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

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

Part I: GENERAL INFORMATION

PROJECT NAME Sojourner Truth - Mapes Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
CEQR No. 26DCP113X	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
240206ZMX, N240207ZRX	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY Department of City Planning			NAME OF APPLICANT Phipps Houses		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, Director Environmental Assessment and Review Division New York City Department of City Planning			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Kelly Biscuso, Vice President of Development		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 1591 Fulton Ave		
CITY New York	STATE NY	ZIP 10271	CITY Bronx	STATE NY	ZIP 10457
TELEPHONE 212-730-3325	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 646-388-8197	EMAIL kbiscuso@phippsny.org	

3. *Action Classification and Type*

SEQRA Classification

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

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

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

4. *Project Description*

Phipps Houses/The 2136 Crotona Parkway Housing Development Fund (the "Applicant") is requesting a zoning map amendment to rezone Block 3111, a portion of Lot 49, and Lots 55, 59, 65, 69, 71, 76, 79, 82, and 85, and Block 3119, Lots 37 and 44 (the "Rezoning Area") from R7-1 and R7-1/C1-4 districts to R8 and R8/C2-4 and a zoning text amendment to Appendix F of the Zoning Resolution to establish a Mandatory Inclusionary Housing (MIH) Area covering the entirety of the Rezoning Area and the remaining portion of Block 3111, Lot 49 (together, the "Affected Area") in the Crotona neighborhood of the Bronx, Community District 6 (the "Proposed Actions"). The portion of Block 3111, Lot 49 that is located outside of the Rezoning Area would be designated as an MIH Area, though would remain zoned as R7-1, per consultation with New York City Department of City Planning (DCP).

The Proposed Actions would facilitate a proposal by the applicant to develop two new 100% affordable buildings: a 14-story, 293,628 gross square foot (gsf), mixed-use building on Block 3111, Lots 49, 55, 59, 65, and 69 ("Projected Development Site 1"), containing approximately 278,422 gsf of residential use and 15,206 gsf of community facility use and would contain approximately 298 dwelling units (DUs); and a 16-story, 159,390 gsf residential building on Block 3119, Lots 37 and 44 ("Projected Development Site 2"), containing approximately 185 DUs (the "Proposed Project"). In addition, one other projected development site, not under the control of the applicant was identified and analyzed in the EAS: A new seven-story, 72,000 gsf mixed-use building on Block 3111, Lot 76 ("Projected Development Site 3") containing approximately 62,000 gsf of residential use and approximately 10,000 gsf of ground floor commercial use, providing 62 DUs, approximately 19 of which would be income-restricted pursuant to MIH. The Applicant also seeks construction financing from the New York City Department of Housing and Preservation (HPD) and New York City Housing Development Corporation (HDC).

As part of the Proposed Actions, the Applicant will enter into a Restrictive Declaration to codify certain Project Components Related to the Environment (PCRE).

Project Location

BOROUGH Bronx (02)	COMMUNITY DISTRICT(S) 6	STREET ADDRESS East 182nd St and Mapes Ave, 2136 Crotona Pkwy, and 2137 Southern Blvd
TAX BLOCK(S) AND LOT(S) Block 3111, a portion of Lot 49 and Lots 55, 59, 65, 69, 71, 76, 79, 82, and 85 and Block 3119, Lot 37 and 44		ZIP CODE 10460

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Projected Development Sites 1 and 3 are bound by East 182nd St, Southern Blvd, East 181st St, and Mapes Ave; Projected Development Site 2 is bound by Hornaday Pl, Mohegan Ave, East 181st St and Crotona Pkwy

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R7-1/C1-4 and R7-1	ZONING SECTIONAL MAP NUMBER 3d

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

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

- ☐ CITY MAP AMENDMENT
- ☒ ZONING MAP AMENDMENT
- ☒ ZONING TEXT AMENDMENT
- ☐ SITE SELECTION—PUBLIC FACILITY
- ☐ HOUSING PLAN & PROJECT
- ☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ ACQUISITION—REAL PROPERTY
- ☐ DISPOSITION—REAL PROPERTY
- ☐ OTHER, explain:
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ FRANCHISE

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

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

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

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

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

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

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 105,084
Roads, buildings, and other paved surfaces (sq. ft.): 105,084
Waterbody area (sq. ft.) and type:
Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 525,018 gsf
NUMBER OF BUILDINGS: 3
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Projected Development Site 1: 293,628 gsf
Projected Development Site 2: 159,390 gsf

HEIGHT OF EACH BUILDING (ft.): Projeted Development Site 1: 137' Projected Development Site 2: 154' Projected Development Site 3: 70'	NUMBER OF STORIES OF EACH BUILDING: Projected Development Site 1: max. 14 stories Projected Development Site 2: max. 16 stories Projected Development Site 3: max. 7 stories Projected Development Site 3: 72,000 gsf

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: 67,397

The total square feet not owned or controlled by the applicant: 37,687

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO

If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 77,269 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 1,004,497 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 77,269 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2033

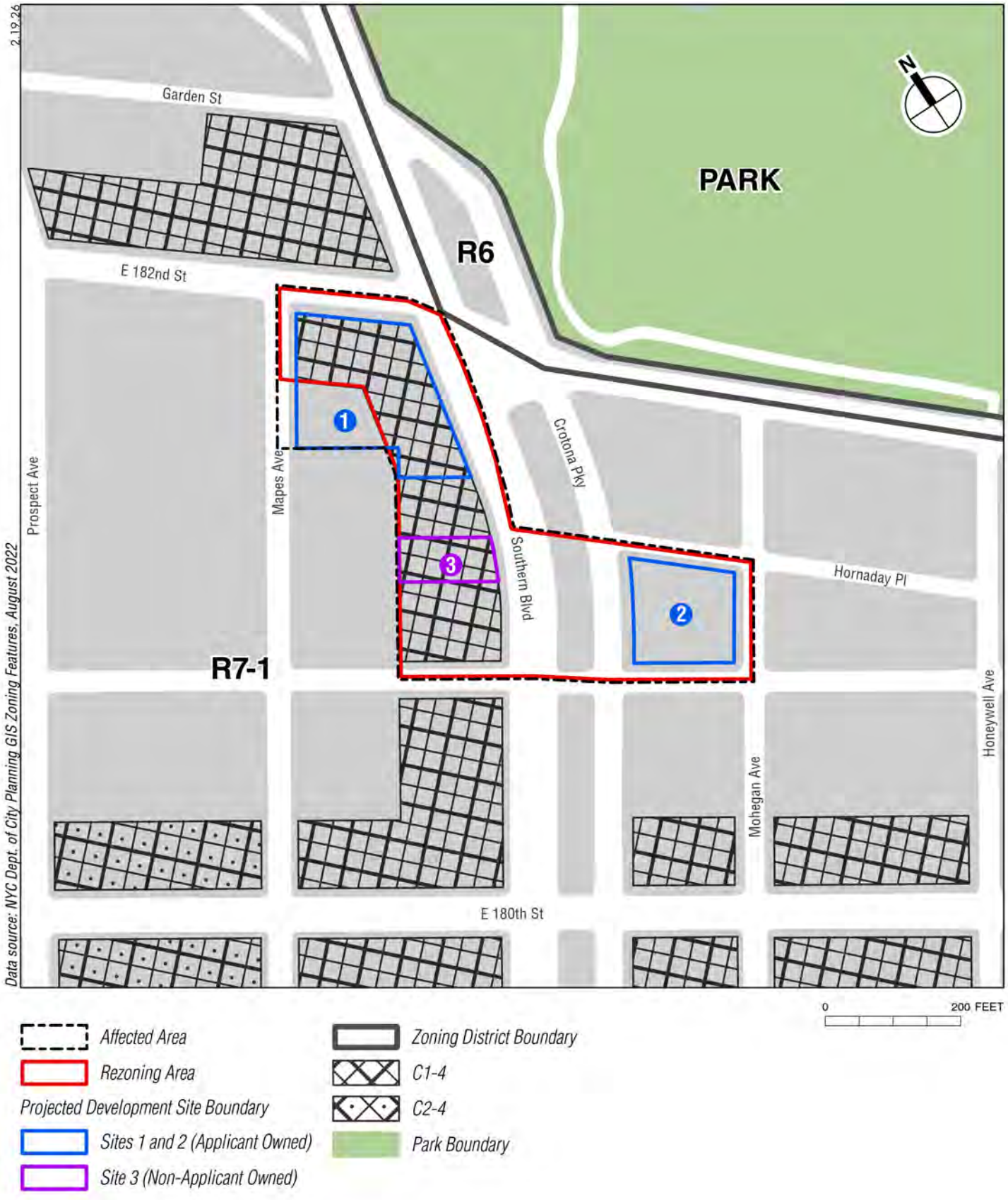
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 77

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO | IF MULTIPLE PHASES, HOW MANY? 2

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: 2026-2028: Construction of Projected Development Site 2 (24 mo.)
2028: Rerlocation of residents from Projected Development Site 1 to Site 2 (9 mo.) and demolition of Site 1 (3 mo.)
2028-2032: Construction of new development on Projected Development Site 1 and 3 (60 mo.)
2032: Projected Development Sites 1, 2, and 3 will be operational

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

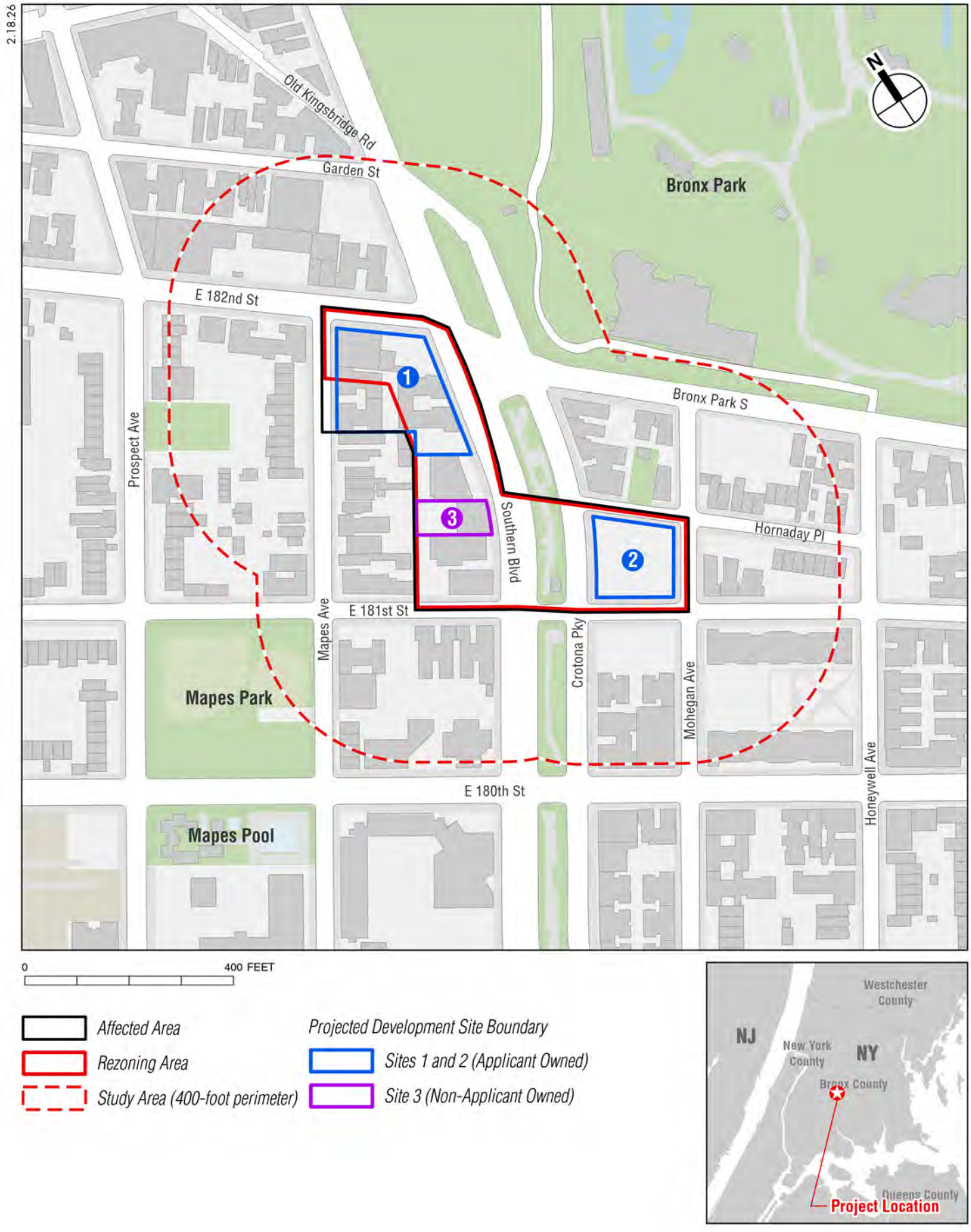
☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:



Existing Zoning

PHIPPS MAPES AND SOJOURNER REZONING

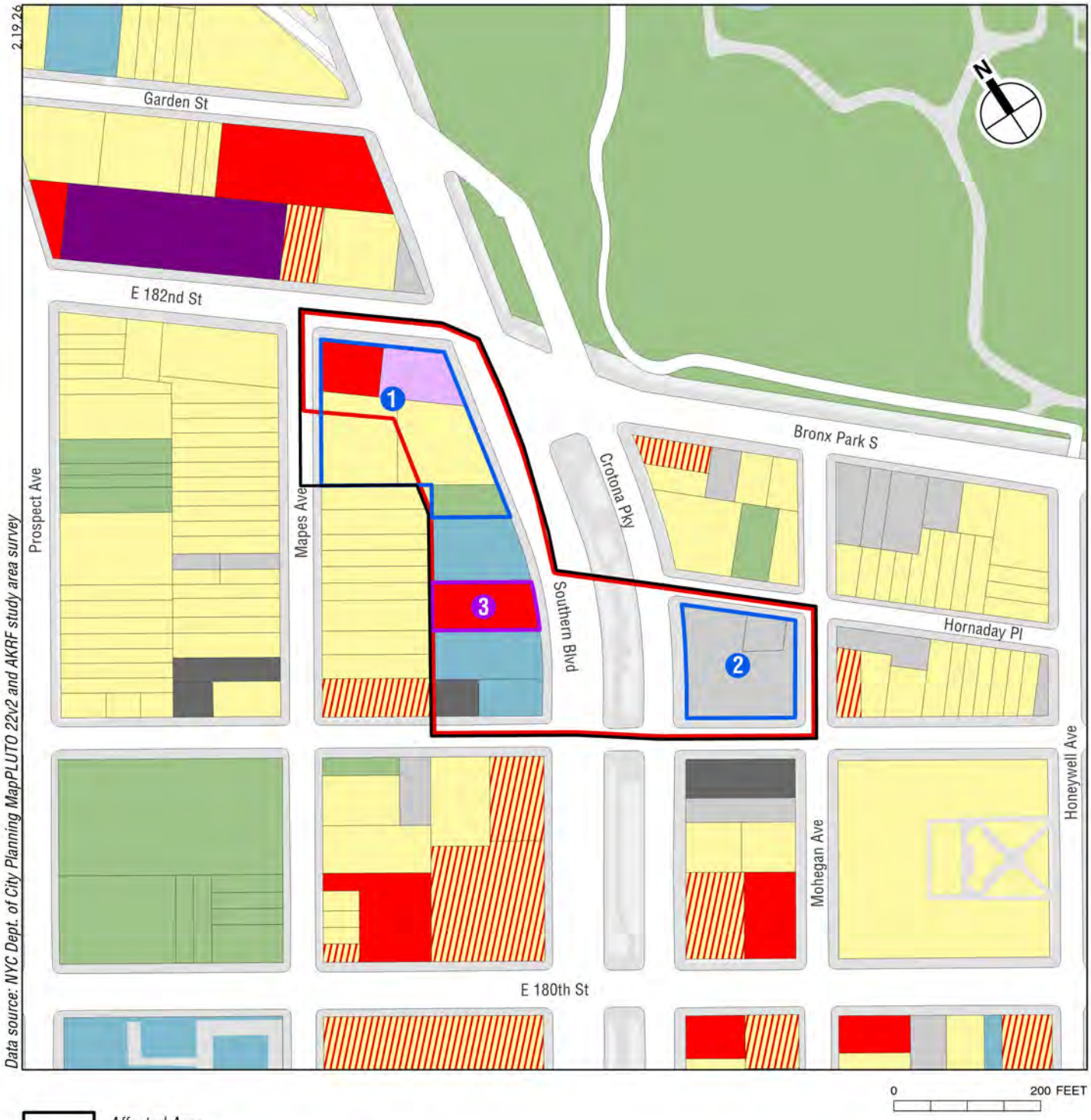
Figure 2



Project Location

PHIPPS MAPES AND SOJOURNER REZONING

Figure 1



Affected Area

Rezoning Area

Projected Development Site Boundary

Sites 1 and 2 (Applicant Owned)

Site 3 (Non-Applicant Owned)

Land Use

Commercial and Office Buildings

Industrial and Manufacturing

Open Space and Outdoor Recreation

Parking Facilities

Public Facilities and Institutions

Residential

Residential with Commercial Below

Transportation and Utility

Vacant Land

Existing Land Use

PHIPPS MAPES AND SOJOURNER REZONING

Figure 3



Affected Area

Rezoning Area

Projected Development Site Boundary

Sites 1 and 2 (Applicant Owned)

Site 3 (Non-Applicant Owned)

Tax Lot Boundary

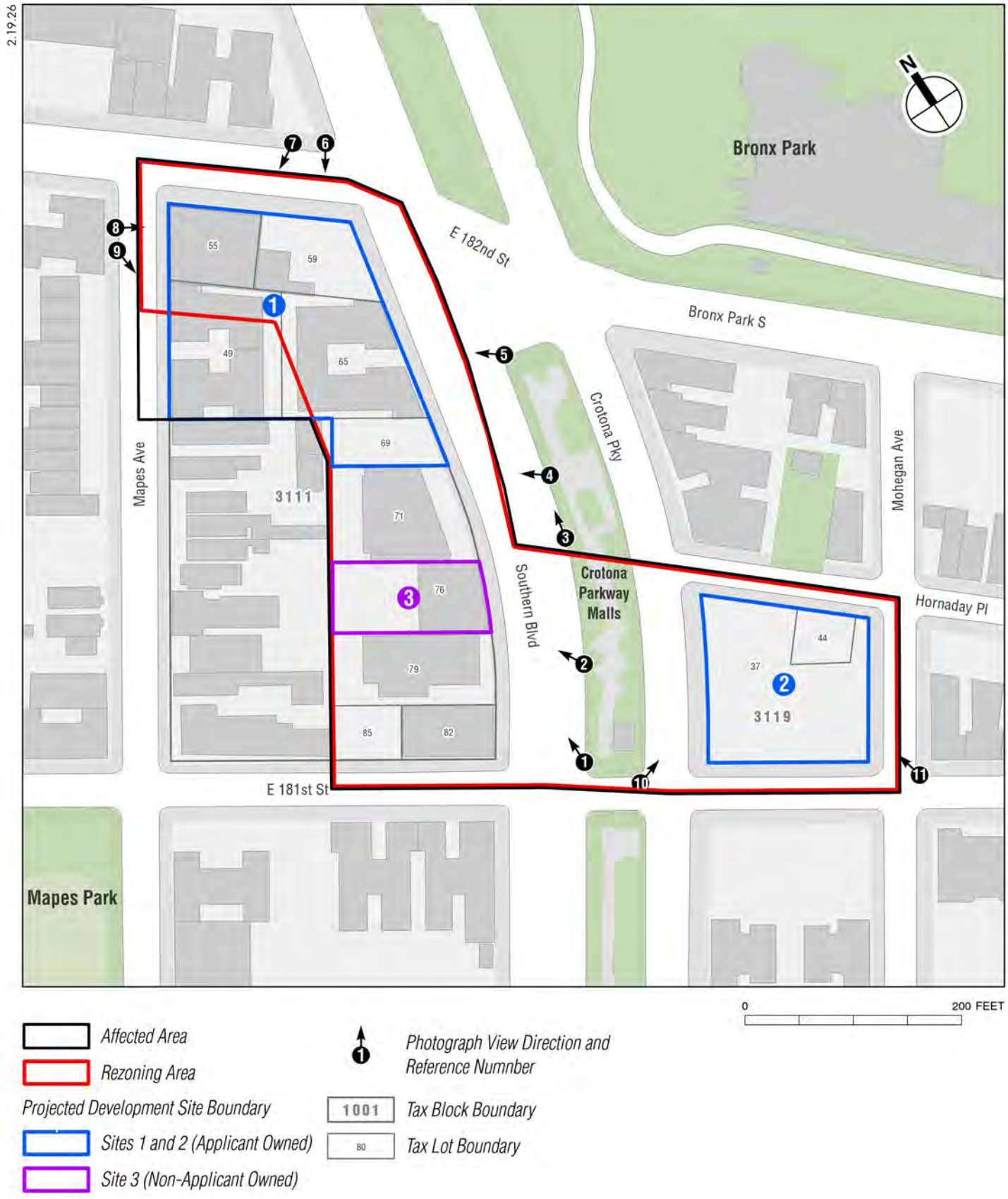
Tax Block Boundary

Other Boundary

PHIPPS MAPES AND SOJOURNER REZONING

Tax Map

Figure 4



Photograph Locations

PHIPPS MAPES AND SOJOURNER REZONING

Figure 5



View facing northwest from Southern Boulevard and E 181st Street **1**
Photograph taken on October 10, 2023



View of Projected Development Site 3 from Southern Boulevard, facing west **2**
Photograph taken on October 10, 2023



View facing north toward E 182nd on Southern Boulevard, Projected Development Site 1 visible at left
Photograph taken on October 10, 2023 **3**



View of Projected Development Site 1 from Southern Boulevard, facing west
Photograph taken on October 10, 2023 **4**



View of Projected Development Site 1 from Southern Boulevard, facing west **5**
Photograph taken on October 10, 2023



View of Projected Development Site 1 from E 182nd Street, facing south **6**
Photograph taken on October 10, 2023



View of Projected Development Site 1 from E 182nd Street, facing southwest **7**
Photograph taken on October 10, 2023



View of Projected Development Site 1 from Mapes Ave, facing east **8**
Photograph taken on October 10, 2023



View of Projected Development Site 1
from Mapes Ave, facing southeast
Photograph taken on October 10, 2023 **9**



View of Projected Development Site 2 from Crotona Parkway and E 181st Street **10**
Photograph taken on October 10, 2023



View of Project Development Site 2 from Mohegan Ave and E 181st Street **11**
Photograph taken on October 10, 2023

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Multifamily/Special Needs	Multifamily/Special Needs	Multifamily/Special Needs	
No. of dwelling units	91	172	545	+373
No. of low- to moderate-income units	91	172	545	+373
Gross floor area (sq. ft.)	92,000	183,925	499,812	+315,887
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Car wash on Projected Development Site 3 and vacant commercial space on Projected Development Site 1	Car wash on Projected Development Site 3 and vacant commercial space on Projected Development Site 1	Ground floor commercial use on Projected Development Site 3	
Gross floor area (sq. ft.)	11,255	11,255	10,000	-1,255
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type			Supportive housing program space on Projected Development Site 2, and community facility space on Projected Development Site 1	
Gross floor area (sq. ft.)			15,206	+15,206
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
No. of public spaces				
No. of accessory spaces	10 (Church parking Block 3111, Lot 85)	Same as existing	Same as existing	
Operating hours	Unknown	Unknown	Unknown	
Other (includes street parking)	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," describe:	Street parking	Street parking	Street parking	
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	216	431	1,361	+930
Briefly explain how the number of residents was calculated:	Avg HH size (2.66) from DCP Community District Tabulation Area data based on 2020 Census data and 1.5 persons per household for supportive units; the existing population living in the Mapes development site is estimated to be 216 persons. Source: Phipps, Census Bureau			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	1 car wash; 5 commercial storefronts; 1 vacant gas station	Same as existing	Daycare facility, urgent care center, commercial retail establishment	
No. and type of workers by business	4 car wash workers; 17 workers at assorted commercial businesses	Same as existing	30 commercial retail workers; 15 community facility workers; 22 residential building employees	+46 workers
No. and type of non-residents who are not workers	N/A	N/A	N/A	
Briefly explain how the number of businesses was calculated:	1 employee per 25 DUs; 1 employee per 333 GSF of retail space; 1 employee per 1,000 gsf of community facility			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	R7-1 and R7-1/C1-4	Same as existing	R8 and R8/C2-4	
Maximum amount of floor area that can be developed	347,660	347,660	446,665	+99,005
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land Uses: residential, commercial, institutional, open space/park; Zoning: R7-1/C1-4	Same as existing	Same as existing	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use and/or zoning different from the surrounding area?	☒	☐
(b) Is there the potential to affect an applicable public policy?	☐	☒
(c) If "yes," to (a) and/or, (b), complete a preliminary assessment and attach. See Attachment B.		
(d) Is the project a large, publicly sponsored project?	☐	☒
o If "yes," complete a OneNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of more than 250 residential units?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) below.		
o Generate a net increase of more than 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer question 2(b)(iv) below.		
o Directly displace 500 or more existing residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 existing employees or an unusually important business as defined in the chapter?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Create a retail concentration?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
o Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(vi) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
o If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
o Would the population of the primary study area increase by more than 10 percent or is there the potential to increase or accelerate trends toward increasing rents?	☐	☒
iii. Direct Business Displacement		
o Do any of the displaced businesses provide goods or services essential to the local economy that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
o If "yes," is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☐
iv. Indirect Business Displacement		

	YES	NO
o Would the project potentially introduce trends that make it difficult for businesses that provide products or services essential to the local economy to remain in the area?	☐	☐
o Would the project displace a use that either directly supports businesses in the area or brings a customer base to the area for local businesses?	☐	☐
v. Indirect Business Displacement due to Retail Market Saturation		
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
vi. Adverse Effects on Specific Industries		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
o **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)	☒	☐
o **Public Schools:** Would the project result in 100 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
o **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)	☐	☒
o **Healthcare Facilities and Fire/Police Protection**: Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate a net increase of more than 175 residential units in an existing R1-R4 district or 250 units in an existing R5 or above, C, or M district?	☒	☐
(c) Would the project generate more 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in with-action structures of 250 feet or more?	☐	☒
(b) Would the proposed project result in with-action structures between 50-250 feet and be located adjacent to, within, or across the street from a sunlight-sensitive resource?	☒	☐
(c) Would the proposed project result in greater than 50 feet of incremental height change or substantial changes in bulk?	☒	☐
(d) If "yes" to any of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. See Attachment F.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project result in a building over 250 feet tall, have a project area greater than 1.5 acres, or be classified as a general large-scale development?	☒	☐
(b) Does the project require a special permit to allow the modification of bulk and yard requirements or special uses?	☐	☒
(c) Does the proposed project introduce new, or change the location of, streets or public open spaces?	☐	☒
(d) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(e) If "yes" to either of the above, please provide the information requested in Chapter 10. See Attachment G.		

	YES	NO
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?	☐	☒
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
o 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?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment H.	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment H.	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 27,433		
o 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?	☐	☒
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 68,825,566 Btu		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒

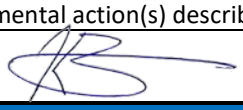
	YES	NO
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o 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.*	☐	☒
o 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?	☐	☒
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Attachment J.	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment J.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☒	☐
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment K.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. See Attachment A.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood		

	YES	NO
Character." Attach a preliminary analysis, if necessary. See Attachment A.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☒	☐
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☐	☒
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o 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	SIGNATURE	DATE
Kelly Biscuso		3/27/2026

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

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

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

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

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

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

NEGATIVE DECLARATION (Use of this form is optional)

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, assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project 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 that finds the proposed project:

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).

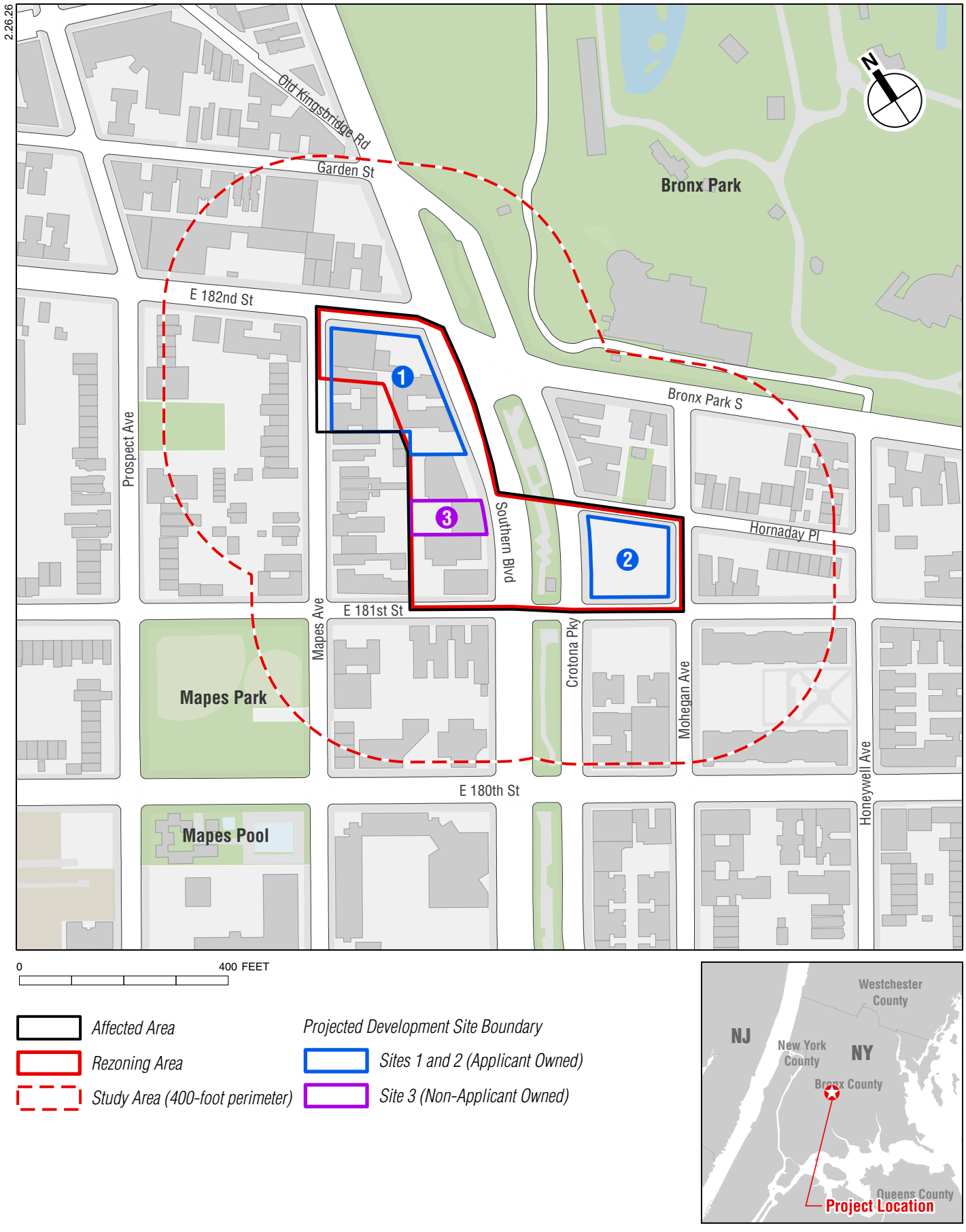
TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

A. INTRODUCTION

Phipps Houses/the 2136 Crotona Parkway Housing Development Fund (the "Applicant") is requesting a zoning map amendment to rezone Block 3111, a portion of Lot 49, and Lots 55, 59, 65, 69, 71, 76, 79, 82, and 85 and Block 3119, Lots 37 and 44 (the "Rezoning Area") from R7-1 and R7-1/C1-4 districts to R8 and R8/C2-4 and a zoning text amendment to Appendix F of the Zoning Resolution to establish a Mandatory Inclusionary Housing (MIH) Area covering the entirety of the Rezoning Area and the remaining portion of Block 3111, Lot 49 (together, the "Affected Area"), in the Crotona neighborhood of the Bronx, Community District 6 (the "Proposed Actions"). The portion of Block 3111, Lot 49 that is located outside of the Rezoning Area would be designated as an MIH Area, though would remain zoned as R7-1, per consultation with New York City Department of City Planning (DCP).

The Proposed Actions would facilitate a proposal by the Applicant to develop two new 100 percent affordable buildings: a 14-story, 293,628 gross square foot (gsf), mixed-use building on Block 3111, Lots 49, 55, 59, 65, and 69 ("Projected Development Site 1"), containing approximately 278,422 gsf of residential use and 15,206 gsf of community facility use and would contain approximately 298 dwelling units; and a 16-story, 159,390 gsf residential building on Block 3119, Lots 37 and 44 ("Projected Development Site 2"), containing approximately 185 dwelling units. The Proposed Actions would facilitate the development of a residential and a mixed-use building by the Applicant containing a total of 483 affordable units (the "Proposed Project"). In addition, one other projected development site, not under the control of the Applicant, has been identified and analyzed in the EAS: a new seven-story, 72,000 gsf mixed-use building on Block 3111, Lot 76 ("Projected Development Site 3") containing approximately 62,000 gsf of residential use and approximately 10,000 gsf of ground floor commercial use, providing 62 dwelling units, approximately 13 to 19 of which would be income-restricted pursuant to a yet to be determined MIH Option.

The Proposed Actions are expected to result in the construction of three new buildings, referred to as Projected Development Sites 1, 2 and 3 (see **Figure A-1**). Projected Development Sites 1 and 2 are under control of the Applicant and Projected Development Site 3 is a non-Applicant owned site. Projected Development Site 1 comprises Block 3111, Lots 49, 55, 59, 65, and 69 ("Mapes Court Development Site") and would be rezoned from R7-1/C1-4 to R8/C2-4. Projected Development Site 2 is located across from Projected Development Site 1 and is comprised of Block 3119, Lots 37 and 44 ("Sojourner Truth Development Site"). Projected Development Site 2 is currently an unimproved vacant lot and would be rezoned from R7-1 to R8. The Applicant also intends to seek construction funding from the New York City Department of Housing Preservation and Development (HPD) and the New York City Housing Development Corporation (HDC) for the development of Projected Development Sites 1 and 2. The Proposed Project is anticipated to use HPD's New Construction Finance Program's (NCF) Extremely Low and Low-Income Affordability (ELLA) option.



Project Location

PHIPPS MAPES AND SOJOURNER REZONING

Figure A-1

B. PROJECT DESCRIPTION

PROPOSED ACTIONS

The Proposed Project would require the following discretionary approvals described below.

ZONING MAP AMENDMENT

The Applicant is seeking a zoning map amendment to change an existing R7-1/C1-4 and R7-1 zoning district to an R8/C2-4 and R8 district (see **Figure A-2**). The existing R7-1 district allows residential developments to a floor area ratio (FAR) of 3.44 on narrow streets and 4.0 on wide streets. Residential buildings participating in the MIH program are allotted an increase in FAR up to 5.01. Community facility uses are permitted within the R7-1 district and can have an FAR of 4.80. Commercial uses are allowed in R7-1 districts with a commercial overlay. The existing C1-4 overlay is currently mapped over Block 3111 along East 182 Street, on the north side of the block, and the buildings fronting Southern Boulevard. C1-4 overlays have a commercial FAR of 2.0 in R7-1 districts. This zoning allows for local retail uses, such as neighborhood grocery stores, restaurants, and beauty parlors.

The proposed R8 district and C2-4 overlay would allow for increased residential, commercial, and community facility FARs and permitted uses. The proposed R8 district is a high-density residential area with mid-rise, 8- to 10-story buildings. R8 districts have a basic maximum FAR of 6.02, with an increased maximum of 7.20 for qualifying affordable or senior housing The proposed C2-4 overlay is similar to C1-4 overlays and has a commercial FAR of 2.0 in R8 districts. However, the proposed C2-4 overlay would allow for a wider range of retail uses than the existing C1-4 overlay, such as funeral homes and repair services.

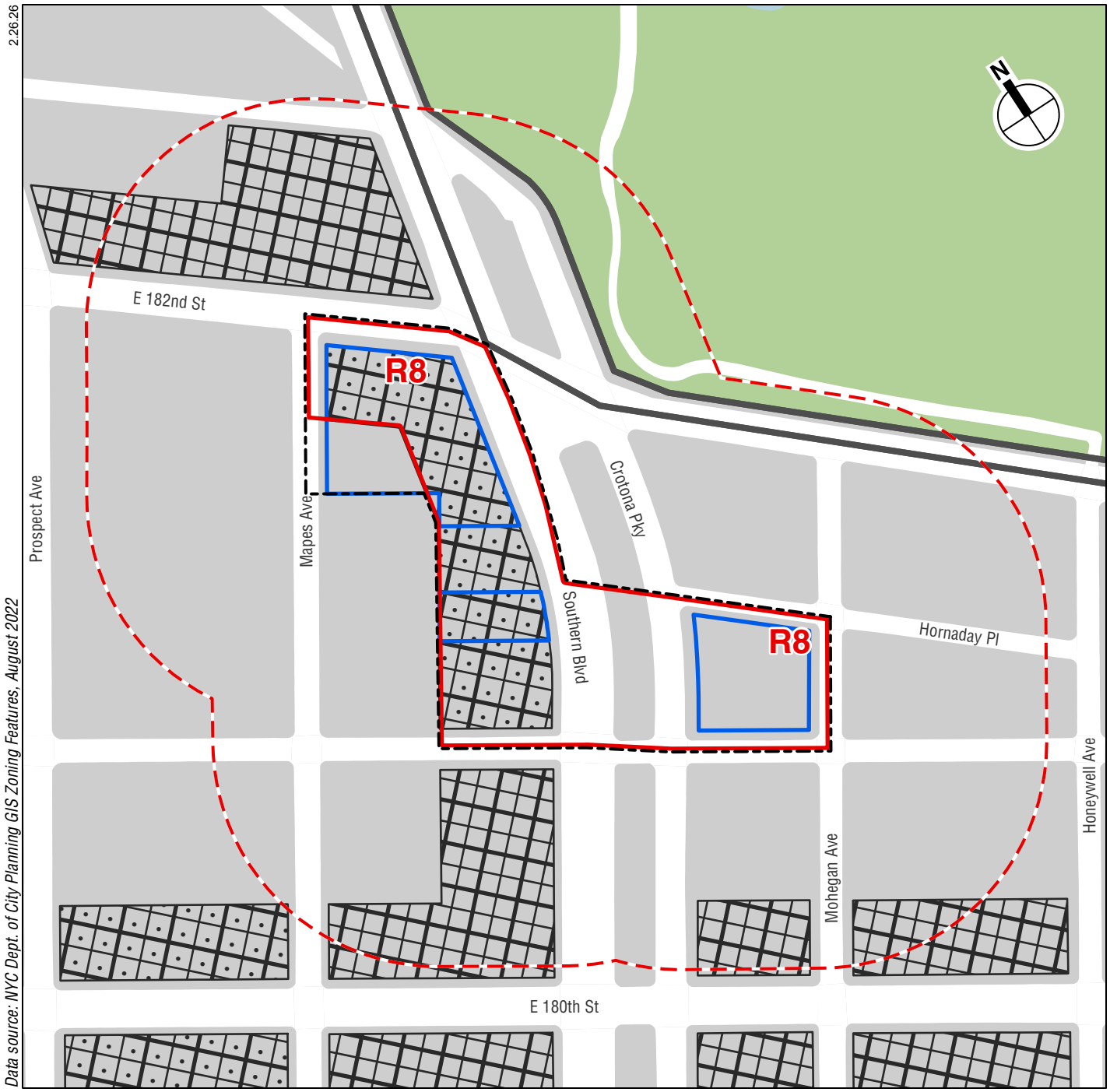
ZONING TEXT AMENDMENT

In addition to the zoning map amendment, the Applicant is seeking a zoning text amendment to establish an MIH Area over the proposed Rezoning Area. The portion of Block 3111, Lot 49 on the Mapes Court Development site that is located outside of the Rezoning Area would also be designated as part of the MIH Area and within the Affected Area.

Within MIH Areas, developments, enlargements, and conversions above 10 units or 12,500 square feet (sf) are required to set aside a percentage of floor area for permanently affordable housing. An MIH option is yet to be determined; however, all residential units are intended to be affordable pursuant to one of the four program options. For the purposes of City Environmental Quality Review (CEQR) analysis, depending on the area of analysis, this EAS will conservatively assume whichever MIH option would result in the most conservative conditions. For instance, for the socioeconomic conditions assessment, MIH Option 2 for Projected Development Site 3 was assumed as it would result in a higher income level for households as compared to Option 1 and Option 3.

RESTRICTIVE DECLARATION

The Applicant will record a Restrictive Declaration that is binding on the properties under its ownership (Projected Development Sites 1 and 2). The Restrictive Declaration would ensure the inclusion of certain Project Components Related to the Environment (PCREs). The PCREs relate to shadows and construction-period noise and air quality measures. The PRCE related to shadows



Proposed Zoning

PHIPPS MAPES AND SOJOURNER REZONING

Figure A-2

is described in Attachment F, "Shadows," and the PCREs related to construction-period noise and air emissions are described in Attachment L, "Construction."

DESCRIPTION OF THE DEVELOPMENT SITES AND REZONING AREA

The Rezoning Area is composed of Block 3111, a portion of Lot 49, and Lots 55, 59, 65, 69, 71, 76, 79, 82 and 85 and Block 3119, Lots 37 and 44. The Rezoning Area is currently mapped with an R7-1 district; a C1-4 overlay is mapped along the west side of Southern Boulevard. With the Proposed Actions, the area west of Southern Boulevard that includes Projected Development Site 1 (Mapes Court Development Site) and the non-Applicant owned Site 3 would be rezoned to R8/C2-4. The portion of the Rezoning Area located east of Southern Boulevard that includes Projected Development Site 2 (Sojourner Truth Development Site) would be rezoned from R7-1 to R8. The proposed zoning text amendment would establish an MIH Area covering the entirety of the Rezoning Area and the portion of Block 3111, Lot 49 on the Mapes Court Development Site that is located outside of the Rezoning Area, per consultation with DCP. The Applicant also intends to seek construction funding from HPD and HDC for developing Projected Development Sites 1 and 2.

The Proposed Actions would facilitate development on Projected Development Sites 1 and 2, which are owned by the Applicant and on another site, Projected Development Site 3, which is non-applicant owned. Projected Development Site 3 (Block 3111, Lot 76), is currently occupied by a car wash facility. In total, the Proposed Actions would introduce 545 dwelling units.

Projected Development Site 1, also referred to as the Mapes Court Building, would be redeveloped into a 293,628-gross-square-foot (gsf) building including approximately 274,422 gsf of residential floor area on floors 1 to 14, approximately 15,206 gsf of community facility floor area located on the ground floor along Southern Boulevard and East 182nd Street, and approximately 4,000 gsf of cellar space. The residential component of the Mapes Court Building would include approximately 298 units of affordable family housing and approximately 3,100 sf of residential amenity space including two laundry rooms, a bike room, a fitness room, and a playroom. The Mapes Court Building would range in heights from 6- to 14-stories.

Projected Development Site 2, also referred to as the Sojourner Truth Building, would consist of two interconnected building segments ranging in height from 8 to 16 stories (approximately 78 to 154 feet tall) and would contain a total of approximately 159,390 gsf of floor area with approximately 185 affordable dwelling units, of which 77 units would be supportive housing[1]. The affordable and supportive housing units would be split between the two building segments, with one containing a total of approximately 108 affordable family units, one building superintendent's unit, and approximately 3,000 gsf of residential amenity space including a laundry room, a fitness room, a playroom, and a bike room. The second building segment would contain approximately 77 units of supportive housing, a laundry room, and approximately 3,700 gsf of program space for the supportive units. The Applicant intends for all 483 units in the Proposed Project to be affordable pursuant to NCF's ELLA option.

[1] This EAS analyzes a greater number of units for Projected Development Site 2 than the applicant intends to construct on site as shown in the land use application. The applicant's proposal is to build 159 affordable units within the same approximately 160,000 sf, as opposed to the 185 units analyzed in this EAS. The EAS presents a reasonable worst case development scenario for environmental review purposes.

In addition to the Proposed Project, one additional site would be redeveloped by the 2033 analysis year. Projected Development Site 3 would be developed into a seven-story, approximately 72,000-gsf residential building containing approximately 62 dwelling units, approximately 13 to 19 units of which would be income restricted pursuant to MIH, and approximately 10,000 gsf of ground floor commercial space.

PURPOSE AND NEED

The Proposed Actions are intended to facilitate the creation of needed affordable housing and would further the goals of *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, the City's housing plan that calls for continued investment in new construction and preservation to provide affordable, high-quality housing for all New Yorkers. Approval of the Proposed Actions would facilitate the construction of the Proposed Project described above, which would include approximately 483 units of affordable and supportive housing and community facility space in a residential neighborhood that is well-served by transit. The supportive housing provided with the Proposed Project would address the housing needs of New York City's most vulnerable population, with support services, including case management, mental health counseling, workforce development training, and other support services.

The Affected Area is located within close proximity to transit, with a station for New York City Transit's (NYCT) Nos. 2 and 5 subway lines located approximately six blocks east and 4 blocks south, and Metro-North Railroad's Tremont station on the Harlem line located approximately one mile away from the Affected Area. In addition, several NYCT bus lines serve the neighborhood. The neighborhood is rich in amenities that include the Bronx Zoo, other open spaces, and local retail establishments—factors that support the increase in bulk and density sought by the rezoning.

C. ANALYSIS FRAMEWORK

The Proposed Actions would change the regulatory controls governing land use and development within the Rezoning Area. The 2025 *CEQR Technical Manual* serves as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis.

The CEQR environmental assessment is based on an environmental review process intended to provide decision-makers with an understanding of the environmental consequences of actions undertaken by an agency. For most technical areas, the analyses include a description of existing conditions and an assessment of conditions in the future with and without the proposed project by the project's anticipated build year or analysis year, which is the year by which the proposed project is expected to be constructed, occupied and operational. As indicated in the CEQR Environmental Assessment Statement (EAS) Form, Part II, "Technical Analyses," the projected development considered in the EAS screens out of some technical areas of CEQR assessment. Further assessments of Land Use, Socioeconomics, Community Facilities, Open Space, Shadows, Historic and Cultural Resources, Urban Design and Visual Resources, Hazardous Materials, Transportation, Air Quality, Noise and Construction are provided as part of this EAS.

BUILD YEAR

The construction of the Applicant's Projected Development Sites 1 and 2 would use a phased approach, with the Proposed Project being completed and fully occupied by 2033. Construction would begin with Projected Development Site 2 and would take approximately 18 to 24 months.

Once completed, residents from the existing Mapes Court Building would be relocated into the Sojourner Truth Building over the course of 9 months, followed by the 3-month-long demolition of the existing building at Projected Development Site 1. The construction of the new residential building at Projected Development Site 1 would take approximately 18 to 24 months. Therefore, the analysis year when the Applicant's Proposed Project is fully built and operational is assumed to be 2033. For conservative analysis purposes, it is also assumed that the non-Applicant owned Projected Development Site 3 on Block 3111, Lot 76 would be built and operational by the 2033 build year. Overall, the construction period would start with construction of the Projected Development Site 2 in 2026 after the entitlement process is completed and extend through to construction completion and full occupancy of Projected Sites 1 and 3 by 2033.

IDENTIFICATION OF PROJECTED DEVELOPMENT SITES

The first step in establishing the development scenarios for the Proposed Actions is to identify those sites where new development could be reasonably expected to occur. As described above, the Rezoning Area would cover the entirety of Block 3111, Lots 55, 59, 65, 69, 71, 76, 79, 82, 85 and a portion of Lot 49, as well as the entirety of Block 3119, Lots 37 and 44. However, the Affected Area also includes a portion of Lot 49 which is part of Projected Development Site 1 outside the Rezoning Area.

Not all lots within the Rezoning Area are expected to be developed under the Proposed Actions. Block 3111, Lots 71, 79, 82, and 85 are anticipated to remain in their current condition. Block 3111, Lot 71 contains a supportive housing facility, owned by Unique People Services since 1994, subject to a Regulatory Agreement between the owner and HPD, and is not expected to be redeveloped. The non-profit has been providing services for the homeless for over 20 years and there are no known redevelopment plans for the supportive housing building on Lot 71. Block 3111, Lots 79, 82, and 85 contain long-standing institutional uses (churches that own the lots and affiliated off-street parking). The East Tremont Spanish Congregation of Jehovah’s Witness has owned Lots 79 and 85 since 1989 and the Church of God of Marmion Avenue has owned Lot 82 since 1978, and neither facility has any future development plans. Therefore, these sites are not considered soft sites for environmental review purposes, in accordance with the guidance contained in Chapter 2 of the *CEQR Technical Manual*.

EXISTING CONDITIONS

The analysis framework begins with an assessment of existing conditions within the Affected Area and surrounding neighborhood because these can be most directly measured and observed. The assessment of existing conditions does not represent the condition against which the proposed project is measured, but generally serves as a starting point for the projection of future conditions with and without the proposed project and the analysis of project impacts.

The Affected Area consists of two Applicant-owned development sites as well as a non-Applicant owned site. Projected Development Site 1 (the Mapes Court Building) is Applicant owned and an amalgamation of five lots, comprising an approximately 42,743 square-foot (sf) lot area containing two 5-story apartment buildings with a total of 91 dwelling units, a single-story commercial building, and a vacated gas station. The other Applicant-owned site, Projected Development Site 2 (the Sojourner Truth Building) consists of Block 3119, Lots 37 and 44. Projected Development Site 2 previously contained a 5-story, 66-unit supportive housing building, but the site is currently vacant. The Sojourner Truth Building site’s lot area is approximately 20,482 square feet.

Projected Development Site 3 is the non-Applicant owned site located on Block 3111, Lot 76 and is an approximately 9,900-sf lot occupied by a single-story, 4,000-sf car wash.

Projected Development Site 1 is an L-shaped lot bound by Mapes Avenue to the west, East 182nd Street to the north, and Southern Boulevard to the east. Projected Development Site 2 is on Block 3119 and is bound by Crotona Parkway to the west, Hornaday Place to the north, Mohegan Ave to the east and East 181st Street to the south. Projected Development Site 2 is located across from Projected Development Site 1 on the eastern side of Crotona Parkway Malls, which divides Southern Boulevard and Crotona Parkway. Projected Development Site 3 is a rectangular interior lot on the western side of Southern Boulevard.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

The future without the proposed project (the "No Action" condition) describes a future baseline condition with which changes that are expected to result from the proposed project are compared. The Proposed Project has a build year of 2033. Absent the Proposed Actions, Projected Development Sites 1 and 3 would remain in their existing condition. With the exception of the gas station, which is expected to remain vacant, the other commercial uses on Projected Development Sites 1 and 3 would continue to be leased to tenants and remain operable in the No Action condition. However, Projected Development Site 2 would be developed as-of-right under R7-1 residential zoning guidelines (see **Figure A-3**). Under the No Action condition, Projected Development Site 2 would be developed into an eight-story, approximately 91,925-gsf residential building with 81 units.

THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)

In the future with the proposed action (the "With Action" condition), the Proposed Actions would result in the development of the Proposed Project and the likely projected development on the non-Applicant site. Projected Development Site 1 would be developed with a residential building with 6 to 14 stories and would contain a total of approximately 294,000 gsf, including approximately 15,000 gsf of ground floor community facility space along Southern Boulevard and East 182nd Street which is anticipated to consist of an urgent care center and a daycare facility (see **Figure A-4**). There would be 298 affordable housing units located throughout the 14 floors, with the exception of the ground floor. In addition to the living space, there would be approximately 3,100 sf of residential amenity space including two laundry rooms, a bike room, a fitness room, and a playroom. Residents of the Mapes Court Building would enter into the lobby along East 182nd Street.

Projected Development Site 2 would be developed as two interconnected residential buildings ranging in height from 8 to 16 stories (see **Figure A-5**). The Sojourner Truth Building would consist of approximately 160,000 gsf of residential space, totaling 185 units of which 77 would be set aside as supportive housing[2]. Similar to Projected Development Site 1, Projected Development Site 2 would contain approximately 3,100 sf of residential amenity space, including a laundry room, fitness room, playroom, and bike room. Additionally, Projected Development Site 2 would contain approximately 3,400 sf of program space for the supportive housing units. The

[2] This EAS analyzes a greater number of units for Projected Development Site 2 than the applicant intends to construct on site as shown in the Land Use application. The applicant's proposal is to build 159 affordable units within the same approximately 160,000 sf, as opposed to the 185 units analyzed in this EAS. The EAS presents a reasonable worst case development scenario for environmental review purposes.

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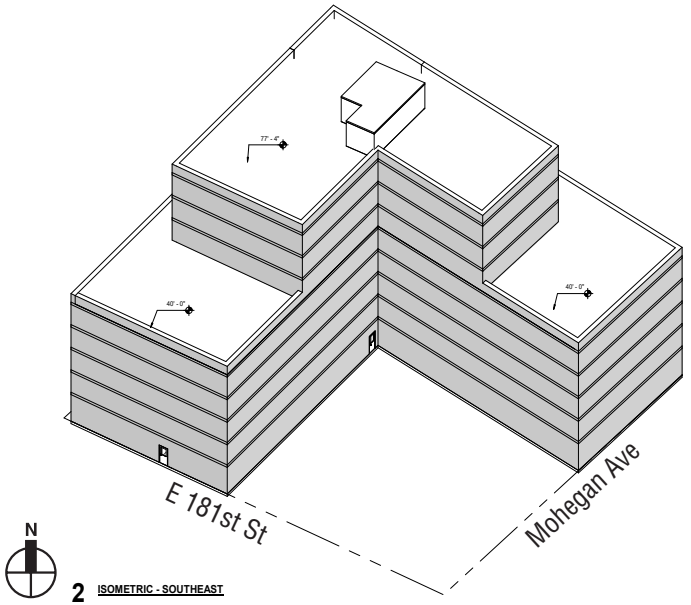
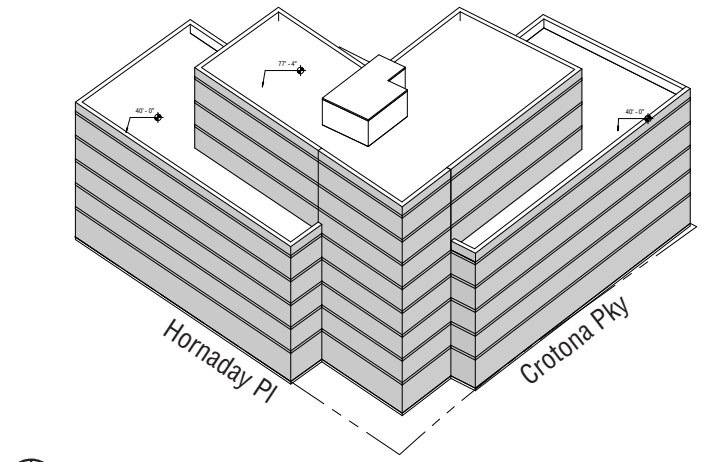


2 ISOMETRIC - SOUTHEAST



1 ISOMETRIC - NORTHWEST

Source: Marvel Architects

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

No Action Scenario Massing - Sojourner Truth House (Projected Site 2)

PHIPPS MAPES AND SOJOURNER REZONING

Figure A-3

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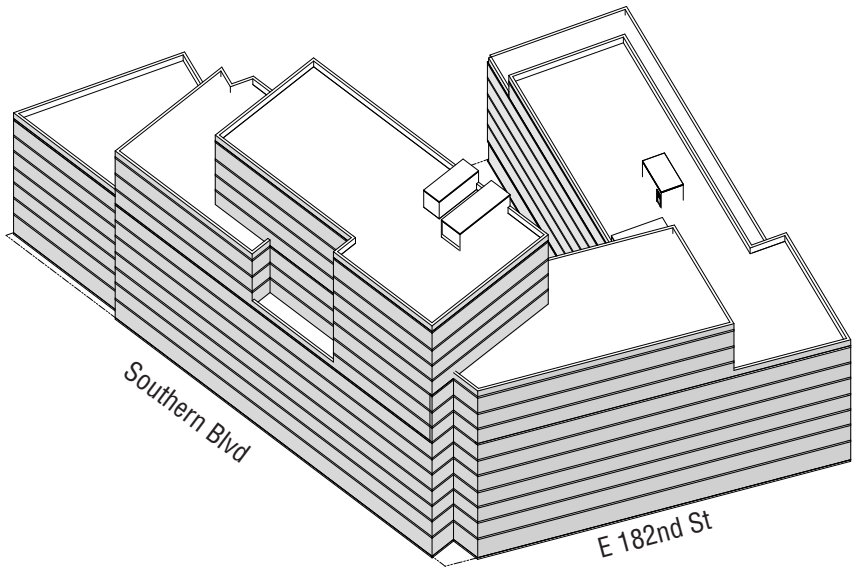

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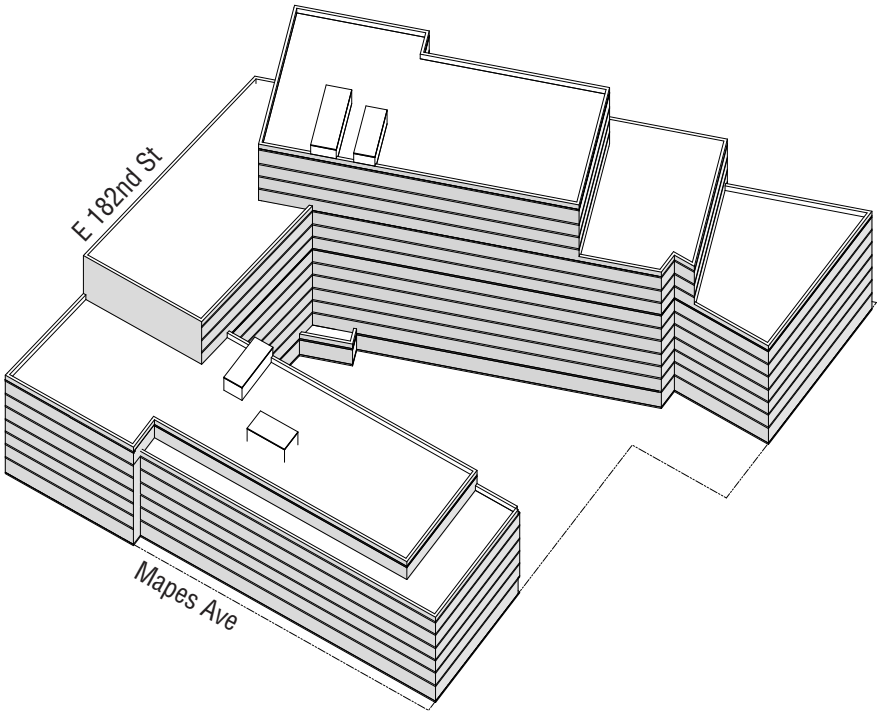
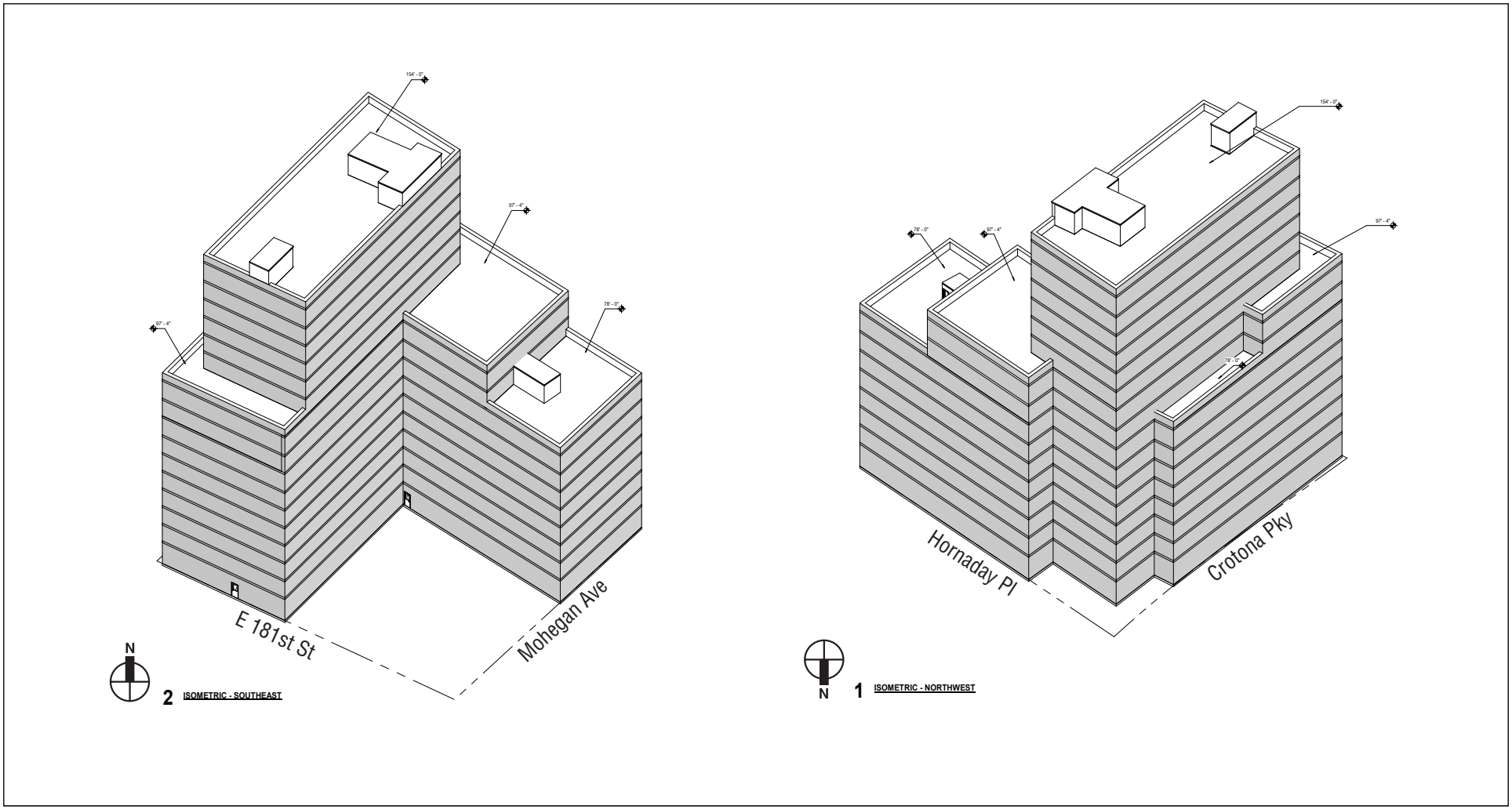


1 ISOMETRIC - SOUTHWEST

Source: Marvel Architects

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Massing - Mapes Court (Projected Site 1)



Source: Marvel Architects

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Massing - Sojourner Truth House (Projected Site 2)

lobby for the Sojourner Truth Building would be located at the corner of Crotona Parkway and Hornaday Place.

The Proposed Actions would also facilitate development on Projected Development Site 3, the non-Applicant site, in which the existing car wash facility is projected to be developed with a seven-story residential building. Projected Development Site 3 would contain approximately 72,000 gsf with 62 dwelling units and 10,000 gsf of ground-floor commercial space.

The net change or incremental development assessed in the EAS is the difference between the With Action and No Action conditions, which forms the baseline for environmental analyses. This EAS assesses the potential effects of the incremental difference of approximately 315,887 gsf of new residential floor area, including a net increase of approximately 373 dwelling units, a net increase of 15,206 gsf of community facility space, and a net decrease of 1,255 gsf of commercial space as compared with the No Action condition.

INCREMENTAL DEVELOPMENT

The increment of analysis is the difference between the With Action and No Action conditions in the Affected Area. In total, the Proposed Actions would result in the incremental development of 373 housing units, 15,206 gsf of community facility space, and a loss of 1,255 gsf of commercial space (see **Table A-1**).

Table A-1
Reasonable Worst Case Development Scenario

Use	No Action Condition			With Action Condition			Increment		
	Site[1] 1	Site 2	Site 3	Site 1	Site 2[2]	Site 3	Site 1	Site 2	Site 3
Total Dwelling Units	91	81	0	298	185	62	207	104	62
Affordable	91	81	0	298	185	19	207	104	19
Market Rate	0	0	0	0	0	43	0	0	43
Residential gsf	92,000	91,925	0	278,422	159,390	62,000	186,422	67,465	62,000
Community Facility gsf	0	0	0	15,206	0	0	15,206	0	0
Commercial gsf	7,235	0	4,020	0	0	10,000	-7,235	0	5,980
Total	**99,235**	**91,925**	**4,020**	**293,628**	**159,390**	**72,000**	**194,393**	**67,465**	**67,980**

Notes:
1."Projected Development Sites" have been abbreviated to "Sites."
2. For conservative analysis purposes, Site 2 has a greater number of proposed units as compared to the applicant's land use application, which proposes 159 units on Site 2 as compared to the 185 units presented in this EAS.

D. SCREENING ANALYSES

All analyses were performed in accordance with the guidance contained in the *CEQR Technical Manual*. The CEQR areas that did not exceed thresholds for analysis and screened out in the EAS Form are: natural resources, water and sewer infrastructure, solid waste and sanitation services, energy, and greenhouse gas emissions. Additional analyses were warranted for the following areas described further below.

LAND USE, ZONING, AND PUBLIC POLICY

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

SOCIOECONOMICS

See Attachment C, "Socioeconomics."

COMMUNITY FACILITIES

See Attachment D, "Community Facilities."

OPEN SPACE

See Attachment E, "Open Space."

SHADOWS

See Attachment F, "Shadows."

HISTORIC AND CULTURAL RESOURCES

This screening analysis considers the potential of the Proposed Actions to affect historic and cultural resources, which include both archaeological and architectural resources.

ARCHAEOLOGICAL RESOURCES

The study area for archaeological resources is the location where subsurface disturbance would occur as a result of the project's construction, or the project site itself. Following the guidelines of the *CEQR Technical Manual*, consultation was initiated with the New York City Landmarks Preservation Commission (LPC). In a comment letter dated July 20, 2023, LPC determined that the project site does not possess archaeological significance (see **Appendix A**). Due to the New York State funding sought from HDC, consultation is also underway with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). In a letter dated October 31, 2024, OPRHP determined that the Proposed Actions would not affect archaeological resources (see **Appendix A**). Therefore, no further archaeological analysis is required, and the project would not result in significant adverse impacts on archaeological resources.

ARCHITECTURAL RESOURCES

Pursuant to CEQR, the architectural resources study area for this project is defined as the area within an approximately 400-foot radius of the project sites (see Figure A-1). Known architectural resources include properties that are National Historic Landmarks ("NHLs"), properties listed on the State and National Registers of Historic Places ("S/NR") or that have been determined eligible for S/NR listing ("S/NR-eligible"), and properties that have been designated as New York City Landmarks ("NYCLs"), determined eligible for landmark status ("NYCL-eligible"), or calendared for NYCL designation. In addition, a survey of the study area was conducted to identify any previously unidentified properties that appear to meet S/NR or NYCL eligibility criteria ("potential architectural resources"). There are no known architectural resources in the study area, nor do there appear to be any potential architectural resources.

Projected Development Site 1 (Block 3111, Lots 49, 55, 59, and 65) is occupied by a one-story vacant gas station that dates to the late 20th century (Lot 59); a one-story, stucco-clad commercial building that was constructed circa 1931 but has been altered through the removal of original details and the replacement of storefronts (Lot 55); and two five-story apartment buildings that were built circa 1924 (Lots 49 and 65). The two apartment buildings are Tudor Revival in style

with decorative brickwork and timber-frame and stucco sections. However, peaked roof details at the timber-framed sections have been removed, as have kiosks at the entry courts. In addition, the façades have been incompatibly repointed, changing the appearance of the decorative brickwork.

Projected Development Site 2 (Block 3119, Lots 37 and 44) is vacant.

Non-Applicant owned Projected Development Site 3 (Block 3111, Lot 76) is occupied by a one-story car wash that was built circa 1931 but was substantially altered by the 1980s.

The remainder of the proposed Rezoning Area is occupied by a five-story brick apartment building constructed in 1996 (Block 3111, Lot 71), a rubble and stucco-clad Jehovah's Witnesses temple built in 1992 (Block 3111, Lot 79), and a one-story brick and stucco-clad church that was built circa 1931 as a store but was substantially altered by the 1980s (Block 3111, Lot 82).

The buildings on the development sites and in the remainder of the Rezoning Area do not appear to meet the criteria for S/NR listing or for NYCL designation. Therefore, there are no known or potential architectural resources within the Rezoning Area.

The architectural resources study area is characterized by apartment buildings, row houses, and tenements. A number of the apartment buildings date to the late 20th century and 21st century, while many of the older apartment buildings have been altered through the removal of ornament, the replacement of windows, and ground-floor changes. Similarly, most of the row houses and tenements have been altered through the removal of ornament, application of non-original siding, ground-floor alterations, and the replacement of windows. An architectural resources survey undertaken in August 2023 confirmed that there are no known or potential architectural resources in the study area.

As there are no known or potential architectural resources in the Rezoning Area or in the study area, the Proposed Actions would not result in any significant adverse impacts on architectural resources. In a letter dated October 31, 2024, OPRHP determined that the Proposed Actions would not have impacts on historic resources (see **Appendix A**). Therefore, no significant adverse impacts on historic and cultural resources would occur in the future with the Proposed Actions.

URBAN DESIGN AND VISUAL RESOURCES

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

HAZARDOUS MATERIALS

See Attachment H, "Hazardous Materials."

TRANSPORTATION

See Attachment I, "Transportation."

AIR QUALITY

See Attachment J, "Air Quality."

NOISE

See Attachment K, "Noise."

PUBLIC HEALTH

The Proposed Actions would not result in any significant unmitigated adverse impacts to air quality, water quality, hazardous materials, noise or any other CEQR analysis area. Therefore, no further analysis of public health is required, and no significant adverse impacts to public health are expected to occur.

NEIGHBORHOOD CHARACTER

Under CEQR, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. In order to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements include land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise. According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas presented above or when a project may have moderate effects on several of the elements that define a neighborhood's character. As indicated throughout this EAS, with the implementation of PCREs, the Proposed Actions would not result in moderate effects nor significant adverse impacts in any of the elements that define neighborhood character; therefore, the Proposed Actions would not result in significant adverse impacts on neighborhood character.

CONSTRUCTION

See Attachment L, "Construction." ✷

A. INTRODUCTION

This attachment assesses the potential impacts of the proposed project on land use, zoning, and public policy as compared with conditions in the future without the proposed project (the "No Action" condition). As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the redevelopment of a new residential building and a mixed-use building containing a total of 483 affordable dwelling units across Projected Development Sites 1 and 2 (the "Proposed Project"). For the purposes of the analysis, it is assumed that the Proposed Actions could also result in new development on non-Applicant owned Projected Development Site 3. Projected Development Site 3 (Block 3111, Lot 76) contains a single-story, approximately 4,000-gross-square-foot (gsf) car wash facility that is assumed to be redeveloped under the With Action condition with a 7-story approximately 72,000-gsf building containing 62 dwelling units and approximately 10,000 gsf of ground-floor commercial space.

B. METHODOLOGY

The Rezoning Area is located in the Crotona neighborhood of the Bronx. The analysis of land use, zoning, and public policy assesses the area within 400 feet of the Rezoning Area, which is where the Proposed Actions could reasonably be expected to cause potential effects, according to the 2025 *City Environmental Quality Review (CEQR) Technical Manual*. The land use study area is generally bounded by Garden Street and Bronx Park to the north, Honeywell Avenue to the east, East 180th Street to the south, and Prospect Avenue and Mapes Ballfield to the west (see **Figure B-1**).

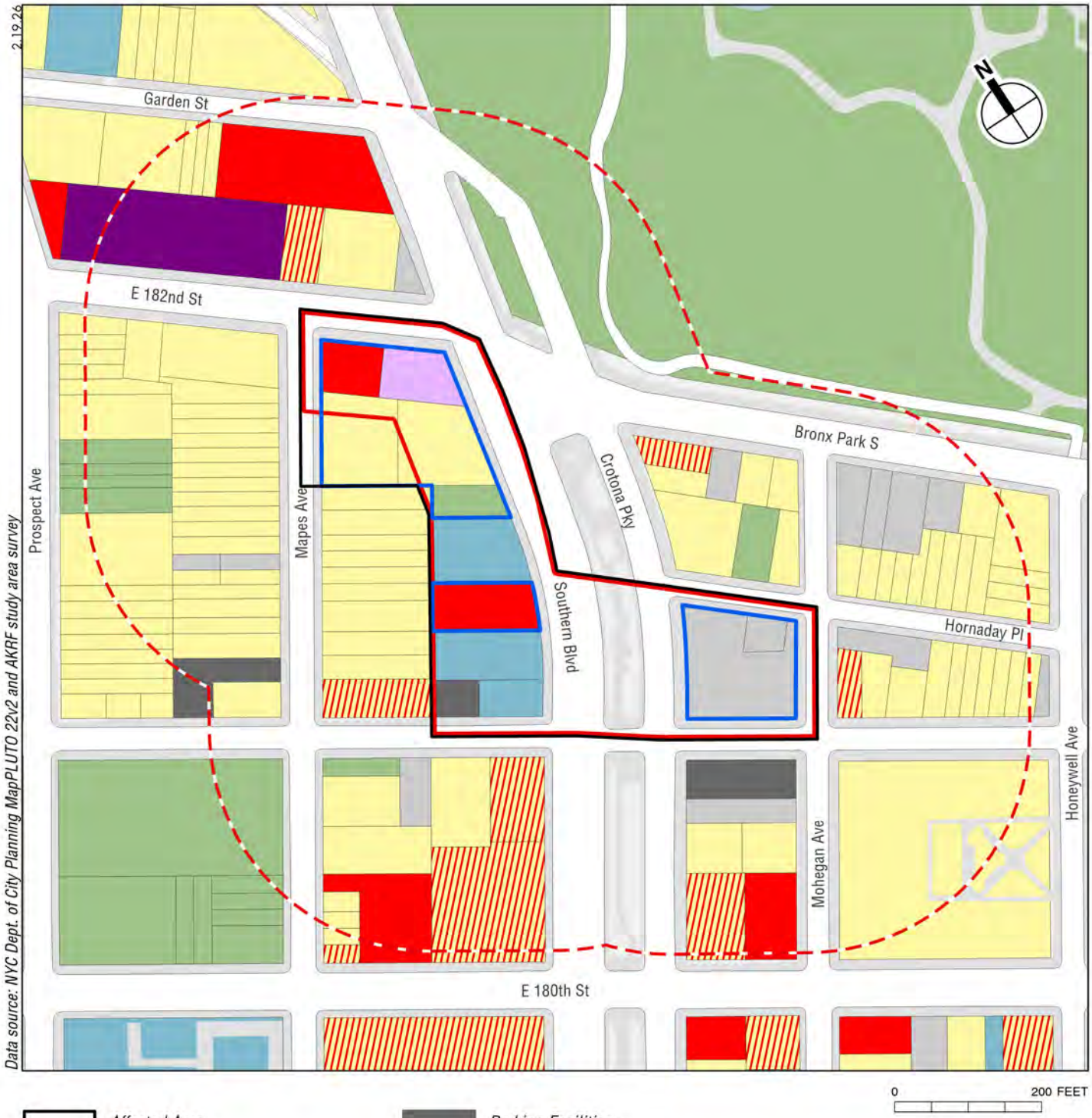
The analysis considers existing conditions in the study area in terms of land use, zoning, and public policy and predicts conditions for these technical areas in the No Action condition in the 2033 analysis year by identifying developments and potential policy changes expected to occur within that time frame. Probable impacts of the Proposed Actions are then identified by comparing conditions in the With Action condition with those conditions in the No Action condition.

C. EXISTING CONDITIONS

LAND USE

REZONING AREA

Projected Development Site 1 is located at 2159 Southern Boulevard (Block 3111, Lots 49, 55, 59, 65, and 69), Projected Development Site 2 is located at 2136 Crotona Parkway (Block 3119, Lots 37 and 44), and Projected Development Site 3 is located a non-Applicant owned lot at 2137 Southern Boulevard (Block 3111, Lot 76). The Rezoning Area includes the Projected



Existing Land Use

PHIPPS MAPES AND SOJOURNER REZONING

Figure B-1

Development Sites, as well as adjacent private properties not controlled by the Applicant (Block 3111, Lots 71, 79, 82, and 85).

Projected Development Site 1 is occupied by two five-story apartment buildings containing 91 dwelling units, a single-story commercial building, and a vacated gas station. The two residential buildings on Projected Development Site 1 are known as "Mapes Court" and are owned and managed by the Applicant. The apartment complex has entrances along Mapes Avenue and Southern Boulevard. Projected Development Site 2 contains the previously operational five-story, 66-unit supportive housing building known as "Sojourner Truth House," owned and managed by the Applicant and vacant since 2018. As previously mentioned, Projected Development Site 3 currently contains a single-story car wash facility fronting on Southern Boulevard.

The remaining lots within the Rezoning Area contain community facility uses. Between Projected Development Sites 1 and 3, on Block 3111, Lot 71, is Haven Apartments, a residential building operated by the Unique People Services to offer housing and assistance for those with medium to intense psychiatric support. The Haven Apartments provide Community Residence Single Room Occupancy and training and counseling services for residents. There are two religious institutions located on Block 3111 within the Rezoning Area. The Kingdom Hall of Jehovah's Witnesses is a two-story place of worship located adjacent to the car wash with a surface parking lot accessible from East 181 Street. On the corner of Southern Boulevard and East 181 Street is the Church of God of Southern Boulevard, a one-story religious establishment.

STUDY AREA

As shown in **Figure B-1**, the study area is an approximately 400-foot radius surrounding the Rezoning Area and is largely characterized by residential, commercial, community facility, and mixed-use buildings, with some vacant lots and a manufacturing building. The study area also contains a number of open spaces, including community gardens and a portion of the Bronx Zoo.

A portion of Projected Development Site 1 has a frontage along East 182nd Street. As noted above, these uses include a vacant gas station and one-story commercial building with multiple storefronts. The remainder of the south side of East 182nd Street in the study area is developed with multifamily residential buildings ranging from six to seven stories. The north side of East 182nd Street contains a mix of uses, including a wholesale bakery, two delicatessens, two residential buildings, and a tire shop. The northern portion of the block includes additional residential buildings and a one-story commercial building with surface parking for customers on the corner of Garden Street and Southern Boulevard.

The remaining portion of Block 3111, outside of the Rezoning Area, consists of residential buildings along Mapes Avenue. The residential buildings are typically set back from the street and sidewalk and range from two to six stories. The six-story residential building located on the corner of Mapes Avenue and East 181st Street was constructed in 2019 under the New York City Housing Preservation & Development (HPD)'s Neighborhood Construction Program (NCP) and is entirely affordable for households ranging from 30 percent of the Area Median Income (AMI) to 80 percent AMI, as well as the formerly homeless.[1]

West of the Rezoning Area is a largely residential block, with a six-story apartment building located on the corner of Mapes Avenue and East 182nd Street. The residential buildings on the

[1] https://thenyhc.org/projects/mapes-apartments/

inner portion of the block, facing Mapes Avenue, are predominately two-story rowhomes with front driveways. A five and seven-story apartment building are located on the southeast corner of the block. The buildings facing Prospect Avenue are all residential, with the two-story rowhomes located closer to the avenues, and larger, six-story apartment buildings are located on the inner portion of the block. A 0.34-acre community garden is in the middle of the block with access on Prospect Avenue.

East of the Crotona Parkway are predominately residential buildings, with some mixed-use and commercial buildings along major streets. North of Projected Development Site 2 is a six-story residential apartment building on the corner of Hornaday Place and Crotona Parkway. Adjacent sites include five-story apartment buildings and a 0.11-acre community garden. Additional residential buildings ranging in height from two to five-stories are located east of Mohegan Avenue within the study area. There are several vacant lots, including an approximately 15,000-square-foot (sf) lot on the corner of Mohegan Avenue and Bronx Park South.

Mixed-use residential buildings with commercial businesses below are located south of East 181st Street along Southern Boulevard and Crotona Parkway, with commercial businesses located along East 180th Street. A 30-story mixed-use building with 169 dwelling units is located on the corner of Southern Boulevard and East 180th Street within the study area.

The study area is also home to a number of open spaces, including the Bronx Zoo, three community gardens, and a recently renovated neighborhood park. The southwest corner of the Bronx Zoo is located in the northeast corner of the study area, with park access along Crotona Parkway. The 265-acre park is one of the largest zoos in the United States and offers naturalistic habitats and exhibits, as well as educational programs and year-round programming events. The park requires an admission fee most days; however, it is free to the public on Wednesdays. In addition to this destination park, the southwest corner of the study area contains a newly renovated 1.87-acre park known as Mapes Park. The neighborhood park was reconstructed in 2021 as part of the Community Parks Initiative and contains a ballfield, playground, seating, and landscaping. As previously mentioned, there are several community gardens located throughout the study area.

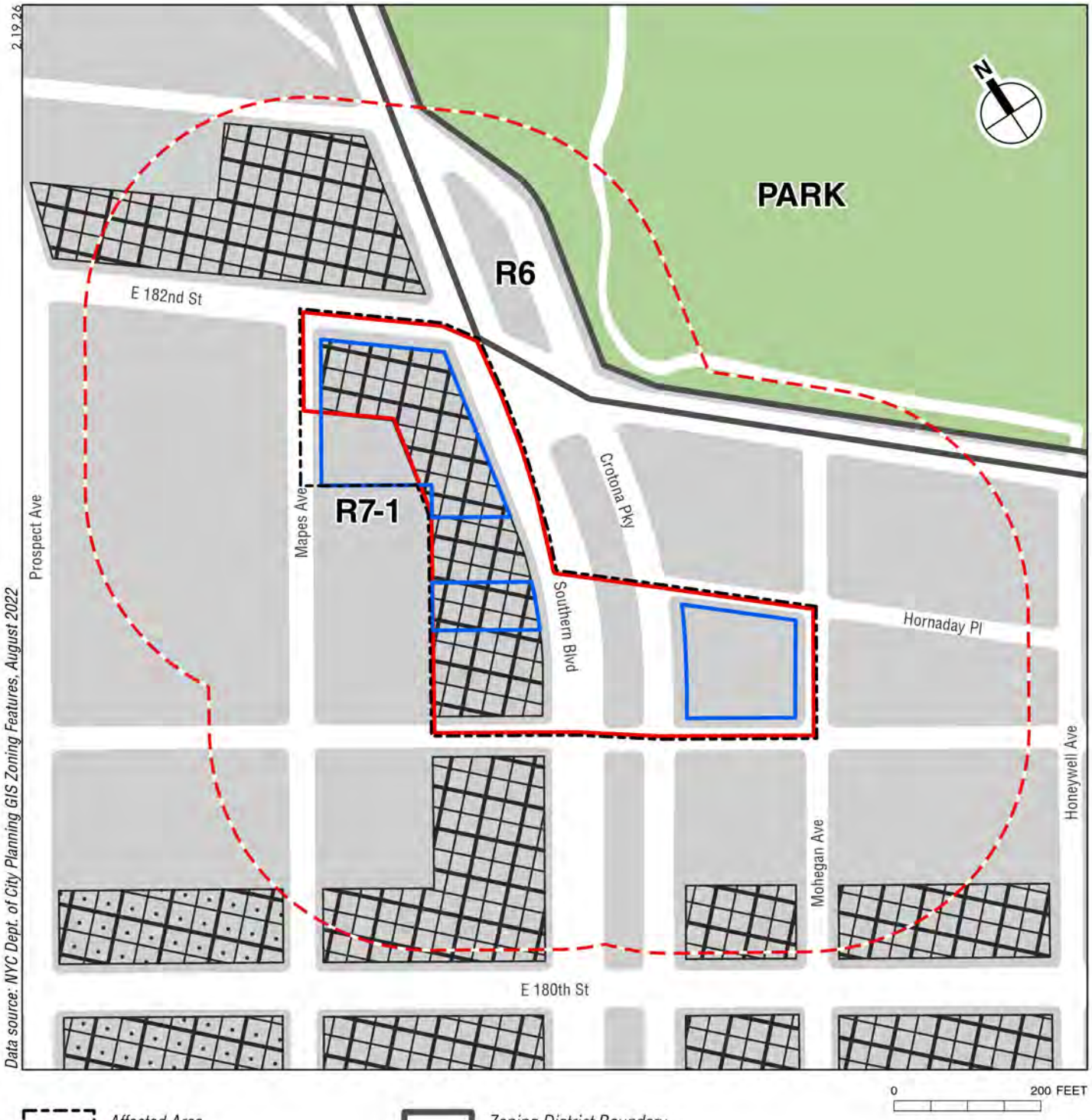
ZONING

REZONING AREA

As shown in **Figure B-2**, the Rezoning Area is currently mapped with R7-1 with a C1-4 overlay along the East 182nd Street and Southern Boulevard frontages. R7 districts are medium-density apartment house districts and are common across the Bronx. The R7-1 district permits residential uses to a maximum floor area ratio (FAR) of 3.44 on narrow streets and 4.00 FAR on wide streets. Community facilities are allotted a maximum FAR of 4.8 in R7-1 districts.

Building base heights must be between 40 and 65 feet (75 feet on a wide street), and have a maximum lot coverage of 65 percent on internal lots or 100 percent coverage on a corner lot, before rising to a maximum height of 75-80 feet (100-105 feet with a MIH or QGF). Off-street parking is required for 60 percent of a building's dwelling units, though these may be reduced or waived for income-restricted housing units or small lots.

Commercial overlays are mapped within a residential district along streets that serve local retail needs. The C1-4 overlays permit a commercial FAR of 2.0 along the base of the building. Typical retail uses include neighborhood grocery stores, restaurants, and salons. A C1-4 overlay has an accessory parking requirement of 1 space per 1,000 square feet.



PHIPPS MAPES AND SOJOURNER REZONING

Existing Zoning

Figure B-2

STUDY AREA

The entirety of the study area is zoned as a R7-1 residential district. There are no special purpose districts or historic districts located within the study area. The C1-4 commercial overlay extends along Southern Boulevard frontages in the study area, as well as portions of East 180th Street, East 181st Street, and East 182nd Street.

PUBLIC POLICY

The public policy initiatives applicable to the Rezoning Area and study area are described below.

HOUSING OUR NEIGHBORS: A BLUEPRINT FOR HOUSING AND HOMELESSNESS

In June 2022, the Adams Administration released *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, a citywide housing plan that focuses strategies and investment on the creation and preservation of high-quality, affordable housing for all New Yorkers, including seniors and households experiencing homelessness. Supportive housing is a critical tool for providing permanent, affordable homes to New Yorkers that also need social service support to remain stably housed. It is an effective tool used to address the homelessness crisis in New York City, particularly for the chronically homeless, those with mental disabilities and/or substance use disorders. *Housing Our Neighbors* accelerates the production of supportive housing by targeting the completion of 15,000 supportive homes promised by 2030 two years ahead of schedule.

