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
203	5	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
203	6	2212 Brigham Street	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
204	3	2212 Brigham Street	63.6	63.6	65.4	65.4	65.3	63.7	63.6	63.6
204	4	2212 Brigham Street	63.6	63.6	65.8	65.8	65.1	63.7	63.6	63.6
204	5	2212 Brigham Street	63.6	63.6	65.9	65.9	65.1	63.7	63.6	63.6
204	6	2212 Brigham Street	63.6	63.6	66.1	66.1	65.1	63.7	63.6	63.6
205	1	2212 Brigham Street	63.6	63.6	65.8	65.2	65.8	63.7	63.7	63.6
205	2	2212 Brigham Street	63.6	63.7	66.1	66.1	65.6	63.7	63.7	63.7
205	3	2212 Brigham Street	63.6	63.7	66.1	66.1	65.6	63.7	63.7	63.7
205	4	2212 Brigham Street	63.6	63.7	66.2	66.2	65.4	63.7	63.7	63.7
205	5	2212 Brigham Street	63.6	63.7	66.6	66.6	65.6	63.7	63.7	63.7
205	6	2212 Brigham Street	63.6	63.7	67.0	67.0	66.0	63.7	63.7	63.7
206	3	2212 Brigham Street	63.6	63.7	65.5	65.5	64.8	63.7	63.7	63.7
206	4	2212 Brigham Street	63.6	63.7	66.7	66.7	65.0	63.7	63.7	63.7
206	5	2212 Brigham Street	63.6	63.7	66.7	66.7	65.2	63.7	63.7	63.7
206	6	2212 Brigham Street	63.6	63.7	66.9	66.9	65.6	63.7	63.7	63.7
207	1	Amity Little League Stadium	63.4	63.6	64.1	63.7	64.1	63.6	63.6	63.6
208	1	Amity Little League Stadium	63.4	63.5	65.9	63.7	65.9	63.5	63.5	63.5
209	1	Amity Little League Stadium	63.6	63.6	63.7	63.7	63.7	63.7	63.6	63.6
210	1	2209 Knapp Street	63.4	63.5	63.9	63.6	63.9	63.5	63.5	63.5
210	2	2209 Knapp Street	63.4	63.5	64.0	63.9	64.0	63.5	63.5	63.5
210	3	2209 Knapp Street	63.4	63.5	64.1	63.9	64.1	63.5	63.5	63.5
210	4	2209 Knapp Street	63.4	63.5	64.0	63.9	64.0	63.5	63.5	63.5
210	5	2209 Knapp Street	63.4	63.5	64.7	63.9	64.7	63.5	63.5	63.5
210	6	2209 Knapp Street	63.4	63.5	64.5	63.9	64.5	63.5	63.5	63.5
211	1	2209 Knapp Street	63.4	63.5	63.8	63.7	63.8	63.6	63.6	63.5
211	2	2209 Knapp Street	63.4	63.6	63.9	63.8	63.9	63.6	63.6	63.6
211	3	2209 Knapp Street	63.4	63.6	64.0	63.8	64.0	63.6	63.6	63.6
211	4	2209 Knapp Street	63.4	63.6	64.0	63.8	64.0	63.6	63.6	63.6
211	5	2209 Knapp Street	63.4	63.6	64.7	63.9	64.7	63.7	63.6	63.6
211	6	2209 Knapp Street	63.4	63.6	64.5	63.9	64.5	63.7	63.7	63.6
212	1	2209 Knapp Street	63.4	63.6	63.8	63.7	63.8	63.7	63.7	63.6
212	2	2209 Knapp Street	63.4	63.7	64.0	63.8	64.0	63.9	63.8	63.7
212	3	2209 Knapp Street	63.4	63.7	64.7	63.8	64.0	64.0	64.7	63.7
212	4	2209 Knapp Street	63.4	63.7	64.6	63.8	64.1	64.1	64.6	63.7
212	5	2209 Knapp Street	63.4	63.7	65.2	63.8	64.4	64.2	65.2	63.7
212	6	2209 Knapp Street	63.4	63.7	65.3	63.9	64.3	64.6	65.3	63.7
213	1	2209 Knapp Street	63.4	63.5	63.6	63.6	63.6	63.6	63.6	63.5
213	2	2209 Knapp Street	63.4	63.5	63.6	63.6	63.6	63.6	63.6	63.5
213	3	2209 Knapp Street	63.4	63.5	63.7	63.6	63.6	63.7	63.6	63.5
213	4	2209 Knapp Street	63.4	63.5	63.9	63.6	63.6	63.9	63.6	63.5
213	5	2209 Knapp Street	63.4	63.5	64.4	63.6	63.7	64.0	64.4	63.5
213	6	2209 Knapp Street	63.4	63.5	64.5	63.7	63.8	64.1	64.5	63.5
214	1	2209 Knapp Street	63.4	63.4	63.5	63.5	63.5	63.5	63.4	63.4
214	2	2209 Knapp Street	63.4	63.4	63.6	63.5	63.6	63.5	63.4	63.4
214	3	2209 Knapp Street	63.4	63.4	63.6	63.5	63.6	63.5	63.4	63.4
214	4	2209 Knapp Street	63.4	63.4	63.6	63.5	63.6	63.5	63.4	63.4
214	5	2209 Knapp Street	63.4	63.4	63.7	63.5	63.7	63.5	63.4	63.4
214	6	2209 Knapp Street	63.4	63.4	63.8	63.5	63.8	63.5	63.4	63.4