ONENYC 2050

OneNYC is a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced by the City. Growth, sustainability, and resiliency remain at the core of *OneNYC*, but with the poverty rate remaining high and income inequality continuing to grow, equity was added as a guiding principle throughout the plan, which was subsequently renamed *OneNYC 2050*. In addition to a focus on population growth, aging infrastructure, and global climate change, the plan brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts. Among the goals of the plan is to make New York City a growing, thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

This section considers land use, zoning, and public policy conditions in the No Action condition. Absent the Proposed Actions, it is assumed that no changes to zoning would occur across the project sites or overall Rezoning Area. Projected Development Sites 1 and 3 would remain in their existing conditions. The commercial uses on Projected Development Site 1 would continue to operate along Mapes Avenue and East 181st Street and the gas station would remain vacant. However, Projected Development Site 2 would be redeveloped as-of-right with a residential building containing approximately 81 dwelling units. The No Action development would be eight stories tall with approximately 81,925 gsf of residential floor area.

For the remainder of the study area, the No Action condition would be the continuation of existing conditions. There is one new development anticipated within the 400-foot study area, located at

872 Bronx Park South (CEQR #23HPD038X). The development will introduce 82 dwelling units and 8,000 gsf of community facility space to the study area by the 2033 build year.

E. FUTURE WITH THE PROPOSED ACTIONS

LAND USE

REZONING AREA

In the With Action condition, the Proposed Actions would result in more residential, community facility, and local retail space as a result of the zoning amendment and designation of an MIH Area. The Proposed Actions would facilitate the development of three residential buildings, totaling 545 dwelling units. Projected Development Site 1 would contain approximately 298 dwelling units, all of which would be affordable under HPD's New Construction Finance Program's (NCF) Extremely Low & Low-Income Affordability (ELLA) option. The proposed Mapes Court building would also provide 15,206 gsf of community facility space. Projected Development Site 2 would be redeveloped with a residential building with 185 dwelling units, of which approximately 77 dwelling units would be set aside as supportive housing units. In addition to the two Applicant-owned sites, the Proposed Actions would facilitate the construction of a new residential building on Projected Development Site 3. The non-Applicant owned building would be built as-of-right, and support the construction of 62 dwelling units, with approximately 30 percent of dwelling units subject to MIH requirements.

STUDY AREA

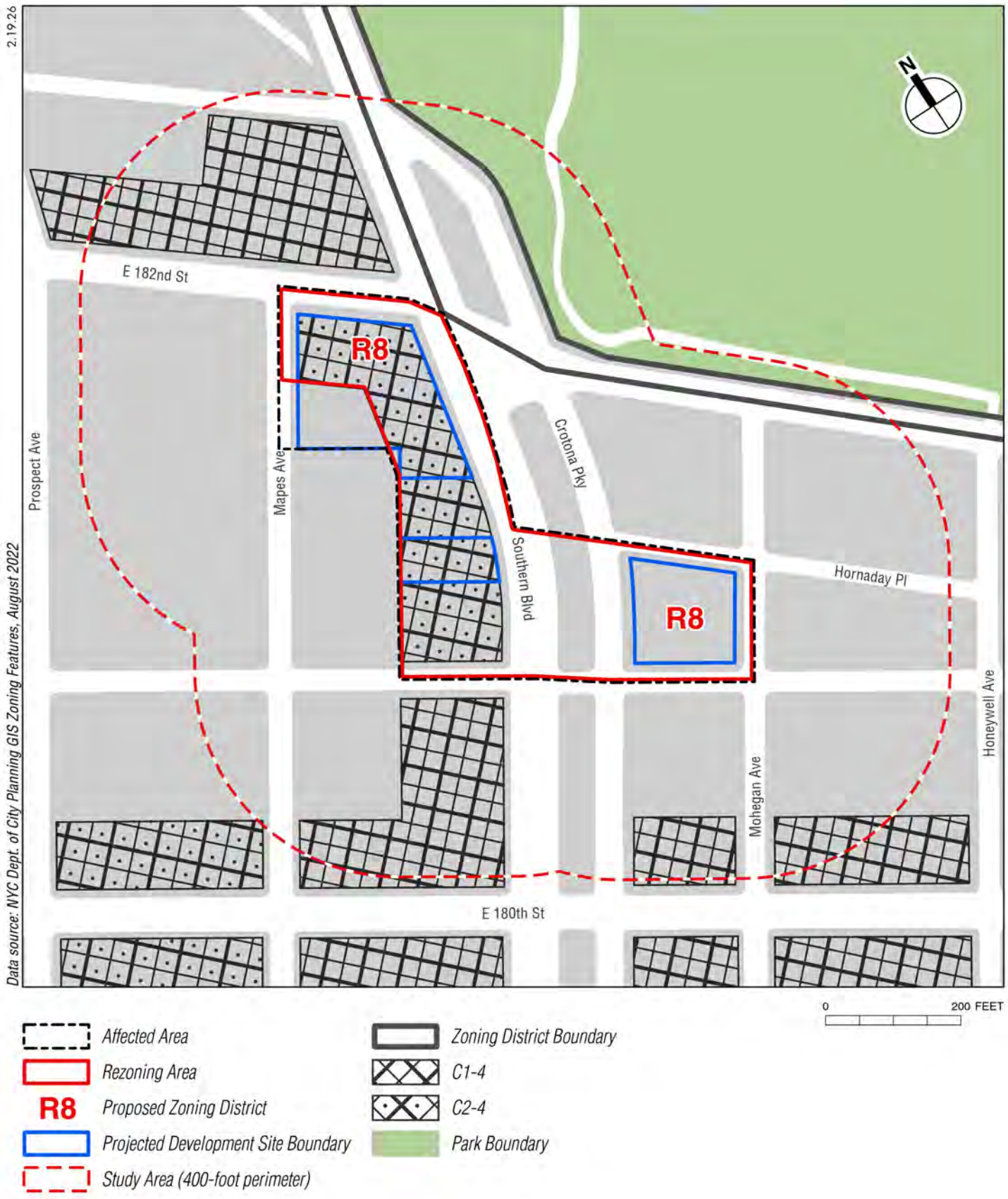
The Proposed Actions would support the mixed-use character and uses found in the study area. The Proposed Actions would increase the amount of affordable housing in a neighborhood experiencing a growing demand for housing. The Proposed Actions would result in the redevelopment of a vacant and former affordable housing development into a newly constructed residential building with supportive housing units. It would also reconstruct the existing Mapes Court building to allow for more affordable housing and a redeveloped building with lounge space, laundry rooms, playrooms, and a fitness room for residents. The Proposed Actions would also facilitate the development of a third residential building, further alleviating the demand for housing in the Crotona neighborhood.

The new buildings introduced by the Proposed Actions would be compatible with, and supportive of, the existing residential, local retail, and community facility uses found in the study area. For these reasons, the Proposed Actions would not result in a significant adverse impact to land use.

ZONING

REZONING AREA

The Proposed Actions include a zoning map amendment to change the R7-1 and R7-1/C1-4 districts to R8 and R8/C2-4 districts (see **Figure B-3**). The 182nd Street and Southern Boulevard frontages of the Rezoning Area are proposed to be mapped as R8 with a C2-4 overlay. The proposed R8 district is for a high-density residential area with mid-rise, eight- to ten-story buildings. R8 districts have a basic maximum FAR of 6.02, with an increased maximum of 7.20 for those participating in the MIH Program. The minimum base height for a building in an R8 non-contextual district is 60 feet before rising to a maximum height of 95 feet on wide streets and



Proposed Zoning

PHIPPS MAPES AND SOJOURNER REZONING

Figure B-3

105 feet if participating in the MIH Program. The existing C1-4 commercial overlay would be changed to a C2-4 overlay, which would allow for a wider range of retail uses, such as funeral homes and repair services, while maintaining the same commercial FAR of 2.0. The Proposed Actions also include a zoning text amendment to make the Rezoning Area an MIH Area and support the development of permanent affordable housing units.

STUDY AREA

As discussed above, the Proposed Actions are being sought to permit higher residential density and a wider range of commercial uses. The Proposed Actions also include a zoning text amendment to make the Rezoning Area an MIH Area to facilitate the creation of permanent affordable housing units. The proposed uses and developments are compatible with the surrounding uses in the study area and the bulk requirements under the proposed zoning would result in a more cohesive street wall. Additionally, the Proposed Actions would apply only to the Rezoning Area and would not affect the surrounding zoning in the study area. Therefore, the Proposed Actions would not result in a significant adverse impact on zoning.

PUBLIC POLICY

The Proposed Actions would be supportive of public policies in the study area. The Proposed Actions would facilitate the development of three residential buildings, which supports the overarching goals of *Housing Our Neighbors,* by facilitating the creation 545 dwelling units, and approximately 502 dwelling units would be affordable. The designation of an MIH Area would ensure that the new affordable housing under MIH is permanent. The Proposed Actions are supportive of *OneNYC 2050* by increasing the supply of housing and affordable dwelling units in an area where demand is high. The proposed development would support the plan's goals of increasing affordable housing and creating a more vibrant neighborhood in proximity to transit and with neighborhood amenities and activated sidewalks. The Proposed Actions would be consistent with and supportive of the public policies that currently apply to the Rezoning Area and broader study area. Therefore, no significant adverse impacts to public policy would result from the Proposed Actions. ✷

A. INTRODUCTION

This attachment considers the potential for the Proposed Actions to result in significant adverse impacts to socioeconomic conditions. As stated in the 2025 *City Environmental Quality Review (CEQR) Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activities. Socioeconomic impacts may occur when a project directly or indirectly affects any of these elements.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the construction of a residential building and a mixed-use building containing residential and community facility uses (the "Proposed Project") in the Crotona neighborhood of the Bronx, Community District (CD) 6. The Rezoning Area would include a building along the corner of East 182 Street and Southern Boulevard (Block 3111, Lots 49, 55, 59, 65, 69—"Projected Development Site 1"), which would include a 14-story tower with approximately 15,000 square feet (sf) of community facility space and a residential lobby on the ground floor, and 298 dwelling units above. The building fronting Crotona Parkway (Block 3119, Lot 37, 44—"Projected Development Site 2") would be 16 stories, including 108 affordable family units, one building superintendent's unit, and 77 supportive housing units. In addition to the Proposed Project, the Proposed Actions would facilitate development on a non-Applicant owned site fronting Southern Boulevard (Block 3111, Lot 76—"Projected Development Site 3") that would be redeveloped as a mixed-use residential building with 10,000 gross square feet (gsf) of ground floor commercial space. Projected Development Site 3 would be developed with 62 units and be subject to the Mandatory Inclusionary Housing (MIH) program under the Proposed Actions, resulting in approximately 19 affordable units. As detailed below, the Proposed Actions would not result in significant adverse socioeconomic impacts.

B. METHODOLOGY

Under CEQR, socioeconomic changes are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. In some cases, these changes may be substantial but not adverse. In other cases, these changes may be good for some groups but bad for others. The objective of the CEQR analysis is to disclose whether any changes created by the Proposed Actions would have a significant impact compared with what would happen in the future without the Proposed Actions (the No Action condition).

An assessment of socioeconomic impacts distinguishes between impacts on the residents and businesses in a study area and separates these impacts into direct and indirect displacement for both of those segments. Direct displacement occurs when residents or businesses are involuntarily displaced from the actual site of a proposed project or sites directly affected by it. For example, direct displacement would occur if a currently occupied site were redeveloped for new uses or structures or if a proposed easement or right-of-way encroached on a portion of a parcel and

rendered it unfit for its current use. In these cases, the occupants of a particular structure to be displaced can usually be identified, and therefore the disclosure of direct displacement focuses on a known number of residents and/or specific businesses and workers.

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

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

DETERMINING WHETHER A SOCIOECONOMIC ASSESSMENT IS APPROPRIATE

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

DIRECT DISPLACEMENT

Direct Residential Displacement

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

The Proposed Actions would not result in the direct displacement of any existing dwelling units. Projected Development Site 2 has been vacant since 2018 and does not presently house any residents. Projected Development Site 1, known as Mapes Court Development, contains approximately 216 residents who are anticipated to be relocated to Projected Development Site 2 during construction. As a result, a preliminary assessment of direct residential displacement is not warranted.

Direct Business Displacement

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

The Proposed Actions would not result in the direct displacement of more than 100 employees. Projected Development Site 1 is developed with approximately 6,000 gsf of commercial space along East 182nd Street; however, not all of the storefronts are actively tenanted. Additionally, Projected Development Site 3 operates as a car wash. However, these businesses do not employ more than 100 workers across the two sites. Furthermore, the car wash facility is not a unique service offered within the area, and customers would not be adversely affected by the displacement of the business. As a result, a preliminary direct business displacement assessment is not warranted.

INDIRECT DISPLACEMENT

Indirect Residential Displacement

Would the Proposed Actions result in a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 250 units or less would typically not result in significant socioeconomic impacts. For projects exceeding this threshold, an assessment of indirect residential displacement is appropriate.

The Proposed Actions would result in the construction of up to 373 incremental dwelling units compared to the No Action condition, which is over the 250-unit development threshold identified by the *CEQR Technical Manual*. Therefore, a preliminary assessment of potential indirect residential displacement is warranted.

Indirect Business Displacement Due to Increased Rents

Would the Proposed Actions result in a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts. For projects exceeding this threshold, an assessment of indirect business displacement is appropriate.

The Proposed Actions would result in development that would not exceed the 200,000-sf commercial development threshold warranting assessment of indirect business displacement. The Proposed Actions would include approximately 15,206 gsf of community facility space on Projected Development Site 1, which is anticipated to consist of an urgent care center and daycare facility. The Proposed Project would also result in a total of approximately 10,000 gsf of retail space on Projected Development Site 3, which is a decrease of 1,255 gsf of commercial space from the existing and No Action conditions. The proposed commercial space would not be markedly different from the existing uses in the study area. The Proposed Project would result in approximately 1,361 residents, which is a 2.3 percent increase above the existing population within an approximately ½-mile distance of the Rezoning Area.[1] Given the fact that Crotona is already an established residential neighborhood, and the proposed dwelling units are majority affordable housing, the residential development that would occur as a result of the Proposed

[1] The With Action residential population is estimated by applying an average of 1.5 persons per household for all 45 supportive housing units in the Proposed Project and using the 2020 Census Bronx Community District 6 average household size (2.66 persons per household) for the remaining 474 dwelling units assumed for the Proposed Project. The Proposed Project would add approximately 1,329 new residents to the area, increasing the existing ¼-mile study area by 5. 7 percent. Therefore, the study area was expanded to a ½-mile radius for the Proposed Project.

Actions would not have the potential to result in demographic changes in the local market that could lead to indirect business displacement due to increased rents, and an analysis is not warranted.

Indirect Business Displacement Due to Market Saturation

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

The Proposed Actions would include approximately 10,000 gsf of commercial space on Projected Development Site 3. The commercial retail space would be similar to those within the neighborhood and would provide services in line with the needs of the community and surrounding uses. Since the retail uses would not exceed 200,000 gsf on any development site, an analysis of the indirect business displacement due to market saturation is not warranted.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

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

The Proposed Actions would not significantly affect business conditions in any specific industry or any category of business. As detailed above, while the Proposed Actions may result in the direct displacement of the car wash facility located on Projected Development Site 3, there are other similar services located throughout the neighborhood and customers would not be adversely impacted by the loss of this particular business. The facility is not considered to be a unique use under the *CEQR Technical Manual* guidelines, and as such, the Proposed Actions do not have the potential to result in significant adverse effects on specific industries, and a preliminary assessment of this concern is not warranted.

DETERMINATION

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

ANALYSIS FORMAT

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

STUDY AREA

According to the *CEQR Technical Manual*, socioeconomic study area boundaries depend on project size and characteristics. The *CEQR Technical Manual* states that a ¼-mile study area is appropriate for a project that produces a small (below 5 percent) increase to the ¼-mile area population. The Proposed Actions would introduce an estimated 1,361 residents, which is an approximately 5.8 percent increase to the existing ¼-mile area population. Therefore, a ½-mile study area is appropriate for this analysis.

Because the socioeconomic analysis depends on U.S. Census-based 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 ½-mile radius surrounding the Project Site). The census tracts that constitute the "socioeconomic study area," or "study area," are shown in **Figure C-1** and include Census Tracts 359, 361, 363, 365.01, 365.02, 369.01, 371, 373, 375.04, 391, and 393. The socioeconomic study area is located within CD 6 and generally extends to East Fordham Road and East 187th Street to the north; the Cross Bronx Expressway to the south; the Bathgate Avenue, Third Avenue, and Crotona Avenue to the west; and the Bronx River to the east.

DATA SOURCES

Information used in the analysis of indirect residential displacement was gathered from the U.S. Census Bureau's 2020 Decennial Census and the New York City Department of City Planning (DCP) Housing Database. Census data was gathered on population and the DCP Housing Database is consulted to assess a net change in completed construction projects after April 1 of the latest decennial year to present a reasonable estimate of the existing population at the time of the analysis.

C. PRELIMINARY ASSESSMENT

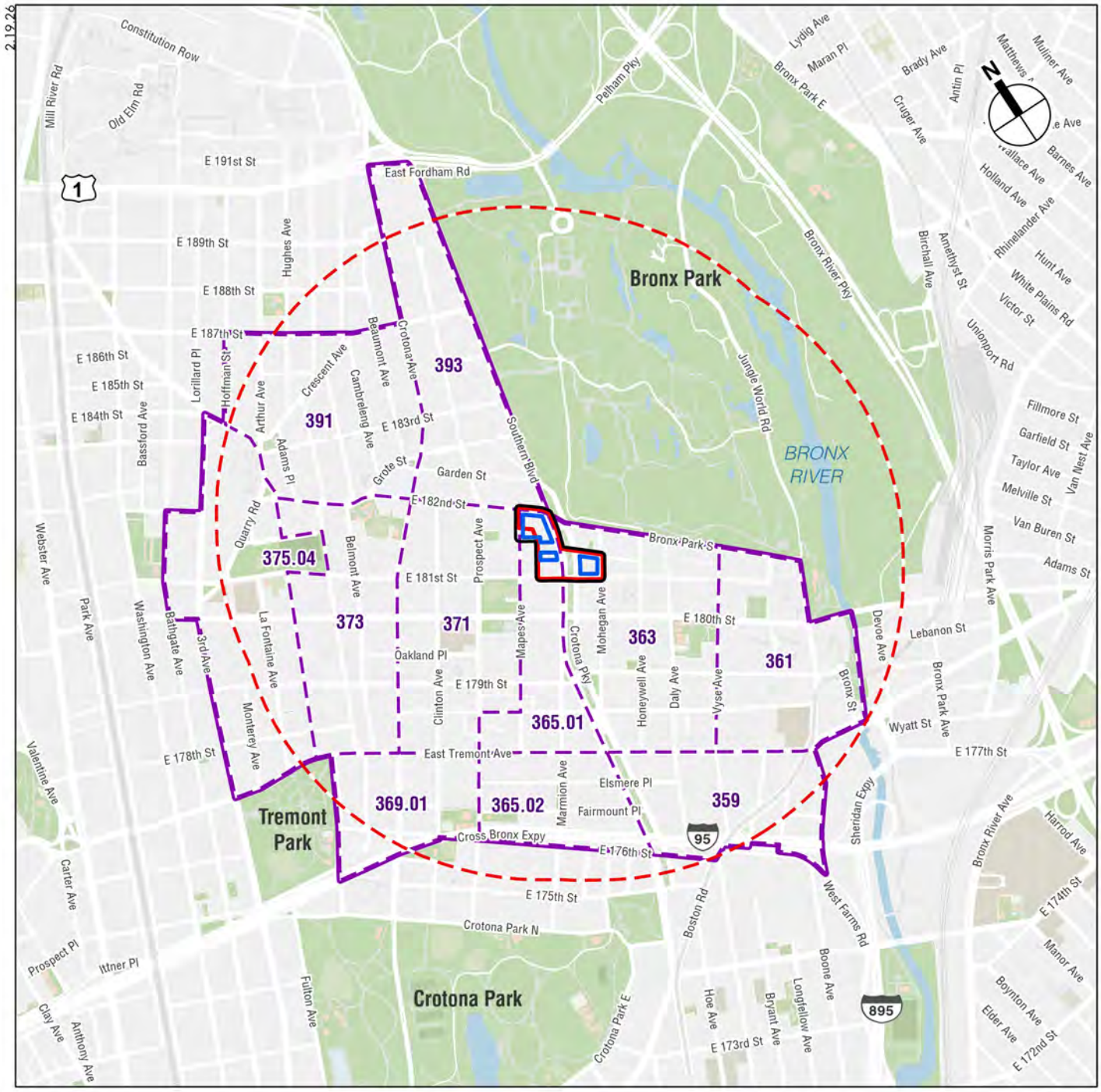
INDIRECT RESIDENTIAL DISPLACEMENT

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

Generally, an indirect residential displacement analysis is conducted only in cases in which the potential impact may be experienced by renters living in privately held dwelling units unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose incomes or poverty status indicates that they may not withstand substantial rent increases. Residents who are homeowners, or who are renters living in rent-protected dwelling units, are not considered potentially vulnerable populations under CEQR. This analysis follows the step-by-step assessment guidelines of the *CEQR Technical Manual*.

Step 1: Determine if the 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.

As shown in **Table C-1**, the study area is home to an estimated 60,358 residents. In the No Action condition, planned developments would grow the study area population by an estimated 4,115



Affected Area

Rezoning Area

Projected Development Site Boundary

Study Area (1/2-mile perimeter)

Census Tracts

Socioeconomic Study Area

Socioeconomic Study Area

PHIPPS MAPES AND SOJOURNER REZONING

Figure C-1

residents. The overall study area population would increase by 6.8 percent as a result of known residential projects developed by 2033.

In the With Action condition, the study area would experience growth compared to the No Action condition (see **Table C-2**). The 373 incremental dwelling units would house an estimated 930 new residents. This would represent an approximately 1.4 percent increase in the overall study area population between the With Action and No Action conditions.

Table C-1
Population Estimates and Projections
Existing Conditions and Future Without the Proposed Actions

	2010	2020	DCP Housing Database Projection[1]	2025 Study Area Projection	2033 Population Projection in No Action Condition[2]	Percent Change 2025 to 2033 No Action Condition
Study Area	52,353	54,517	5,841	60,358	64,473	6.8%

Notes:
[1] DCP's Housing Database shows a net increase of 2,331 housing units in the study area since the Census data collection in April 2020, accordingly to DCP Housing Database 2024 Q4 (the latest available data). Assuming a rental vacancy rate of 5.8 percent and an average household size of 2.66 within Bronx CD 6, an additional 5,841 people are estimated to have joined the 54,517 residents identified in the 2020 Census for an existing population estimate of 60,358 residents.
[2] There are an estimated 25 new developments anticipated for completion by the build year of 2033, estimated to introduce approximately 1,385 new residents into the study area. Furthermore, the No Action condition would contain 172 units across the three projected development sites, resulting in 431 residents. Overall, the No Action condition would raise the total population of the study area to 63,358 by 2033.
Source: 2010 and 2020 Decennial Census; DCP Housing Database

Table C-2
With Action Condition Population

	2033 Population Projections No Action Condition	Number of Incremental dwelling units	With Action Incremental Population	Percent Change from 2033 With Action Condition
\Study Area	64,473	373	930	1.4%

According to *CEQR Technical Manual* analysis thresholds, if the population increase is greater than 5 percent in a study area or identified subareas, the incremental population may be large enough to affect real estate market conditions, and Step 2 of the preliminary assessment is warranted. By adding a 930-person increment to the study area, the Proposed Actions would increase the population by approximately 1.4 percent, suggesting that the Proposed Project's population increment would not be large enough to substantively affect real estate market conditions in the study area. Within a more immediate ¼-mile area surrounding the Rezoning Area, the Proposed Actions would introduce a population increment less than 5 percent. Therefore, Step 2 was not warranted for the ¼-mile area surrounding the Rezoning Area, which is represented by Census Tracts 363, 365.01, 371, and 393 (see **Figure C-1**).

D. CONCLUSION

Step 1 of the preliminary assessment determined that the Proposed Actions would not introduce a population large enough to affect the real estate market conditions in the ¼- or ½-mile study areas.

The Proposed Actions would predominately consist of affordable housing units and are unlikely to adversely affect the neighborhood with trends toward increased housing prices and rising incomes. Therefore, based on *CEQR Technical Manual* guidelines, the Proposed Actions would not result in significant adverse impacts to socioeconomic conditions due to indirect residential displacement, and no further analysis is warranted. ✷

A. INTRODUCTION

This attachment assesses the potential impacts of the proposed action on community facilities and services, which are defined in the 2025 *City Environmental Quality Review (CEQR) Technical Manual* as public or publicly funded schools, publicly funded early childhood programs, public libraries, health care facilities, and fire and police protection services. The analysis focuses on direct effects on community facilities, such as when a facility is physically displaced or altered, and on indirect effects, which could result from increased demand for community facilities and services generated by new users, such as the new population that would result from the With Action condition.

As described in Attachment A, "Project Description and Screening Assessments," the Proposed Actions would facilitate the construction of the Applicant's Proposed Project, a residential and a mixed-use building containing a total of 483 affordable units. In addition to the Proposed Project, the Proposed Actions would result in a mixed-use development on the non-Applicant controlled Projected Development Site 3 with 62 units subject to Mandatory Inclusionary Housing (MIH). This assessment concludes that the Proposed Actions would not result in any significant adverse impacts to community facilities.

B. PRELIMINARY SCREENING

The analysis of community facilities has been conducted in accordance with the latest data and guidance from the New York City Department of City Planning (DCP) and New York City Department of Education (DOE).

The purpose of the preliminary screening is to determine whether a community facilities assessment is warranted. A community facilities assessment is warranted if a project has the potential to result in either direct or indirect effects on community facilities. 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. New population added to an area as a result 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 early childhood programs.

DIRECT EFFECTS

The Proposed Actions would not displace or otherwise directly affect any public schools, early childhood programs, libraries, health care facilities, or fire protection services. Therefore, an analysis of direct effects is not warranted.

INDIRECT EFFECTS

The thresholds for guidance in determining whether a detailed analysis is necessary to assess potential indirect impacts are presented in **Table D-1**. If a project exceeds the threshold for a specific facility type, a more detailed analysis is warranted. As discussed in Attachment A, "Project Description and Screening Analyses," in the With Action condition, a total of 545 dwelling units (373 incremental) would be developed, with up to 502 affordable dwelling units.

Table D-1
Preliminary Screening Analysis Criteria: Manhattan

Community Facility	Threshold For Detailed Analysis
Public schools	100 or more elementary/intermediate school students (total of elementary and intermediate) or 150 or more high school students based on the number of residential units. For Community School District (CSD) 12, where the project is located, the November 2024 student multipliers are approximately 0.20 per residential unit for elementary schools, 0.09 for intermediate schools, and 0.13 for high schools.
Libraries	Greater than five percent increase in ratio of residential units to libraries in borough. In the Bronx, the minimum number of residential units that triggers a detailed analysis is 731.
Publicly Funded Early Childhood Programs	More than 20 eligible children based on number of low- and low/moderate-income units by borough. In the Bronx, the minimum number of affordable units that triggers a detailed analysis is 141.
Health care facilities (outpatient)	Introduction of sizeable new neighborhood where none existed before[1]
Fire protection	Introduction of sizeable new neighborhood where none existed before[1]
Police protection	Introduction of sizeable new neighborhood where none existed before[1]

Note: [1] The *CEQR Technical Manual* cites the Hunters' Point South project as an example of a project that would introduce a sizeable new neighborhood where none existed before. The Hunters' Point South project would introduce approximately 5,000 new residential units to the Hunters' Point South waterfront in Long Island City, Queens.
Source: *CEQR Technical Manual*, 2025.

Based on these project increments and the screening criteria in **Table D-1**, a detailed analysis of potential indirect impacts on publicly funded early childhood programs is warranted as well as a detailed analysis of elementary and intermediate schools. A detailed analysis of libraries is not warranted.

A detailed analysis of indirect impacts on police and fire services, hospitals, and public health clinics is warranted if a proposed action would affect the physical operation of, or access to and from, a station house or healthcare facility, or where a proposed action would create a sizeable new neighborhood where none existed before. The Proposed Actions would not directly displace a station house or healthcare facility, and would not adversely affect the physical operation of, or access to and from, a facility. In addition, the Proposed Actions would not create a sizeable new neighborhood. Therefore, a detailed analysis of potential impacts on police and fire services, hospitals, and public health clinics is not warranted.

C. POTENTIAL INDIRECT EFFECTS ON PUBLIC ELEMENTARY AND INTERMEDIATE SCHOOLS

METHODOLOGY

This analysis assesses the potential effects of the Proposed Actions on public schools serving the Affected Area. As previously stated, the study area for the analysis of elementary and intermediate schools includes Subdistrict 2 of CSD 12 and Subdistrict 3 of CSD 12 (see **Figure D-1**).

In accordance with the *CEQR Technical Manual*, the schools analysis uses the most recent DOE data on school capacity, enrollment, and utilization rates for elementary and intermediate schools in the two subdistrict study areas. Specifically, the existing conditions analysis uses data provided in DOE's *Utilization Profiles: Enrollment/Capacity/Utilization,* 2023–2024 edition. Future conditions are then predicted based on Statistical Forecasting's enrollment projections and data obtained from the School Construction Authority's (SCA) Capital Planning Division on the number of new housing units and students expected at the subdistrict levels. The future utilization rate for school facilities is calculated by adding the estimated enrollment from proposed residential projects in the schools' study area to Statistical Forecasting's projected enrollment, and then comparing that number with projected school capacity. Charter school enrollment is not included enrollment projections. Statistical Forecasting's enrollment projections for the years 2024 through 2033, the most current data available, were provided by DCP. These enrollment projections are based on broad demographic trends and do not explicitly account for discrete new residential projects planned for the study area.

The estimated student population from the other new projects expected to be completed within the study area has been obtained from SCA's Capital Planning Division and are added to the projected enrollment to ensure a more conservative prediction of future enrollment and utilization. In addition, new capacity from any new school projects identified in the DOE Five-Year Capital Plan are included if construction has begun or if deemed appropriate to include in the analysis by the lead agency and SCA.

The effect of the new students introduced by the Proposed Actions on the capacity of schools within the study area is then evaluated. According to the *CEQR Technical Manual*, a significant adverse impact may occur for elementary or intermediate schools if a proposed action would result in both of the following conditions:

1. A utilization rate of the elementary and/or intermediate schools in the subdistrict study area that is equal to or greater than 100 percent in the With Action condition; and
2. 100 or more new students generated from a proposed project past the 100 percent utilization point.

EXISTING CONDITIONS

ELEMENTARY SCHOOLS

As shown in **Figure D-1** and **Table D-2**, 12 elementary schools serve CSD 12/Subdistrict 2, with a total enrollment of 5,289; they are currently operating at 86.5 percent utilization with a surplus of 824 seats, according to DOE's 2023–2024 school year enrollment figures. Four elementary schools serve CSD 12/Subdistrict 3 with a total enrollment of 1,151; they are currently operating at 61.8 percent utilization with a surplus of 710 seats.

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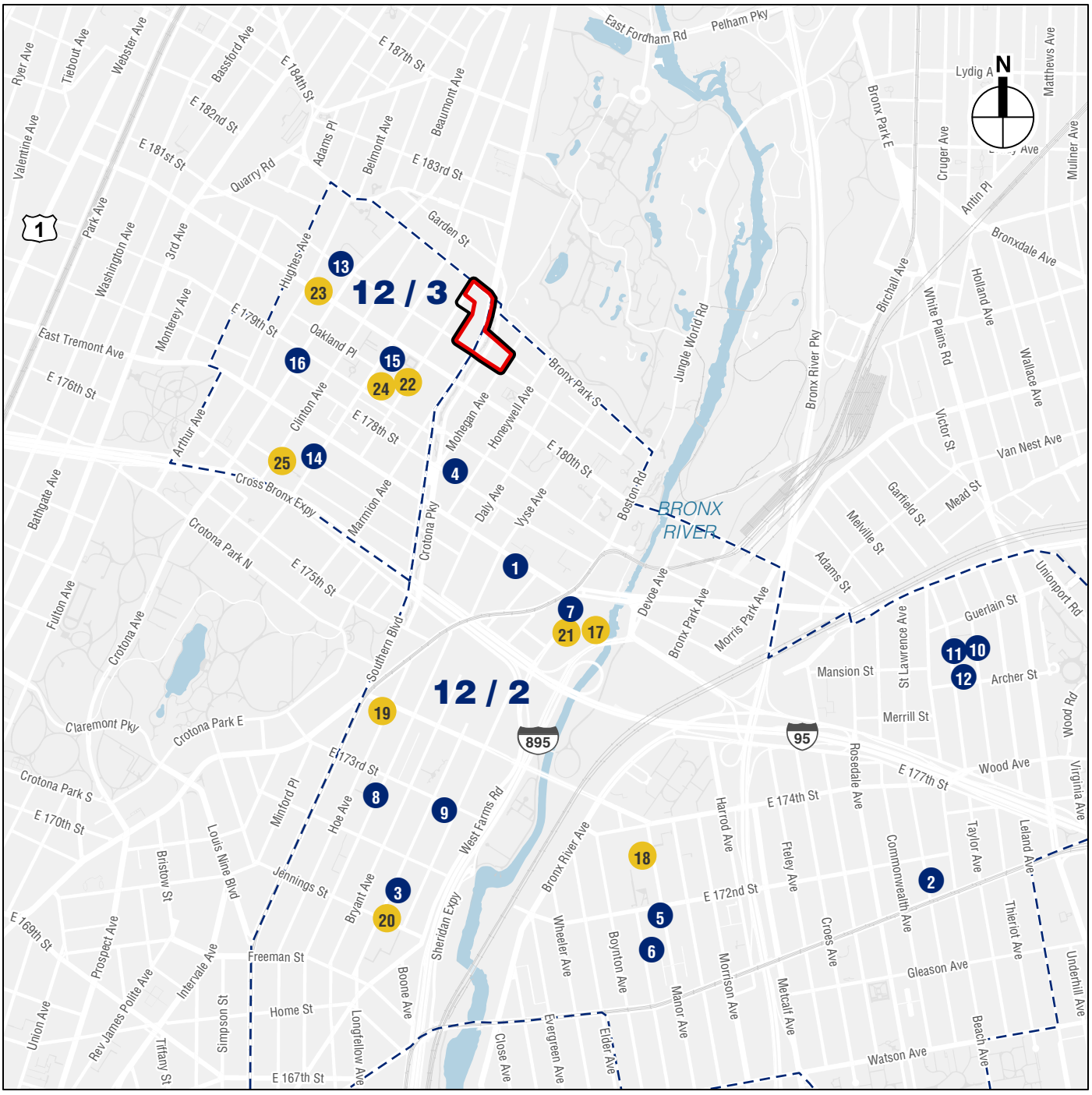

Affected Area

Rezoning Area

12/2 *Community School District/Subdistrict*

1 *Elementary*

17 *Intermediate*

Elementary and Intermediate Schools

PHIPPS MAPES AND SOJOURNER REZONING

Figure D-1

INTERMEDIATE SCHOOLS

As shown in **Figure D-1** and **Table D-3**, five intermediate schools serve CSD 12/Subdistrict 2, with a total enrollment of 1,521; they are currently operating at 99.5 percent utilization with a surplus of 8 seats, according to DOE's 2023–2024 school year enrollment figures. Four intermediate schools serve CSD 12/Subdistrict 3 with a total enrollment of 973; they are currently operating at 58.3 percent utilization with a surplus of 695 seats.

Table D-2
Study Area Elementary Schools

Map No.[1]	Name	Address	Enrollment	Capacity	Available Seats	Utilization
CSD 12, Subdistrict 2						
1	P.S. 6	1000 East Tremont Avenue	403	536	133	75.2%
2	P.S. 47	1794 East 172nd Street	830	677	-153	122.6%
3	P.S. 66	1001 Jennings Avenue	471	645	174	73.0%
4	P.S. 67	2024 Mohegan Avenue	307	520	213	59.0%
5	P.S. 195	1250 Ward Avenue	765	653	-112	117.2%
6	P.S. 196	1250 Ward Avenue	586	480	-106	122.1%
7	P.S. 214	1970 West Farms Road	473	514	41	92.0%
8	Fairmont Neighborhood School	1550 Vyse Avenue	250	568	318	44.0%
9	Samara Community School	1570 Boone Avenue	300	486	186	61.7%
10	Archer Elementary School	1827 Archer Street	312	352	40	88.6%
11	P.S. 536	1827 Archer Street	276	430	154	64.2%
12	Bronx Little School	1827 Archer Street	316	252	-64	125.4%
CSD 12, Subdistrict 2 Total			**5,289**	**6,113**	**824**	**86.5%**
CSD 12, Subdistrict 3						
13	P.S. 57	2111 Crotona Avenue	364	437	73	83.3%
14	P.S. 211	1919 Prospect Avenue	186	658	472	28.3%
15	P.S. 300	2050 Prospect Avenue	349	417	68	83.7%
16	P.S. 595	700 East 179th Street	252	349	97	72.2%
CSD 12, Subdistrict 3 Total			**1,151**	**1,861**	**710**	**61.8%**
Study Area Total			**6,440**	**7,974**	**1,534**	**80.8%**

Notes:
[1] See **Figure D-1**.
Totals may not sum due to rounding.
Source: DOE *Utilization Profiles: Enrollment/Capacity/Utilization*, 2023–2024.

Table D-3
Study Area Intermediate Schools

Map No.[1]	Name	Address	Enrollment	Capacity	Available Seats	Utilization
CSD 12, Subdistrict 2						
17	P.S. 214	1970 West Farms Road	388	422	34	91.9%
18	I.S. 242	1551 East 172nd Street	292	297	5.0144	98.3%
19	East Bronx Academy For The Future	1716 Southern Boulevard	214	171	-43.024	125.2%
20	I.S. 286	1001 Jennings Street	237	261	24	90.8%
21	I.S. 383	1970 West Farms Road	390	378	-12	103.2%
CSD 12, Subdistrict 2 Total			**1,521**	**1,529**	**8**	**99.5%**
CSD 12, Subdistrict 3						
22	I.S. 129	2055 Mapes Avenue	246	514	268	47.9%
23	I.S. 273	2111 Crotona Avenue	184	275	91	66.9%
24	I.S. 316	2055 Mapes Avenue	250	372	122	67.2%
25	I.S. 318	1919 Prospect Avenue	293	507	214	57.8%
CSD 12, Subdistrict 3 Total			**973**	**1,668**	**695**	**58.3%**
Study Area Total			**2,494**	**3,197**	**703**	**78.0%**

Notes:
[1] See **Figure D-1**.
Totals may not sum due to rounding.
Source: DOE *Utilization Profiles: Enrollment/Capacity/Utilization*, 2023–2024.

FUTURE WITHOUT THE PROPOSED ACTIONS

In the No Action condition, public school utilization and capacity would be affected by changes in enrollment (due primarily to changes in population) as well as changes in capacity. The latest enrollment projections project elementary and intermediate enrollment through the 2033–2034 school year. These enrollment projections form the baseline projected enrollment in the No Action condition, shown in **Table D-4** in the column titled "Projected Enrollment." The students introduced by other No Action projects are added to this baseline projected enrollment using the SCA No Action student numbers for each subdistrict (derived from SCA's "Projected New Housing Starts") and is shown in the column titled "Students Introduced by Residential Projects in the No Action condition" in **Table D-4**.

The analysis incorporates the 596-seat elementary school expansion at P.S. 196 recently completed in September 2024, within CSD 12/Subdistrict 2.

Table D-4
Projected Estimated Number of New Students Introduced by Development in the No Action Condition

Study Area	Projected Enrollment[1]	Students Introduced by Residential Projects in the No Action Condition	Total Future Enrollment	Capacity[2]	Available Seats	Utilization
Elementary Schools						
CSD 12/Subdistrict 2	4,020	403	4,423	6,709	2,286	65.9%
CSD 12/Subdistrict 3	884	153	1,037	1,861	824	55.7%
Intermediate Schools						
CSD 12/Subdistrict 2	951	172	1,123	1,529	406	73.4%
CSD 12/Subdistrict 3	549	65	614	1,668	1,054	36.8%

Notes:
[1] 2033 enrollment projections were used. Elementary and intermediate school enrollment in each subdistrict study area was calculated by applying SCA supplied percentages for each subdistrict to the relevant district enrollment projections. For CSD 12/Subdistrict 2, the district's 2033 elementary school projection of 6,114 students was multiplied by 65.75 percent. The subdistrict's intermediate school projection of 1,952 students was multiplied by 48.72 percent. For CSD 12/Subdistrict 3, the district's 2033 elementary school projection of 6,114 students was multiplied by 14.46 percent. The subdistrict's intermediate school projection of 1,952 students was multiplied by 28.13 percent.
[2] Capacity includes 596-seat elementary school expansion at P.S. 196.
Sources: DOE 2025–2029 Proposed Five-Year Capital Plan. DOE *Utilization Profiles: Enrollment/Capacity/Utilization*, 2023–2024

ELEMENTARY SCHOOLS

As shown in **Table D-4**, in the No Action condition, elementary schools in CSD 12/Subdistrict 2 and CSD 12/Subdistrict 3 will operate below capacity at 65.9 percent utilization and 55.7 percent utilization and will have a surplus of 2,286 seats and 824 seats, respectively.

INTERMEDIATE SCHOOLS

As shown in **Table D-4**, in the No Action condition, intermediate schools in CSD 12/Subdistrict 2 and CSD 12/Subdistrict 3 will operate below capacity at 73.4 percent utilization and 36.8 percent utilization and will have a surplus of 406 seats and 1,054 seats, respectively.

FUTURE WITH THE PROPOSED ACTIONS

The Proposed Actions would result in an increment of approximately 373 dwelling units over the No Action condition. Based on the *CEQR Technical Manual* student generation rates, the Proposed Actions would generate up to approximately 77 elementary students and 34 intermediate students. As shown in **Table D-5**, 105 units (from Projected Development Site 2) are located in CSD 12/Subdistrict 2 and approximately 268 units (from Projected Development Sites 1 and 3) are located in CSD 12/Subdistrict 3. Therefore, approximately 22 elementary students and 10 intermediate students would be introduced in CSD 12/Subdistrict 2 and approximately 55 elementary students and 24 intermediate students would be introduced in CSD 12/Subdistrict 3.

Table D-5
Projected Estimated Number of New Students Introduced by Development in the With Action Condition

Study Area	Proposed Incremental Housing Units	Students Introduced by the Proposed Action	
		Elementary	Intermediate
CSD 12/Subdistrict 2	105	22	10
CSD 12/Subdistrict 3	268	55	24
TOTAL	**373**	**77**	**34**

Sources: 2024 Projected Public School Ratio (Housing Multipliers) Table, New York City School Construction Authority.

ELEMENTARY SCHOOLS

In the With Action condition, elementary school enrollment in CSD 12/Subdistrict 2 would increase by 22 students to 4,445 (66.3 percent utilization) with an estimated surplus of 2,264 seats (see **Table D-6**). In CSD 12/Subdistrict 3, elementary school enrollment would increase by 55 students to 1,092 (58.7 percent utilization) with a surplus of 769 seats.

Table D-6
Estimated Public School Enrollment, Capacity, and Utilization: With Action Condition

Study Area	No Action Enrollment	Students Introduced by the Proposed Actions	Total With Action Enrollment	Capacity	Available Seats	Utilization	Change in Utilization Compared with No Action
Elementary Schools							
CSD 12/Subdistrict 2	4,423	22	4,445	6,709	2,264	66.3%	0.33%
CSD 12/Subdistrict 3	1,037	55	1,092	1,861	769	58.7%	2.96%
TOTAL	**5,460**	**77**	**5,537**	**8,570**	**3,033**	**64.6%**	**0.90%**
Intermediate Schools							
CSD 12/Subdistrict 2	1,123	10	1,133	1,529	396	74.1%	0.65%
CSD 12/Subdistrict 3	614	24	638	1,668	1,030	38.2%	1.44%
TOTAL	**1,737**	**34**	**1,771**	**3,197**	**1,426**	**55.4%**	**1.06%**

Sources: DOE Enrollment Projections 2024–2033 by Statistical Forecasting, LLC; DOE, *Utilization Profiles: Enrollment/Capacity/Utilization*, 2023-2034

As noted above, a significant adverse impact may occur if a proposed project would result in both of the following conditions: (1) A utilization rate of the elementary and/or intermediate schools in the subdistrict study area that is equal to or greater than 100 percent in the With Action condition; and (2) 100 or more new students generated from a proposed project past the 100 percent utilization point.

For CSD 12/Subdistrict 2, elementary school utilization would not exceed 100 percent (66.3 percent). Similarly, elementary school utilization in CSD 12/Subdistrict 3 would not exceed 100 percent (58.7 percent). Combined utilization would also not exceed 100 percent (64.6 percent) Therefore, the Proposed Actions would not result in a significant adverse impact to elementary schools.

INTERMEDIATE SCHOOLS

In the With Action condition, intermediate school enrollment in CSD 12/Subdistrict 2 would increase by 10 students to 1,133 (74.1 percent utilization) with an estimated surplus of 396 seats (see **Table D-6**). In CSD 12/Subdistrict 3, intermediate school enrollment would increase by 24 students to 638 (38.2 percent utilization) with a surplus of 1,030 seats.

For CSD 12/Subdistrict 2, intermediate school utilization would not exceed 100 percent (74.1 percent). Similarly, intermediate school utilization in CSD 12/Subdistrict 3 would not exceed 100 percent (38.2 percent). Combined utilization would also not exceed 100 percent (55.4 percent). Therefore, the Proposed Actions would not result in a significant adverse impact to intermediate schools.

D. POTENTIAL INDIRECT EFFECTS ON PUBLICLY FUNDED EARLY CHILDHOOD PROGRAMS

METHODOLOGY

DOE's Division of Early Childhood Education provides subsidized childcare through means-tested early childhood programs to eligible children ages 5 and younger (until the child is eligible to attend Kindergarten for a fall start date). The analysis focuses on services for children under age 5, as eligible children ages 5 through 12 are expected to be in school for most of the day. Publicly funded early childhood programs comprise EarlyLearn NYC and Extended Day/Year programs, 3-K for All, and Pre-K for All. EarlyLearn NYC and Extended Day/Year programs have eligibility requirements, while the 3-K and Pre-K programs are free for all 3- and 4-year-olds in New York City.

As per the 2025 *CEQR Technical Manual*, the early childhood program analysis methodology is limited to these publicly funded means-tested early childhood programs. EarlyLearn NYC is the City's program serving six-week-olds to 2-year-olds, and providing free or low-cost childcare and education options in programs run by community-based organizations in childcare centers or in private homes licensed to private childcare services. Extended Day/Year programs serve 3- and 4-year-olds, are funded by Head Start and Child Care Block Grants, and located at individual locations or co-located with universal 3-K and Pre-K. Space for one child in such childcare centers is termed a "slot." Slots may be in contracted programs at a childcare center run by a provider, or in private homes licensed to provide childcare services to small numbers of unrelated children. "Group family childcare" serves 6 to 12 children, while "family childcare" serves 3 to 6 children.

In order to receive subsidized seats, families must meet specific financial and social eligibility criteria as established by DOE. In general, children in families that have incomes at or below 200 percent of the Federal Poverty Level (FPL), depending on family size, are financially eligible, although in some cases eligibility can go up to 275 percent of the FPL. To receive subsidized childcare services, a family also must have an approved "reason for care," such as involvement in a child welfare case or participation in a "welfare-to-work" program. Head Start is a federally funded childcare program that provides children with half-day or full-day early childhood education. Program eligibility is limited to families with incomes at 130 percent or less of the FPL.

The City's affordable housing market is pegged to Area Median Income (AMI) rather than the FPL. Lower-income dwelling units must be affordable to households at or below 80 percent AMI. Since family incomes at or below 200 percent FPL fall under 80 percent AMI, for the purposes of this analysis, the number of dwelling units in a proposed project expected to be subsidized and targeted for incomes of 80 percent AMI or below provides a conservative estimate of the number of dwelling units with children that are eligible for publicly funded early childhood programs.

Most children are served through enrollment in contracted EarlyLearn NYC or Extended Day/Year programs or by vouchers for private and non-profit organizations that operate childcare programs throughout the City. Registered or licensed providers can offer family-based childcare in their homes. Informal childcare can be provided by a relative or neighbor for no more than two

children. Children ages 6 weeks through 13 years old can be cared for either in group childcare centers licensed by the New York City Department of Health and Mental Hygiene (DOHMH) (or in homes of registered childcare providers), although programs for 6- to 13-year-old children are not analyzed under CEQR. Vouchers are also issued to eligible families, which may be used by parents to pay for childcare from any legal childcare provider in the City.

Since there are no locational requirements for enrollment in early childhood programs, and some parents or guardians choose a childcare center close to their employment rather than their residence, the service areas of these facilities can be quite large and not subject to strict delineation to identify a study area. However, the CEQR methodology for early childhood program analyses considers the locations of publicly funded early childhood programs within approximately 1.5 miles of a project site, recognizing that programs closest to a project site are more likely to be subject to increased demand from new residents introduced by an action. Therefore, the study area for the analysis of publicly funded early childhood programs is the area within 1.5 miles of the project site, as shown in **Figure D-2**. Current enrollment data for the publicly funded early childhood programs closest to the project site were obtained from DOE's Division of Early Childhood Education. Capacity data were also obtained from DOE's Division of Early Childhood Education.

Additional enrollment in early childhood programs in the No Action condition was estimated by multiplying the number of anticipated dwelling units for low-income (i.e., affordable, non-senior) residents expected to be completed in the 1.5-mile study area by 2033 by the multipliers for estimating the number of children under age 6 eligible for publicly funded childcare services. For the Bronx, the multiplier estimates a rate of 0.139 eligible children under age 5 per dwelling units for low- and low/moderate-income residents. As noted above, the analysis focuses on services for children under age 5 because eligible children ages 5 to 12 are expected to be in school for most of the day. The new population of eligible children under age 5 calculated was then added to the existing childcare enrollment to determine enrollment in the No Action condition.

According to the *CEQR Technical Manual*, a significant adverse impact on publicly funded early childhood programs may result if there would be a demand for slots greater than the remaining capacity of the programs (i.e., more than 100 percent utilization), and if the proposed actions would generate demand constituting an increase of five percentage points or more of the collective capacity of the early childhood program facilities serving the study area.

EXISTING CONDITIONS

There are 71 publicly funded early childhood programs within the study area (see **Figure D-2**). The group childcare and Head Start facilities have a total capacity of 3,764 slots and have a surplus of 1,777 available slots (52.8 percent utilization) under existing conditions. **Table D-7** shows the current capacity and enrollment for these facilities. Family-based early childhood programs and informal care arrangements may provide additional slots in the study area, but these slots are not included in the analysis.

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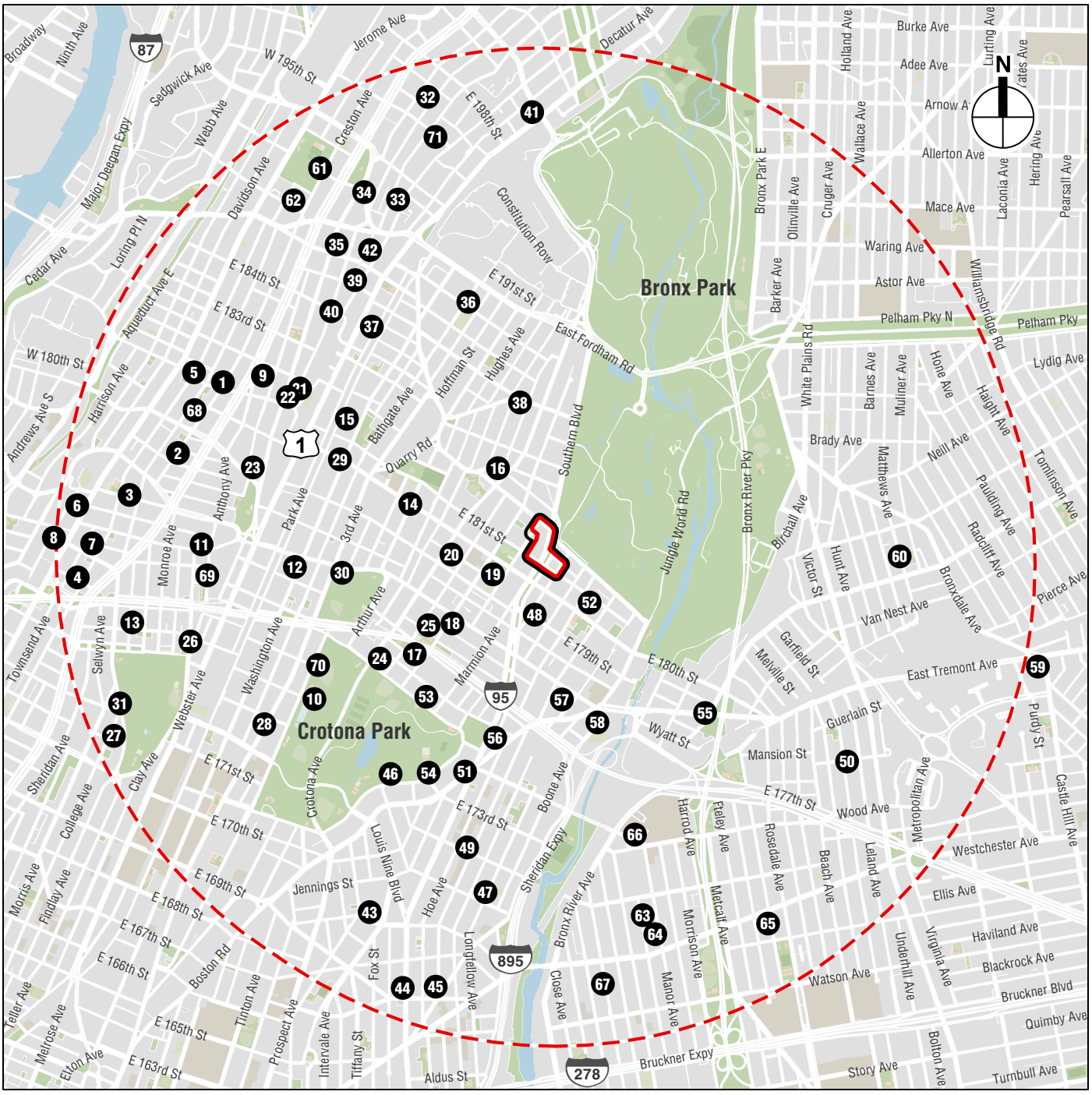


Childcare Analysis

PHIPPS MAPES AND SOJOURNER REZONING

Figure D-2

Table D-7

Existing Conditions: Early Childhood Programs Enrollment and Capacity

Map No.	Program Name	Address	Enrollment	Capacity
1	SCHOOL FOR ENVIRONMENTAL CITIZENSHIP	125 EAST 181 STREET	67	96
2	JUANA Y CASTELLANOS AT 165 EAST 179TH STREET	165 EAST 179TH STREET	5	7
3	JJA FAMILY DAY CARE INC AT 1895 MORRIS AVENUE	1895 MORRIS AVENUE	8	11
4	MARIA CASADO AT 1717 WALTON AVENUE	1717 WALTON AVENUE	4	6
5	**EARLY LIFE UNIVERSITY HEIGHTS**	**80 EAST 181 STREET**	**44**	**105**
6	**BE ABOVE 52**	**1810 DAVIDSON AVENUE**	**40**	**120**
7	**MARC ACADEMY AND FAMILY CENTER, INC.**	**55 EAST 175 STREET**	**27**	**73**
8	**LITTLE SCHOLARS EARLY DEVELOPMENT CENTER**	**15 WEST 176 STREET**	**19**	**94**
9	**ARCADIA CHILDREN'S DAYCARE AND PRESCHOOL**	**2195 GRAND CONCOURSE**	**39**	**36**
10	P.S./M.S. 004 CROTONA PARK WEST	1701 FULTON AVENUE	18	26
11	P.S. 028 MOUNT HOPE	1861 ANTHONY AVENUE	36	51
12	P.S. 058	459 EAST 176 STREET	35	50
13	P.S. 070 MAX SCHOENFELD	1691 WEEKS AVENUE	47	67
14	P.S. 3 RAUL JULIA MICRO SOCIETY	2100 LAFONTAINE AVENUE	24	34
15	P.S. 023 THE NEW CHILDREN'S SCHOOL	2151 WASHINGTON AVENUE	30	43
16	P.S. 051 BRONX S.T.E.M. AND ARTS ACADEMY	695 EAST 182 STREET	34	49
17	P.S. 044 DAVID C. FARRAGUT	1825 PROSPECT AVENUE	16	23
18	P.S. 211	1919 PROSPECT AVENUE	23	33
19	THE SCHOOL OF SCIENCE AND APPLIED LEARNING	2050 PROSPECT AVENUE	17	24
20	P.S. 595	700 EAST 179 STREET	18	26
21	ALEXANDRA HOLGUIN GROUP FAMILY DAYCARE AT 2185 VALENTINE AVENUE	2185 VALENTINE AVENUE	7	10
22	ST. SIMON STOCK SCHOOL	2195 VALENTINE AVENUE	34	49
23	**EAST BURNSIDE AVENUE**	**279 EAST BURNSIDE AVENUE**	**8**	**81**
24	EAST TREMONT CHILD CARE AND DEVELOPMENT CENTER	1811 CROTONA AVENUE	14	20
25	**P.S./C.S. 211 WHITNEY YOUNG JR.**	**1919 PROSPECT AVENUE**	**19**	**33**
26	**LABOR BATHGATE COMMUNITY CCC**	**1638 ANTHONY AVENUE**	**3**	**33**
27	**HELP MORRIS EARLY CHILDHOOD PROGRAM**	**285 EAST 171 STREET**	**35**	**53**
28	**TREMONT-MONTEREY DAY CARE CENTER, INC.,**	**1600 BATHGATE AVENUE**	**21**	**26**
29	**THE SALVATION ARMY BRONX TREMONT CORPS COMMUNITY CENTER**	**2121 WASHINGTON AVENUE**	**9**	**21**
30	**BRONX DAY CARE CENTER INC**	**559 EAST TREMONT AVENUE**	**7**	**23**
31	JESUS LOVES THE ANGELS #3 DAYCARE	1500 MORRIS AVENUE	12	17
32	P.S. 046 EDGAR ALLAN POE	2760 BRIGGS AVENUE	18	26
33	EUGENIA FERNANDEZ(LA ESPERANZA GROUP FAMILY DAYCARE) AT 2555 BAINBRIDGE AVENUE	2555 BAINBRIDGE AVENUE	7	10
34	TIA TATI GROUP FAMILY DAY CARE AT 2544 VALENTINE AVE	2544 VALENTINE AVE	7	10
35	DERQUIS DAYCARE AT 2486 VALENTINE AVENUE	2486 VALENTINE AVENUE	5	7
36	OUR LADY OF MOUNT CARMEL SCHOOL	2465 BATHGATE AVENUE	52	74
37	**CONCOURSE HOUSE DAY CARE CENTER**	**2348 WEBSTER AVENUE**	**35**	**63**
38	**BELMONT COMMUNITY DAY CARE CENTER, INC.**	**2340 CAMBRELENG AVENUE**	**49**	**66**
39	**BRONX BAPTIST DAY CARE & LEARNING CENTER**	**331-337 EAST 187 STREET**	**6**	**17**
40	**UCNY ROUND-THE-CLOCK NURSERY**	**2380 MARION AVENUE**	**44**	**78**
41	MARC ACADEMY AND FAMILY CENTER, INC.	2863 WEBSTER AVENUE	60	124
2	ROSE HILL PRE-K CENTER AT 2512 MARION AVENUE	2512 MARION AVENUE	248	354
43	P.S. 134 GEORGE F. BRISTOW	1330 BRISTOW STREET	33	47
44	SWEET LITTLE ANGELS AT 943 EAST 167 STREET	943 EAST 167 STREET	4	6
45	ROMAN CATHOLIC CHURCH OF SAINT JOHN CHRYSOSTOM OF THE CITY OF NEW YORK	1144 HOE AVENUE	40	57
46	P.S. 061 FRANCISCO OLLER	1550 CROTONA PARK EAST	22	31
47	P.S. 066 SCHOOL OF HIGHER EXPECTATIONS	1001 JENNINGS STREET	50	71
48	P.S. 067 MOHEGAN SCHOOL	2024 MOHEGAN AVENUE	24	34
49	FAIRMONT NEIGHBORHOOD SCHOOL	1550 VYSE AVENUE	25	36
50	ARCHER ELEMENTARY SCHOOL	1827 ARCHER STREET	18	26
51	NICAURIS DE LA CRUZ AT 1707 BOSTON ROAD	1707 BOSTON ROAD	4	6
52	**PHIPPS NEIGHBORHOODS DALY AVENUE EARLY CHILDHOOD EDUCATION CENTER**	**921 EAST 180 STREET**	**29**	**14**
53	**HELP CROTONA EARLY CHILDHOOD PROGRAM**	**785 CROTONA PARK NORTH**	**41**	**35**
54	**TREMONT CROTONA DAY CARE CENTER**	**1600 CROTONA PARK EAST**	**19**	**56**
55	**PHIPPS NEIGHBORHOODS LEBANON WEST FARMS EARLY CHILDHOOD EDUCATION CENTER**	**1175 EAST TREMONT AVENUE**	**31**	**14**

Table D-7
Existing Conditions: Early Childhood Programs Enrollment and Capacity

Map No.	Program Name	Address	Enrollment	Capacity
56	**NYCELC - SB2**	**1778 SOUTHERN BOULEVARD**	**30**	**22**
57	HEAVENS TINY TOTS EAST TREMONT CHILDCARE DEVELOPMENT INC.	1932 BRYANT AVENUE	23	33
58	CULTIVATING HEARTS AND MINDS PRE-K CENTER AT 1946 BOSTON ROAD	1946 BOSTON ROAD	56	80
59	ST. RAYMOND SCHOOL	2380 EAST TREMONT AVENUE	72	103
60	**PLAYFUL DISCOVERIES, CDC**	**1802 MATTHEWS AVENUE**	**13**	**10**
61	JENNY B. CHIMBAY SANCHEZ AT 2558 CRESTON AVENUE	2558 CRESTON AVENUE	5	7
62	**1199SEIU/EMPLOYER CHILD CARE CORPORATION**	**2500 CRESTON AVENUE**	**45**	**37**
63	P.S. 195	1250 WARD AVENUE	36	51
64	P.S. 196	1250 WARD AVENUE	54	77
65	**SOUND DALE CENTER FOR ECE**	**1211 CROES AVENUE**	**43**	**160**
66	BRONX RIVER EARLY LEARN CENTER	1555 EAST 174 STREET	13	19
67	TINY TUNES DAYCARE EVERGREEN INC	1144 EVERGREEN AVENUE	6	9
68	THE COMMITTEE FOR HISPANIC CHILDREN AND FAMILIES	2054 MORRIS AVENUE	0	144
69	PROMESA MULTI-CULTURAL DCC II	301 EAST 175 STREET	0	14
70	FULTON (CENTER #4)	1717 FULTON AVENUE	0	96
71	FORDHAM BEDFORD COMMUNITY SERVICES	2715 BAINBRIDGE AVENUE	0	300
		Total	**1,987**	**3,764**
		Available Slots	**1,777**	
		Utilization Rate	**52.8%**	

Note:
1. Since enrollment and capacity estimates come from separate data sources, some locations may appear to have enrollment but no capacity while others may appear to have capacity but no enrollment. Per DCP guidance, it is assumed that enrollment at locations with zero capacity will be absorbed by other early childhood centers, including at locations that show capacity but no enrollment. Centers in **Bold** include capacity and enrollment data from the DOE datasets. Otherwise, for locations that did not have capacity, it is assumed that enrollment is equal to approximately 70 percent of capacity based on Citywide trends.

Source: DOE Division of Early Childhood Education, November 2024

FUTURE WITHOUT THE PROPOSED ACTIONS

Planned or proposed development projects, i.e., No Action projects, in the early childhood program study area (1.5 miles from the project site) that would include affordable dwelling units were identified utilizing data provided by the New York City Department of Housing Preservation and Development (HPD), New York City Department of Buildings (DOB), and research on planned developments proposing affordable dwelling units in the study area. A total of 14 developments with affordable dwelling units are expected to be in operation by the 2033 build year. These developments are summarized in **Table D-8** and would introduce approximately 1,088 new affordable housing units to the study area. Based on the applicable multipliers, this amount of development will introduce a total of approximately 151 new children under the age of 6 who would be eligible for publicly funded childcare programs by the 2033 build year. Based on these assumptions, the number of available slots would decrease.

Table D-8
Background Developments

Project Name/Address	Affordable Dwelling Units
2850 Webster Avenue	188
1325 Southern Boulevard	31
1281 Hoe Avenue	45
915 Elsmere Place	27
656 East 176th Street	153
2528 Grand Avenue	27
2500 Jerome Avenue	102
373 East 183rd Street	182
225 East 179th Street	37
2017 Grand Concourse	34
1985 Jerome Avenue	28
1323 Boston Road	150
1559 Boone Avenue	66
1760 Boone Avenue	18
Total	**1,088**
Sources: DOB; HPD	

As described above, there is currently a surplus of 1,777 available slots and utilization is at 52.8 percent. When the estimated 151 children under age 6 introduced by planned development projects are added to this total, early childhood programs in the study area will operate with a surplus of 1,626 slots (56.8 percent utilization) by the 2033 analysis year (see **Table D-9**).

Table D-9
Estimated Early Childhood Program Facility Enrollment, Capacity, and Utilization

	Enrollment	Capacity	Available Slots	Utilization Rate	Change in Utilization
No Action Condition	2,138	3,764	1,626	56.8%	N/A
With Action Condition	2,208	3,764	1,556	58.7%	1.9%
Increment	70	-	-70	1.9%	1.9%
Note: *No Action enrollment of 2,138 includes the 151 children added to the existing 1,987. **With Action enrollment adds 70 children with the Proposed Actions for a total of 2,208. **Sources:** DOE, November 2024; AKRF, Inc.					

FUTURE WITH THE PROPOSED ACTIONS

Based on childcare multipliers, the development of 502 incremental affordable dwelling units at or below 80 percent of AMI (from Projected Development Sites 1 through 3) would result in approximately 70 children who would be eligible for publicly funded childcare programs.

With the addition of these children, enrollment in early childhood programs in the study area would increase to 2,208 children, compared to a capacity of 3,764 slots with a surplus of 1,556 slots in the With Action condition (see **Table D-9**). This demand would represent 58.7 percent of the capacity and an increase in the utilization rate of 1.9 percentage points over the No Action condition.

The *CEQR Technical Manual* guidelines indicate a significant adverse impact on publicly funded early childhood programs could result when both of the following criteria are met: (1) a demand for slots greater than the remaining capacity of childcare facilities; and (2) an increase in demand

of five percentage points of the study area capacity. In the With Action scenario, early childhood programs in the study area would operate under capacity. Therefore, the Proposed Actions would not result in a significant adverse impact to publicly funded early childhood programs.

In addition, it is noted that several factors may reduce the number of children in need of slots in publicly funded early childhood programs. Families in the study area could make use of alternatives to the early childhood programs. Parents of eligible children also are not restricted to enrolling their children in early childhood programs in a specific geographical area and could use programs outside of the study area, such as programs near their place of work. Three-K and Pre-K are free for all New York children and the City is mandated to provide both universally. The programs are either already available or will soon be available everywhere. These programs have shorter hours and months of operation than the means-tested programs and they can supplement, but not replace, the need for the means-tested programs being analyzed. ✷

Attachment E: Open Space

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on open space resources. Open space is defined by the 2025 *City Environmental Quality Review (CEQR) Technical Manual* as publicly accessible, publicly or privately owned land that operates or is available for leisure, play, or sport, or serves to protect or enhance the natural environment. An open space assessment should be conducted if a project would have a direct effect on open space, such as eliminating or altering a public open space, or an indirect effect, such as when a substantial new population could place added demand on an area's open spaces.

As described in Attachment A, "Project Description and Screening Assessments," the Proposed Actions would facilitate the construction of the Applicant's Proposed Project, a residential and a mixed-use building containing a total of 483 affordable units. In addition to the Proposed Project, the Proposed Actions would result in a mixed-use development on the non-Applicant controlled Projected Development Site 3 with 62 units subject to Mandatory Inclusionary Housing (MIH).

As discussed in more detail below, the Proposed Actions would result in the introduction of housing that would increase the residential population that utilizes area open spaces. Therefore, in accordance with *CEQR Technical Manual* guidelines, an open space assessment was conducted to determine whether the Proposed Actions would result in significant adverse open space impacts. This assessment concludes that the Proposed Actions would not result in significant adverse open space impacts.

B. METHODOLOGY

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

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

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed project would directly affect open space conditions if it causes the loss of public open space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would temporarily or permanently affect the usefulness of a public open space. The Proposed Actions would not result in development that would directly displace any open space resources. As detailed in Attachment L, "Construction" the Proposed Actions include a Restrictive Declaration requiring the use of noise-control and air-emission measures during construction activities. Additionally, as detailed in Chapter F, "Shadows," the Restrictive Declaration would require a one-time financial contribution to the New York City Department of Parks and Recreation (NYC Parks) to fund the placement and relocation of shade-tolerant plantings in shadow impacted areas of the Hornaday Community Garden. The measures required through the Restrictive Declaration are Project Components Related to the Environment (PCRE). The PCREs would preclude the potential for significant adverse impacts and direct effects to open space. The Proposed Actions would not result in any other direct effects to open space, including operational noise, operational air quality emissions or odors.

INDIRECT EFFECTS

As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if a project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. Typically, a preliminary assessment of indirect effects is conducted when a project would introduce more than 250 incremental units or 500 nonresidents to an area. Though the Proposed Actions would not introduce more than 500 nonresidents, the net increment of approximately 373 dwelling units compared with the No Action condition would warrant a preliminary assessment of indirect effects.

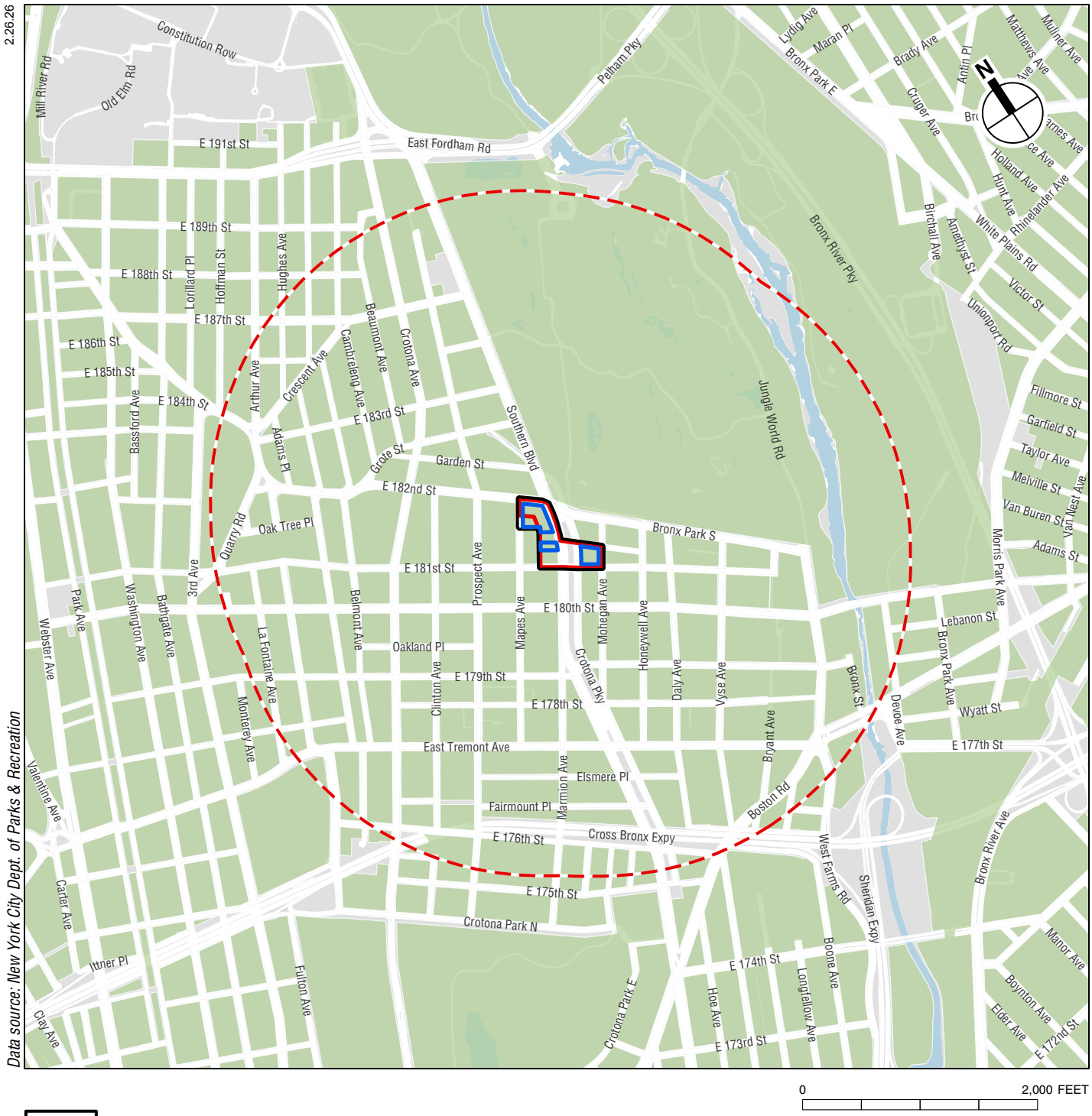
NYC PARKS WALK TO A PARK INITIATIVE

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

According to the *CEQR Technical Manual*, as part of the preliminary assessment of open space, a project should be reviewed to determine if it is located within a Walk to a Park Service Area. Project sites that are located outside of a Walk to a Park Service Area (i.e., located in known walk gap areas) suggest the need for a detailed analysis to be performed to determine if a project may further exacerbate a condition of residents living in areas of the City with inadequate park access, potentially leading to a significant impact on open space resources. The Rezoning Area is located within a Walk to a Park Service Area (see **Figure E-1**). Therefore, a detailed analysis of indirect effects is not required.

STUDY AREA

The *CEQR Technical Manual* recommends establishing a study area or areas as the first step in an open space assessment. The study areas are based on the distances that the respective users—in



Walk to a Park Service Area

PHIPPS MAPES AND SOJOURNER REZONING

Figure E-1

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

As the Proposed Actions would largely introduce a residential population, the adequacy of open space resources was assessed for the ½-mile (residential) study area. This study area was adjusted to include all census tracts with at least 50 percent of their area within the ½-mile boundary. In this way, the study area allows for analysis of both the open spaces in the area as well as population data. As shown on **Figure E-2**, the ½-mile residential study area includes the area within Census Tracts 359, 361, 363, 365.01, 365.02, 369.01, 371, 373, 375.04, 391, and 393. The residential study area is located within CD 6 and generally extends to East Fordham Road and East 187th Street to the north; the Cross Bronx Expressway to the south; the Bathgate Avenue, Third Avenue, and Crotona Avenue to the west; and the Bronx River to the east.

ANALYSIS FRAMEWORK

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

C. PRELIMINARY ASSESSMENT

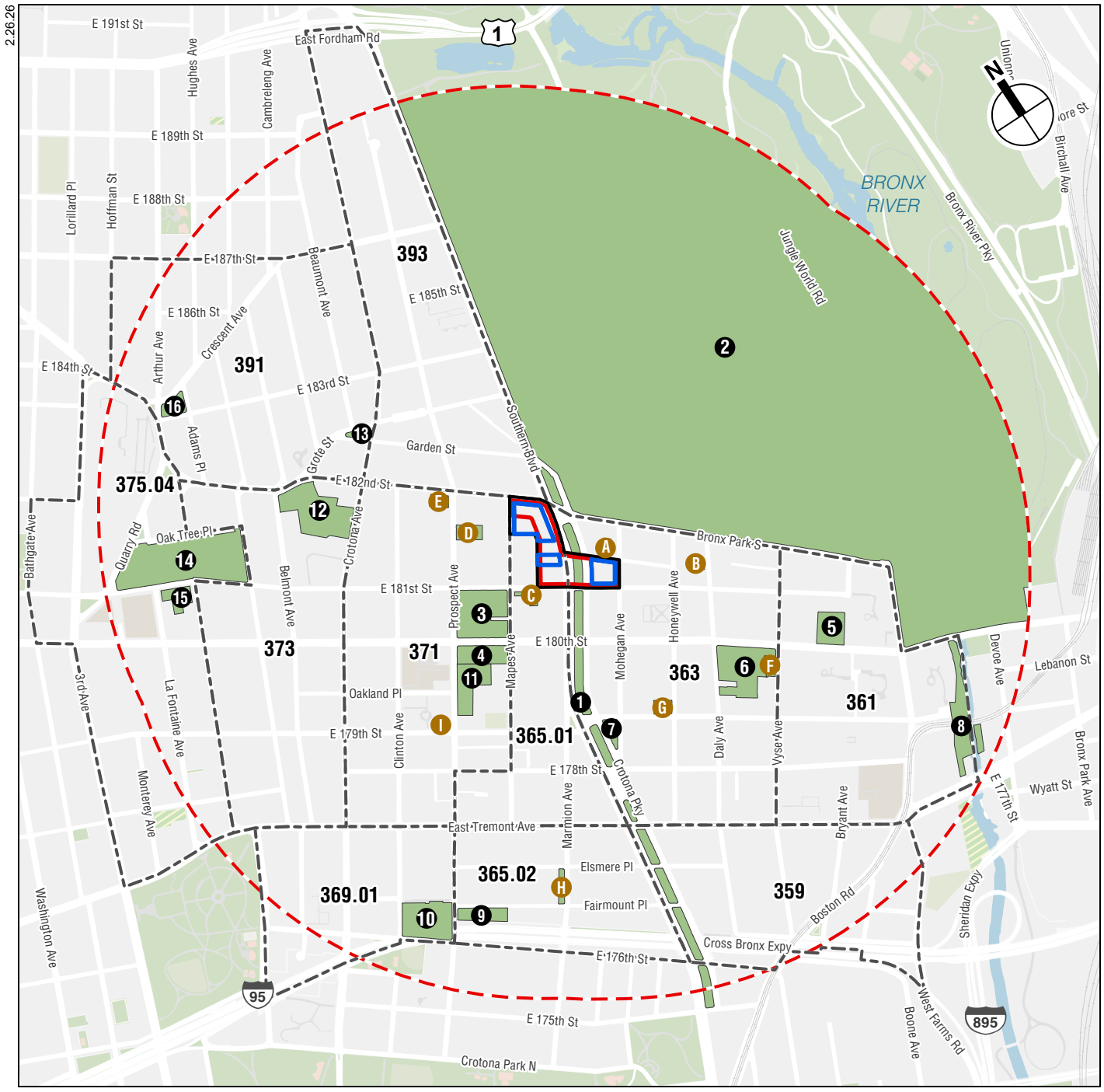
A preliminary assessment of indirect impacts on open space consists of calculating the total population of the study area, tallying the open space acreage within the area, and comparing the open space ratios for the No Action and With Action conditions.

EXISTING CONDITIONS

STUDY AREA POPULATION

According to the *CEQR Technical Manual*, a preliminary open space assessment involves calculating existing, No Action, and With Action total population and open space acreage in a study area and comparing the No Action ratio of total acres of open space per 1,000 residents with the anticipated open space ratio in the With Action condition. As shown in **Table E-1**, based on 2020 Decennial Census data and the New York City Department of City Planning (DCP) Housing Database, there are an estimated 60,358 residents within the study area.[1]

[1] The DCP Housing Database was consulted to assess potential population growth since the data collection in April 2020. Approximately 2,331 housing units have been constructed within the study area since the 2020 Census, increasing the population by an estimated 5,841 residents from the 54,517 residents identified within the census tracts.



Open Space Resources

Figure E-2

PHIPPS MAPES AND SOJOURNER REZONING

Table E-1
Open Space Study Area Census Tracts

Census Tract Number[1]	Population
359	3,731
361	5,569
363	7,074
365.01	3,897
365.02	2,449
369.01	1,910
371	4,504
373	6,117
375.04	4,023
391	7,210
393	8,033
Census Tracts Total Population	**54,517**
DCP Housing Database Additional Residents[2]	**5,841**
Total	**60,358**

Notes:
[1] See Figure C-1 for census tract locations.
[2] DCP's Housing Database shows a net increase of 2,331 housing units in the study area since the Census data collection in April 2020, according to DCP Housing Database 2024 Q4 (the latest available data). Assuming a rental vacancy rate of 5.8 percent and an average household size of 2.66 within Bronx CD 6, an additional 5,841 people are estimated over the 54,517 residents identified in the 2020 Census for an existing population estimate of 60,358 residents.
Source: 2020 U.S. Census Bureau Decennial Census; DCP Housing Database

STUDY AREA OPEN SPACE RESOURCES

There are 25 publicly accessible open space resources in study area described below and shown in **Figure E-2**. Of the open space resources, 16 were considered for the quantitative analysis, while the remaining 9 resources serve as community gardens and are accessible to the public for approximately six months out of the year. As detailed in **Table E-2**, the parks and plazas provide approximately 211.61 acres of existing publicly accessible open space. In addition to the 16 resources assessed quantitatively, there are 9 community gardens totaling 1.54 acres in the study area that are considered as part of the qualitative assessment.

Open spaces within the study area include several neighborhood parks, ballfields, playgrounds, and passive open spaces—such as plazas and walking paths. The largest open space resource in the study area is the Bronx Park. Bronx Park spans multiple blocks and totals 718.37 acres and contains a wide variety of spaces for ~~active and~~ passive uses, including access to major passive open space resources like the Bronx Zoo and New York Botanical Gardens. Approximately 190.79 acres of the passive uses within the park are located within the study area, including three public entrances to the Bronx Zoo, one of which is located directly northeast of Projected Development Site 1 at the intersection of Southern Boulevard and Crotona Parkway. The Bronx Zoo is open to the public free of charge on Wednesdays and the New York Botanical Gardens is free to all Bronx residents.

Other large open space resources in the study area Walter Gladwin Park and the Quarry Ballfields. Walter Gladwin Park is a 15-acre park. Walter Gladwin Park contains a large grass lawn with winding walking paths and benches throughout, as well as a playground, baseball field, and

handball courts. Quarry Ballfields is located approximately four blocks north of Walter Gladwin Park and contain 4.42 acres of publicly accessible field space.

Table E-2
Open Space Resources

Map ID[1]	Name	Location	Open Space Acreage			Owner/ Agency	Amenities
			Total	Active	Passive		
Study Area							
1	Crotona Parkway Malls	Crotona Pkwy between Bronx Park South and E 175th St	3.60	0.00	3.60	NYC Parks	Benches and landscaping
2	Bronx Park/Zoo	Southern Blvd, Webster, Burke Ave, Bronx Pkwy, E 180th St	190.79	0.00	190.79	NYC Parks	Baseball fields, basketball courts, pedways, bicycle paths, dog runs, football fields, fitness equipment, handball courts, playgrounds, kayak/canoe launch sites, skate parks, soccer fields, Bronx Zoo, New York Botanical Gardens
3	Mapes Park	Mapes Ave, Prospect Ave, E 180th Street and E 181st St	1.87	1.12	0.75	NYC Parks	Baseball fields, playground, fitness equipment, benches, landscaping, walking paths
4	Mapes Pool	E 180 St between Prospect and Mapes Ave	0.68	0.20	0.48	NYC Parks	Community pool
5	West Farms Soldiers Cemetery	2103 Bryant Ave	0.68	0.00	0.68	NYC Parks	Walking paths and landscaping
6	Vidalia Park	E 180 St between Daly and Vyse Ave	2.14	1.82	0.32	NYC Parks	Playgrounds, basketball courts, chess tables, benches, grass lawn
7	Mohegan Triangle	Mohegan Avenue, East 179th St and Crotona Pkwy	0.10	0.05	0.05	NYC Parks	Playground, benches
8	West Farms Rapids	Bronx River between E 180 St and E Tremont Ave	1.02	0.26	0.77	NYC Parks	Pedways and cycling paths, seating, chess tables, natural landscaping
9	Fairmount Playground	Prospect Ave between N/B Cross Bronx Expwy and Fairmount Pl	0.47	0.00	0.47	NYC Parks	Playground court, chess tables, benches
10	Prospect Playground	Fairmount Pl between Clinton and Prospect Ave	1.44	1.08	0.36	NYC Parks	Playground, basketball and handball courts, track and field
11	Kappa III Playground	2055 Mapes Ave	1.20	1.20	0.00	DOE	Playgrounds, basketball hoops, track and turf, benches, chess tables
12	Belmont Playground	E 182 St between Belmont and Croton Ave	2.21	1.77	0.44	NYC Parks	Basketball and handball courts, Fitness equipment, playgrounds, seating
13	Whalen Grove	Crotona Ave at Grote St and Garden St	0.13	0.05	0.08	NYC Parks	Benches and landscaping
14	Quarry Ballfields	E 181 St, Oak Tree Pl between Quarry Rd and Hughes Ave	4.42	3.54	0.88	NYC Parks	Sports fields (baseball, football, soccer)
15	PS 3 Playground	2100 Lafontaine Ave	0.49	0.42	0.07	DOE	Basketball court, playground, benches
16	D'Auria-Murphy Triangle	Adams Pl between Cresent Ave and E 183 St	0.31	0.00	0.31	NYC Parks	Benches and landscaping
Study Area Total			**211.55**	**11.50**	**200.05**		

Table E-2 (cont'd)
Open Space Resources

Map ID[1]	Name	Location	Open Space Acreage			Owner/ Agency	Amenities
			Total	Active	Passive		
Qualitative Open Space Resources in the Study Area							
A	Hornaday Community Garden	851 Hornaday Pl	0.11	0.00	0.11	NYC Parks	Community Garden
B	Perry's Community Garden	2139 Daly Ave	0.17	0.00	0.17	NYC Parks	Community Garden
C	Mapes Avenue Community Garden	2124 Mapes Ave	0.16	0.00	0.16	NYC Parks	Community Garden
D	Garden of Happiness	2156-2160 Prospect Ave	0.34	0.00	0.34	NYC Parks	Community Garden
E	Garden of Youth	2175 Prospect Ave	0.21	0.00	0.21	NYC Parks	Community Garden
F	Krystal Garden Group	2093 Vyse Ave	0.14	0.00	0.14	NYC Parks	Community Garden
G	Hispanos Unidos	2035 Honeywell Ave	0.17	0.00	0.17	NYC Parks	Community Garden
H	Miracle Community Garden	851 Fairmont Pl	0.12	0.00	0.12	NYC Parks	Community Garden
I	Clinton Avenue Community Garden	757 East 179th St	0.11	0.00	0.11	NYC Parks	Community Garden
Qualitative Open Space Total			**1.54**	**0.00**	**1.54**		

Notes:
1. See **Figure E-2** for open space locations.
NYC Parks = New York City Department of Parks and Recreation
DOE = New York City Department of Education
Sources: NYC Parks, DCP MapPLUTO, ArcGIS

The study area is home to several playgrounds, including school yards that are open to the public as part of the PlaNYC Schoolyards to Playgrounds program. P.S. 3 Playground is bound by East 181st Street between Lafontaine and Arthur Avenues. The 0.49-acre playground offers a playset and basketball courts, as well as ample benches and seating. Other playgrounds include Prospect Playground and Fairmount Playground. These two playgrounds are concentrated along the southern edge of the study area along East 176th Street and Prospect Avenue. Together they provide close to two acres of open space for children and teenagers in the neighborhood.

The study area also contains an outdoor pool that is open to the public on a seasonal basis. Mapes Pool is includes a wading pool that is one foot deep and an intermediate pool that is 3.5 feet deep. Across from the community pool is Mapes Park, a 1.87-acre park with a playground, walking paths, and a newly renovated ballfield.

In addition to the various active open space resources in the study area, there are several passive resources that provide benches and landscaping for the public. The Crotona Parkway Malls serve as a median between Southern Boulevard and Crotona Parkway and provide widen, landscaped pathways for pedestrians with ample benches and chess tables throughout the 3.6-acre parkway. Additional green streets in the study area include D'Auria-Murphy Triangle, a 0.31-acre plaza with benches and landscaping, and Whalen Grove, a 0.13-acre plaza with seating.

ADEQUACY OF OPEN SPACES

As shown in **Table E-3**, the existing total open space ratio for the study area is 3.591 acres of open space per 1,000 residents, which is well above the City's guideline of 2.5 acres per 1,000 residents. The existing active open space ratio for the study area is 0.191 acres per 1,000 residents, which is below the City's guideline of 2.0 acres of active open space per 1,000 residents. However, the existing passive open space ratio for the study area is 3.314 acres per 1,000 residents, which is

above the City's guideline of 0.5 acres of passive open space per 1,000 residents. The existing conditions exceed the City's guidelines for open space ratios for the total and passive categories.

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

Existing Residential Population	Total Open Space Acreage	Open Space Ratio Acres per 1,000 Residents		
		Total	Active	Passive
60,358	211.55	3.505	0.191	3.314

FUTURE WITHOUT THE PROPOSED ACTIONS

In the No Action condition, Projected Development Sites 1 and 3 would remain in their current condition, however Projected Development Site 2 would be developed with an as-of-right residential building containing 81 dwelling units.

STUDY AREA POPULATION

In the No Action condition, 25 future residential developments are anticipated for completion by the 2033 build year. The planned developments would introduce 1,385 dwelling units to the neighborhood, resulting in approximately 3,684 additional residents. Furthermore, the No Action condition would result in the development of approximately 81 dwelling units on Projected Development Site 2, introducing an estimated 215 residents to the study area in addition to the existing 216 residents currently living in Mapes Court. Under the No Action condition, the new population would total 64,473 residents within the ½-mile radius.

STUDY AREA RESOURCES

In the No Action condition, there are no anticipated changes to existing open space resources in the study area.

ADEQUACY OF OPEN SPACES

Quantitative Assessment

As shown in **Table E-4**, in the No Action condition the total open space ratio is projected to decrease from 3.505 acres per 1,000 residents to 3.281 acres per 1,000 residents. Similar to existing conditions, the overall ratio and passive ratio would be above City guidelines. Meanwhile, the active open space ratio of 0.178 acres per 1,000 residents would continue to be below the City guidelines of 2.0.

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

No Action Residential Population	Total Open Space Acreage	Open Space Ratio Acres per 1,000 Residents		
		Total	Active	Passive
64,473	211.55	3.281	0.178	3.103

FUTURE WITH THE PROPOSED ACTIONS

STUDY AREA POPULATION

In the With Action condition, the Proposed Actions are anticipated to introduce approximately 930 incremental residents to the Study Area. The Proposed Project, along with the background development anticipated in the study area, would result in a With Action condition population of 65,403 residents (a 1.4 percent increase compared with the No Action condition).

STUDY AREA OPEN SPACE RESOURCES

In the With Action condition, the study area's open space resources are expected to remain the same as in the No Action condition.

ADEQUACY OF OPEN SPACES

Quantitative Assessment

As shown in **Table E-5**, the total open space ratio is projected to decrease from 3.281 acres per 1,000 residents in the No Action condition to 3.235 acres per 1,000 residents in the With Action condition. As in the No Action condition, the open space ratio would continue to be above the City guidelines of 2.5 acres of total open space per 1,000 residents. Compared with the No Action condition, the total open space ratio under the With Action condition would decrease by 1.40 percent (see **Table E-6**).

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

With Action Residential Population	Total Open Space Acreage	Open Space Ratio Acres per 1,000 Residents		
		Total	Active	Passive
65,403	211.55	3.235	0.176	3.059

Table E-6
Study Area Open Space Ratio Summary

Ratio	City Open Space Guideline	Open Space Ratio Acres per 1,000 Residents			Percent Change (No Action to With Action)
		Existing	No Action	With Action	
Total—Residential	2.5	3.505	3.281	3.235	-1.40%

IMPACT DETERMINATION FOR INDIRECT EFFECTS

According to Table 7-5 of the *CEQR Technical Manual*, a decrease in the open space ratio of 5 percent or more compared with the No Action condition is generally considered to have the potential for a significant adverse impact for projects in study areas where the open space ratio is 2.5 acres per 1,000 residents or more and may warrant further analysis, as these reductions may result in overburdening existing facilities or further exacerbating a deficiency in open space. The ½-mile study area has a total open space ratio of 3.235 acres per 1,000 residents in the With Action condition, which is a 1.43 percent decrease as compared to the No Action condition. Similarly,

the decrease in the passive open space ratio compared with the No Action is less than 5 percent and the ratio is well above the suggested 0.5 acres per 1,000 residents.

In the case where the active open space ratio is between 0.01 and 0.40, a decrease in more than 1 percent may signify a possible open space impact. However, the City's optimal open space ratios and percentage reductions do not constitute an absolute impact threshold, and a project may be assessed further qualitatively to determine the overall significance of an impact. Under the With Action condition, the active open space ratio in the study area is 0.176, which is a 1.12 percent decrease compared to the No Action condition. Therefore, further qualitative considerations are discussed below.

Qualitative Considerations

Similar to the existing and No Action condition, the With Action condition would continue to offer a variety of open space resources appropriate for all ages. All of the open space resources in the study area are considered to be in adequate to excellent condition. These open spaces would continue to sufficiently serve the existing population and would not be adversely impacted by the projected population increase generated by the Proposed Project. Furthermore, there are additional open space resources located within the study area that were not included as part of the quantitative analysis as they are community gardens that have limited public hours.

There are a total of 9 community gardens located throughout the study area that are managed as part of the Bronx Green-Up program ran by the New York Botanical Gardens. The Bronx Green-Up program provides opportunities for local residents and students to learn horticulture and receive technical assistance on community gardening and urban farming. The community gardens provide approximately 1.54 acres of publicly accessible gardening areas to the neighborhood. Although accessible at limited hours and typically for only six months of the year, these resources would continue to support the additional population generated by the Proposed Project, thereby reducing the overall demand for open space within the study area.

In addition to the community gardens, there are additional open space resources located immediately proximate to the study area. Admiral Farragut Playground is a 1.36-acre Schoolyards to Playground site located across the street from Prospect Playground and Fairmount Playground on East 176th Street. Also, as mentioned above, the Bronx Park is partially located within the ½-mile study area. While the portion of the park that is located within the study area contains passive uses, such as the Bronx Zoo and New York Botanical Gardens, the remainder of the park offers a number of active open space amenities. Bronx Park contains a total of 718.37 acres. The portion of the park just east of the study area and east of the Bronx River Parkway offers a dog run, several baseball fields and basketball courts, running and walking paths, and a playground. Another large open space resource located just beyond the study area is Crotona Park, a 127.5-acre park directly south of the study area. Crotona Park offers a number of passive and active recreational amenities including playgrounds, ball fields, basketball and tennis courts, a community pool, fitness equipment, barbequing and picnic areas, running and walking paths, a lake and a nature center. These nearby open space resources are accessible to the public and provide a number of active and passive amenities to users.

Additionally, the Proposed Project will include dedicated fitness space on the ground floor for residents of the building. The fitness room and playroom will be available to tenants and help alleviate the potential burden on existing open space resources within the study area.

Though the incremental growth in the study area population would place demand on area open spaces, it is not large enough to warrant a detailed open space analysis. Additionally, the study

area is well-served by open space resources and the user ratio is greater than the City guidelines for total and passive resources. Therefore, the Proposed Actions would not result in a significant adverse impact on open space resources. ✷

Attachment F: Shadows

A. INTRODUCTION

This attachment examines the potential for the Proposed Actions to cast new shadows on sunlight sensitive resources, which include publicly accessible parks and other open spaces, sunlight-dependent features of historic resources, and natural resources that depend on sunlight.

The 2025 *City Environmental Quality Review (CEQR) Technical Manual* indicates a shadow study is required if a proposed project would result in new structures more than 50 feet taller than what would exist in the No Action condition and either over 250 feet in maximum height or adjacent to, or across the street from, a sunlight-sensitive resource.

As described in Attachment A, "Project Description and Screening Assessments," the Proposed Actions would facilitate the construction of the Applicant's Proposed Project, a residential and a mixed-use building containing a total of 483 affordable units. Projected Development Site 1 would be redeveloped into a 293,628-gross-squre-foot (gsf) building including approximately 274,422 gsf of residential floor area (approximately 298 affordable units) on floors 1 to 14 and approximately 15,206 gsf of community facility floor area located on the ground floor along Southern Boulevard and East 182nd Street. Projected Development Site 2 would consist of two interconnected building segments and would contain a total of approximately 159,635 gsf of floor area with approximately 185 affordable dwelling units, of which 77 would be supportive housing.

In addition to the Proposed Project, the Proposed Actions would result in a mixed-use development on the non-Applicant controlled Projected Development Site 3 with 62 units subject to Mandatory Inclusionary Housing (MIH) and 10,000 gsf of ground-floor commercial space. This assessment concludes that the Proposed Actions would not result in any significant adverse impacts related to shadows. The Proposed Actions would facilitate developments on Projected Development Sites 1, 2, and 3 that would all be more than 50 feet taller than what will exist in the No Action condition. All three sites are across the street from the Crotona Parkway Malls, and Projected Development Site 1 is across Southern Boulevard/Crotona Parkway from a portion of the Bronx Zoo in Bronx Park, while Projected Development Site 2 is across the street from the Hornaday Community Garden. Consequently, a shadow study was conducted.

B. DEFINITIONS AND METHODOLOGY

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

DEFINITIONS

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

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

- *Public open space* such as parks, beaches, playgrounds, plazas, schoolyards (if open to the public during non-school hours), greenways, and landscaped medians with seating. Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources.
- *Features of architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features need be considered, as opposed to the entire resource. Such sunlight-sensitive features might include the following: design elements that depend on the contrast between light and dark (e.g., recessed balconies, arcades, deep window reveals); elaborate, highly carved ornamentation; stained glass windows; historic landscapes and scenic landmarks; and features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as a historic landmark.
- *Natural resources* where the introduction of shadows could alter the resource's condition or microclimate. Such resources could include community gardens, surface water bodies, wetlands, and designated resources such as coastal fish and wildlife habitats.

Resources not subject to shadows analyses include the following, for the purposes of CEQR:

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

A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Each case must be considered on its own merits based on the extent and duration of new shadow and an analysis of the resource's sensitivity to reduced sunlight, and seasonal conditions.

METHODOLOGY

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

If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by project shadow by looking at specific representative days in each season and determining the maximum extent of shadow over the course of each representative day.

If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project. Incremental shadows are determined by establishing a baseline condition in the future *without* the Proposed Project (the No Action condition) and comparing it to the future condition *with* the Proposed Project (the With Action condition), thus illustrating the baseline shadows cast by existing (or future No Action) buildings and distinguishing the additional (incremental) shadows cast by a proposed project. The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance is considered. The results of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text.

C. PRELIMINARY SCREENING ASSESSMENT

A base map was developed using Geographic Information Systems (GIS)[1] showing the location of the Rezoning Area and the surrounding street layout and topography (see **Figure F-1**). Mapped databases of parks and other public open spaces, City, state, and national historic resources, and natural resources were added to the map.[2] In coordination with the open space, historic and cultural resources, and natural resources assessments presented in other sections of this EAS, potential sunlight-sensitive resources were identified.

TIER 1 SCREENING ASSESSMENT

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

According to the *CEQR Technical Manual*, the longest shadow that a structure can cast at the latitude of New York City occurs on December 21, the winter solstice, at the start of the analysis day (90 minutes after sunrise[3]) and is equal to 4.3 times the height of the structure.

Each With Action development's maximum height including rooftop mechanical was multiplied by 4.3 to determine the longest shadow it could cast, as shown in **Table F-1**. For each projected development site, using its longest-shadow distance as the radius, a perimeter was drawn around the site. The resulting three perimeters were merged to derive the maximum longest-shadow study area for the overall With Action development, as shown in **Figure F-1**.

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[1] Software: Esri ArcGIS Pro 3.1

[2] Data: City, State, and Federal agencies including New York City Parks Department; New York City Department of Information Technology and Telecommunications (DoITT), New York City Department of City Planning, New York City Landmarks Preservation Commission, New York City Department of Transportation, New York State Office of Parks, Recreation, and Historic Preservation, New York State Dept. of Environmental Conservation (NYSDEC), U.S. Fish and Wildlife Service, and others; supplemented by Nearmap hi-resolution imagery, and AKRF site visits.

[3] As explained in more detail below in the "Tier 3 Screening Assessment" section, shadows occurring within 90 minutes of sunrise or sunset are not considered significant under CEQR.

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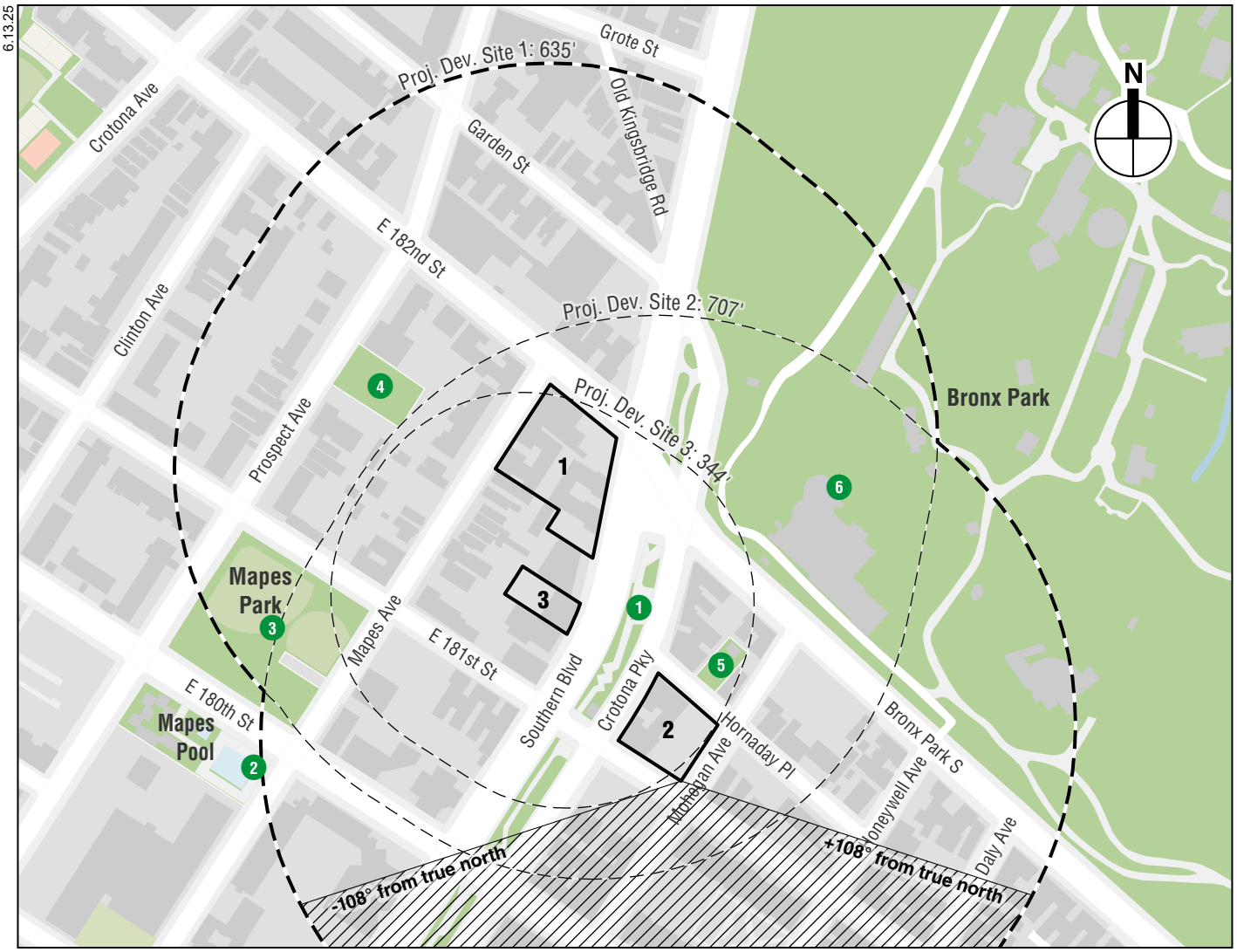


Projected Development Sites

Longest Shadow Study Area, Individual Development Sites (radius = max. height × 4.3)

Tier 1: Maximum Longest Shadow Study Area Perimeter

Tier 2: Area South of Development Sites That Could Never Be Shaded by Proposed Project

Publicly-Accessible Open Space

0 400 FEET

Map Key	Resource Name
1	Crotona Pkwy Malls
2	Mapes Pool
3	Mapes Park
4	Garden of Happiness
5	Hornaday Community Garden
6	Bronx Park (Bronx Zoo)

Notes: Maximum proposed building height (including roof bulkhead) = 180'. Maximum proposed building elevation (including roof bulkhead) = 230' 2"' (referencing North American Vertical Datum of 1988 [NAVD88]). The Tier 1 elevation-based longest shadow study area represents a highly conservative preliminary study area because it assumes the maximum elevation of the proposed building casting its longest shadow (occurring on December 21) onto a surrounding flat surface at 0' NAVD88, which is approximately mean sea level. See Attachment D, "Shadows," Section C "Tier 1 Screening Assessment" for details.

Tier 1 and Tier 2 Assessments

Table F-1
Tier 1: Longest Shadow

Projected Development Site	Analysis Height	Longest Shadow
1 (Mapes Court)	147.67	635
2 (Sojourner Truth)	164.5	707
3	80	344

Notes:
Heights and distances are given in feet, rounded to nearest foot. Longest shadow distance is calculated using a shadow length factor of 4.3 x the height.
Analysis height includes rooftop mechanical structures.

The Tier 1 assessment showed that a number of publicly accessible open spaces are located in the longest shadow study area, and therefore, the next tier of assessment was required. No historic resources with sunlight-sensitive features are located in the longest shadow study area.

TIER 2 SCREENING ASSESSMENT

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

The Tier 2 assessment concluded that six publicly accessible open spaces are located in the remaining longest-shadow study area and require further assessment. This resource inventory includes two community gardens (Hornaday Community Garden and the Garden of Happiness), a portion of the Bronx Zoo (located in Bronx Park), portions of Mapes Park and Mapes Pool, and portions of the Crotona Parkway Malls. These resources requiring a Tier 3 assessment are listed in **Table F-2**, along with the Tier 3 assessment results.

TIER 3 SCREENING ASSESSMENT

The direction and length of shadows vary throughout the course of the day and also differ depending on the season. In order to determine whether project-generated shadow could fall on a sunlight-sensitive resource, three-dimensional computer modeling software[4] is used in the Tier 3 assessment to calculate and display shadows from the Proposed Actions development sites on individual representative days of the year. A computer model was developed containing three-dimensional representations of the elements in the base map used in the preceding assessments, the topographic information of the study area, and reasonable worst-case three-dimensional representations of the three proposed developments.

REPRESENTATIVE DAYS FOR ANALYSIS

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

[4] Bentley MicroStation

is also modeled, generally the day halfway between the summer solstice and the equinoxes, i.e., May 6 or August 6, which have approximately the same shadow patterns.

TIMEFRAME WINDOW OF ANALYSIS

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

TIER 3 SCREENING ASSESSMENT RESULTS

Figure F-2 illustrates the range of shadows that would occur, in the absence of intervening buildings, from the Projected Developments on the four representative days for analysis. As they move clockwise and generally west to east over the landscape, the shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). **Table F-2** summarizes the analysis day or days each resource could potentially receive project-generated shadow.

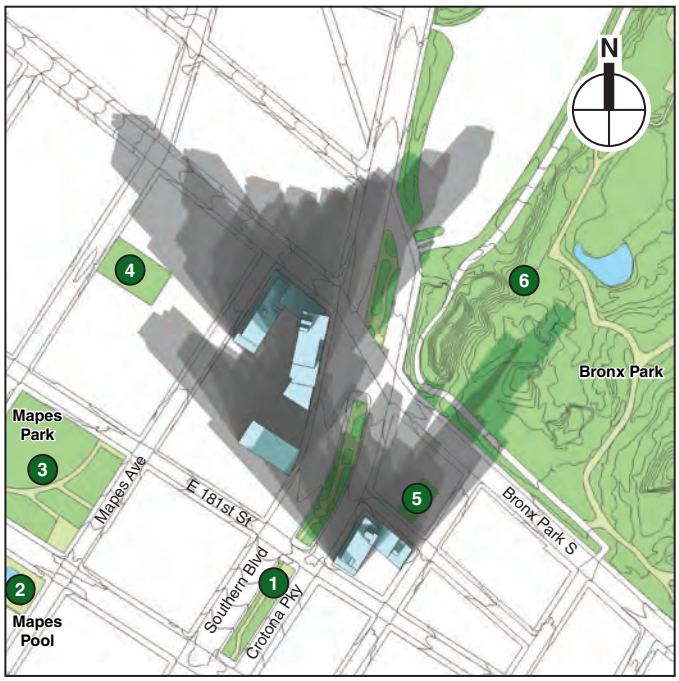
Table F-2
Tier 3 Assessment

Map Reference	Name	Potential Incremental Shadow			
		December 21	March 21/ September 21	May 6/ August 6	June 21
Publicly Accessible Open Spaces					
1	Crotona Pkwy Malls	Potential	Potential	Potential	Potential
2	Mapes Pool	No	No	No	No
3	Mapes Park	No	No	Potential	Potential
4	Garden of Happiness	No	Potential	Potential	No
5	Hornaday Community Garden	Potential	Potential	Potential	Potential
6	Bronx Park (Bronx Zoo)	Potential	Potential	Potential	Potential

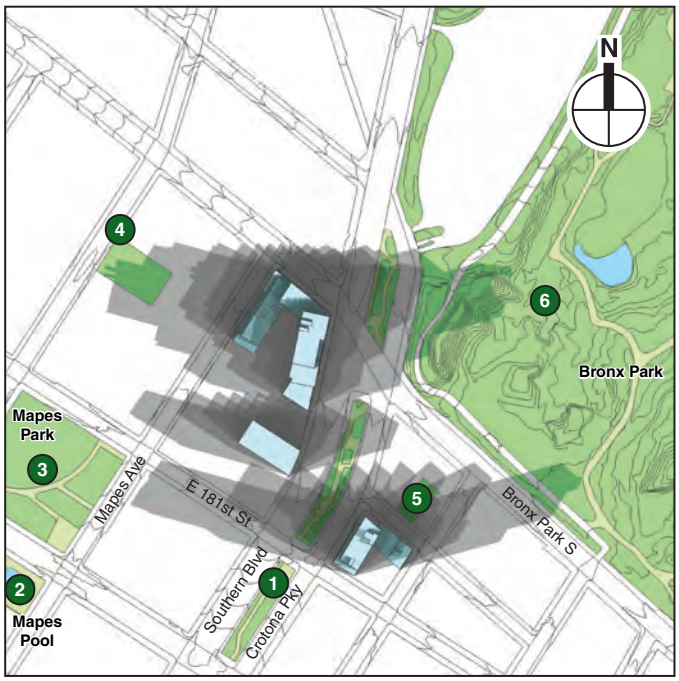
Notes:
See **Figure F-2** for corresponding resource locations and shadow sweeps.
In the columns representing the representative analysis dates, "No" means project-generated shadow could not reach the resource, even without accounting for intervening buildings. "Potential" means project-generated shadow could potentially reach the resource on this date and requires further assessment.

The Tier 3 assessment concluded that portions of the Crotona Parkway Malls, the Hornaday Community Garden, and portions of the Bronx Zoo in Bronx Park could potentially receive incremental shadow on all four of the representative analysis days, and two other resources, Mapes Park and the Garden of Happiness community garden, could potentially receive incremental shadow on two of the four of the representative analysis days. Therefore, these five resources (indicated in **Table F-2**) required a detailed analysis. The remaining resource from the Tier 2 longest shadow study area, Mapes Pool, could not receive project-generated shadow on any representative day and therefore does not require further assessment.

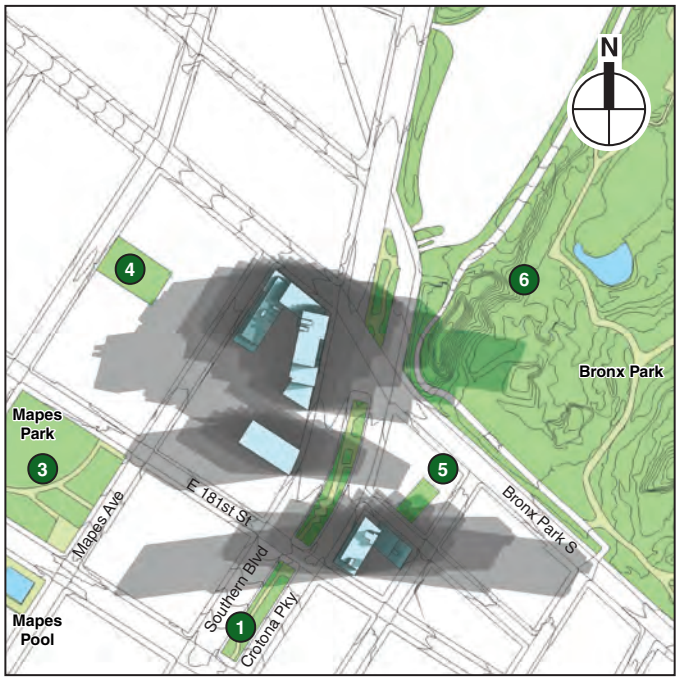
10.17.23



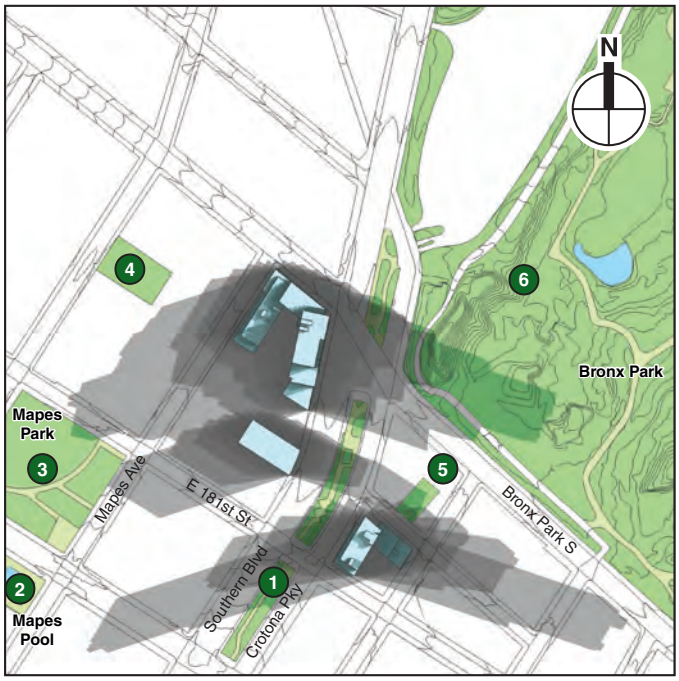
December 21



March 21 / September 21



May 6 / August 6



June 21

Proposed Project

Publicly Accessible Open Space

Key to Resource

1. *Crotona Pkwy Malls*
2. *Mapes Pool*
3. *Mapes Park*
4. *Garden of Happiness*
5. *Hornaday Community Garden*
6. *Bronx Park (Bronx Zoo)*

This figure illustrates the range of shadows that would occur from the proposed building on each of the four representative analysis days. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment does not account for future No Action shadows, and the shadows shown in this figure do not represent incremental shadows. The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening or surrounding buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

Tier 3 Assessment

D. DETAILED SHADOW ANALYSIS

A detailed analysis is warranted when the screening assessment does not rule out the possibility that project-generated shadows would reach sunlight-sensitive resources. The detailed analysis establishes a baseline condition, the future without the Proposed Project, to illustrate the shadows cast by existing buildings (and other planned developments in the vicinity expected to be completed by the Proposed Project's build year). This baseline is then compared to the future condition with the Proposed Project to distinguish the additional (incremental) shadow cast by the Proposed Project. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadow that would be cast on a sunlight-sensitive resource as a result of the Proposed Project. Because existing (or future No Action) buildings may already cast shadows on a sunlight-sensitive resource, the Proposed Project may not result in additional, or incremental, shadows on that resource.

Following the analysis framework described in Attachment A, "Project Description and Screenings," a detailed analysis was performed for the analysis year of 2033, comparing the With Action condition to the future No Action condition. In the No Action condition, Sites 1 and 3 would remain in their existing condition. Site 1, the existing Mapes development site, contains two 5-story apartment buildings, a single-story commercial building, and a vacant gas station. The non-applicant owned Site 3 is currently developed with a single-story car wash. The Sojourner Truth site, Site 2, would be redeveloped with an 8-story apartment building in the No Action condition. To represent future baseline conditions, three-dimensional representations of existing buildings, the applicant's No Action building on Site 2, and other future planned developments in the study area were added to the baseline 3D model using best-available spatial and imagery data from the City, Nearmap, and other sources, and information from publicly available filings with the New York City Department of Buildings.

The computer simulation software utilized produces a minute-by-minute animation showing the movement of shadows over the course of each analysis period. The analysis determines the time when incremental shadow would enter each resource, and the time it would exit. Shadow analyses were performed for each of the representative days and analysis periods indicated in the Tier 3 assessment.

DETERMINATION OF IMPACT SIGNIFICANCE

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

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

Per CEQR, a significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- **Vegetation:**

- A substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the No Action condition). In the growing season, six to eight hours of direct sunlight is typically a minimum requirement for vegetation. Four to six hours a day of sunlight is a minimum requirement for vegetation that can tolerate partial sun, such as established tree canopies, shrubs, or perennials.
- A reduction in direct sunlight exposure where the sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).

- **Historic and Cultural Resources:**
  - A substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of a historic or cultural resource.
- **Open Space Utilization:**
  - A substantial reduction in the usability of open space as a result of increased shadows, accounting for anticipated new users and the open space's utilization rates throughout the affected time periods.
- **For Any Sunlight-Sensitive Feature of a Resource:**
  - Complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

SUMMARY OF ANALYSIS RESULTS

Incremental shadow cast by a combination of two or sometimes all three development sites would fall on portions of one or more of the Crotona Parkway Malls in all seasons, ranging in duration from 4 hours 42 minutes in midwinter up to approximately 8 hours in midsummer. Incremental shadow would not reach Mapes Park at all, due to intervening buildings blocking any potential project-generated shadow. The Garden of Happiness would receive brief incremental shadow in the morning of the fall, spring, and late summer, ranging in duration from 2 minutes up to approximately 30 minutes depending on the month. The Hornaday Community Garden would receive incremental shadow from Site 2 in the middle of the day in midwinter for two hours 15 minutes, and during spring, summer, and fall afternoons for three and a half to four hours. Incremental shadow from Sites 1 or 2 (depending on the season) would extend into a portion of the Bronx Zoo, specifically in and around the (indoor and outdoor) Congo Gorilla Forest area, in the late afternoon in all seasons for an hour to an hour and 45 minutes.

Table F-3 summarizes the entry and exit times and total duration of incremental shadows on each affected sun-sensitive resource. **Figures F-3 to F-37** document the results of the analysis by providing graphic representations from the computer animation of times when incremental shadow would fall on a sun-sensitive resource. The figures illustrate the extent of additional, incremental shadow at that moment in time (highlighted in red), and show existing shadow and remaining areas of sunlight. **Figures F-38 to F-41** present high-resolution aerial photos of Hornaday Community Garden, showing its layout and features. **Figures F-42 and F-43** present high-resolution oblique aerial photos of areas of the Bronx Zoo affected by incremental shadows.

10.22.23



9:30 AM

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Detailed Analysis
December 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-3

10.22.23



10:30 AM

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Detailed Analysis
December 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-4

10.22.23



11:30 AM

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

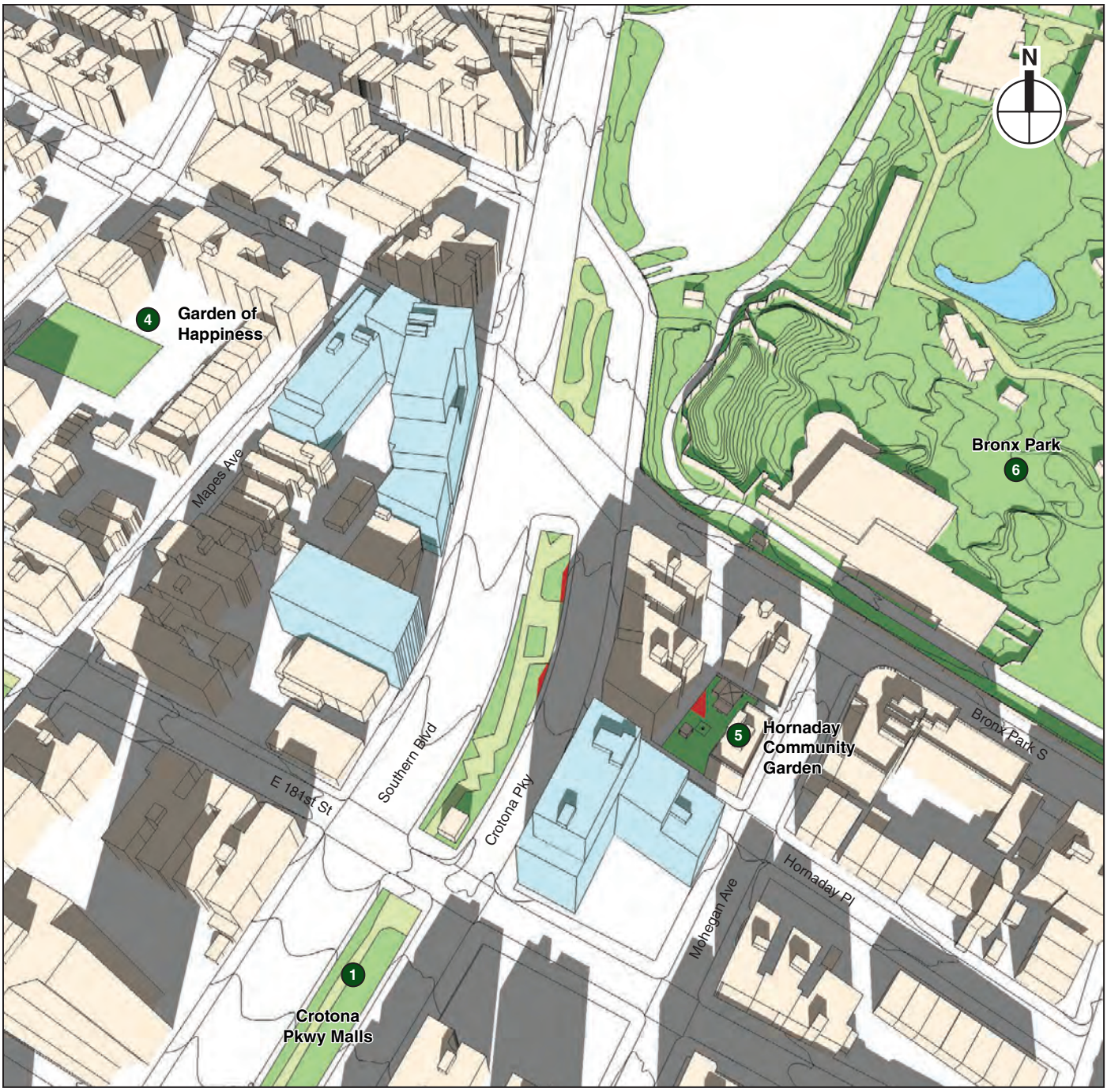
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Detailed Analysis
December 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-5

10.22.23



12:30 PM

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Detailed Analysis
December 21

10.22.23



2:15 PM

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Detailed Analysis
December 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-7

10.22.23



2:53 PM

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Detailed Analysis
December 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-8

10.22.23



7:36 AM EST (8:36 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-9

10.22.23



8:00 AM EST (9:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-10

10.22.23



9:00 AM EST (10:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

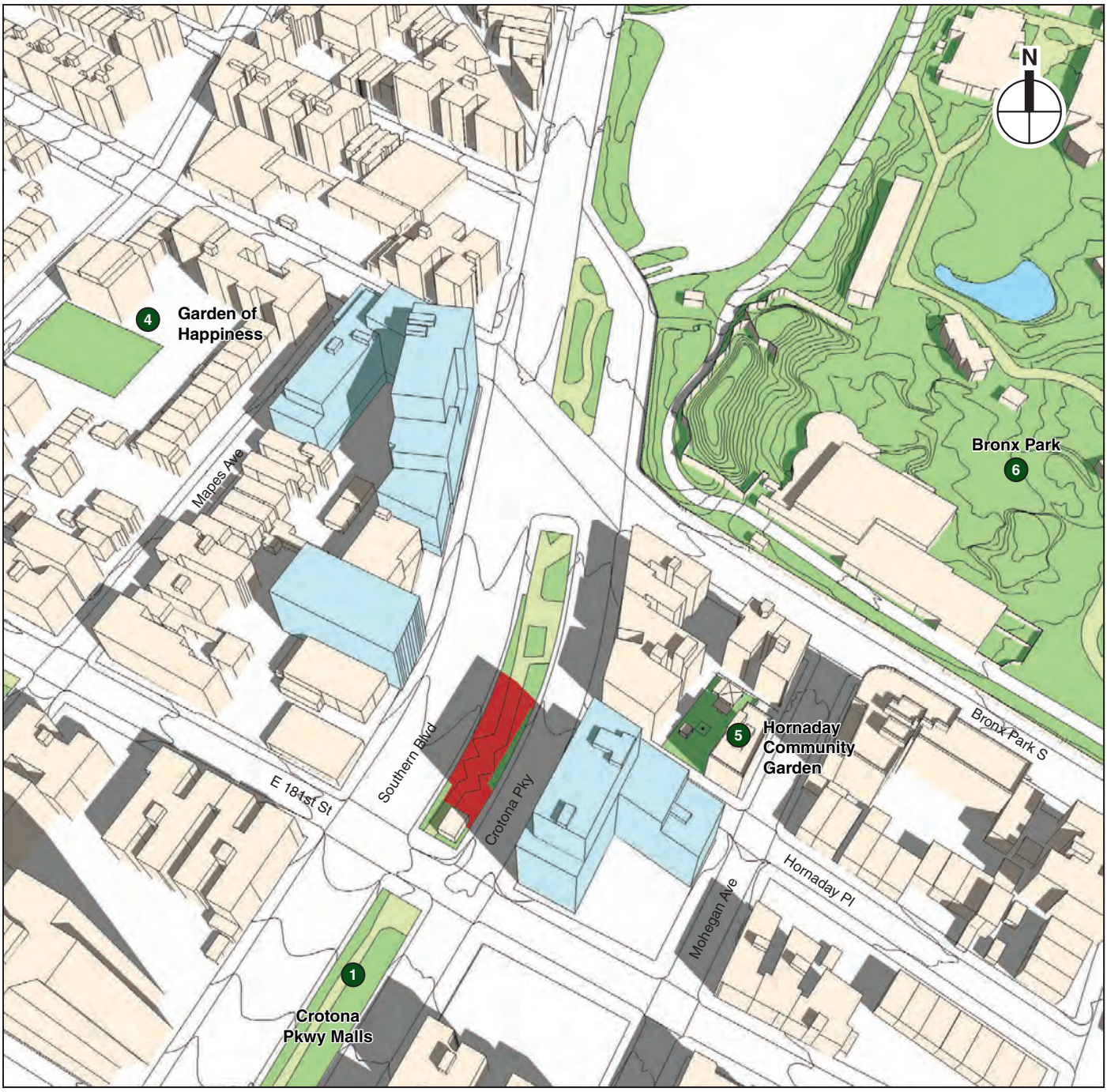
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-11

10.22.23



10:15 AM EST (11:15 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

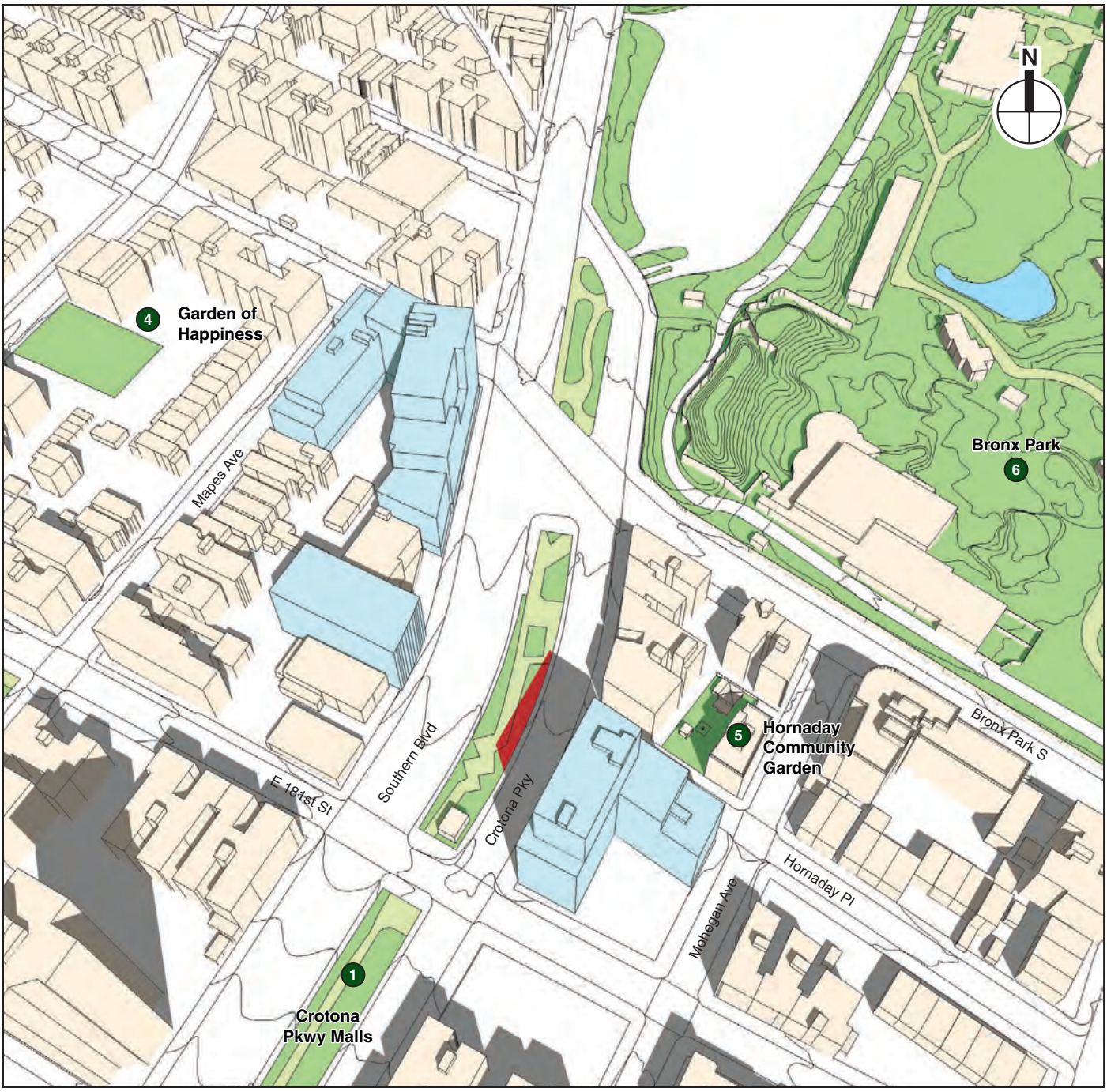
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-12

10.22.23



11:30 AM EST (12:30 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

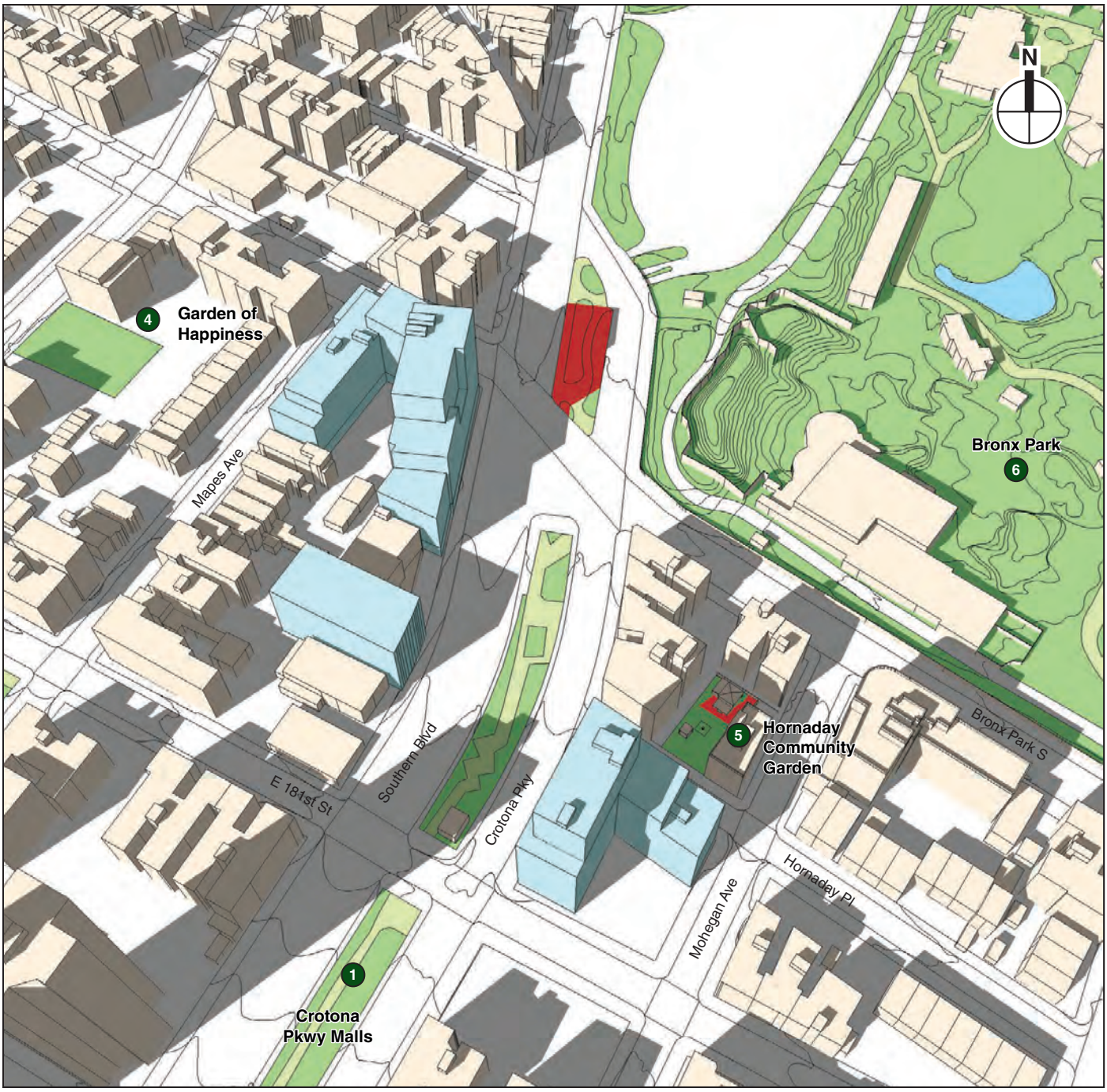
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-13

10.22.23



3:00 PM EST (4:00 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-14

10.22.23



3:45 PM EST (4:45 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

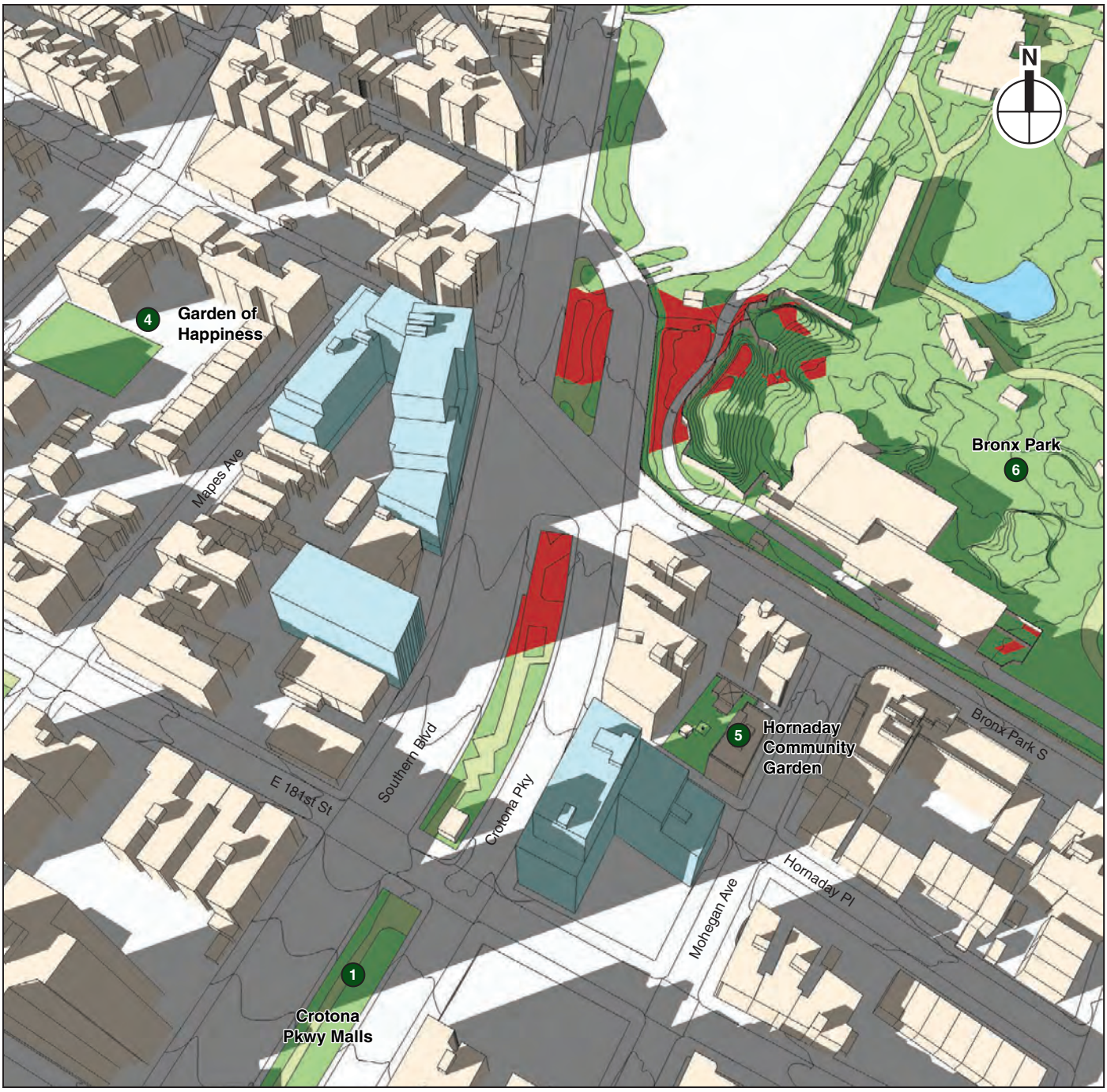
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-15

10.22.23



4:29 PM EST (5:29 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
March 21 / September 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-16

10.22.23



7:00 AM EST (8:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
May 6 / August 6

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-17

10.22.23



8:00 AM EST (9:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

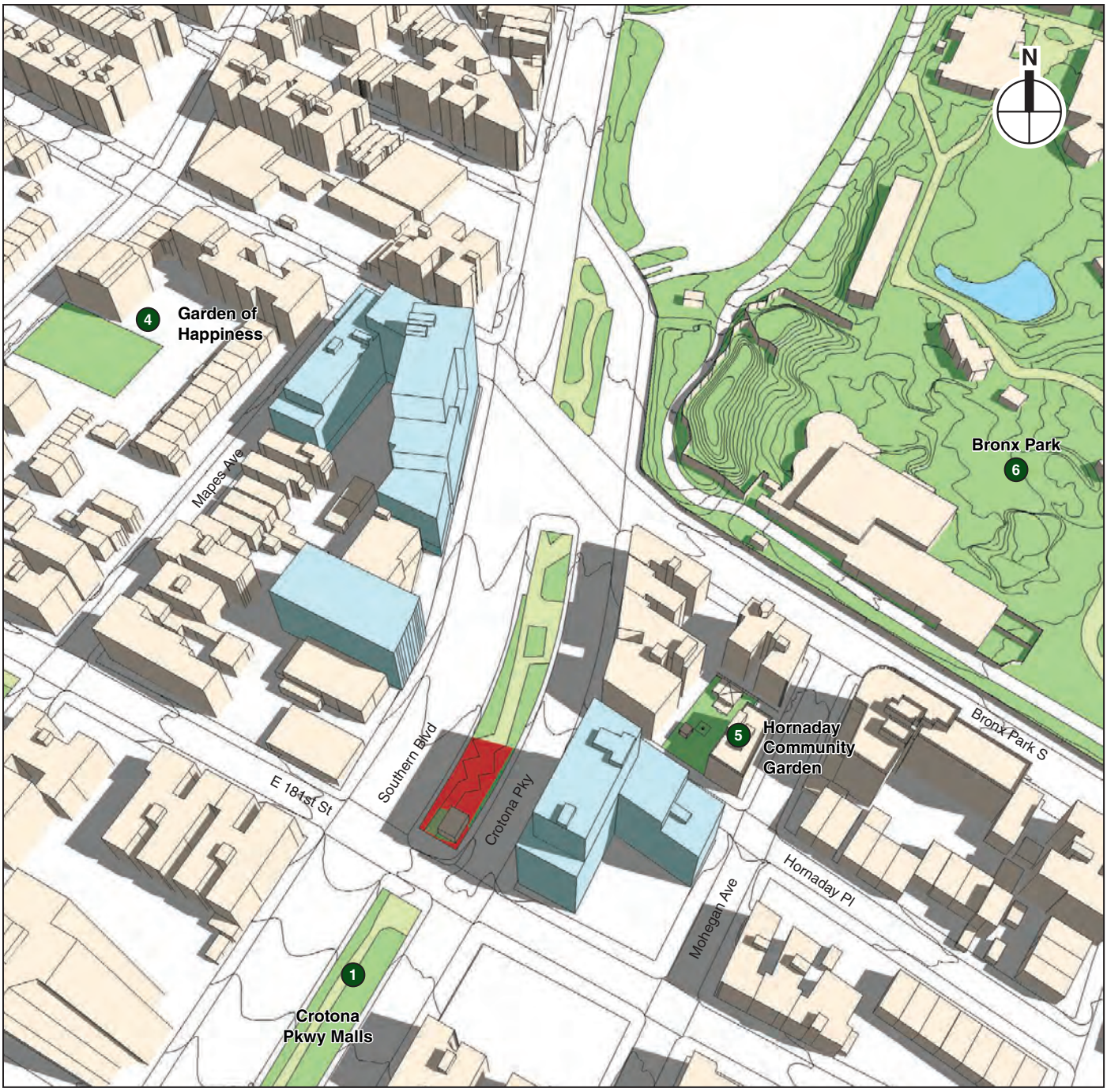
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
May 6 / August 6

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-18

10.22.23



9:00 AM EST (10:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

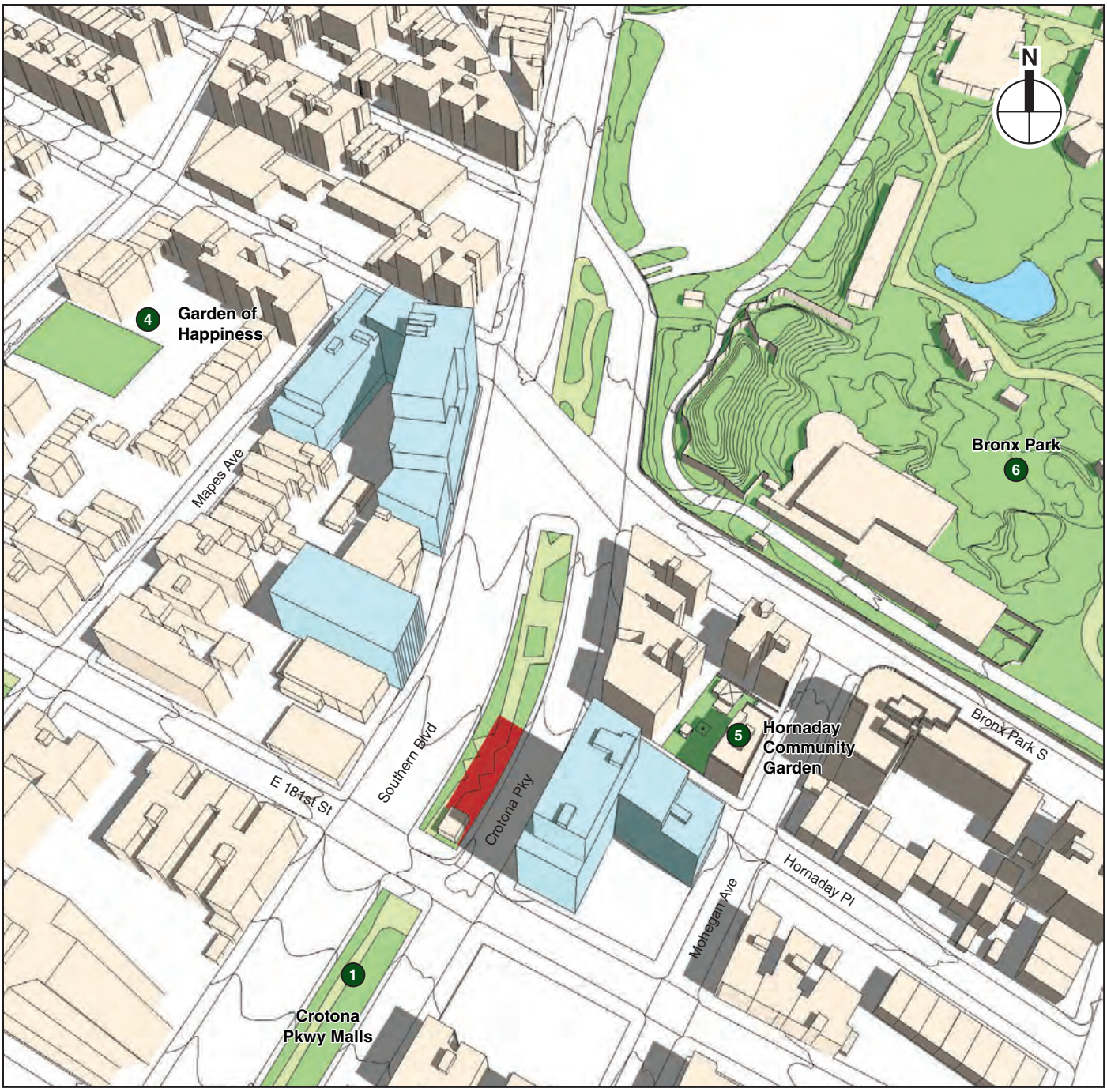
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
May 6 / August 6

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-19

10.22.23



10:00 AM EST (11:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
May 6 / August 6

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-20

10.22.23



3:00 PM EST (4:00 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

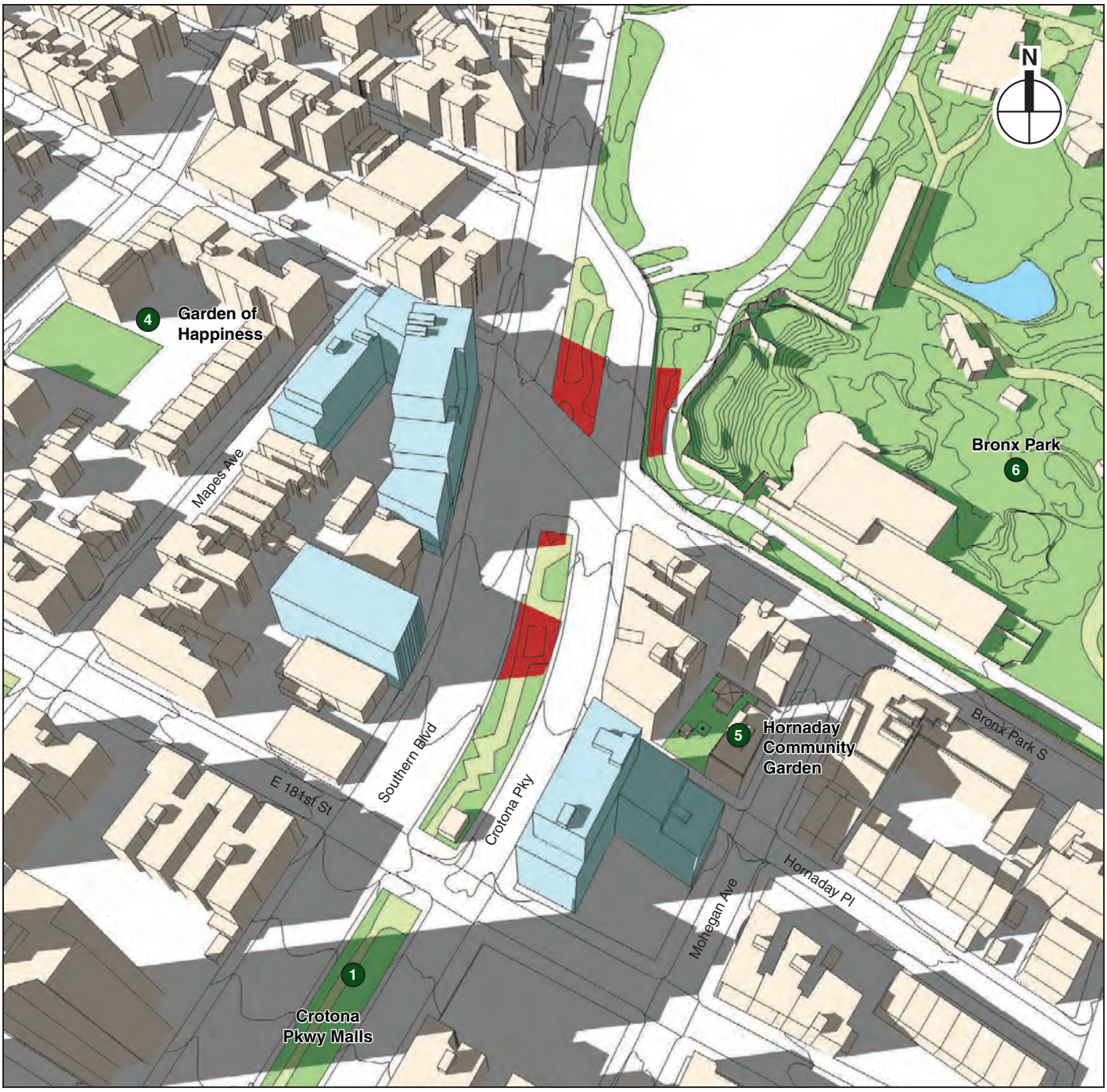
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
May 6 / August 6

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-21

10.22.23



4:15 PM EST (5:15 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

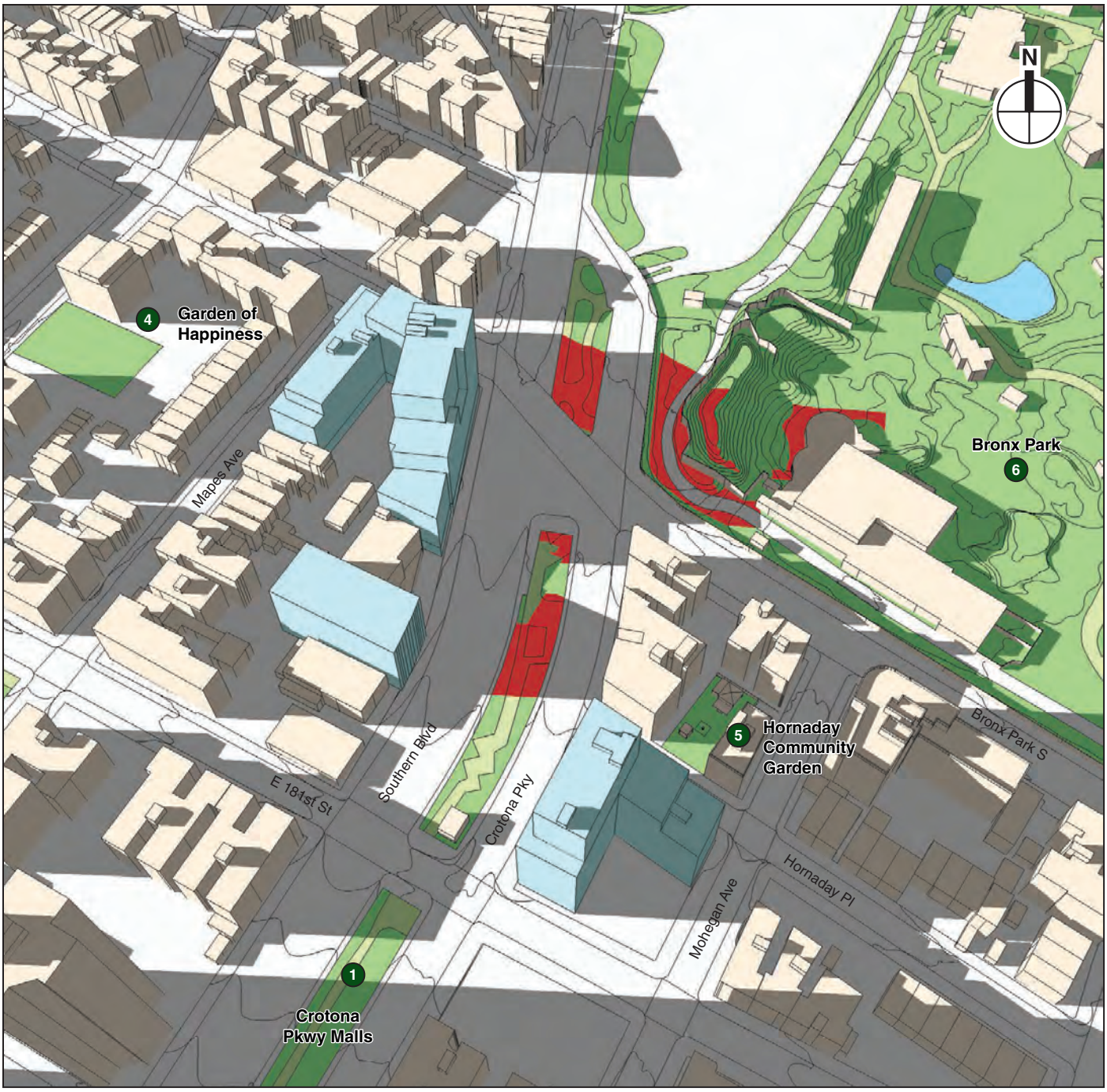
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
May 6 / August 6

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-22

10.22.23



5:18 PM EST (6:18 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
May 6 / August 6

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-23

10.22.23



6:00 AM EST (7:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-24

10.22.23



7:00 AM EST (8:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

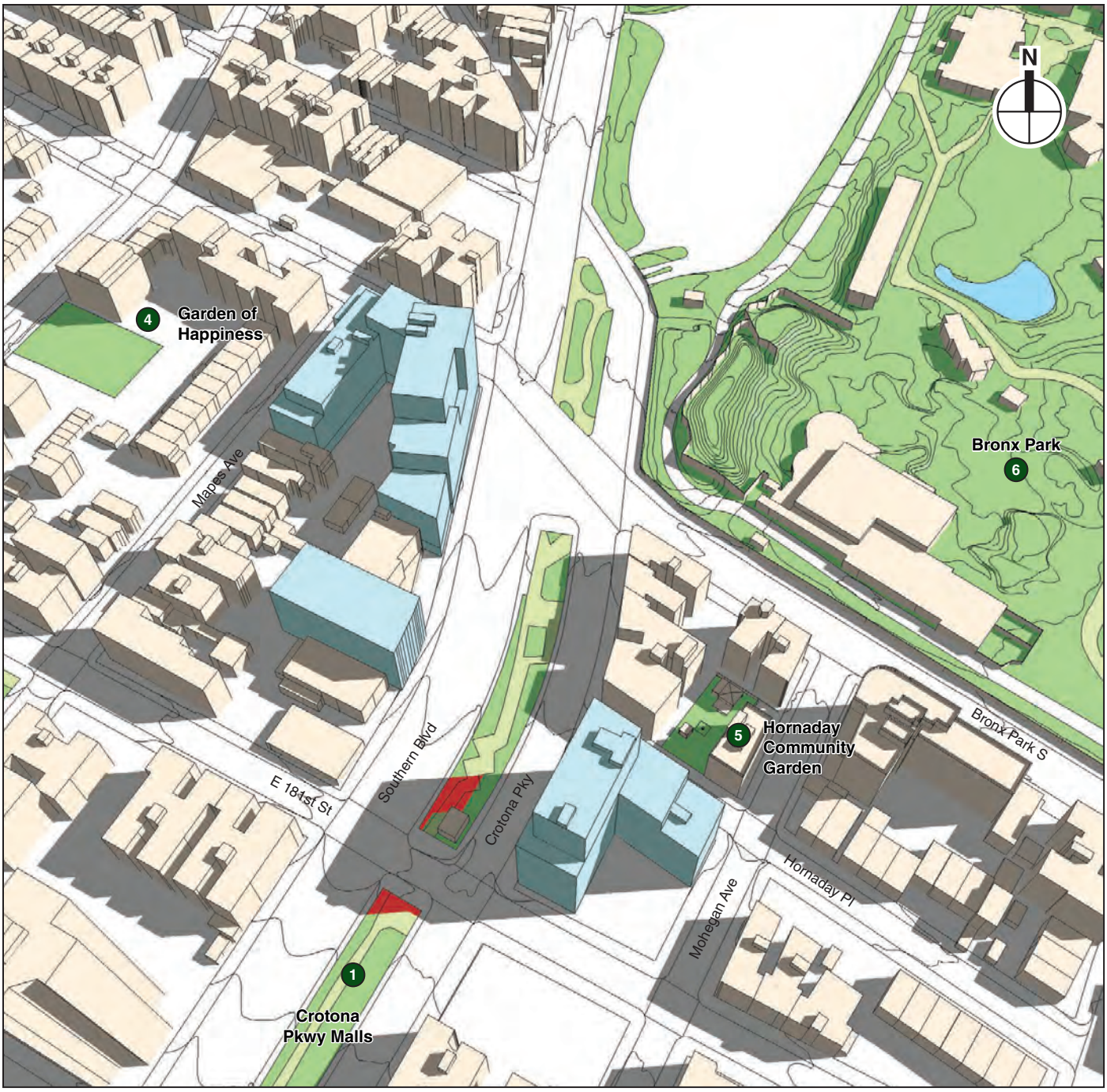
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-25

10.22.23



8:00 AM EST (9:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

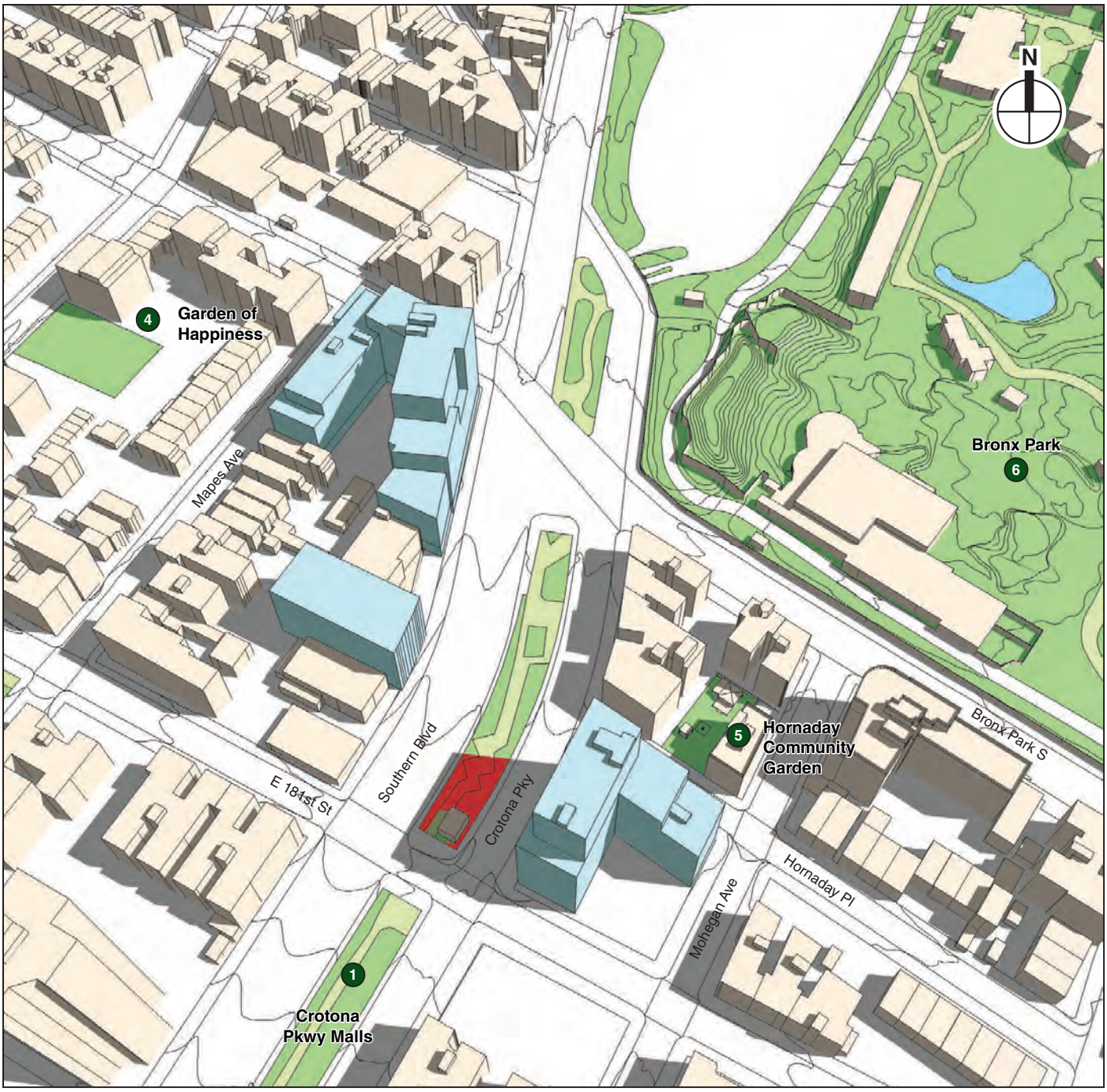
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-26

10.22.23



9:00 AM EST (10:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

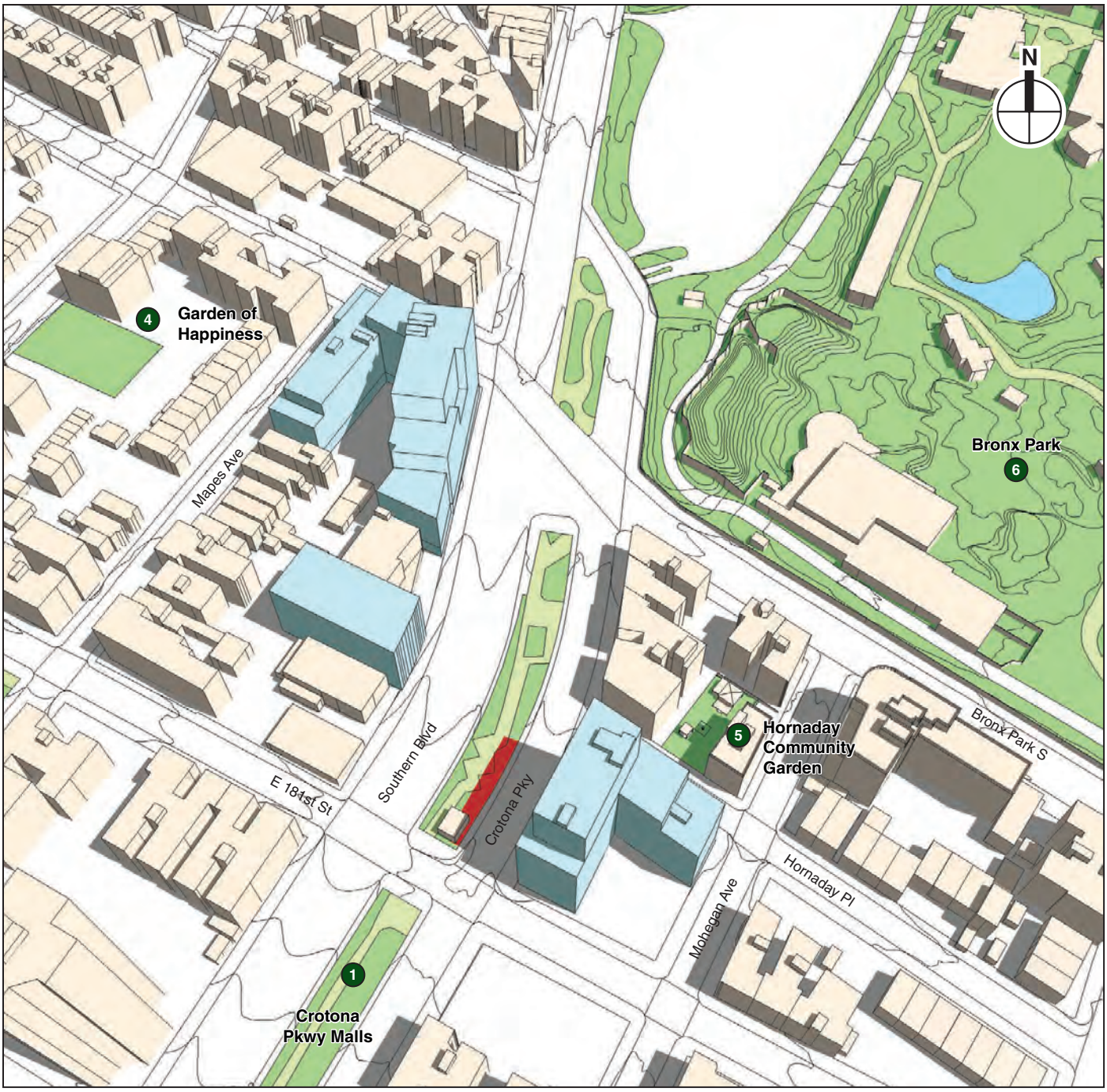
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-27

10.22.23



10:00 AM EST (11:00 AM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-28

10.22.23



3:30 PM EST (4:30 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-29

10.22.23



4:30 PM EST (5:30 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

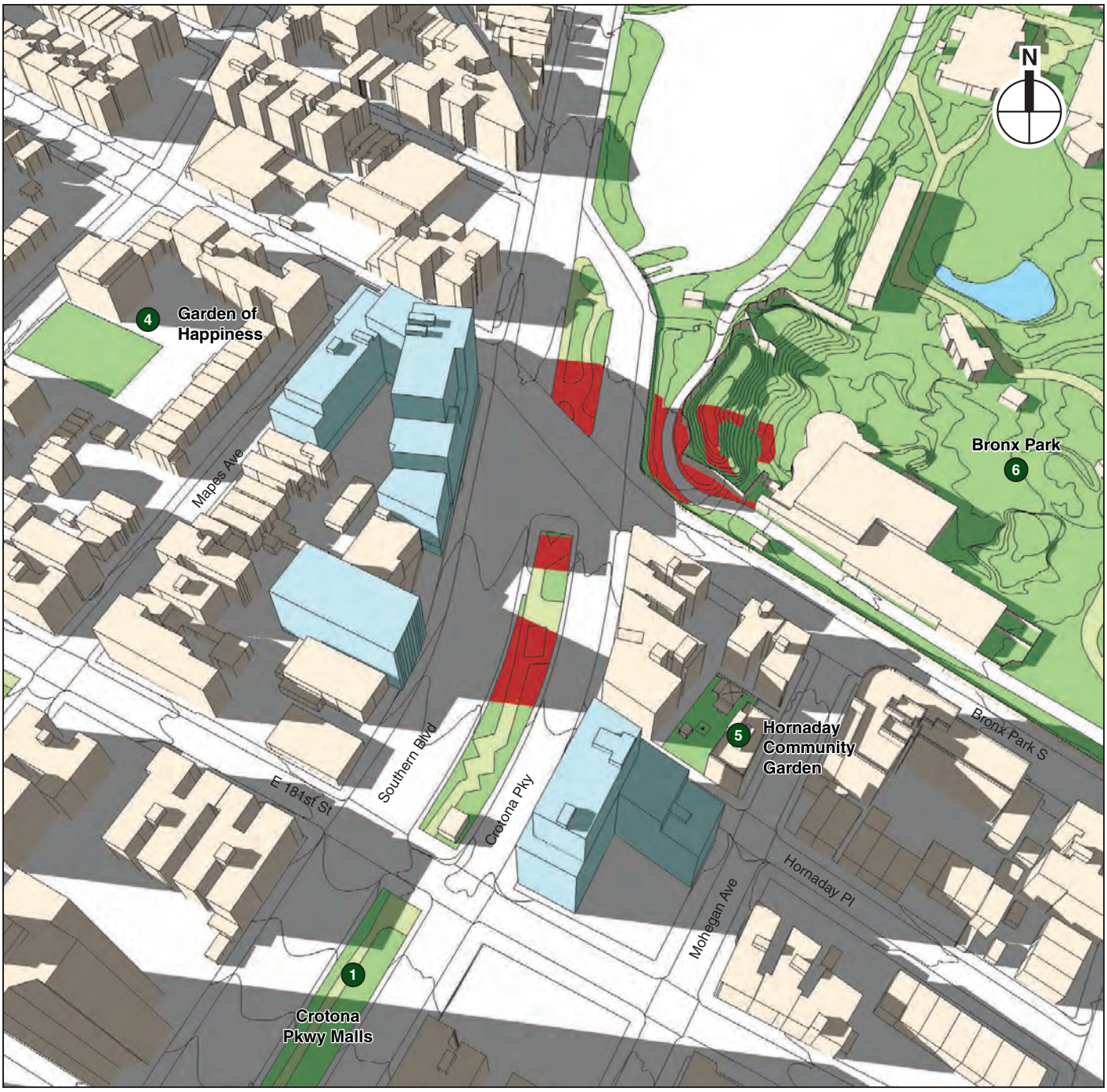
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-30

10.22.23



5:15 PM EST (6:15 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

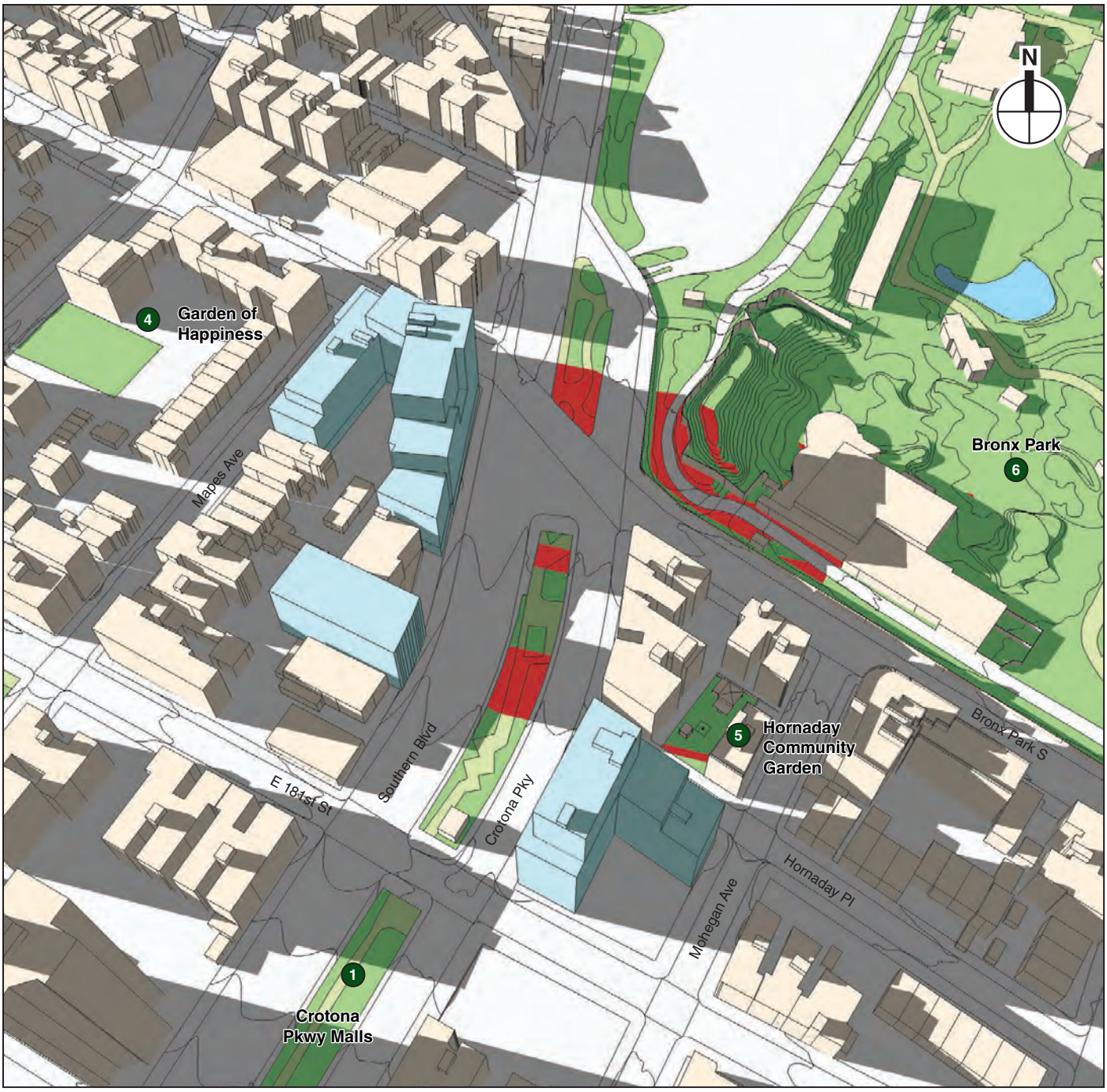
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

PHIPPS MAPES AND SOJOURNER REZONING

Figure F-31

10.22.23



6:01 PM EST (7:01 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

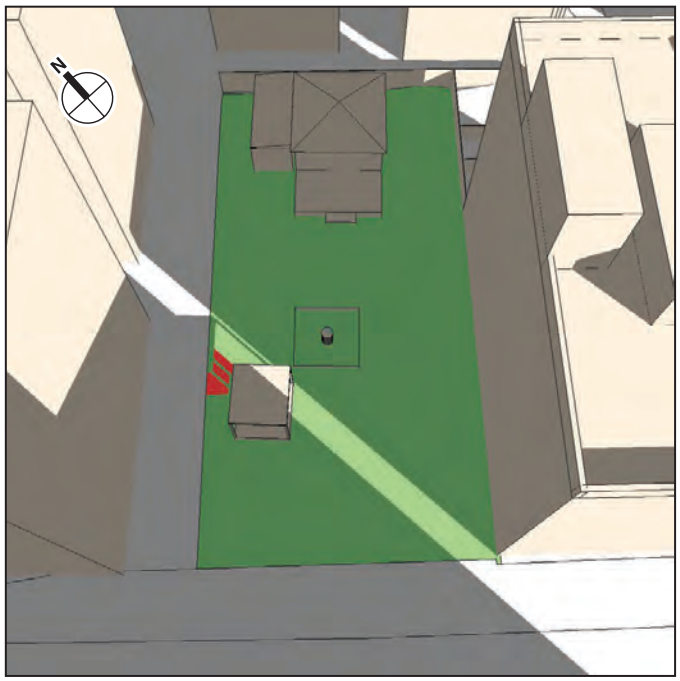
NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
June 21

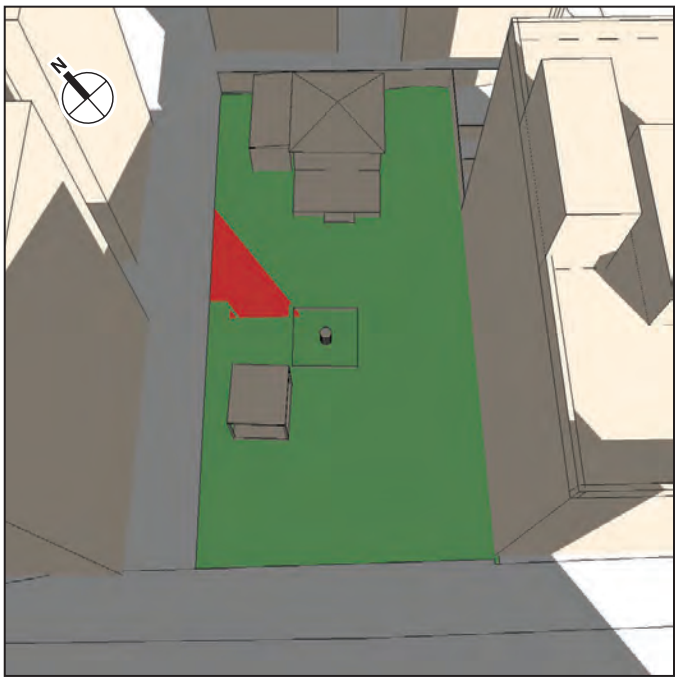
PHIPPS MAPES AND SOJOURNER REZONING

Figure F-32

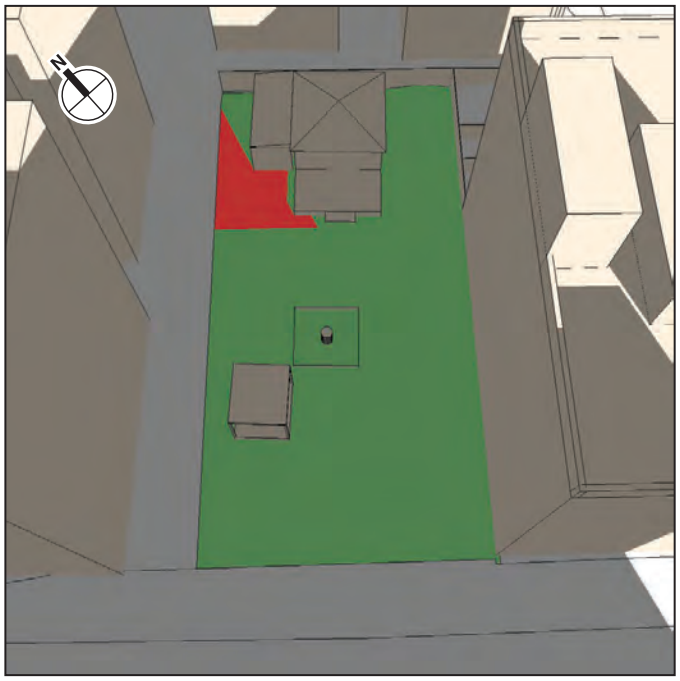
10.22.23



11:30 AM



12:15 PM



1:00 PM

Proposed Project

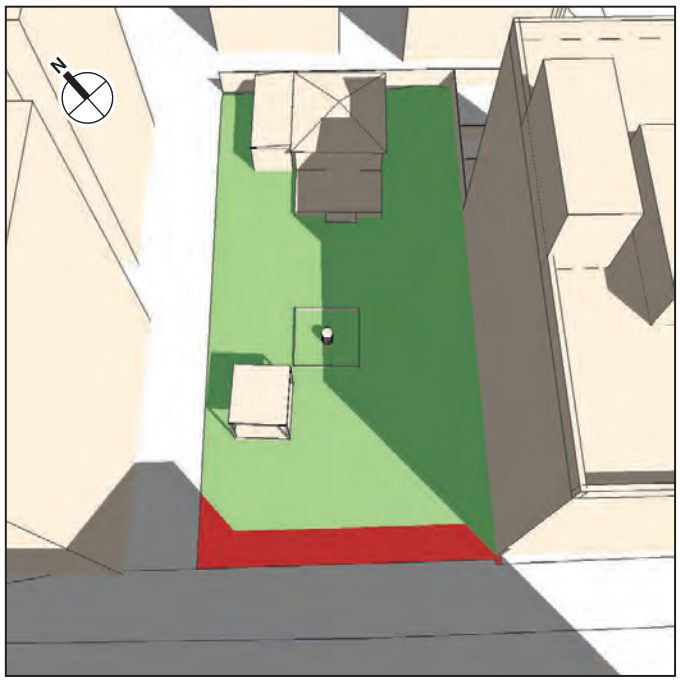
Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the proposed project. All other shadow is future No Action shadow, i.e. baseline shadow from existing buildings and the future No Action building.