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
			Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
193	5	2212 Brigham Street	0.1	4.6	4.6	2.1	0.2	0.1	0.1
193	6	2212 Brigham Street	0.1	5.4	5.4	2.5	0.2	0.1	0.1
194	1	2212 Brigham Street	0.2	5.5	2.5	5.5	0.2	0.2	0.2
194	2	2212 Brigham Street	0.2	5.5	3.4	5.5	0.3	0.2	0.2
194	3	2212 Brigham Street	0.2	5.6	4.0	5.6	0.3	0.3	0.2
194	4	2212 Brigham Street	0.3	5.7	4.7	5.7	0.3	0.3	0.3
194	5	2212 Brigham Street	0.4	5.5	5.5	5.0	0.4	0.4	0.4
194	6	2212 Brigham Street	0.4	6.9	6.9	4.5	0.4	0.4	0.4
195	1	2212 Brigham Street	0.3	4.9	1.2	4.9	0.3	0.3	0.3
195	2	2212 Brigham Street	0.3	5.0	1.8	5.0	0.4	0.4	0.3
195	3	2212 Brigham Street	0.3	5.0	2.1	5.0	0.4	0.3	0.3
195	4	2212 Brigham Street	0.4	5.1	2.8	5.1	0.4	0.4	0.4
195	5	2212 Brigham Street	0.4	4.4	4.4	4.4	0.4	0.4	0.4
195	6	2212 Brigham Street	0.3	5.2	5.2	4.0	0.4	0.4	0.3
196	1	2212 Brigham Street	0.1	0.2	0.2	0.2	0.1	0.1	0.1
196	2	2212 Brigham Street	0.1	0.2	0.2	0.2	0.1	0.1	0.1
196	3	2212 Brigham Street	0.1	0.2	0.2	0.2	0.1	0.1	0.1
196	4	2212 Brigham Street	0.1	0.2	0.2	0.2	0.1	0.1	0.1
196	5	2212 Brigham Street	0.1	0.3	0.3	0.2	0.1	0.1	0.1
196	6	2212 Brigham Street	0.1	0.3	0.3	0.3	0.1	0.1	0.1
197	1	2212 Brigham Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
197	2	2212 Brigham Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
197	3	2212 Brigham Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
197	4	2212 Brigham Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
197	5	2212 Brigham Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
197	6	2212 Brigham Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
198	2	2212 Brigham Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
198	3	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
198	4	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
198	5	2212 Brigham Street	0.0	0.2	0.2	0.1	0.0	0.0	0.0
198	6	2212 Brigham Street	0.0	0.2	0.2	0.1	0.0	0.0	0.0
199	1	2212 Brigham Street	0.0	3.6	2.2	3.6	0.1	0.0	0.0
199	2	2212 Brigham Street	0.0	3.5	2.8	3.5	0.1	0.0	0.0
199	3	2212 Brigham Street	0.0	3.5	3.3	3.5	0.1	0.1	0.0
199	4	2212 Brigham Street	0.0	3.8	3.8	3.4	0.1	0.1	0.0
199	5	2212 Brigham Street	0.1	4.5	4.5	2.7	0.1	0.1	0.1
199	6	2212 Brigham Street	0.1	4.9	4.9	3.3	0.1	0.1	0.1
200	1	2212 Brigham Street	0.0	4.6	2.8	4.6	0.1	0.1	0.0
200	2	2212 Brigham Street	0.1	4.4	3.2	4.4	0.1	0.1	0.1
200	3	2212 Brigham Street	0.1	4.1	3.9	4.1	0.1	0.1	0.1
200	4	2212 Brigham Street	0.1	4.4	4.4	4.1	0.1	0.1	0.1
200	5	2212 Brigham Street	0.1	5.2	5.2	3.5	0.1	0.1	0.1
200	6	2212 Brigham Street	0.1	5.5	5.5	3.7	0.1	0.1	0.1
201	1	2212 Brigham Street	0.0	4.8	2.6	4.8	0.1	0.0	0.0
201	2	2212 Brigham Street	0.1	4.2	3.0	4.2	0.1	0.1	0.1
201	3	2212 Brigham Street	0.1	4.1	4.1	4.1	0.1	0.1	0.1
201	4	2212 Brigham Street	0.1	4.4	4.4	4.1	0.1	0.1	0.1
201	5	2212 Brigham Street	0.1	5.0	5.0	3.8	0.1	0.1	0.1
201	6	2212 Brigham Street	0.1	5.4	5.4	4.2	0.1	0.1	0.1
202	1	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
202	2	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
202	3	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
202	4	2212 Brigham Street	0.0	0.3	0.2	0.3	0.0	0.0	0.0
202	5	2212 Brigham Street	0.0	0.5	0.2	0.5	0.0	0.0	0.0
202	6	2212 Brigham Street	0.0	1.0	0.4	1.0	0.0	0.0	0.0
203	1	2212 Brigham Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
203	2	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
203	3	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
203	4	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
203	5	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
203	6	2212 Brigham Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
204	3	2212 Brigham Street	0.0	1.8	1.8	1.7	0.0	0.0	0.0
204	4	2212 Brigham Street	0.0	2.2	2.2	1.4	0.0	0.0	0.0
204	5	2212 Brigham Street	0.0	2.3	2.3	1.5	0.0	0.0	0.0
204	6	2212 Brigham Street	0.0	2.5	2.5	1.5	0.0	0.0	0.0
205	1	2212 Brigham Street	0.0	2.2	1.6	2.2	0.0	0.0	0.0
205	2	2212 Brigham Street	0.0	2.5	2.5	2.0	0.0	0.0	0.0
205	3	2212 Brigham Street	0.0	2.4	2.4	2.0	0.1	0.0	0.0
205	4	2212 Brigham Street	0.0	2.5	2.5	1.8	0.1	0.0	0.0
205	5	2212 Brigham Street	0.0	3.0	3.0	2.0	0.1	0.0	0.0
205	6	2212 Brigham Street	0.0	3.4	3.4	2.4	0.1	0.0	0.0
206	3	2212 Brigham Street	0.0	1.9	1.9	1.2	0.0	0.0	0.0
206	4	2212 Brigham Street	0.0	3.1	3.1	1.4	0.0	0.0	0.0
206	5	2212 Brigham Street	0.0	3.1	3.1	1.6	0.0	0.0	0.0
206	6	2212 Brigham Street	0.0	3.3	3.3	2.0	0.1	0.0	0.0
207	1	Amity Little League Stadium	0.1	0.7	0.3	0.7	0.2	0.2	0.1
208	1	Amity Little League Stadium	0.1	2.4	0.3	2.4	0.1	0.1	0.1
209	1	Amity Little League Stadium	0.0	0.1	0.1	0.1	0.0	0.0	0.0
210	1	2209 Knapp Street	0.0	0.4	0.2	0.4	0.1	0.0	0.0
210	2	2209 Knapp Street	0.0	0.6	0.4	0.6	0.1	0.0	0.0
210	3	2209 Knapp Street	0.0	0.7	0.4	0.7	0.1	0.1	0.0
210	4	2209 Knapp Street	0.1	0.6	0.4	0.6	0.1	0.1	0.1
210	5	2209 Knapp Street	0.1	1.3	0.5	1.3	0.1	0.1	0.1
210	6	2209 Knapp Street	0.1	1.1	0.5	1.1	0.1	0.1	0.1
211	1	2209 Knapp Street	0.1	0.4	0.3	0.4	0.1	0.1	0.1
211	2	2209 Knapp Street	0.1	0.5	0.3	0.5	0.2	0.2	0.1
211	3	2209 Knapp Street	0.1	0.5	0.4	0.5	0.2	0.2	0.1
211	4	2209 Knapp Street	0.1	0.6	0.4	0.6	0.2	0.2	0.1
211	5	2209 Knapp Street	0.1	1.3	0.4	1.3	0.2	0.2	0.1
211	6	2209 Knapp Street	0.1	1.1	0.5	1.1	0.3	0.2	0.1
212	1	2209 Knapp Street	0.2	0.4	0.3	0.4	0.3	0.3	0.2
212	2	2209 Knapp Street	0.2	0.5	0.4	0.5	0.4	0.4	0.2
212	3	2209 Knapp Street	0.2	1.2	0.4	0.5	0.5	1.2	0.2
212	4	2209 Knapp Street	0.2	1.2	0.4	0.6	0.6	1.2	0.2
212	5	2209 Knapp Street	0.2	1.8	0.4	0.9	0.7	1.8	0.2
212	6	2209 Knapp Street	0.2	1.9	0.4	0.9	1.1	1.9	0.2
213	1	2209 Knapp Street	0.0	0.2	0.1	0.1	0.2	0.2	0.0
213	2	2209 Knapp Street	0.0	0.2	0.1	0.2	0.2	0.2	0.0
213	3	2209 Knapp Street	0.0	0.2	0.1	0.2	0.2	0.2	0.0
213	4	2209 Knapp Street	0.0	0.4	0.2	0.2	0.4	0.2	0.0
213	5	2209 Knapp Street	0.0	1.0	0.2	0.3	0.5	1.0	0.0
213	6	2209 Knapp Street	0.1	1.0	0.2	0.4	0.6	1.0	0.1
214	1	2209 Knapp Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
214	2	2209 Knapp Street	0.0	0.1	0.1	0.1	0.0	0.0	0.0
214	3	2209 Knapp Street	0.0	0.2	0.1	0.2	0.0	0.0	0.0
214	4	2209 Knapp Street	0.0	0.2	0.1	0.2	0.0	0.0	0.0
214	5	2209 Knapp Street	0.0	0.3	0.1	0.3	0.0	0.0	0.0
214	6	2209 Knapp Street	0.0	0.4	0.1	0.4	0.0	0.0	0.0