Detailed Analysis
Hornaday Community Garden
December 21

10.22.23



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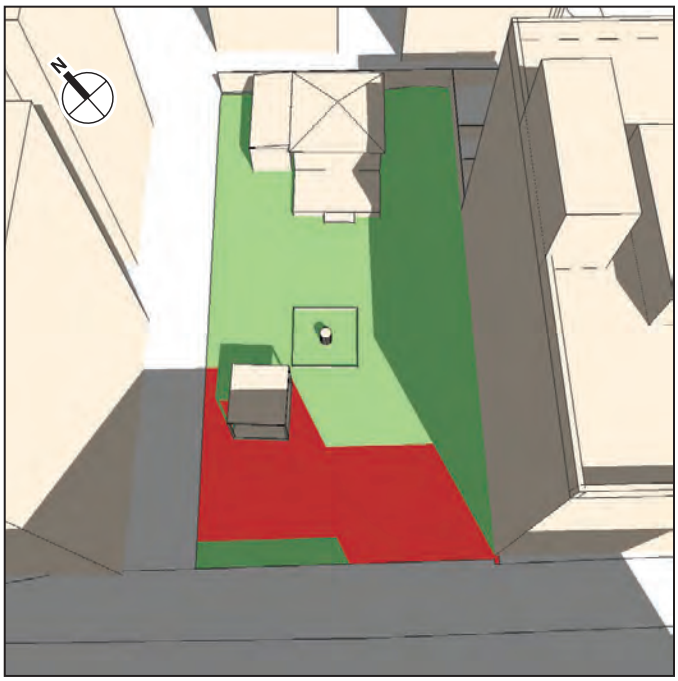

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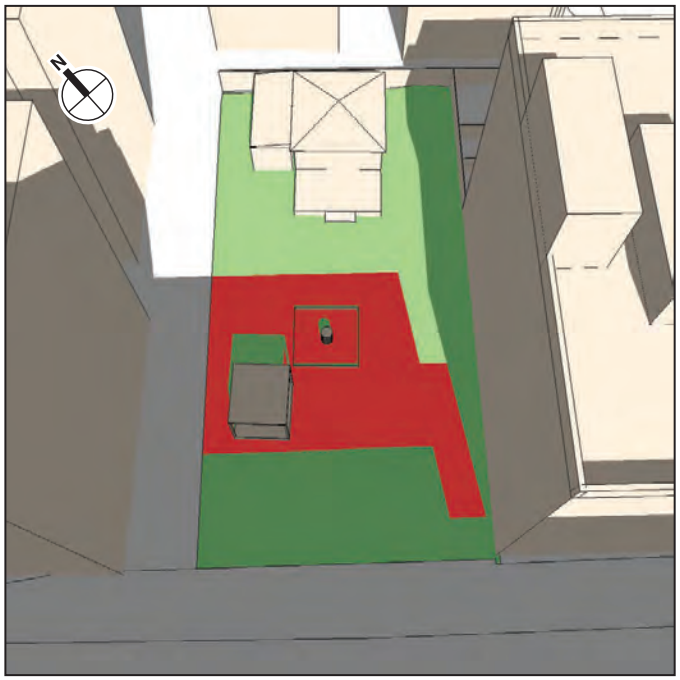


1:30 PM EST (2:30 PM EDT)



2:15 PM EST (3:15 PM EDT)

Proposed Project

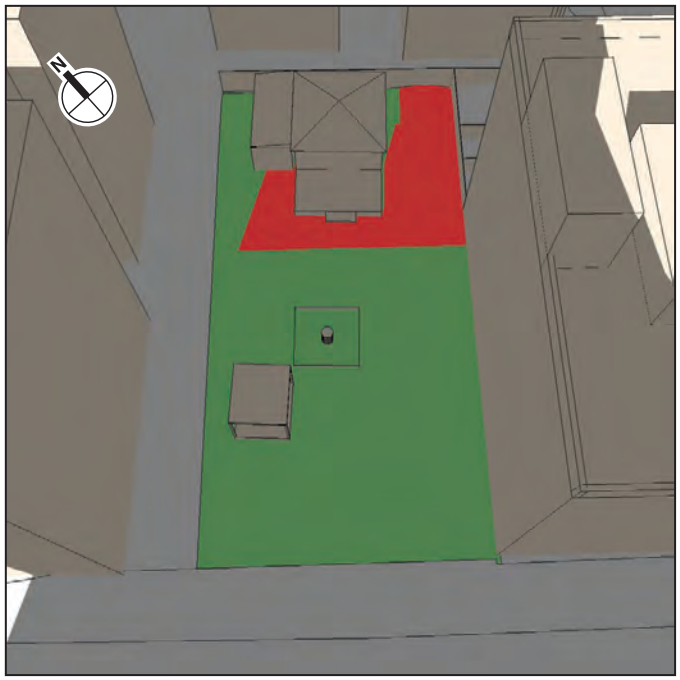
Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
Hornaday Community Garden
March 21 / September 21

10.22.23



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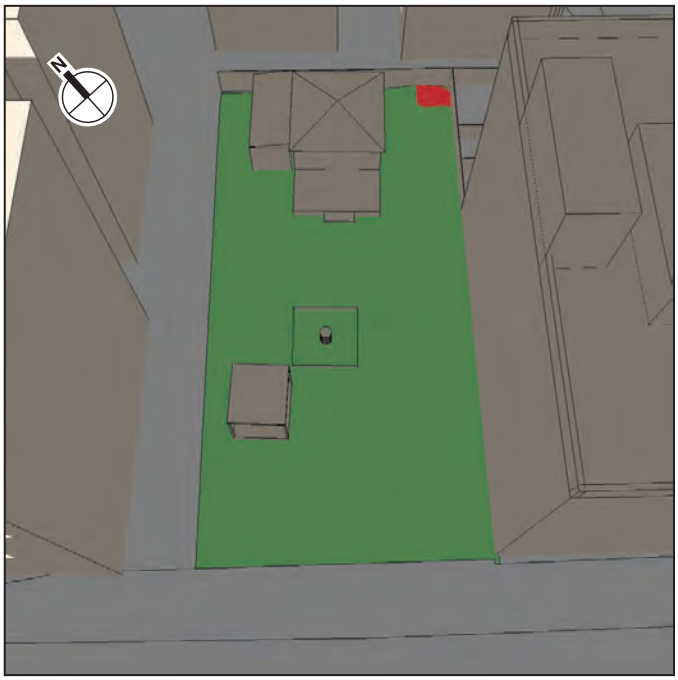


3:45 PM EST (4:45 PM EDT)

Proposed Project

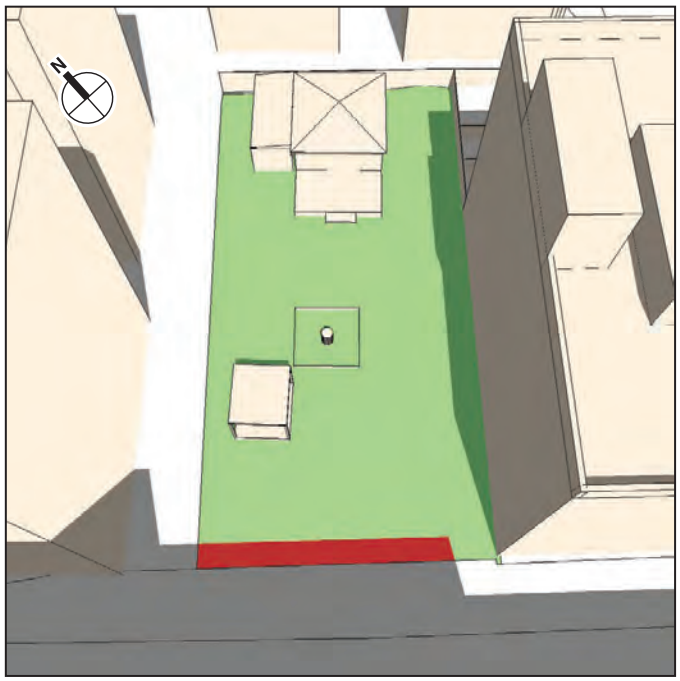
Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
Hornaday Community Garden
March 21 / September 21

10.22.23



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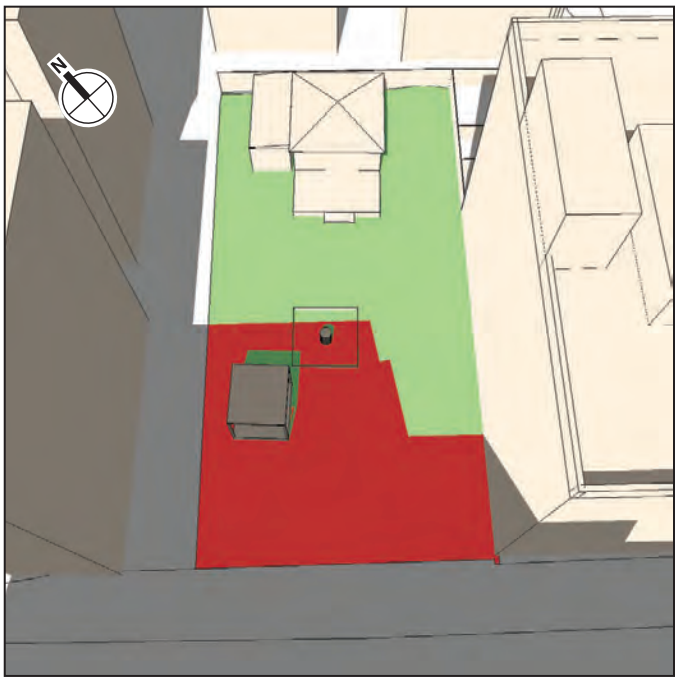

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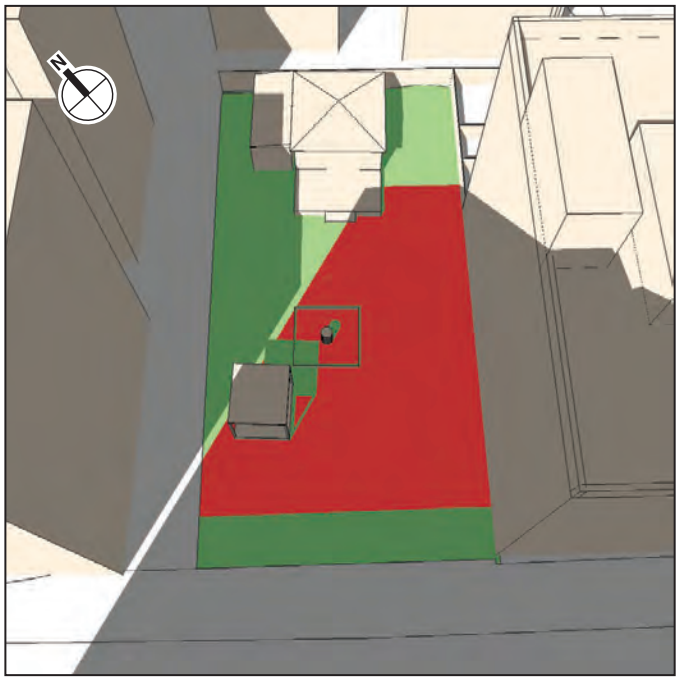
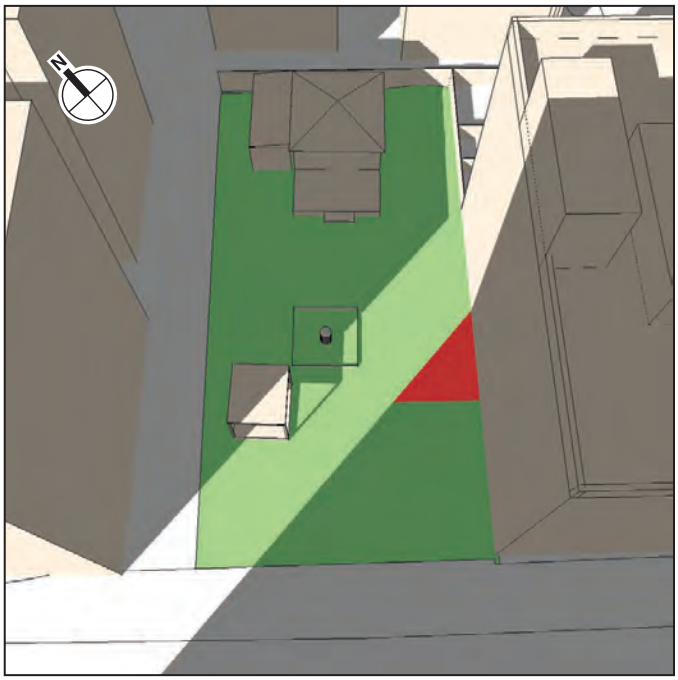


2:45 PM EST (3:45 PM EDT)



3:45 PM EST (4:45 PM EDT)

Proposed Project

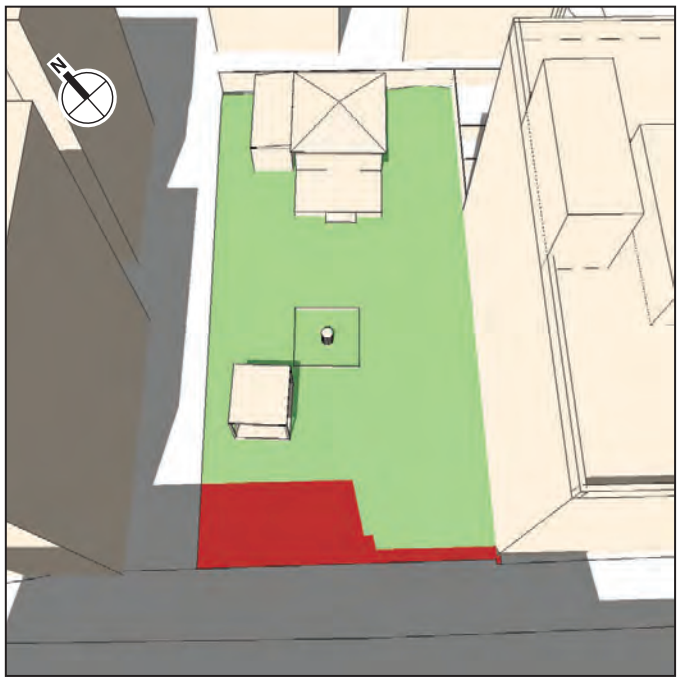
Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
Hornaday Community Garden
May 6 / August 6

10.22.23



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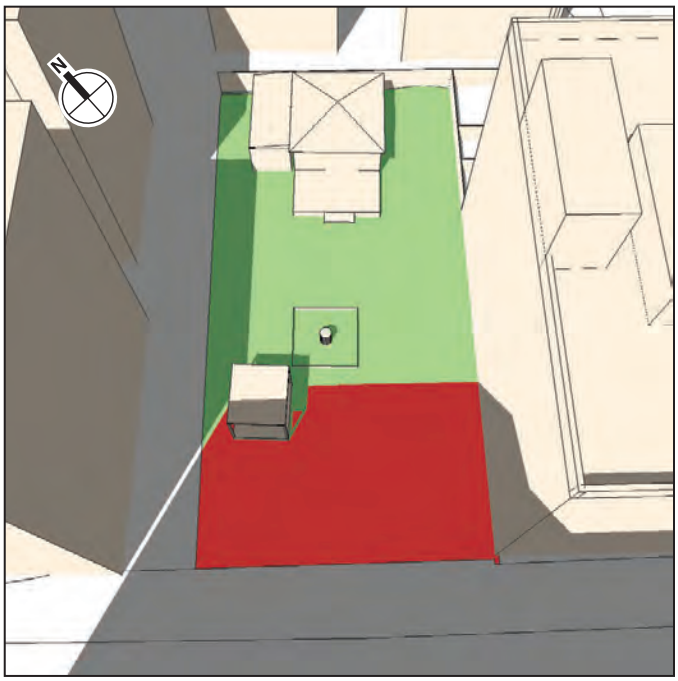
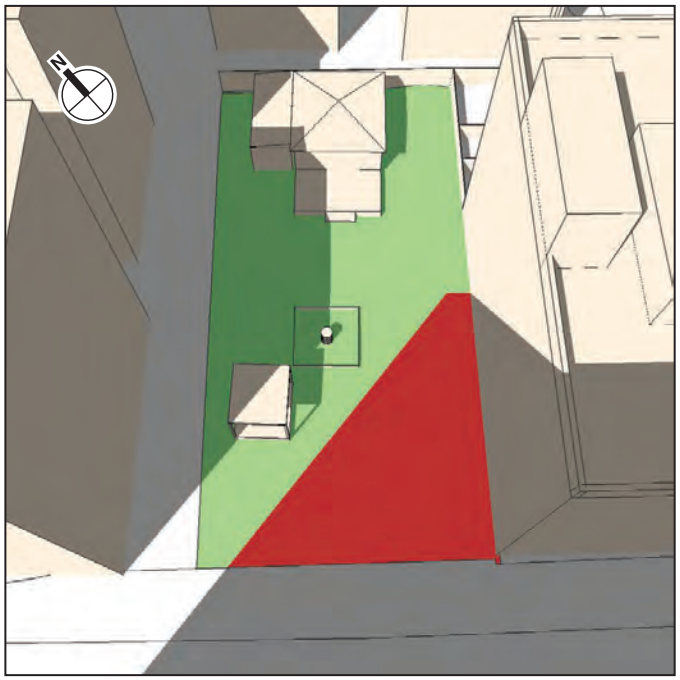
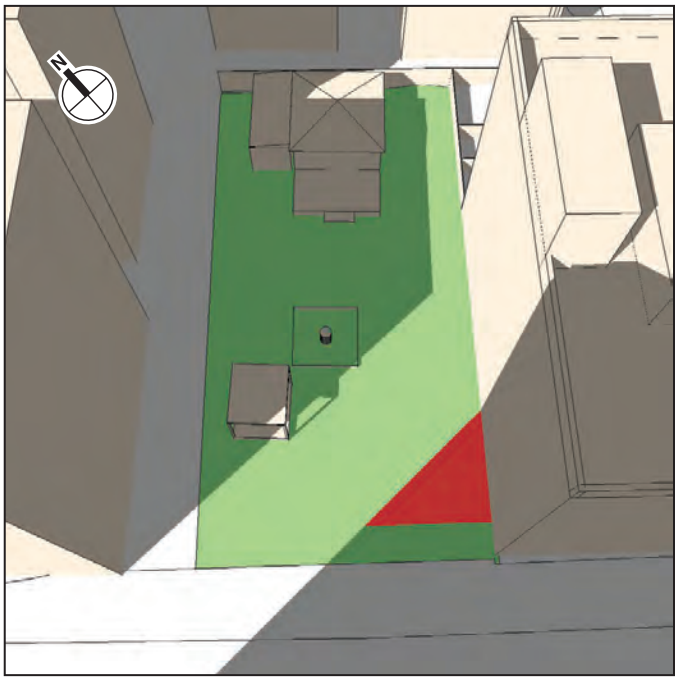


2:15 PM EST (3:15 PM EDT)



3:00 PM EST (4:00 PM EDT)



3:45 PM EST (4:45 PM EDT)

Proposed Project

Publicly Accessible Open Space

Incremental Shadow

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Proposed Project. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.
EST - Eastern Standard Time. EDT = Eastern Daylight Time.

Detailed Analysis
Hornaday Community Garden
June 21

10.22.23



March 24, 2019
Hornaday Community Garden - Aerial Oblique View



March 24, 2019
Hornaday Community Garden - Aerial Bird's Eye View

Figure F-39

10.22.23



March 12, 2021
Hornaday Community Garden - Aerial Oblique View



June 9, 2020
Hornaday Community Garden - Aerial Bird's Eye View

Figure F-41



March 5, 2023
Bronx Zoo Detail - Oblique View Looking North



September 20, 2019
Bronx Zoo Detail - Oblique View Looking North

ASSESSMENT OF SHADOW IMPACTS BY RESOURCE

The following section briefly describes each affected resource, its sunlight sensitivity, and the extent, duration, and potential effects of incremental shadow. Map reference numbers are included with the name, for convenience.

Times are given in Eastern Standard Time (EST) in all seasons, as mandated by the *CEQR Technical Manual*, but Eastern Daylight Time (EDT) is in effect for all representative analysis days except for December 21, and times are also provided parenthetically in EDT when relevant, for informational purposes.

Table F-3
Incremental Shadow Durations

Map Reference	Name	Dec. 21	Mar. 21 / Sept. 21	May 6 / Aug. 6	Jun. 21
Publicly Accessible Open Spaces					
1	**Crotona Pkwy Malls**	8:51am to 12:30pm 1:50pm to 2:53pm **Total 4 hr 42 min**	8:10am to 11:50am 2:15pm to 4:29pm **Total 5 hr 54 min**	6:27am to 10:45am 2:15pm to 5:18pm **Total 7 hr 21 min**	5:57am to 10:25am 2:30pm to 6:01pm **Total 7 hr 59 min**
4	**Garden of Happiness**	—	7:36am to 8:10am **Total 34 min**	6:27am to 6:29am **Total 2 min**	—
5	**Hornaday Community Garden**	11:10am to 1:25pm **Total 2 hr 15 min**	11:45am to 3:45pm **Total 4 hr**	12:35pm to 4:00pm **Total 3 hr 25 min**	1:00pm to 4:40pm 5:50pm to 6:01pm **Total 3 hr 51 min**
6	**Bronx Park (Bronx Zoo)**	1:25pm to 2:53pm **Total 1 hr 28 min**	3:30pm to 4:29pm **Total 59 min**	4:00pm to 5:18pm **Total 1 hr 18 min**	4:15pm to 6:01pm **Total 1 hr 46 min**

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

CROTONA PARKWAY MALLS (MAP #1)

These wide, landscaped traffic medians separate Southern Boulevard and Crotona Parkway, which extend north-south through the study area. The median located between East 181st and 182nd Streets is located between and adjacent to all three projected development sites, and portions of it would be affected by project-generated shadow in all seasons. This median contains trees and grass, wide walking paths, many benches, and chess tables. The northern portion of the median south of East 181st would also be affected by incremental shadow, briefly, from Site 2 in the early mornings of the late spring and summer, and this median similarly contains trees, grass, benches, and chess tables. The median north of East 182nd Street would also be affected by shadow from Site 1 in all seasons. This median contains trees, shrubs and other herbaceous plantings and a path down the center but no benches or other amenities.

Generally, in all seasons, incremental shadow from Site 2 would fall westward in the mornings on the median(s) west of the site, and incremental shadow from Sites 1 and 3 would fall eastward in the afternoons on the median(s) east of those sites.

December 21

On the date representing winter, incremental shadow from Site 2 would fall on portions of the median between East 181st and 182nd Streets beginning at 8:51 AM. Small at first, because much of the median would be in existing/No Action shadow at this time (see **Figure F-3**), the increment would gradually increase in size over the course of the morning until it reached its maximum extent around 11:30 AM to noon when it would cover approximately half the total area of the median (see **Figures F-4 and F-5**). The increment would then decrease in size fairly rapidly and exit the median completely at 12:30 PM (**Figure F-6**).

These morning/midday incremental shadows would not significantly impact the use of the Malls, because until approximately 11:00 AM the affected area would be quite small, and after 11:00 AM when the increment would be larger, other nearby areas of the Malls containing benches and chess tables would be in sun for users seeking such amenities.

Later, at 1:50 PM, incremental shadow from Site 1 would move onto the median north of East 182nd Street. Small at first, the increment would increase in size (see **Figure F-7** showing 2:15 PM), covering half the total area of the median by 2:30 PM, while existing/No Action shadows would cover much of the other half. The increment would continue to cover a portion of the median (half or less) until 2:53 PM (see **Figure F-8**).

This median north of East 182nd Street does not contain benches or other amenities, only landscaping and a path for pedestrian circulation. The median to the south does contain benches and is mostly in sun during this time such that passive recreation and use of the area would not be affected. Therefore, the afternoon incremental shadow on the median would not cause significant adverse shadow impacts.

The December 21 analysis date does not fall within New York City's growing season and therefore, per *CEQR Technical Manual* guidelines, would not adversely impact the health of the trees and landscaping in the medians.

March 21/September 21

Incremental shadow from Site 2 would fall on the median between East 181st and 182nd Streets starting at about 8:10 AM but would be very small until after 9:00 AM due to substantial existing/No Action shadows (see **Figure F-11**). The increment would then begin to increase in size and would cover much of the southern half of the median from 10:00 AM to 11:00 AM while the northern half of the median would remain in sun (see **Figure F-12**). The increment would then begin to decrease fairly quickly (see **Figure F-13** showing 11:30 AM) and would exit completely at 11:50 AM.

This morning/midday period of incremental shadow would not significantly impact the use of the Malls because, similar to the December 21 analysis day, the shadow increment would be quite small at first, and later in the morning when the increment would be larger, other nearby areas of this median or the median to the south would be in sun for users seeking sunlit benches or chess tables.

Later in the afternoon, incremental shadow from Site 1 would move onto the median north of East 182nd Street at 2:15 PM, and by 3:00 PM would cover more than half the median while the rest of the median would remain in sun (see **Figure F-14**). The shadow increment would continue to cover a large area until the end of the analysis day at 4:29 PM but would never completely eliminate all the sun on the median (see **Figures F-15 and F-16**). This median contains no seating

or other amenities, only landscaping and a path, and therefore this afternoon shadow would not adversely affect any recreational use.

Incremental shadow from Site 3 would move onto the median between East 181st and 182nd Streets at 3:20 PM and remain until 4:29 PM. Small at first, the increment from Site 3 would gradually increase and cover up to a third of the median; however, the rest of the median would remain in sun, with plenty of sunlit benches and chess tables nearby for users seeking such amenities (see **Figures F-15 and F-16**), and therefore the increment would not significantly affect recreational use in the afternoon on the Malls.

With regard to potential shadow effects on the trees, grass, and other plantings in the Malls, the March 21/September 21 analysis date represents the "shoulders" of the City's growing season (March to October). All areas of the Malls affected by incremental shadow would receive over six hours of direct sunlight on this analysis date, with the exception of a limited area adjacent to Site 2, which would receive between four and six hours of direct sunlight. However, as described below, all affected areas of the Malls, including the area adjacent to Site 2, would receive eight hours or more of direct sunlight throughout the May through August heart of the growing season. Given these factors, the incremental shadow would not cause significant adverse impacts to the health of the trees, grass, and other plantings of the Malls.

May 6/August 6

Incremental shadow from Site 2 would enter the north end of the median south of East 181st Street at 6:27 AM, remain limited to the north end of the median, and then exit at 7:55 AM, see **Figure F-17**. Another increment would enter the median north of East 181st Street at 7:50 AM and would be small at first (see Figure F-18) but would increase in size gradually, reaching its maximum extent between 9:00 AM and 9:45 AM but still limited to the southern third of the median, while the rest of the median would remain in sun (see **Figures F-19 and F-20**). The increment would then decrease in size fairly rapidly and exit completely at 10:45 AM.

This morning period of incremental shadow would not significantly impact the use of the Malls because, similar to the other analysis dates, the shadow increment would be quite small at first, and later in the morning when the increment would be larger, other nearby areas of the Malls would be in sun for users seeking sunlit benches or chess tables.

In the afternoon, incremental shadow from Site 1 would enter the median north of East 182nd Street at 2:15 PM and would gradually increase in size, covering approximately half the total area of the median from 3:15 PM to 5:18 PM, as shown in **Figures F-21 to F-23**. All or most of the northern half of this median would remain in sun until 5:00 PM, 18 minutes before the end of the analysis period. This median contains no seating or other amenities, only landscaping and a path, and therefore this afternoon shadow would not adversely affect any recreational use.

Incremental shadow from Site 3 would fall on the median between East 181st and 182nd Streets from 3:30 PM to 5:18 PM. Small at first, this increment from Site 3 would gradually increase but would never cover more than approximately a quarter of the median while most of the rest of the median would remain in sun. Incremental shadow from Site 1 would also reach the north end of this median from 3:50 PM to 5:18 PM but would remain small throughout that period. As shown in **Figures F-22 and F-23**, substantial areas of this median between East 181st and 182nd would remain in sun during the period when incremental shadow would occur, with plenty of sunlit benches and chess tables nearby for users seeking such amenities, and therefore the increment would not significantly affect recreational use in the afternoon on the Malls on this analysis date.

With regard to potential shadow effects on the trees, grass, and other plantings in the Malls, as noted above, all areas of the Malls affected by incremental shadow would receive eight hours or more of direct sunlight throughout the May through August heart of the growing season, and therefore, the incremental shadow would not cause significant adverse impacts to the health of the trees, grass, and other plantings of the Malls.

June 21

Incremental shadow from Site 2 would fall on the northern part of the median south of East 181st Street from 5:57 AM to 8:25 AM; this increment would remain small through most of this approximately two-and-a-half-hour duration and sunlit areas would remain farther south on the median during this period (see **Figures F-24 to F-26**). Incremental shadow from Site 2 would also fall on the south end of the median north of East 181st Street beginning at 7:15 AM. Small at first, the increment would increase in size by 8:30 AM but would still only cover the southern quarter of the median at most, while the rest of the median would remain in sun (see **Figures F-26 and F-27)**. After 9:15 AM the increment would begin to decrease and would exit completely a little over an hour later at 10:25 AM, see **Figure F-28**.

This morning period of incremental shadow would not significantly impact the use of the Malls because, similar to the other analysis dates, the shadow increment would either be small or, at times when the increment would be at its largest, other adjacent areas of the Malls would be in sun for users seeking sunlit benches or chess tables.

In the afternoon, incremental shadow from Site 1 would move onto the southern part of the median north of East 182nd Street at 2:30 PM and then increase somewhat in size but would remain limited to less than half the total area of the median for the rest of the afternoon until 6:01 PM, while the rest of the median would be entirely or mostly in sun until nearly 6:00 PM, minutes before the end of the analysis day (see **Figures F-29 to F-32)**. This median contains no seating or other amenities, only landscaping and a path, and therefore this afternoon shadow would not adversely affect any recreational use.

Incremental shadow from Site 3 would enter the middle of the median between East 181st and 182nd Streets at 3:45 PM, and then a shadow increment from Site 1 would enter the northern end of the same median at 4:10 PM. These increments would remain limited in size; more than half the median would remain in sun until 5:45 PM, and more than a third during the final 16 minutes of the analysis day until 6:01 PM (see **Figures F-30 to F-32**). Plenty of sunlit benches and chess tables nearby for users seeking such amenities, and therefore the increment would not significantly affect recreational use in the afternoon on the Malls on this analysis date.

With regard to potential shadow effects on the trees, grass, and other plantings in the Malls, as noted above, all areas of the Malls affected by incremental shadow would receive eight hours or more of direct sunlight throughout the May through August heart of the growing season, and therefore, the incremental shadow would not cause significant adverse impacts to the health of the trees, grass, and other plantings of the Malls.

In summary, areas of incremental shadow would fall on portions of the Malls for much of the day in all seasons, but the increments would be limited in size, would affect different areas of the Malls at different times of day and in different seasons, and adjacent and nearby sunlit areas in the Malls would continue to be available for users. In addition, the incremental shadow would not be substantial enough to significantly affect the health of the trees and other vegetation in the Malls.

GARDEN OF HAPPINESS (MAP #4)

This community garden is located a block west of Sites 1 and 3. The analysis showed that incremental shadow from Site 1 would fall on the garden for approximately the first 30 minutes of the March 21/September 21 analysis day. The shadow increment would briefly be large for approximately 10 minutes, covering approximately 70 percent to half the garden in these first minutes after the start of the analysis day between 7:36 AM and 7:45 AM, but would decrease in size quickly after that and exit completely at 8:10 AM. See **Figures F-9 and F-10**. The garden would be fully in sun for much of the rest of the day.

Incremental shadow would reach the corner of the garden for the first two minutes of the May 6/August 6 analysis day and would not reach the garden at all on the midsummer or midwinter analysis dates.

All areas of the garden briefly affected by the morning shadow increment would receive a minimum of five and a half hours of direct sunlight over the course of the March 21/September 21 analysis day (most areas would receive more) and these areas would also receive eight or more hours of direct sun during the May to August heart of the growing season. Therefore, the incremental shadow would not significantly impact the health of the garden's plants and vegetation. Nor would the brief early morning shadow, occurring only in certain months, significantly impact any recreational use of the garden.

HORNADAY COMMUNITY GARDEN (MAP #5)

The Hornaday Community Garden is a small but active community space that is open from April 1 to October 31, from 9:30 AM (EDT) to 4:30 PM (EDT) on weekdays and 5:30 PM (EDT) on weekends, according to posted signage. A path leads from the entrance to the center of the space which features a small stone fountain or sculpture surrounded by a low picket fence with plantings in and around it. At the back of the garden is a one-story house-like building with a pitched roof and a porch with a removable roof (for shade or cover from rain). This building is furnished and accessible to users. A smaller gazebo-like structure is located near the front of the garden. Both the house-like building and the gazebo have small areas of pavers next to them. The remaining areas of the garden, aside from the structures and small paved areas, contain the following: planters and plots of mostly flowers with some vegetables and other plants; trees and shrubs; and moveable benches, chairs, tables, and small sculptures scattered among the planted areas (see **Figures F-38 to F-41**).

Incremental shadow would fall on portions of the garden in all seasons.

December 21

On the December 21 representative date, incremental shadow would fall on the garden between 11:10 AM and 1:25 PM. The increment would be small throughout this period, because the garden is mostly in existing/No Action shadows throughout the day (see **Figure F-33**).

The garden is closed in winter, so usage would not be affected. Further, shadows occurring outside the growing season are not significant for vegetation.

March 21/September 21

The garden is closed on March 21 but open on September 21.

Incremental shadow from Site 2, located south of the garden across Hornaday Place, would move onto the front of the garden at 11:45 AM. The increment would gradually extend toward the middle of the garden, increasing in size, and by 1:30 PM would cover most of the front half of the garden while most of the rear half would remain in sun (see **Figure F-34**). By 2:45 PM the front half of the garden would be in existing/No Action shadow and the rear half would be in incremental shadow with no sunlit area remaining. The shadow increment would continue to eliminate the remaining sun until 3:45 PM but would decrease in size as existing/No Action shadows extend across more and more of the garden (see **Figure F-35**). The increment would exit at 3:45 PM after which the garden would be mostly or entirely in existing/No Action shadows.

Approximately a third or more of the garden would remain in sun during the affected period until approximately 1:45 PM. If any of the garden's moveable chairs, tables, and benches are in the temporary incremental shadow, they could be relocated into the sunlit areas if desired. Given these factors, the limited shadow increment would not significantly affect any recreational use of the garden.

May 6/August 6

Incremental shadow from Site 2 would move onto the front of the garden at 12:35 PM and then gradually extend toward the middle of the space, increasing in size. By 2:00 PM the front half of the garden would be in incremental shadow while the rear half would be in sun. The shadow increment would reach its maximum size around 2:45 PM covering about two-thirds of the garden, while some sun would remain in the rear where the small house-like structure with a porch is located. From 3:00 PM to 4:00 PM the increment would decrease in size on the eastern side while limited areas of sun would remain in other areas, and existing/No Action shadows would cover an increasingly large area. The increment would exit completely at 4:00 PM. See **Figure F-36**.

A substantial portion of the garden would remain in sun during the affected period until approximately 2:30 PM, and there would continue to be limited areas of sun after that. The shadow increment would become quite small after 3:30 PM and the garden would be partially in sun and mostly in existing/No Action shadows. If any of the garden's moveable chairs, tables, and benches would be in the temporary incremental shadow, they could be relocated into the sunlit areas if desired. Given these factors, the shadow increment would not significantly affect any recreational use of the garden. See below regarding potential shadow effects on the garden's vegetation during the growing season months.

June 21

Incremental shadow from Site 2 would enter the southwest corner of the garden at 1:00 PM and gradually increase in size, extending toward the middle and then the east side of the garden. On this date when shadows are shorter than any other time of year the increment would never cover more than about a quarter of the garden, which would occur around 3:00 PM. Sunlit areas of the garden would remain throughout this period. The increment would decrease in size after 3:00 PM and would exit completely at 4:40 PM. There would also be a very small incremental shadow from Site 3 at the front of the garden for the last 11 minutes of the analysis day, exiting 6:01 PM. See **Figure F-37**.

Large areas of the garden would continue to be in sun throughout the afternoon when the incremental shadow would occur, until late, around 4:00 PM, when the increment is exiting and existing/No Action shadows begin to cover most of the garden. If any of the garden's moveable chairs, tables, and benches would be in the temporary incremental shadow they could be relocated

into the sunlit areas if desired. Consequently, given these factors, the incremental shadow would not cause significant adverse impacts to recreational use of the garden. See below regarding potential shadow effects on the garden's vegetation during the growing season months.

Potential Incremental Shadow Effects on Vegetation

A solar exposure analysis[5] showed that with the Proposed Project, all areas of the garden affected by incremental shadow would receive a minimum of four to six hours of direct sunlight over the course of the day through the May to August heart of the growing season, with the exception of two small areas located within 5 to 10 feet of the building wall bordering the garden on the east side.

On the May 6/August 6 analysis day, approximately one third of the garden would continue to receive over six hours of direct sun in the With Action condition, reduced from one half in the No Action condition. The area that would continue to receive over six hours of sun would be concentrated in the north and west portions of the space. Approximately 40 percent of the garden area would receive four to six hours of direct sun in the With Action condition, similar to the No Action condition. The plantings in the areas that would receive overall less direct sun, on the east side of the space near the wall of the adjacent building, are in planters and if they contain species that prefer full sun (over six hours) they could potentially be moved to the northern and/or western areas to take advantage of the continued six-plus hours of direct sunlight.

On the June 21 analysis day, approximately half the garden would continue to receive over six hours of direct sun in the With Action condition, reduced from approximately three-quarters in the No Action condition. The area that would continue to receive over six hours of sun would be concentrated in the north and west portions of the space. A third of the garden would receive four to six hours of direct sun in the With Action condition, increasing from approximately a quarter, and the portion receiving less than four hours of direct sun would increase by about five percent, concentrated along the wall bounding the east side of the garden, in the center and southern part. As noted above, the plantings in this area are in planters and those that contain species preferring full sun could potentially be moved to the northern and/or western areas to take advantage of the continued six-plus hours of direct sunlight.

Available sunlight was much more limited on the March 21/September 21 analysis date, the "shoulders" of the growing season. In fact, the garden is still closed on March 21. Under existing/No Action conditions virtually all areas of the garden would receive less than four hours of sunlight. With the development of Site 2, some areas would receive up to an hour and 20 minutes less sun.

Four to six hours of sunlight would continue to reach nearly all areas of the garden (except adjacent to the building on the east side) over the course of the day through the middle of the growing season, and more than six hours would continue to reach between a third and a half of the garden in the northern and western areas. Additionally, the Applicant will provide a one-time financial contribution to the New York City Department of Parks and Recreation to facilitate a redesign of Hornaday Community Garden in order to alleviate the effects of incremental shadows on portions

[5] The entire study area was divided into one-meter by one-meter grid cells, and for each cell, the modeling software calculated the total amount of sunlight received over the course of the entire day (in duration as well as kilowatts of solar energy), on each of the three analysis days in the growing season, with and without the project. Using this data, the analysis evaluated whether the trees, plantings and other vegetation would receive substandard direct sunlight as a result of the Proposed Project.

of the garden as described above. This will be codified in a Restrictive Declaration. Therefore, there would be no significant adverse shadow impacts to the garden.

BRONX PARK / BRONX ZOO (MAP #6)

The world-renowned Bronx Zoo is approximately 182 acres, and located within the approximately 718-acre (including the zoo) Bronx Park. The portion of the Bronx Zoo located north and east of the projected development sites contains the (indoor and outdoor) Congo Gorilla Forest area.

A perimeter fence surrounds the Bronx Zoo. Between the fence and the rear of the Congo Gorilla Forest building and its adjacent publicly accessible/visible outdoor areas, there is a staff-only area containing a driveway and maintenance/operational structures and functions. Please refer to **Figures F-42 and F-43** containing leaf-off and leaf-on aerial photos of this section of the Bronx Zoo indicating the features and areas mentioned above.

December 21

Incremental shadow from Site 2 would enter the non-publicly accessible driveway/operations area between the perimeter fence and the Congo Gorilla Forest building at 1:25 PM. Twenty minutes later the increment would move into the gorilla enclosure area on the west side of the building, but would remain very small at this time. The increment would gradually increase in size until about 2:15 PM, but even at this time would be limited in size with large areas of sun remaining throughout the enclosure (see **Figure F-7**). The increment would continue extending eastward and onto the building, thereby decreasing in size on the enclosure until 2:35 PM, then increasing again but on the north side of the building. There would continue to be large areas of sunlight in and around the enclosures and for human observers to see. Therefore, the increment would not cause significant adverse shadow impacts to the area.

Incremental shadow would also be cast by Site 1 onto landscaped areas between Southern Boulevard/Crotona Parkway and the large zoo parking lot to the east from 1:45 PM to 2:53 PM. No usable amenities are located in this area; it is essentially a visual resource, and the increment would not cause significant adverse impacts.

March 21/September 21

At 3:30 PM incremental shadow from Site 1 would enter the non-publicly accessible driveway/operations area between Crotona Parkway, the driveway/access road, and the parking lot. The increment would gradually increase in size but would remain in this non-publicly accessible driveway/operations area until extending into the gorilla enclosure at 4:15 PM for the final 14 minutes of the analysis day (see **Figures F-15 and F-16**). The increment would be small and amongst large areas of existing/No Action shadow at this late hour and the limited extent and duration would likely not be noticed and would not significantly affect the zoo operations or visitors.

Incremental shadow from Site 2 would enter the non-publicly accessible driveway/operations area south of the Congo Gorilla Forest building at 4:00 PM, and then move into a small gorilla enclosure on the east side of the building for the final 14 minutes of the analysis day (see **Figure F-16**). It should also be noted that on September 21 (albeit not on March 21) the enclosures are covered by a dense tree canopy, as can be seen in **Figure F-43**, which is not represented in the analysis per CEQR guidelines. The incremental shadow would be quite small and brief and would not cause significant impacts.

May 6/August 6

At 4:00 PM incremental shadow from Site 1 would enter the non-publicly accessible driveway/operations area between Crotona Parkway, the driveway/access road, and the parking lot. The increment would remain in this non-publicly accessible driveway/operations area (see **Figure F-22**) until 4:30 PM, and then extend into the gorilla enclosure west of the Congo Gorilla Forest building after 4:35 PM. In the enclosure the increment would be small at first and then cover somewhat larger areas for the final 18 minutes of the analysis day, 5:00 PM to 5:18 PM, as shown in **Figure F-23**. Even after 5:00 PM the increment would be limited and amongst larger areas of existing/No Action shadow at this late hour. The limited extent and duration of incremental shadow would likely not be noticed and would not significantly affect the zoo operations or visitors.

June 21

At 4:15 PM incremental shadow from Site 1 would enter the non-publicly accessible driveway/operations area between Crotona Parkway, the driveway/access road, and the parking lot (see **Figure F-30**). The increment would remain in this non-publicly accessible driveway/operations area until approximately 5:00 PM, and then extend into the gorilla enclosure west of the Congo Gorilla Forest building. In the enclosure the increment would be small at first and then increase quickly to its maximum extent around 5:15 PM to 5:30 PM, as shown in **Figure F-31**, and then decreasing again until the end of the analysis day at 6:01 PM. The increment would be limited in size throughout the affected period and among larger areas of existing/No Action shadow at this late hour. The limited extent and duration of incremental shadow would likely not be noticed and would not significantly affect the zoo operations or visitors.

E. CONCLUSIONS

The analysis concluded that the Proposed Project would result in incremental shadows on four sunlight-sensitive open space resources, but for reasons described in detail above, in no case would the incremental shadow cause significant adverse impacts to either the recreational use of, or to the vegetation within, these resources. ✷

A. INTRODUCTION

In accordance with the 2025 *City Environmental Quality Review (CEQR) Technical Manual*, this chapter considers the potential for the Proposed Actions to affect the urban design and visual resources of the Rezoning Area and the surrounding study area. As described below under Section B, "Methodology," urban design, or the built and natural environments of the study area, is collectively formed by the following components: streets, buildings, open space, natural features, and visual resources. Visual resources are those connections from the public realm to significant natural or built features, including 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, and natural resources.

As described in Attachment A, "Project Description," the Proposed Actions would facilitate the construction by the Applicant of an affordable family housing building with community facility space on Projected Development Site 1 and an affordable and supportive housing building on Projected Development Site 2 for a total of 482 affordable units (collectively, the "Proposed Project"). In addition, the Proposed Actions would facilitate development of a residential building with 62 units subject to Mandatory Inclusionary Housing (MIH), along with ground-floor retail on the non-Applicant owned Projected Development Site 3 within the larger Rezoning Area. The preliminary analysis conducted based on the methodology set forth in the *CEQR Technical Manual* determined that the Proposed Actions would not result in a significant adverse impact related to urban design and visual resources.

B. METHODOLOGY

As defined in the *CEQR Technical Manual*, urban design is the totality of elements that shape and affect a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, and wind. Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources may be warranted when the project may have effects on one or more of the elements that contribute to the pedestrian experience, and an analysis is appropriate for projects that result in substantial physical alteration to the built or natural environment's building bulk, public spaces, or visual resources.

The Proposed Actions include zoning map and zoning text amendments that would affect a project area greater than 1.5 acres. Therefore, as there would be potential in the With Action condition for a pedestrian to observe, from the street level, a substantial physical alteration beyond that allowed by existing zoning, a preliminary assessment of urban design and visual resources is appropriate.

According to the 2025 *CEQR Technical Manual*, the lead agency must exercise its discretion to determine if a more detailed analysis is needed. Detailed analyses are generally appropriate for all area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements, general large-scale developments, or projects that would result in

substantial changes to a historic district or building. Examples include projects that have the potential to obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings.

The Proposed Actions would facilitate development by the Applicant of a 14-story residential and community facility building on Projected Development Site 1 and an 8- and 16-story residential building on Projected Development Site 2. It would also facilitate the development of a seven-story residential and retail building on Projected Development Site 3, which is not owned by the Applicant. These developments would be located in a densely developed residential area and, therefore, a detailed assessment of urban design and visual resources is not warranted. The preliminary analysis is provided below.

According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns, the built environment, and pedestrian's experiences in the public realm surrounding the project area and is generally consistent with that 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 study area for the urban design and visual resources analysis has been defined as the area within 400 feet of the Rezoning Area (see **Figure G-1**).

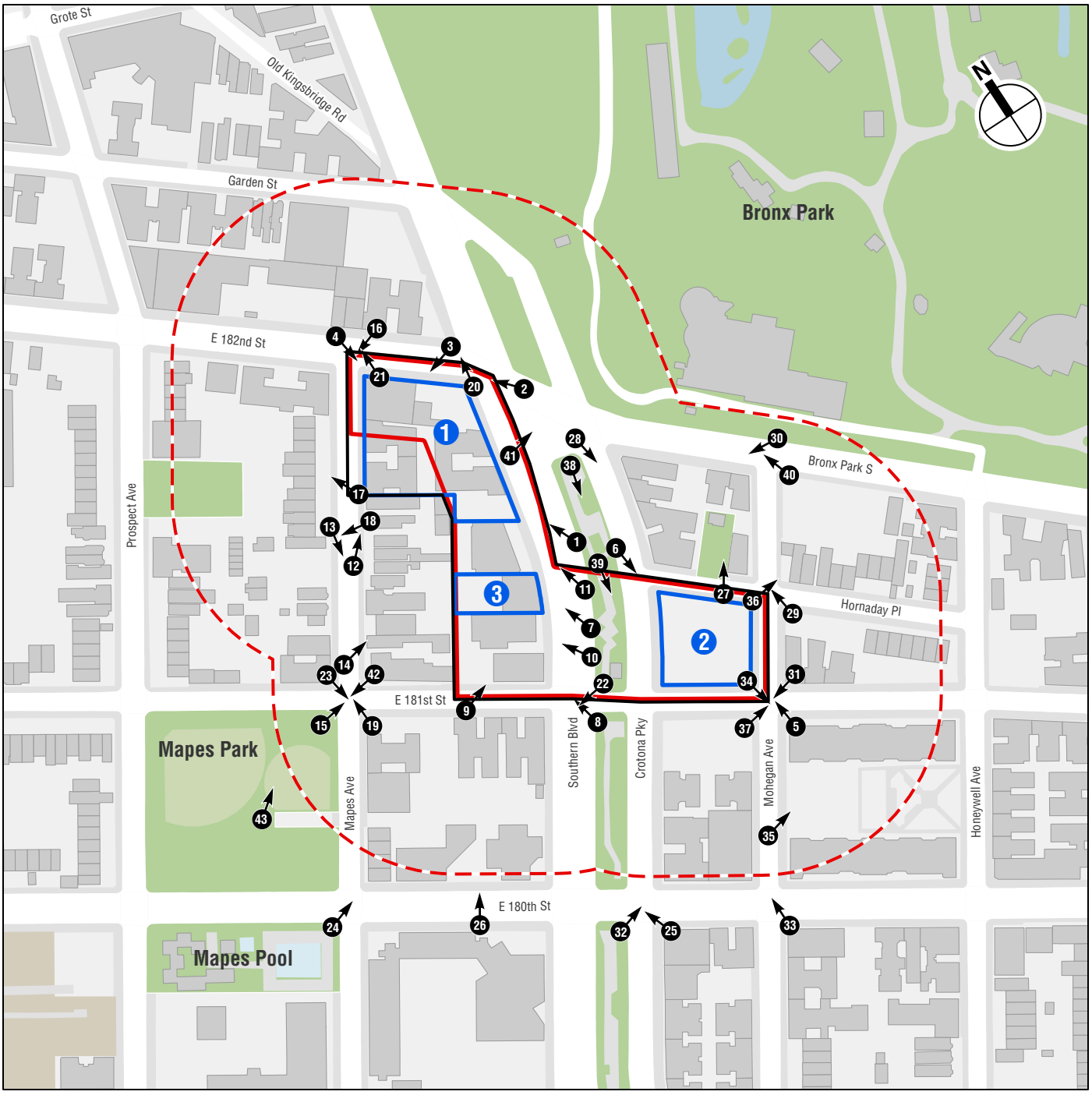
Per Section 230 of the *CEQR Technical Manual's* Urban Design and Visual Resources chapter, an analysis of pedestrian wind conditions may be warranted for projects that result in the construction of multiple, tall buildings at or in close proximity to waterfront sites, as they may result in an exacerbation of wind conditions that may affect pedestrian comfort and safety. The Proposed Actions would not result in the construction of multiple tall buildings at locations or in proximity to the waterfront that experience high wind conditions; thus, a pedestrian wind condition analysis is not warranted.

C. EXISTING CONDITIONS

REZONING AREA

The Rezoning Area consists of consists of eight lots located at 2159 Southern Boulevard (Block 3111, Lots 49, 55, 59, 65, and 69) and 2136 Crotona Parkway (Block 3119, Lots 37 and 44) as well as adjacent private properties not controlled by the Applicant (Block 3111, Lots 71, 76, 79, 82, and 85) (see **Figure G-1**). Located across the intersection of Southern Boulevard, East 182nd Street, Crotona Parkway, and Bronx Park South from the Bronx Zoo, the Rezoning Area includes Projected Development Site 1, which fronts on Southern Boulevard, East 182nd Street, and Mapes Avenue and contains two five-story apartment buildings, a vacant gas station, and a one-story commercial building; Projected Development Site 2, which contains a vacant lot and occupies the small, square block bounded Crotona Parkway, Hornaday Place, Mohegan Avenue, and East 181st Street; and Projected Development Site 3, which contains a one-story car wash at 2137 Southern Boulevard. The remainder of the Rezoning Area includes a five-story apartment building, two-story Jehovah's Witnesses facility, and a one-story church on Southern Boulevard. The urban design and visual resources of the Rezoning Area are described below.

2.26.26



0 400 FEET

Affected Area

Rezoning Area

Study Area (400-foot perimeter)

Projected Development Site Boundary

Photograph View Direction and Reference Number



Urban Design and Visual Resources Study Area

PHIPPS MAPES AND SOJOURNER REZONING

Figure G-1

PROJECTED DEVELOPMENT SITE 1

Urban Design

Projected Development Site 1 occupies the northern end of the block bounded by East 182nd Street, Southern Boulevard, East 181st Street, and Mapes Avenue. It has an approximately 400-foot frontage on Southern Boulevard, an approximately 167-foot frontage on East 182nd Street, and an approximately 198-foot frontage on Mapes Avenue. Located at 2159 Southern Boulevard and 2158 Mapes Avenue, the two five-story apartment buildings on the site are similar in appearance and separated from each other by an interior, paved yard. The buildings have U-plans with wide, recessed entrance courts facing the street, and they are clad in brick with Tudor Revival-style ornament in the form of timber-framed and stuccoed peaked-roof sections at the outer corners of the fourth and fifth floors (see view 1 of **Figure G-2**). The entrance courts are partially located below sidewalk level with stairs at the rear of each courtyard. Concrete ramps to the entrance courts run along most of each building's street frontage, and metal railings enclose the ramps from the adjacent sidewalks. Metal fire escapes are attached to the street façades of the two apartment buildings. A paved garden with benches and trees is located on the south side of the building on Southern Boulevard. A tall metal fence encloses the garden along Southern Boulevard.

The vacant gas station occupies the east corner of the site with frontage on both East 182nd Street and Southern Boulevard. The one-story L-shaped brick building is set far back from both streets within a paved lot (see view 2 of **Figure G-2**). Roll-down metal gates cover the pedestrian and vehicular openings in the building, and the building retains applied signage along the parapet. The gas pumps have been removed from the site, but there are two remaining flood lights at the Southern Boulevard corners of the property and a wooden planter with trees adjacent to the apartment building at 2159 Southern Boulevard, which is partially set back from the gas station. Chain link fences enclose the gas station property along Southern Boulevard and East 182nd Street.

The one-story commercial building occupies the north corner of the site with frontage on both East 182nd Street and Mapes Avenue (see **Figure G-3**). It is a nondescript brick and concrete building with four storefronts on East 182nd Street and one storefront on Mapes Avenue. Each storefront has a roll-down metal gate, and they feature a mix of awnings and applied signage.

The sidewalk in front of Projected Development Site 1 along Southern Boulevard is wide, and street furniture along that sidewalk in front of the apartment building includes street trees, a metal bus stop sign, and a cobra head streetlight. A fire hydrant surrounded by bollards is located in front of the gas station, and a streetlight with a traffic light that hangs over the street is located in the sidewalk at the corner of Southern Boulevard and East 182nd Street. There is one street tree in the wide sidewalk along East 182nd Street in front of Projected Development Site 1. The sidewalk in front of the site along Mapes Avenue is also wide and contains three wood utility poles with overhead wires that continue down and across Mapes Avenue and across East 182nd Street. Additional street furniture along Mapes Avenue in front of Projected Development Site 1 includes metal parking signs and, in front of the apartment building, street trees and a cobra head streetlight.

Visual Resources

The four buildings on Projected Development Site 1 are not visual resources. Views from the Southern Boulevard sidewalk adjacent to Projected Development Site 1 continue for long distances to the north and south, and they contain views of visual resources located in the study area— the dense tree cover in the Bronx Zoo to the north and east and the trees located within the



View north on Southern Boulevard **1**



View northwest on East 182nd Street from Southern Boulevard **2**

Rezoning Area – Projected Development Site 1



View west across East 182nd Street **3**



View south from East 182nd Street and Mapes Avenue **4**

Rezoning Area – Projected Development Site 1

Crotona Parkway Malls. Views east and west from the East 182nd Street sidewalk adjacent to Projected Development Site 1 continue for long distances; views to the east contain views of the tree cover in the Bronx Zoo, which is a visual resource in the study area, but views west contain no prominent points of interest. Views south on the Mapes Avenue sidewalk adjacent to Projected Development Site 1 continue for long distances with no prominent points of interest. Views north on the Mapes Avenue sidewalk are short, ending at buildings on the east side of East 182nd Street.

PROJECTED DEVELOPMENT SITE 2

Urban Design

Projected Development Site 2 occupies the full, approximately square block bounded by Hornaday Place, Mohegan Avenue, East 181st Steet, and Crotona Parkway. The site is a vacant, rubble-strewn lot fully enclosed by tall, chain link fences (see **Figure G-4**). Weeds and shrubs are located within the lot, especially along the Hornaday Place, Mohegan Avenue, and East 181st Street frontages, where vines climb on the chain link fences.

The four sidewalks adjacent to Projected Development Site 2 are wide, and each contains street trees. Street furniture on the sidewalks adjacent to Projected Development Site 2 includes metal parking, street, and stop signs, fire hydrants, cobra head streetlights, and an ornamented metal police and fire call box at the corner of Corona Parkway and Hornaday Place.

Visual Resources

The vacant lot on Projected Development Site 2 is not a visual resource. Views from the sidewalks adjacent to Projected Development Site 2 continue for long distances. Views from the Corona Parkway sidewalk include trees within the Corona Parkway Malls, which is a visual resource located in the study area. Views north from the Mohegan Avenue sidewalk continue to the Bronx Zoo visual resource, but the focal point of that view is rooftop mechanical equipment on a building located close to the Bronx Zoo's frontage along Bronx Park South. There are no prominent points of interest in views from the sidewalks adjacent to Projected Development Site 2.

PROJECTED DEVELOPMENT SITE 3

Urban Design

Located at 2137 Southern Boulevard on the same block as Projected Development Site 1, Projected Development Site 3 contains a one-story car wash. It is a concrete building with vehicular openings at the corners and a central storefront (see **Figure G-5**). A tall parapet at the roof contains applied letters spelling out the business's name, and there is an awning across the façade above the ground-floor openings.

The sidewalk in front Projected Development Site 3 is wide, and there are curb cuts in front of the vehicular openings in the building. There is no street furniture in the sidewalk in front of the car wash.

Visual Resources

The one-story car wash on Projected Development Site 3 is not considered to be a visual resource. Views from the sidewalk adjacent to the site continue for long distances and include one visual resource, the trees within the Corona Parkway Malls. There are no other prominent points of interest in views from the sidewalk adjacent to Projected Development Site 3.



View north from East 181st Street and Mohegan Avenue **5**



View south on Crotona Parkway **6**

Rezoning Area – Projected Development Site 2



View northwest on Southern Boulevard **7**

Rezoning Area – Projected Development Site 3

REMAINDER OF THE REZONING AREA

Urban Design

The Rezoning Area also includes three buildings at 2145, 2135, and 2127 Southern Boulevard. Located between Projected Development Sites 1 and 3, the building at 2145 Southern Boulevard is a five-story apartment building. It is set back from the street behind a landscaped strip enclosed by a tall metal fence with a gate (see view 8 of **Figure G-6**). The ground-floor projects from the primary block of the building and does not extend for the full street frontage. The façade of the ground-floor extension is angled to follow the alignment of the street, and the northern portion of the primary block is set back from the southern portion. The façade of the ground-floor extension and the north corner of the primary block are faced in alternating bands of thick and thin light-colored masonry blocks and dark-colored masonry stringcourses that create a rusticated pattern. The upper floors are faced in brick with brightly colored masonry squares located between the window bays. Trees, bushes, and benches are located with the landscaped strip.

The building at 2135 Southern Boulevard is adjacent to Projected Development Site 3. It is a two-story Kingdom Hall of Jehovah's Witnesses. The building is set back from the street behind a tall, metal fence and a narrow, raised planting bed. The street façade is windowless; the central portion is faced in stucco and the corners have a rubble cladding (see view 9 of **Figure G-6**). Applied letters in the center of the façade name the facility in English and Spanish. A narrow staircase in the raised planting bed accesses a plain doorway in the façade. A paved driveway enclosed by a metal gate is located on the south side of the building. The façade of the building fronting the driveway and overlooking the building at 2127 Southern Boulevard is faced in alternating bays of stucco and rubble cladding, and there is a raised entrance porch at the rear of the driveway.

Located at the corner of Southern Boulevard and East 181st Street, the building at 2127 Southern Boulevard is a one-story church. It is set back from the street behind a tall metal fence. The Southern Boulevard façade is clad in alternating wide bands of light-colored brick and thin bands of dark-colored brick (see view 10 of **Figure G-7**). Dark-colored brick is also used to create the appearance of a triangular tympanum in the center of the façade beneath a gabled parapet. There is an awning above the entrance, signage on the Southern Boulevard façade, and an illuminated cross above the corner at East 181st Street. The East 181st Street façade is also set back from the street behind a tall metal fence, and it is a plain, stuccoed façade. A paved parking area, enclosed by a metal fence and gate, is located behind the building on East 181st Street (see view 11 of **Figure G-7**).

The Southern Boulevard and East 181st Street sidewalks adjacent to the remainder of the Rezoning Area are wide, and contain street trees, with a particularly large tree in front of the church. Street furniture includes fire hydrants, a crosswalk sign at the corner of Southern Boulevard and East 181st Street, and a cobra head streetlight in front of the apartment building. There is a wide curb cut in front of the church parking lot.

Visual Resources

The three buildings in the remainder of the Rezoning Area are not considered to be visual resources. Views from the Southern Boulevard sidewalk adjacent to the remainder of the Rezoning Area continue for long distances to the north and south, and they contain views of two visual resources located in the study area—the trees located within the Crotona Parkway Malls and more distant views of the dense tree cover in the Bronx Zoo to the north. Views east and west on the East 181st Street sidewalk adjacent to the remainder of the Rezoning Area continue for long



2145 Southern Boulevard, view north **8**



Kingdom Hall of Jehova's Witnesses, 2135 Southern Boulevard, view north **9**



Church of God, 2127 Southern Boulevard, view north **10**



Lot behind Church of God on East 181st Street, view northeast **11**

Remainder of the Rezoning Area

distances and contain no prominent points of interest, although views east include some views of the trees within the Corona Parkway Malls, which is a visual resource, and views west include partial views of Mapes Ballfield beyond intervening buildings.

STUDY AREA

The study area is largely developed with apartment buildings and row houses, along with a few one-story commercial buildings. The wide corridor of Southern Boulevard, Crotona Parkway, and the Crotona Parkways Malls physically and visually bisects the study area. There is one large open space in the study area, Mapes Park, two community gardens, and a number of vacant lots. The northeast portion of the study area includes a small portion of the Bronx Zoo, which otherwise located outside of the study area. The discussion below focuses on the area's urban design—its basic layout and structures—and describes its visual resources. See **Figures G-8 through G-23** for photographs of the study area.

URBAN DESIGN

Streets

The streets in the study area are laid out in an irregular grid pattern that creates rectangular blocks of various sizes. Additionally, the curved alignments of Southern Boulevard and Crotona Parkway and the alignments of Bronx Park South, East 182nd Street, and Hornaday Place at a diagonal to the grid create irregularly shaped blocks that include the two blocks containing the projected development sites. Southern Boulevard is the primary north-south street in the study area. It has two travel lanes in each direction, a conventional bike lane on each side of the street, and curbside parking lanes. The landscaped Crotona Parkway Malls run along the east side of Southern Boulevard, separating that street from the north-bound Crotona Parkway. Crotona Parkway has one travel lane and two parking lanes, and it merges into Southern Boulevard north of the intersection with Bronx Park South and East 182nd Street. East 180th Street, which borders the southwest edge of the study area, is the main east-west street in the area, and it has one travel in each direction separated by painted medians, turn lanes, and parking lanes. East 182nd Street/Bronx Park South also runs east-west with a travel lane in each direction; East 182nd Street is located west of Southern Boulevard/Crotona Parkway and Bronx Park South is located east of Southern Boulevard/Crotona Parkway. The other streets in the study area are narrow and one-way.

Sidewalks in the study area tend to be wide, and curb cuts are numerous for front-yard parking areas, driveways to rear-yard parking garages, and parking lots for residential and institutional buildings. Street trees proliferate throughout the study area. Street furniture includes lampposts and traffic lights, parking regulation signs, glass and metal bus shelters, fire hydrants, mailboxes, bicycle racks, newspaper boxes, garbage cans, and various types of metal fences that enclose front yards and parking areas.

Buildings

Two-story row houses (both attached and detached), five- and six-story apartment buildings, and one-story commercial buildings primarily characterize the study area. Additionally, there is a 30-story apartment building at Southern Boulevard and East 180th Street. Most buildings are faced in brick. Street walls are inconsistent throughout the study area with many row houses and some apartment buildings set back from the street behind paved or landscaped yards or basement areaways. Additionally, paved driveways next to row houses and the entrance and light courts of

apartment buildings create breaks in the streetwalls. The majority of row houses have raised ground floors.

Five two- and three-story detached row houses and five apartment buildings of three, four, five, and six stories occupy the remainder of the block that contains Projected Development Sites 1 and 3. Adjacent to the south of Projected Development Site 1 on Mapes Avenue is a three-story brick apartment building set back from the street behind a tall, gated, metal fence (see view 12 of **Figure G-8**). The building has some minimal ornament in the form of an arched, stone entrance surround, arched windows on the second floor with stone keystones, and decorative brickwork at the parapet. A narrow passageway enclosed by a metal gate separates the building from the three-story brick apartment building to the south. That building is set back from the street behind a small, paved yard enclosed by a low stone wall (see view 12 of **Figure G-8**). There is a metal balcony with a metal awning at the second floor. Metal security bars attached to the balcony enclose both the ground floor and the balcony. The third-floor windows have metal awnings, and the parapet has corbelled ornament. A paved driveway to a rear-yard parking garage is located between the apartment building and the row house to the south. A metal gate set back from the street encloses the driveway. The adjacent row house is one of a group of four on Mapes Avenue. They are all clad in siding and set far back from the street behind raised front yards enclosed by concrete or stone retaining walls capped by metal fences (see **Figure G-8**). Stairs enclosed by metal gates lead into the yards and the front doors of the row houses. Three of the row houses are two stories with sloped roofs, projecting bays, and small front porches covered by flat roofs. The southernmost row house is three stories with an enclosed front porch and a gabled roof. A five-story brick apartment building is located to the south. It has a slightly raised ground floor with a short flight of steps to the central entrance. The building is ornamented with decorative brick work, stone trim, and corner gables at the parapet. Adjacent to the south is a four-story brick apartment building. It is set far back from the street, and a concrete staircase and three-level ramp to the raised ground floor fill most of the front yard space (see view 14 of **Figure G-9**). Both the ramp and staircase have tall metal railings. The façade has some decorative brickwork. A narrow gap separates the apartment building from the adjacent two-story row house, which is set back from the street behind a paved yard enclosed by metal fences set between brick columns. The first floor of the row house is elevated and accessed by a brick stoop to a front porch with brick columns and masonry balusters (see view 14 of **Figure G-9**). The first floor of the row house is faced in brick, and the second floor is faced in stucco. A paved driveway to a rear yard parking garage is located on the south side of the row house. A metal fence and gate enclose the driveway at the lot line. A modern (constructed in 2019) six-story brick apartment building occupies the remainder of the block with frontage on Mapes Avenue (approximately 43 feet) and East 181st Street (approximately 140 feet) (see view 15 of **Figure G-9**). The primary façade is on East 181st Street. The secondary Mapes Avenue façade is set back from the street behind a wide, raised planting bed, and there is a service entrance at the north corner. Bands of projecting brick provide texture to the Mapes Avenue façade. Most of the East 181st Street façade is set back from the street behind the raised planting bed that continues around the corner from Mapes Avenue and narrows as it reaches the building entrance set toward the middle of the façade. The East 181st Street façade consist of three planes—the three-bay-wide section at the Mapes Avenue end, which is set farther back from the street; the three-bay-wide section at the eastern end, which is built to the lot line; and the six-bay-wide central section, which is set back from the street at an intermediate distance between the two corner sections. A second raised planting bed is located between the entrance and the notch formed where the eastern section projects to the lot line. The central section of the façade is clad in a different color of brick than the corner sections and is smooth faced where the corner sections have the same projecting bands as the Mapes Avenue façade. A projection runs above a portion of the first



View northeast on Mapes Avenue toward Projected Development Site 1 **12**



View south on Mapes Avenue toward East 181st Street **13**



View northeast on Mapes Avenue **14**



View northeast at Mapes Avenue and East 181st Street **15**



View southwest at Mapes Avenue and East 182nd Street **16**



View northwest on Mapes Avenue toward East 182nd Street **17**

Study Area
Figure G-10



West side of Mapes Avenue between East 182nd and East 181st Streets **18**



View northwest at Mapes Avenue and East 181st Street **19**



View northwest at Southern Boulevard and East 182nd Street **20**



View north at Mapes Avenue and East 182nd Street **21**

Study Area
Figure G-12



View southwest at Southern Boulevard and East 181st Street **22**



View south on Mapes Avenue at East 181st Street **23**

Study Area
Figure G-13



View northeast at Mapes Avenue and East 180th Street **24**



View west on East 180th Street toward Southern Boulevard **25**



North side of East 180th Street between Mapes Avenue and Southern Boulevard **26**



Hornaday Community Garden **27**

Study Area
Figure G-15



View south at Bronx Park South and Crotona Parkway **28**



View northwest at Hornaday Place and Mohegan Avenue **29**

Study Area
Figure G-16



View southwest at Bronx Park South and Mohegan Avenue **30**



View southwest at Mohegan Avenue and East 181st Street **31**



View northeast at Southern Boulevard and East 180th Street **32**



View north at Mohegan Avenue and East 180th Street **33**

Study Area
Figure G-18



View southeast at Mohegan Avenue and East 181st Street **34**



View east on Mohegan Avenue between East 181st and East 180th Streets **35**



View northeast at Mohegan Avenue and Hornaday Place **36**



View northeast at Mohegan Avenue and East 181st Street **37**



View southwest in Crotona Parkway Malls from Bronx Park South **38**



View southwest in Crotona Parkway Malls near Hornaday Place **39**



Bronx Zoo, view northwest on Bronx Park South at Mohegan Avenue **40**



Bronx Zoo, view northeast at Southern Boulevard and East 182nd Street/Bronx Park South **41**



Mapes Park, view southwest at Mapes Avenue and East 181st Street **42**



Mape Park, view northeast from within park **43**

Study Area
Figure G-23

floor to create a narrow covering over the entrance and then down to the sidewalk to create a partial framing wall around the east side of the entrance. The ground-floor windows on both Mapes Avenue and East 181st Street have metal security bars.

Apartment buildings of five, six, and seven stories, two-story attached and detached row houses, and vacant lots line the west side of Mapes Avenue across from the block containing Projected Development Sites 1 and 3. A six-story apartment building with a U-shaped footprint and frontage on Mapes Avenue and East 182nd Street is located directly across the street from Projected Development Site 1 (see view 16 of **Figure G-10**). The primary façade fronts East 182nd Street with a central, deep entrance court raised above the street. A flight of stairs from the sidewalk to the first level is set back from the street, and a metal fence encloses the court. A second flight of stairs accesses the narrow, second level, and the building entrances are recessed in notches at the corners and are not visible from the street. Additional entrances are located along the Mapes Avenue and East 182nd Street façades, slightly raised above sidewalk level. The first-floor windows are located just above the sidewalk and are partially protected by metal security bars. Building ornamentation includes decorative brickwork, stone trim, and carved masonry panels at the parapet. Adjacent to the south on Mapes Avenue is a row of eleven attached two-story row houses. These row houses are set far back from the street behind front yards enclosed by metal fences (see view 17 of **Figure G-10**). Most of the yards are paved and used for parking. The row houses are faced in brick with sloped roofs and raised first floors accessed by stoops. The majority of stoops and windows have metal awnings. An older two-story row house with a peaked roof is adjacent to the south of the attached row (see view 18 of **Figure G-11**). It is also set back from the street, but not as far, behind a paved yard enclosed by a metal fence. The first floor is raised high above the street and accessed by a stoop with a metal railing. The row house is clad in siding and has a projecting bay and porches on the raised first floor and on the second floor. To the south are two vacant lots enclosed by chain link fences and a lot used for parking enclosed by a metal fence. On the south side of the lot used for parking are three detached two-story row houses, which are clad in siding. Two of the row houses are similar in appearance—separated by a gated, paved passageway, they are set back from the street behind basement areaways enclosed by metal fences, and they have raised front porches, stoops, and projecting bays. The third row house is set back from the street behind a small, paved area enclosed by a chain link fence. The paved area is mostly occupied by a stoop and a projecting, gated entrance into the basement. The raised front porch extends across the narrow façade, and the row house a projecting roof cornice. A gated, gravel-covered driveway to rear yard parking garages separates the southernmost row house from a seven-story brick apartment building. The narrow apartment building has three ground-floor pedestrian entrances and a wide loading entrance covered by a roll-down metal fence (see view 19 of **Figure G-11**). The southernmost building on the block is a five-story brick apartment building that also fronts on East 181st Street where the primary entrance is located (see view 19 of **Figure G-11**). There is a ground-floor storefront on Mapes Avenue. Building ornament includes projecting brick pilasters, stone trim, and stone, eared window lintels. The original roof cornice has been removed.

The north side of East 182nd Street directly across from Projected Development Site 1 contains a small lot at the corner with Southern Boulevard that serves as a tire store, a five-story brick apartment building, and a two-story mixed residential and commercial building (see **Figure G-12**). The tire store lot is enclosed by a chain link fence covered in signage, and it contains piles of tires and a small trailer. The adjacent apartment building has an H-shaped plan with a wide and deep entrance court facing East 182nd Street. The street façades of the main blocks of the building are built to the lot line, and a metal gate between them encloses the entrance court. Ornament on the

building includes stone trim and carved swags at the parapet. The two-story mixed-use building is located on the west side of the apartment building. It is set far back from the street behind a paved yard. A second-floor metal balcony with a flat roof extends out to the lot line, and a combination of metal fences and screens enclose the front yard from the sidewalk to the underside of the balcony. The balcony, which is enclosed by a metal railing with a solid material behind obscures views of the second-floor façade and the peaked roof. To the west is a small one-story deli and then a two-story commercial building set far back from the street behind a parking area enclosed by a chain link fence capped by barbed wire and covered by corrugated metal sheeting that blocks views into the property.

The block to the south of the project block that contains Projected Development Sites 1 and 3 is developed with a five-story brick apartment building that fronts on East 181st Street and Southern Boulevard, a 30-story apartment building at the corner of Southern Boulevard and East 180th Street, a one-story commercial building on East 180th Street, and three apartment buildings of four, five, and eight stories on Mapes Avenue. Also located on the block are a fenced garden along the western half of the East 181st Street frontage and a parking lot in the middle of the block on Southern Boulevard. The five-story apartment building on East 181st Street is built to the lot line and massed with two narrow and deep entrance courts on East 181st Street that are enclosed with metal gates (see view 22 of **Figure G-13**). It has three storefronts on Southern Boulevard and is ornamented with decorative brickwork and arched window bays framed with stucco panels. The five-story brick apartment buildings on Mapes Avenue is built to the lot line just south of the garden on East 181st Street (see view 23 of **Figure G-13**). It is ornamented with brick pilasters, brick and terra cotta window surrounds and lintels, brick panels, and terra cotta swags. Adjacent to the south is the eight-story apartment building. Recently constructed, it has a five-story streetwall with a setback above the fifth floor. A paved driveway with a tall metal fence separates the eight-story apartment building from the four-story apartment building that also fronts on East 180th Street. The four-story building has a staggered roofline with metal fences on the third-floor parapets between narrow four-story sections (see view 24 of **Figure G-14**). Light-colored brick is used to create stringcourses, window surrounds, and parapet panels. The 30-story apartment building is set back from the street, and it rises flush for its full height without horizontal setbacks (see **Figure G-14**). The corners, however, are recessed and faceted, with the main residential entrance located in the corner facing the intersection of Southern Boulevard and East 180th Street. A circular planter with a metal railing is located in the small, paved area in front of the entrance. The portion of the ground floor on Southern Boulevard south of the entrance contains a small storefront. The 30-story building is clad in square blocks laid in wide, alternating bands of light- and dark-colored masonry. The full height of the recessed entrance corner is faced in the dark-colored blocks. The 30-story apartment building is a companion to a nine-story apartment building located across East 180th Street. On the north side of the apartment building is a paved parking lot enclosed by a metal fence along Southern Boulevard. A one-story commercial building is located on the west side of the 30-story apartment building from which it is separated by a gated entrance to the parking lot, which is set back from the street behind the apartment building. The one-story commercial building is clad in the same dark-colored blocks used on the apartment building. The eastern portion of the one-story building is set at an angle far back from the street behind a paved plaza that contains a large, circular planter with a railing, and the façade is painted with a mural and signage (see view 26 of **Figure G-15**). The western portion of the commercial building is built to the lot line and contains three recessed storefronts.

The portion of the study area east of Southern Boulevard/Crotona Parkway surrounding Projected Development Site 2 is primarily developed with three- to six-story apartment buildings. It also

includes a few two-story row houses and one-story commercial buildings, a community garden, and a number of vacant lots. Directly across Hornaday Place from Projected Development Site 2 is the Hornaday Community Garden, which is enclosed by a tall chain link fence and contains garden beds, a wood pergola, flag poles, a port-a-potty, and, at the rear of the garden, a wood casita with a front porch and hipped roof (see view 27 of **Figure G-15**). The remainder of the block bounded by Hornaday Place, Crotona Parkway, Bronx Park South, and Mohegan Avenue is developed with five five-story brick apartment buildings and one six-story brick apartment building. The six-story building fronts on Crotona Parkway and Hornaday Place (adjacent to the west of the community garden), with the primary frontage on Croton Parkway where there is a narrow and deep entrance court with two stair landings (see view 28 of **Figure G-16**). That apartment building is ornamented with decorative brickwork, round-arched tympanums over some of the windows, and stone coping with urns at the roof parapet. The five-story apartment building on the east side of the community garden fronts on Hornaday Place and Mohegan Avenue. It is a more modern, boxy building with flat wall surfaces simply ornamented with bands of dark-colored brick (see view 29 of **Figure G-16**). The other five-story apartment buildings on the block are approximately the same age as the six-story building and are ornamented with arched, recessed entrances, decorative brickwork, stone trim, gabled parapets, and projecting masonry cornices at the roof (see view 30 of **Figure G-17**). The apartment building at the corner of Crotona Parkway and Bronx Park South has an angled north corner and a ground-floor storefront on Crotona Parkway (see view 28 of **Figure G-16**). A vacant lot enclosed by a chain link fence is located in the middle of the block on Bronx Park South.

Directly across East 181st Street, a lot partially used for parking fills the northern the end of the block bounded by East 181st and East 180th Streets, Crotona Parkway, and Mohegan Avenue (see view 31 of **Figure G-17**). Chain link fencing encloses the lot's three street frontages, and the entrance is on Crotona Parkway where there is a tall, free-standing sign and a small, wood shed. The rear portion of the lot is overgrown and contains boulders and raised ground. The remainder of the block is developed with a six-story brick apartment building on Mohegan Avenue, two six-story brick apartment buildings on Crotona Parkway, and a one-story commercial building that fronts on East 181st Street and Mohegan Avenue. The partially blank side and rear façades of the apartment buildings are prominently visible over the parking lot. The primary façades of the apartment buildings are similar in appearance to those of many of the other apartment buildings in the study area with stone trim and some arched openings. The apartment building at the corner of Crotona Parkway and East 181st Street has a narrow and deep entrance court on Crotona Parkway enclosed by a metal gate and a ground-floor storefront on East 181st Street (see view 32 of **Figure G-18**). A paved areaway enclosed by a metal gate separates that apartment building from the one to the north. The one-story commercial building has storefronts along both street frontages, and each storefront has a different awning, window, and door treatment (see view 33 of **Figure G-18**).

The block bounded by Mohegan Avenue, East 181st and East 180th Streets, and Honeywell Avenue is developed with a five-story brick apartment complex arranged into two long, rectangular blocks along East 181st and East 180th Streets (see **Figure G-19**). The wide interior of the site contains a paved parking lot on Mohegan Avenue and lawns and paved paths with benches on Honeywell Avenue. Tall, metal fences with gates enclose the street frontages of the parking lot and landscaped area. The buildings are set back from the street behind landscaped strips enclosed by chain link fences. The long façades of the apartment buildings on East 181st and East 180th Street are arranged into wide, projecting and recessed bays, and they utilize both recessed and projecting concrete balconies with metal railings.

The other two blocks across Mohegan Avenue from Projected Development Site 2 contain two small, attached brick row houses on the north side of Hornaday Place, two long rows of attached two-and-a-half-story apartment buildings on the north and south sides of Hornaday Place, three attached four-story brick apartment buildings on the north side East 181st Street, and a number of vacant lots (see **Figure G-20**). The two row houses share a stoop with two stairs that are set parallel to the building façades and not out into the sidewalk. The row houses have pedimented entrance surrounds, stone window lintels with keystones, and projecting roof cornices (although one of the cornices is covered). Similar in appearance, the two rows of apartment buildings are designed with decorative brickwork, pedimented entrances, stone trim, and basement windows set at the sidewalk level. On the north side of the street, the western portion of the row adjacent to the row houses is built to the lot line, but the eastern portion of the row is set far back from the street behind paved parking areas enclosed by metal fences. The entire row on the south side of the street is set back from the street behind small yards enclosed by metal fences. The three apartment buildings on East 181st Street are set back from the street behind basement areaways enclosed by metal fences. The two apartment buildings that front on East 181st Street have short stoops. The primary façade of the other building is on Mohegan Avenue, and it has a central entrance with a stoop and a ground-floor storefront at the corner of Mohegan Avenue and East 181st Street. Like many of the other older apartment buildings in the study area, these three buildings have stone trim. In addition, two have projecting metal roof cornices, while the third has a decorative brick parapet. The rear façades of the three apartment buildings front on partially grassy and paved lots on Hornaday Place that are enclosed with chain link fences.

Natural Features and Open Space

Natural features in the study area include street trees, trees and vegetation in residential front yards, open spaces, and vacant lots, and the boulders in the vacant lot on the south side of Hornaday Place between Crotona Parkway and Mohegan Avenue. There are a number of open spaces in the study area.

The Crotona Parkway Malls serve as a median between Southern Boulevard and Crotona Parkway. They are designed with lawns, wide paved pathways, benches, chess tables, and narrow sidewalks along the street frontages (see **Figure G-21**). Low metal railings partially enclose the lawns. The two mall sections in the study area between East 182nd Street/Bronx Park South and East 180th Street contain numerous trees. A small, concrete Art Deco utilities building is located within the northern mall segment facing Crotona Parkway at East 181st Street.