Construction Noise Results
2185 Coyle Street

Rec #	Flr #	Address	Existing L_{10}	Total L_{10}		Total L_{10}				
						9mo	14mo	2mo	5mo	6mo
				L_{10} Min	L_{10} Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
215	3	2209 Knapp Street	63.4	63.5	63.6	63.5	63.6	63.5	63.5	63.5
215	4	2209 Knapp Street	63.4	63.5	63.6	63.6	63.6	63.6	63.5	63.5
215	5	2209 Knapp Street	63.4	63.5	63.7	63.6	63.7	63.6	63.6	63.5
215	6	2209 Knapp Street	63.4	63.5	63.9	63.6	63.9	63.7	63.6	63.5
216	1	2209 Knapp Street	63.4	63.4	63.5	63.5	63.5	63.5	63.5	63.4
216	2	2209 Knapp Street	63.4	63.5	63.5	63.5	63.5	63.5	63.5	63.5
216	3	2209 Knapp Street	63.4	63.5	63.6	63.6	63.6	63.6	63.5	63.5
216	4	2209 Knapp Street	63.4	63.5	63.7	63.6	63.7	63.6	63.6	63.5
216	5	2209 Knapp Street	63.4	63.5	63.8	63.6	63.8	63.6	63.6	63.5
216	6	2209 Knapp Street	63.4	63.5	63.8	63.6	63.8	63.7	63.6	63.5
217	1	2209 Knapp Street	63.6	63.6	64.3	63.7	64.3	63.7	63.7	63.6
217	2	2209 Knapp Street	63.6	63.7	64.1	63.7	64.1	63.7	63.7	63.7
217	3	2209 Knapp Street	63.6	63.7	64.1	63.7	64.1	63.7	63.7	63.7
217	4	2209 Knapp Street	63.6	63.7	64.4	63.7	64.4	63.7	63.7	63.7
217	5	2209 Knapp Street	63.6	63.7	64.7	63.8	64.7	63.7	63.7	63.7
217	6	2209 Knapp Street	63.6	63.7	64.5	63.8	64.5	63.7	63.7	63.7
218	1	2209 Knapp Street	63.6	63.6	64.3	63.7	64.3	63.7	63.7	63.6
218	2	2209 Knapp Street	63.6	63.6	64.1	63.7	64.1	63.7	63.7	63.6
218	3	2209 Knapp Street	63.6	63.6	64.2	63.7	64.2	63.7	63.7	63.6
218	4	2209 Knapp Street	63.6	63.7	64.3	63.7	64.3	63.7	63.7	63.7
218	5	2209 Knapp Street	63.6	63.7	64.7	63.7	64.7	63.7	63.7	63.7
218	6	2209 Knapp Street	63.6	63.7	64.5	63.8	64.5	63.7	63.7	63.7
219	2	2209 Knapp Street	63.6	63.6	63.7	63.6	63.7	63.6	63.6	63.6
219	3	2209 Knapp Street	63.6	63.6	63.7	63.6	63.7	63.6	63.6	63.6
219	4	2209 Knapp Street	63.6	63.6	63.7	63.6	63.7	63.6	63.6	63.6
219	5	2209 Knapp Street	63.6	63.6	63.8	63.6	63.8	63.6	63.6	63.6
219	6	2209 Knapp Street	63.6	63.6	63.8	63.7	63.8	63.6	63.6	63.6
220	1	2251 Knapp Street	63.6	63.6	64.2	63.8	64.2	63.6	63.6	63.6
220	2	2251 Knapp Street	63.6	63.6	64.2	63.9	64.2	63.6	63.6	63.6
220	3	2251 Knapp Street	63.6	63.6	64.3	63.9	64.3	63.7	63.6	63.6
220	4	2251 Knapp Street	63.6	63.6	64.4	63.9	64.4	63.7	63.6	63.6
220	5	2251 Knapp Street	63.6	63.6	64.4	64.0	64.4	63.7	63.7	63.6
220	6	2251 Knapp Street	63.6	63.6	64.5	64.0	64.5	63.7	63.7	63.6
221	2	2251 Knapp Street	63.6	63.6	64.3	63.8	64.3	63.6	63.6	63.6
221	3	2251 Knapp Street	63.6	63.6	64.4	63.8	64.4	63.7	63.6	63.6
221	4	2251 Knapp Street	63.6	63.6	64.5	63.8	64.5	63.7	63.6	63.6
221	5	2251 Knapp Street	63.6	63.6	64.5	63.9	64.5	63.7	63.7	63.6
221	6	2251 Knapp Street	63.6	63.6	64.5	63.9	64.5	63.7	63.7	63.6
222	1	2251 Knapp Street	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6
222	2	2251 Knapp Street	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6
222	3	2251 Knapp Street	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6
222	4	2251 Knapp Street	63.6	63.6	63.6	63.6	63.6	63.6	63.6	63.6
222	5	2251 Knapp Street	63.6	63.6	63.7	63.6	63.7	63.6	63.6	63.6
222	6	2251 Knapp Street	63.6	63.6	63.7	63.6	63.7	63.6	63.6	63.6

Construction Noise Results
2185 Coyle Street

			Increment		Increment				
					9mo	14mo	2mo	5mo	6mo
Rec #	Flr #	Address	Incr. Min	Incr. Max	9/25 Demo	7/26 Super	3/27 Int and Demo	6/27 Int and Super	10/27 Int and Int
215	3	2209 Knapp Street	0.0	0.2	0.1	0.2	0.1	0.1	0.0
215	4	2209 Knapp Street	0.1	0.2	0.1	0.2	0.1	0.1	0.1
215	5	2209 Knapp Street	0.1	0.3	0.2	0.3	0.2	0.2	0.1
215	6	2209 Knapp Street	0.1	0.4	0.2	0.4	0.2	0.2	0.1
216	1	2209 Knapp Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
216	2	2209 Knapp Street	0.0	0.1	0.1	0.1	0.1	0.0	0.0
216	3	2209 Knapp Street	0.1	0.2	0.1	0.2	0.1	0.1	0.1
216	4	2209 Knapp Street	0.1	0.3	0.2	0.3	0.2	0.1	0.1
216	5	2209 Knapp Street	0.1	0.3	0.2	0.3	0.2	0.2	0.1
216	6	2209 Knapp Street	0.1	0.4	0.2	0.4	0.2	0.2	0.1
217	1	2209 Knapp Street	0.0	0.7	0.1	0.7	0.0	0.0	0.0
217	2	2209 Knapp Street	0.0	0.4	0.1	0.4	0.1	0.0	0.0
217	3	2209 Knapp Street	0.0	0.5	0.1	0.5	0.1	0.0	0.0
217	4	2209 Knapp Street	0.0	0.8	0.1	0.8	0.1	0.0	0.0
217	5	2209 Knapp Street	0.0	1.1	0.1	1.1	0.1	0.1	0.0
217	6	2209 Knapp Street	0.1	0.9	0.2	0.9	0.1	0.1	0.1
218	1	2209 Knapp Street	0.0	0.7	0.1	0.7	0.1	0.0	0.0
218	2	2209 Knapp Street	0.0	0.5	0.1	0.5	0.1	0.0	0.0
218	3	2209 Knapp Street	0.0	0.6	0.1	0.6	0.1	0.0	0.0
218	4	2209 Knapp Street	0.0	0.7	0.1	0.7	0.1	0.0	0.0
218	5	2209 Knapp Street	0.0	1.1	0.1	1.1	0.1	0.1	0.0
218	6	2209 Knapp Street	0.0	0.9	0.2	0.9	0.1	0.1	0.0
219	2	2209 Knapp Street	0.0	0.1	0.0	0.1	0.0	0.0	0.0
219	3	2209 Knapp Street	0.0	0.1	0.0	0.1	0.0	0.0	0.0
219	4	2209 Knapp Street	0.0	0.1	0.0	0.1	0.0	0.0	0.0
219	5	2209 Knapp Street	0.0	0.1	0.0	0.1	0.0	0.0	0.0
219	6	2209 Knapp Street	0.0	0.2	0.0	0.2	0.0	0.0	0.0
220	1	2251 Knapp Street	0.0	0.6	0.2	0.6	0.0	0.0	0.0
220	2	2251 Knapp Street	0.0	0.6	0.3	0.6	0.0	0.0	0.0
220	3	2251 Knapp Street	0.0	0.6	0.3	0.6	0.0	0.0	0.0
220	4	2251 Knapp Street	0.0	0.8	0.3	0.8	0.0	0.0	0.0
220	5	2251 Knapp Street	0.0	0.8	0.3	0.8	0.0	0.0	0.0
220	6	2251 Knapp Street	0.0	0.9	0.4	0.9	0.0	0.0	0.0
221	2	2251 Knapp Street	0.0	0.7	0.2	0.7	0.0	0.0	0.0
221	3	2251 Knapp Street	0.0	0.7	0.2	0.7	0.0	0.0	0.0
221	4	2251 Knapp Street	0.0	0.8	0.2	0.8	0.0	0.0	0.0
221	5	2251 Knapp Street	0.0	0.9	0.2	0.9	0.0	0.0	0.0
221	6	2251 Knapp Street	0.0	0.9	0.3	0.9	0.0	0.0	0.0
222	1	2251 Knapp Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
222	2	2251 Knapp Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
222	3	2251 Knapp Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
222	4	2251 Knapp Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0
222	5	2251 Knapp Street	0.0	0.1	0.0	0.1	0.0	0.0	0.0
222	6	2251 Knapp Street	0.0	0.1	0.0	0.1	0.0	0.0	0.0

Appendix 5:
Technical Memorandum for City of Yes for Housing Opportunity

Technical Memorandum for City of Yes for Housing Opportunity

A. INTRODUCTION

The New York City Department of City Planning is proposing a citywide zoning text amendment, the City of Yes for Housing Opportunity "CHO" (CEQR No. 24DCP033Y) to expand opportunities for housing within all zoning districts, and across all 59 of the City's Community Districts. These changes to the City's Zoning Resolution would enable more housing and a wider variety of housing types in every neighborhood, from the lowest density districts to the highest, to address the housing shortage and high cost of housing in New York City. The proposed zoning text amendment was referred into public review on April 26, 2024. Given that the 2185 Coyle Street project may be affected by the proposals included in the proposed zoning text amendment, this technical memorandum assesses whether the conclusion of the project's environmental review would by altered by CHO.

2185 Coyle Street Associates LLC (the "Applicant") is seeking a zoning map amendment and a zoning text amendment from the New York City Planning Commission ("CPC") (the "the Proposed Actions") to facilitate the development of an approximately 555,297-gross-square-feet ("gsf") mixed-use residential and commercial development (the "Proposed Project") at 2185 Coyle Street (Brooklyn Block 7368, Lot 17) in the Sheepshead Bay neighborhood of Brooklyn Community District ("CD") 15. The Proposed Actions would apply to the Proposed Rezoning Area, which is located approximately 900-feet southeast of Marine Park in the eastern portion of Brooklyn CD 15 and comprises the majority of Block 7368 (which measures approximately 140,000-square-feet ["sf"]). The Proposed Rezoning Area is bounded by Coyle Street to the west, Avenue V to the south, Bragg Street to the east, and extends to within 100-feet of Avenue U to the north. The Proposed Rezoning Area is a rectangular-shaped area spanning five privately owned lots (the entirety of Lots 15, 17, 65, and 68, and a p/o of Lot 1). Of these lots, only Lot 17 is under the control of the Applicant. The Proposed Rezoning Area contains approximately 600-feet of frontage along Coyle and Bragg Streets, respectively, approximately 200-feet of frontage along Avenue V, and extends to within approximately 100-feet of Avenue U.