The southwest corner of the Bronx Zoo is located in the northeast corner of the study area where there is a public entrance at the intersection of Southern Boulevard and Crotona Parkway. The frontage of the Bronx Zoo along Bronx Park South and Crotona Parkway is enclosed by a tall chain link fence and a shorter fence of wood slats. The Bronx Zoo has dense tree cover within the study area, and these trees along with the fencing prevents views into the zoo (see **Figure G-22**). Along Bronx Park South, the roofs, mechanical equipment, and rear façades of some short buildings are partially visible behind the border fence.

As noted above, the Hornaday Community Garden is located across Hornaday Place from Projected Development Site 2. It provides greenery through garden beds and some trees, and it contains a small casita. There is also a fenced garden on the south side of East 181st Street between Mapes Avenue and Southern boulevard. It contains trees and bushes and a small gazebo.

The southwest corner of the study area includes a portion of Mapes Park, a 1.87-acre park that occupies the block bounded by East 181st and East 180th Streets, Mapes and Prospect Avenues.

At the corner of East 181st Street and Mapes Avenue, the park contains a fenced playground and an unfenced area with exercise equipment and benches (see view 42 of **Figure G-23**). The park also includes a large, fenced ballfield; lawns; paved paths; and paved areas with benches and plantings (see view 43 of **Figure G-23**).

VISUAL RESOURCES

The visual resources in the study area are the Crotona Parkway Malls that provide a green corridor through the study area, the dense tree cover of the Bronx Zoo, and Mapes Park. The Crotona Parkway Malls are prominently visible in views along Southern Boulevard and Crotona Parkway, in views west on Hornaday Place, and in views east and west on East 181st and 180th Streets in the vicinity of the malls. The Bronx Zoo tree cover is prominently visible in the area surrounding the wide intersection of Southern Boulevard, Crotona Parkway, Bronx Park South, and East 182nd Street, in views along Bronx Park South, and in views north on Mohegan Place that end at the zoo. Mapes Park provides a large, open green vista from the streets that border the park.

Although there are a number of apartment buildings and some of the row houses within the study area that are of visual interest to pedestrians, none of them are considered to be visual resources as their visibility is limited to their immediate vicinities and they are not prominent in longer views. While the 30-story apartment building at East 180th Street and Southern Boulevard is visually prominent from multiple locations within the study area, it is not considered to be a visual resource as it is not a historic building nor is it otherwise iconic in its architectural design.

There are long views to Projected Development Site 1 along Southern Boulevard, the Crotona Parkway Malls, and Crotona Parkway, although views from Crotona Parkway are somewhat obscured by the trees within the malls. There are long views west on Bronx Park South to Projected Development Site 1, which extends into that view corridor due to the alignment of the street grid. Views north on Mapes Avenue to Projected Development Site 1 are short due to the narrowness of the street.

There are also views to Projected Development Site 2 along Southern Boulevard, the Crotona Parkway Malls, and Crotona Parkway. From Southern Boulevard, the views are somewhat obscured by the trees within the malls. East 181st Street provides long views to Projected Development Site 2, including from west of Southern Boulevard. 2 is visible in the Mapes Avenue view corridor, although the narrowness of the street and intervening buildings limit its prominence. Views west on Hornaday Place to Projected Development Site 2 are short as that street only runs between Crotona Parkway and Honeywell Avenue.

Projected Development Site 2 is prominent in views along Southern Boulevard, the Crotona Parkway Malls, and Crotona Parkway. It is also visible in views west on Hornaday Place as it lies within that view corridor.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

REZONING AREA

PROJECTED DEVELOPMENT SITE 1

In the No Action condition, Projected Development Site 1 would remain in its existing condition. The residential and commercial buildings would remain occupied, and the gas station would remain vacant and enclosed by a chain link fence.

PROJECTED DEVELOPMENT SITE 2

In the No Action condition, Projected Development Site 2 would be redeveloped with an eight-story (77-foot-tall) residential building containing approximately 91,925 gross square feet (gsf). The building would have an approximately L-shaped footprint with primary frontage along Crotona Parkway and Hornaday Place and partial frontage on East 181st Street and Mohegan Avenue. The building would be set far back from the intersection of East 181st Street and Mohegan Avenue behind a landscaped plaza amenity for building residents. At the intersection of Crotona Parkway and Hornaday Place, the building would be set slightly back from the street, and the short façades of the recessed corner would rise without setbacks for the full building height of 77 feet. The remainder of the building façades along Crotona Parkway and Hornaday Place and the short building façades on East 181st Street and Mohegan Avenue would be built to the lot lines and would rise to a height of 40 feet where they would then set back from the streetwall. See **Figure G-24** for isometric views of the No Action development on Projected Development Site 2.

PROJECTED DEVELOPMENT SITE 3

In the No Action condition, Projected Development Site 3 would remain in its existing condition, and the car wash would continue to operate.

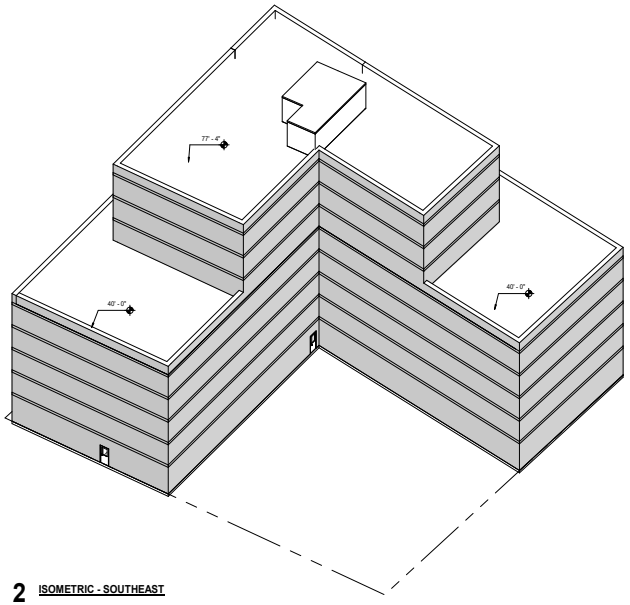
REMAINDER OF THE REZONING AREA AND STUDY AREA

No changes are expected within the remainder of the Rezoning Area or within the 400-foot study area in the No Action condition, and no new developments are anticipated to be constructed. Therefore, the remainder of the Rezoning Area and the study area would remain as in existing conditions.

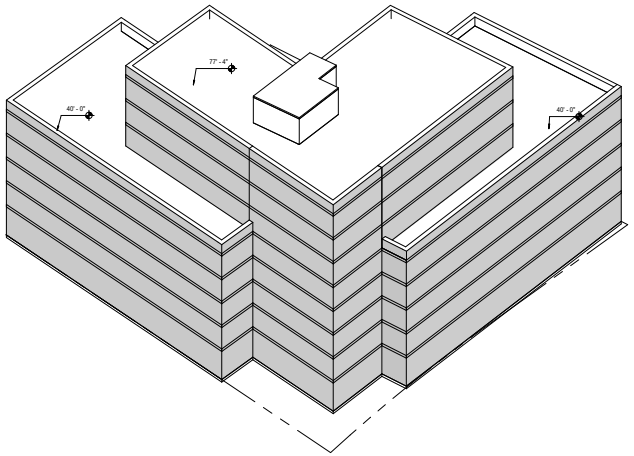
E. FUTURE WITH THE PROPOSED ACTIONS

REZONING AREA

The Proposed Actions include a zoning map amendment to change the R7-1 and R7-1/C1-4 districts to R8 and R8/C2-4 districts. The 182nd Street and Southern Boulevard frontages of the Rezoning Area are proposed to be mapped as R8 with a C2-4 overlay. The proposed R8 district is for a high-density residential area with mid-rise, 8- to 10-story buildings. R8 districts have a basic maximum FAR of 6.02, with an increased maximum of 7.20 for those participating in the MIH Program. The minimum base height for a building in an R8 non-contextual district is 60 feet before rising to a maximum height of 95 feet on wide streets and 105 feet if participating in the MIH Program. The existing C1-4 commercial overlay would be changed to a C2-4 overlay, which would allow for a wider range of retail uses, such as funeral homes and repair services, while maintaining the same commercial FAR of 2.0. The Proposed Actions also include a zoning text amendment to make the Rezoning Area an MIH Area and support the development of permanent affordable housing units. The Proposed Actions would facilitate the development of two residential buildings on Projected Development Sites 1 and 2 and the potential construction of a third residential building on 3. See **Figures G-25 and G-26** for isometric views of the proposed developments on Projected Development Sites 1 and 2.



2 ISOMETRIC - SOUTHEAST

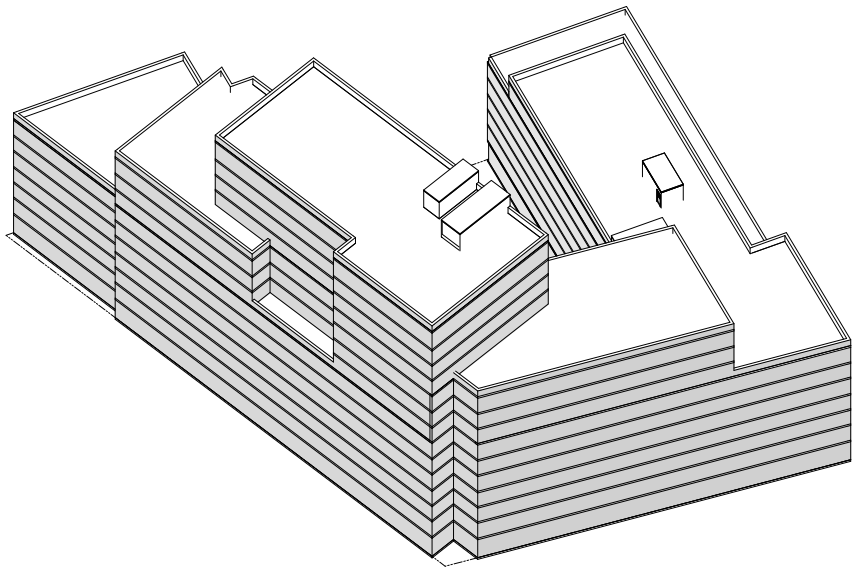


1 ISOMETRIC - NORTHWEST

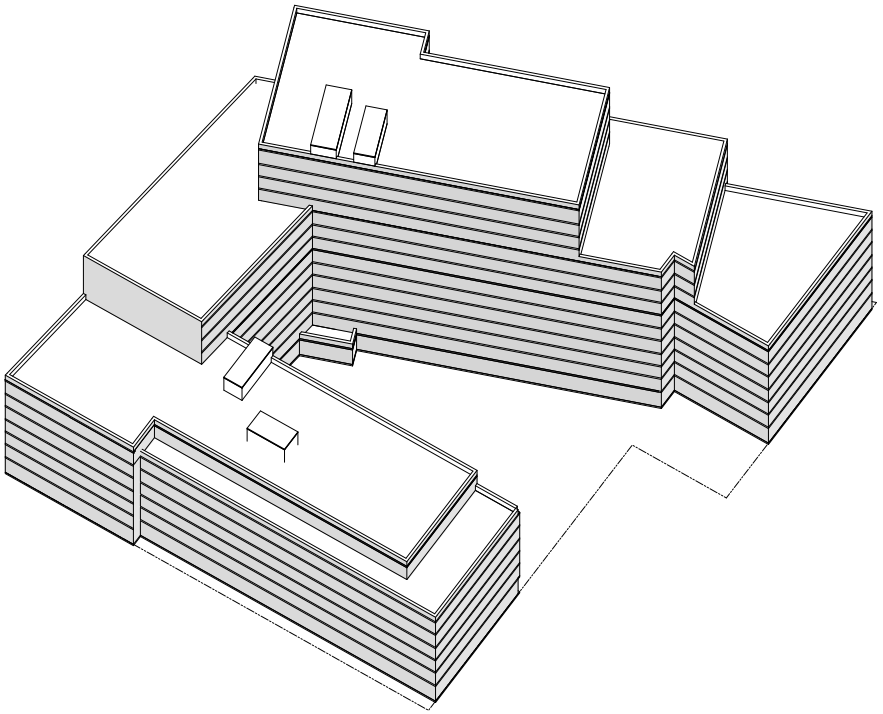
Source: Marvel Architects

No Action Scenario Massing - Sojourner Truth House (Projected Site 2)

12.22.23



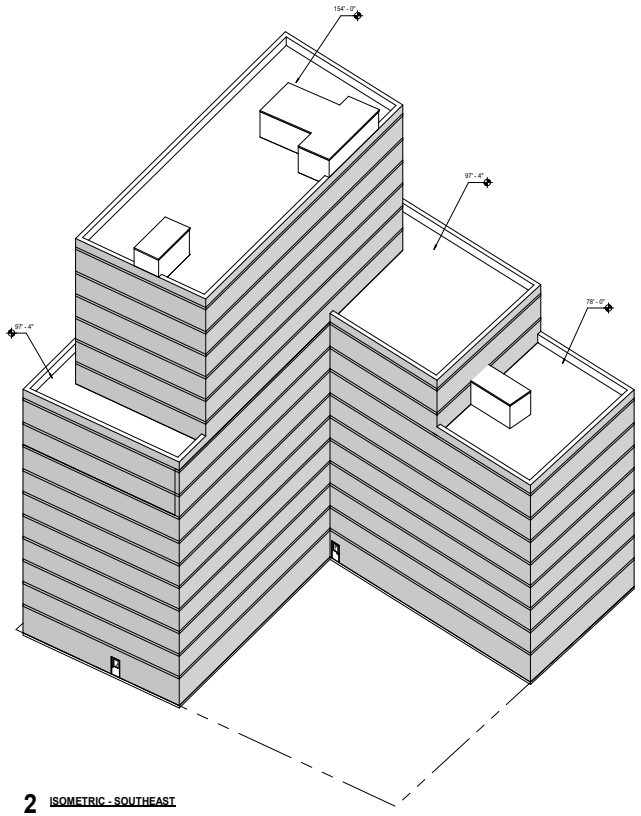
2 ISOMETRIC - NORTHEAST



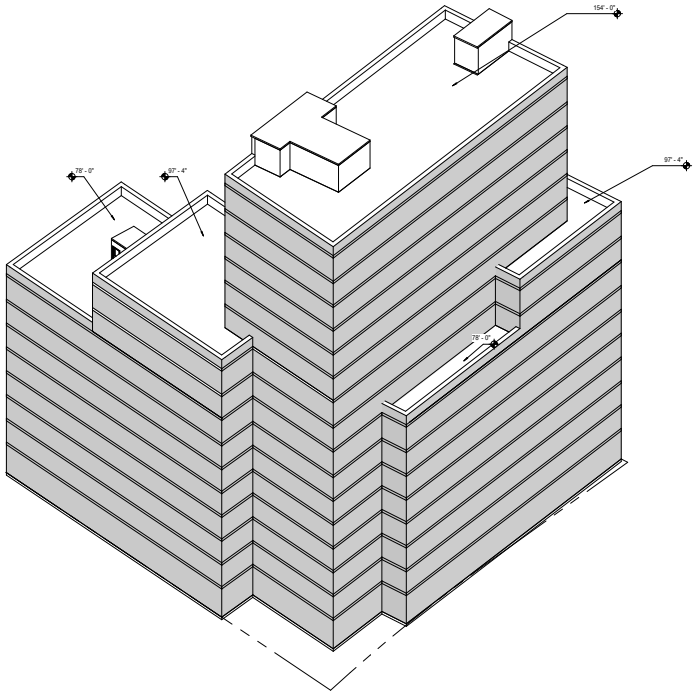
1 ISOMETRIC - SOUTHWEST

Source: Marvel Architects

Proposed Massing - Mapes Court (Projected Site 1)



2 ISOMETRIC - SOUTHEAST



1 ISOMETRIC - NORTHWEST

Source: Marvel Architects

Proposed Massing - Sojourner Truth House (Projected Site 2)

PROJECTED DEVELOPMENT SITE 1

Urban Design

In accordance with the Proposed Actions, Projected Development Site 1 would be developed with an approximately 294,000-gsf residential building with approximately 15,000 gsf of ground-floor community facility space along Southern Boulevard and East 182nd Street. The building would be 6 to 14 stories tall with a U-shaped footprint and would be massed with some ground-floor setbacks, upper floor setbacks, and a recessed corner at the intersection of Southern Boulevard and East 182nd Street. The massing would respond to the surrounding context by placing the tallest portion of the building at the wide intersection of Southern Boulevard and East 182nd Street and stepping down the height to Mapes Avenue from Southern Boulevard and to the south on both Southern Boulevard and Mapes Avenue. The primary residential entrance would be on East 182nd Street.

The Southern Boulevard façade would rise in height from seven stories at its southern end adjacent to the five-story apartment building at 2145 Southern Boulevard to 14 stories at East 182nd Street. The seven-story portion of the building would be set back from the lot line. In the middle of the façade on Southern Boulevard, there would be a setback above the 10th floor adjacent to the seven-story section, and there would be a narrow setback above the seventh floor to create an upper floor recess in the 14-story portion of the façade. The East 182nd Street façade would be built to the lot line, except at Southern Boulevard where the building corner would be recessed for its full height. Most of the building frontage on East 182nd Street would be 10 stories, but it would step down to seven stories toward Mapes Avenue. The northern portion of the building on Mapes Avenue would be built to the lot line and rise to its full height of seven stories, but most of the avenue frontage would be set back from the street with a setback above the sixth floor. It is expected that the proposed building on Projected Development Site 1 would have a façade treatment with transparent ground floors on Southern Boulevard and East 182nd Street and different types of masonry cladding on the upper floors to create vertical bays and banding across the façade at the floor levels.

Visual Resources

The Proposed Actions would not affect visual resources on Projected Development Site 1, as the existing apartment buildings and gas station are not considered to be visual resources. In addition, the proposed development on Projected Development Site 1 would not block any view corridors or views from the adjacent sidewalks of the Crotona Parkway Malls, the dense tree cover of the Bronx Zoo, and Mapes Park.

PROJECTED DEVELOPMENT SITE 2

Urban Design

In the With Action condition, Projected Development Site 2 would be redeveloped as two interconnected residential buildings that would be similar in plan and massing to the residential building that is expected to be developed on the site in the No Action condition. At approximately 160,000 gsf and 16 stories, the proposed development would be larger and taller than the 91,925-gsf eight-story No Action development. The proposed development would have a maximum height of 154 feet with shorter sections of 78 and 97 feet. In comparison, the No Action development would have a maximum height of 77 feet with shorter sections of 40 feet.

Like the No Action development, the proposed development would have an approximately L-shaped footprint with primary frontage along Crotona Parkway and Hornaday Place and partial frontage on East 181st Street and Mohegan Avenue. Further, the proposed development, like the No Action development, would be set far back from the intersection of East 181st Street and Mohegan Avenue behind a landscaped plaza amenity for building residents, and it would be set slightly back from the street at the intersection of Crotona Parkway and Hornaday Place. The short façades of the recessed corner would rise without setbacks for the full building height of 154 feet. The remainder of the building façades along Crotona Parkway and Hornaday Place and the short building façades on East 181st Street and Mohegan Avenue would be built to the lot lines. On Crotona Parkway and Hornaday Place, there would be setbacks above the eighth and tenth floors with the building stepping down in height on Hornaday Place from Crotona Parkway to Mohegan Avenue. The lobby for the proposed development would be located in the recessed corner at Crotona Parkway and Hornaday Place. It is expected that the proposed development on Projected Development Site 2 would have a masonry façade treatment similar to that of the proposed development on Projected Development Site 1.

Visual Resources

The Proposed Actions would not affect visual resources on Projected Development Site 2, which is a vacant lot. In any event, the site is expected to be redeveloped in the No Action condition with an eight-story residential building. In addition, the proposed development on Projected Development Site 2 would not block any view corridors or views from the adjacent sidewalks of the Crotona Parkway Malls and the dense tree cover of the Bronx Zoo.

PROJECTED DEVELOPMENT SITE 3

Urban Design

The Proposed Actions would also facilitate development on Projected Development Site 3, the non-applicant site, in which the existing car wash would be redeveloped with a seven-story approximately 72,000-gsf residential building with ground-floor retail. It is expected that the building would be built to the lot and would rise flush for its full height without setbacks.

Visual Resources

The Proposed Actions would not affect visual resources on Projected Development Site 3, as the existing car wash is not considered to be a visual resource. In addition, the proposed development on Projected Development Site 3 would not block any view corridors or views from the adjacent sidewalks of the Crotona Parkway Malls and the dense tree cover of the Bronx Zoo.

STUDY AREA

URBAN DESIGN

It is not expected that the Proposed Actions would result in adverse impacts on the urban design of the study area, as overall, the residential, community facility, and retails uses would be compatible with the study area's mixed-use character, and the heights and massings of the three buildings would be in keeping with the study area's urban design.

While the proposed 14-story building on Projected Development Site 1 would be taller than the majority of buildings in the study area, it would be massed with upper floor setbacks, recesses, and stepped heights to reduce its perceived bulk as experienced from street level. Further, the

stepped heights would transition the building down from the wide Southern Boulevard to the narrow Mapes Avenue and down to the lower heights of the adjacent residential buildings on both Southern Boulevard and Mapes Avenue. The six- and seven-story heights of the building on Mapes Avenue would be compatible with the urban design of that street where there are multiple existing apartment buildings of five, six, and seven stories. The ground-floor setbacks of the southern portion of the building façades on Southern Boulevard and Mapes Avenue would be in keeping with the adjacent residential buildings that are set back from the street, although the setback on Southern Boulevard would not be as deep as the setback in front of the existing, adjacent apartment building at 2145 Southern Boulevard. The portions of the building built to the lot lines on Southern Boulevard and Mapes Avenue would provide active and transparent ground floors. These active ground-floors, along with the replacement of the vacant gas station and non-descript commercial building on East 182nd Street, would have beneficial effects on the pedestrian experience. The recessed entrance would be in keeping with the urban design of the study area where the 30-story apartment building has a recessed entrance corner and numerous apartment buildings have entrance courts. The expected masonry façades of the proposed building on Projected Development Site 1 would be in keeping with the character of the study area where the majority of residential buildings are faced in brick with stone trim.

The proposed 16-story development on Projected Development Site 2 would also be taller than the majority of buildings in the study area, but the tallest portion would face the wide Crotona Parkway and the building would transition down in height to Mohegan Avenue. Further, the building would be set back from portions of Mohegan Avenue and East 181st Street behind a landscaped plaza amenity, thereby pulling the bulk of the building back from the residential buildings to the south. The eight-story No Action development would also be taller than the majority of the buildings in the study area, and the proposed building would be taller than the No Action development by 77 feet at the tallest section and 57 and 38 feet at the shorter sections. The landscaped plaza amenity, which would also be provided by the No Action development, would be in keeping with the surrounding portion of the study area where the apartment building rows on Hornaday Place are set back from the street behind paved or landscaped yards. The apartment complex between East 181st and East 180th Streets includes a landscaped residential amenity on Honeywell Avenue, and there is a community garden across from the development site on Hornaday Place. The recessed entrance corner, which would also be provided by the No Action development, would be in keeping with the urban design of the study area where the 30-story apartment building has a recessed entrance corner and numerous apartment buildings have entrance courts. As with the proposed development on Projected Development Site 1, the expected masonry façades of the proposed development on Projected Development Site 2 would be in keeping with the character of the study area where the majority of residential buildings are faced in brick with stone trim.

While less likely to be developed, the projected seven-story residential building with ground-floor retail on Projected Development Site 3 would be in keeping with the study area in terms of use, height, scale, and massing. In addition, it would have beneficial effects on the pedestrian experience by replacing the existing car wash that creates conflicts on the sidewalk between pedestrians and vehicles and whose façade consists of large vehicular openings and signage.

VISUAL RESOURCES

It is not expected that the Proposed Actions would result in significant adverse impacts on visual resources. Constructed on existing blocks and built to the lot lines, the proposed and projected developments would not block any view corridors or views of the Crotona Parkway Malls, the

dense tree cover of the Bronx Zoo, and Mapes Park. In addition, there is no visual relationship between Mapes Park and Projected Development Sites 2 and 3 and only a limited visual relationship between the open space and the portion of Projected Development Site 1 that fronts on Mapes Avenue. See **Figures G-27 through G-32** for a comparison of views of the projected development sites in the No Action and With Action conditions.

The proposed developments on Projected Development Sites 1 and 2 and the projected development on Projected Development Site 3 would be prominently visible in the Southern Boulevard and Crotona Parkway view corridors and from within the Crotona Park Malls as part of the mix of buildings lining those streets. Further, they would be seen in the context of the 30-story apartment building at Southern Boulevard and East 180th Street that is prominently visible in that view corridor. The six-and seven-story portion of the proposed development on Projected Development Site 1 would be visible in the Mapes Avenue northward view corridor with the apartment buildings and row houses on that street. From Bronx Park South, the proposed building on Projected Development Site 1 would be visible in views to the west as the development site extends into the view corridor, and in those views the proposed building would be seen in the context of existing apartment buildings on Bronx Park South and East 182nd Street. The projected development on Projected Development Site 3 would be visible in views west on Hornaday Place in the background of the Crotona Parkway Malls and in the context of existing apartment and institutional buildings and the proposed development on Projected Development Site 1. Like the No Action development, the proposed development on Projected Development Site 2 would be visible in the view corridors on Mohegan Avenue, East 181st Street, and Hornaday Place with the apartment buildings, row houses, and commercial building on those streets. From beyond Projected Development Site 2's immediate vicinity, the landscaped plaza amenity would diminish the visibility of the building portions of the development in the Mohegan Avenue and East 181st Street view corridors.

In summary, the Proposed Actions would not result in significant adverse impacts to urban design and visual resources. ✷

12.22.23



Existing Conditions



With Action Conditions

Source: Marvel Architects

Illustrative Rendering
Site 1 Looking West on Bronx Park S at Southern Boulevard

12.22.23



Existing Conditions



Source: Marvel Architects

With Action Conditions

Illustrative Rendering
Site 1 at 182nd Street and Mapes Avenue

12.22.23



Existing Conditions



With Action Conditions

Source: Marvel Architects

Illustrative Rendering
Site 1 at Southern Boulevard Looking North



Existing Conditions

Source: Marvel Architects



No Action Conditions

Source: Marvel Architects



With Action Conditions

Illustrative Rendering
Site 2 Looking Northwest at Mohegan Avenue and 181st Street



Existing Conditions

Source: Marvel Architects



No Action Conditions

Source: Marvel Architects



With Action Conditions

Illustrative Rendering
Site 2 Looking Southeast at Cortona Parkway and Hornaday Place

12.22.23



Existing Conditions



Source: Marvel Architects

With Action Conditions

Illustrative Rendering
Site 3 Looking West on Southern Boulevard

A. INTRODUCTION

The Proposed Actions would facilitate the redevelopment of three new residential buildings containing a total of 545 dwelling units. Two of the development sites are Applicant-owned (Projected Development Sites 1 and 2), and the third (Projected Development Site 3) is not under control by the Applicant but is projected to be redeveloped as a result of the Proposed Actions.

Projected Development Site 1 comprises Block 3111, Lots 49, 55, 59, 65, and 69 and would be rezoned from R7-1/C1-4 to R8/C2-4. Projected Development Site 2, located across from Projected Development Site 1, is comprised of Block 3119, Lots 37 and 44 and is currently an unimproved vacant lot that would be rezoned from R7-1 to R8. For the purposes of the analysis, it is assumed that the Proposed Actions could result in new development on non-Applicant owned Projected Development Site 3. Projected Development Site 3 (Block 3111, Lot 76) contains a single-story, approximately 4,000-gross-square-foot (gsf) car wash facility.

This attachment addresses the potential for the presence of hazardous materials resulting from previous and existing uses at or near Projected Development Sites 1, 2, and 3, and potential risks with respect to any such hazardous materials exposure.

This assessment considers the potential for exposure to hazardous materials during and following construction, and the specific measures that would be employed to protect public health, worker safety, and the environment. This assessment is based on Phase I Environmental Site Assessments (ESAs) prepared by AKRF, Inc. dated October 2020, April 2021, June 2023, and October 2023. The Phase I ESAs included the findings of a reconnaissance of the projected development sites, an evaluation of readily available historical information, and selected environmental databases and electronic records in accordance with American Society for Testing and Materials (ASTM) E1527-21 (or E1527-13, which was the applicable standard at the time of completion of the October 2020 and April 2021 Phase I ESAs).

B. EXISTING CONDITIONS

SUBSURFACE CONDITIONS

Based on the U.S. Geological Survey, Central Park, New York Quadrangle map, the Project Area is approximately 75 to 80 feet above mean sea level, with the general surrounding area topography gently sloping down in a southerly direction. Bedrock is estimated to be between approximately 6 and 20 feet below grade. Based upon a review of topographical data, groundwater is assumed to flow in a southerly direction toward the Bronx River (approximately 2,100 to 2,600 feet away). Actual groundwater flow at the Projected Development Sites can be affected by many factors, including past filling activities, underground utilities, bedrock geology, and other subsurface openings or obstructions such as basements, nearby subway lines, and other factors beyond the

scope of this study. There are no surface water bodies or streams on or immediately adjacent to the Rezoning Area. Groundwater in the Bronx is not used as a source of potable water.

PHASE I ENVIRONMENTAL SITE ASSESSMENTS

The Phase I ESAs for each projected development site included: a visual inspection of each site and surrounding area (a portion of Projected Development Site 1 [Block 3111, Lot 55] and Projected Development Site 3 were inspected from public rights-of-way); a review of available records and historical maps; and an evaluation of federal and state environmental regulatory databases. The Phase I ESAs also included interviews, where possible, with personnel knowledgeable about the study sites.

The Phase I ESAs identified the following Recognized Environmental Conditions (RECs) which, per ASTM E1527-13/21, are conditions that indicate "the presence or likely presence of hazardous substances or petroleum products in, on, or at a property," Historic REC (HREC), and Vapor Encroachment Conditions (VECs), which means "the presence or likely presence of vapors from chemicals of concern (CoC) in the subsurface of a property caused by the release of vapors on or near the property":

Projected Development Site 1: 800 East 182nd Street / Block 3111, Lot 55

- Lot 55 was listed in the City Directories as French Alfred French Dry Cleaners in 1956 and Arecibo Cleaners in 2005, and in the EDR Historic Cleaners and Registered Dry Cleaners database between 1999 and 2011. Additionally, Lot 55 was identified in the Resource Conservation and Recovery Act (RCRA) database as Arecibo Cleaners for disposal of tetrachloroethylene (a common drycleaning solvent), spent halogenated solvents, and spent halogenated solvent mixtures. Additional manufacturing and automotive uses were identified between 1927 and 2005. Sanborn maps identified a woodworking shop and a print shop in 1950 and the following uses were identified in the City Directories between 1927 and 2005: H&G Battery Service, Belmont Van & Storage Co., Gallant Manufacturing Co., Galmor Lamp Corp., F&J Services Radio & Television, C&H Electric Motor Service, Crestliner TV & Audio Radio, and Times Square Refrigeration Inc.
- The east-adjacent property located at 820 East 182nd Street, was listed as various auto repair facilities on City Directories and Sanborn maps as early as 1956. The property was also listed under the EDR US Historic Auto Station database as various auto repair facilities and gasoline stations between 1969 and 2014, the RCRA database as a non-generator and historic Conditionally Exempt Small Quantity Generator (CESQG) of ignitable waste, and the New York State Department of Environmental Conservation (DEC) Petroleum Bulk Storage (PBS) database. This facility is also listed in the DEC Brownfield Cleanup Program (BCP) database.

Projected Development Site 1: 820 East 182nd Street / Block 3111, Lot 59

- Lot 59 was listed as various auto repair facilities and gasoline stations on City Directories and Sanborn maps as early as 1956. Lot 59 was also listed under the EDR US Historic Auto Station database as various auto repair facilities and gasoline stations between 1969 and 2014, the RCRA database as a non-generator and historic CESQG of ignitable waste, the US Aerometric Information Retrieval System (AIRS) database as a minor air pollution source, the Facility Index System (FINDS) database, and the Enforcement and Compliance History Information (ECHO) database with no reported violations, and the DEC PBS database under PBS ID 2-188964. The PBS registration listed five in-service 4,000-gallon gasoline underground storage tanks (USTs) installed in 1984, one in-service 1,000-gallon waste oil/used oil UST installed

in 1985, one temporarily out of service 1,000-gallon No. 2 fuel oil UST, one 1,000-gallon UST converted to non-regulated use (product stored unknown), and eleven 550-gallon USTs closed prior to micro-conversion (product stored unknown). During the reconnaissance, petroleum-like staining was observed throughout the surface of Lot 59 and several unlabeled 55-gallon drums were noted to be in poor condition.

- Database records and City Directories identified a historic dry cleaner, located at 814 East 182nd Street, west-adjacent to Lot 59. The dry cleaner was identified on the registered and historical dry cleaners database, and RCRA database from 1999 to 2011.
- Sanborn maps and City Directories identified additional proximal automotive, industrial, and dry cleaner uses between 1915 and 2005, including: F&J Service Radio & Television, Crestliner TV & Auto Radio, Gallant Manufacturing Co., C & H Electric Motor Service, Fischer Alfred French Dry Cleaners, Gil's Tire Service, a print shop, a woodworking facility, and a marble works.

The following HREC was identified:

- Lot 59 was listed with two closed Spills listings: Spill No. 9005411 was reported in July 1990 due to a tank overfill. Contaminated soil was reportedly encountered during the removal of a 550-gallon tank. The listing indicated that the soil would be analyzed and disposed of, but no further details were provided. The spill was closed in May 1991. Spill No. 9306408 was reported in August 1993. Approximately three gallons of gasoline were spilled due to a submerged turbine pump failure. Gasoline was noted on water in one of the manways and was reportedly pumped out. The spill listing also noted further investigation was to be conducted; however, no additional details were provided. The spill was closed in October 1993.

Projected Development Sites 1 & 2: 2136 Crotona Parkway and 858 Hornaday Place (Block 3119, Lots 37 and 44), and 2158-2160 Mapes Avenue and 2153-2159 Southern Boulevard (Block 3111, Lots 49, 65, and 69)

- Lots 49 and 65 were registered on the DEC PBS database under Facility No. 2-482005 for an in-service 2,000-gallon No. 2 fuel oil aboveground storage tank (AST) (installed in 1988) and a Closed (Prior to Micro Conversion) 2,000-gallon No. 2 fuel oil UST. The lots were also associated with an old PBS Facility (No. 609543, expired in 2019), for an in-service 2,000-gallon No. 6 fuel oil UST (installed in 1997).
- The auto repair shop and filling station located at 820 East 182nd Street, north-adjacent to Lot 65, was identified on the PBS, Spills, and RCRA databases with historical records dating back to 1969.
- Database records and City Directories identified a historical dry cleaner, located at 814 East 182nd Street, north-adjacent to Lot 49. The dry cleaner was identified on the historical dry cleaners and RCRA databases with records dating from 1999 to 2011.
- Sanborn maps and City Directories identified additional proximal automotive/industrial uses between circa 1915 to present, including: a marble works, a clothing factory, paint and upholstery shops, and auto repair shops in the surrounding area to the south and west.

Projected Development Site 3: 2137 Southern Boulevard / Block 3111, Lot 76

- Lot 76 was listed in the City Directories as a refrigeration corporation (1971, 1976, and 1992-1993); and car washes (1995, 2014, and 2017). A 1968 Certificate of Occupancy identified on-site appliance repairs and sales. As the interior of the Lot 76 building was not accessible,

it is unknown if the facility contained any chemical/fuel storage, evidence of leaks or spills, or evidence of auto repair operations.

- Sanborn maps and City Directories identified nearby automotive/commercial uses within 300 feet of Lot 76 between circa 1940 and 2007, including auto service shop/gas stations and dry cleaning/laundry services.

Based on the findings of the Phase I ESAs, AKRF recommended that a Subsurface (Phase II) Investigation be conducted to evaluate the identified RECs, HRECs, and VECs. A Phase II has not been conducted on a portion of Projected Development Site 1 (Block 3111, Lots 49, 55, 65, and 69) and Projected Development Site 3, but would be as part of the rezoning action.

SUBSURFACE (PHASE II) INVESTIGATIONS

Projected Development Site 1: 820 East 182nd Street / Block 3111, Lot 59

The Phase II investigation included the advancement of seven soil borings and the installation of four temporary soil vapor probes, with the collection of 16 soil samples and four soil vapor samples for laboratory analysis. Groundwater was not encountered above bedrock; as such, no groundwater samples were collected as part of the subsurface investigation.

Discrete soil samples were collected from the 0- to 2-foot interval of each boring, and the 2-foot interval exhibiting the greatest degree of contamination [e.g., odors, staining, elevated photoionization detector (PID) readings] was observed. In the absence of evidence of contamination, a sample was collected from the 2-foot interval directly above the presumed bedrock. One sub-slab vapor sample was installed beneath the concrete slab of the auto repair shop. Three soil vapor samples were collected from 2 feet above bedrock (approximately 15 to 17 feet below grade).

Soil sample analytical results were compared to the DEC 6 New York Codes, Rules, and Regulations (NYCRR) Part 375 Unrestricted Use Soil Cleanup Objectives (UUSCOs) and Restricted Residential Soil Cleanup Objectives (RRSCOs). Concentrations of petroleum-related volatile organic compounds (VOCs) were additionally compared to the Part 375 Protection of Groundwater Soil Cleanup Objectives (PGWSCOs). A summary of the results is provided below:

- In the soil samples, petroleum-related VOCs, including 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, acetone, benzene, ethylbenzene, n-propylbenzene, toluene, and total xylenes, were detected at concentrations above their respective UUSCOs and PGWSCOs. Concentrations of petroleum-related VOCs were detected up to 72 milligrams per kilogram (mg/kg). No VOCs were detected at concentrations exceeding the RRSCOs.
- Semi-volatile organic compounds (SVOCs) were detected in soil above the UUSCOs and RRSCOs at concentrations ranging from 0.5 to 0.72 mg/kg.
- Up to 22 of the 23 metals analyzed and hexavalent chromium were detected in all 16 soil samples. Silver was not detected in any soil sample. Of the detections, copper (maximum of 125 mg/kg), hexavalent chromium (maximum of 2.2 mg/kg), lead (maximum of 398 mg/kg), mercury (maximum of 0.65 mg/kg), and zinc (maximum of 357 mg/kg) were detected at concentrations above the UUSCOs, but below the RRSCOs.
- Polychlorinated biphenyls (PCBs) were not detected above laboratory reporting limits in any of the soil samples. One pesticide, P,P'-DDT, was detected at a concentration of 0.0035 mg/kg, above the UUSCO of 0.0033 mg/kg, but below the RRSCO of 7.9 mg/kg. No other pesticides were detected above laboratory reporting limits.

Although there are currently no regulatory or published guidance values for VOCs in soil vapor, the soil vapor data were used to assess the potential for exposure to future building occupants and to help define the nature and extent of contamination at Projected Development Site 1. The following is a summary of the results:

- Elevated concentrations of petroleum-related VOCs were detected in each of the four soil vapor samples. Of note, the VOCs 2,2,4-trimethylpentane, benzene, butane, cyclohexane, n-heptane, n-hexane, and toluene were detected at concentrations up to 360,000,000 micrograms per cubic meter (µg/m^3). The chlorinated solvent, tetrachloroethylene (PCE), was detected at a concentration of 58 µg/m^3.

The Phase II soil and soil vapor laboratory results and field evidence of contamination are consistent with the current and historical automotive operations. Based on the contamination, Block 3111, Lot 59 was enrolled in the DEC's Brownfield Cleanup Program (BCP) in November 2021 (Site No. C203149), to be further investigated and remediated.

Projected Development Site 2: 2136 Crotona Parkway and 858 Hornaday Place / Block 3119, Lots 37 and 44

The Phase II investigation included the advancement of five soil borings and the installation of three temporary soil vapor probes, with the collection of nine soil samples and three soil vapor samples for laboratory analysis. Groundwater was not encountered above bedrock; as such, no groundwater samples were collected as part of the subsurface investigation.

Discrete soil samples were collected from the 0- to 2-foot interval of each boring, and the 2-foot interval immediately above bedrock. No evidence of contamination (e.g., odors, staining, elevated PID readings) was observed in any of the soil borings. One sub-slab vapor sample was installed beneath the concrete slab of the auto repair shop. Three soil vapor samples were collected from 2 feet above bedrock (approximately 15 to 17 feet below grade).

Soil sample analytical results were compared to the DEC UUSCOs and RRSCOs. A summary of the results is provided below:

- Four VOCs were detected in the soil samples at concentrations below the UUSCOs and RRSCOs.
- SVOCs were detected in the soil samples at concentrations ranging from 0.01 to 10 mg/kg, below the UUSCOs and RRSCOs.
- Four metals were detected in the soil samples at concentrations above their respective UUSCOs and/or RRSCOs. Lead (maximum concentration of 467 mg/kg), was the only metal detected at a concentration above the RRSCOs.
- Two pesticides (4,4-DDT and 4,4-DDE) were detected slightly above the UUSCOs, but below the RRSCOs in the soil samples.
- No PCBs were detected above the UUSCOs or RRSCOs in any of the soil samples.

Although there are currently no regulatory or published guidance values for VOCs in soil vapor, the soil vapor data were used to assess the potential for exposure to future building occupants and to help define the nature and extent of contamination at Projected Development Site 2. The following is a summary of the results:

- Forty-one VOCs were detected in the soil vapor samples. Petroleum-related compounds (including benzene, ethylbenzene, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 4-ethyltoluene, toluene, m,p-xylenes, n-heptane, n-hexane, and o-xylene) were detected in the soil vapor

samples at concentrations up to 95 µg/m^3. Solvent-related compounds [including acetone, carbon tetrachloride, methylene chloride, trichloroethene (TCE), methyl ethyl ketone, dichlorodifluoromethane, PCE, and vinyl chloride] were detected at concentrations up to 95 µg/m^3.

Projected Development Site 1: 2158-2160 Mapes Avenue and 2153-2159 Southern Boulevard (Block 3111, Lots 49, 65, and 69)

The Phase II investigation included the advancement of seven soil borings and the installation of five temporary soil vapor probes, with the collection of 13 soil samples and five soil vapor samples for laboratory analysis. Groundwater was not encountered above bedrock; as such, no groundwater samples were collected as part of the subsurface investigation.

Discrete soil samples were collected from the 0- to 2-foot interval of each boring, and the 2-foot interval immediately above bedrock. No evidence of contamination (e.g., odors, staining, elevated PID readings) was observed in any of the soil borings. Five soil vapor samples were collected above the bedrock surface.

Soil sample analytical results were compared to the DEC UUSCOs and RRSCOs. A summary of the results is provided below:

- No VOCs were detected in the soil samples above laboratory reporting limits.
- Twenty-two SVOCs were detected in the soil samples at concentrations ranging from 0.019 to 16 mg/kg. Seven SVOCs were detected above the UUSCOs and six SVOCs were detected above the RRSCOs.
- Five metals were detected in the soil samples at concentrations above their respective UUSCOs and/or RRSCOs. Barium (maximum concentration of 2,430 mg/kg), was the only metal detected at a concentration above the RRSCOs.
- Two pesticides (4,4-DDT and 4,4-DDE) were detected slightly above the UUSCOs, but below the RRSCOs in two soil samples.
- No PCBs were detected above the UUSCOs, but below the RRSCO in two soil samples (maximum concentration of 0.18 mg/kg).

Although there are currently no regulatory or published guidance values for VOCs in soil vapor, the soil vapor data was used to assess the potential for exposure to future building occupants and to help define the nature and extent of contamination at Projected Development Site 1. The following is a summary of the results:

- Petroleum-related compounds (including 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-butadiene, 2,2,4-trimethylpentane, 4-ethyltoluene, benzene, cumene, cyclohexane, ethylbenzene, m,p-xylene, methyl ethyl ketone, methyl tert-butyl ether (MTBE), n-heptane, n-hexane, n-propylbenzene, o-xylene, and toluene) were detected in the soil vapor samples at concentrations up to 220 µg/m^3 from a diluted analysis (toluene in MC-SV-05_20240222).
- Solvent-related compounds (including 1,1,2-trichloroethane, acetone, carbon tetrachloride, PCE, and trichlorofluoromethane) were detected at concentrations up to 110 µg/m^3 from a diluted analysis (acetone in MC-SV-05_20240222).

Projected Development Site 1: 800 East 182nd Street / Block 3111, Lot 55

Access was permitted to perform a Phase II investigation within the vacant portions of the commercial building. During the Phase II investigation, only the church along East 182nd Street

and a vacant commercial unit along Mapes Avenue were accessible. The Phase II investigation included the advancement of eight soil borings and installation of six temporary soil vapor points, with the collection and laboratory analysis of five soil and six soil vapor samples for laboratory analysis. Groundwater was not encountered above bedrock; as such, no groundwater samples were collected as part of the subsurface investigation.

Due to limited access and clearance within the building, three borings were advanced beneath the slab-on-grade portion of the building on Mapes Avenue using a remote-access drill rig. The remaining borings were advanced using a manual slide hammer after coring through the cellar slab of the church, as the ceiling height was not tall enough for a remote-access drill rig. Borings were advanced to equipment refusal on apparent shallow bedrock. Based on the total boring depth, one to two samples from each boring were selected for laboratory analysis. Due to an approximately 4- to 6-foot void between the floor slab and the top of the subsurface soil along Mapes Avenue and shallow bedrock encountered beneath the cellar slab of the church, limited soil was recovered for sample collection. Six sub-slab soil vapor samples were collected between the two accessible portions of the building.

Soil sample analytical results were compared to the UUSCOs and RRSCOs. A summary of the results is provided below:

- Six VOCs were detected in the soil samples at concentrations ranging from 0.00072 to 0.023 mg/kg, below the UUSCOs and RRSCOs.
- Twenty-one SVOCs were detected in the soil samples at concentrations ranging from 0.012 to 0.9 mg/kg, below the UUSCOs and RRSCOs.
- Six metals were detected in the soil samples at concentrations above their respective UUSCOs and/or RRSCOs. Copper (maximum concentration of 519 mg/kg), was the only metal detected at a concentration above the RRSCOs in one soil sample.
- Two pesticides (4,4-DDT and dieldrin) were detected slightly above the UUSCOs, but below the RRSCOs in the soil samples.
- No PCBs were detected above laboratory reporting limits in any of the soil samples.

Although there are currently no regulatory or published guidance values for VOCs in soil vapor, the soil vapor data was used to assess the potential for exposure to future building occupants and to help define the nature and extent of contamination at Projected Development Site 1. The following is a summary of the results:

- Petroleum-related compounds (including 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-butadiene, 2,2,4-trimethylpentane, benzene, cyclohexane, ethylbenzene, m,p-xylene, methyl ethyl ketone, n-heptane, n-hexane, n-propylbenzene, o-xylene, and toluene) were detected in the soil vapor samples at concentrations up to 170 µg/m^3 (m,p-xylene in 800-SV-04_20240308), and solvent-related compounds (including 1,1,1-trichloroethane, carbon tetrachloride, PCE, and TCE) were detected at concentrations up to 9.3 µg/m^3 (PCE in 800-SV-04_20240308).

C. THE FUTURE WITHOUT THE PROPOSED ACTIONS

In the No Action condition, Projected Development Sites 1 and 3 will remain unchanged from the existing condition. Without excavation for new development, there would be no significant potential for exposure to subsurface contaminants.

A portion of Projected Development Site 1 (Block 3111, Lot 59) is currently enrolled in the BCP and will be further investigated and remediated under the oversight of DEC and the New York State Department of Health (NYSDOH). Exposure to subsurface contaminants would be addressed by implementing the DEC-approved Health and Safety Plan (HASP), Community Air Monitoring Plan (CAMP), and Remedial Action Work Plan (RAWP). Following remediation, without the Proposed Actions, the lot would remain vacant.

Projected Development Site 2 would be redeveloped as-of-right with a residential building containing approximately 81 dwelling units. The No Action development would be eight stories tall with approximately 81,925 gsf of residential floor area. Future soil disturbance would be conducted in accordance with applicable local, state, and federal regulations.

D. THE FUTURE WITH THE PROPOSED ACTIONS

The New York City Department of Environmental Protection (DEP) reviewed the EAS, Phase I and Phase II findings and provided recommendations in a letter dated February 12, 2025 (see **Appendix B**).

PROJECTED DEVELOPMENT SITE 1 – BLOCK 3111, LOT 59

The greatest potential for exposure to any hazardous materials would occur during construction which would require subsurface disturbance, primarily to construct the foundation of the new building. The potential for adverse impacts at Projected Development Site 1 would be minimized by adhering to the following:

- Block 3111, Lot 59 is currently enrolled in the BCP and will be further investigated and remediated under the oversight of DEC and NYSDOH. In March 2023, one waste oil UST, five gasoline USTs, and the pump island associated with the former gasoline station were removed in accordance with a DEC-approved Interim Remedial Measure Work Plan (IRMWP). A Remedial Investigation (RI) will be conducted in accordance with a DEC-approved RI Work Plan (RIWP). After completion of the RI, a Remedial Investigation Report (RIR) and RAWP would be prepared and approved by DEC. The RAWP would be implemented during the subsurface disturbance associated with the Proposed Actions and would address requirements for items such as: soil excavation, soil stockpiling, soil disposal and transportation; dust control; quality assurance; and contingency measures should petroleum storage tanks or contamination be unexpectedly encountered. The RAWP would also address groundwater remediation and/or monitoring, if any, and proposed vapor mitigation measures, such as a sub-slab depressurization system (SSDS) to prevent vapor intrusion into the proposed new building. The proposed remedy would be based on the findings of the RI. Upon completion of the remedy, a P.E. certified Final Engineering Report (FER) would be prepared for review and approval by DEC.
- Based on the findings of Phase II Investigation, an (E) Designation (E-897) for hazardous materials will be placed on Projected Development Site 1. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering controls through oversight by OER. Further hazardous materials assessments will be coordinated through OER if Projected Development Site 1 is no longer enrolled in the BCP. The following procedures are required per the (E) Designation prior to obtaining Department of Buildings (DOB) permits for construction activities entailing soil disturbance:

- Task 1—Sampling Protocol: The applicant submits to OER, for review and approval, a Phase I ESA and Phase II soil, groundwater, and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.
- Task 2—Remediation Determination and Protocol: A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination of whether remediation is necessary is made by OER. If OER determines that no remediation is necessary, they shall provide written notice stating these conclusions. If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.
- A construction-related HASP should be submitted to OER and implemented during excavation and construction activities in order to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to and approved by OER prior to implementation.

- If dewatering is necessary during construction, water must be discharged to sewers in accordance with DEP requirements.
- All unknown/unregistered petroleum tanks encountered during construction would be removed in accordance with applicable regulations, including New York City Fire Department (FDNY) and DEC requirements (including those relating to spills and tank registration).

With these measures, no significant adverse impacts related to hazardous materials would occur.

PROJECTED DEVELOPMENT SITE 1 – BLOCK 3111, LOTS 49, 55, 65, AND 69; AND SITE 2 – BLOCK 3119, LOTS 37 AND 44

The greatest potential for exposure to any hazardous materials would occur during construction which would require subsurface disturbance, primarily to construct the foundation of the new building. The potential for adverse impacts at Projected Development Sites 1 and 2 would be minimized by adhering to the following:

- Based on the findings of the Phase II Investigation, an (E) Designation (E-897) for hazardous materials will be placed on Projected Development Sites 1 and 2. The (E) Designation will

ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering controls through oversight by OER. Further hazardous materials assessments should be coordinated through OER. The following procedures are required per the (E) Designation prior to obtaining DOB permits for construction activities entailing soil disturbance:

- Task 1—Sampling Protocol: The applicant submits to OER, for review and approval, a Phase I and Phase II of the site along with a soil, groundwater, and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.
- Task 2—Remediation Determination and Protocol: A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination of whether remediation is necessary is made by OER. If OER determines that no remediation is necessary, they shall provide written notice stating these conclusions. If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.
- A construction-related health and safety plan should be submitted to OER and implemented during excavation and construction activities in order to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to and approved by OER prior to implementation.

- If dewatering is necessary during construction, water must be discharged to sewers in accordance with DEP requirements.
- During subsurface disturbance, excavated soil should be handled and disposed of properly in accordance with all applicable regulatory requirements. Any evidence of a petroleum spill must be reported to DEC and addressed in accordance with applicable requirements. If any tanks are encountered, they should be properly assessed, closed, and removed in accordance with federal, state, and local regulations. Transportation of material leaving Projected Development Sites 1 and 2 for off-site disposal should be in accordance with federal, state, and local requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.

PROJECTED DEVELOPMENT SITE 3 – BLOCK 3111, LOT 76

Although a Phase II Investigation has not been conducted yet on Projected Development Site 3, it is anticipated that the greatest potential for exposure to any hazardous materials would occur during construction which would require subsurface disturbance, primarily to construct the foundation of the new building. Based on the prior on-site and/or surrounding area land uses which could result in environmental contamination, an (E) Designation (E-897) for hazardous materials would be placed on the subject property pursuant to Section 11-15 of the New York City Zoning Resolution.

- The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering controls through oversight by OER. Further hazardous materials assessments will be coordinated through OER. The following procedures are required per the (E) Designation prior to obtaining DOB permits for construction activities at the Development Site entailing soil disturbance:
    - Task 1—Sampling Protocol: The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater, and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.
    - Task 2—Remediation Determination and Protocol: A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination of whether remediation is necessary is made by OER. If OER determines that no remediation is necessary, they shall provide written notice stating these conclusions. If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.
    - A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities in order to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to and approved by OER prior to implementation.

- If dewatering is necessary during construction, water must be discharged to sewers in accordance with DEP requirements.
- During subsurface disturbance, excavated soil should be handled and disposed of properly in accordance with all applicable regulatory requirements. Any evidence of a petroleum spill must be reported to DEC and addressed in accordance with applicable requirements. If any tanks are encountered, they should be properly assessed, closed, and removed in accordance with federal, state, and local regulations. Transportation of material leaving Projected Development Site 3 for off-site disposal should be in accordance with federal, state, and local requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.

With the (E) Designation in place on all projected development sites, there would be no potential for significant adverse impacts related to hazardous materials, and no further assessment is required. ✷

Attachment I: Transportation

A. INTRODUCTION

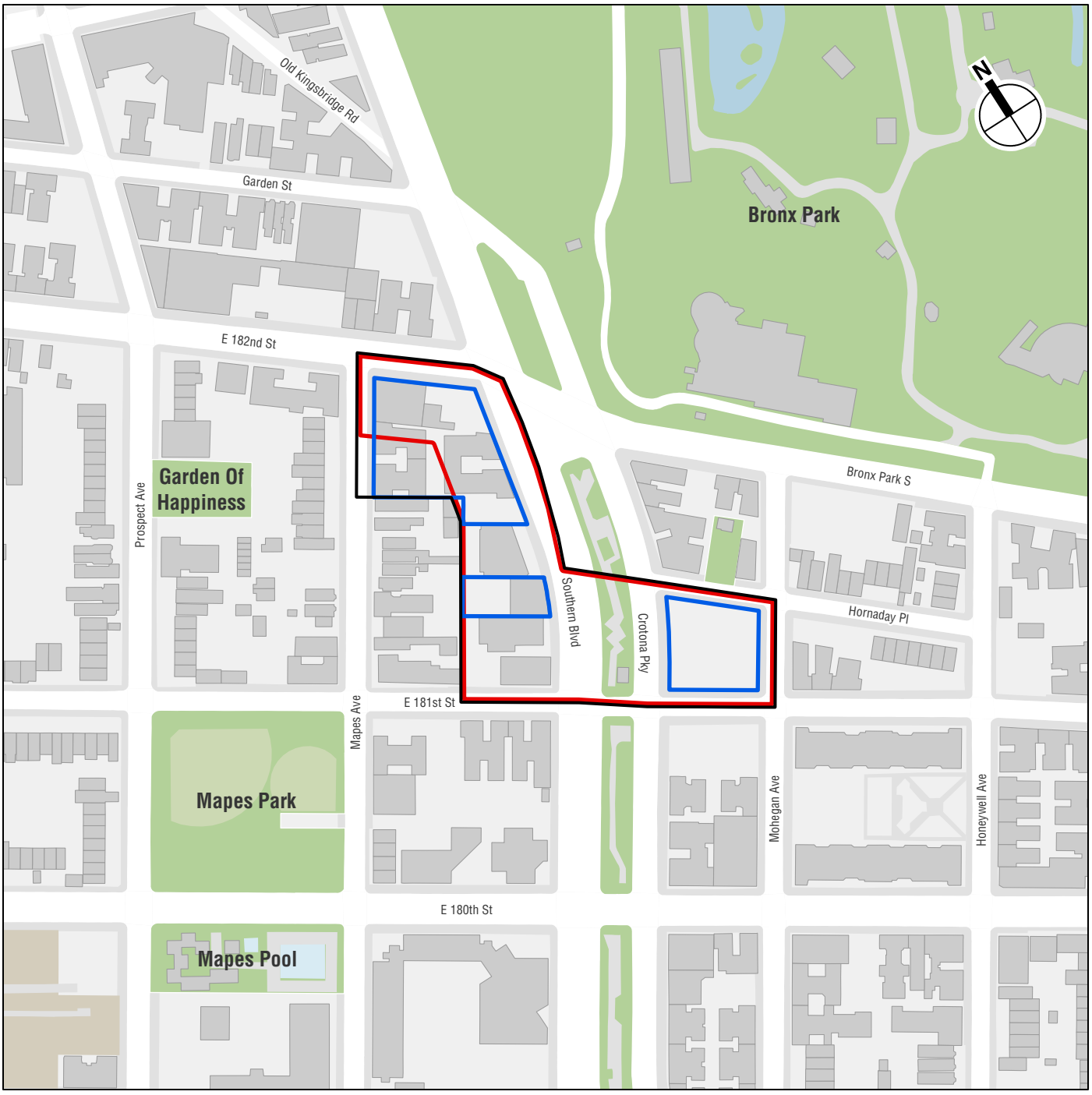
This attachment examines the potential effects of the Proposed Actions on study area transportation systems. Specifically, it compares conditions in the future with the Proposed Actions (the With Action condition) against conditions in the future without the Proposed Actions (the No Action condition) in order to determine the potential for significant adverse impacts to transportation systems. The travel demand projections, trip assignments, and capacity analysis presented in this attachment were conducted pursuant to the methodologies outlined in the 2025 *City Environmental Quality Review (CEQR) Technical Manual*. The development facilitated by the Proposed Actions is anticipated to be completed by 2033, which is the build year or analysis year.

As detailed in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the development of three new residential building consisting of 546 dwelling units (DUs), with additional space allocated for local retail, medical office space, and a daycare facility. Two of the development sites are Applicant-owned (Projected Development Sites 1 and 2), and the third (Projected Development Site 3) is not under control by the Applicant but projected to be built as a result of the Proposed Actions. As shown in **Figure I-1**, Projected Development Site 1 is bounded by East 182nd Street, East 181st Street, Mapes Avenue, and Southern Boulevard and contains two existing apartment buildings with a total of 91 DUs, a single-story approximately 5,770 gross square feet (gsf) commercial building, and a vacated approximately 1,465 gsf gas station. Projected Development Site 2 is bounded by Hornaday Place, East 181st Street, Mohegan Avenue and Cortona Parkway and is occupied by a vacant building that previously contained 66 units of supportive housing. Projected Development Site 3 is bounded by the same streets as Projected Development Site 1 and is currently occupied by an approximately 4,020 gsf car wash.

Under the No Action condition, Projected Development Sites 1 and 3 would remain in their current conditions and Projected Development Site 2 would be developed as-of-right (AOR) into a residential building with 81 DUs. Under the With Action condition, the three development sites would be redeveloped with approximately 546 DUs, 10,000 gsf of local retail space, 3,750 gsf daycare facility, and 11,456 gsf of medical office space.

Table I-1 provides a comparison of the development programs between the No Action and With Action scenarios.

2.26.26



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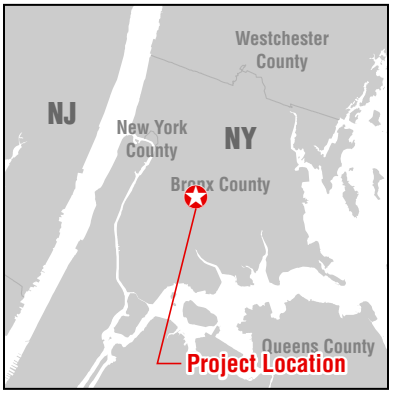
Affected Area

Rezoning Area

Projected Development Site Boundary



Project Location

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-1

Table I-1
Comparison of No Action and With Action Scenarios

Components	Total		
	No Action	With Action	Increment
Residential (DUs)	172	546	374
Local Retail (GSF)	5,770	10,000	4,230
Car Wash (GSF)	4,020	0	-4,020
Daycare (GSF)	0	3,750	3,750
Medical Office (GSF)	0	11,456	11,456

Source: Phipps Houses
Note: The 1,465 gsf gas station would remain vacant under the No Action.

B. TRANSPORTATION SCREENING ASSESSMENTS

The *CEQR Technical Manual* identifies procedures for evaluating a proposed project's potential impacts on traffic, transit, ferry, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared with the *CEQR Technical Manual*-specified thresholds (Level 1 screening analysis) to determine whether a Level 2 screening analysis is warranted. If the proposed project would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (subway/rail or bus riders), 50 or more peak hour Citywide Ferry Service (CWFS) ferry trips, and/or 200 or more peak hour pedestrian trips, a Level 2 screening analysis is undertaken.

For the Level 2 screening analysis, project generated trips would be assigned to specific intersections, transit routes, ferry routes, and pedestrian elements. If the results of this analysis show that the proposed project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station or on a subway line, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, ferry, and pedestrian impacts and parking shortfalls.

LEVEL 1 SCREENING

Trip generation factors for the No Action and With Action scenarios are based on information from the *CEQR Technical Manual*, the New York City Department of Education (DOE) mode choice surveys, U.S. Census Data, and other previously approved EISs, as summarized in **Table I-2**.

Table I-2
Travel Demand Factors

Use	Residential				Local Retail				Medical Office			
Total Daily Person Trip	(1) Weekday 8.18 Trips / DU			SAT 9.08	(1) Weekday 329.00 Trips / KSF			SAT 358.00	(1) Weekday 74.6 Trips / KSF			SAT 37.0
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person trip	Weekday 8.18 Trips / DU			SAT 9.08	Weekday 329.00 Trips / KSF			SAT 358.00	Weekday 74.6 Trips / KSF			SAT 37.0
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Temporal	(1)				(1)				(1)			
	9.3%	5.6%	8.5%	8.4%	4.8%	8.0%	10.9%	11.7%	11.0%	12.6%	8.5%	16.6%
Direction	(1)				(1)				(1)			
In	22%	50%	62%	55%	52%	50%	50%	50%	62%	53%	39%	54%
Out	78%	50%	38%	45%	48%	50%	50%	50%	38%	47%	61%	46%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(2)				(1)				(1)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	22.1%	22.1%	22.1%	22.1%	11.0%	11.0%	11.0%	11.0%	69.0%	69.0%	69.0%	69.0%
Taxi	2.8%	2.8%	2.8%	2.8%	0.0%	0.0%	0.0%	0.0%	7.0%	7.0%	7.0%	7.0%
Subway	37.2%	37.2%	37.2%	37.2%	3.0%	3.0%	3.0%	3.0%	2.0%	2.0%	2.0%	2.0%
Railroad	1.8%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ferry	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	29.0%	29.0%	29.0%	29.0%	2.0%	2.0%	2.0%	2.0%	6.0%	6.0%	6.0%	6.0%
Bike	0.3%	0.3%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%
Walk	6.8%	6.8%	6.8%	6.8%	84.0%	84.0%	84.0%	84.0%	15.0%	15.0%	15.0%	15.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2)(3)				(3)				(3)			
	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Auto	1.08	1.08	1.08	1.08	1.60	1.60	1.60	1.60	1.50	1.50	1.50	1.50
Taxi	1.40	1.40	1.40	1.40	1.20	1.20	1.20	1.20	1.50	1.50	1.50	1.50
Daily Delivery Trip Generation Rate	(1) Weekday 0.06 Delivery Trips / DU			SAT 0.02	(1) Weekday 0.35 Delivery Trips / KSF			SAT 0.04	(3) Weekday 0.29 Delivery Trips / KSF			SAT 0.29
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Delivery Temporal	(1)				(1)				(3)			
	12.0%	9.0%	2.0%	9.0%	8.0%	11.0%	2.0%	11.0%	3.0%	11.0%	1.0%	0.0%
Delivery Direction	(1)				(1)				(3)			
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table I-2 (cont'd)
Travel Demand Factors

Use	Daycare											
	Children				Parents				Staff			
Total Daily Person Trip	(1) Weekday 22.0 Trips / KSF			SAT 0.0	(1) Weekday 44.0 Trips / KSF			SAT 0.0	(1) Weekday 6.0 Trips / KSF			SAT 0.0
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person trip	Weekday 22.0 Trips / KSF			SAT 0.0	Weekday 44.0 Trips / KSF			SAT 0.0	Weekday 6.0 Trips / KSF			SAT 0.0
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Temporal	(1)				(1)				(1)			
	25.0%	0.0%	25.0%	0.0%	25.0%	0.0%	25.0%	0.0%	25.0%	2.5%	25.0%	0.0%
Direction	(1)				(1)				(1)			
In	100%	50%	0%	50%	50%	50%	50%	50%	100%	50%	0%	50%
Out	0%	50%	100%	50%	50%	50%	50%	50%	0%	50%	100%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(4)				(4)				(5)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	44.2%	44.2%	44.2%	44.2%
Taxi	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	1.8%	1.8%	1.8%
Subway	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	20.2%	20.2%	20.2%	20.2%
Railroad	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	2.9%	2.9%
Ferry	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	15.2%	15.2%	15.2%	15.2%
Bike	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	0.4%	0.4%
Walk	69.0%	69.0%	69.0%	69.0%	69.0%	69.0%	69.0%	69.0%	15.3%	15.3%	15.3%	15.3%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(4)								(4)(5)			
	AM	MD	PM	SAT					AM	MD	PM	SAT
Auto	1.00	1.00	1.00	1.00					1.13	1.13	1.13	1.13
Taxi	1.00	1.00	1.00	1.00					1.00	1.00	1.00	1.00
Daily Delivery Trip Generation Rate	(3) Weekday 0.07 Delivery Trips / KSF			SAT 0.00								
	AM	**MD**	**PM**	**SAT**								
Delivery Temporal	(3)											
	9.6%	11.0%	1.0%	0.0%								
Delivery Direction	(3)											
In	50%	50%	50%	50%								
Out	50%	50%	50%	50%								
Total	100%	100%	100%	100%								

Sources:
(1) 2025 *CEQR Technical Manual*
(2) U.S. Census American Community Survey (ACS) 2015-2019 5-Year Estimates Journey-to-Work (JTW) Data for Bronx Census Tracts 334, 359, 361, 363, 365.01, 365.02, 369.01, 371, and 393
(3) *Jerome Avenue Rezoning FEIS* (2018)
(4) Information provided by DOT based on DOE survey at the nearby public school and JTW information for the adjoined census tracts
(5) U.S. Census American Community Survey (ACS) 2012-2016 5-Year Estimates Reverse Journey-to-Work (RJTW) Data for Bronx Census Tracts 334, 359, 361, 363, 365.01, 365.02, 369.01, 371, and 393

RESIDENTIAL

The daily person trip rate and temporal and directional distributions for the residential component are from the *CEQR Technical Manual*. The modal splits and auto vehicle occupancy are from the U.S. Census American Community Survey (ACS) 2015-2019 Journey-to-Work (JTW) estimates for Bronx Census Tracts 334, 359, 361, 363, 365.01, 365.02, 369.01, 371, and 393. The auto and taxi occupancies are from the JTW data and the 2018 *Jerome Avenue Rezoning FEIS*, respectively. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

LOCAL RETAIL

The daily person trip rate, temporal and directional distributions, and modal splits for the local neighborhood retail components are from the *CEQR Technical Manual*. The vehicle occupancies are from the 2018 *Jerome Avenue Rezoning FEIS*. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

DAYCARE CHILDREN

The daily person trip rate and the temporal and directional distributions for the daycare children are from the *CEQR Technical Manual*. The vehicle occupancy is based on information provided by the New York City Department of Transportation (DOT) on previous projects. The modal splits are from DOT based on DOE survey at the nearby public school and JTW information for the adjoined census tracts. The daily delivery trip rate and temporal and directional distributions are from the *2018 Jerome Avenue Rezoning FEIS.* Auto trips are assumed to be pick-ups and drop-offs made by parents.

DAYCARE PARENTS

The daily person trip rate and temporal and directional distributions for the daycare parents are from the *CEQR Technical Manual*. The modal splits are from DOT based on DOE survey at the nearby public school and JTW information for the adjoined census tracts.

DAYCARE STAFF

The daily person trip rate and temporal and directional distributions for the daycare staff are from the *CEQR Technical Manual*. The modal splits are from the U.S. Census ACS 2012-2016 Reverse Journey-to-Work (RJTW) estimates for Bronx Census Tracts 334, 359, 361, 363, 365.01, 365.02, 369.01, 371, and 393. The auto and taxi occupancies are from the RJTW data and provided by DOT on previous projects, respectively.

CAR WASH

Comprehensive travel demand surveys were conducted at the existing car wash business at Projected Development Site 3 (2137 Southern Boulevard) for two weekdays and two Saturdays in May 2024 to determine the analysis peak hour trips. The weekday and Saturday survey results are summarized and presented in **Table I-3** below.

Table I-3
Car Wash—Weekday and Saturday Person Counts Summary

Hour	Weekday			Saturday		
	In	Out	Total	In	Out	Total
12:00 AM - 1:00 AM	0	0	0	0	0	0
1:00 AM - 2:00 AM	0	0	0	0	0	0
2:00 AM - 3:00 AM	0	0	0	0	0	0
3:00 AM - 4:00 AM	0	0	0	0	0	0
4:00 AM - 5:00 AM	0	0	0	0	0	0
5:00 AM - 6:00 AM	0	0	0	0	0	0
6:00 AM - 7:00 AM	0	0	0	0	0	0
7:00 AM - 8:00 AM	4	2	6	4	3	7
8:00 AM - 9:00 AM	31	29	60	35	33	68
9:00 AM - 10:00 AM	34	35	69	45	44	89
10:00 AM - 11:00 AM	28	26	54	51	50	101
11:00 AM - 12:00 PM	35	36	71	50	50	100
12:00 PM - 1:00 PM	29	32	61	41	41	82
1:00 PM - 2:00 PM	29	28	57	39	40	79
2:00 PM - 3:00 PM	31	37	68	41	42	83
3:00 PM - 4:00 PM	27	29	56	33	31	64
4:00 PM - 5:00 PM	25	22	47	28	30	58
5:00 PM - 6:00 PM	22	20	42	24	24	48
6:00 PM - 7:00 PM	24	22	46	18	21	39
7:00 PM - 8:00 PM	3	4	7	8	8	16
8:00 PM - 9:00 PM	0	0	0	0	0	0
9:00 PM - 10:00 PM	0	0	0	0	0	0
10:00 PM - 11:00 PM	0	0	0	0	0	0
11:00 PM - 12:00 AM	0	0	0	0	0	0

Note: Based on the average of the two weekdays and two Saturdays of counts and adjusted so that daily total ins and outs match; May 2024

Based on the typical CEQR weekday peak periods of 7:00 AM to 10:00 AM; 11:00 AM to 2:00 PM; and 4:00 PM to 7:00 PM and the total ins and outs summarized in **Table I-3**, the existing car wash's rolling weekday AM peak hour was determined to be 9:00 AM to 10:00 AM; weekday midday peak hour to be 11:00 AM to 12:00 PM; and weekday PM peak hour to be 4:45 PM to 5:45 PM. For Saturday, and similarly based on the total ins and outs summarized in **Table I-3**, the rolling Saturday peak hour was determined to be 1:30 PM to 2:30 PM during the 12:00 PM to 5:00 PM peak period. The modal splits and auto occupancies were also determined based on the surveys. For the weekday analysis peak hours, the auto mode share is approximately 74 percent with an auto occupancy of 1.00. For the Saturday analysis peak hour, the auto mode share is approximately 99 percent with an auto occupancy of 1.13. Lastly, the daily delivery trip rate and temporal and directional distributions are assumed to be the same as local retail. **Table I-4** summarizes the car wash's person and vehicle trips for the four analysis peak hours.

Table I-4
Trip Generation Summary: Car Wash

Program	Peak Hour	In/Out	Person Trip									Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Car Wash 4,020 GSF	AM	In	25	0	0	0	0	0	0	9	34	25	0	0	25
		Out	26	0	0	0	0	0	0	9	35	26	0	0	26
		Total	51	0	0	0	0	0	0	18	69	51	0	0	51
	Midday	In	26	0	0	0	0	0	0	9	35	26	0	0	26
		Out	27	0	0	0	0	0	0	9	36	27	0	0	27
		Total	53	0	0	0	0	0	0	18	71	53	0	0	53
	PM	In	18	0	0	0	0	0	0	6	24	18	0	0	18
		Out	18	0	0	0	0	0	0	6	24	18	0	0	18
		Total	36	0	0	0	0	0	0	12	48	36	0	0	36
	Saturday	In	44	0	0	0	0	0	0	0	44	39	0	0	39
		Out	43	0	0	0	0	0	0	0	43	38	0	0	38
		Total	87	0	0	0	0	0	0	0	87	77	0	0	77

MEDICAL OFFICE

The daily person trip rate, temporal and directional distributions, and modal splits are from the *CEQR Technical Manual*. The vehicle occupancies, and delivery trip rate and temporal and directional distributions are from the 2018 *Jerome Avenue Rezoning FEIS.*

TRAVEL DEMAND PROJECTION SUMMARY

As summarized in **Table I-5**, the No Action uses would generate 292, 303, 373, and 460 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 92, 83, 78, and 124 vehicle trips would be generated during the same respective peak hours.

Table I-5
Trip Generation Summary: No Action

Program	Peak Hour	In/Out	Person Trip									Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Residential 172 DU	AM	In	6	1	11	1	0	8	0	2	29	6	3	1	10
		Out	23	3	38	2	0	30	0	7	103	21	3	1	25
		Total	29	4	49	3	0	38	0	9	132	27	6	2	35
	Midday	In	9	1	15	1	0	11	0	3	40	8	2	0	10
		Out	9	1	15	1	0	11	0	3	40	8	2	0	10
		Total	18	2	30	2	0	22	0	6	80	16	4	0	20
	PM	In	16	2	28	1	0	22	0	5	74	15	2	0	17
		Out	10	1	17	1	0	13	0	3	45	9	2	0	11
		Total	26	3	45	2	0	35	0	8	119	24	4	0	28
	Saturday	In	16	2	27	1	0	21	0	5	72	15	2	0	17
		Out	13	2	22	1	0	17	0	4	59	12	2	0	14
		Total	29	4	49	2	0	38	0	9	131	27	4	0	31
Local Retail 5,770 GSF	AM	In	5	0	1	0	0	1	0	40	47	3	0	0	3
		Out	5	0	1	0	0	1	0	37	44	3	0	0	3
		Total	10	0	2	0	0	2	0	77	91	6	0	0	6
	Midday	In	8	0	2	0	0	2	0	64	76	5	0	0	5
		Out	8	0	2	0	0	2	0	64	76	5	0	0	5
		Total	16	0	4	0	0	4	0	128	152	10	0	0	10
	PM	In	11	0	3	0	0	2	0	87	103	7	0	0	7
		Out	11	0	3	0	0	2	0	87	103	7	0	0	7
		Total	22	0	6	0	0	4	0	174	206	14	0	0	14
	Saturday	In	13	0	4	0	0	2	0	102	121	8	0	0	8
		Out	13	0	4	0	0	2	0	102	121	8	0	0	8
		Total	26	0	8	0	0	4	0	204	242	16	0	0	16
Car Wash 4,020 GSF	AM	In	25	0	0	0	0	0	0	9	34	25	0	0	25
		Out	26	0	0	0	0	0	0	9	35	26	0	0	26
		Total	51	0	0	0	0	0	0	18	69	51	0	0	51
	Midday	In	26	0	0	0	0	0	0	9	35	26	0	0	26
		Out	27	0	0	0	0	0	0	9	36	27	0	0	27
		Total	53	0	0	0	0	0	0	18	71	53	0	0	53
	PM	In	18	0	0	0	0	0	0	6	24	18	0	0	18
		Out	18	0	0	0	0	0	0	6	24	18	0	0	18
		Total	36	0	0	0	0	0	0	12	48	36	0	0	36
	Saturday	In	44	0	0	0	0	0	0	0	44	39	0	0	39
		Out	43	0	0	0	0	0	0	0	43	38	0	0	38
		Total	87	0	0	0	0	0	0	0	87	77	0	0	77
Total	AM	In	36	1	12	1	0	9	0	51	110	34	3	1	38
		Out	54	3	39	2	0	31	0	53	182	50	3	1	54
		Total	90	4	51	3	0	40	0	104	292	84	6	2	92
	Midday	In	43	1	17	1	0	13	0	76	151	39	2	0	41
		Out	44	1	17	1	0	13	0	76	152	40	2	0	42
		Total	87	2	34	2	0	26	0	152	303	79	4	0	83
	PM	In	45	2	31	1	0	24	0	98	201	40	2	0	42
		Out	39	1	20	1	0	15	0	96	172	34	2	0	36
		Total	84	3	51	2	0	39	0	194	373	74	4	0	78
	Saturday	In	73	2	31	1	0	23	0	107	237	62	2	0	64
		Out	69	2	26	1	0	19	0	106	223	58	2	0	60
		Total	142	4	57	2	0	42	0	213	460	120	4	0	124

As summarized in **Table I-6**, the With Action uses would generate 737, 625, 883, and 904 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 179, 145, 168, and 167 vehicle trips would be generated during the same respective peak hours.

Table I-6
Trip Generation Summary: With Action

Program	Peak Hour	In/Out	Person Trip									Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Residential	AM	In	20	3	34	2	0	27	0	6	92	19	8	2	29
		Out	72	9	121	6	0	94	1	22	325	67	8	2	77
		Total	92	12	155	8	0	121	1	28	417	86	16	4	106
	Midday	In	28	4	47	2	0	36	0	9	126	26	6	1	33
		Out	28	4	47	2	0	36	0	9	126	26	6	1	33
		Total	56	8	94	4	0	72	0	18	252	52	12	2	66
546	PM	In	52	7	88	4	0	68	1	16	236	48	8	0	56
DU		Out	32	4	54	3	0	42	0	10	145	30	8	0	38
		Total	84	11	142	7	0	110	1	26	381	78	16	0	94
	Saturday	In	51	6	85	4	0	66	1	16	229	47	8	0	55
		Out	41	5	70	3	0	54	1	13	187	38	8	0	46
		Total	92	11	155	7	0	120	2	29	416	85	16	0	101
Local Retail	AM	In	9	0	2	0	0	2	0	69	82	6	0	0	6
		Out	8	0	2	0	0	2	0	64	76	5	0	0	5
		Total	17	0	4	0	0	4	0	133	158	11	0	0	11
	Midday	In	14	0	4	0	0	3	0	111	132	9	0	0	9
		Out	14	0	4	0	0	3	0	111	132	9	0	0	9
		Total	28	0	8	0	0	6	0	222	264	18	0	0	18
10,000	PM	In	20	0	5	0	0	4	0	151	180	13	0	0	13
GSF		Out	20	0	5	0	0	4	0	151	180	13	0	0	13
		Total	40	0	10	0	0	8	0	302	360	26	0	0	26
	Saturday	In	23	0	6	0	0	4	0	176	209	14	0	0	14
		Out	23	0	6	0	0	4	0	176	209	14	0	0	14
		Total	46	0	12	0	0	8	0	352	418	28	0	0	28
Daycare - Children	AM	In	3	0	2	0	0	2	0	14	21	3	0	0	3
		Out	0	0	0	0	0	0	0	0	0	3	0	0	3
		Total	3	0	2	0	0	2	0	14	21	6	0	0	6
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3,750	PM	In	0	0	0	0	0	0	0	0	0	3	0	0	3
GSF		Out	3	0	2	0	0	2	0	14	21	3	0	0	3
		Total	3	0	2	0	0	2	0	14	21	6	0	0	6
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Daycare - Parents	AM	In	3	0	2	0	0	2	0	14	21	0	0	0	0
		Out	3	0	2	0	0	2	0	14	21	0	0	0	0
		Total	6	0	4	0	0	4	0	28	42	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3,750	PM	In	3	0	2	0	0	2	0	14	21	0	0	0	0
GSF		Out	3	0	2	0	0	2	0	14	21	0	0	0	0
		Total	6	0	4	0	0	4	0	28	42	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Daycare - Staff	AM	In	2	0	1	0	0	1	0	1	5	2	0	0	2
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	2	0	1	0	0	1	0	1	5	2	0	0	2
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3,750	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
GSF		Out	2	0	1	0	0	1	0	1	5	2	0	0	2
		Total	2	0	1	0	0	1	0	1	5	2	0	0	2
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Medical Office	AM	In	40	4	1	0	0	3	1	9	58	27	5	0	32
		Out	25	3	1	0	0	2	0	5	36	17	5	0	22
		Total	65	7	2	0	0	5	1	14	94	44	10	0	54
	Midday	In	39	4	1	0	0	3	1	9	57	26	6	0	32
		Out	35	4	1	0	0	3	1	8	52	23	6	0	29
		Total	74	8	2	0	0	6	2	17	109	49	12	0	61
11,456	PM	In	20	2	1	0	0	2	0	4	29	13	3	0	16
GSF		Out	31	3	1	0	0	3	0	7	45	21	3	0	24
		Total	51	5	2	0	0	5	0	11	74	34	6	0	40
	Saturday	In	26	3	1	0	0	2	0	6	38	17	3	0	20
		Out	22	2	1	0	0	2	0	5	32	15	3	0	18
		Total	48	5	2	0	0	4	0	11	70	32	6	0	38

Table I-6 (cont'd)
Trip Generation Summary: With Action

Program	Peak Hour	In/Out	Person Trip									Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Total	AM	In	77	7	42	2	0	37	1	113	279	57	13	2	72
		Out	108	12	126	6	0	100	1	105	458	92	13	2	107
		Total	185	19	168	8	0	137	2	218	737	149	26	4	179
	Midday	In	81	8	52	2	0	42	1	129	315	61	12	1	74
		Out	77	8	52	2	0	42	1	128	310	58	12	1	71
		Total	158	16	104	4	0	84	2	257	625	119	24	2	145
	PM	In	95	9	96	4	0	76	1	185	466	77	11	0	88
		Out	91	7	65	3	0	54	0	197	417	69	11	0	80
		Total	186	16	161	7	0	130	1	382	883	146	22	0	168
	Saturday	In	100	9	92	4	0	72	1	198	476	78	11	0	89
		Out	86	7	77	3	0	60	1	194	428	67	11	0	78
		Total	186	16	169	7	0	132	2	392	904	145	22	0	167

The net incremental trips between the No Action and With Action are shown in **Table I-7**.

Table I-7
Trip Generation Summary: Net Increments

Program	Peak Hour	In/Out	Person Trip									Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Net Increments	AM	In	41	6	30	1	0	28	1	62	169	23	10	1	34
		Out	54	9	87	4	0	69	1	52	276	42	10	1	53
		Total	95	15	117	5	0	97	2	114	445	65	20	2	87
	Midday	In	38	7	35	1	0	29	1	53	164	22	10	1	33
		Out	33	7	35	1	0	29	1	52	158	18	10	1	29
		Total	71	14	70	2	0	58	2	105	322	40	20	2	62
	PM	In	50	7	65	3	0	52	1	87	265	37	9	0	46
		Out	52	6	45	2	0	39	0	101	245	35	9	0	44
		Total	102	13	110	5	0	91	1	188	510	72	18	0	90
	Saturday	In	27	7	61	3	0	49	1	91	239	16	9	0	25
		Out	17	5	51	2	0	41	1	88	205	9	9	0	18
		Total	44	12	112	5	0	90	2	179	444	25	18	0	43

TRAFFIC

As shown in **Table I-7**, the Proposed Actions would generate 87, 62, 90, and 43 incremental vehicle trips during the weekday AM, midday, PM and Saturday peak hours, respectively. Since the incremental vehicle trips would be greater than the *CEQR Technical Manual* analysis threshold of 50 vehicle trips during the three weekday analysis peak hours, a Level 2 screening assessment for these three peak hours (presented in the section below) was prepared to determine if a quantified traffic analysis would be warranted.

TRANSIT

As shown in **Table I-7**, the Proposed Actions would generate 117, 70, 110, and 112 incremental subway person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental subway trips do not exceed the *CEQR Technical Manual* analysis threshold of 200 subway trips, a detailed analysis of subway facilities is not warranted, and the Proposed Actions are not expected to result in any significant adverse subway impacts.

The Proposed Actions would generate 5, 2, 5, and 5 incremental railroad trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental railroad trips do not exceed the *CEQR Technical Manual* analysis threshold of 200 railroad trips, a detailed analysis of railroad facilities is not warranted, and the Proposed Actions are not expected to result in any significant adverse railroad impacts.

The Proposed Actions would also generate 97, 58, 91, and 90 incremental bus trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Given the distance of the Rezoning Area to the nearby subway and railroad stations, subway trips and railroad trips are assumed to transfer to local buses in the area to access the Rezoning Area. Since the incremental bus trips would be greater than 50 during all peak hours, a Level 2 screening assessment (presented in the section below) has been conducted to determine if bus line-haul analysis would be warranted.

CITY-WIDE FERRY SERVICE

As shown in **Table I-7**, the Proposed Actions would not generate any incremental ferry trips during the four analysis peak hours. Therefore, a detailed CWFS ferry line-haul analysis and CWFS facilities analysis are not warranted, and the Proposed Actions are not expected to result in any significant adverse ferry impacts.

PEDESTRIANS

As shown in **Table I-7**, the Proposed Actions would result in 445, 322, 510, and 444 incremental person trips during the weekday AM, midday, PM and Saturday peak hours, respectively. Since the incremental person trips would be greater than 200 person trips during all four analysis peak hours, a Level 2 screening assessment (presented in the section below) was prepared to determine if a detailed pedestrian analysis would be warranted.

LEVEL 2 SCREENING

As part of the Level 2 screening assessment, project generated trips were assigned to specific intersections, transit facilities, and pedestrian elements near the Rezoning Area. The *CEQR Technical Manual* states that further quantified analyses to assess the potential impacts of the proposed project on the transportation system may be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle trips, subway stations incurring 200 or more peak hour transit trips, subway lines incurring 200 or more peak hour riders in a travel direction, bus routes incurring 50 or more peak hour riders in a travel direction, or pedestrian elements incurring 200 or more peak hour pedestrian trips.

SITE ACCESS AND EGRESS

Entrances to the various land uses would be located on each development sites' corresponding street frontages. In the No Action condition, residential access for Projected Development Site 1 would be on both Southern Boulevard and Mapes Avenue, with local retail access primarily on East 182nd Street. In the With Action condition, residential access for Projected Development Site 1 would be on East 182nd Street, with medical office access from Southern Boulevard and daycare access from the southeast corner of Mapes Avenue and East 182nd Street. For Projected Development Site 2, residential access would be from the southeast corner of Crotona Parkway and Hornaday Place, in both the No Action and With Action conditions. For the non-applicant owned site, access to the No Action car wash and the With Action residential and local retail uses would be on Southern Boulevard.