The Applicant's Proposed Project would contain approximately 434,743-gsf of residential uses, approximately 47,375-gsf of commercial (local retail) uses, approximately 14,000-sf of private, passive programmed open space, and approximately 73,179-gsf of accessory parking garage space (5,046-gsf on the ground floor and 68,133-gsf in the cellar level). The Proposed Project's residential floor area would comprise approximately 435 dwelling units ("DUs"), 25-30% (approximately 109-131 DUs) of which would be affordable pursuant to Mandatory Inclusionary Housing ("MIH") at a range of 60-80% of the Area Median Income ("AMI") depending on the MIH Option selected. The Applicant intends to pursue MIH Option 1, which would result in the provision of approximately 109 DUs. Approximately 231 accessory parking spaces (184 residential spaces and 47 commercial spaces) would be required; approximately 263 total spaces would be provided within a cellar level parking garage. The cellar level parking garage would be accessed via ramps on the ground floor of the Proposed Project. The Proposed Project's accessory parking garage would be accessed via one new curb cut on Coyle Street and one new curb cut on Bragg Street. At its highest point, the Proposed Project would reach nine-stories (92-feet-tall rooftop height) along Avenue V.

EAS Reasonable Worst Case Development Scenario

Lot 17 (Projected Development Site 1)

Projected Development Site 1 would be developed with the Proposed Project, an approximately 555,297-gsf mixed-use residential and commercial development containing approximately 435 total DUs and 47,375-gsf of commercial (local retail) space. However, the Applicant's residential development program is based on an average unit size of approximately 1,000-gsf. For CEQR analysis purposes presented in the EAS, the With-Action RWCDS assumes an average unit size of approximately 850-gsf, resulting in approximately 511 total DUs, 25-30% (approximately 109-131 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected. For CEQR analysis purposes presented in the EAS (i.e., Early Childhood Programs), 20% of the residential floor area (102 DUs) is assumed to be affordable at an average of 80% AMI. The portion of the Proposed Project located in the proposed R7X/C2-4 district would contain approximately 165 total DUs. The portion of the Proposed Project located in the proposed R7A/C2-4 district would contain approximately 184 total DUs. The portion of the Proposed Project located in the proposed R6A/C2-4 district would contain approximately 162 total DUs.

In addition, the RWCDS assumes the portion of the With-Action condition fronting Avenue V would reach a maximum rooftop height of 145-feet (14-stories) including a qualifying ground floor ("QGF") pursuant to ZR Section 23-664 (plus a 15-feet-tall bulkhead for a total building height of 160-feet), which would maximize the building height permitted in the R7X/C2-4 district.

Consistent with the Proposed Project, under the With-Action RWCDS, the With-Action condition would also provide approximately 14,000-sf of private, passive programmed open space and approximately 73,179-gsf of accessory parking garage space on the Proposed Project's ground floor and cellar level. The private, passive open space would comprise a landscaped courtyard; in addition to landscaping, the open space would contain pathways, benches, and movable tables and chairs. The With-Action condition would also provide approximately 263 accessory parking spaces (216 residential spaces and 47 commercial spaces) within the cellar level parking garage.

Lots 65 and 68 (Projected Development Site 2)

Within the Proposed Rezoning Area, lots 65 and 68 are occupied by commercial uses. In the future with the Proposed Actions, it is expected the existing buildings on Lots 65 and 68 would be demolished and the two lots would be developed to the maximum permitted FAR of 4.6 with an approximately 68,520-gsf mixed-use residential and commercial building with a maximum rooftop height of 95-feet including a qualifying ground floor ("QGF") pursuant to ZR Section 23-664. The building on Projected Development Site 2 would include approximately 54,120-gsf of residential space (64 total DUs including at least 16 income-restricted DUs pursuant to MIH Option 1) and 6,600-gsf of local retail space on the building's ground floor. Accessory parking for the local retail space would be waived as less than 40 accessory parking spaces would be required; however, 26 accessory parking spaces would be provided for the residential use and located within a cellar level parking garage. For CEQR analysis purposes presented in the EAS (i.e., Early Childhood Programs), 20% of the residential floor area (13 DUs) is assumed to be affordable at an average of 80% AMI.

In sum, for Projected Development Sites 1 and 2, the net incremental change resulting from the Proposed Actions would be a total increase of approximately 488,863-gsf of residential space, including approximately 575 total DUs, of which at least approximately 144 would be income-restricted DUs

pursuant to MIH Option 1, approximately 15,975-gsf of commercial space, and approximately 123 accessory parking spaces.

Lot 15 (Potential Development Site 1)

Within the Proposed Rezoning Area, lot 15 is less likely to be developed and is considered a potential development site for CEQR analysis purposes presented in the EAS. The With-Action condition for Potential Development Site 1 comprises an approximately 15,840-gsf (3.6 FAR) mixed-use residential and commercial building with a maximum rooftop height of 85-feet including a qualifying ground floor ("QGF") pursuant to ZR Section 23-664. The building would feature a base height of 65-feet (six-stories) before being setback 15-feet from Bragg Street. The building on Potential Development Site 1 would include approximately 13,640-gsf of residential space containing approximately 16 total DUs, 25-30% (approximately 4-5 DUs) of which would be affordable pursuant to MIH at a range of 60-80% AMI depending on the MIH Option selected, and 2,200-gsf of local retail space on the building's ground floor. Accessory parking for the local retail space would be waived as less than 40 accessory parking spaces would be required; however, seven accessory spaces would be provided for the residential use. It should be noted that the EAS only considers Potential Development Site 1 for site-specific and height-related technical areas, including Shadows, Urban Design and Visual Resources, Hazardous Materials, Air Quality, and Noise.

B. ANALYSIS FRAMEWORK

This technical memorandum provides a preliminary assessment of the effects of CHO on the Proposed Actions and evaluates whether CHO would affect the analyses and conclusions presented in the EAS. The City of Yes for Housing Opportunity proposal as presented in the Draft Zoning Text[1] would change the allowable residential FARs and maximum permitted heights for the 2185 Coyle Street project's proposed zoning districts. In the proposed R6A/C2-4 district, the allowable residential FAR would change from 3.6 (pursuant to MIH) to 3.9 (pursuant to CHO's Qualifying Affordable Housing regulations [ZR Section 23-222] in the Draft Zoning Text). In the proposed R7A/C2-4 district, the allowable residential FAR would change from 4.6 (pursuant to MIH) to 5.01 (pursuant to CHO's Qualifying Affordable Housing regulations [ZR Section 23-222] in the Draft Zoning Text). In the proposed R7X/C2-4 district, the allowable residential FAR would remain 6.0 (pursuant to MIH and pursuant to CHO's Qualifying Affordable Housing regulations [ZR Section 23-222] in the Draft Zoning Text).