TRAFFIC

The most likely travel routes to and from the Rezoning Area, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, the configuration of the roadway

network, and the anticipated locations of site access and egress were examined to develop trip assignment patterns. Taxi trips were assigned to the various development sites entrances. All delivery trips were assigned to the development sites via DOT-designated truck routes. Except for residential and daycare staff auto trips which were assigned directly to the off-street parking facilities, most other auto trips were first assigned to the development sites frontages and then to park at the off-street parking facilities summarized in **Table I-8 and Figure I-2**.

Table I-8
Existing Off-Street Parking Supply and Utilization
Approximately ¼-Mile Study Area

Map #	Name/Address	License Number	Licensed Capacity	Utilization Rate				Utilized Spaces				Available Spaces			
				AM	MD	PM	ON	AM	MD	PM	ON	AM	MD	PM	ON
1	Star Parking 2 Inc. / 850 East 181st Street	2100900-DCA	33	40%	65%	40%	50%	13	21	13	17	20	12	20	16
2	119 Parking Lot Corp. / 2077 Southern Boulevard	2105295-DCA	116	60%	70%	65%	60%	70	81	75	70	46	35	41	46
3	H & E Parking Garage Corp. / 1962 Crotona Parkway	2103421-DCA	45	50%	50%	50%	25%	23	23	23	11	22	22	22	34
Total			**194**	**55%**	**64%**	**57%**	**51%**	**106**	**125**	**111**	**98**	**88**	**69**	**83**	**96**

Notes: MD = Midday; ON = Weekday Overnight
Sources: Survey conducted by AKRF Inc., October 2023

Residential

The residential use's auto trip assignments were developed based on the U.S. Census ACS 2012-2016 JTW origin-destination (O-D) estimates. Many of the destinations for the residential trips would remain in the Bronx (66 percent). The remaining trips would be toward Manhattan (16 percent), Brooklyn (5 percent), Upstate New York (6 percent), Queens (3 percent), Long Island (2 percent), Connecticut (1 percent), and New Jersey (1 percent). Residential trips would originate from the off-street parking facilities, and use the most direct route for travel to their destinations.

Local Retail

The local retail use is expected to serve patrons primarily from the immediate area. Auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Approximately 25 percent of vehicle trips would originate from north of the site, 25 percent from south of the site, 25 percent from east of the site, and 25 percent from west of the site. Local retail trips were also assigned to the off-street parking facilities.

Daycare

The daycare facility is anticipated to serve the area surrounding the Rezoning Area. The children-related auto trips were assigned in a similar manner to typical elementary/intermediate school students trip assignments. The staff-related auto trip assignments were developed based on the U.S. Census ACS 2012-2016 ACS RJTW O-D estimates. Most of the staff trips would be from the Bronx (50%). The remaining trips would be from Upstate New York (30%), Queens (5%), Long Island (5%), New Jersey (4%), Manhattan (3%), Brooklyn (1%), Connecticut (1%), and Pennsylvania (1%). Staff-related auto trips were assigned to the off-street parking facilities.

Car Wash

Auto trips generated by the car wash are anticipated to serve the area surrounding the Rezoning Area and assigned in a similar manner to the local retail use. These auto trips, however, are not assumed to park at the off-street parking facilities and would depart the study area after the car wash is completed.

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Study Area (Quarter-mile perimeter)

0 500 FEET

Off-Street Parking Facilities

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-2

Medical Office

Auto trips generated by the medical office are anticipated to serve the area surrounding the Rezoning Area and assigned in a similar manner to the local retail use.

Deliveries

Truck delivery trips for all land uses are assigned to DOT-designated truck routes as long as possible until reaching the area surrounding the Rezoning Area. Truck trips generated by the proposed land uses are assigned to the development sites curbsides.

Summary

According to the *CEQR Technical Manual*, intersections expected to incur 50 or more incremental peak hour vehicle trips as a result of a proposed project would have the potential for significant adverse traffic impacts and should be assessed in a quantified traffic impact analysis. The No Action project-generated vehicle trips during the three weekday peak hours are shown in **Figures I-3 through I-5**, and the With Action project-generated vehicle trips are shown in **Figures I-6 through I-8.** The detailed incremental vehicle trips for the same three analysis peak hours are shown in **Figures I-9 through I-11.** Based on the incremental vehicle trips presented in **Table I-9**, no intersections would exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour vehicle trips. Therefore, a quantified traffic analysis is not warranted, and the Proposed Actions are not expected to result in any significant adverse traffic impacts.

Table I-9
Traffic Level 2 Screening Analysis Results

Traffic Intersections	Incremental Vehicle Trips (Weekday)		
	AM	Midday	PM
Prospect Avenue and East 183rd Street	0	0	0
Prospect Avenue and Grote Street	0	0	0
Prospect Avenue and Garden Street	0	0	0
Prospect Avenue and East 182nd Street	9	5	7
Prospect Avenue and East 181st Street	3	0	3
Prospect Avenue and East 180th Street	-1	0	4
Prospect Avenue and East 179th Street	6	3	3
Prospect Avenue and East 178th Street	0	0	0
Prospect Avenue and East Tremont Avenue	15	13	17
Mapes Avenue and East 182nd Street	17	12	10
Mapes Avenue and East 181st Street	11	7	6
Mapes Avenue and East 180th Street	7	7	7
Mapes Avenue and East 179th Street	14	11	7
Mapes Avenue and East 178th Street	8	8	4
Mapes Avenue and East Tremont Avenue	23	21	21
Marmion Avenue and East 179th Street	6	3	3
Marmion Avenue and East 178th Street	0	0	0
Marmion Avenue and East Tremont Avenue	23	21	21
Southern Boulevard and East 183rd Street	18	15	23
Southern Boulevard and Grote Street	18	15	23
Southern Boulevard and Garden Street	18	15	23
Southern Boulevard and East 182nd Street	32	30	30
Southern Boulevard and East 181st Street	22	20	22
Southern Boulevard and East 180th Street	28	25	28
Southern Boulevard and East 179th Street	33	25	31
Southern Boulevard and East 178th Street	27	22	28
Southern Boulevard and East Tremont Avenue	35	30	32
Crotona Parkway and East 182nd Street	15	8	8
Crotona Parkway and Hornaday Place	13	7	9

2.19.26



No Action Project Generated Vehicle Trips
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-3

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

No Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-4

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

No Action Project Generated Vehicle Trips
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-5

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

With Action Project Generated Vehicle Trips
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-6

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

With Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-7



With Action Project Generated Vehicle Trips
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-8

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

With Action Incremental Vehicle Trips
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-9

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

With Action Incremental Vehicle Trips
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-10

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

With Action Incremental Vehicle Trips
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-11

Table I-9, cont'd
Traffic Level 2 Screening Analysis Results

Traffic Intersections	Incremental Vehicle Trips (Weekday)		
	AM	Midday	PM
Crotona Parkway and East 181st Street	13	7	9
Crotona Parkway and East 180th Street	8	5	6
Crotona Parkway and East 179th Street	13	12	14
Crotona Parkway and East 178th Street	18	14	16
Crotona Parkway and East Tremont Avenue	14	15	17
Mohegan Avenue and Bronx Park South	10	6	5
Mohegan Avenue and Hornaday Place	4	3	4
Mohegan Avenue and East 181st Street	4	3	4
Mohegan Avenue and East 180th Street	4	2	2
Mohegan Avenue and East 179th Street	0	0	0
Honeywell Avenue and Bronx Park South	10	6	5
Honeywell Avenue and Hornaday Place	0	0	0
Honeywell Avenue and East 181st Street	0	0	0
Honeywell Avenue and East 180th Street	4	2	2
Honeywell Avenue and East 179th Street	0	0	0
Honeywell Avenue and East 178th Street	5	2	2
Honeywell Avenue and East Tremont Avenue	2	3	4

PARKING

For parking, because a detailed traffic analysis has been determined to be unwarranted, an assessment of the Proposed Actions' demand on the area's parking resources is also unwarranted. Furthermore, some of the Proposed Actions parking demand would likely be accommodated by the available off-street parking facilities identified above. Therefore, as a result of the conclusions described above for traffic, a detailed parking analysis is not warranted, and the Proposed Project would not result in any significant parking shortfalls.

TRANSIT

Mass transit options serving the Rezoning Area include the New York City Transit (NYCT) No. 2, No. 4, No. 5, B, and D subway lines; the BX9, BX17, BX19, BX36, BX40, and BX42 bus routes; and the Metro-North Railroad (MNR) and are shown in **Figure I-12**. The No. 2 and No. 5 subway lines operate primarily above Boston Road with stops at East 174th Street, at West Farms Square-East Tremont Avenue, and at East 180th Street. Further west of the site, the No. 4 subway line operates above Jerome Avenue and the B and D subway lines operate under Grand Concourse. MNR operates along Park Avenue, with a stop at the Tremont station at the intersection of Park Avenue and East Tremont Avenue. Given that the subway stations and MNR station are all located at walking distances of 15-minutes or more from the Rezoning Area, it is anticipated that project-generated trips using those modes would transfer to study area buses to access the Rezoning Area.

The bus routes that operate in the study area are listed below:

- The BX9 bus route operates on East 180th Street and Southern Boulevard;
- The BX17 bus route operates on Crotona Avenue;
- The BX19 bus route operates on Southern Boulevard;
- The BX36 bus routes operates on East Tremont Avenue; and
- The BX40 and BX42 bus routes operate on East 180th Street.

2.19.26



0 1,000 FEET

Affected Area

Rezoning Area

Development Site Boundary

Subway Station

Subway Line

Bus Route

PHIPPS MAPES AND SOJOURNER REZONING

Transit Map

Figure I-12

Project generated bus trips were assigned as follows:

- 20 percent to BX40/BX42 westbound;
- 20 percent to BX40/BX42 eastbound;
- 15 percent to BX9 westbound/BX19 northbound;
- 15 percent to BX9 eastbound/BX19 southbound;
- 15 percent to BX17 northbound; and
- 15 percent to BX17 southbound.

Project generated subway and railroad trips were assigned to transfer to buses as follows:

- 25 percent of inbound subway trips would transfer to BX19 northbound from the 174th Street (No. 2 and 5 lines) subway station south of the Rezoning Area;
- 25 percent of inbound subway trips would transfer to BX9 eastbound from either the No. 4 operating on Jerome Avenue, or the B/D subway lines operating on Grand Concourse west of the Rezoning Area;
- 20 percent of inbound subway trips would transfer to BX9 westbound from either the West Farms Square-East Tremont Avenue, or the East 180th Street (No. 2 and 5 lines) subway stations east of the Rezoning Area;
- 15 percent of inbound subway trips would transfer to BX40/BX42 westbound from either the West Farms Square-East Tremont Avenue, or the East 180th Street (No. 2 and 5 lines) subway stations east of the Rezoning Area;
- 15 percent of inbound subway trips would transfer to BX40/BX42 eastbound from either the No. 4 operating on Jerome Avenue, or the B/D subway lines operating on Grand Concourse west of the Rezoning Area;
- 25 percent of outbound subway trips would transfer to BX19 southbound to the 174th Street (No. 2 and 5 lines) subway station south of the Rezoning Area;
- 25 percent of outbound subway trips would transfer to BX9 westbound to either the No. 4 operating on Jerome Avenue, or the B/D subway lines operating on Grand Concourse west of the Rezoning Area;
- 20 percent of outbound subway trips would transfer to BX9 westbound to either the West Farms Square-East Tremont Avenue, or the East 180th Street (No. 2 and 5 lines) subway stations east of the Rezoning Area;
- 15 percent of outbound subway trips would transfer to BX40/BX42 eastbound to either the West Farms Square-East Tremont Avenue, or the East 180th Street (No. 2 and 5 lines) subway stations east of the Rezoning Area;
- 15 percent of outbound subway trips would transfer to BX40/BX42 westbound to either the No. 4 operating on Jerome Avenue, or the B/D subway lines operating on Grand Concourse west of the Rezoning Area;
- All inbound railroad trips would transfer to BX36 eastbound operating on East Tremont Avenue from the Tremont Station; and
- All outbound railroad trips would transfer to BX36 westbound operating on East Tremont Avenue to the Tremont Station.

The incremental trips assigned to each of these bus routes are presented in **Table I-10** below. As shown below, no single bus route would incur the *CEQR Technical Manual* analysis threshold of

50 or more peak hour bus passengers in a single direction. Therefore, a quantified bus line-haul analysis is not warranted and the Proposed Actions are not expected to result in any significant adverse bus line-haul impacts.

Table I-10
Incremental Bus Trips

Bus Route	Direction	Incremental Bus Trips (Weekday)	
		AM	PM
BX9	Eastbound	32	31
	Westbound	35	30
BX17	Northbound	15	13
	Southbound	15	13
BX19	Northbound	16	23
	Southbound	30	18
BX36	Eastbound	1	3
	Westbound	4	2
BX40	Eastbound	19	18
	Westbound	19	18
BX42	Eastbound	18	18
	Southbound	18	18

PEDESTRIAN

As shown in **Table I-7**, the incremental person trips would exceed the CEQR analysis threshold of 200 peak hour pedestrian trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. The project-generated pedestrian trips were distributed to the study area elements as described below.

- Auto Trips – Most motorists would park at the ¼-mile off-street parking facilities and walk to/from each development site in the Rezoning Area. For the existing car wash use, which would continue under the No Action, based on field observations of its operations, person trips by auto were assigned only to the west sidewalk segment of Southern Boulevard between West 181st Street and the car wash entrance, to account for car wash patrons walking between their vehicles and the car wash offices to pay after driving through the car wash. For the With Action daycare use, auto drop-offs would occur on the west curbside of Mapes Avenue, with parents and children walking into the development site from there.
- Taxi Trips – Taxi patrons would get dropped off and picked up along the various frontages of each development site.
- City Bus Trips – City bus riders would use local buses stopping on Southern Boulevard, Crotona Avenue, East 180th Street, and East Tremont Avenue, and would get off at bus stops nearest to the various development sites.
- Subway Trips – Subway riders were assigned to the No. 2, No. 4, No. 5, B, and D subway lines. Subway riders assigned to the No. 2 and No. 5 subway lines would transfer to either the BX19 bus route on Southern Boulevard (from the 174th Street station), or the BX9, BX40, and BX42 bus routes on East 180th Street (from the West Farms Square-East Tremont Avenue or the East 180th Street stations) and would get off at bus stops nearest to the various development sites. Subway riders assigned to the No. 4, B, and D subway lines would transfer to either the BX9 bus route on Fordham Road and Southern Boulevard, or the B40 and B42 bus routes on East 180th Street, and would get off at bus stops nearest to the various development sites.

- Rail Trips – Rail riders would travel to the Tremont Station at Park Avenue and East Tremont Avenue, and would transfer to the BX36 bus route on East Tremont Avenue, and would get off at bus stops nearest to the various development sites.
- Walk-Only Trips – Pedestrian walk-only trips were developed by distributing project-generated person trips to surrounding pedestrian facilities (i.e., sidewalks, corner reservoirs, and crosswalks) based on population data as well as the land use characteristics of the surrounding neighborhood.

The No Action project-generated pedestrian trips during the three weekday peak hours and the Saturday peak hour are shown in **Figures I-13 through I-16**, and the With Action project-generated pedestrian trips are shown in **Figures I-17 through I-20**. The With Action incremental pedestrian trips during the same four analysis peak hours are shown in **Figures I-21 through I-24**. Based on the Level 2 detailed assignments, a pedestrian study area consisting of one sidewalk, one crosswalk, and two corners have been selected for detailed analysis as shown in **Table I-11** and **Figure I-25**.

Table I-11
Pedestrian Level 2 Screening Analysis Results

Pedestrian Elements	Incremental Pedestrian Trips				Selected Analysis Location
	AM	Midday	PM	Saturday	
Mapes Avenue and East 182nd Street					
East Sidewalk along Mapes Avenue between East 182nd Street and Site Entrance	131	50	117	81	
South Sidewalk along East 182nd Street between Mapes Avenue and Site Entrance	143	80	144	130	
Southern Boulevard and East 182nd Street					
Southwest corner	108	-2	31	5	
Southern Boulevard and East 181st Street					
West crosswalk	**243**	**214**	**306**	**309**	✓
Southwest corner	**276**	**240**	**351**	**352**	✓
Northwest corner	**316**	**283**	**381**	**386**	✓
West Sidewalk along Southern Boulevard between East 181st Street and East 180th Street	176	144	185	189	
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	**141**	**153**	**212**	**182**	✓
Crotona Parkway and East 181st Street					
Northeast corner	146	121	140	148	
Southeast corner	101	78	109	115	
Southern Boulevard and East 180th Street					
West crosswalk	127	112	139	136	
Southwest corner	130	114	141	139	
Northwest corner	164	135	177	163	

Notes:
✓ denotes pedestrian element selected for detailed pedestrian analysis; pedestrian elements with peak hour increments of at least 100 are shown in this table.

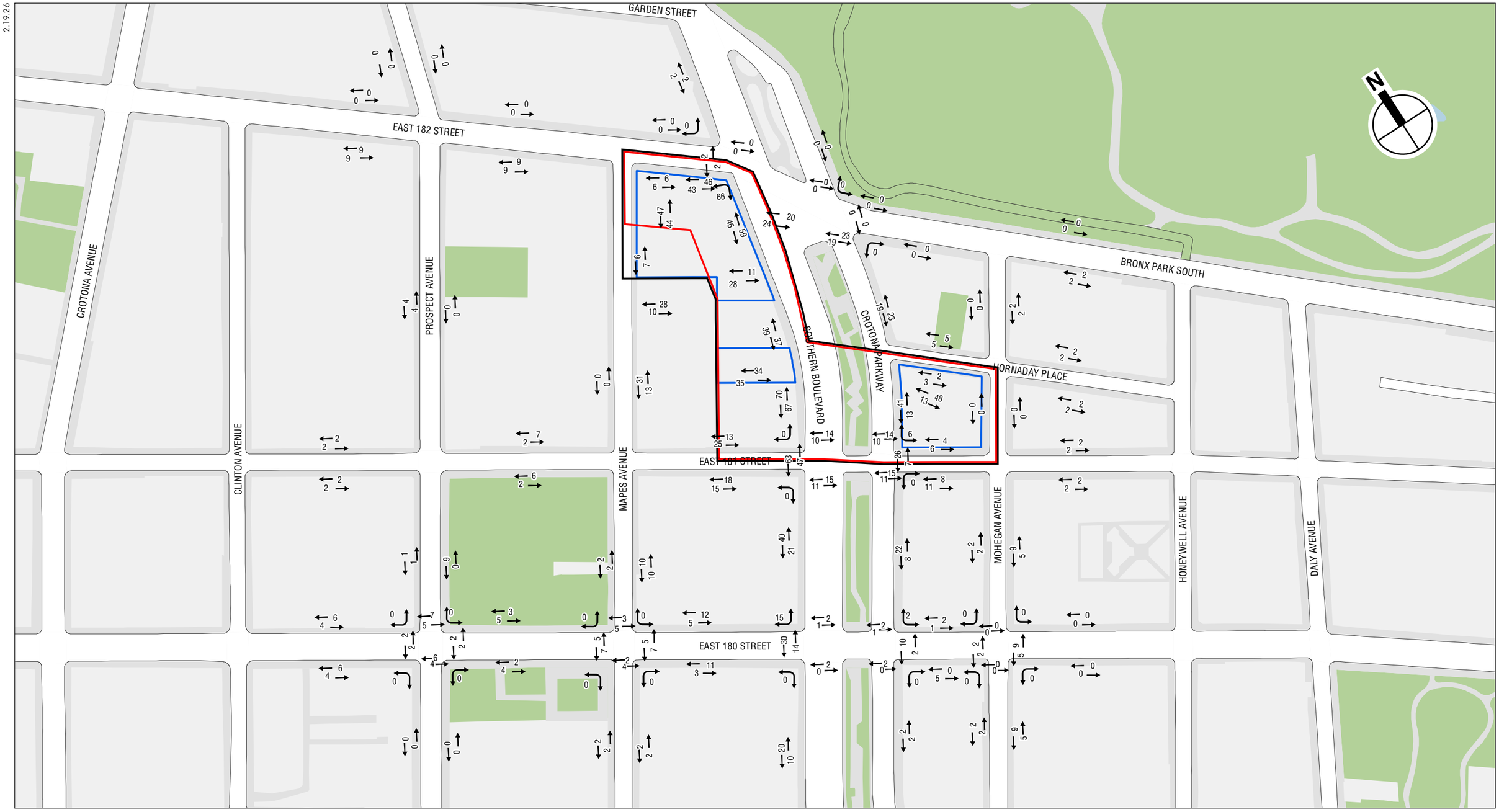
C. TRANSPORTATION ANALYSIS METHODOLOGIES

PEDESTRIAN OPERATIONS

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

The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction, the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk Level of Service (LOS) analysis.

2.19.26



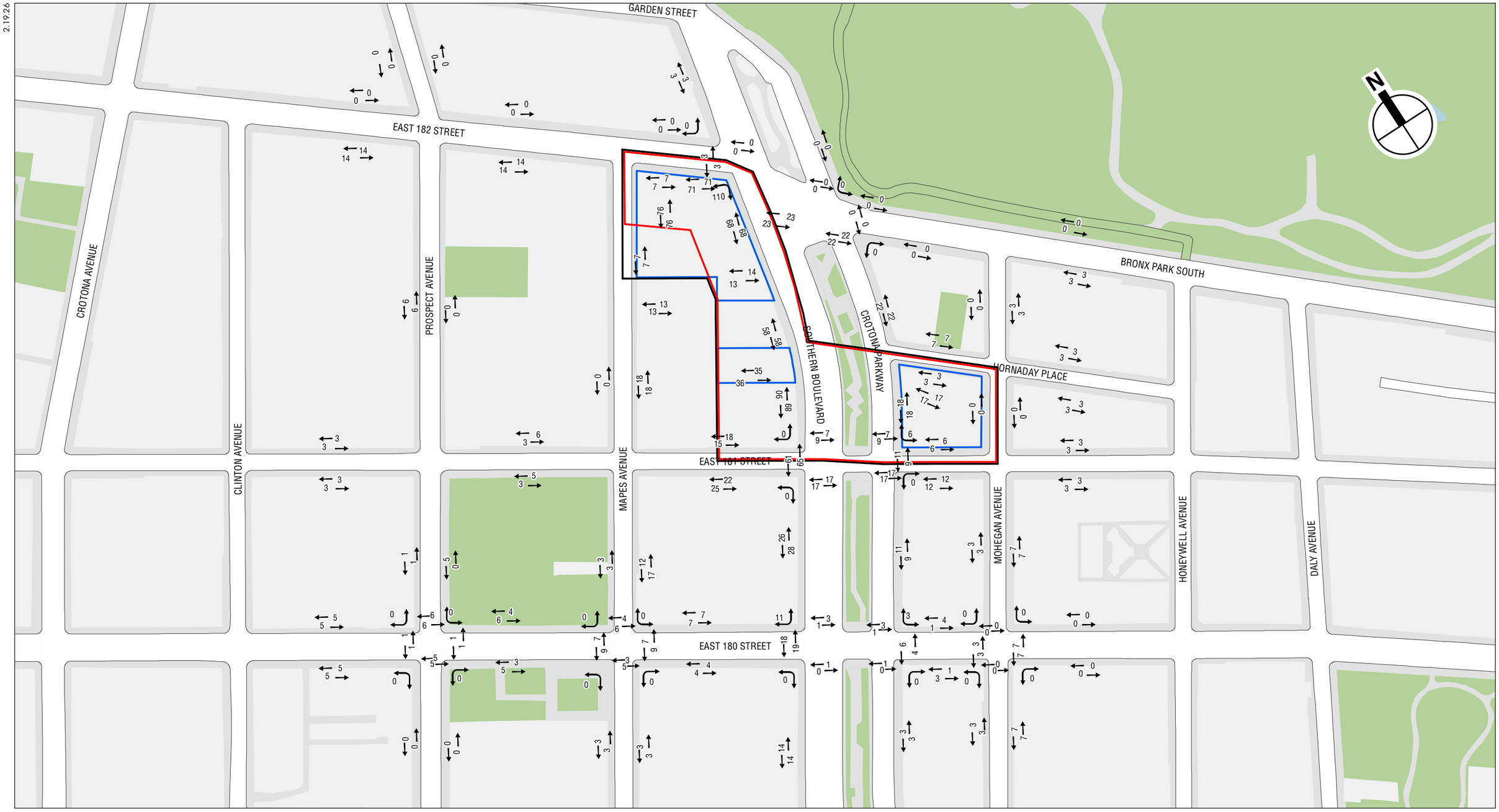
Affected Area

Rezoning Area

Projected Development Site Boundary

No Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

2.19.26



Affected Area

Rezoning Area

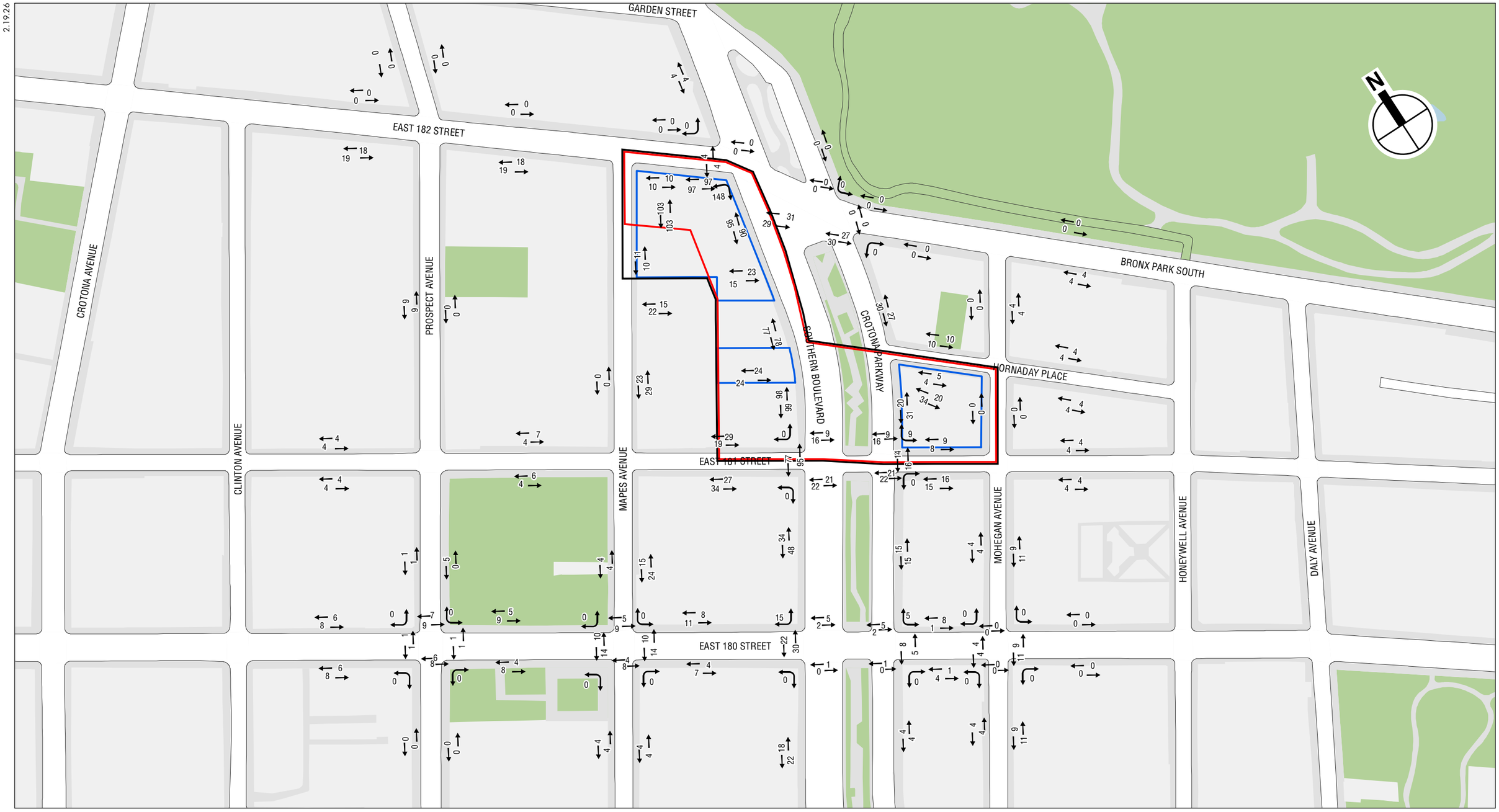
Projected Development Site Boundary

No Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-14

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

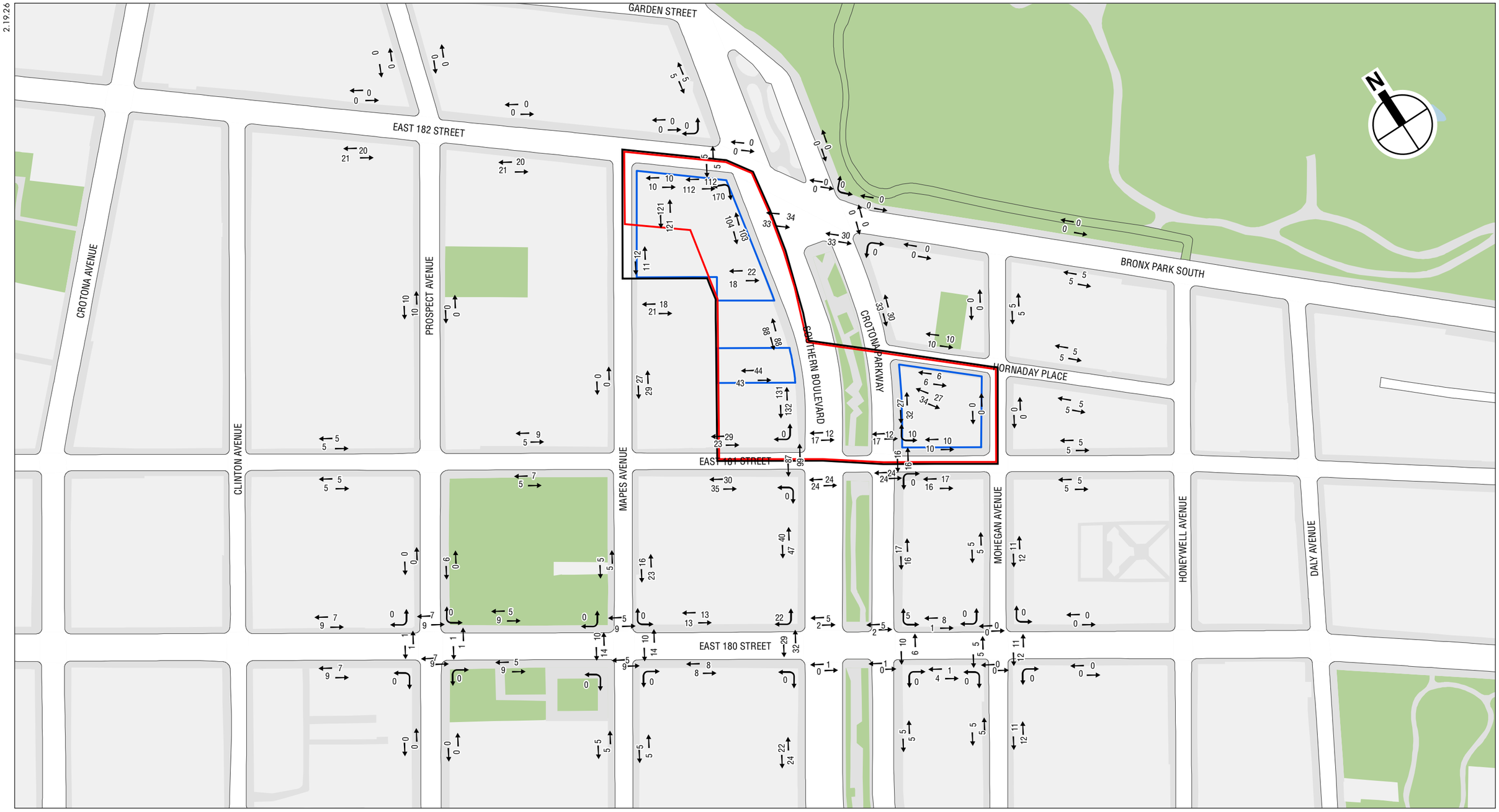
0 200 FEET

No Action Project Generated Pedestrian Trips
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-15

2.19.26



Affected Area

Rezoning Area

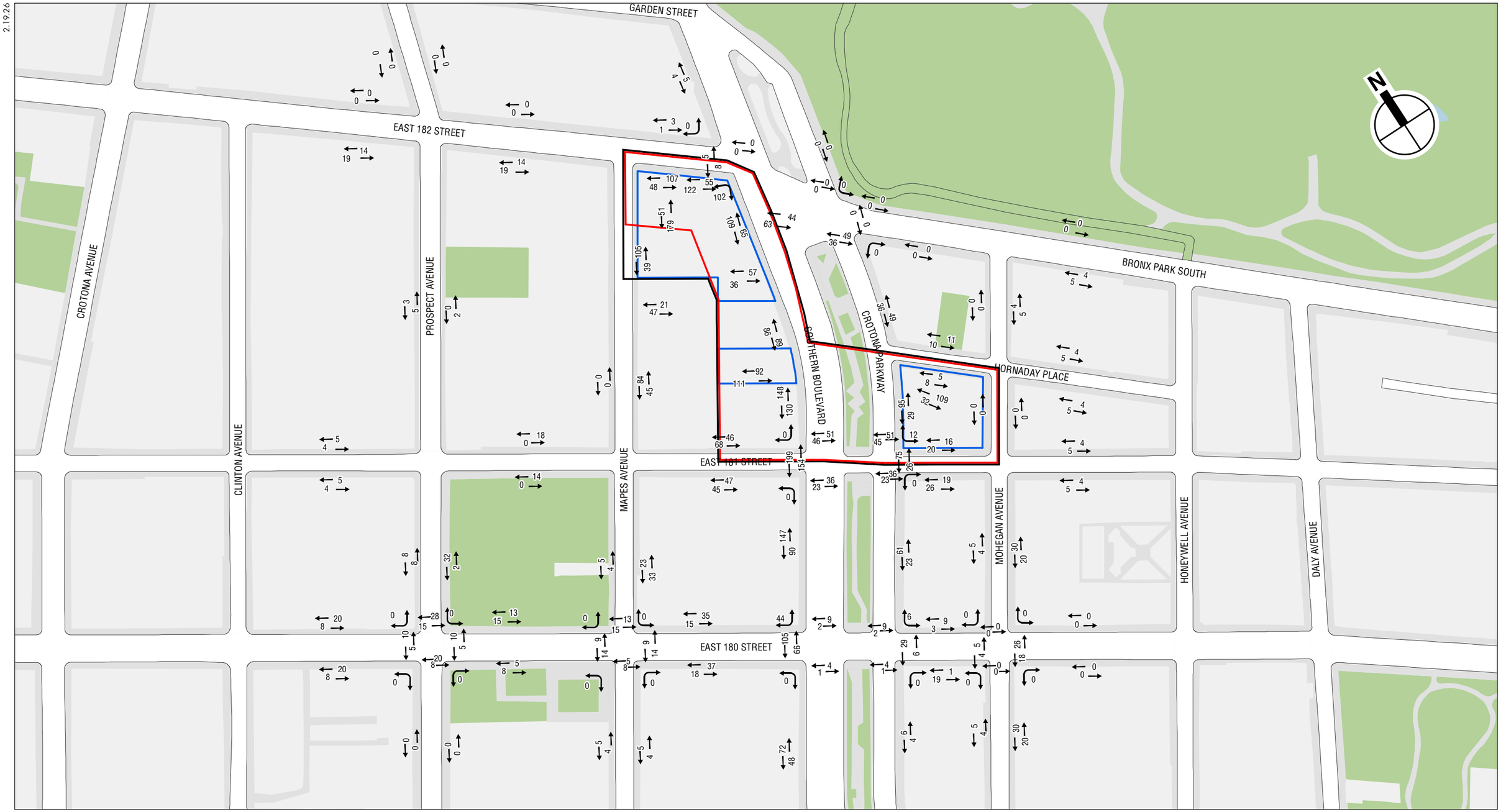
Projected Development Site Boundary

No Action Project Generated Pedestrian Trips
Saturday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-16

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

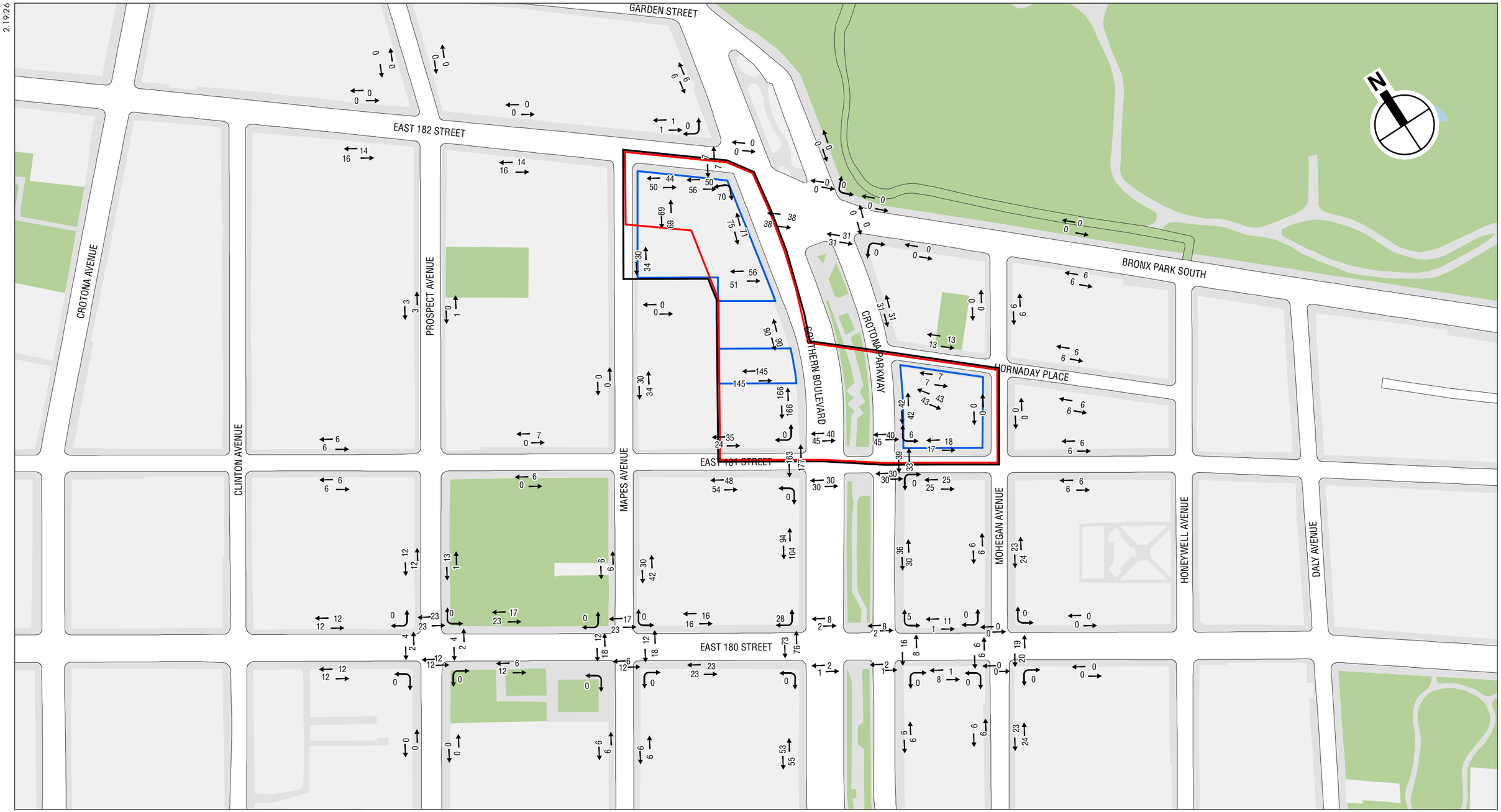
0 200 FEET

With Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-17

2.19.26



Affected Area

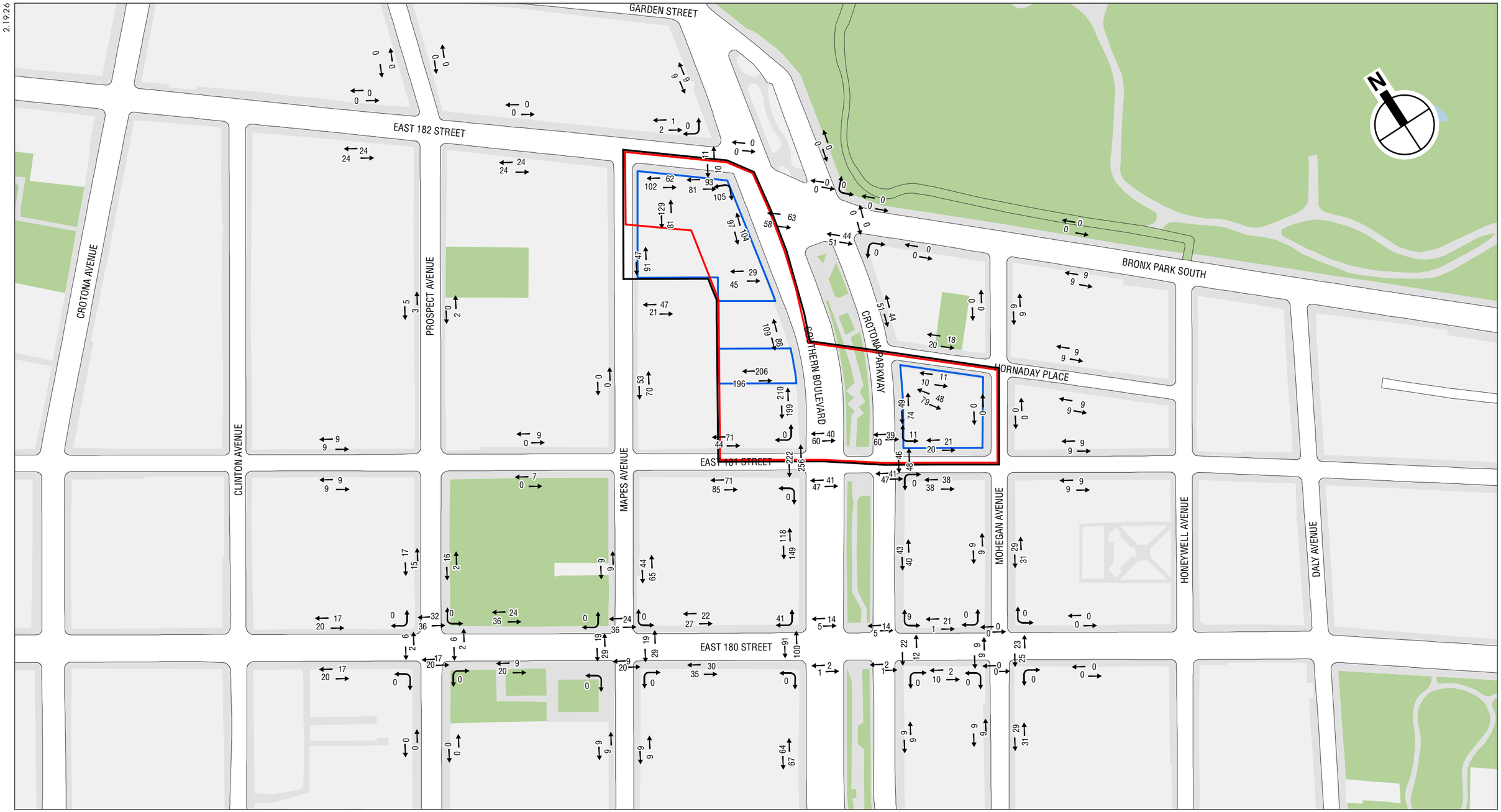
Rezoning Area

Projected Development Site Boundary

0 200 FEET

With Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour

2.19.26



Affected Area

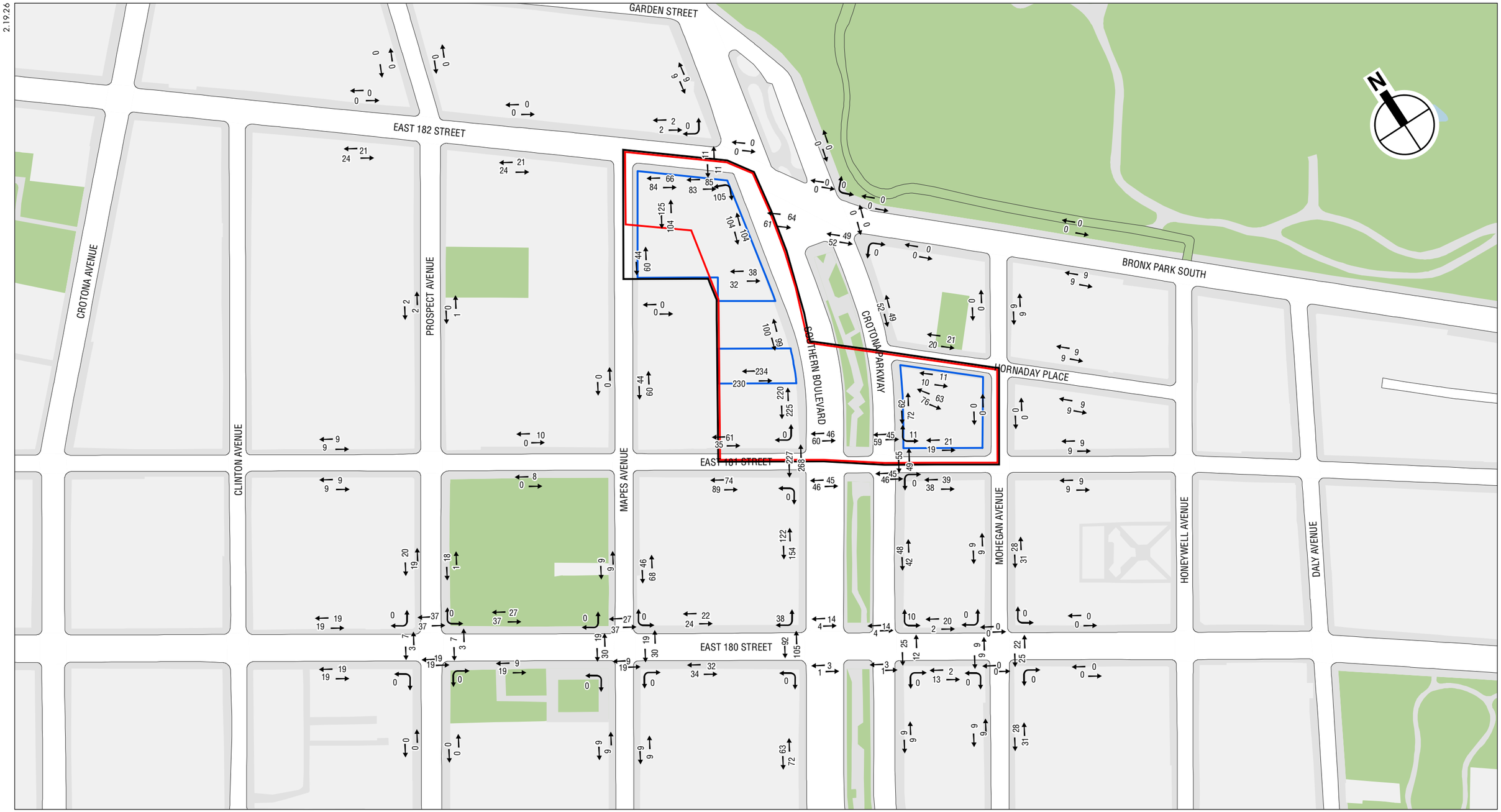
Rezoning Area

Projected Development Site Boundary

0 200 FEET

With Action Project Generated Pedestrian Trips
Weekday PM Peak Hour

2.19.26



Affected Area

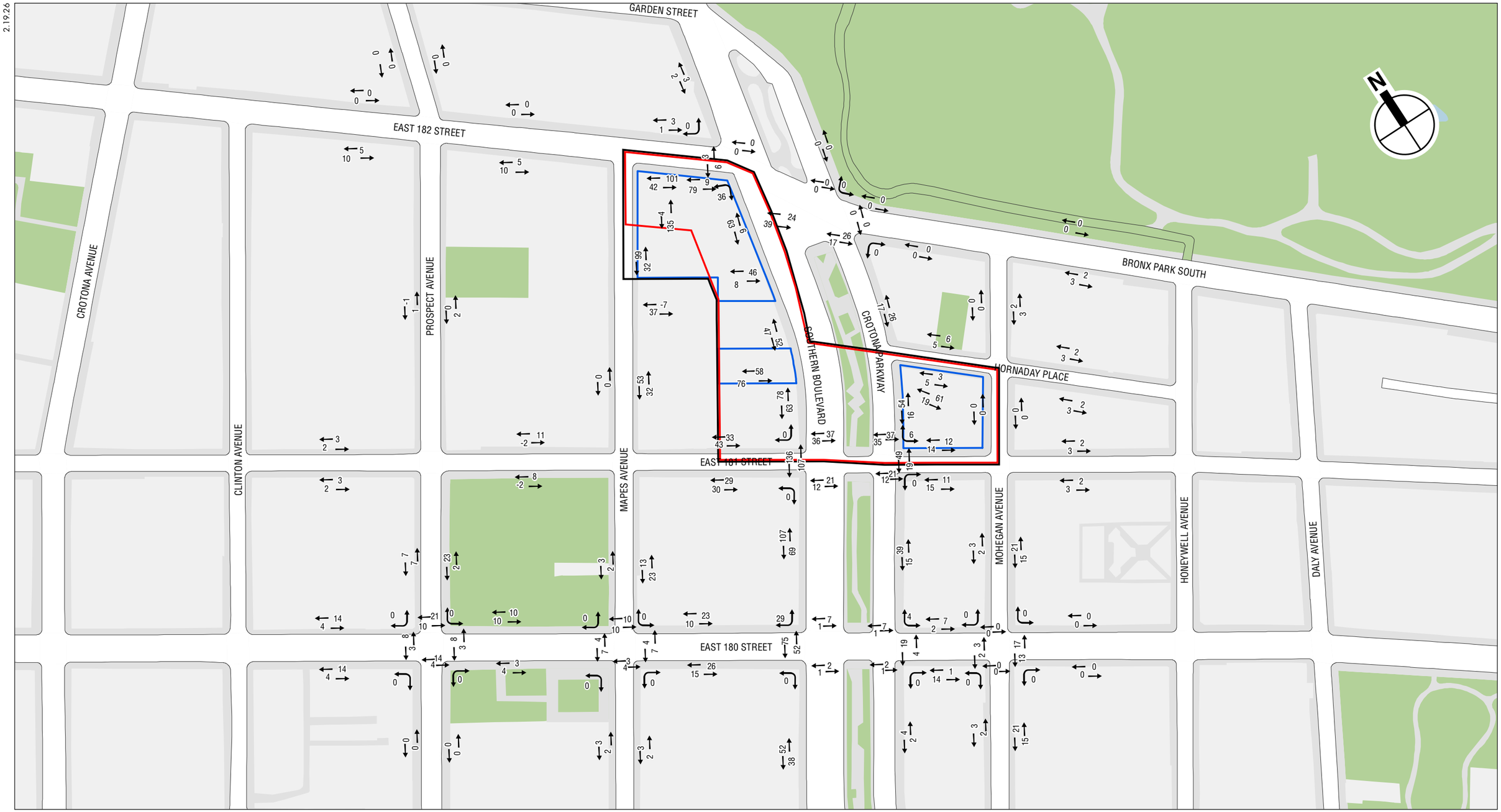
Rezoning Area

Projected Development Site Boundary

With Action Project Generated Pedestrian Trips
Saturday Peak Hour

Figure I-20

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

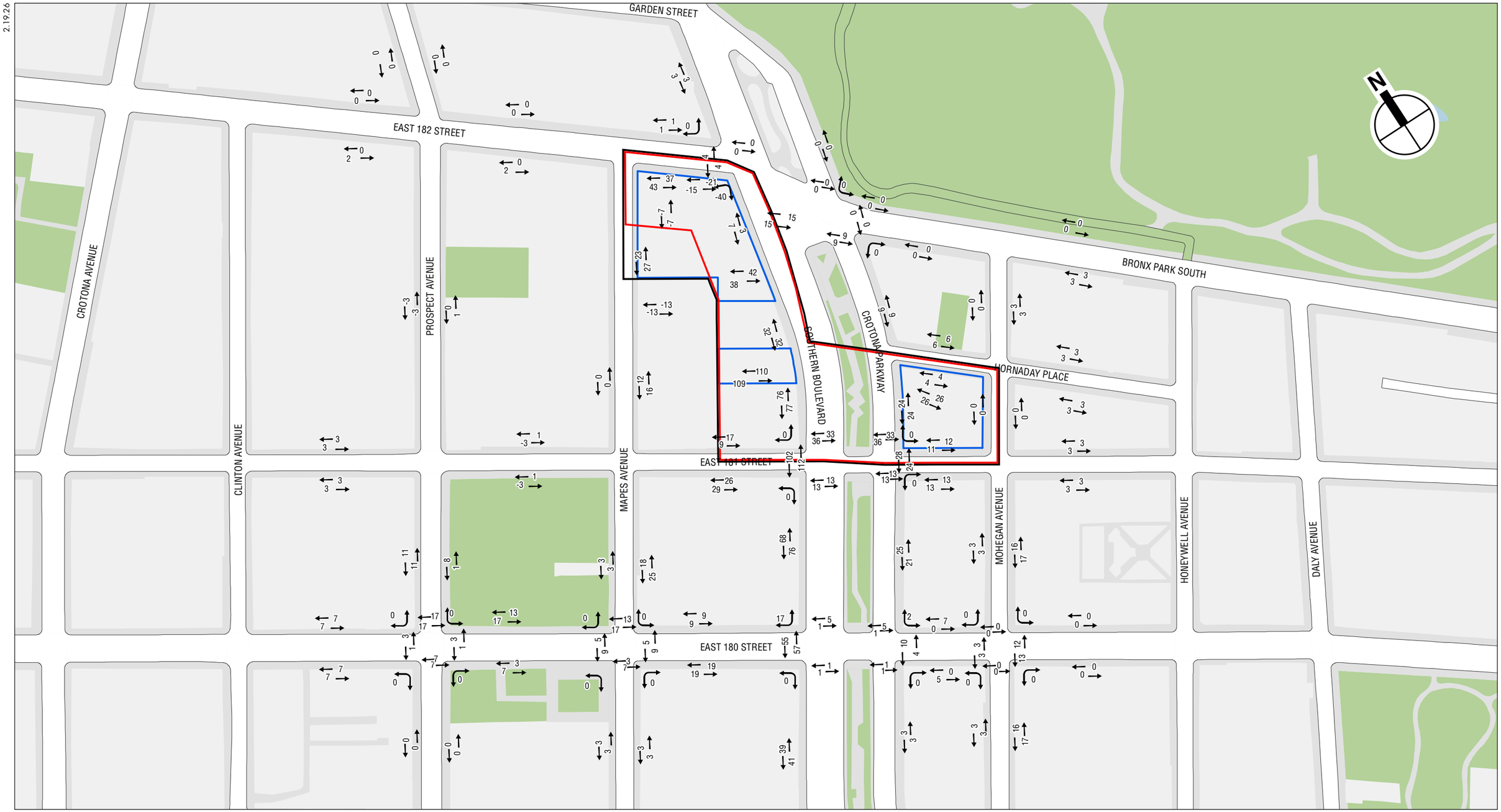
0 200 FEET

With Action Incremental Pedestrian Trips
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-21

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

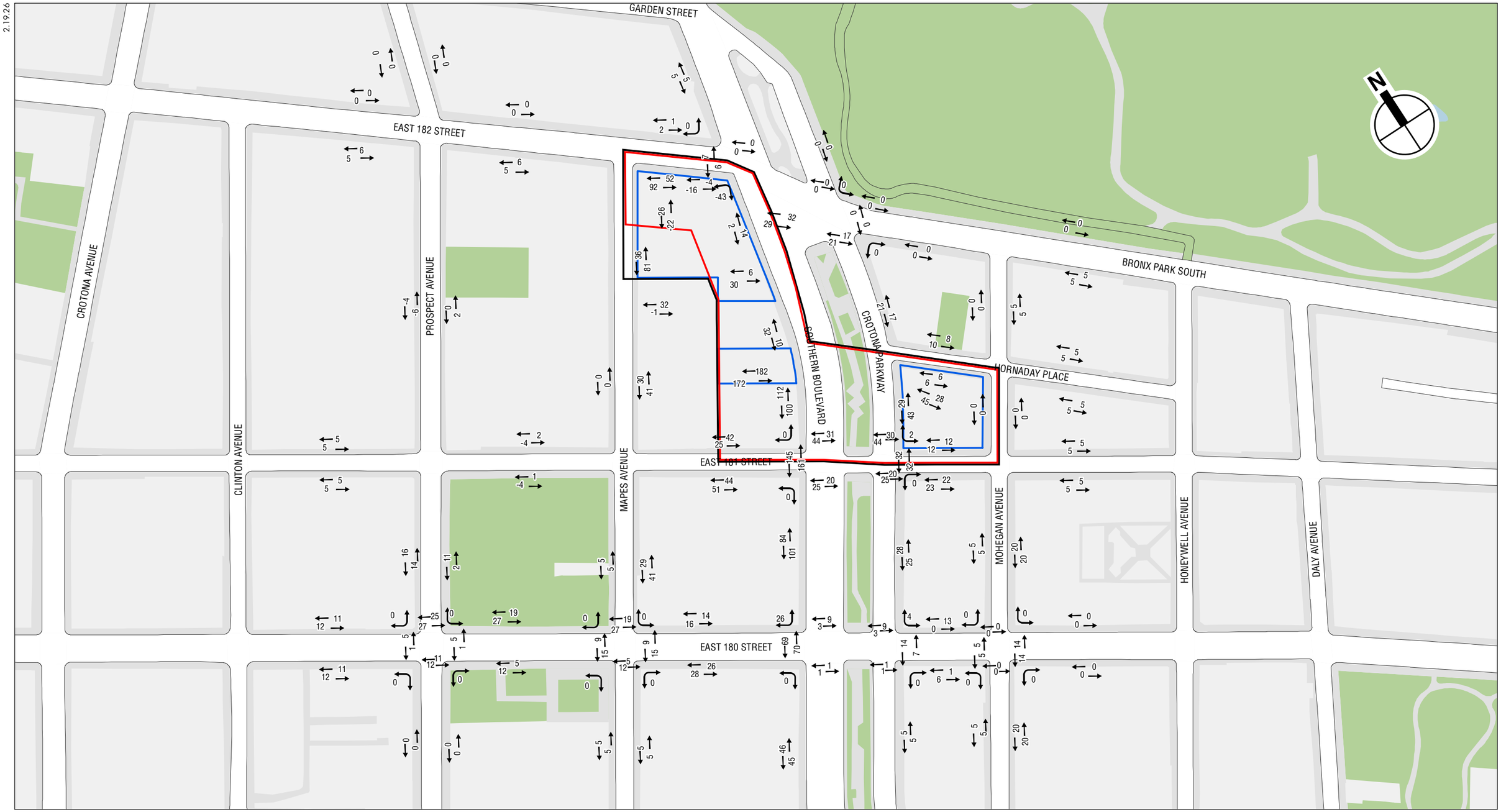
0 200 FEET

With Action Incremental Pedestrian Trips
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-22

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

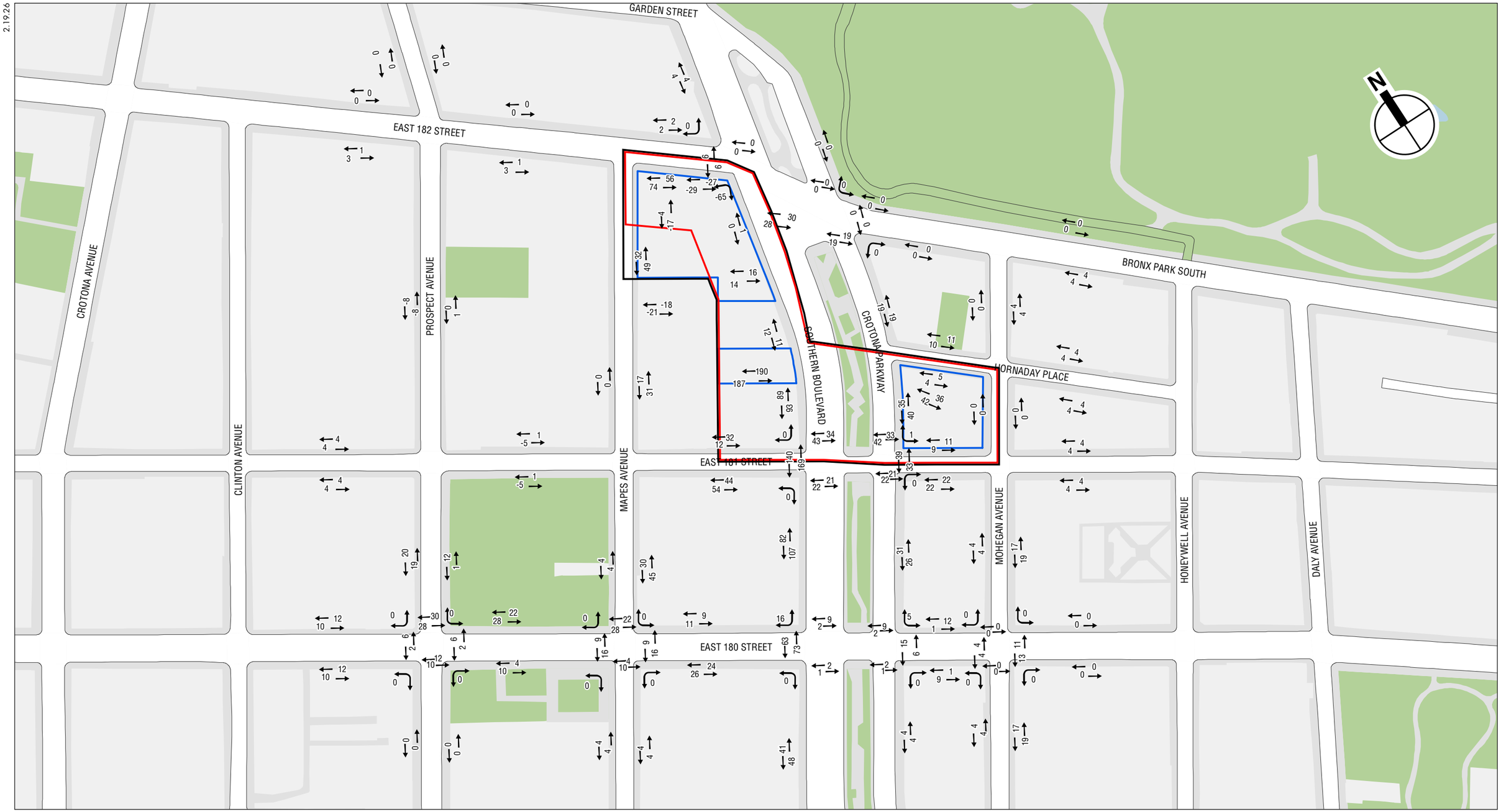
0 200 FEET

With Action Incremental Pedestrian Trips
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-23

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

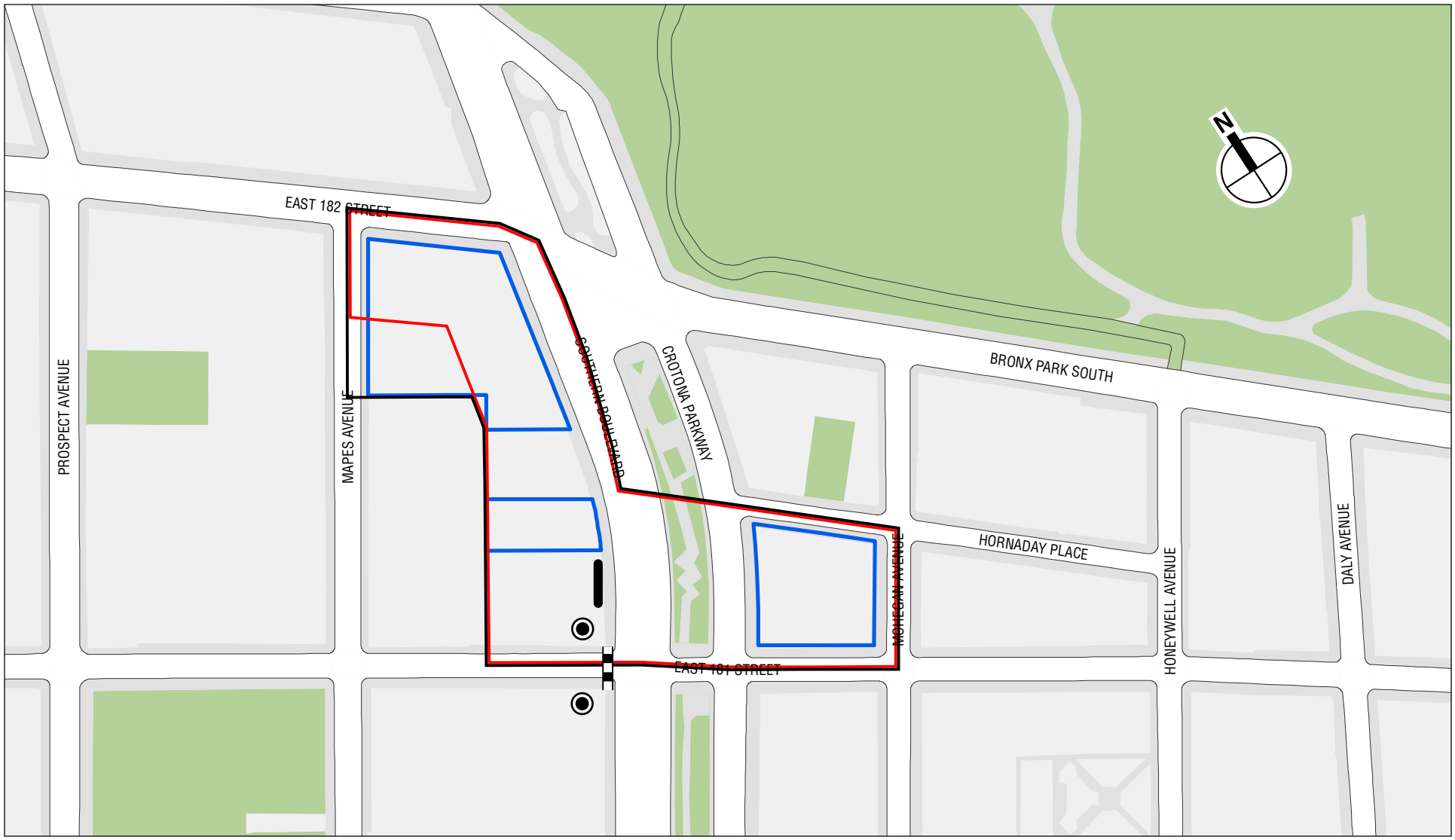
0 200 FEET

With Action Incremental Pedestrian Trips
Saturday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-24

2.19.26



Pedestrian Analysis Locations

Figure I-25

PHIPPS MAPES AND SOJOURNER REZONING

The LOS standards for sidewalks, corner reservoirs, and crosswalks are summarized in **Table I-12**. The *CEQR Technical Manual*-specified acceptable LOS in Central Business District (CBD) areas is mid-LOS D or better (minimum of 31.5 SFP for sidewalks; minimum of 19.5 SFP for corners and crosswalks) in CBD settings, while acceptable LOS in non-CBD areas is within LOS C. The pedestrian analysis study area includes non-CBD areas.

Table I-12
Level of Service Criteria for Pedestrian Elements

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

Note: SFP = square feet per pedestrian
Source: New York City Mayor's Office of Environmental Coordination, 2025 *CEQR Technical Manual*

SIGNIFICANT IMPACT CRITERIA

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

Sidewalks

The non-CBD sliding-scale formula for determining significant sidewalk impacts is $Y \geq X/9.5 – 0.321$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of LOS C. **Table I-13** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Table I-13
Significant Impact Guidance for Sidewalks

Non-CBD Platoon Flow Sliding Scale Formula: $Y \geq X/9.5—0.321$	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
≥ 44.3	With Action Condition ≤ 40.0
43.5 to 44.3	≥ 4.3
42.5 to 43.4	≥ 4.2
41.6 to 42.4	≥ 4.1
40.6 to 41.5	≥ 4.0
39.7 to 40.5	≥ 3.9
38.7 to 39.6	≥ 3.8
37.8 to 38.6	≥ 3.7
36.8 to 37.7	≥ 3.6
35.9 to 36.7	≥ 3.5
34.9 to 35.8	≥ 3.4
34.0 to 34.8	≥ 3.3
33.0 to 33.9	≥ 3.2
32.1 to 32.9	≥ 3.1
31.1 to 32.0	≥ 3.0

Table I-13 (cont'd)
Significant Impact Guidance for Sidewalks

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

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

Corner Reservoirs and Crosswalks

The non-CBD sliding-scale formula for determining significant corner and crosswalk impacts is $Y \geq X/9.0 - 0.31$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the With Action pedestrian space falls short of LOS C. **Table I-14** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner and crosswalk impacts.

Table I-14
Significant Impact Guidance for Corners and Crosswalks

Non-CBD Sliding Scale Formula: $Y \geq X/9.0-0.31$	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
≥ 26.6	With Action Condition ≤ 24.0
25.8 to 26.5	≥ 2.6
24.9 to 25.7	≥ 2.5
24.0 to 24.8	≥ 2.4
23.1 to 23.9	≥ 2.3
22.2 to 23.0	≥ 2.2
21.3 to 22.1	≥ 2.1
20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3
≤ 5.0	≥ 0.2

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

STREET USER SAFETY ASSESSMENT

An evaluation of street user (vehicular, bicyclist, and pedestrian) safety is necessary for locations within traffic and pedestrian study areas that have been identified as high crash locations—defined as Vision Zero high priority intersections or intersections where five or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent three-year period for which data are available. Additionally, any locations along a Vision Zero priority corridor where three or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent three-year period should also be identified as high crash locations. For these locations, crash trends are identified to determine if projected vehicular and pedestrian traffic would further exacerbate safety issues. The determination of whether street users, with particular focus on bicyclists and pedestrians, would be at increased risk for involvement in crashes due to the proposed action depends on the type of area in which the project area is located (i.e., whether it is near hospitals, schools, parks, nursing homes, or senior housing, or if it overlaps with Vision Zero priority intersections/corridors, Senior Pedestrian Focus Areas, or Truck Priority Safety Corridors), traffic volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic, bicyclist, and pedestrian safety are identified and coordinated with DOT for approval.

D. DETAILED PEDESTRIAN ANALYSIS

EXISTING CONDITIONS

Weekday pedestrian data were collected in June 2024 in accordance with procedures outlined in the *CEQR Technical Manual* during the weekday hours of 7:00 AM to 10:00 AM, 11:00 AM to 2:00 PM, and 4:00 PM to 7:00 PM, and from the Saturday hours of 12:00 PM to 5:00 PM.

For analysis, the highest peak hour pedestrian volumes (from 9:00 AM to 10:00 AM, 1:00 PM to 2:00 PM, and 4:15 PM to 5:15 PM on weekdays, and from 2:00 PM to 3:00 PM on Saturday) during the respective peak periods based on the collected data were used. The existing peak hour pedestrian volumes are shown in **Figures I-26 through I-29**. As shown in **Tables I-15 through I-17**, the sidewalk, corner, and crosswalk analysis locations currently operate at favorable LOS B or better during all analysis peak hours.

Table I-15
Existing Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	88	0.79	385.6	B
Weekday Midday Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	73	0.65	385.6	B
Weekday PM Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	100	0.83	359.9	B
Saturday Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	78	0.85	469.5	B

Note: SFP = square feet per pedestrian

Table I-16
Existing Conditions: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Southern Boulevard and East 181st Street	Northwest	985.0	A	729.7	A	859.8	A	669.9	A
	Southwest	782.3	A	877.2	A	819.7	A	928.8	A

Note: SFP = square foot per pedestrian

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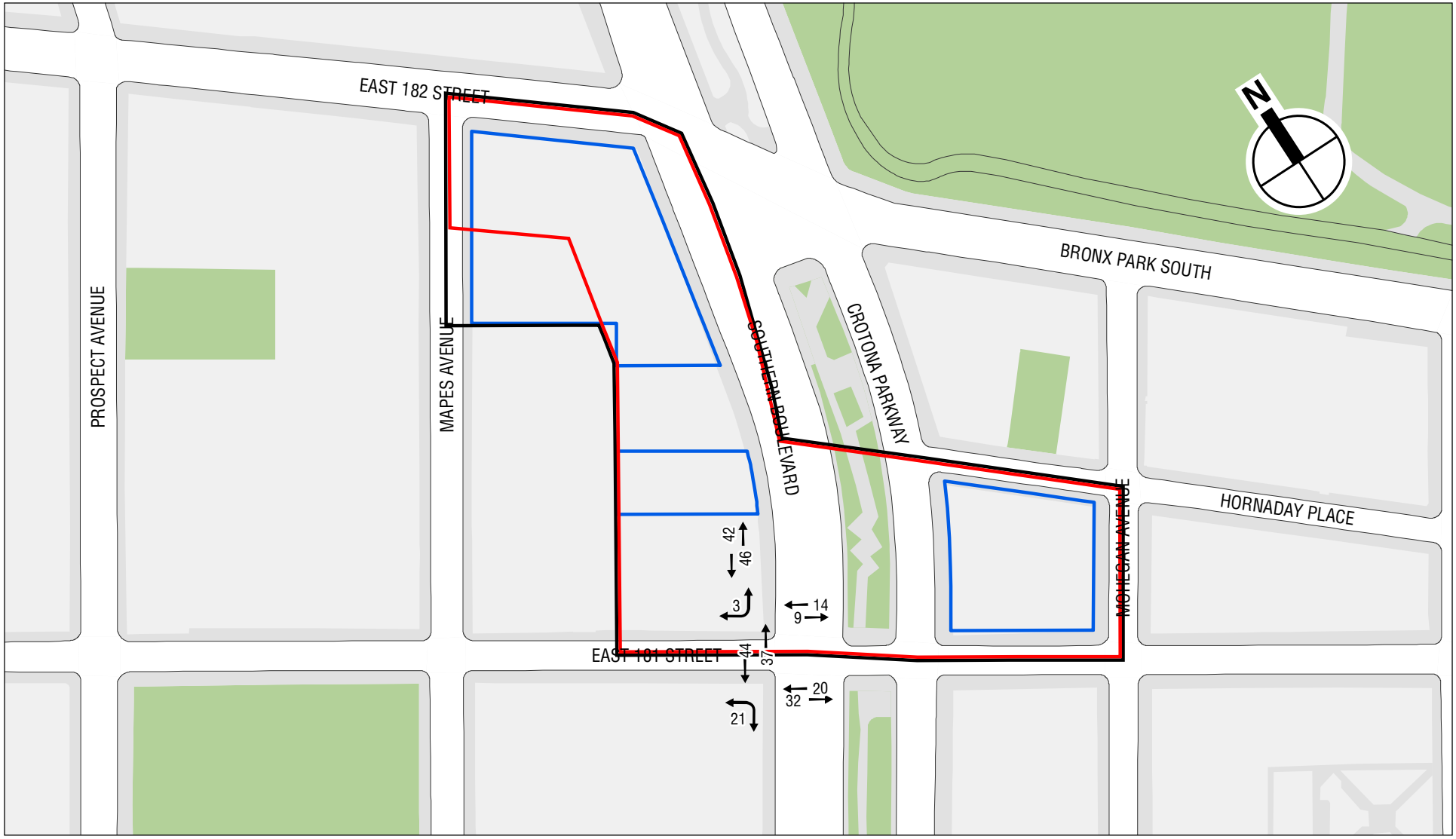
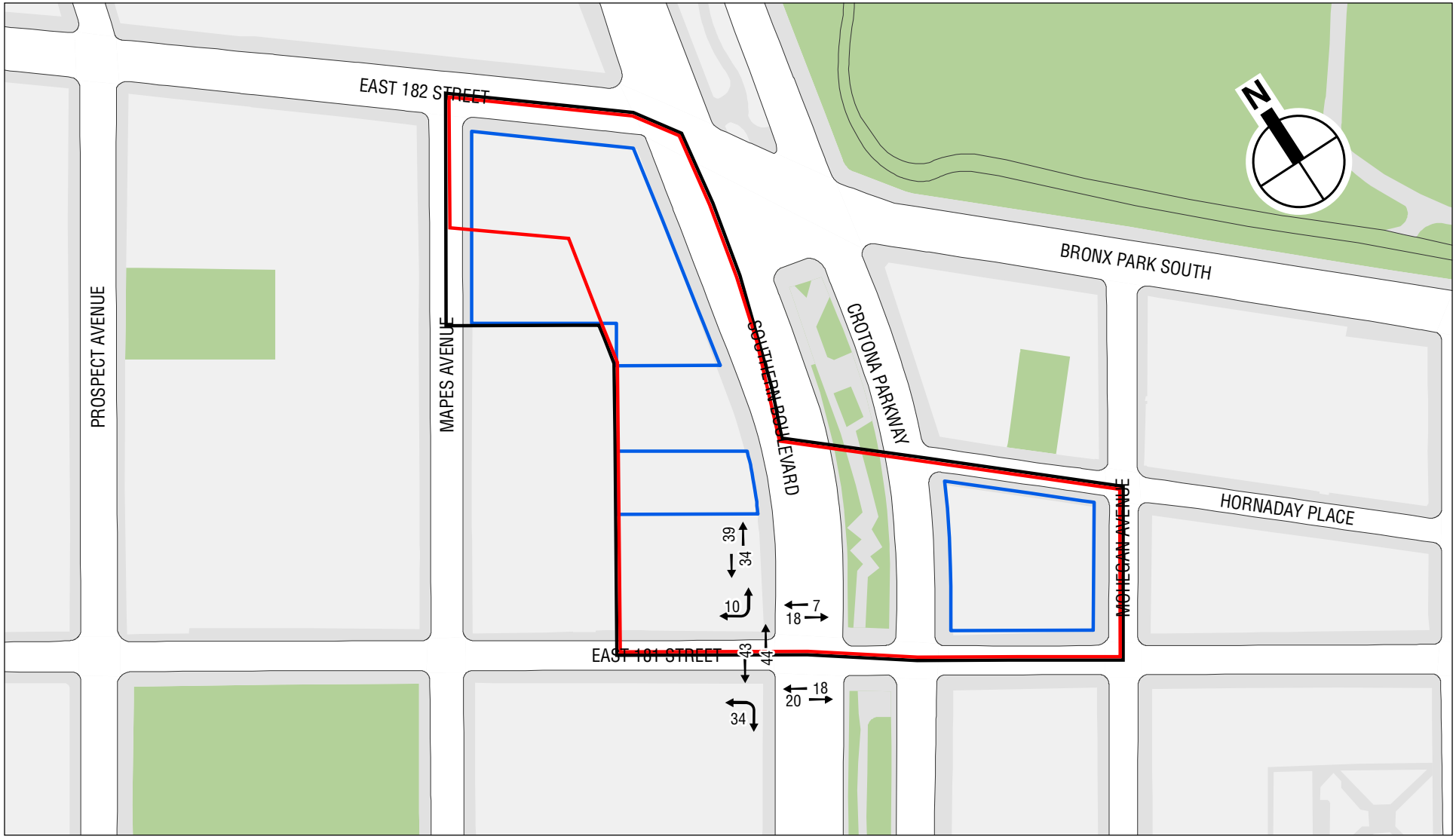


Existing Pedestrian Volumes
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-26

2.19.26

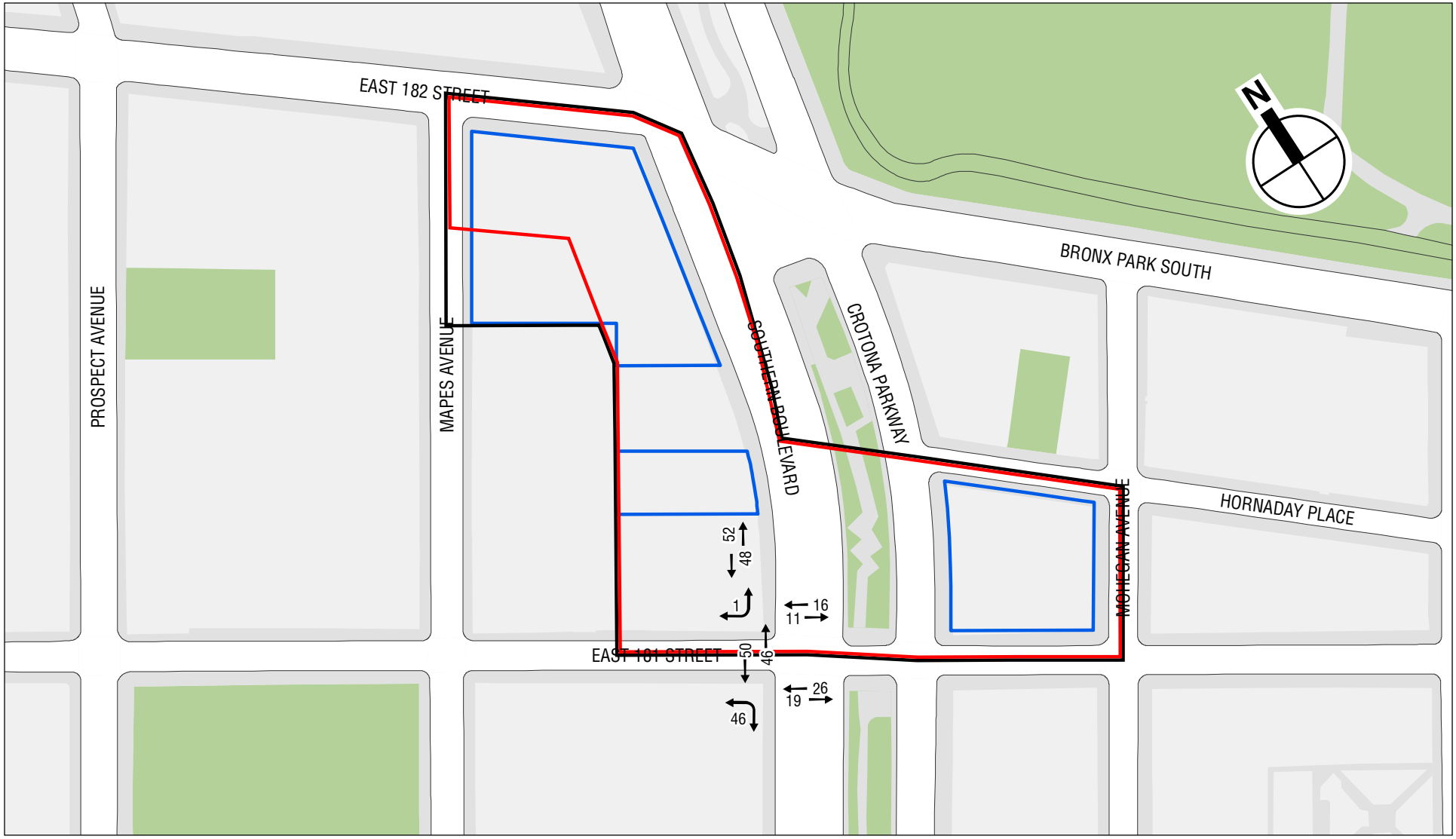


Existing Pedestrian Volumes
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-27

2.19.26



Affected Area

Rezoning Area

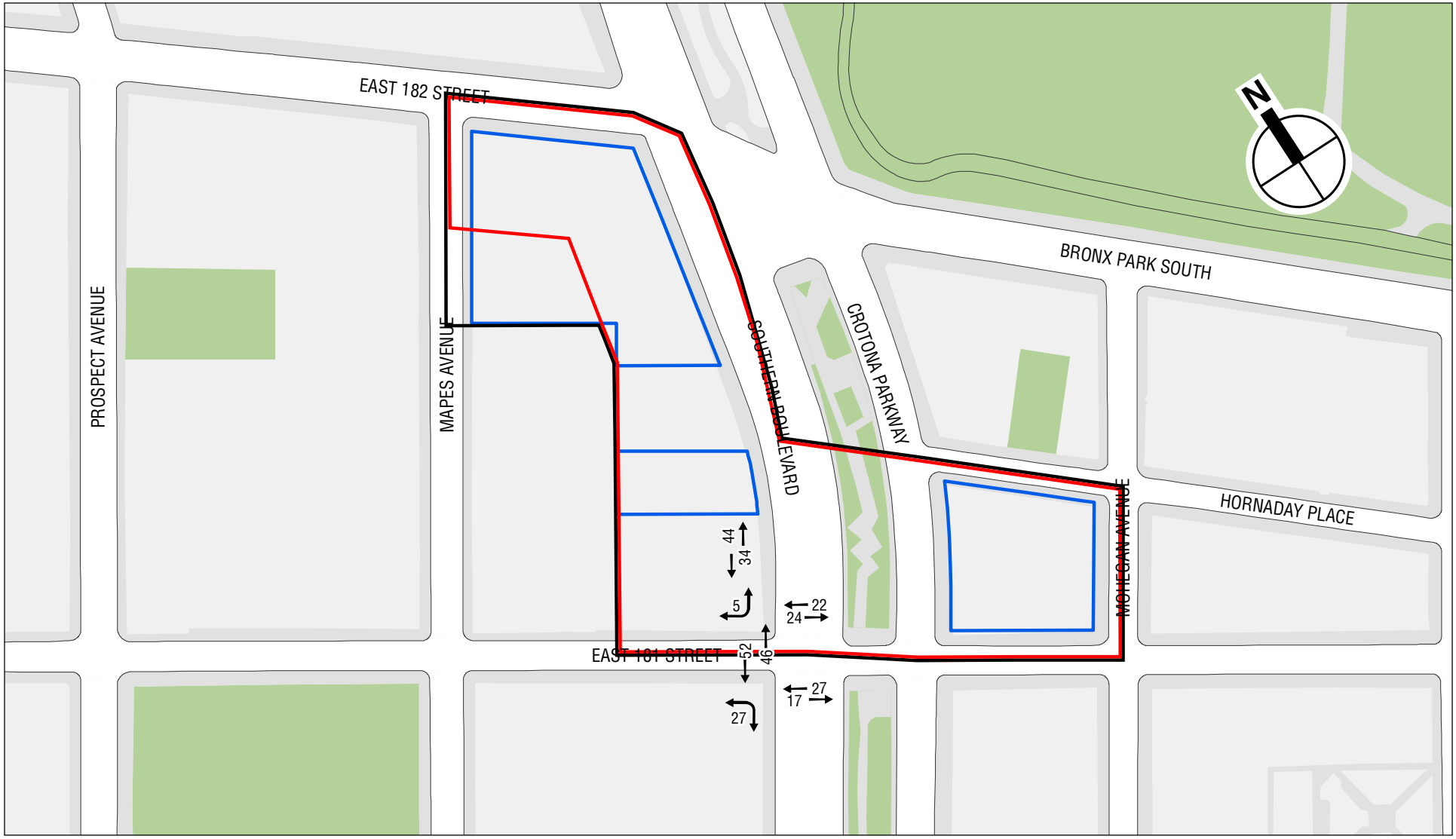
Projected Development Site Boundary

Existing Pedestrian Volumes
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-28

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

0 200 FEET

Existing Pedestrian Volumes
Saturday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-29

Table I-17
Existing Conditions: Crosswalk Analysis

Location	Crosswalk	Street Width (ft)	Crosswalk Width (ft)	Crosswalk Two-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	81	587.0	A
Weekday Midday Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	87	319.0	A
Weekday PM Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	96	503.9	A
Saturday Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	98	469.6	A

Note: SFP = square feet per pedestrian

THE FUTURE WITHOUT THE PROPOSED ACTIONS

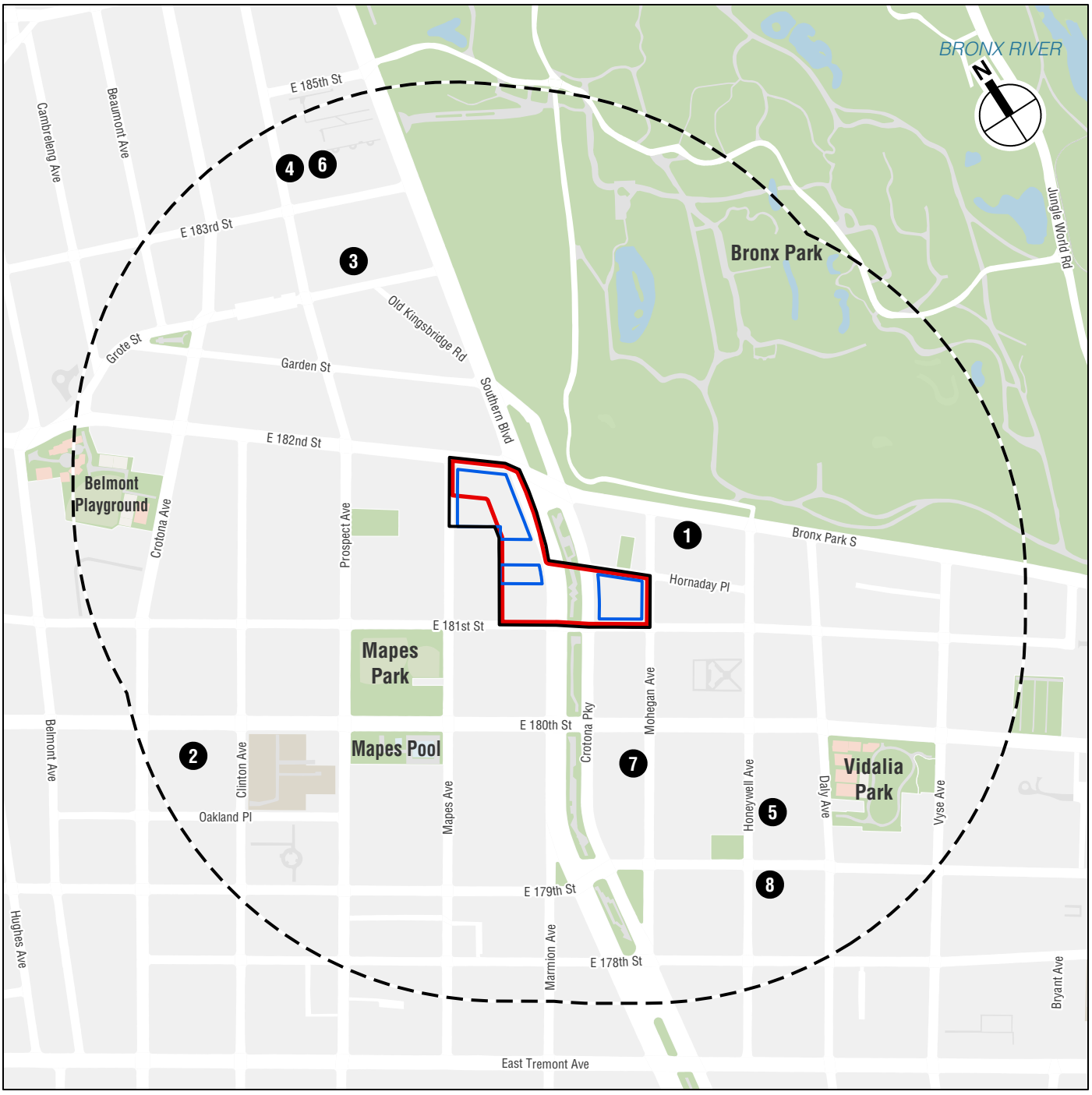
The No Action condition was developed by increasing existing (2024) pedestrian levels by the expected growth in overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the five years between existing 2024 and 2029 and 0.125 percent was assumed for the four years between 2029 and the anticipated build year of 2033. As detailed in **Table I-18**, eight development projects expected to occur in the No Action condition (No Build projects) were identified for the ¼-mile study area (see **Figure I-30**). One of these discrete No Build projects were estimated and incorporated into the No Action analyses. For the remaining No Build projects, it was determined that background growth would address the increase in pedestrian levels (for smaller projects) and/or their project-generated pedestrian trips would not be expected to traverse through the analyzed pedestrian elements. Projected Development Site 2's AOR development project generated trips were also added to the existing volumes. Since Projected Development Sites 1 and 3 would remain in their current conditions under the No Action condition, their trips are already accounted for in the existing volumes. The 2033 No Action pedestrian volumes for the weekday AM, midday, and PM, and Saturday peak hours which are shown in **Figures I-31 through I-34**.

Table I-18
No Action Projects

Map No.	Project Name/ Address	Development Program	Build Year	Transportation Notes
1	872 Bronx Park South	82 DUs residential; 8,000 gsf of community facility	2025	Assigned
2	712 East 180th Street	37 DUs residential	2033	Included in background growth
3	773 Grote Street	34 DUs residential	2024	Included in background growth
4	2308 Prospect Avenue	13 DUs residential	2025	Included in background growth
5	2070 Honeywell Avenue	54 DUs residential	2025	Included in background growth
6	773 East 183rd Street	28 DUs residential	2033	Included in background growth
7	2085 Mohegan Avenue	14 DUs residential	2024	Included in background growth
8	2026 Honeywell Avenue	59 DUs residential	2025	Included in background growth

Notes: See **Figure I-30**.
Projects for which build year is unknown are assumed to be complete by the analysis year (2033)

As shown in **Tables I-19 through I-21**, the sidewalk, corner, and crosswalk analysis locations will continue to operate at favorable LOS B or better in the 2033 No Action condition during all analysis peak hours.



Affected Area

Rezoning Area

Projected Development Site Boundary

Study Area (1/4-mile perimeter)

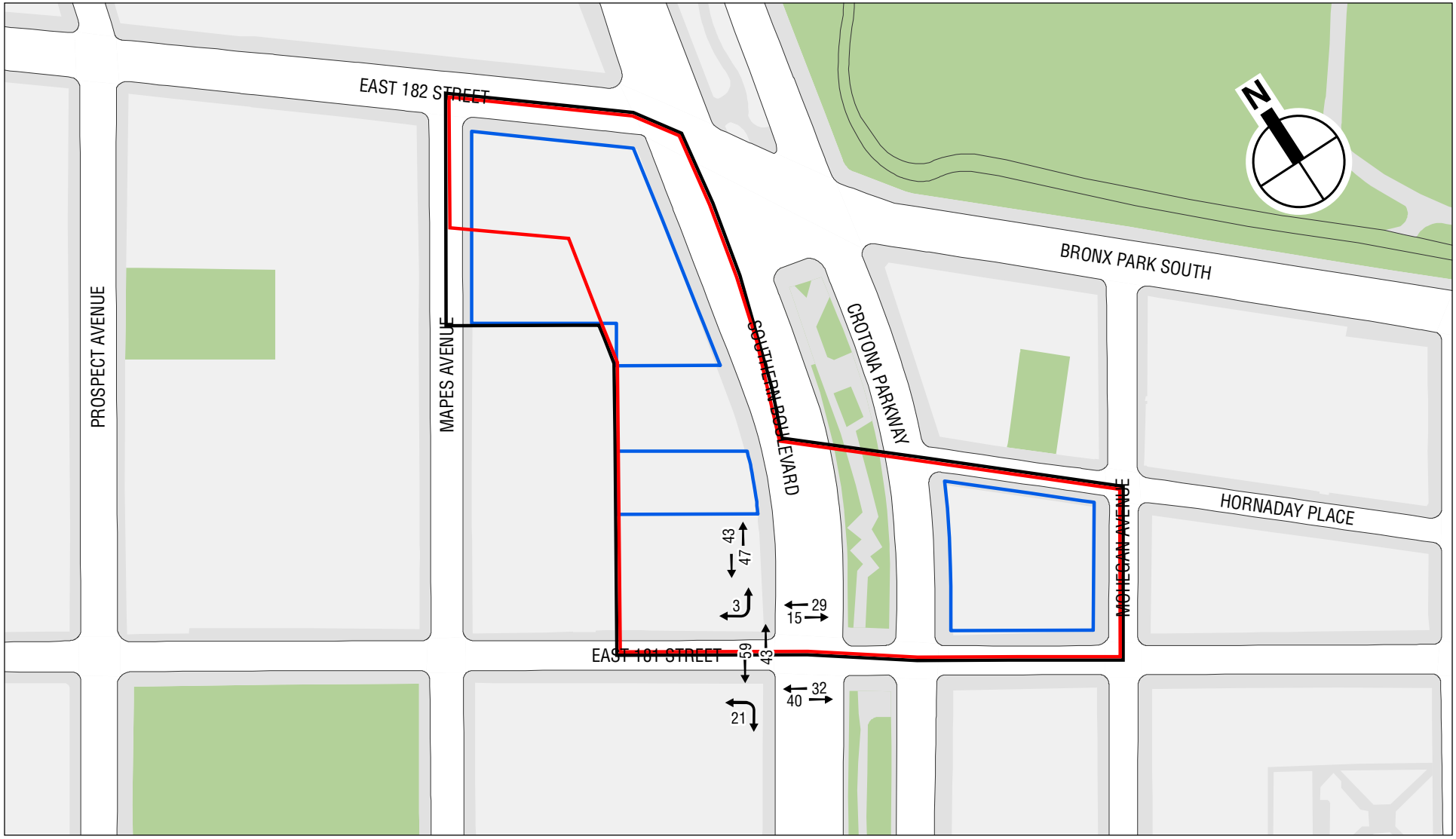
1 *No Build Project Sites*

No Build Project Sites

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-30

2.19.26

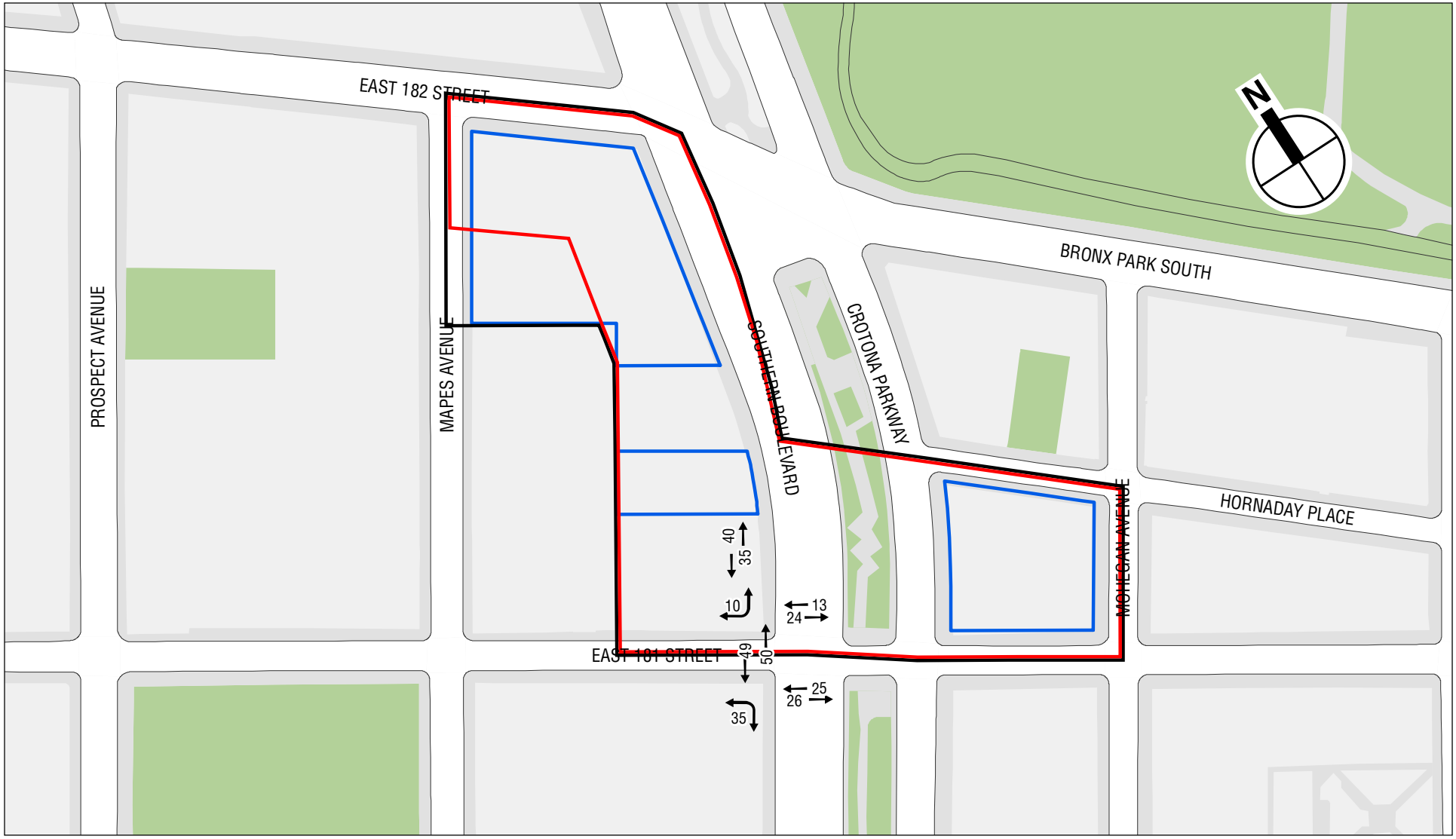


2033 No Action Pedestrian Volumes
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-31

2.19.26

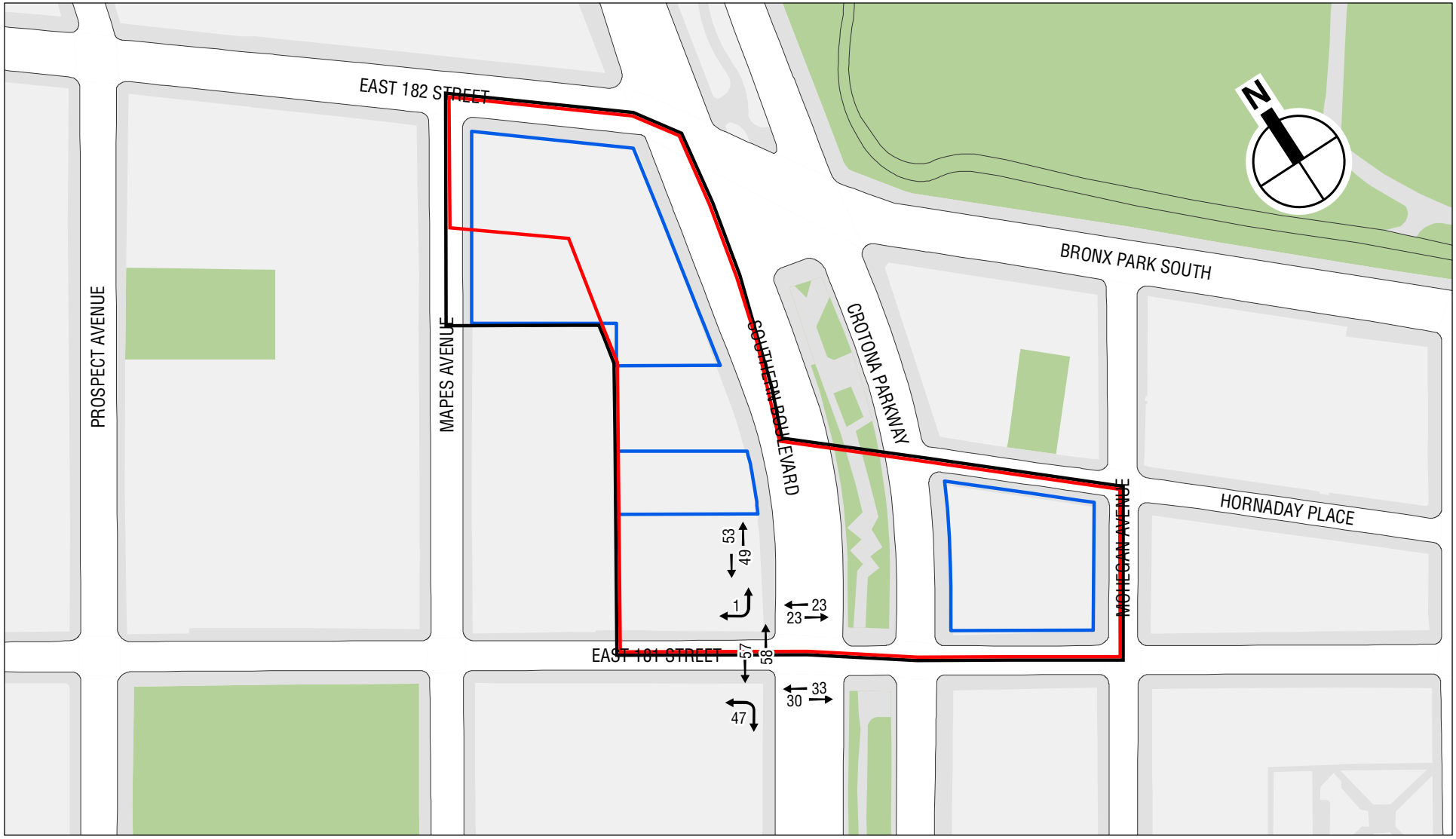


2033 No Action Pedestrian Volumes
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-32

2.19.26



Affected Area

Rezoning Area

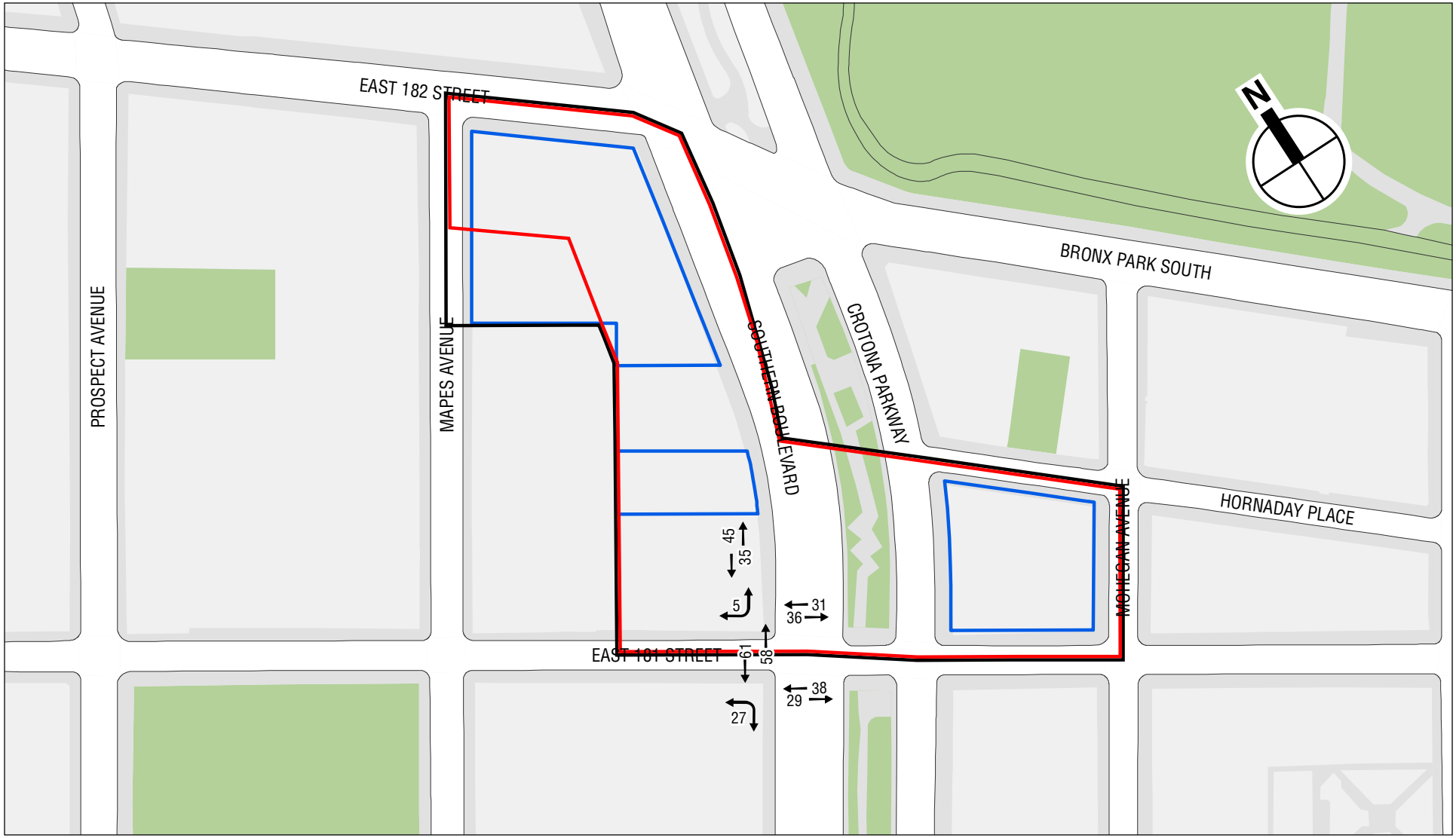
Projected Development Site Boundary

2033 No Action Pedestrian Volumes
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-33

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

0 200 FEET

2033 No Action Pedestrian Volumes
Saturday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-34

Table I-19
2033 No Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	90	0.79	377.0	B
Weekday Midday Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	75	0.65	375.3	B
Weekday PM Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	102	0.83	352.8	B
Saturday Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	80	0.85	457.7	B

Note: SFP = square feet per pedestrian.

Table I-20
2033 No Action Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Southern Boulevard and East 181st Street	Northwest	686.1	A	601.2	A	649.2	A	522.3	A
	Southwest	619.1	A	755.0	A	685.3	A	731.6	A

Note: SFP = square foot per pedestrian

Table I-21
2033 No Action Condition: Crosswalk Analysis

Location	Crosswalk	Street Width (ft)	Crosswalk Width (ft)	Crosswalk Two-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	102	463.6	A
Weekday Midday Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	99	279.9	A
Weekday PM Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	115	421.0	A
Saturday Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	119	386.1	A

Note: SFP = square feet per pedestrian.

THE FUTURE WITH THE PROPOSED ACTIONS

The hourly incremental pedestrian volumes presented above in Section B, "Level 2 Screening Assessment," were added to the projected 2033 No Action volumes to generate the 2033 With Action pedestrian volumes for analysis (see **Figures I-35 through I-38**).

As shown in **Tables I-22 through I-24**, the sidewalk, corner, and crosswalk analysis locations would continue to operate at acceptable LOS B or better in the 2033 With Action condition during

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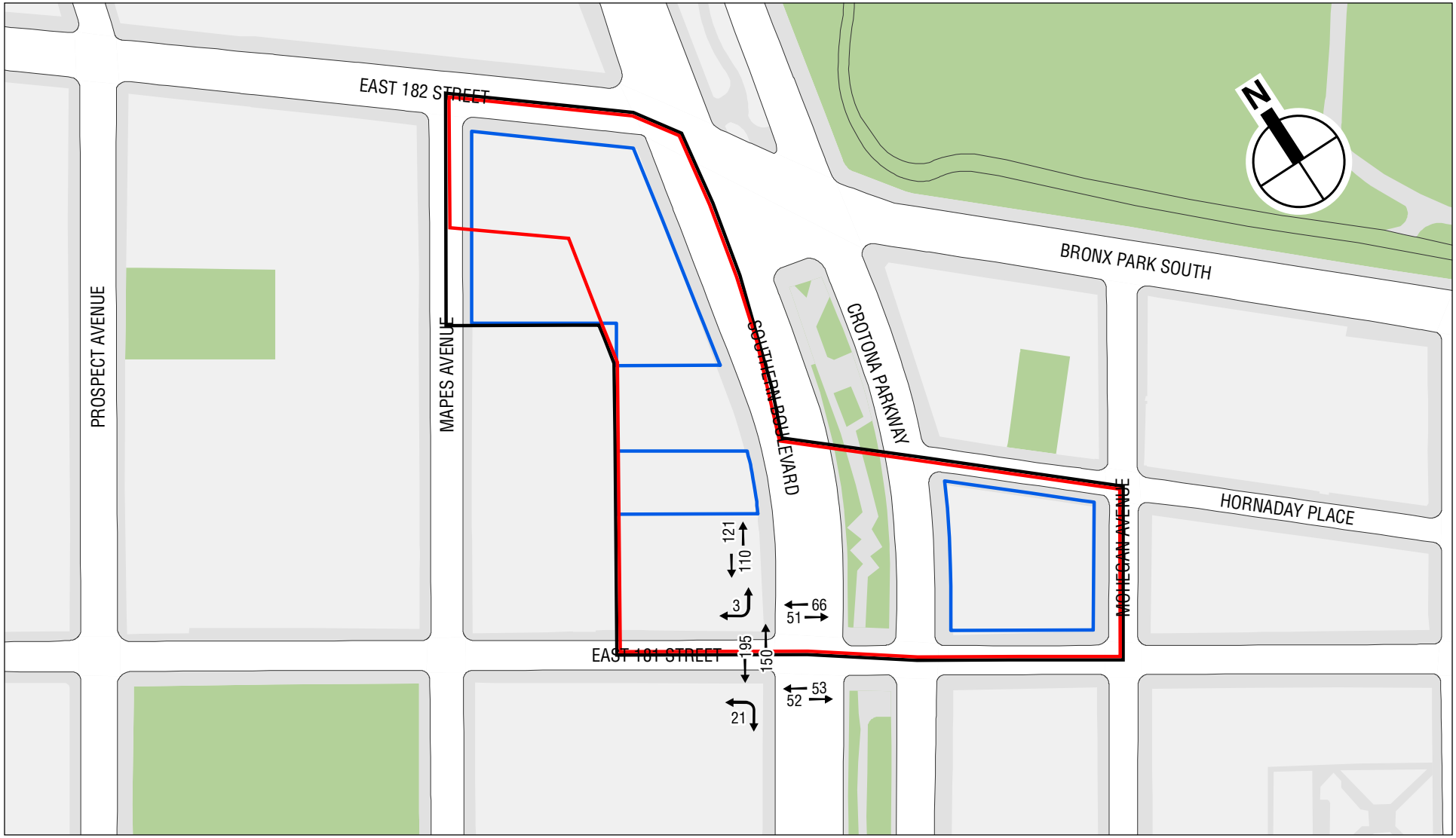
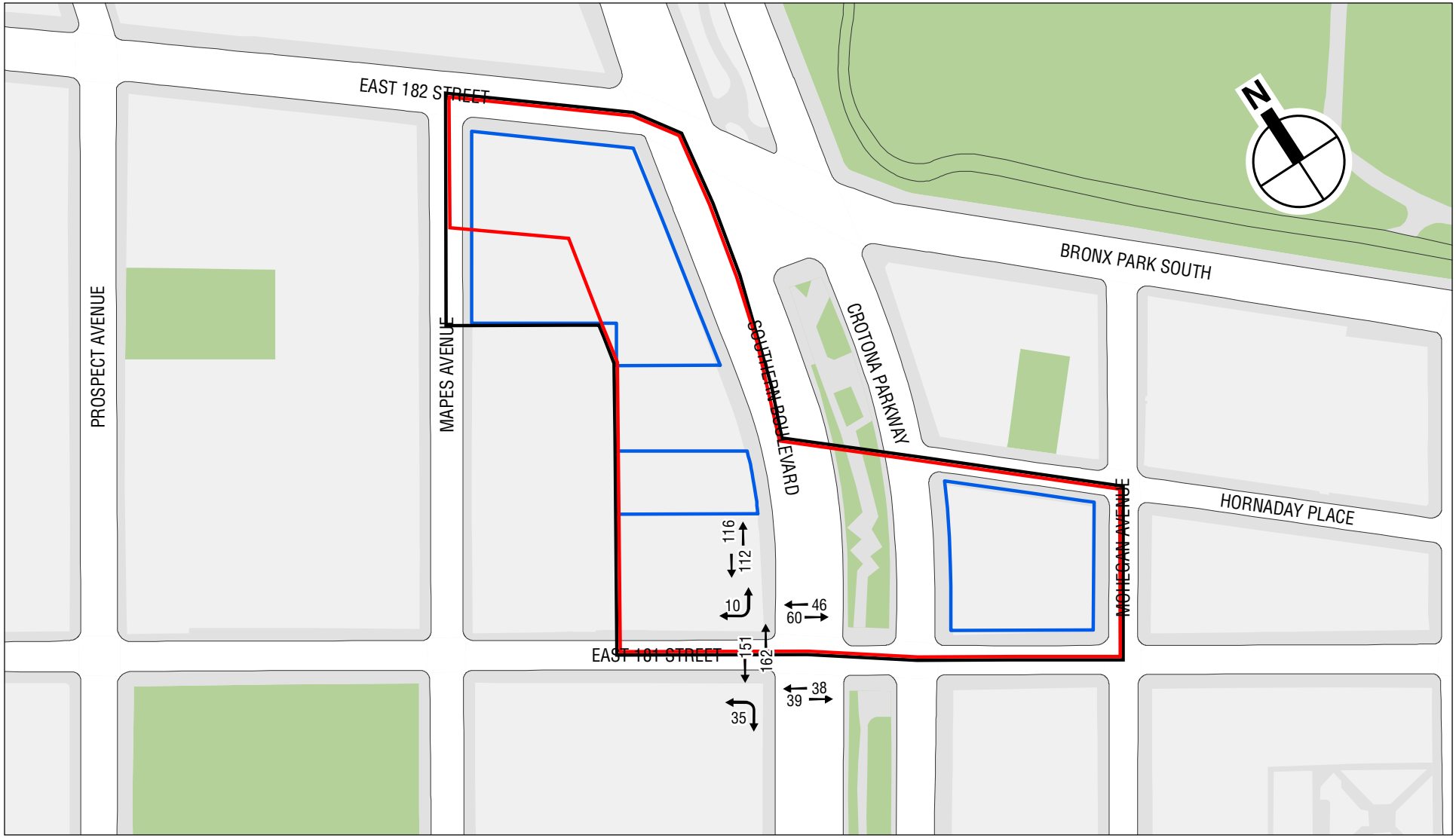


2033 With Action Pedestrian Volumes
Weekday AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-35

2.19.26

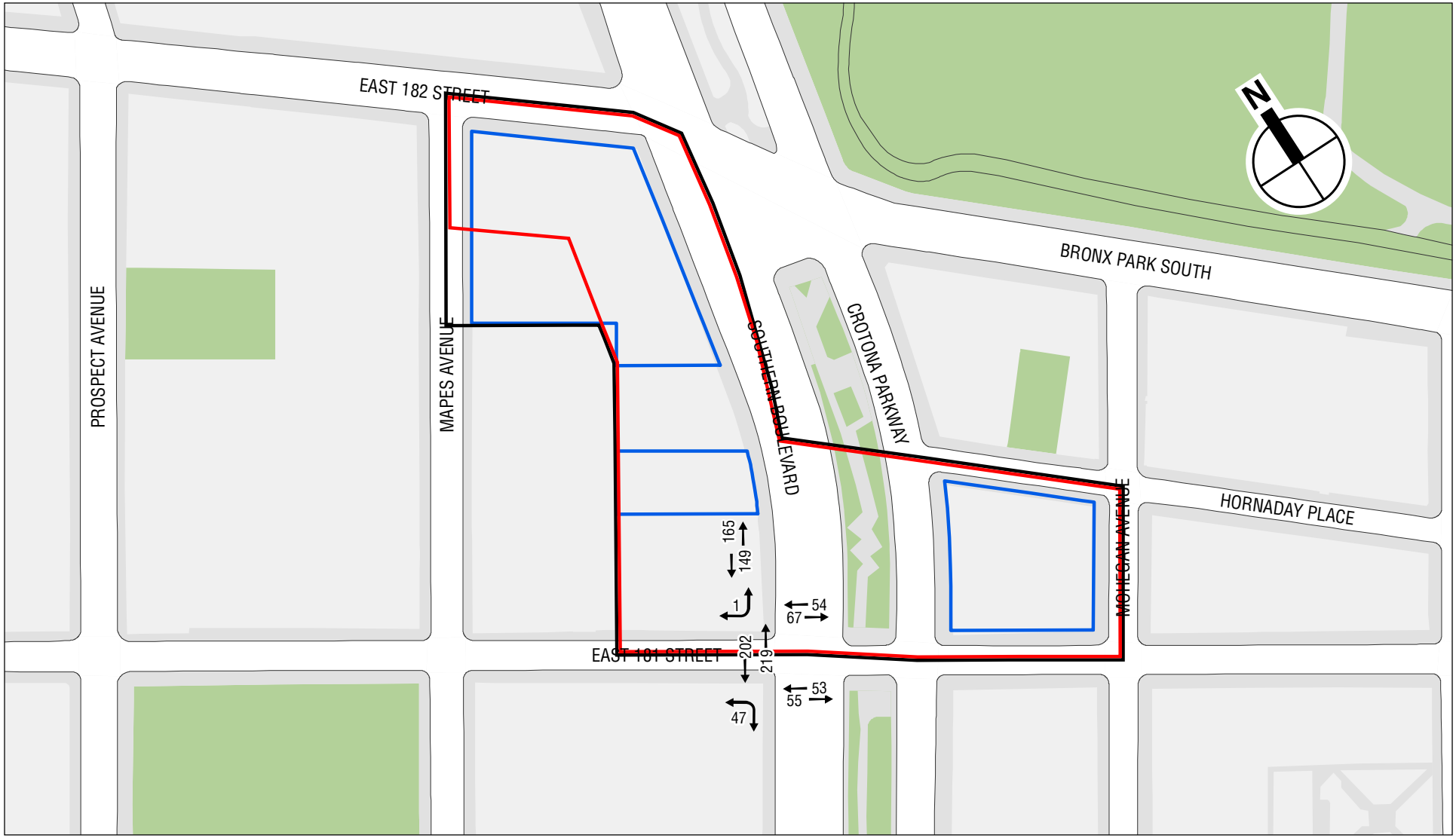


2033 With Action Pedestrian Volumes
Weekday Midday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-36

2.19.26

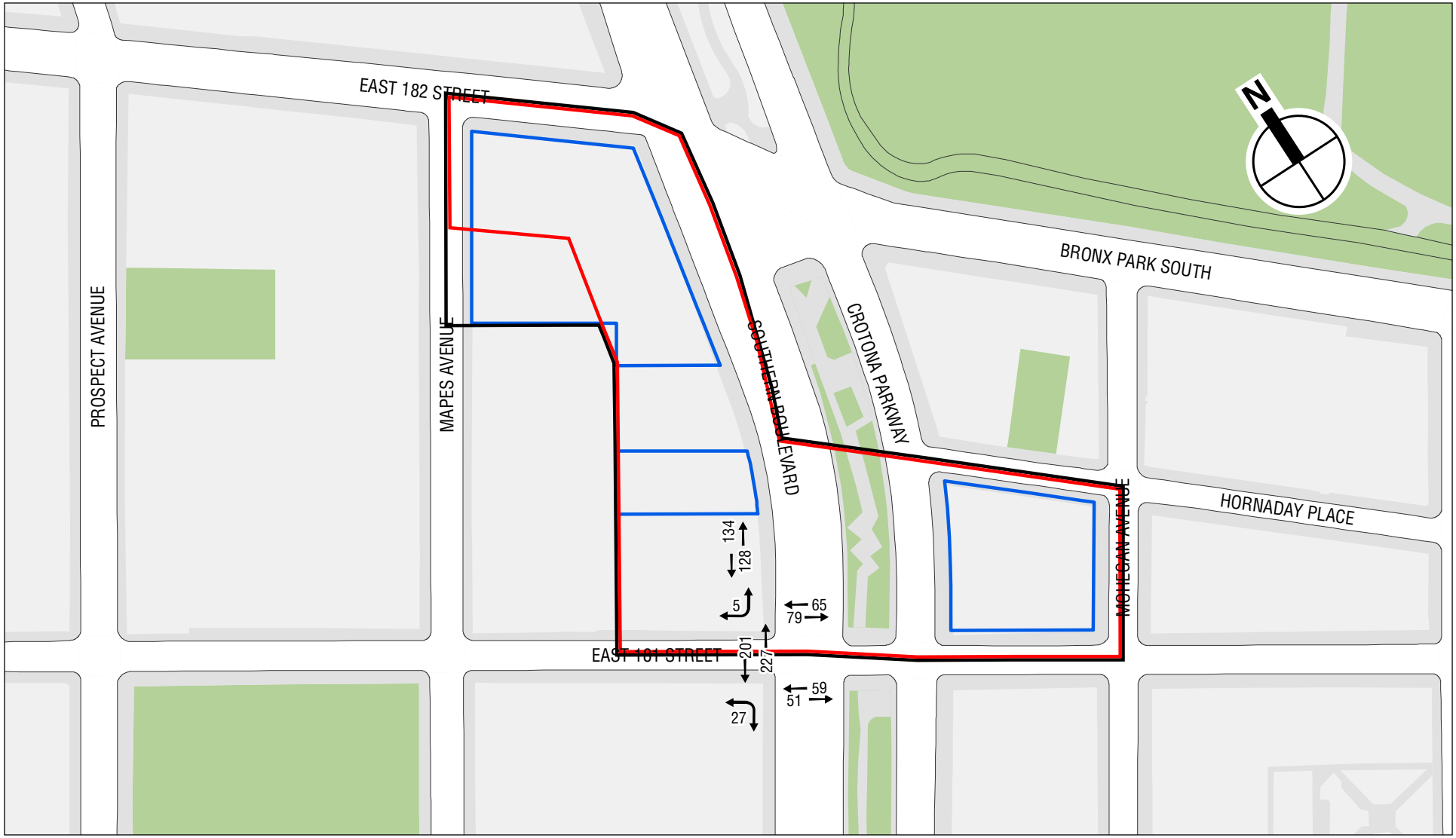


2033 With Action Pedestrian Volumes
Weekday PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-37

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

0 200 FEET

2033 With Action Pedestrian Volumes
Saturday Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure I-38

all analysis peak hours. Therefore, the Proposed Actions would not result in any significant adverse pedestrian impacts.

Table I-22
2033 With Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	231	0.79	146.6	B
Weekday Midday Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	228	0.65	123.1	B
Weekday PM Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	314	0.83	114.3	B
Saturday Peak Hour						
West Sidewalk along Southern Boulevard between Non-Applicant Site Entrance and East 181st Street	West	3.0	262	0.85	139.5	B
Note: SFP = square feet per pedestrian.						

Table I-23
2033 With Action Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Southern Boulevard and East 181st Street	Northwest	215.2	A	198.6	A	189.2	A	170.9	A
	Southwest	279.5	A	316.0	A	267.3	A	264.9	A
Note: SFP = square foot per pedestrian									

Table I-24
2033 With Action Condition: Crosswalk Analysis

Location	Crosswalk	Street Width (ft)	Crosswalk Width (ft)	Crosswalk Two-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	345	132.7	A
Weekday Midday Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	313	85.5	A
Weekday PM Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	421	110.7	A
Saturday Peak Hour						
Southern Boulevard and East 181st Street	West	30.0	16.0	428	103.2	A
Note: SFP = square feet per pedestrian.						

E. STREET USER SAFETY

Crash data for intersections within a ¼-mile of the Rezoning Area were obtained from DOT for the year 2018, 2019, and 2023. The data obtained quantify the total number of crashes, fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at the location. During the three-year study period, a total of 362 crashes,

one fatality, 179 injuries, and 53 pedestrian/bicyclist-related crash occurred at the study area intersection, as summarized in **Table I-25**. Based on the available crash data, none of the study area intersections were identified as high crash locations.

Table I-25
Crash Summary

Intersection		Study Period						Crashes by Year						
North-South Roadway	East-West Roadway	All Crashes by Year			All Crashes Highest 12-Month Rolling	Total Fatalities	Total Injuries	Pedestrian			Bicycle			Ped + Bike 12 consecutive month maximum
		2018	2019	2023				2018	2019	2023	2018	2019	2023	
Clinton Avenue	East 179 Street	1	0	0	1	0	0	0	0	0	0	0	0	0
Marmion Avenue	East 178 Street	7	2	2	8	0	3	2	0	0	0	0	0	2
Southern Boulevard	East 178 Street	4	6	2	6	0	2	0	0	1	1	0	0	1
Prospect Avenue	East 178 Street	4	4	2	4	0	9	0	0	0	0	0	1	1
Clinton Avenue	Oakland Place	1	1	0	1	0	0	0	0	0	0	0	0	0
Prospect Avenue	East 179 Street	3	3	1	3	0	2	0	0	1	0	0	0	1
Mapes Avenue	East 178 Street	2	2	0	2	0	1	1	0	0	0	0	0	1
Prospect Avenue	Oakland Place	2	2	0	2	0	0	0	0	0	0	0	0	0
Mapes Avenue	East 179 Street	4	4	0	6	0	2	1	0	0	0	0	0	1
Prospect Avenue	East 180 Street	1	2	1	2	0	1	0	0	1	0	0	0	1
Marmion Avenue	East 179 Street	4	1	0	4	0	1	0	0	0	0	0	0	0
Mapes Avenue	East 180 Street	3	4	1	6	0	6	0	0	0	0	0	0	0
Crotona Avenue	East 180 Street	7	3	3	7	0	7	3	1	1	0	0	0	3
Crotona Avenue	East 181 Street	2	0	2	2	0	4	0	0	0	0	0	0	0
Clinton Avenue	East 180 Street	2	4	2	4	0	2	0	0	0	0	1	0	1
Clinton Avenue	East 181 Street	1	0	0	1	0	0	0	0	0	0	0	0	0
Prospect Avenue	East 181 Street	0	3	1	3	0	1	0	0	0	0	0	0	0
Cambreleng Avenue	Grote Street	0	1	0	1	0	0	0	0	0	0	0	0	0
Crotona Avenue	East 182 Street	5	4	5	6	0	12	3	1	1	0	0	2	3
Crotona Avenue	Garden Street	1	2	1	3	0	1	0	0	0	1	0	0	1
Beaumont Avenue	Grote Street	0	0	0	0	0	0	0	0	0	0	0	0	0
Crotona Avenue	Grote Street	1	4	0	4	0	0	0	0	0	0	0	0	0
Beaumont Avenue	East 183 Street	3	0	0	3	0	0	0	0	0	0	0	0	0
Crotona Parkway	Mohegan Avenue	1	1	2	2	0	2	0	0	0	0	0	0	0
Southern Boulevard	East 179 Street	2	3	2	4	0	5	0	0	1	0	0	0	1
Crotona Parkway	East 179 Street	0	1	0	1	0	0	0	0	0	0	0	0	0
Mohegan Avenue	East 179 Street	0	1	0	1	0	0	0	0	0	0	0	0	0
Honeywell Avenue	East 178 Street	1	0	1	1	0	0	0	0	1	0	0	0	1
Honeywell Avenue	East 179 Street	4	3	1	5	0	4	0	0	0	1	0	0	1
Daly Avenue	East 179 Street	1	1	0	1	0	0	0	0	0	0	0	0	0
Southern Boulevard	East 180 Street	11	11	13	14	1	35	2	1	2	0	1	0	2
Crotona Parkway	East 180 Street	2	1	2	3	0	6	0	1	0	0	0	0	1
Mohegan Avenue	East 180 Street	2	3	2	4	0	14	1	1	0	0	0	0	2
Crotona Parkway	East 181 Street	0	2	1	2	0	1	0	0	0	0	0	0	0
Southern Boulevard	East 181 Street	4	8	1	10	0	6	0	0	0	1	0	0	1
Mohegan Avenue	East 181 Street	1	1	0	1	0	1	1	0	0	0	0	0	1
Crotona Parkway	Hornaday Place	2	0	0	2	0	0	0	0	0	0	0	0	0
Honeywell Avenue	East 180 Street	2	2	1	3	0	6	0	0	0	0	0	0	0
Hornaday Place	Mohegan Avenue	0	1	0	1	0	0	0	0	0	0	0	0	0
Mohegan Avenue	Bronx Park South	0	1	0	1	0	0	0	0	0	0	0	0	0
Daly Avenue	East 180 Street	4	2	4	6	0	5	1	0	3	0	0	0	3
Honeywell Avenue	East 181 Street	1	0	1	1	0	0	0	0	0	0	0	0	0
Mapes Avenue	East 181 Street	1	0	0	1	0	0	0	0	0	0	0	0	0
Prospect Avenue	East 182 Street	5	3	1	5	0	5	0	0	0	0	0	0	0
Prospect Avenue	Garden Street	1	3	0	3	0	1	0	1	0	0	0	0	1
Mapes Avenue	East 182 Street	0	2	0	2	0	0	0	0	0	0	0	0	0
Bronx Park South	East 182 Street	1	5	1	5	0	4	0	0	0	0	0	0	0
Southern Boulevard	Crotona Parkway	5	4	4	6	0	6	2	0	0	0	0	0	2
Crotona Avenue	East 183 Street	6	2	4	6	0	2	0	0	0	0	0	0	0
Prospect Avenue	Grote Street	0	1	1	1	0	0	0	0	0	0	0	0	0
Prospect Avenue	East 183 Street	2	1	0	3	0	2	1	0	0	1	0	0	2
Old Kingsbridge Road	Grote Street	2	0	0	2	0	1	0	0	0	1	0	0	1

Table I-25
Crash Summary

Intersection		Study Period						Crashes by Year						
North-South Roadway	East-West Roadway	All Crashes by Year			All Crashes Highest 12-Month Rolling	Total Fatalities	Total Injuries	Pedestrian			Bicycle			Ped + Bike 12 consecutive month maximum
		2018	2019	2023				2018	2019	2023	2018	2019	2023	
Southern Boulevard	East 183 Street	6	6	4	8	0	6	0	0	0	0	0	0	0
Vyse Avenue	East 179 Street	1	3	2	4	0	1	0	0	0	0	0	0	0
Vyse Avenue	East 180 Street	1	8	3	8	0	2	0	0	0	0	1	0	1
Honeywell Avenue	Hornaday Place	0	1	2	2	0	1	0	0	1	0	0	0	1
Daly Avenue	East 181 Street	0	1	1	1	0	0	0	0	0	0	0	0	0
Honeywell Avenue	Bronx Park South	1	2	0	3	0	1	1	0	0	0	0	0	1
Bronx Park South	Daly Avenue	1	2	1	2	0	2	0	0	0	0	0	0	0
Vyse Avenue	East 181 Street	2	4	2	4	0	3	0	0	1	0	0	0	1
Bronx Park South	Vyse Avenue	0	3	1	3	0	1	0	0	0	0	0	0	0
Grote Street	East 182 Street	2	1	1	3	0	2	1	0	0	0	0	1	1
Clinton Avenue	East 182 Street	0	0	1	1	0	0	0	0	0	0	0	0	0
Garden Street	Grote Street	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes: Bold text denotes high crash location. A high crash location is defined as Vision Zero priority intersections; intersections where there were five or more pedestrian/bicycle injury crashes in any consecutive 12-month period; or intersections along a Vision Zero priority corridor with three or more pedestrian/bicycle injury crashes in any consecutive 12-month period.
Source: DOT January 1, 2018 to December 31, 2019 and January 1, 2023 to December 31,2023 crash data.

F. CONCLUSIONS

As demonstrated above, the Proposed Actions would not result in any significant adverse transportation-related impacts. ✷

A. INTRODUCTION

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would result in the redevelopment of the Proposed Project and the likely projected development on the non-Applicant site. Projected Development Site 1 would be redeveloped into a residential building with 6 to 14 stories and would contain a total of 293,628 gross square feet (gsf), including 15,206 gsf of ground floor community facility space along Southern Boulevard and East 182nd Street. Projected Development Site 2 would be developed as two interconnected residential buildings ranging in height from 8 to 16 stories and would contain a total of 159,390 gsf. The proposed buildings on Projected Development Sites 1 and 2 comprise the Proposed Project developed by the Applicant. The Proposed Actions would also facilitate development on Projected Development Site 3, the non-Applicant site, in which the existing car wash facility would be replaced with a seven-story residential building. Projected Development Site 3 would contain approximately 72,000 gsf with 62 dwelling units and 10,000 gsf of ground floor commercial space.

The potential for air quality impacts associated with the Proposed Actions is assessed in this attachment.

As described in Attachment I, "Transportation," the highest incremental trip-ends generated by the Proposed Actions is 35 peak hour vehicle trips at the intersection of Southern Boulevard and East Tremont Avenue, during the weekday AM peak hour. Under the guidance of the New York City Department of City Planning (DCP) in consultation with the New York City Department of Environmental Protection (DEP), projects with relatively small trip increment are not expected to create any potential significant adverse air quality impact from mobile source. As such, a detailed mobile source impact analysis is not warranted.

Since the Proposed Project and development on Projected Development Site 3 would potentially include fossil fuel-fired hot water systems, a stationary source analysis was conducted to evaluate the potential impact from these sources on air quality. In addition, potential large or major sources in the vicinity of Projected Development Sites 1, 2, and 3 were assessed.

B. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

HEATING AND HOT WATER SYSTEMS

The Proposed Project and development on Projected Development Site 3 would potentially include natural gas-fired hot water systems, while space heating is anticipated to be served by electric-powered systems. However, as a conservative, worst-case assumption, it was assumed that heating and hot water systems for each of the sites would be served by natural gas-fired equipment. Therefore, a stationary source analysis was conducted to evaluate potential future

pollutant concentrations from pollutant emissions from the hot water systems only. The analysis was performed to determine potential impacts associated with particulate matter less with an aerodynamic diameter of less than 2.5 microns ($PM_{2.5}$) and nitrogen dioxide (NO_2).

AERMOD ANALYSIS

To evaluate potential cumulative on-site and off-site air quality impacts, was performed using the American Meteorological Society (AMS)/U.S Environmental Protection Agency (EPA) Regulatory Model (AERMOD) dispersion model.[1] 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 and source types. AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain, including updated treatment of the boundary layer theory and understanding of turbulence and dispersion, and includes handling of the plume interaction with terrain. AERMOD is EPA's preferred regulatory stationary source model.

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.

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 to assess the worst-case impacts at elevated locations close to the height of the sources, 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 2025 *City Environmental Quality Resources (CEQR) Technical Manual* guidance.

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

For the analysis of the 1-hour average NO_2 concentration from the Proposed Project'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

[1] EPA. AERMOD Implementation Guide. 454/B-23-009, October 2023, AERMOD Model Formulation and Evaluation. 454/B-23-010, October 2023 and User's Guide for the AMS/EPA Regulatory Model (AERMOD). EPA-454/B-24-007, November 2024.

ozone concentrations measured in 2015–2019 at the nearest available New York State Department of Environmental Conservation (DEC) ozone monitoring station—the IS 52 monitoring station in the Bronx. An initial NO_2 to NO_x ratio of 10 percent at the source exhaust stack was assumed for heating and hot water systems, which is considered representative.

EMISSION RATES AND STACK PARAMETERS

Annual emission rates for potential heating and hot water systems were calculated based on fuel consumption estimates, using energy intensity estimates based on type of development and size of each portion of the Proposed Project, as recommended in the *CEQR Technical Manual*, and applying emission factors for natural gas-fired boilers.[2]

The short-term emission rates (24-hour and shorter) were estimated by scaling the annual emissions to account for a 100-day heating season. $PM_{2.5}$ emissions include both the filterable and condensable components.

Since design information was not available it was assumed that the exhaust for the natural gas-fired heating and hot water equipment would vent three feet above the roof of each building.

To calculate exhaust velocities for the exhaust stacks, the fuel consumption was multiplied by EPA's fuel factor for natural gas,[3] providing the exhaust flow rate at standard temperature; the flow rate was then corrected for the exhaust temperature, and exhaust velocity was calculated based on the stack diameter. Assumptions for exhaust temperature for the proposed systems were obtained from a survey of boiler exhaust data provided by DEP.[4]

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

Table J-1
Heating and Hot Water Systems
Exhaust Stack Parameters and Emission Rates

Stack Parameter	Projected Development Site 1	Projected Development Site 2	Projected Development Site 3
No. of Modeled Stacks	1	1	1
Stack Height (feet)	140	157	73
Stack Diameter (feet)(1)	3.2	2.0	2.0
Exhaust Velocity (feet/second)	3.31	4.70	2.13
Exhaust Temperature (degrees Fahrenheit)(1)	307.8	307.8	307.8
Emissions gram/second)			
NO_2 (1-hour average)	0.0739	0.0401	0.0182
NO_2 (Annual average)	0.0202	0.0110	0.0050
$PM_{2.5}$ (24-hour average)	0.0056	0.0031	0.0014
$PM_{2.5}$ (Annual average)	0.00154	0.00083	0.00038

Note: (1) Stack parameter assumptions were obtained from a survey of boiler exhaust data provided by DEP.

[2] EPA. *Compilation of Air Pollutant Emission Factors AP-42*. 5th Ed., V. I, Ch. 1.4. September 1998.

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

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

Annual NO_2 concentrations from hot water sources were conservatively estimated assuming full conversion of NO_x to NO_2. For the 1-hour NO_2 analysis, concentrations were determined following a more detailed approach (EPA "Tier 3"). The methodology used to determine the total 1-hour NO_2 concentrations from the Proposed Project and the anticipated development on Projected Development Site 3 was based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from the emission sources 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 five years modeled.

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 (see **Table J-2**).

Table J-2
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration (µg/m^3)	NAAQS (µg/m^3)
NO_2	1-hour	IS 52	110.6	188
	Annual	IS 52	32.8	100
$PM_{2.5}$	24-hour	New York Botanical Garden	19.8	35
	Annual	New York Botanical Garden	7.8	9
Source: New York State Air Quality Report Ambient Air Monitoring System, DEC, 2017–2019.				

For all background concentrations, the most recent year that data is available is 2022; however, due to the COVID-19 pandemic, concentrations monitored during recent periods are not considered to be representative of normal background due to the effects of COVID-19, consistent with DEP guidance. Therefore, the years 2017–2019 were used to represent background concentrations.

Note that the maximum modeled concentration would not necessarily coincide with the maximum background concentrations, and, therefore, this approach results in a conservatively high estimate. The annual NO_2 background is based on the maximum annual average value measured over the same three-year period.

$PM_{2.5}$ 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 7.6 µg/m^3. Additionally, $PM_{2.5}$ annual average impacts are assessed including the annual background concentration and compared to the $PM_{2.5}$ NAAQS criteria.

METEOROLOGICAL DATA

DEC-supplied meteorological data processed with the AERMET Version 19191[5] processor was used for the modeling analysis. The meteorological data set consisted of five consecutive years of meteorological data: surface data collected at LaGuardia Airport (2015–2019[6]), and concurrent upper air data collected at Brookhaven, New York. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. The meteorological data were selected to match the years selected for background concentrations.

RECEPTOR PLACEMENT

Receptors (locations at which concentrations are projected) generally include operable windows in residential or other buildings, air intakes, and publicly accessible open space locations, as applicable. The nearest building of similar or greater height is located at a distance of 385 feet from Projected Development Site 1, 345 feet from Projected Development Site 2 and 90 feet from Projected Development Site 3. Other, more distant buildings were also modeled.

Discrete receptors were modeled along existing building façades to represent potentially sensitive locations such as operable windows and intake vents. Rows of receptors at the same elevation were spaced at intervals of 16.4 feet (5 meters) along the modeled buildings. Receptors were placed at multiple elevations (beginning at a height of 6 feet, then again at 15 feet, and repeated at every 10 feet until the maximum height of the building was reached).

INDUSTRIAL SOURCES

Nearby industrial facilities were examined to identify any potential for significant adverse impacts on future residents of the projected development sites from air toxics. All industrial and manufacturing uses within 400 feet of the projected development sites were considered for inclusion in the air quality impact analysis, as per the *CEQR Technical Manual*.

Land use maps and aerial photographs were reviewed to identify potential sources of emissions from manufacturing/industrial operations. A search of federal, state, and city permit data within the study area was conducted using DEP's Clean Air Tracking System (CATS) database[7] and DEC Permits and Registrations at all manufacturing and commercial-zoned properties.[8] One facility with permitted sources was identified, La Prima Bakery, located at 765 East 182nd Street, which is a commercial bakery. Therefore, an analysis of this facility was performed.

[5] DEC staff communicated in an email to AKRF that the meteorological data provided by DEC and processed with earlier versions is acceptable for use with AERMOD Version 22112. DEC does not have immediate plans to update the met data using the new version of AERMET (Version 22112).

[6] Meteorological data for 2020 and later was not used to avoid using concurrent ozone background data over this same period because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19.

[7] DEP. *Clean Air Tracking System database*. https://a826-web01.nyc.gov/DEP.BoilerInformationExt. Accessed October 1, 2025.

[8] DECInfo Locator- Access to DEC Air Permits. *https://gisservices.dec.ny.gov/gis/dil/*. Accessed October 1, 2025.

REFINED DISPERSION ANALYSIS

After compiling the information on facilities with manufacturing or process operations in the study area, maximum potential pollutant concentrations from the emission sources were determined using the EPA AERMOD refined dispersion model. The AERMOD model was run using the same model assumptions and options as described earlier for the refined modeling of hot water systems.

To assess the effects of multiple sources emitting the same pollutants, cumulative source impacts were determined. Projected worst-case concentrations were compared with the short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) recommended in DEC's DAR-1 AGC/SGC tables.[9] These guidelines represent the airborne concentrations which are applied as a screening threshold to determine if the future residents of the Proposed Project could be significantly impacted by nearby sources of air pollution.

Discrete receptors (i.e., locations at which concentrations were calculated) were placed on the potentially affected projected development sites. The receptor network consisted of receptors located at spaced intervals along the sides of the projected development sites from the ground floor to the upper level.

EMISSION RATES AND STACK PARAMETERS

Stack parameters and emissions data used in the analysis were obtained from DEP (see **Table J-3)**.

TABLE J-3:
Modeled Emission Rates – La Prima Bakery

Permit ID	Emission Source	Pollutant	CAS#	Hourly Emission (lbs/hr)	Annual Emission (lb/yr)
PB008709	4A	Ethanol	00064-17-5	4.70	13,649
	4B	Ethanol	00064-17-5	0.52	1,510
	4C	Particulate	NY075-02-5	0.0050	15
		Sulfur Dioxide	07445-09-5	0.0010	3
		Carbon Monoxide	00630-08-0	0.0180	52
		Nitrogen Dioxide	10102-44-0	0.090	261
		Total VOC	NY999-00-0	0.0070	20
	4D	Particulate	NY075-02-5	0.0040	12
		Sulfur Dioxide	07445-09-5	0.0010	3
		Carbon Monoxide	00630-08-0	0.014	41
		Nitrogen Dioxide	10102-44-0	0.070	203
		Total VOC	NY999-00-0	0.0060	17
PB003310	6A	Ethanol	00064-17-5	0.90	1,080
	6B	Particulate	NY075-02-5	0.0030	4
		Sulfur Dioxide	07445-09-5	0.0010	1
		Carbon Monoxide	00630-08-0	0.0110	13
		Nitrogen Dioxide	10102-44-0	0.054	65
		Total VOC	NY999-00-0	0.0040	5

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

PB003410	5A	Ethanol	00064-17-5	3.48	8,352
	5B	Ethanol	00064-17-5	0.39	936
	5C	Particulate	NY075-02-5	0.0050	12
		Sulfur Dioxide	07445-09-5	0.0010	2
		Carbon Monoxide	00630-08-0	0.018	43
		Nitrogen Dioxide	10102-44-0	0.090	216
		Total VOC	NY999-00-0	0.0070	17
	5D	Particulate	NY075-02-5	0.0040	10
		Sulfur Dioxide	07445-09-5	0.0010	2
		Carbon Monoxide	00630-08-0	0.014	34
		Nitrogen Dioxide	10102-44-0	0.070	168
		Total VOC	NY999-00-0	0.0060	14

ADDITIONAL SOURCES

The *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 development sites associated with the Proposed Actions, 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[10] found no such facilities within 1,000 feet of Projected Development Sites 1, 2, and 3. Therefore, no analysis is required, and no significant adverse impacts would occur due to the Proposed Actions from major or large stationary sources of emissions.

C. THE FUTURE WITH THE PROPOSED ACTIONS

HEATING AND HOT WATER SYSTEMS

The results of the AERMOD analysis for NO_2 and $PM_{2.5}$ are presented in **Table J-3** for receptors on the Proposed Project and Projected Development Site 3 and for off-site receptors in **Table J-4**. As shown, there are no exceedances of the NO_2 1-hour and annual $PM_{2.5}$. NAAQS. In addition, the maximum predicted incremental concentrations of $PM_{2.5}$ are not predicted to exceed the CEQR *de minimis* criteria. Overall, based on the analysis presented, the potential heat and hot water systems associated with the Proposed Actions would not result in any significant adverse air quality impacts.

Table J-3
Maximum Modeled Pollutant Concentrations (µg/m^3) on the Proposed Project

Pollutant	Averaging Period	Maximum Modeled Concentration(1)	Background Concentration	Total Concentration	Criterion
NO_2	1-hour	148.4(2)	N/A	148.4	188(3)
	Annual	1.32	32.8	34.2	100(3)
$PM_{2.5}$	24-hour	2.33	N/A	N/A	7.6 (4)

[10] DEC. *Access to DEC Air Permits*. https://www.dec.ny.gov/chemical/8569.html. Accessed August 15, 2022.

	Annual	0.10	7.8	7.9	9[3]
	Annual	0.10	N/A	N/A	0.3[6]

Notes:
N/A – Not Applicable
[1] The maximum modeled concentration reflects the highest concentration of all stack locations/parameters for each pollutant.
[2] The 1-hour NO_2 concentration presented represents the average 98th percentile 1-hour NO_2 concentration predicted at each receptor over five years using seasonal-hourly background concentrations.
[3] NAAQS.
[4] $PM_{2.5}$ *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.
[)] $PM_{2.5}$ *de minimis* criteria—annual.

Table J-4
Maximum Modeled Pollutant Concentrations (µg/m^3) on Off-site Receptors

Pollutant	Averaging Period	Maximum Modeled Concentration[1]	Background Concentration	Total Concentration	Criterion
NO_2	1-hour	110.4[2]	N/A	110.4	188[3]
	Annual	0.46	32.8	33.3	100[3]
$PM_{2.5}$	24-hour	0.74	N/A	N/A	7.6 [4]
	Annual	0.03	7.8	7.8	9[3]
	Annual	0.03	N/A	N/A	0.3[6]

Notes:
N/A – Not Applicable
[1] The maximum modeled concentration reflects the highest concentration of all stack locations/parameters for each pollutant.
[2] The 1-hour NO_2 concentration presented represents the average 98th percentile 1-hour NO_2 concentration predicted at each receptor over five years using seasonal-hourly background concentrations.
[3] NAAQS.
[4] $PM_{2.5}$ *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.
[5] $PM_{2.5}$ *de minimis* criteria—annual.

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 through an Air Quality (E) Designation (E-897) that would be mapped on the properties. 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 through E-897are as follows:

Projected Development Site 1 (Block 3111, Lots 55, 59, 65, 69, and a portion of Lot 49)

> Any new development on the property must utilize only natural gas in any fossil fuel-fired hot water equipment and must ensure the heating and hot water stacks(s) is/are located on the highest tier, to avoid any potential significant adverse air quality impacts.

Projected Development Site 2 (Block 3119, Lots 37 and 44)

> Any new development on the property must utilize only natural gas in any fossil fuel-fired hot water equipment and must ensure the heating and hot water stacks(s) is/are located on the highest tier, to avoid any potential significant adverse air quality impacts.

Projected Development Site 3 (Block 3111, Lot 76)

Any new development on the property must utilize only natural gas in any fossil fuel-fired hot water equipment and must ensure the heating and hot water stacks(s) is/are located on the highest tier and at least 73 feet above grade, to avoid any potential significant adverse air quality impacts.

INDUSTRIAL SOURCES

Table J-5 presents the maximum potential estimated short-term and long-term concentrations of air toxic compounds from the analyzed industrial sources on the Proposed Project. For each modeled compound, the table lists the SGC and AGC. As presented in the table, maximum concentrations for each air toxic compound were predicted to be below the thresholds. Therefore, no potential significant adverse air quality impacts are predicted on the Proposed Project and Projected Development Site 3 from existing industries in the area.

Table J-5
Maximum Modeled Pollutant Concentrations on the Proposed Project (µg/m^3)
Industrial Sources

Pollutant	CAS No.	Short-Term Average (µg/m^3)	SGC (µg/m^3)(1)	Annual Average (µg/m^3)	AGC (µg/m^3)(1)
Ethanol	00064-17-5	--	--	11.04	45,000
$PM_{2.5}$ (11)	NY075-02-05	20.3 (7)	35 (2)	7.8	9 (3)
Sulfur Dioxide (SO_2)	07445-09-5	17.0 (4)	196	1.6 (5)	80
CO	00630-08-0	2,308 (6)	40,000	--	--
NO_2 (10)	10102-44-0	126.2 (7)	188	28.4 (8)	100
VOCs (9)	999-00-0	2.7	98,000	0.028	7,000

Notes:
(1) DEC Division of Air Resources, Bureau of Stationary Sources. DAR-1 AGS/SGC Tables. February 2021.
(2) NAAQS for 24-hour average period. Includes a background concentration of 19.8 µg/m^3.
(3) NAAQS for annual averaging period. Includes a background concentration of 7.8 µg/m^3.
(4) NAAQS for 1-hour averaging period. Includes a background concentration of 16.7 µg/m^3.
(5) Includes a background concentration of 1.6 µg/m^3.
(6) NAAQS for 1-hour averaging period. Includes a background concentration of 2,302 µg/m^3.
(7) NAAQS for 1-hour averaging period. Includes a background concentration of 100.5 µg/m^3.
(8) NAAQS for annual averaging period. Includes a background concentration of 28.1 µg/m^3.
(9) Since VOCs are not assigned an SGC or AGC, the guideline concentrations for isopropyl alcohol were used for evaluation purposes.
(10) Assumes all NO_x is NO_2.
(10) Assumed all PM is $PM_{2.5}$.

✷

A. INTRODUCTION

This attachment considers the potential for the Proposed Actions to result in significant adverse noise impacts. Attachment A, "Project Description and Screening Analyses," describes the redevelopment of three new residential buildings containing a total of 545 dwelling units located in the Bronx. Projected Development Site 1 comprises Block 3111, Lots 49, 55, 59, 65, and 69 ("Mapes Court Development Site"), and is bounded by Mapes Avenue to the west, East 182nd Street to the north, Southern Boulevard to the east, and existing buildings to the south. Projected Development Site 2 comprises Block 3119, Lots 37 and 44 (Sojourner Truth Development Site"), and is bounded by Crotona Parkway to the west, Hornaday Place to the north, Mohegan Avenue to the east, and East 181st Street to the south. Projected Development Site 3 comprises Block 3111, Lot 76, and is bounded by Southern Boulevard to the east, and existing buildings to the south, west, and north.

According to the guidelines established in the 2025 *City Environmental Quality Review (CEQR) Technical Manual*, an initial noise impact screening considers whether a proposed action would generate any mobile or stationary source noise or be located in an area with high ambient noise levels. A noise analysis examines an action for its potential effects on sensitive noise receptors, and the effects on the interior noise levels of residential, commercial, and institutional uses.

In terms of mobile sources, the number of vehicle trips generated by the proposed project would be lower than the threshold that would require any detailed analysis. Based on the transportation analysis presented in Attachment I, "Transportation" (see **Figures I-6** to **I-11**) and considering the volume of existing traffic in the immediate area, the Proposed Actions would not likely cause doubling of noise passenger car equivalents [Noise PCEs], which would be necessary to cause a 3 dBA increase in noise levels. Therefore, significant adverse mobile source noise impacts are unlikely, and further assessment is not warranted. Consequently, the noise analysis is focused on the interior noise levels within the proposed project as compared to *CEQR Technical Manual* noise exposure guidelines.

B. ACOUSTICS FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called "decibels" (dB). The particular character of the sound that we hear (e.g., a whistle compared with a diesel engine, 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 1 Hertz (Hz). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and therefore more intrusive than many of the lower frequencies (e.g., the lower notes on a piano).

"A"-WEIGHTED SOUND LEVEL (DBA)

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

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

Table K-1
Noise Levels of Common Sources

Sound Source	SPL (dBA)
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50–60
Quiet Suburban Area at Night	40–50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
Source: 2021 *CEQR Technical Manual*	

SOUND LEVEL DESCRIPTORS

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

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

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

C. NOISE STANDARDS AND CRITERIA

CEQR NOISE CRITERIA

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

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

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

Notes:
[(i)] In addition, any new activity shall not increase the ambient noise level by 3 dBA or more.
[(ii)] *CEQR Technical Manual* noise criteria for train noise are similar to the above aircraft noise standards; the noise category for train noise is found by taking the L_{dn} value for such train noise to be an L_{dn} (L_{dn} contour) value.
[1] Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.
[2] Tracts of land where serenity and quiet are extraordinarily important and serve an important public need, and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks, or portions of parks, or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
[3] One may use Federal Aviation Administration (FAA)-approved L_{dn} contours supplied by the Port Authority of New York and New Jersey, or the noise contours may be computed from the federally approved Integrated Noise Model (INM) Computer Model using flight data supplied by the Port Authority of New York and New Jersey.
[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).
Source:
New York City Department of Environmental Protection (DEP) (adopted policy 1983).

The *CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise level (see **Table K-3**). With vehicular traffic being the dominant noise source, recommended

noise attenuation values for buildings are designed to maintain an interior L_{10} noise level of 45 dBA for residential and community facility uses and 50 dBA for commercial office uses since.

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

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

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

D. EXISTING NOISE LEVELS

A total of 8 receptor locations adjacent to the project site were selected for evaluation of noise attenuation requirements. These locations are detailed below **in Table K-4** and shown in **Figure K-1**.

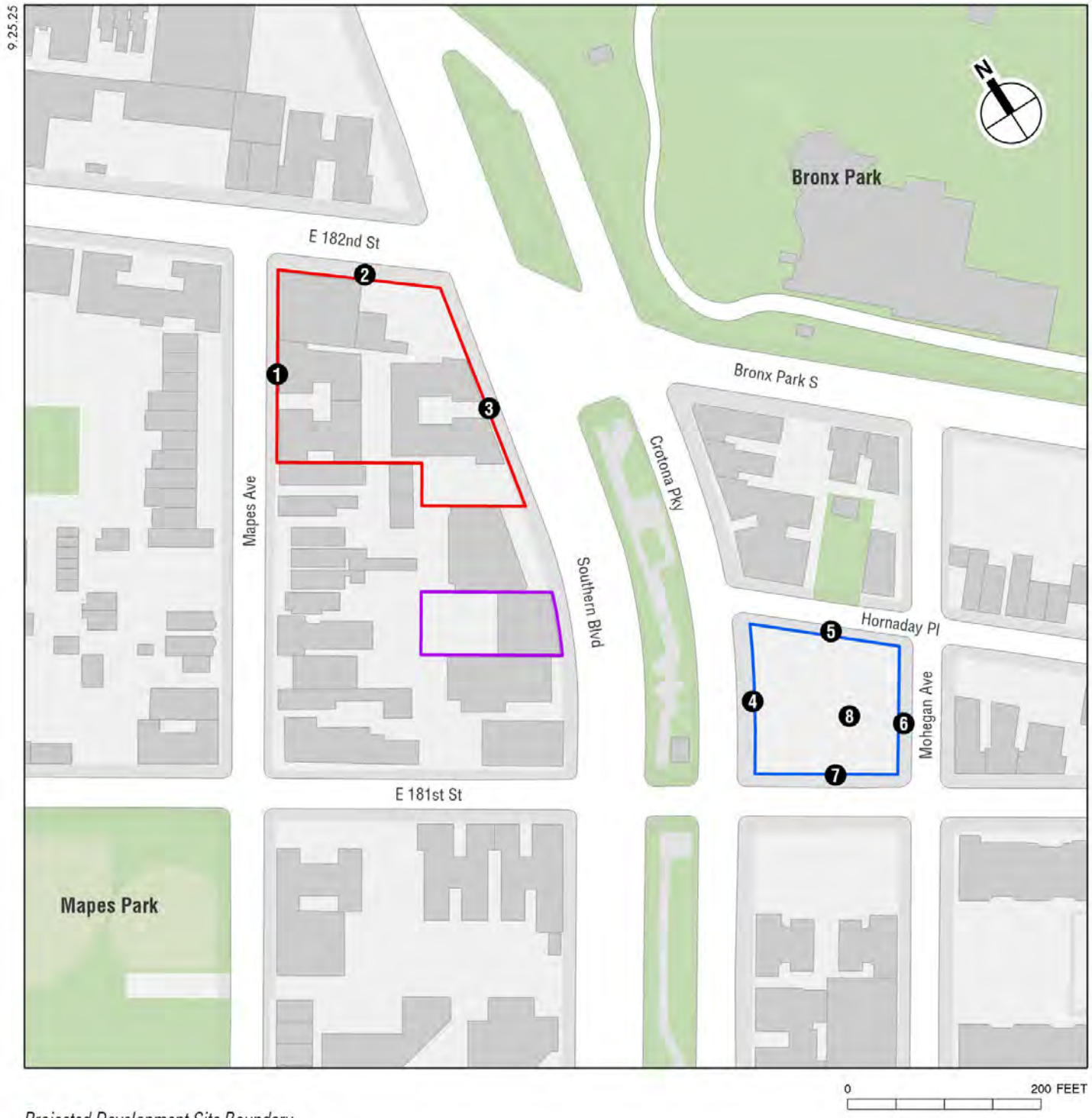
Table K-4
Noise Receptor Locations

Noise Receptor Site	Location
1	Mapes Avenue between East 181st Street and East 182nd Street
2	East 182nd Street between Mapes Avenue and Southern Boulevard
3	Southern Boulevard between East 181st Street and East 182nd Street
4	Crotona Parkway between Hornaday Place and East 181st Street
5	Hornaday Place between Crotona Parkway and Mohegan Avenue
6	Mohegan Avenue between Hornaday Place and East 181st Street
7	East 181st Street between Crotona Parkway and Mohegan Avenue
8	Open Lot at Sojourner Truth Development Site

At the receptor sites, the existing noise levels were measured for 20-minute periods during the three weekday peak periods—AM (7:00 AM to 9:00 AM), midday (MD) (12:00 PM to 2:00 PM), and PM (4:30 PM to 6:30 PM). Measurements were conducted on February 27 and 29, 2024.

EQUIPMENT USED DURING NOISE MONITORING

Measurements were performed using two Brüel & Kjær Sound Level Meters (SLMs) Types 2250/2270, two Brüel & Kjær 1/2-inch microphones Type 4189, and two Brüel & Kjær Sound Level Calibrators Type 4231. The SLMs have a valid laboratory calibration within 1 year, as is standard practice. The Brüel & Kjær SLMs are Class 1 instruments according to ANSI Standard S1.4-1983 (R2006). The microphones were mounted on a tripod at a height of approximately 5 feet above the ground and was mounted at least approximately 5 feet away from any large reflecting surfaces. The SLMs were calibrated before and after readings with a Brüel & Kjær Type



Projected Development Site Boundary

Mapes Court Development Site 1

Sojourner Truth Development Site 2

Development Site 3

1 *Noise Measurement Locations*

Noise Measurement Locations

PHIPPS MAPES AND SOJOURNER REZONING

Figure K-1

4231 Sound Level Calibrator using the appropriate adaptor. Measurements were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_1, L_{10}, L_{50}, L_{90}, and 1/3 octave band levels. A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

NOISE MEASUREMENT RESULTS

The results of the existing noise level measurements are summarized in **Table K-5**. Vehicular traffic on the adjacent roadways was the dominant noise source for all receptor locations.

Table K-5
Existing Noise Levels (in dBA)

Receptor Site	Measurement Location	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
1	Mapes Avenue between East 181st Street and East 182nd Street	AM	61.3	72.1	63.2	55.9	51.9
		MD	58.3	70.6	59.4	53.3	51.0
		PM	57.1	66.4	60.8	52.6	49.2
2	East 182nd Street between Mapes Avenue and Southern Boulevard	AM	65.4	74.8	67.2	63.0	60.0
		MD	64.1	73.7	65.2	60.4	56.3
		PM	62.5	72.8	64.6	60.2	57.0
3	Southern Boulevard between East 181st Street and East 182nd Street	AM	66.4	73.0	69.6	65.1	57.1
		MD	64.4	72.4	66.2	61.3	57.5
		PM	67.5	73.3	70.1	67.3	61.8
4	Crotona Parkway between Hornaday Place and East 181st Street	AM	61.5	69.4	65.0	58.3	54.4
		MD	61.8	68.2	64.4	60.1	57.2
		PM	63.5	69.6	65.7	61.5	58.4
5	Hornaday Place between Crotona Parkway and Mohegan Avenue	AM	58.5	66.7	61.2	56.7	53.6
		MD	59.8	65.9	62.4	58.9	55.3
		PM	62.9	70.8	66.4	60.4	57.9
6	Mohegan Avenue between Hornaday Place and East 181st Street	AM	57.6	64.2	61.0	55.2	52.5
		MD	59.6	70.0	59.9	56.8	54.5
		PM	64.4	73.5	67.3	61.6	58.8
7	East 181st Street between Crotona Parkway and Mohegan Avenue	AM	62.5	73.1	63.0	56.9	53.9
		MD	59.8	67.4	62.1	58.6	54.2
		PM	60.2	68.0	63.9	58.0	53.6
8	Open Lot at Sojourner Truth development site	AM	57.3	65.3	60.5	55.1	52.5
		MD	58.2	61.8	59.9	57.9	54.4
		PM	61.4	70.2	63.7	59.7	57.2

Note: Measurements were performed by AKRF, Inc. on February 27 and 29, 2024.

In terms of *CEQR Technical Manual* criteria, measured existing noise levels at receptor locations 1, 7, and 8 are categorized as "acceptable." Measured existing noise levels at receptor locations 2, 4, 5, and 6 are categorized as "marginally acceptable." Measured existing noise levels at receptor location 3 are categorized as "marginally unacceptable."

E. NOISE ATTENUATION MEASURES

As shown in **Table K-3**, the *CEQR Technical Manual* has set noise attenuation quantities for buildings based on exterior noise levels. The results of the building attenuation analysis are summarized in **Table K-6** and **Figure K-2**.

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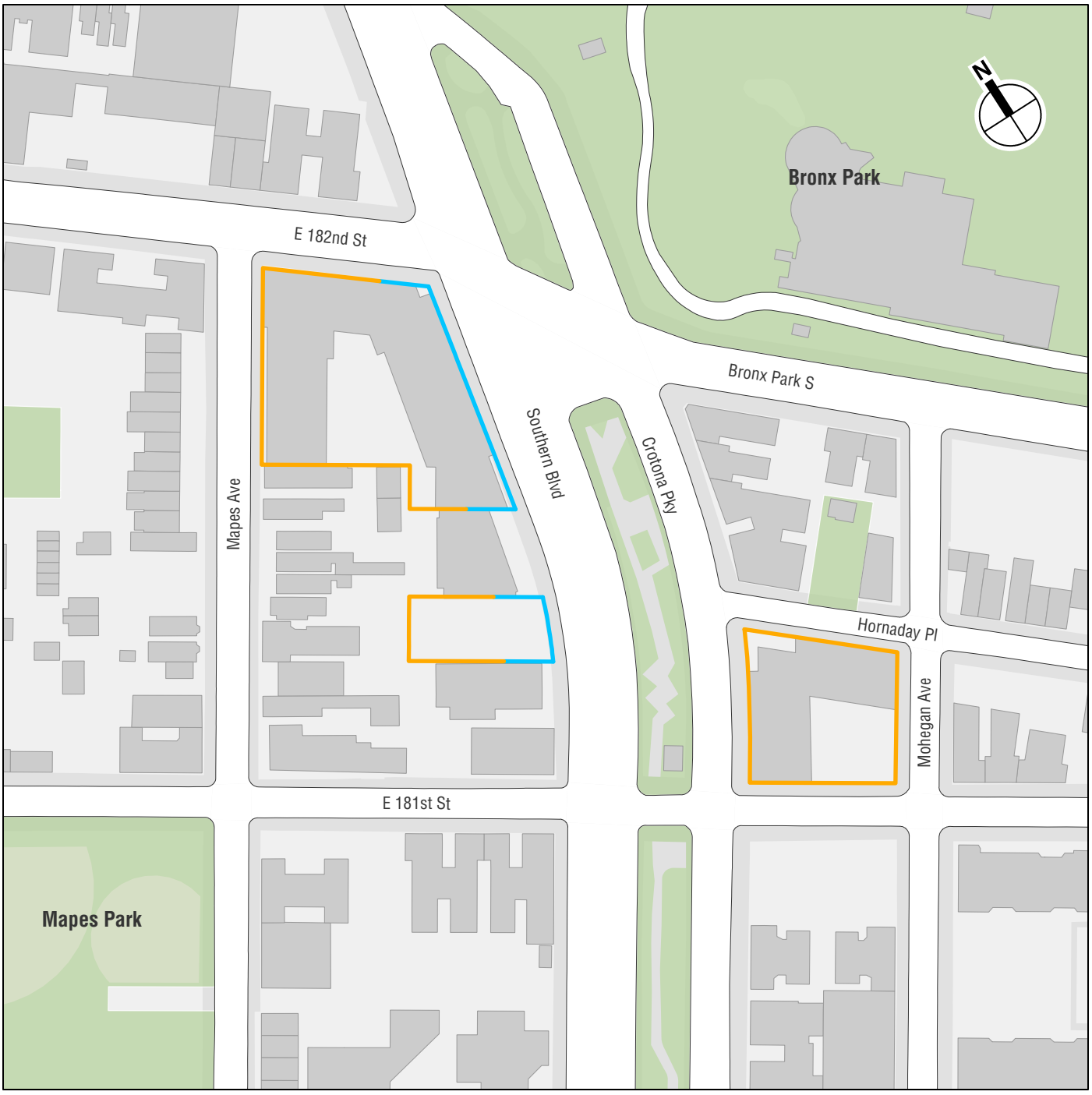

28 dBA Attenuation Required

No Attenuation Required

Note: Window/wall attenuation requirements shown are for residential and community facility uses only; commercial office uses would require 5 dBA less attenuation. Attenuation requirements are not applied at retail uses or lobby, corridor, mechanical, or back-of-house areas.

Noise Attenuation

PHIPPS MAPES AND SOJOURNER REZONING

Figure K-2

Table K-6
CEQR Building Attenuation Requirements (in dBA)

Development Site	Building Façade	Applicable Noise Receptor	Maximum L_{10}	Attenuation Required[1]
1	West, North/South (greater than 50 feet from Southern Blvd)	1, 2	67.2	N/A[2]
	East, North/South (within 50 feet of Southern Blvd)	3	70.1	28
2	All	4, 5, 6, 7, 8	67.3	N/A[2]
3	West, North/South (greater than 50 feet from Southern Blvd)	1, 2	67.2	N/A[2]
	East, North/South (within 50 feet of Southern Blvd)	3	70.1	28

Note:
[1] Attenuation values are shown for residential and community facility uses; commercial office uses would require 5 dBA less attenuation. Utility, corridor, stairwell, lobby, and other non-noise-sensitive uses would not require any specific level of attenuation.
[2] "N/A" indicates that the L_{10} value is less than 70 dBA and therefore has no minimum attenuation requirement.

As shown in **Table K-6**, 28 dBA would be required for residential or community facility development at Projected Development Sites 1 and 3 along and within 50 feet of Southern Boulevard, while commercial space use in these areas would require 23 dBA of window-wall attenuation. Additionally, to allow for the maintenance of a closed window condition, these areas would also require an alternate means of ventilation.

To require attenuation at the Proposed Project, an (E) Designation (E-897) for noise would be applied, specifying the appropriate amount of window/wall attenuation. The text of the (E) Designation would be as follows:

Block 3111, Lots 49, 55, 59, 65, and 69: To ensure an acceptable interior noise environment, future residential and community facility uses must provide a closed-window condition with a minimum window/wall attenuation of 28 dBA on the east façade, north façade within 50 feet of Southern Boulevard, and south façade within 50 feet of Southern Boulevard in order to maintain an interior L_{10} noise level not greater than 45 dBA for residential or community facility uses or not greater than 50 dBA for commercial office uses as shown in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

Block 3111, Lot 76: To ensure an acceptable interior noise environment, future residential and community facility uses must provide a closed-window condition with a minimum window/wall attenuation of 28 dBA on the east façade, north façade within 50 feet of Southern Boulevard, and south façade within 50 feet of Southern Boulevard in order to maintain an interior L_{10} noise level not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial office uses as shown in the EAS. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

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. Normally, a building façade

is composed of the wall, glazing, and any vents or louvers for HVAC systems in various ratios of area. Buildings proposed to be located on the (E) Designated sites would be designed to provide composite window/wall attenuation greater than or equal to the attenuation requirements listed in **Table K-6**.

By adhering to the (E) Designation described above, buildings to be developed as a result of the Proposed Project would provide sufficient attenuation to achieve the *CEQR Technical Manual* interior noise level guidelines of 45 dBA L_{10} for residential or community facility uses and 50 dBA L_{10} for commercial office uses.

MECHANICAL SYSTEM

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

A. INTRODUCTION

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the development of a residential and a mixed-use building containing a total of 483 affordable units on Projected Development Sites 1 and 2 (the "Proposed Project") in the Crotona neighborhood of the Bronx. For the purposes of the analysis, it is assumed that the Proposed Actions would also result in development on a non-Applicant controlled site referred to as Projected Development Site 3.

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

As detailed in Attachment A, "Project Description and Screening Assessments," as part of the Proposed Actions, the Applicant would record a Restrictive Declaration to ensure that certain emission and noise reduction measures are implemented during construction, which constitute Project Components Related to the Environment (PCRE). With the inclusion of the construction PCREs, the assessment concludes that Proposed Actions would not result in any significant adverse construction impacts.

B. GOVERNMENTAL COORDINATION AND OVERSIGHT

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

Table L-1
Construction Oversight in New York City

Agency	Areas of Responsibility
New York City	
Department of Buildings	Primary oversight for Building Code and site safety
Department of Environmental Protection	Noise, RAPs/CHASPs, dewatering, hazardous materials abatement
City of New York Department of Sanitation	Storage, transport, and disposal of asbestos waste
Fire Department	Compliance with Fire Code, fuel tank installation
Department of Transportation	Lane and sidewalk closures
Landmarks Preservation Commission	Historic and archaeological resources
New York State	
Department of Labor	Asbestos Workers
Department of Environmental Conservation	Hazardous materials and fuel/chemical storage tanks
Office of Parks, Recreation, and Historic Preservation	Cultural and architectural resources consultation
United States	
Environmental Protection Agency	Air emissions, noise, hazardous materials, poisons
Occupational Safety and Health Administration	Worker safety

The New York City Landmarks Preservation Commission (LPC), along with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), review any archaeological testing or monitoring that may be required. LPC and OPRHP also review and approve construction protection plans (CPPs) and any monitoring measures necessary to prevent damage to historic structures.