For Projected Development Site 1, CHO's Qualifying Affordable Housing regulations would increase the maximum allowable developable residential floor area (blended across all three proposed zoning districts) by approximately 0.28 FAR, or approximately 26,600-zoning-square-feet ("zsf") (approximately 30,590-gsf), comprising approximately 36 DUs (assuming an average unit size of approximately 850-gsf). For Projected Development Site 1, CHO would change the maximum building heights analyzed in the EAS for the proposed R6A/C2-4 and R7A/C2-4 districts; in the proposed R6A/C2-4 district, the maximum building height would increase from 85-feet to 95-feet, and in the proposed R7A/C2-4 district, the maximum building height would increase from 95-feet to 115-feet. In the proposed R7X/C2-4 district, the maximum building height would not change and would remain 145-feet. No parking spaces would be required because CHO proposes to eliminate parking requirements for new residential developments.

[1] https://www.nyc.gov/assets/planning/download/pdf/plans-studies/city-of-yes/housing-opportunity/annotated-zoning-text.pdf#r=1

For Projected Development Site 2, CHO's Qualifying Affordable Housing regulations would increase the maximum allowable developable residential floor area by approximately 0.41 FAR, or approximately 4,920-zsf (approximately 5,658-gsf), comprising approximately six DUs (assuming an average unit size of approximately 850-gsf). For Projected Development Site 2, CHO would change the maximum building height analyzed in the EAS for the proposed R7A/C2-4 district from 95-feet to 115-feet. No parking spaces would be required because CHO proposes to eliminate parking requirements for new residential developments. For Potential Development Site 1, CHO would change the maximum building height analyzed in the EAS from 85-feet to 95-feet.

Future No-Action Condition

In the 2028 No-Action condition, the Proposed Rezoning Area's existing R4/C1-2 zoning would remain in place and City of Yes for Housing Opportunity would be approved. The City of Yes for Housing Opportunity would not alter the No-Action condition presented within the EAS. Under the existing zoning, no changes are anticipated to occur. All existing structures and land uses located within the Proposed Rezoning Area are anticipated to remain unchanged from existing conditions. However, in the future without the Proposed Actions, it is assumed that the vacant, formerly commercial building on Projected Development Site 1 (Lot 17) would be re-tenanted by a supermarket.

Future With-Action Condition

As shown in **Table 1**, in the 2028 With-Action condition, City of Yes for Housing Opportunity would modify the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2 by facilitating the additional development of approximately 36,110-gsf (approximately 31,400-zsf) of additional total residential floor area (resulting in the additional development of an additional 42 total DUs facilitated by CHO). No changes would occur for the proposed commercial and accessory parking uses. As also shown in **Table 1**, the changes facilitated by CHO would generate an additional 112 residents and two workers.

Table 1: Projected Development Sites 1 and 2 – EAS No-Action Condition, EAS With-Action, and CHO With-Action Condition RWCDS

Use	EAS No-Action	EAS With-Action	CHO With-Action	CHO With-Action Compared to EAS With-Action
Residential (GSF)	0-GSF	488,863-GSF	524,973-GSF	+36,110-GSF
Total Dwelling DUs	0 DUs	575 DUs	617 DUs	+42 DUs
Income-restricted DUs (Pursuant to MIH Option 1)	0 DUs	144 DUs	154 DUs	+10 DUs
Commercial (GSF)	38,000-GSF	53,975-GSF	53,975-GSF	0-GSF
Accessory Parking Spaces	166 spaces (parking lot)	289 spaces (parking garage)	289 spaces (parking garage)	0 spaces
Population	**EAS No-Action**	**EAS With-Action**	**CHO With-Action**	**CHO With-Action Compared to EAS With-Action**
Residents	0	1,530	1,642	+112
Workers	114	191	193	+2

Note: Estimates of the residential population have been calculated based on the average household size of 2.66 persons per household for Brooklyn Community District 15 per the 2020 U.S. Census. Estimates of workers have been calculated based on one worker per 333 gsf of local retail/supermarket space, one worker per 25 DUs, and one worker per 50 parking spaces.

For Projected Development Site 1, CHO would increase the maximum building heights analyzed in the EAS by an increment of 10-feet in the proposed R6A/C2-4 district and by an increment of 20-feet in the proposed R7A/C2-4 district. For Projected Development Site 2, CHO would change the maximum building height analyzed in the EAS by an increment of 20-feet in the proposed R7A/C2-4 district.

C. SUPPLEMENTAL SCREENING PROPOSED ACTIONS WITH CHO

The changes facilitated by CHO would not substantially alter the site-specific characteristics of the Proposed Rezoning Area. The changes would not exceed the thresholds requiring analysis within the 2021 *CEQR Technical Manual* for Historic and Cultural Resources, Natural Resources, Solid Waste and Sanitation Services, Energy, Greenhouse Gas Emissions and Climate Change, Public Health, or Neighborhood Character. The conclusions presented in the EAS would not change and no further analysis related to these site-specific impact categories is warranted.

The proposed (E) Designations for Hazardous Materials and Air Quality would remain the same as presented in the EAS to avoid significant adverse impacts to these two technical areas. For Air Quality, the analysis presented in the EAS is based on specific stack heights for Projected Development Sites 1 and 2 and Potential Development Site 1; the stack heights used in the Air Quality analysis would be mandated through the proposed (E) Designation for Air Quality. Adherence to the proposed (E) Designation for Air Quality would avoid significant adverse air quality impacts. The potential changes to the With-Action condition facilitated by CHO would not alter the conclusions of the EAS related to Hazardous Materials and Air Quality, and no further analysis related to these impact categories is warranted.

Land Use, Zoning, and Public Policy

The potential changes that would be facilitated by CHO would not require new analysis nor change the conclusion of the Land Use, Zoning, and Public Policy attachment in the EAS. The changes facilitated by CHO would continue to result in land uses that are compatible with the residential character of the secondary study area. The proposed R6A/C2-4, R7A/C2-4, and R7X/C2-4 districts would be compatible with the secondary study area's existing R4/C1-2, R4/C2-2, R5, and R6A/C2-4 districts. The addition of 42 DUs facilitated by CHO would be supportive of the City's housing goals as identified in *Housing Our Neighbors: A Blueprint for Housing and Homelessness*. The incorporation of changes facilitated by CHO would not result in a significant adverse impact on Land Use, Zoning, and Public Policy and no further analysis is warranted.

Socioeconomic Conditions

The potential changes that would be facilitated by CHO would not require new analysis nor change the conclusion of the Socioeconomic Conditions attachment in the EAS. Compared to the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2, the addition of 42 DUs facilitated by CHO would not exceed the applicable 200-unit 2021 *CEQR Technical Manual* threshold requiring an assessment of potential indirect residential displacement; therefore, an assessment of Socioeconomic Conditions is not warranted for the changes facilitated by CHO. As described in the EAS, the Proposed Actions are expected to have a stabilizing effect on the housing market in the half-mile socioeconomic study area and would allow for limited new housing opportunities and investments in the half-mile socioeconomic study area. The changes facilitated by CHO would allow for additional new housing opportunities in the half-mile socioeconomic study area. The incorporation of changes facilitated by CHO

would not result in a significant adverse impact on Socioeconomic Conditions and no further analysis is warranted.

Community Facilities and Services

The potential changes that would be facilitated by CHO would not require new analysis nor change the conclusion of the Community Facilities and Services attachment in the EAS. Compared to the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2, the addition of 42 DUs facilitated by CHO would not exceed the applicable 2021 *CEQR Technical Manual* thresholds requiring assessment of Community Facilities and Services, including 50 or more elementary/middle school students and/or 150 or more high school students, 20 or more eligible children under age five, 834 DUs of new housing units in Brooklyn, or a sizeable new neighborhood where none existed before.

For public schools, the addition of 42 DUs would generate approximately six elementary school students, two middle school students, and two high school students.[2] As displayed in **Table E-6** of **Attachment E, "Community Facilities and Services"** of the EAS, the With-Action condition utilization rate of study area public elementary schools in CSD 22 would be equal to or greater than 100 percent; however, the Proposed Actions would not generate 100 or more new elementary students in CSD 22. Therefore, the Proposed Actions would not meet both of these criteria for public elementary schools and would not result in any significant adverse impacts on public elementary schools in CSD 22. Compared to the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2, the addition of six elementary school students facilitated by CHO would not alter the conclusions of **Attachment E, "Community Facilities and Services"** of the EAS and the incorporation of changes facilitated by CHO would not result in a significant adverse impact on public elementary schools in CSD 22.

For early childhood programs, the addition of 42 DUs would generate approximately two additional eligible children under age five.[3] As displayed in **Table E-8** of **Attachment E, "Community Facilities and Services"** of the EAS, the With-Action condition collective utilization rate of study area early childhood programs would be greater than 100 percent; however, the Proposed Actions would not increase the collective utilization rate of early childhood programs in the study area by five percent between the No-Action and With-Action conditions. Therefore, the Proposed Actions would not meet both of these criteria for early childhood programs and would not result in any significant adverse impacts on early childhood programs in the study area. Compared to the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2, the addition of two eligible children under age five facilitated by CHO would not alter the conclusions of **Attachment E, "Community Facilities and Services"** of the EAS and the incorporation of changes facilitated by CHO would not result in a significant adverse impact on early childhood programs. Therefore, analysis of Community Facilities and Services is not warranted for the changes facilitated by CHO, and the incorporation of changes facilitated by CHO would not result in a significant adverse impact on Community Facilities and Services.

Open Space

The potential changes that would be facilitated by CHO would not require new analysis nor change the conclusion of the Open Space attachment in the EAS. Compared to the With-Action condition analyzed in

[2] Per the SCA's Projected Public School Ratio student generation rates, residential units in CSD 22 generate 0.1519 elementary school students per DU, 0.0468 middle school students per DU, and 0.05 high school students per DU.
[3] Assuming 20 percent of 42 DUs (~ 8 DUs). A multiplier of 0.178, applicable to projects located in Brooklyn per Table 6-1a of the 2021 *CEQR Technical Manual*, was applied to the 8 DUs.

the EAS for Projected Development Sites 1 and 2, the addition of 42 DUs facilitated by CHO would generate approximately 112 residents.[4] As displayed in **Table F-11** of **Attachment F, "Open Space"** of the EAS, in the With-Action condition, the residential total, active, and passive open space ratios would each decrease by approximately 4.91 percent from the No-Action condition. Compared to the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2, the addition of 112 residents facilitated by CHO would decrease the residential total, active, and passive open space ratios by an additional approximately 0.34 percent from the With-Action condition, to approximately 5.25 percent. However, this additional reduction would not constitute a significant adverse impact. As described in **Attachment F, "Open Space,"** the half-mile open space study area's total and passive open space ratios would exceed the city's optimal planning guidelines for total and passive open space ratios in the With-Action condition, while the half-mile open space study area's active open space ratio would fall below the city's optimal planning guideline for the active open space ratio in the With-Action condition. The potential changes that would be facilitated by CHO would not alter these conclusions.

As described in **Attachment F, "Open Space,"** in accordance with 2021 *CEQR Technical Manual* impact criteria, the reduction in the total, passive, and active open space ratios in the half-mile open space study area would be ameliorated by several qualitative factors, including the range of active and passive open space uses and the good to excellent condition of open space uses in the half-mile open space study area, as well as the proximity of additional open space acreage located adjacent to the boundaries of the half-mile open space study area that feature a range of active open space uses and would be accessible options to residents of the half-mile open space study area. Furthermore, the Proposed Project would include approximately 14,000-sf (0.32 acres) of private, passive programmed open space on Projected Development Site 1 that would be available to residents of the Proposed Project. The open space would comprise a landscaped courtyard; in addition to landscaping, the open space would contain pathways, benches, and movable tables and chairs. Therefore, the potential changes that would be facilitated by CHO would not alter the conclusions of **Attachment F, "Open Space"** of the EAS and the incorporation of changes facilitated by CHO would not result in a significant adverse impact on open space in the half-mile open space study area.

Therefore, analysis of Open Space is not warranted for the changes facilitated by CHO. The incorporation of changes facilitated by CHO would not result in a significant adverse impact on Open Space and no further analysis is warranted.

Shadows

For the Proposed Rezoning Area, the Tier 1 Screening Assessment (i.e., the longest shadow study area) provided in the EAS was determined based on the maximum building height of 145-feet (160-feet-tall including mechanical bulkhead) applicable in the proposed R7X/C2-4 district. The Tier 1 Screening Assessment did not identify sunlight-sensitive resources of concern within the 688-foot longest shadow study area. For Projected Development Site 1, CHO would change the maximum building heights analyzed in the EAS for the proposed R6A/C2-4 and R7A/C2-4 districts; in the proposed R6A/C2-4 district, the maximum building height would change from 85-feet to 95-feet, and in the proposed R7A/C2-4 district, the maximum building height would change from 95-feet to 115-feet. In the proposed R7X/C2-4 district, the maximum building height would not change and would remain 145-feet. For Projected Development Site 2, CHO would change the maximum building height analyzed in the EAS for the proposed R7A/C2-4

[4] Estimates of the residential population have been calculated based on the average household size of 2.66 persons per household for Brooklyn Community District 15 per the 2020 U.S. Census.

district from 95-feet to 115-feet. For Potential Development Site 1, CHO would change the maximum building height analyzed in the EAS from 85-feet to 95-feet.

Therefore, the additional 10- and 20-feet of maximum building heights potentially enabled by CHO would not cause any maximum building heights to exceed the 160-feet in total height analyzed in the EAS for the Proposed Rezoning Area, and the 688-foot longest shadow study area would not need to be expanded. Therefore, the additional maximum building heights potentially enabled by CHO would not result in significant adverse impacts related to Shadows and no further analysis is warranted.

Urban Design and Visual Resources

The additional maximum building heights potentially enabled by CHO, which would be 10- to 20-feet taller than what was assumed in the EAS, would result in a negligible change in the appearance of buildings that would not negatively affect the pedestrian experience adjacent to the Proposed Rezoning Area. The additional maximum building heights potentially enabled by CHO would not obstruct important visual resources, nor would they result in building heights that would be incompatible with their surroundings. Therefore, the additional maximum building heights potentially enabled by CHO would not result in significant adverse impacts on Urban Design and Visual Resources and no further analysis is warranted.

Water and Sewer Infrastructure

The potential changes that would be facilitated by CHO would not require new analysis nor change the conclusion of the Water and Sewer Infrastructure attachment in the EAS. As described in the 2021 *CEQR Technical Manual*, for wastewater and stormwater conveyance and treatment, a preliminary sewer analysis is warranted if a project is located in a separately sewered area, is located in an existing R4 or R5 zoning district, and would result in the incremental development of at least 50 residential units or 100,000-sf or more of commercial, public and institutional, and/or community facility space. As described in the EAS, the Proposed Rezoning Area is located in a separately sewered area and is located in an existing R4 zoning district. Compared to the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2, the addition of 42 DUs facilitated by CHO would not exceed the applicable 50-unit 2021 *CEQR Technical Manual* threshold requiring a preliminary sewer analysis. Therefore, analysis of Water and Sewer Infrastructure is not warranted for the changes facilitated by CHO, and the incorporation of changes facilitated by CHO would not result in a significant adverse impact on Water and Sewer Infrastructure.

Transportation

As described in the EAS, to better accommodate vehicle demand generated by the Proposed Actions, minor signal timing changes are proposed at three intersections (two intersections along Avenue V and one intersection along Avenue U). The signal timing changes are displayed in **Table I-12** of **Attachment I, "Transportation"** of the EAS and shown below in **Table 2**. As described in the EAS, with the incorporation of the recommended improvement measures displayed in **Table 2**, no intersections would be considered significantly or adversely impacted pursuant to 2021 *CEQR Technical Manual* impact criteria.

Table 2: Proposed Traffic Improvement Measures – With-Action Condition RWCDS

Intersection	Signal Phase	No Action Signal Timing (Seconds)[1] AM	MD	PM	SAT	Proposed Signal Timing (Seconds)[1] AM	MD	PM	SAT	Recommended Improvement
Avenue V & Bragg Street	EB/WB	51	51	51	51	51	50	51	51	- Transfer 1s of green time from EB/WB to NB in MD.
	PED	7	7	7	7	7	7	7	7	
	NB	32	32	32	32	32	33	32	32	
Avenue V & Knapp Street	NB/SB	42	42	42	42	42	43	44	43	- Transfer 1s of green time from EB/WB to NB/SB in PM and Saturday.
	PED	7	7	7	7	7	7	7	7	
	EB/WB	41	41	41	41	41	40	39	40	
Avenue U & Bragg Street	EB/WB	68	50	68	50	68	50	69	50	- Transfer 1s of green time from EB/WB to NB in PM.
	PED	10	10	10	10	10	10	10	10	
	NB	42	30	42	30	42	30	41	30	

Note:
1. Signal timings shown indicate green plus yellow (including all red) for each phase.

Therefore, the potential changes that would be facilitated by CHO were evaluated to determine if the recommended improvement measures proposed in **Table I-12** of **Attachment I, "Transportation"** of the EAS would be sufficient under the potential changes that would be facilitated by CHO. Compared to the With-Action condition analyzed in the EAS for Projected Development Sites 1 and 2, the addition of 42 DUs facilitated by CHO would generate approximately 12, 10, 11, and 13 additional vehicle trips (auto, taxi, and truck combined) during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. As shown in **Table 3**, to accommodate the additional CHO-generated vehicle trips, the proposed signal timing changes displayed in **Table 2**, as well as the transfer of one (1) additional second for the intersection of Avenue V and Knapp Street during the weekday PM peak hour, would be sufficient under the potential changes that would be facilitated by CHO.

Table 3: Proposed Traffic Improvement Measures – With-Action Condition RWCDS + CHO

Intersection	Signal Phase	No Action Signal Timing (Seconds)[1] AM	MD	PM	SAT	Proposed Signal Timing (Seconds)[1] AM	MD	PM	SAT	Recommended Improvement
Avenue V & Bragg Street	EB/WB	51	51	51	51	51	50	51	51	- Transfer 1s of green time from EB/WB to NB in MD.
	PED	7	7	7	7	7	7	7	7	
	NB	32	32	32	32	32	33	32	32	
Avenue V & Knapp Street	NB/SB	42	42	42	42	42	42	44	43	- Transfer 2s of green time from EB/WB to NB/SB in PM.
	PED	7	7	7	7	7	7	7	7	- Transfer 1s of green time from EB/WB to NB/SB in Saturday.
	EB/WB	41	41	41	41	41	41	39	40	
Avenue U & Bragg Street	EB/WB	68	50	68	50	68	50	67	50	- Transfer 1s of green time from EB/WB to NB in PM.
	PED	10	10	10	10	10	10	10	10	
	NB	42	30	42	30	42	30	43	30	

Note:
1. Signal timings shown indicate green plus yellow (including all red) for each phase.

Therefore, the incorporation of changes facilitated by CHO would not result in additional or new significant adverse impacts on Transportation.

Noise

The potential changes that would be facilitated by CHO would not require new analysis nor change the conclusion of the Noise attachment in the EAS. Noise levels would continue to be below the level requiring additional window and wall attenuation to maintain interior noise levels of 45 dB(A) or lower for residential uses. The incorporation of changes facilitated by CHO would not result in a significant adverse impact on Noise and no further analysis is warranted.

Construction

The potential changes that would be facilitated by CHO would not require new analysis nor change the conclusion of the Construction attachment in the EAS. The additional building densities and heights potentially enabled by CHO would result in a negligible change in the conceptual construction schedules for Projected Development Sites 1 and 2. Therefore, the additional building densities and heights potentially enabled by CHO would not result in significant adverse impacts on Construction and no further analysis is warranted.

D. SUMMARY CONCLUSION

This technical memorandum assesses whether the City of Yes for Housing Opportunity proposal would potentially alter the analysis of the Proposed Actions and conclusions presented in the corresponding EAS for the 2185 Coyle Street project. The City of Yes for Housing Opportunity proposal as presented in the Final Scope of Work published in April 2024 would increase the allowable residential FARs for this project's proposed zoning districts by 0.41 FAR, as well as increase the allowable maximum building heights by 10- or 20-feet.

This technical memorandum concludes that the potential changes facilitated by CHO would not exceed thresholds nor create conditions that require new analysis or improvement measures, nor would the proposed changes affect the conclusions presented in the EAS.