At the state level, the New York State Department of Labor (DOL) licenses asbestos workers. The New York State Department of Environmental Conservation (DEC) regulates disposal of hazardous materials, and construction and operation of bulk petroleum and chemical storage tanks. At the federal level, the U.S. Environmental Protection Agency (EPA) has wide-ranging authority over environmental matters, including air emissions, noise, hazardous materials, and the use of poisons, although much of the responsibility is delegated to the state level. The Occupational Safety and Health Administration (OSHA) sets standards for work site safety and construction equipment.

C. CONCEPTUAL CONSTRUCTION PHASING AND SCHEDULE

Table L-2 presents the preliminary construction schedule under the Proposed Actions. The construction of the Applicant's Projected Development Sites 1 and 2 would use a phased approach, with the Proposed Project being completed and fully occupied by 2033. Construction would begin with Projected Development Site 2 and would take approximately 29 months. Once completed, residents from the existing Mapes Court Building would be relocated into the Sojourner Truth Building, followed by the demolition of the existing building at Projected Development Site 1. The construction of the new residential building at the Projected Development Site 1 would take approximately 29 months. It is also assumed that the non-Applicant owned Projected Development Site 3 on Block 3111, Lot 76 would be built and operational by the 2033 build year. Overall, the construction period would start with construction of the Projected Development Site 2 in 2026 after the entitlement process is completed and extend through to construction completion and full occupancy of Projected Development Sites 1 and 3 by 2033.

Table L-2
Preliminary Construction Schedule

Construction Task	Start Month	Finish Month	Approximate Duration (months)[1]
Projected Development Site 2	**Month 1**	**Month 29**	**29**
Projected Development Site 1			
Demolition	**Month 37**	**Month 48**	**12**
Construction of New Building	**Month 49**	**Month 77**	**29**
Projected Development Site 3	**Month 25**	**Month 45**	**21**

Note: [1] Construction would proceed in several stages, some of which would overlap.
Source: Phipps Houses, June 2024.

Building construction activities at Projected Development Sites 1, 2, and 3 would proceed in several stages, some of which would overlap: demolition, excavation and foundations, superstructure, exteriors, and interiors and finishing. These stages are described in greater detail below.

D. CONSTRUCTION DESCRIPTION

The following provides a description of the general construction practices and activities under the Proposed Actions.

GENERAL CONSTRUCTION PRACTICES

HOURS OF WORK

Construction would generally be carried out in accordance with New York City laws and regulations, which allow construction activities between 7 AM and 6 PM on weekdays. Construction work would typically begin at 7 AM on weekdays, with most workers arriving between 6 AM and 7 AM. Normally work would end at 3:30 PM, but it can be expected that, in order to complete certain critical tasks (e.g., finishing a concrete pour for a floor deck), the workday may occasionally be extended beyond normal work hours. Any extended workdays would generally last until approximately 6 PM and would not include all construction workers on-site, but only those workers involved in the specific task requiring additional work time.

Weekend work may also be required for certain construction activities, such as interiors construction. Appropriate work permits from DOB would be obtained for any necessary work outside of normal construction hours and no work outside of normal construction hours would be performed until such permits are obtained. The numbers of workers and pieces of equipment in operation for weekend work would typically be limited to those needed to complete the authorized task. Therefore, the level of activity for any weekend work would be less than that of a normal weekday workday.

DELIVERIES AND ACCESS

During construction, access to the construction area would be fully controlled. Work areas would be fenced off, and limited access points for workers and trucks would be provided. Material deliveries to the construction area would be controlled and scheduled. Based on preliminary construction logistics, the construction truck loading area for activities at Projected Development Site 2 would be along East 181st Street adjacent to the development site, while the construction

truck loading area at Project Development Site 1 would be along Southern Boulevard adjacent to the development site

Maintenance and Protection of Traffic (MPT) plans would be developed for any required temporary sidewalk and lane narrowing and/or closures to ensure the safety of the construction workers and the public passing through the area. Approval of these plans and implementation of the closures would be coordinated with DOT's OCMC. Measures specified in the MPT plans that are anticipated to be implemented would include parking lane closures, safety signs, safety barriers, and construction fencing.

PUBLIC SAFETY

A variety of measures would typically be employed to ensure public safety during construction, including sidewalk bridges to provide overhead protection; safety signs to alert the public about active construction work; safety barriers to ensure the safety of the public passing by construction areas; flag persons to control trucks entering and exiting the construction areas and/or to provide guidance for pedestrians and bicyclists safety; and safety nettings as the superstructure work advances upward to prevent debris from falling to the ground. All DOB safety requirements would be followed to ensure the safety of the community and the construction workers themselves.

RODENT CONTROL

Construction contracts would typically include provisions for a rodent (mouse and rat) control program. Before the start of construction, the contractor would survey and bait the appropriate areas and provide for proper site sanitation. During construction, the contractor would carry out a maintenance program, as necessary. Signage would be posted, and coordination would be conducted with the appropriate agencies.

DESCRIPTION OF CONSTRUCTION ACTIVITIES

Prior to the commencement of construction, the work area would typically be prepared for construction, including the installation of public safety measures such as barriers, netting, and signs. The construction areas would be fenced off, worker and truck access points would be established, and existing street trees would be protected.

Construction of the proposed buildings under the Proposed Actions would then proceed with the demolition (where needed), excavation and foundations, superstructure, exteriors, and interiors and finishing stages, which are discussed below.

DEMOLITION

Existing buildings on the development sites would be demolished prior to the construction of the new buildings. Before the commencement of demolition activities, the existing buildings would be surveyed for asbestos by a New York City-certified asbestos investigator and if present, those materials would be removed by a DOL-licensed asbestos abatement in accordance with local, state, and federal requirements. Abatement would occur simultaneously with any demolition activities necessary to make abatement possible. Asbestos abatement is strictly regulated by DEP, DOL, EPA, and OSHA to protect the health and safety of construction workers and nearby residents, workers, and visitors. Any activities with the potential to disturb lead-based paint (LBP) would be performed in accordance with the applicable OSHA regulations (including federal OSHA regulation 29 CFR 1926.62—*Lead Exposure in Construction*). In addition, any suspected

polychlorinated biphenyls (PCB)-containing equipment that would be disturbed (such as fluorescent light ballasts) would be evaluated prior to disturbance. Unless labeling or test data indicate the contrary, such equipment would be assumed to contain PCBs, and would be removed and disposed of at properly licensed facilities in accordance with all applicable regulatory requirements.

Prior to demolition, any economically salvageable materials that could be reused would typically be removed. Then the buildings would be demolished using excavators with hoe ram attachments. Demolition activities would also involve the use of jackhammers, compressors, and loaders. Demolition debris would be removed from the development sites; this debris would typically be sorted prior to being disposed of at landfills to maximize recycling opportunities.

EXCAVATION AND FOUNDATIONS

Construction under the Proposed Actions would require excavation activities at development sites for the proposed buildings' cellars and foundations. Excavation work would begin with the installation of walls to contain soil around the excavation area, and excavators would then be used to excavate soil. The soil would be loaded onto dump trucks for transport to a licensed disposal facility or stored for reuse on any portion of the development sites that need fill. Excavation would be followed by the construction of the foundation and below-grade elements of the proposed building. Piles would be installed with the use of drill rigs. Excavation and foundations activities may also involve the use of a crawler loaders, compressors, generators, and rebar benders.

Dewatering

Water from rain and snow collected in the excavation area during construction would be removed using a dewatering pump. If groundwater dewatering is required, it would be performed in accordance with DEP sewer use requirements.

SUPERSTRUCTURE

The superstructure work would include the framework for the proposed buildings, such as beams, slabs, and columns. Construction of the interior structure—or core—of the building would include elevator shafts; vertical risers for mechanical, electrical, and plumbing systems; electrical and mechanical equipment rooms; core stairs; and restroom areas. A mobile crane would first be brought onto the development sites during the superstructure task and would be used to lift structural components and other large materials. Superstructure activities may also include the use of compressors, generators, rebar benders, concrete trowels, and a variety of trucks. In addition, temporary construction elevators (hoists) would be used for the vertical movement of workers and materials during superstructure activities.

EXTERIORS

This stage would include the installation of the exterior envelope systems of the proposed buildings. The exterior units would either be transported via a hoist to the appropriate floors for installation or lift into place by a crane.

INTERIORS AND FINISHING

Activities during the interiors and finishing stage would include the construction of interior partitions, installation of lighting fixtures and interior finishes (e.g., flooring, painting, etc.), and mechanical and electrical work, such as the installation of elevators and lobby finishes. Final

cleanup and touchup of the building and final building system (e.g., electrical system, fire alarm, plumbing, etc.) testing and inspections would be part of this stage of construction. Equipment used during interiors and finishing would include a hoist and a variety of small handheld tools.

Interiors and finishing would typically be the quietest period of construction in terms of its effect on the public, because most of the construction activities would occur inside the buildings with the façades substantially complete and the proposed buildings enclosed.

E. ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT'S CONSTRUCTION ACTIVITIES

Similar to other construction projects in New York City, construction under the Proposed Actions would result in some temporary disruptions to the surrounding area. The following analysis describes the temporary effects on transportation, air quality, noise, and vibration. It also considers potential effects in other technical areas including land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, hazardous materials, and water and sewer infrastructure.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate development of the Applicant owned Projected Development Sites 1 and 2. While there are no known plans for construction of the non-applicant owned Projected Development Site 3 within the rezoning area, development of the site has been conservatively assumed to occur in the future as a result of the Proposed Actions.

Projected Development Site 3 is an approximately 10,000 sf lot, assumed to be developed into a seven-story, approximately 72,000-gsf residential building. As presented in Table L-2, construction at Projected Development Site 3 is assumed to last 21 months, which is reasonable for similar sized developments. Construction effects related to typical, relatively small-scale construction projects lasting less than two years are considered short-term in nature in accordance with the *CEQR Technical Manual* with no significant adverse impacts on the environment. The construction effects would further be controlled by the applicable construction laws, regulations, and codes (i.e., New York City Air Pollution Code, New York City Noise Control Code, etc.). Therefore, additional construction analyses of Projected Development Site 3 is not required.

The phased construction plan for Projected Development Sites 1 and 2 is considered a long-term (i.e., greater than two years) construction project with multiple buildings and would warrant further analysis per the *CEQR Technical Manual*. Projected Development Site 1 would result in 293,628 gsf of new construction and Projected Development Site would entail construction of two interconnected building segments that together total approximately 159,390 gsf. Additionally, the construction of the two buildings is linked and the approach phased over the course of approximately six years. Projected Development Site 2 would be developed first, and after the current residents in the existing Mapes Court building are relocated to the new building, the existing Mapes Court building would be demolished, and construction of Projected Development Site 1 would begin. For these reasons, construction of Projected Development Sites 1 and 2 does not constitute a typical short-term project, and further analysis of the potential effects from construction is provided below.

TRANSPORTATION

The construction transportation analysis assesses the potential for construction activities to result in significant adverse traffic, transit (i.e., subway and bus), and pedestrian (i.e., sidewalks, corners, and crosswalks) impacts and parking shortfalls. The analysis is based on the peak worker and truck

trips during construction under the Proposed Actions which, as described below, are developed based on several factors including worker modal splits (how the workers access the sites per mode of transportation: automobile, transit, or walking), vehicle occupancy and trip distribution, truck passenger car equivalents (PCEs), and arrival/departure patterns. Based on the projections summarized in **Table L-3**, the greatest construction-related traffic demand under the Proposed Actions would occur during the first quarter of Year 3, when the combination of worker vehicle trips and truck trips would be the highest. The greatest construction-related pedestrian, transit, and parking demand would occur during the second quarter of Year 4.

Table L-3
Average Number of Daily Workers and Trucks by Quarter
Proposed Actions

Year	Year 1				Year 2				Year 3			
Quarter	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Workers	40	40	60	48	93	110	185	150	**180**	98	45	57
Trucks	5	5	7	10	10	5	5	10	**18**	11	5	8
Year	**Year 4**				**Year 5**				**Year 6**			
Quarter	**1st**	**2nd**	**3rd**	**4th**	**1st**	**2nd**	**3rd**	**4th**	**1st**	**2nd**	**3rd**	**4th**
Workers	110	**192**	163	35	40	40	60	48	93	110	185	150
Trucks	9	11	18	4	5	5	7	10	10	5	5	10
Year	**Year 7**				**Year 8**				**Peak**		**Average**	
Quarter	**1st**	**2nd**	**3rd**	**4th**	**1st**	**2nd**	**3rd**	**4th**				
Workers	150	68	5	5	2	0	0	0	192		88	
Trucks	15	7	0	0	0	0	0	0	18		8	

TRAFFIC

For construction traffic, the forecasted trip increments during the peak construction period were distributed across different hours of the workday by direction of travel, and truck trips were converted to passenger car equivalents (PCEs). These estimates were then compared to the *CEQR Technical Manual* analysis thresholds to determine if further analyses are warranted to determine the potential for construction traffic impacts.

Daily Workforce and Truck Deliveries

For a reasonable worst-case analysis of potential traffic-related impacts during construction, the daily workforce and truck trip projections in the peak quarter were used to estimate peak hour construction trips. It is expected that construction of the Proposed Actions would generate the highest amount of combined daily traffic in the first quarter of Year 3 construction, with an estimated average of 180 workers and 18 truck deliveries per day.

Construction Worker Modal Splits and Vehicle Occupancy

Based on the latest available U.S. Census data for workers in the construction and excavation industry (2000 Census), it is anticipated that approximately 71 percent of construction workers would commute to the projected development sites using private autos at an average occupancy of approximately 1.07 persons per vehicle. The remaining 29 percent of the construction workers would commute via transit.

Peak Hour Construction Worker Vehicle and Truck Trips

Similar to other construction projects in New York City, most of the construction activities at the projected development sites are expected to take place from 7:00 AM to 3:30 PM. While construction truck trips would occur throughout the day (with more trips during the morning), and most trucks would remain in the area for short durations, most construction workers would commute during the hours before and after the work shift. For analysis purposes, each truck delivery was assumed to result in two truck trips during the same hour (one "in" and one "out"), whereas each worker vehicle was assumed to arrive near the work-shift start hour and depart near the work-shift end hour. Further, in accordance with the *CEQR Technical Manual*, it was assumed that each truck has a PCE of two.

The estimated daily vehicle trips were distributed throughout the workday based on projected work shift allocations and likely arrival/departure patterns for construction workers and trucks. For construction workers, the majority (approximately 80 percent) of the arrival and departure trips would take place during the hour before and after each work shift (6:00 to 7:00 AM for arrival and 3:00 to 4:00 PM for departure on a regular day shift). Construction truck deliveries into the construction site typically peak during the hour (6:00 to 7:00 AM) before each shift (25 percent), overlapping with construction worker arrival traffic.

Table L-4 presents the hourly trip projections. As shown, the maximum construction-related traffic trips would be approximately 116 PCEs between 6:00 AM and 7:00 AM and 96 PCEs between 3:00 PM and 4:00 PM.

Table L-4
Peak Construction Vehicle Trip Projections

Hour	Auto Trips			Truck Trips			Total Vehicle Trips			Total PCE Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
With Action Construction – Year 3 Quarter 1												
6 AM–7 AM	96	0	96	5	5	10	101	5	106	106	10	116
7 AM–8 AM	24	0	24	2	2	4	26	2	28	28	4	32
8 AM–9 AM	0	0	0	2	2	4	2	2	4	4	4	8
9 AM–10 AM	0	0	0	2	2	4	2	2	4	4	4	8
10 AM–11 AM	0	0	0	2	2	4	2	2	4	4	4	8
11 AM–12 PM	0	0	0	2	2	4	2	2	4	4	4	8
12 PM–1 PM	0	0	0	2	2	4	2	2	4	4	4	8
1 PM–2 PM	0	0	0	1	1	2	1	1	2	2	2	4
2 PM–3 PM	0	7	7	0	0	0	0	7	7	0	7	7
3 PM–4 PM	0	96	96	0	0	0	0	96	96	0	96	96
4 PM–5 PM	0	17	17	0	0	0	0	17	17	0	17	17
Daily Total	120	120	240	18	18	36	138	138	276	156	156	312

Note: Hourly construction worker and truck trips were derived from an estimated quarterly average number of construction workers and truck deliveries per day, with each truck delivery resulting in two daily trips (arrival and departure).

Level 2 Screening

As shown in **Table L-4**, the projected construction PCEs would exceed the *CEQR Technical Manual* threshold of 50 vehicle-trips (a "Level 1" screening) during the 6 AM to 7 AM and 3 PM to 4 PM peak hours. Therefore, a trip assignment ("Level 2") screening assessment was conducted for the Proposed Actions. As part of the Level 2 screening assessment, the Proposed Actions' construction trips were assigned to specific intersections near the projected development sites. Further quantified analyses to assess the potential impacts of the construction under the Proposed

Actions on the transportation system could be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle-trips.

Construction vehicle trips, shown in **Table L-4**, were assigned to area intersections based on the most likely travel routes to and from the projected development sites, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, and nearby land use and population characteristics. Construction workers were assigned to various off-street parking facilities within approximately ¼-mile of the projected development sites, as identified in Attachment I, "Transportation."

Figures L-1 and L-2 show the total construction vehicle trips in PCEs for the Proposed Actions for the weekday construction AM and PM peak hours. As shown in **Table L-5** and **Figures L-1 and L-2**, no intersections would incur construction-related vehicle trips that exceed the analysis threshold of 50 PCEs during either construction peak hour. Accordingly, construction under the Proposed Actions would not result in the potential for any significant adverse traffic impacts.

TRANSIT

As described above, based on the latest available U.S. Census data for workers in the construction and excavation industry, it is anticipated that approximately 29 percent of construction workers would commute to the projected development sites via public transportation. With a total of 192 construction workers during the second quarter of Year 4 and 80 percent assumed to commute during the early morning and mid-afternoon construction peak hours, there would be a maximum of 45 construction worker trips made by subway, bus, or commuter rail during each of these non-commuter peak hours. Considering that these trips are well below the *CEQR Technical Manual* analysis threshold of 200 peak hour transit trips and that they are made outside of the critical commuter peak hours, no further detailed transit analyses are warranted, and construction of the Proposed Actions would not have the potential to result in any transit impacts during construction.

PEDESTRIANS

Of the 192 construction workers, approximately 154 (80 percent of 192) would travel during the early morning and mid-afternoon construction peak hours by auto and public transit. These trips would be below the *CEQR Technical Manual* analysis threshold of 200 peak hour pedestrian trips to warrant further detailed analysis. Additionally, construction worker-related pedestrian trips would take place during hours when background pedestrian levels are significantly lower than the commuter peak hours and are typically not subject to concern or assessment of operational conditions. Therefore, a detailed pedestrian analysis is not warranted, and construction of the Proposed Actions would not result in the potential for any significant adverse pedestrian impacts.

PARKING

As described above, the peak number of construction workers would be 192 per day. Approximately 71 percent of these construction workers would commute to the area by private autos at an average occupancy of approximately 1.07 persons per vehicle. These autos would, therefore, generate a maximum parking demand of 127 parking spaces. Some of this parking demand is expected to be accommodated within the available ¼-mile off-street parking resources identified in Attachment I, "Transportation," while the rest would likely seek parking beyond the ¼-mile study area. Furthermore, since a detailed construction traffic analysis has been determined to be unwarranted, an assessment of the construction worker parking demand on the area's parking resources is also unwarranted. Therefore, a detailed construction parking analysis is not warranted,

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

Construction Project Generated Vehicle Trips (in PCEs)
Weekday 6 to 7 AM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure L-1

2.19.26



Affected Area

Rezoning Area

Projected Development Site Boundary

Off-Site Garages

Construction Project Generated Vehicle Trips (in PCEs)
Weekday 3 to 4 PM Peak Hour

PHIPPS MAPES AND SOJOURNER REZONING

Figure L-2

and the Proposed Actions would not result in any significant parking shortfalls during construction.

Table L-5
Construction Traffic Level 2 Screening Analysis Results

Traffic Intersections	Incremental Vehicle Trips (Weekday)	
	AM	PM
Prospect Avenue and East 183rd Street	0	0
Prospect Avenue and Grote Street	0	0
Prospect Avenue and Garden Street	0	0
Prospect Avenue and East 182nd Street	0	0
Prospect Avenue and East 181st Street	0	0
Prospect Avenue and East 180th Street	5	5
Prospect Avenue and East 179th Street	0	0
Prospect Avenue and East 178th Street	0	0
Prospect Avenue and East Tremont Avenue	12	12
Mapes Avenue and East 182nd Street	0	0
Mapes Avenue and East 181st Street	0	0
Mapes Avenue and East 180th Street	5	5
Mapes Avenue and East 179th Street	0	0
Mapes Avenue and East 178th Street	0	0
Mapes Avenue and East Tremont Avenue	12	12
Marmion Avenue and East 179th Street	0	0
Marmion Avenue and East 178th Street	0	0
Marmion Avenue and East Tremont Avenue	12	12
Southern Boulevard and East 183rd Street	37	29
Southern Boulevard and Grote Street	37	29
Southern Boulevard and Garden Street	37	29
Southern Boulevard and East 182nd Street	37	29
Southern Boulevard and East 181st Street	39	29
Southern Boulevard and East 180th Street	44	34
Southern Boulevard and East 179th Street	34	38
Southern Boulevard and East 178th Street	34	38
Southern Boulevard and East Tremont Avenue	34	38
Crotona Parkway and East 182nd Street	0	16
Crotona Parkway and Hornaday Place	0	16
Crotona Parkway and East 181st Street	2	16
Crotona Parkway and East 180th Street	16	0
Crotona Parkway and East 179th Street	0	14
Crotona Parkway and East 178th Street	0	22
Crotona Parkway and East Tremont Avenue	24	0
Mohegan Avenue and Bronx Park South	0	16
Mohegan Avenue and Hornaday Place	0	0
Mohegan Avenue and East 181st Street	2	0
Mohegan Avenue and East 180th Street	16	0
Mohegan Avenue and East 179th Street	0	0
Honeywell Avenue and Bronx Park South	0	16
Honeywell Avenue and Hornaday Place	0	0
Honeywell Avenue and East 181st Street	2	0
Honeywell Avenue and East 180th Street	18	0
Honeywell Avenue and East 179th Street	2	0
Honeywell Avenue and East 178th Street	2	8
Honeywell Avenue and East Tremont Avenue	12	0

AIR QUALITY

Construction under the Proposed Actions would require the use of both non-road construction equipment and on-road vehicles. Non-road construction equipment includes equipment operating on-site, such as cranes, loaders, and excavators. On-road vehicles include worker vehicles and construction trucks arriving to 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. In addition, emissions from dust-generating construction activities (i.e., truck loading and unloading operations) also have the potential to affect air quality. A quantitative analysis of the overall combined impact of both non-road and on-road sources of construction-related air emissions, including dust emissions, was performed to determine the potential for significant adverse impacts from these sources of air emissions generated during construction under the Proposed Actions.

EMISSIONS REDUCTION MEASURES

Construction activity in general, and large-scale construction in particular, has the potential to adversely affect air quality as a result of diesel emissions. Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include:

- *Dust Control.* To minimize dust emissions from construction activities, a dust control plan including a robust watering program would be required. For example, all trucks hauling loose material would be equipped with tight-fitting tailgates and their loads securely covered prior to leaving the Development Site; and water sprays would be used for all demolition, excavation, and transfer of soils so that materials would be dampened as necessary to avoid the suspension of dust into the air. Stockpiled soils or debris would be watered, stabilized with a chemical suppressing agent, or covered. All measures required by DEP's *Construction Dust Rules* regulating construction-related dust emissions would be implemented.
- *Idling Restriction.* In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time would be restricted to three minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or are otherwise required for the proper operation of the engine.
- *Clean Fuel*. ULSD fuel would be used exclusively for all diesel engines throughout the Development Site.
- *Diesel Equipment Reduction*. In accordance with the New York City Noise Control Code as discussed below, under "Noise," electrically powered equipment would be preferred over diesel-powered and gasoline-powered versions of that equipment to the extent practicable. Equipment that would use grid power in lieu of diesel engines includes, but may not be limited to, hoists and small equipment (such as welders).

In addition, the following measures would be implemented as PCREs to further reduce air pollutant emissions during construction of the applicant owned sites:

- *Utilization of Newer Equipment.* EPA's Tier 1 through 4 standards for non-road diesel engines regulate the emission of criteria pollutants from new engines, including PM, CO, NO_x, and

hydrocarbons. To the extent practicable, all diesel-powered non-road construction equipment 50 horsepower (hp) or greater would meet at least the Tier 4[1] emissions standard.

- *Best Available Tailpipe Reduction Technologies*. Non-road diesel engines with a power rating of 50 hp or greater and controlled truck fleets (i.e., truck fleets under long-term contract with the project) including but not limited to concrete mixing and pumping trucks would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions. Diesel particulate filters (DPFs) have been identified as being the tailpipe technology currently proven to have the highest reduction capability. Construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize DPFs, either installed by the original equipment manufacturer or retrofitted. Retrofitted DPFs must be verified by EPA or the California Air Resources Board. Active DPFs or other technologies proven to achieve an equivalent reduction may also be used. The use of DPFs for diesel engines meeting the Tier 3 emissions standard achieves similar emission reductions as the newer Tier 4 particulate matter emission standard.

Overall, this emissions reduction program is expected to substantially reduce diesel emissions.

ON-SITE CONSTRUCTION ACTIVITY ASSESSMENT`

Analysis Periods

To determine which construction periods constitute the worst-case periods for the pollutants of concern (PM, CO, NO_2), construction-related emissions were calculated for each calendar year throughout the duration of construction on a rolling annual and peak day basis for $PM_{2.5}$. $PM_{2.5}$ was selected for determining the worst-case periods for all pollutants analyzed, because the ratio of predicted $PM_{2.5}$ incremental concentrations to impact criteria is anticipated to be higher than for other pollutants. Therefore, initial estimates of $PM_{2.5}$ emissions throughout the construction years were used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM_{10} and NO_2 would follow $PM_{2.5}$ emissions, since they are related to diesel engines by horsepower. CO emissions may have a somewhat different pattern but would also be anticipated to be highest during periods when the most activity would occur.

Based on the resulting multi-year profiles of annual average and peak day average emissions of $PM_{2.5}$ and the proximity of the construction activities to sensitive uses (i.e., residences, hospitals) in the area, Month 49 and the 12-month period from Month 49 to Month 60 were identified as worst-case short-term and annual periods of construction, respectively, since the highest project-wide emissions were predicted in these periods. During the worst-case short-term period, demolition activities are anticipated to occur. During the worst-case annual period, demolition and foundation activities are anticipated to occur.

[1] The first federal regulations for new non-road diesel engines were adopted in 1994, and adopted by EPA into regulation in a 1998 Final Rulemaking. The 1998 regulation introduces Tier 1 emissions standards for all equipment 50 hp and greater and phases in the increasingly stringent Tier 2 and Tier 3 standards for equipment manufactured in 2000 through 2008. In 2004, the EPA introduced Tier 4 emissions standards with a phased-in period of 2008 to 2015. The Tier 1 through 4 standards regulate the EPA criteria pollutants, including PM, hydrocarbons (HC), NO_x and carbon monoxide (CO). Prior to 1998, emissions from non-road diesel engines were unregulated. These engines are typically referred to as Tier 0.

Dispersion of the relevant air pollutants from the construction sites during these periods were analyzed. Broader conclusions regarding potential concentrations during non-peak periods are discussed qualitatively, based on the reasonable worst-case analysis period results.

Engine Emissions

The sizes, types, and number of units of construction equipment was estimated based on the construction activity schedule developed for activities under the Proposed Actions. Emission rates for NO_x, CO, PM_{10}, and $PM_{2.5}$ from truck engines was developed using the EPA Motor Vehicle Emission Simulator (MOVES4) emission model. Emission factors for NO_x, CO, PM_{10}, and $PM_{2.5}$ from on-site construction engines were developed using the NONROAD emission module included in the MOVES emission model. The emission factor calculations took into account any emissions reduction measures as described above, under "Emissions Reduction Measures."

On-Site Dust Emissions

In addition to engine emissions, dust emissions from operations (e.g., excavation and transferring of excavated materials into dump trucks) was calculated based on EPA procedures delineated in AP-42 Table 13.2.3-1. Since construction is required to follow DEP's *Construction Dust Rules* regarding construction-related dust emissions, a 50 percent reduction in particulate emissions from fugitive dust was conservatively assumed in the calculation (dust control methods, such as wet suppression, would often provide at least a 50 percent reduction in particulate emissions).

Dispersion Modeling

Potential impacts from construction sources were evaluated using a refined dispersion model, the EPA/AMS AERMOD dispersion model. 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 and includes updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and handling of terrain interactions.

Source Simulation

For short-term model scenarios (predicting concentration averages for periods of 24 hours or less), all stationary sources—such as compressors and generators, which are expected to operate in a single location—were simulated as point sources. Other engines, such as excavators and loaders, which would move around the site on any given day, were simulated as area sources. All sources would move around the site throughout the year and were therefore simulated as area sources in the annual analyses.

Meteorological Data

The meteorological data set consists of five consecutive years of meteorological data: surface data collected at the LaGuardia Airport National Weather Service Station (2015 to 2019), and concurrent upper air data collected at Brookhaven, New York. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data were 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 was classified using categories defined in digital United States Geological Survey (USGS) maps.

Background Concentrations

To estimate the maximum expected total pollutant concentrations, the calculated impacts from the emission sources must be added to a background value that accounts for existing pollutant concentrations from other sources. The background levels were based on concentrations monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) ambient air monitoring stations and were consistent with the background concentrations used for the operational stationary source air quality analysis (see Attachment J, "Air Quality").

Receptor Locations

Receptors were placed at locations that would be publicly accessible, at residential and other sensitive uses at both ground level and elevated locations, at adjacent sidewalk locations, and at publicly accessible open spaces where applicable.

ON-ROAD SOURCES

Since emissions from on-site construction equipment and on-road construction-related vehicles may contribute to concentration increments concurrently, on-road emissions adjacent to the construction sites was included with on-site emissions in the dispersion analysis (in addition to on-site truck and non-road engine activity) to address all local project-related emissions cumulatively.

On-Road Vehicle Emissions

Vehicular engine emission factors were computed using the EPA mobile source emissions model, MOVES4. This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day, engine soak time, inspection and maintenance programs and various other factors that influence emissions. The inputs and use of MOVES incorporate the most current resource available from DEC.

On-Road Dust Emissions

$PM_{2.5}$ emission rates were determined with road dust to account for their impacts. However, road dust was not included in the annual average $PM_{2.5}$ microscale analyses, as per current *CEQR Technical Manual* guidance used for mobile source analysis. Road dust emission factors were calculated according to the latest procedure delineated by EPA.[2]

CONSTRUCTION AIR QUALITY ANALYSIS RESULTS

Maximum predicted concentrations during the representative worst-case construction periods under the Proposed Actions are presented in **Table L-6**. To estimate the maximum total pollutant NO_2, CO, and PM_{10} concentrations, the modeled concentrations were added to a background value that accounts for existing pollutant concentrations from other nearby sources. As shown in **Table L-6** the maximum predicted total concentrations of NO_2, CO, and PM_{10} are below the applicable NAAQS. In addition, the maximum predicted $PM_{2.5}$ concentrations would not exceed the applicable *CEQR Technical Manual de minimis* thresholds in the 24-hour and annual averaging

[2] 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.

periods.[3] Emissions from the other less intensive construction periods would be less than the emissions during the modeled worst-case periods; therefore, the resulting concentrations from these non-peak periods are expected to be less than the concentrations presented in **Table L-6**. Therefore, construction under the Proposed Actions would not result in significant adverse air quality impacts due to construction sources.

Table L-6
Maximum Pollutant Concentrations

Pollutant	Averaging Period	Units	Maximum Modeled Impact	Background Concentration(1)	Total Concentration	*De minimis*	NAAQS
NO2	Annual	µg/m3	6.9	32.8	39.8	-	100
CO	1-hour	ppm	0.3	2.01	2.3	-	35
	8-hour	ppm	0.2	1.3	1.5	-	9
PM10	24-hour	µg/m3	2.6	36.0	38.6	-	150
PM2.5	24-hour	µg/m3	2.3	19.8	22.1	7.6	35
	Annual—Local	µg/m3	0.11	7.8	7.9	0.3	9
	Annual—Neighborhood	µg/m3	0.002	7.8	7.8	0.1	9

Notes:
N/A—Not Applicable
[1] The background levels are based on the most representative concentrations monitored at DEC ambient air monitoring stations.

NOISE

The following analysis was completed to evaluate the magnitude and duration of noise generated by construction under the Proposed Actions, including operation of construction equipment on the construction site and construction-related vehicles traveling to and from the construction work area on adjacent roadways. The potential for noise impacts due to construction at sensitive noise receptors in proximity of activities 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 *CEQR Technical Manual* for vehicular traffic and construction noise impact evaluation and is used to provide an indication of highest expected sound levels. The 1-hour L_{10} is the noise descriptor used in the *CEQR Technical Manual* noise exposure guidelines. The maximum 1-hour equivalent sound level ($L_{eq(1)}$) and maximum 1-hour L_{10} were selected as the noise descriptors used in the construction noise impact evaluation.

CONSTRUCTION ANALYSIS FUNDAMENTALS

Construction activities increase noise levels as a result of (1) the operation of construction equipment on site; and (2) the movement of construction-related vehicles (i.e., worker trips, and material and equipment trips) on the roadways to and from the construction site. The combined effect of each of these noise sources was evaluated.

Noise from the on-site operation of construction equipment at a specific receptor location near a construction site is generally calculated by computing the sum of the noise produced by all pieces

[3] The *CEQR Technical Manual* 24-hour $PM_{2.5}$ *de minimis* criterion is equal to half the difference between the 24-hour background concentration (21.3 µg/m^3) and the 24-hour standard (35 µg/m^3).

of equipment operating at the construction site. For each piece of equipment, the noise level at a receptor location is a function of the following:

- The noise emission level of the equipment;
- A usage factor, which accounts for the percentage of time the equipment is operating at full power;
- The distance between the piece of equipment and the receptor;
- Topography and ground effects; and
- Shielding.

Similarly, noise levels due to construction-related traffic are a function of the following:

- The noise emission levels of the type of vehicle (e.g., auto, light-duty truck, heavy-duty truck, bus, etc.);
- Volume of vehicular traffic on each roadway segment;
- Vehicular speed;
- The distance between the roadway and the receptor;
- Topography and ground effects; and
- Shielding.

CONSTRUCTION NOISE ANALYSIS METHODOLOGY

A detailed modeling analysis was conducted to quantify potential construction noise effects at existing noise receptors (e.g., residences, etc.) near the development sites. The construction noise methodology involves the following process:

1. *Select analysis hours for construction mobile source noise analysis.* The 6:00 AM to 7:00 AM hour was selected as the analysis hour because this would be the hour when the highest number of construction worker auto and construction truck trips to and from the construction site would simultaneously occur.
2. *Conduct construction mobile source noise analysis.* At each of the roadway segments analyzed for construction traffic, the construction worker vehicle and construction truck trips during the analysis hour were examined to determine the potential for an "objectionable" or "very objectionable" increase (i.e., a 15 dBA or 20 dBA increase, respectively) to occur.
3. *Select analysis hours for cumulative on-site equipment and construction truck noise analysis*. The 7:00 AM to 8:00 AM hour was selected as the analysis hour because this would be the hour when the highest number of truck trips to and from the construction site would overlap with on-site equipment operation.
4. *Select receptor locations for construction 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 sites by construction trucks.
5. *Establish existing noise levels at selected receptors.* Existing condition noise levels were measured at eight locations representing receptors near the proposed construction area. The noise measurement procedures were the same as those used for the operational noise analysis (see Attachment K, "Noise"). A CadnaA model representing the existing conditions (including

existing building geometry and existing condition traffic levels) was calibrated based on the measured existing noise levels and used to calculate baseline noise levels at the other noise receptor locations included in the analysis.

6. *Establish worst-case noise analysis periods under the anticipated construction schedule.* The worst-case noise analysis periods were selected to be the periods during the construction schedule that would be expected to have the greatest potential to result in construction noise effects. The selected time periods are described below in the "Analysis Periods" section.
7. *Calculate construction noise levels for each analysis period at each receptor location*. Given the on-site equipment and construction truck trips expected during each of the analysis periods, and the location of the equipment, which is based on construction logistics diagrams and construction truck and worker vehicle trip assignments, a CadnaA model for each analysis period was created. All models include each of the construction noise sources during the analysis period and hour, calculation points representing multiple locations on various façades and floors of the associated receptors previously identified, as well as the noise control measures that would be used on the construction site.
8. *Determine total noise levels and noise level increments during construction.* For each analysis period and each noise receptor, the calculated level of construction noise was logarithmically added to the existing noise level to determine the cumulative total noise level. The existing noise level at each receptor was arithmetically subtracted from the cumulative noise level in each analysis period to determine the noise level increments.
9. *Compare construction noise increments to impact criteria*. For each analysis period and each noise receptor, the predicted noise increments due to construction was compared to CEQR noise impact thresholds and objectionable or very objectionable noise increase thresholds as described below.
10. *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. 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.
11. *Identify potential construction noise impacts.* Based on the affected area, magnitude, and duration of predicted construction noise, a determination was made as to whether construction under the Proposed Actions would have the potential to result in significant adverse construction noise impacts.

NOISE RECEPTOR SITES

A noise-sensitive receptor is defined in Chapter 19, "Noise," Section 114 of the *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, theaters, and commercial offices. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches.

Within the study area, multiple receptor locations close to the construction areas were selected for the construction noise analysis to represent buildings or noise-sensitive open space locations that have the potential to experience elevated noise as a result of construction. These receptors were

located adjacent to planned areas of activity or streets where construction trucks would pass. At some buildings, multiple façades were analyzed as receptors. At buildings with multiple floors, noise receptors at multiple elevations were analyzed. Receptors at street level were used to represent open space locations. The receptor sites selected for detailed analysis represented locations where maximum project effects due to construction noise would be expected.

Within the study area, 178 receptor locations were selected for the construction noise analysis. **Table L-7** lists the noise measurement sites (i.e., sites M1 to M8) as well as the noise receptor sites (i.e., sites 1 to 178) and the associated land use at these sites. These receptor locations are also shown in **Figure L-3**.

Construction Noise Modeling

Noise effects from construction activities were evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual*.

Geographic input data used with the CadnaA model included site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the approximate geographic location and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the proposed development site, as well as noise control measures—were input to the model.

Construction equipment source strength was determined by the L_{max} levels presented in Table 22-1 of the *CEQR Technical Manual*. For construction equipment not included in this table, other reference sources, manufacturer specifications, or field measured noise levels were used.

In addition, construction-related vehicles were assigned to the adjacent roadways. The model calculated A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well as the contribution from each noise source. The $L_{10(1)}$ noise levels were conservatively estimated by adding 3 dBA to the $L_{eq(1)}$ noise levels, as is standard practice.

Determination of Non-Construction Noise Levels

Noise generated by construction activities (calculated using the CadnaA model as described above) were added to baseline (i.e., non-construction) noise levels, including noise generated by non-construction traffic on adjacent roadways, to determine the total noise levels at each receptor location. Baseline noise levels were calculated using the CadnaA model using existing condition traffic data. The existing condition CadnaA model included the noise measurement locations described in Attachment H, "Noise," for the purpose of validating the calculated existing condition noise level modeling.

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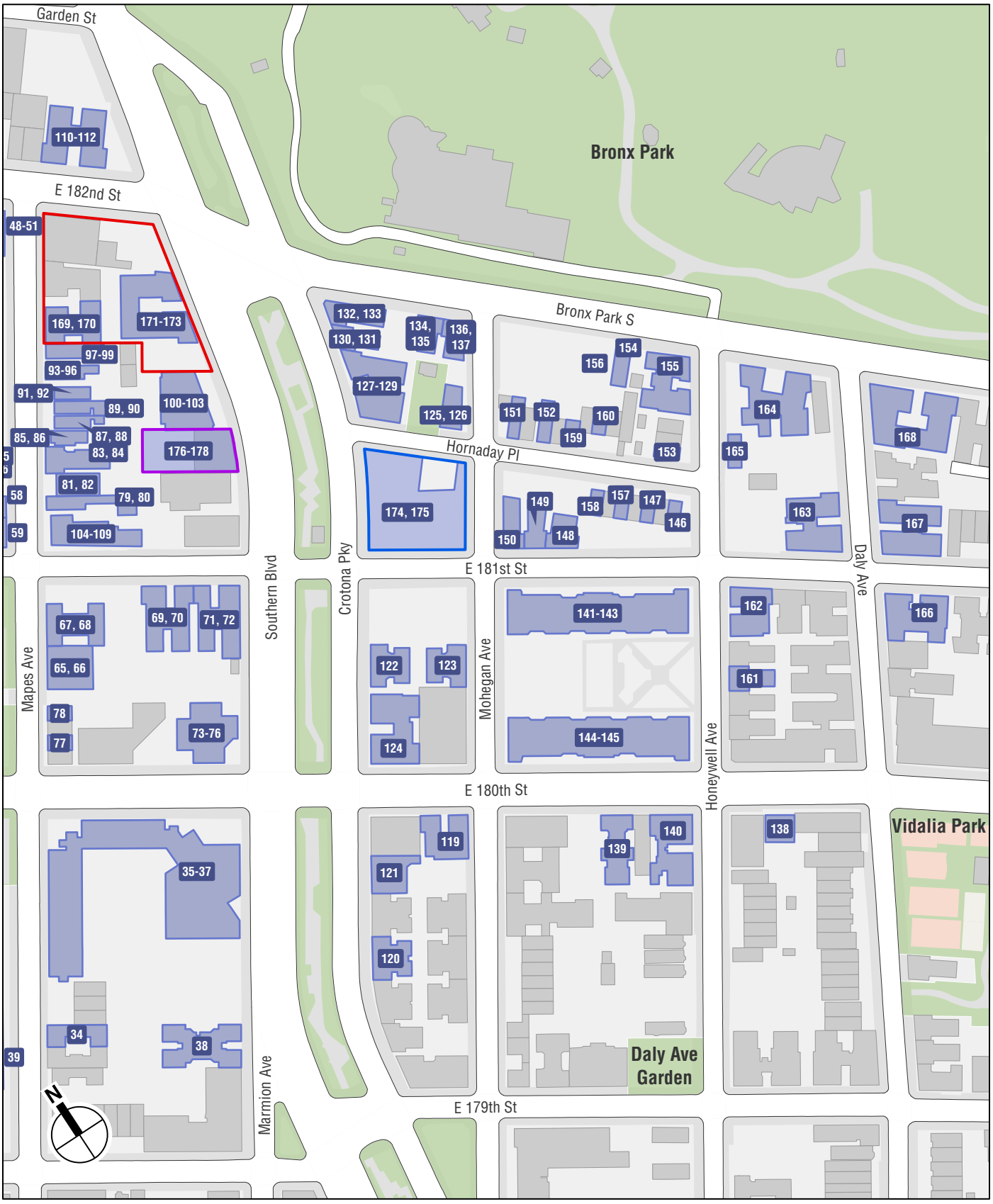


Construction Noise Receptor Locations

PHIPPS MAPES AND SOJOURNER REZONING

Figure L-3a

Table L-7
Noise Receptors by Location and Land Use

Receptor	Location	Block / Lot	Associated Land Use
M1	Mapes Avenue between East 181st Street and East 182nd Street	N/A	N/A
M2	East 182nd Street between Mapes Avenue and Southern Boulevard	N/A	N/A
M3	Southern Boulevard between East 181st Street and East 182nd Street	N/A	N/A
M4	Crotona Parkway between Hornaday Place and East 181st Street	N/A	N/A
M5	Hornaday Place between Crotona Parkway and Mohegan Avenue	N/A	N/A
M6	Mohegan Avenue between Hornaday Place and East 181st Street	N/A	N/A
M7	East 181st Street between Crotona Parkway and Mohegan Avenue	N/A	N/A
M8	Open Lot at Sojourner Truth Development site	N/A	N/A
1	2079 Crotona Avenue	Block 3080 / Lot 91	Residential
2	750 East 179th Street	Block 3093 / Lot 20	Residential with Commercial Below
3	735 Oakland Place	Block 3094 / Lot 14	Residential with Commercial Below
4	755 Oakland Place	Block 3094 / Lot 54	Residential
5	738 East 181st Street	Block 3096 / Lot 117	Residential
6	758 East 181st Street	Block 3096 / Lot 127	Residential
7	2117 Prospect Avenue	Block 3096 / Lot 128	Residential
8	2160 Clinton Avenue	Block 3097 / Lot 16	Residential
9	2174 Clinton Avenue	Block 3097 / Lot 23	Residential with Commercial Below
10	746 East 182nd Street	Block 3097 / Lot 31	Residential
11	2173 Prospect Avenue	Block 3097 / Lot 38	Residential
12	2161 Prospect Avenue	Block 3097 / Lot 47	Residential
13	2149 Prospect Avenue	Block 3097 / Lot 48	Residential
14	2127 Prospect Avenue	Block 3097 / Lot 160	Residential
15	741 East 181st Street	Block 3097 / Lot 163	Residential
16	2175 Clinton Avenue	Block 3098 / Lot 127	Residential
17	2143 Clinton Avenue	Block 3098 / Lot 143	Residential
18	727 East 181st Street	Block 3098 / Lot 151	Residential
19, 20	747 East 182nd Street	Block 3099 / Lot 4	Residential
21	735 East 182nd Street	Block 3099 / Lot 10	Residential
22	730 Garden Street	Block 3099 / Lot 36	Residential
23-26	795 Garden Street	Block 3100 / Lot 1	Residential
27	785 Garden Street	Block 3100 / Lot 10	Residential
28	779 Garden Street	Block 3100 / Lot 13	Residential
29	765 Garden Street	Block 3100 / Lot 18	Residential
30	2275 Southern Boulevard	Block 3100 / Lot 54	Residential
31	2283 Southern Boulevard	Block 3100 / Lot 56	Public Facilities and Institutions
32	790 Grote Street	Block 3100 / Lot 60	Residential
33	711 Garden Street	Block 3100 / Lot 65	Residential with Commercial Below
34	2052 Mapes Avenue	Block 3108 / Lot 4	Residential
35-37	2064 Mapes Avenue	Block 3108 / Lot 8	Residential with Commercial Below

Table L-7 (cont'd)
Noise Receptors by Location and Land Use

Receptor	Location	Block / Lot	Associated Land Use
38	2045 Southern Boulevard	Block 3108 / Lot 38	Residential
39	767 East 179th Street	Block 3109 / Lot 1	Public Facilities and Institutions
40	Mapes Park	Block 3110 / Lot 7	Open Space and Outdoor Recreation
41	2140 Prospect Avenue	Block 3110 / Lot 42	Residential
42	2144 Prospect Avenue	Block 3110 / Lot 43	Residential
43, 44	2170 Prospect Avenue	Block 3110 / Lot 54	Residential
45	2174 Prospect Avenue	Block 3110 / Lot 55	Residential
46, 47	770 East 182nd Street	Block 3110 / Lot 61	Residential
48-51	786 East 182nd Street	Block 3110 / Lot 63	Residential
52	2151 Mapes Avenue	Block 3110 / Lot 75	Residential
53	2147 Mapes Avenue	Block 3110 / Lot 77	Residential
54	2143 Mapes Avenue	Block 3110 / Lot 79	Residential
55	2137 Mapes Avenue	Block 3110 / Lot 83	Residential
56	2135 Mapes Avenue	Block 3110 / Lot 84	Residential
57	2133 Mapes Avenue	Block 3110 / Lot 85	Residential
58	2131 Mapes Avenue	Block 3110 / Lot 88	Residential
59	785 East 181st Street	Block 3110 / Lot 89	Residential
60	765 East 181st Street	Block 3110 / Lot 94	Residential
61	2122 Prospect Avenue	Block 3110 / Lot 138	Residential
62	2128 Prospect Avenue	Block 3110 / Lot 141	Residential
63	2157 Mapes Avenue	Block 3110 / Lot 168	Residential
64	2153 1/2 Mapes Avenue	Block 3110 / Lot 171	Residential
65, 66	2118 Mapes Avenue	Block 3111 / Lot 1	Residential
67, 68	2120 Mapes Avenue	Block 3111 / Lot 4	Residential
69, 70	814 East 181st Street	Block 3111 / Lot 9	Residential
71, 72	2125 Southern Boulevard	Block 3111 / Lot 10	Residential with Commercial Below
73-76	2115 Southern Boulevard	Block 3111 / Lot 15	Residential with Commercial Below
77	2110 Mapes Avenue	Block 3111 / Lot 32	Residential
78	2114 Mapes Avenue	Block 3111 / Lot 34	Residential
79, 80	2130 Mapes Avenue	Block 3111 / Lot 37	Residential
81, 82	2132 Mapes Avenue	Block 3111 / Lot 39	Residential
83, 84	2136 Mapes Avenue	Block 3111 / Lot 40	Residential
85, 86	2140 Mapes Avenue	Block 3111 / Lot 42	Residential
87, 88	2142 Mapes Avenue	Block 3111 / Lot 43	Residential
89, 90	2144 Mapes Avenue	Block 3111 / Lot 44	Residential
91, 92	2146 Mapes Avenue	Block 3111 / Lot 45	Residential
93-96	2148 Mapes Avenue	Block 3111 / Lot 46	Residential
97-99	2154 Mapes Avenue	Block 3111 / Lot 48	Residential
100-103	2145 Southern Boulevard	Block 3111 / Lot 71	Public Facilities and Institutions
104-109	801 East 181st Street	Block 3111 / Lot 7501	Residential with Commercial Below
110-112	803 East 182nd Street	Block 3112 / Lot 3	Residential
113	770 Garden Street	Block 3112 / Lot 25	Residential
114	780 Garden Street	Block 3112 / Lot 30	Residential
115	786 Garden Street	Block 3112 / Lot 36	Residential
116	771 Grote Street	Block 3113 / Lot 7	Residential
117	769 Grote Street	Block 3113 / Lot 9	Residential

Table L-7 (cont'd)
Noise Receptors by Location and Land Use

Receptor	Location	Block / Lot	Associated Land Use
118	2293 Southern Boulevard	Block 3113 / Lot 39	Residential
119	2095 Mohegan Avenue	Block 3118 / Lot 29	Residential with Commercial Below
120	2078 Crotona Parkway	Block 3118 / Lot 56	Residential
121	2090 Crotona Parkway	Block 3118 / Lot 156	Residential
122	2116 Crotona Parkway	Block 3119 / Lot 7	Residential
123	2115 Mohegan Avenue	Block 3119 / Lot 21	Residential
124	2104 Crotona Parkway	Block 3119 / Lot 29	Residential with Commercial Below
125, 126	2145 Mohegan Avenue	Block 3119 / Lot 48	Residential
127-129	2144 Crotona Parkway	Block 3119 / Lot 52	Residential
130, 131	2150 Crotona Parkway	Block 3119 / Lot 58	Residential
132, 133	840 Bronx Park South	Block 3119 / Lot 60	Residential with Commercial Below
134, 135	854 Bronx Park South	Block 3119 / Lot 64	Residential
136, 137	2155 Mohegan Avenue	Block 3119 / Lot 66	Residential
138	906 East 180th Street	Block 3122 / Lot 48	Residential with Commercial Below
139	876 East 180th Street	Block 3123 / Lot 53	Residential
140	882 East 180th Street	Block 3123 / Lot 56	Residential with Commercial Below
141-145	883 East 180th Street	Block 3124 / Lot 1	Residential
146	878 Hornaday Place	Block 3124 / Lot 33	Residential
147	874 Hornaday Place	Block 3124 / Lot 36	Residential
148	867 East 181st Street	Block 3124 / Lot 39	Residential
149	865 East 181st Street	Block 3124 / Lot 42	Residential
150	861 East 181st Street	Block 3124 / Lot 43	Residential with Commercial Below
151	861 Hornaday Place	Block 3124 / Lot 46	Residential
152	865 Hornaday Place	Block 3124 / Lot 49	Residential
153	2139 Honeywell Avenue	Block 3124 / Lot 55	Residential
154	876 Bronx Park South	Block 3124 / Lot 65	Residential
155	2147 Honeywell Avenue	Block 3124 / Lot 66	Residential
156	872 Bronx Park South	Block 3124 / Lot 67	Residential
157	870 Hornaday Place	Block 3124 / Lot 134	Residential
158	866 Hornaday Place	Block 3124 / Lot 136	Residential
159	869 Hornaday Place	Block 3124 / Lot 150	Residential
160	873 Hornaday Place	Block 3124 / Lot 152	Residential
161	2112 Honeywell Avenue	Block 3125 / Lot 6	Residential
162	2120 Honeywell Avenue	Block 3125 / Lot 9	Residential
163	2133 Daly Avenue	Block 3125 / Lot 30	Residential
164	900 Bronx Park South	Block 3125 / Lot 40	Residential
165	2140 Honeywell Avenue	Block 3125 / Lot 48	Residential
166	924 East 181st Street	Block 3128 / Lot 9	Residential
167	2132 Daly Avenue	Block 3129 / Lot 1	Residential
168	922 Bronx Park South	Block 3129 / Lot 10	Residential
169, 170	2158 Mapes Avenue	Block 3111 / Lot 49	Residential
171-173	2159 Southern Boulevard	Block 3111 / Lot 65	Residential
174, 175	Site 2: Sojourner Truth Development Site	Block 3119 / Lot 37	Residential
176-178	Site 3: Non-Applicant Site	Block 3111 / Lot 76	Residential with Commercial Below

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 under the Proposed Actions.

Based on the anticipated construction schedule and preliminary construction estimates, specific time periods during construction were selected for detailed analysis. The periods were selected to capture each major construction stage (e.g., demolition, excavation/foundation work, superstructure work, interior/exterior fit-out work) at the building to be constructed, including major overlaps of construction stages. These would be the time periods with the potential to result in the maximum incremental construction noise at nearby receptors. Each analysis time period conservatively represented 1 to 12 months of time based on the duration of activities that would be underway during the time period.

The 15 worst-case time periods selected for the detailed construction noise analysis are shown in **Table L-8**.

Table L-8
Construction Noise Analysis Time Periods

Months	Development Site	Construction Activities during Analysis Period
Month 1 to Month 2	2	Excavation/Foundations
Month 3 to Month 4		Excavation/Foundations
Month 5 to Month 6		Excavation/Foundations
Month 7 to Month 8		Excavation/Foundations/Superstructure
Month 9 to Month 15		Superstructure/Exteriors/Interiors
Month 16 to Month 24		Exteriors/Interiors
Month 25 to Month 26	N/A	No Construction
Month 37 to Month 41	1	Early Demolition
Month 42 to Month 48		Demolition
Month 49 to Month 50		Excavation/Foundations
Month 51 to Month 52		Excavation/Foundations
Month 53 to Month 54		Excavation/Foundations
Month 55 to Month 58		Excavation/Foundations/Superstructure
Month 59 to Month 63		Superstructure/Exteriors/Interiors
Month 64 to Month 72		Exteriors/Interiors

CONSTRUCTION NOISE IMPACT CRITERIA

Chapter 22 of the *CEQR Technical Manual* breaks construction duration into "short-term" and "long-term" and states that construction noise is not likely to require analysis unless it "affects a sensitive receptor over a long period of time." Consequently, the construction noise analysis considers the potential for construction of a project to create high noise levels (the "intensity"), whether construction noise would occur for an extended period of time (the "duration"), and the locations where construction has the potential to produce noise ("receptors") in evaluating potential construction noise effects.

The noise impact criteria described in Chapter 19, Section 410 of the *CEQR Technical Manual* serve as a screening-level threshold for potential construction noise impacts. If construction of the

Proposed Project would not result in any exceedances of these criteria at a given receptor, then that receptor would not have the potential to experience a construction noise impact.

If noise levels during construction would exceed the screening thresholds at a given receptor, the specific intensity and duration of construction noise level increases would be considered further to determine the potential for significant adverse impacts. 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)[4] lasting three consecutive months or more could be considered significant impacts.

For receptors representing interior spaces (i.e., not open space) where construction of the Proposed Project is predicted to result in objectionable noise level increments lasting 12 consecutive months or more or very objectionable noise level increments lasting three consecutive months or more, and where the façade attenuation can be determined based on readily available information, interior noise levels may also be considered in the determination of impact significance. Portions of the construction period during which predicted interior 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.

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 activities must 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, certain noise control measures that go beyond those required by the Code would be incorporated in noise mitigation plan(s) for the applicant-controlled Projected Development Sites 1 and 2, in accordance with the *New York City Noise Control Code.* These measures could include a variety of source and path controls.

In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures for construction, under New York regulations, would be implemented*:*

- Equipment that meets the sound level standards specified in Subchapter 5 of the *New York City Noise Control Code* and Table 22-1 of the 2021 *CEQR Technical Manual* would be utilized from the start of construction. **Table L-9** shows the noise levels for typical

[4] Definition of "objectionable" and "very objectionable" noise level increases based on Table B from the "New York State Department of Environmental Conservation Assessing and Mitigating Noise Impacts" policy manual, revised February 2001.

construction equipment and the mandated noise levels for the equipment that would be used for construction under the Proposed Actions.

- As early in the construction period as logistics allows, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable. Where electrical equipment cannot be used, diesel or gas-powered generators and pumps would be located within buildings to the extent feasible and practicable.
- Where feasible and practicable, the construction site would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than 3 minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In addition, the source controls listed below would be implemented as project commitments for Projected Development Site 2, as the specific source controls are beyond New York City regulations listed above. Accordingly, the source controls would be included as PCREs:

- As shown in **Table L-9**, generators shall not exceed L_{max} noise level limit of 72 dBA at 50 feet

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures for construction, under New York regulations, would be implemented:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations.
- Noise barriers constructed from plywood or other materials would be utilized to provide shielding (e.g., the construction 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 as necessary to remain consistent with **Table L-9**. The details to construct portable noise barriers, enclosures, tents, etc. are shown in DEP's *Rules for Citywide Construction Noise Mitigation.*[5]

In addition, the path controls listed below would be implemented as project commitments for Projected Development Site 2, as the specific path controls are beyond New York City Code requirements listed above. Accordingly, the path controls would be included as PCREs:

- During superstructure operations, the noise barrier within which concrete operations would be staged would be 12 feet tall and cantilevered towards the work area.

[5] As found at http://www.nyc.gov/html/dep/pdf/noise_constr_rule.pdf

Table L-9
Construction Equipment Noise Emissions in dBA

Equipment List	Typical L_{max} Noise Level at 50 feet[1]	Project Specific Noise Level at 50 feet
All Other Equipment >5 HP	85	
Auger Drill Rig	85	
Bar Bender	80	
Compressor	80	
Concrete Mixer Truck	85	
Concrete Pump Truck	82	
Concrete Trowel	70[2]	
Cranes (mobile or stationary)	85	
Excavator	85	
Front End Loader	80	
Generator	82	72[3]
Hoe Ram	90	
Hoist	75	
Impact Pile Driver	95	
Jackhammer	85	
Pump	77	
Vibratory Concrete Mixer	80	

Notes:
[1] Rules for Citywide Construction Noise Mitigation, Chapter 28, DEP, 2007, except where noted.
[2] Previous project equipment noise certification.
[3] Project-specific level required only for Projected Development Site 2.

EXISTING NOISE LEVELS

Using the noise measurement methodology described in Attachment K, "Noise," a noise survey was conducted at eight locations near the proposed construction work area during the analysis hour for cumulative on-site equipment and construction trucks. The results of the AM peak hour measurements of existing noise levels are summarized in **Table L-10**. Roadway traffic was the dominant noise source at each location.

Table L-10
Measured Existing Noise Levels (in dBA)

Site	Location	Start Time	L_{eq}	L_{10}
M1	Mapes Avenue between East 181st Street and East 182nd Street	7:22 AM	61.3	63.2
M2	East 182nd Street between Mapes Avenue and Southern Boulevard	7:49 AM	65.4	67.2
M3	Southern Boulevard between East 181st Street and East 182nd Street	8:15 AM	66.4	69.6
M4	Crotona Parkway between Hornaday Place and East 181st Street	8:41 AM	61.5	65.0
M5	Hornaday Place between Crotona Parkway and Mohegan Avenue	7:59 AM	58.5	61.2
M6	Mohegan Avenue between Hornaday Place and East 181st Street	7:26 AM	57.6	61.0
M7	East 181st Street between Crotona Parkway and Mohegan Avenue	7:02 AM	62.5	63.0
M8	Open Lot at Sojourner Truth development site	8:39 AM	57.3	60.5

Note: Field measurements were performed by AKRF, Inc. on February 27 and 29, 2024.

In terms of the *CEQR Technical Manual* criteria, noise levels at each receptor are categorized as "marginally acceptable" at M2 and M3, and "acceptable" at all other receptors.

CONSTRUCTION NOISE ANALYSIS RESULTS

Cumulative On-Site and Mobile Construction Noise Sources

Using the methodology described and considering the noise abatement measures specified above, cumulative noise analysis were performed to determine maximum 1-hour equivalent ($L_{eq(1)}$) noise levels that would be expected at each of the 178 noise receptor locations during each of the 15 selected construction periods.

The full results of the detailed construction noise analysis are shown in **Appendix C**. The results of the detailed construction noise analysis at locations where "objectionable" or "very objectionable" noise level increases are predicted are summarized in **Table L-11**.

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 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.

At some receptors, construction activities would result in increments that would be considered "very objectionable" (i.e., 20 dBA or greater) or "objectionable" (i.e., 15 dBA or greater). The potential for significant adverse impacts at these receptors was determined by evaluating the duration of these increments, as described below.

Receptors Experiencing "Very Objectionable" Increases

At receptors 51, 52, 53, 63, 64, 93, 97, 101, 102, 122, 123, 125, 128, 135, 137, 144, 150, 151, 152, and 177 construction of the proposed developments would result in noise level increases that would be perceptible to noticeable and at times "very objectionable." However, "very objectionable" noise level increases would occur for periods less than three consecutive months, and any "objectionable" noise level increases would occur less for periods less than 12 consecutive months at each receptor. 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.

Receptors Experiencing "Objectionable" Increases but Not "Very Objectionable" Increases

At receptors 48, 54, 80, 83, 85, 87, 89, 91, 99, 104, 110, 111, 126, 141, 153, 155, 158, 159, 160, 174, 175, 176, and 178 construction of the proposed developments would result in noise level increases that would be perceptible to noticeable and at times "objectionable," but not "very objectionable." However, at these receptors, "objectionable" noise level increases would occur for periods less than 12 consecutive months. Consequently, while construction noise at these receptors would be perceptible, it would not rise to the level of a significant impact according to the impact criteria described above.

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
48	786 East 182nd Street	65.4	83.9	18.7	4	0
51	786 East 182nd Street	58.4	79.1	20.7	4	2
52	2151 Mapes Avenue	60.1	81.4	21.3	4	2
53	2147 Mapes Avenue	60.0	80.3	20.3	2	2
54	2143 Mapes Avenue	61.2	78.4	17.3	2	0
63	2157 Mapes Avenue	60.6	82.3	21.7	10	2
64	2153 1/2 Mapes Avenue	60.5	82.6	22.1	10	2
80	2130 Mapes Avenue	58.4	74.1	15.7	2	0
83	2136 Mapes Avenue	58.4	77.3	18.8	2	0
85	2140 Mapes Avenue	58.4	78.3	19.9	4	0
87	2142 Mapes Avenue	58.4	77.8	19.3	2	0
89	2144 Mapes Avenue	58.4	77.9	19.5	2	0
91	2146 Mapes Avenue	58.4	78.1	19.7	2	0
93	2148 Mapes Avenue	58.4	79.8	21.4	10	2
97	2154 Mapes Avenue	58.5	83.2	24.8	10	2
99	2154 Mapes Avenue	62.0	79.8	18.3	2	0
101	2145 Southern Boulevard	58.4	82.6	24.2	10	2
102	2145 Southern Boulevard	58.4	82.1	23.7	10	2
104	801 East 181st Street	58.4	75.1	16.7	2	0
110	803 East 182nd Street	69.0	82.7	15.3	2	0
111	803 East 182nd Street	69.4	83.4	15.7	2	0
122	2116 Crotona Parkway	62.5	81.8	20.2	6	2
123	2115 Mohegan Avenue	62.2	82.5	21.4	6	2
125	2145 Mohegan Avenue	60.6	85.6	25.8	8	2
126	2145 Mohegan Avenue	59.4	78.5	19.1	2	0
128	2144 Crotona Parkway	63.9	84.2	21.5	4	2
135	854 Bronx Park South	58.4	81.1	22.7	4	2

137	2155 Mohegan Avenue	58.4	81.6	23.2	4	2
141	883 East 180th Street	64.0	82.1	19.2	4	0
144	883 East 180th Street	58.4	78.5	20.1	6	2
150	861 East 181st Street	61.7	83.9	22.5	8	2
151	861 Hornaday Place	58.6	81.9	23.3	4	2
152	865 Hornaday Place	58.4	79.2	20.8	2	2
153	2139 Honeywell Avenue	58.4	74.6	16.2	2	0
155	2147 Honeywell Avenue	58.4	75.1	16.7	2	0
158	866 Hornaday Place	58.4	75.8	17.4	2	0
159	869 Hornaday Place	58.4	77.7	19.2	2	0
160	873 Hornaday Place	58.4	75.1	16.7	2	0
174	Projected Development Site 2	58.4	73.9	15.5	9	0
175	Projected Development Site 2	58.4	75.3	16.9	9	0
176	Projected Development Site 3	58.4	78.0	19.6	9	0
177	Projected Development Site 3	58.4	79.4	21.0	4	2
178	Projected Development Site 3	58.4	78.3	19.9	2	0

Other Nearby Receptors

At the remaining receptors, construction activities would, for some portion of the construction period, result in noise level increases that would be perceptible to noticeable. However, at these receptors, maximum noise level increases would not result in "objectionable" or "very objectionable" noise level increases. Consequently, while construction noise at these receptors may be perceptible at times, it would not rise to the level of a significant impact according to the impact criteria described above.

Construction Mobile Sources (6:00 AM to 7:00 AM)

Construction worker vehicles and trucks traveling on roadways prior to the start of the construction workday would have the potential to generate noise at receptors along the routes used to access the construction sites. Using the methodology described above, construction worker vehicles traveling to and from the construction sites between 6:00 AM and 7:00 AM were estimated. Noise resulting from vehicular activity associated with construction under the Proposed Actions would result in neither "very objectionable" nor "objectionable" increases, and would therefore not rise to the level of a significant adverse impact. These noise level projections associated with

construction worker and truck deliveries are conservative in that they reflect the maximum vehicle volumes that would occur throughout the entire construction period, whereas periods of construction activity that result in fewer workers and truck deliveries would result in smaller noise level increments from vehicular traffic. Consequently, while noise due to construction traffic at these receptors may be perceptible at times, it would not rise to the level of a significant impact according to the impact criteria described above.

Construction vehicles traveling to and from construction sites during the construction workday are included in the detailed construction noise analysis described above.

CONCLUSIONS

Construction under the Proposed Actions is predicted to result in elevated noise levels at surrounding sensitive noise receptors, including existing residential buildings, commercial offices, and outdoor recreational spaces. At some of these receptors, construction activities would, for some portion of the construction period, result in noise level increases that would be perceptible to noticeable and at times, "very objectionable," i.e., equal to or greater than 20 dBA, or "objectionable," i.e., equal to or greater than 15 dBA. However, at these receptors, any "very objectionable" noise level increases would occur for less than three consecutive months, and any "objectionable" noise level increases would occur for less than 12 consecutive months. Consequently, while construction noise at these receptors would be perceptible, it would not rise to the level of a significant impact according to the impact criteria described above. Construction activities 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 and the PCREs identified above that would go beyond Code requirements. In accordance with the Code requirements, a Construction Noise Mitigation Plan would need to be prepared, 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 given "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 building construction of the receiver. 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 in the case of fragile and possibly historically significant structures or buildings, construction activities generally do not reach the levels that can cause architectural or structural damage but can achieve levels that may be perceptible and annoying in buildings very close to a construction site. An assessment has been prepared to quantify potential vibration impacts of construction activities on structures and residences near the Development Sites.

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	0.644 – 1.518	104 – 112
Hoe Ram	0.089	87
Jackhammer	0.035	79
Source: FTA Transit Noise and Vibration Impact Assessment (2018).		

The source vibration levels shown in **Table L-12** were projected to nearby receptors to estimate the levels of construction vibration that would occur near the Development Sites.

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 construction work area. 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 activity associated with the Proposed Actions. Additional receptors farther away from the projected development sites would

experience less vibration than those listed above, which would not be expected to cause structural or architectural damage.

The equipment that would have the most potential for producing potential vibration levels that would be perceptible and annoying, i.e., at levels that exceed the 65 VdB limit is the pile driver. It would have the potential to produce perceptible vibration levels exceeding 65 VdB at receptor locations within approximately 920 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 under the Proposed Actions.

LAND USE AND NEIGHBORHOOD CHARACTER

As is typical with construction projects, during periods of peak activity there would be some disruption to the nearby area. Construction trucks and construction workers would come to the area, and trucks and other vehicles would back up, load, and unload. These disruptions would be most pronounced in areas immediately adjacent to the development sites but would have more limited effects on land uses in the larger study area, as most construction activities would take place within the development sites or within portions of sidewalks and parking lanes adjacent to these sites. Overall, construction activities at the development sites would be evident to the local community. However, throughout the construction period, measures would be implemented to control air quality, noise, and vibration within the development sites, including the erection of construction barriers. The barriers would reduce potentially undesirable views of construction areas, buffer noise emitted from construction activities, and protect the safety of pedestrians and bicyclists. Therefore, construction under the Proposed Actions would not result in significant or long-term adverse impacts on local land use patterns or the character of the broader neighborhood.

SOCIOECONOMIC CONDITIONS

Construction under the Proposed Actions would not block or restrict access to any facilities in the area, affect the operations of any nearby businesses, or obstruct major thoroughfares used by customers or businesses. Construction would create direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the construction activity. Construction would also contribute to increased tax revenues for the city and state, including those from personal income taxes. Therefore, construction activities associated with the Proposed Actions would not result in any significant adverse impacts on socioeconomic conditions.

COMMUNITY FACILITIES

No community facilities (i.e., public or publicly funded schools, libraries, childcare centers, health care facilities, or fire and police stations) would be directly affected by construction activities. The construction areas would be surrounded by construction barriers that would limit the effects of construction on nearby facilities. Measures outlined in the MPT plan to be implemented for the Proposed Actions would ensure that lane closures and sidewalk closures are kept to a minimum and that adequate pedestrian access is maintained. Construction workers would not place any burden on public schools and would have minimal, if any, demands on libraries, childcare facilities, and health care facilities. New York City Police Department (NYPD) and FDNY emergency services and response times would not be materially affected by construction.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both archaeological and architectural resources. An assessment of potential impacts on archaeological and architectural resources is provided in Attachment A, "Project Description and Screening Analyses." In a comment letter dated July 20, 2023, LPC determined that the project site does not possess archaeological significance. Due to the New York State funding sought from HDC, the Office of Parks, Recreation and Historic Preservation (OPRHP) was also consulted. Based on a letter from OPRHP dated October 31, 2024, no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places would be impacted by the project. See **Appendix A** for the agency consultation letters. Therefore, the Proposed Actions would not result in any significant adverse construction-period impacts to any archaeological or architectural resources.

HAZARDOUS MATERIALS

A detailed assessment of the potential risks related to the construction under the Proposed Actions with respect to any hazardous materials is described in Attachment H, "Hazardous Materials." That assessment identified measures that would be in place to ensure that no significant adverse impacts related to hazardous materials would occur during construction under the Proposed Actions.

WATER AND SEWER INFRASTRUCTURE

Infrastructure activities at the development sites would include utility connections to existing water, sewer, electric, gas, and telecommunications. These activities would be coordinated with DEP, Con Edison, or the appropriate private utility company to ensure that service to customers in nearby areas is not disrupted. All utility lines would be located either in the street bed or within the below-grade space. Residents and workers in nearby buildings are not expected to experience substantial disruptions to water supply or wastewater removal. Any disruption to service that may occur when new equipment (e.g., a transformer, or a sewer or water line) is put into operation is expected to be very short-term (i.e., hours). Therefore, the construction under the Proposed Actions' infrastructure improvements would not cause any significant adverse impacts to nearby users of these services. ✷

Attachment M: Effects on Disadvantaged Communities

A. INTRODUCTION

Section 8-0109(4) of the New York State Environmental Conservation Law requires that a determination of significance consider whether the action may cause or increase a disproportionate pollution burden on disadvantaged communities (DACs). On January 29, 2025, the New York State Department of Environmental Conservation (DEC) proposed State Environmental Quality Review Act (SEQRA) amendments to implement this new statutory provision. The 2025 *CEQR Technical Manual* incorporates guidance from DEC regarding the scope of this analysis. This assessment of effects on DACs follows *CEQR Technical Manual* guidance and relevant guidance from DEC to assess the Proposed Actions' potential to cause or increase a disproportionate pollution burden on DACs.[1]

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the construction of a residential building and a mixed-use building containing residential and community facility uses (the "Proposed Project") in the Crotona neighborhood of the Bronx, Community District (CD) 6. The Rezoning Area would include a building along the corner of East 182 Street and Southern Boulevard (Block 3111, Lots 49, 55, 59, 65, 69—"Projected Development Site 1"), which would include a 14-story tower with approximately 15,000 square feet (sf) of community facility space and a residential lobby on the ground floor, and 298 dwelling units above. The building fronting Crotona Parkway (Block 3119, Lot 37, 44—"Projected Development Site 2") would be 16 stories, including 108 affordable family units, one building superintendent's unit, and 77 supportive housing units. In addition to the Proposed Project, the Proposed Actions would facilitate development on a non-Applicant owned site fronting Southern Boulevard (Block 3111, Lot 76—"Projected Development Site 3") that would be redeveloped as a mixed-use residential building with 10,000 gross square feet (gsf) of ground floor commercial space. Projected Development Site 3 would be developed with 62 units and be subject to the Mandatory Inclusionary Housing (MIH) program under the Proposed Actions, resulting in up to 19 affordable units.

METHODOLOGY

In 2023, the Climate Justice Working Group (CJWG) used 45 indicators to identify DACs in New York State. Approximately 35 percent of New York State census tracts were identified as DACs. The criteria for identifying a census tract as a DAC include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change.

[1] DEC, *State Environmental Quality Review Act (SEQR) Regulatory Revisions*, https://dec.ny.gov/regulatory/regulations/proposed-emergency-recently-adopted-regulations/state-environmental-quality-review-act-regulatory-revisions, last accessed January 29, 2026.

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

DEC's Disadvantaged Community Assessment Tool (DACAT) is a screening tool created to help lead agencies assess whether a potentially affected DAC has an increased likelihood of experiencing a moderate to large impact based on existing burdens or vulnerabilities as compared to relevant non-DACs (i.e., those that are within the same region, such as New York City, and those that are either urban or rural). DEC's DACAT identifies census tracts with comparatively higher existing burdens or vulnerabilities and therefore an increased likelihood that a proposed action may have a moderate or large impact on a DAC, as well as census tracts with comparatively lower existing burdens or vulnerabilities and therefore a decreased likelihood that a proposed action may have a moderate or large impact on the DAC. This analysis identifies the DACs within ½-mile of the Project Site—a screening distance used by DEC in its draft SEQRA workbook guidance and the suggested appropriate study area for the DAC assessment according to the *CEQR Technical Manual*—based on DEC's DACAT.

Pollution is defined, in NYS Environmental Conservation Law §1-0303, as "the presence in the environment of conditions and or contaminants in quantities of characteristics which are or may be injurious to human, plant or animal life or to property or which unreasonably interfere with the comfortable enjoyment of life and property throughout such areas of the state as shall be affected thereby."

According to DEC, "a disproportionate pollution burden is a pollution burden within an affected disadvantaged community that is, or would be, significantly greater than that same burden in comparable non-DACs, as a result of the proposed action."[2]

B. EXISTING CONDITIONS

PROJECT AREA

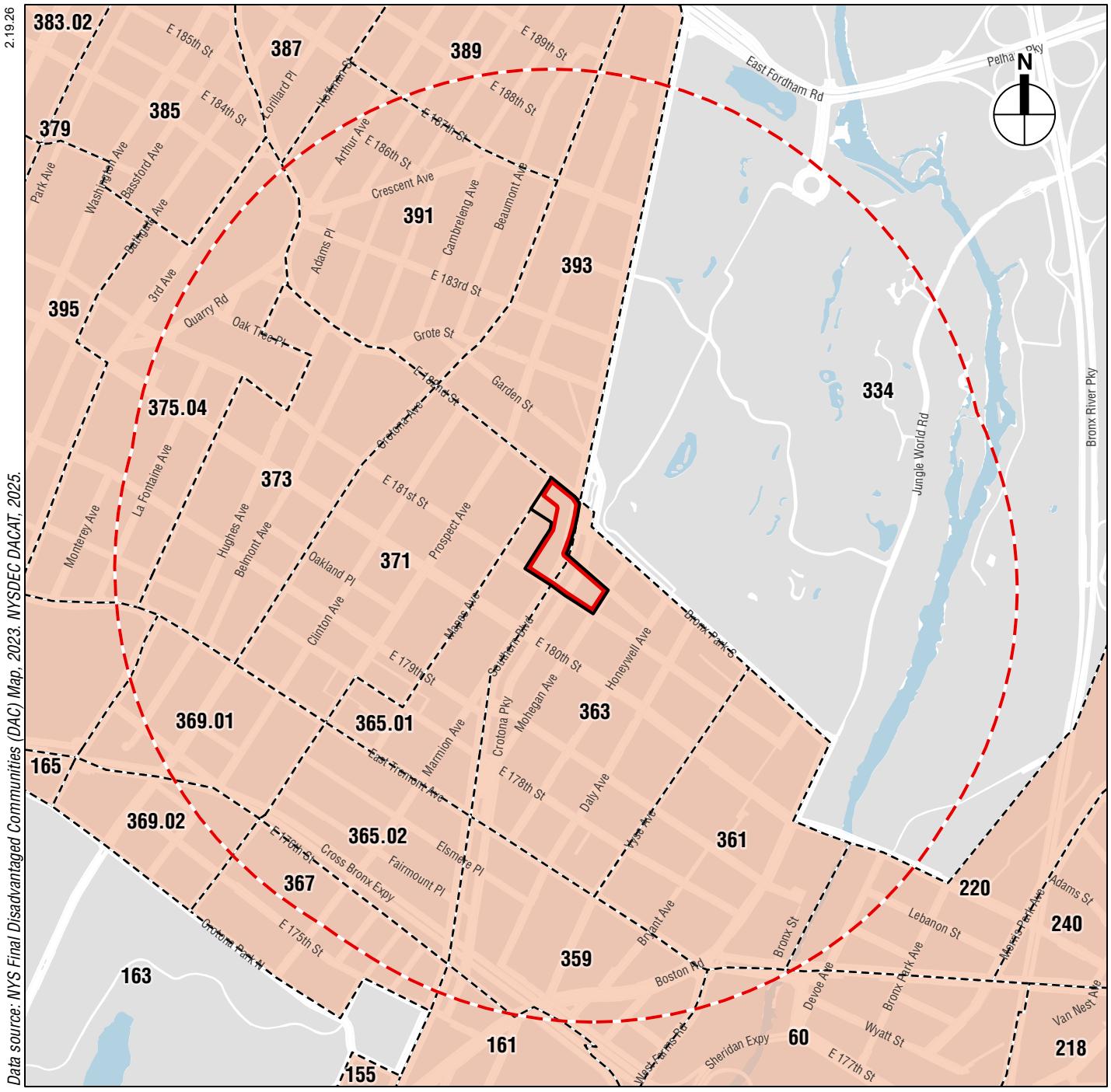
The Project Area is located in Census Tracts 365.01 and 363 in the Cortona neighborhood of the Bronx, which are designated as DACs with comparatively higher burdens and vulnerabilities (see **Figure M-1**). These tracts have relatively high burden and vulnerability scores based on indicators such as percentage of population with disabilities, percentage of population without internet, percent of population earning less than 80 percent area median income, and historical redlining.[3]

STUDY AREA

As shown in **Figure M-1** and listed in **Table M-1** below, all 18 census tracts (or portions of) in the study area are identified as DACs with higher burdens and vulnerabilities. Census Tract 334 comprises the Bronx Park located northeast of the Project Area and does not have a DAC rating as there is no population living within the tract.

[2] DEC, *Environmental Justice Siting Law Interim Guidance*, last accessed January 29, 2026, available at: https://dec.ny.gov/sites/default/files/2025-01/ejsitinglawseqrfaqs.pdf

[3] NYS, *Disadvantaged Communities Criteria*, https://climate.ny.gov/resources/disadvantaged-communities-criteria/, last accessed April 17, 2025



Disadvantaged Communities Study Area

PHIPPS MAPES AND SOJOURNER REZONING

Figure M-1

Table M-1
NYS Disadvantaged Communities
in the Half-Mile Study Area

Census Tract	Burdens & Vulnerabilities
60	Higher
161	Higher
220	Higher
359	Higher
361	Higher
363	Higher
365.01	Higher
365.02	Higher
367	Higher
369.01	Higher
369.02	Higher
371	Higher
373	Higher
375.04	Higher
389	Higher
391	Higher
393	Higher
395	Higher

Notes: Refer to **Figure M-1**. DACs are based on 2010 Census Tracts.
Source: DEC's DACAT, 2025.

C. FUTURE WITHOUT THE PROPOSED PROJECT

PROJECT SITE

Absent the Proposed Actions, Projected Development Sites 1 and 3 would remain in their existing condition. With the exception of the gas station, which is expected to remain vacant, the other commercial uses on Projected Development Sites 1 and 3 would continue to be leased to tenants and remain operable in the No Action condition. However, Projected Development Site 2 would be developed as-of-right under R7-1 residential zoning guidelines. Under the No Action condition, Projected Development Site 2 would be developed into an eight-story, approximately 91,925-gsf residential building with 81 units.

STUDY AREA

In the No Action condition, 25 future residential developments are anticipated for completion by the 2033 build year within the half-mile study area. The planned developments would introduce 1,385 dwelling units to the neighborhood, including one new development anticipated within the 400-foot study area, located at 872 Bronx Park South (CEQR #23HPD038X). This development will introduce 82 dwelling units and 8,000 gsf of community facility space to the study area by the 2033 build year. The majority of the planned developments assumed to be completed and occupied by 2033 are residential developments.

D. FUTURE WITH THE PROPOSED PROJECT

The DEC's proposed amendment to the Full EAF identifies direct or indirect impacts that may affect a DAC, including: new noise sources or expansions/modifications of existing noise sources (i.e., noise from operational sources or construction activities); emissions of air pollutants including mobile emissions; wastewater discharges; generation of odors; light pollution; new or modified radiation sources; or new or modified sources of solid waste generation, management, or disposal. The Proposed Project would not result in significant adverse impacts in any of these areas.

Moreover, the Proposed Project would not result in significant adverse impacts in any of the technical areas considered in this EAS: land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; or construction. As discussed in more detail in Attachment H, "Hazardous Materials," an (E) Designation (E-897) for hazardous materials will be placed on Projected Development Sites 1, 2, and 3. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering controls through the New York City Office of Environmental Remediation (OER). Coordination of any hazardous materials assessments will be handled through OER, ensuring procedures are followed and precautions are taken to protect the people and environment.

The Proposed Action's potential effects on DACs are briefly described below, along with an assessment of whether any effects would result in a disproportionate pollution burden on DACs.

OPERATIONAL IMPACTS OF THE PROPOSED PROJECT

The Proposed Project would not result in a disproportionate pollution burden on DACs during operations as there would be no significant adverse impacts on DACs. The Proposed Project would not have the potential to result in significant adverse traffic impacts. The Proposed Project would not generate a significant adverse air quality or noise impact from mobile sources on or in a DAC as they were below CEQR thresholds. As discussed in Attachment A, the Proposed Project would yield beneficial effects in terms of providing much needed affordable and supportive housing for New York City residents, including vulnerable populations in the study area. Overall, because the Proposed Project would not result in significant impacts within DACs, it would not cause or increase a disproportionate pollution burden on DACs.

CONSTRUCTION IMPACTS OF THE PROPOSED PROJECT

As discussed in Attachment A, "Project Description and Screening Analyses," construction of the Proposed Project would be expected to result in conditions typical of construction sites in New York City. As with all construction projects, work at the Project Site would result in temporary disruptions to the surrounding area, including occasional noise and dust. However, such effects would be temporary and would be limited to the construction period. As described in Attachment L, "Construction," construction of the Proposed Project is anticipated to take approximately 45 months to complete, which is considered long-term (i.e., more than 2 years) in accordance with the *CEQR Technical Manual*.

The construction of the Applicant's Projected Development Sites 1 and 2 would use a phased approach, with the Proposed Project being completed and fully occupied by 2033. Construction would begin with Projected Development Site 2 and would take approximately 29 months. Once completed, residents from the existing Mapes Court Building would be relocated into the Sojourner Truth Building, followed by the demolition of the existing building at Projected Development Site 1. The construction of the new residential building at Projected Development Site 1 would take approximately 29 months. It is also assumed that the non-Applicant owned Projected Development Site 3 on Block 3111, Lot 76 would be built and operational by the 2033 build year.

Construction under the Proposed Actions would not result in the potential for any significant adverse traffic, transit, pedestrian, or parking impacts. Additionally, a quantitative analysis of the overall combined impact of both non-road and on-road sources of construction-related air emissions, including dust emissions, was performed to determine the potential for significant adverse impacts from these sources of air emissions generated during construction under the Proposed Actions and concluded there would not be any significant adverse air quality impacts due to construction sources. Furthermore, measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. Project Components Related to the Environment (PCREs) would be implemented to further reduce air pollutant emissions during construction of the Applicant owned sites, including utilization of newer equipment and best available tailpipe reduction technologies.

With respect to noise, construction under the Proposed Actions is predicted to result in elevated noise levels at surrounding sensitive noise receptors. However, at these receptors, any "very objectionable" noise level increases would occur for less than three consecutive months, and any "objectionable" noise level increases would occur for less than 12 consecutive months. Consequently, while construction noise at these receptors would be perceptible, it would not rise to the level of a significant impact according to the impact criteria described above. Further, construction would comply with *New York City Noise Control Code* regulations and the following PCREs that would go beyond Code requirements: On Projected Development Site 2, a source control would be implemented to ensure generators shall not exceed L_{max} noise level limit of 72 dBA at 50 feet and during superstructure operations, the noise barrier within which concrete operations would be staged would be 12 feet tall and cantilevered towards the work area. In accordance with the Code requirements, a Construction Noise Mitigation Plan would be prepared, 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.

As concluded in the construction analysis, construction of the Proposed Project would not result in significant adverse impacts with the above described PCREs in place and there would not be a disproportionate pollution burden on DACs from construction activities.

CONCLUSION

Based on the foregoing assessment, the Proposed Project would not cause or increase a disproportionate pollution burden on DACs. The Proposed Project would increase the supply of affordable and supportive housing in New York City consistent with public policy goals. The Proposed Project would not result in significant adverse impacts on DACs, and therefore it would not result in a pollution burden that would be significantly greater in DACs compared with non-DACs. ✷

APPENDIX A
HISTORIC AND CULTURAL RESOURCES

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

ARCHAEOLOGY REVIEW

Project number: LA-CEQR-X (DEPARTMENT OF CITY PLANNING)
Project: MAPES COURT AND SOJOURNER TRUTH HOUSING
Date Received: 7/18/2023

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

This document only contains Archaeological review findings. If your request also requires Architecture review, the findings from that review will come in a separate document.

Properties with no Archaeological significance:

1) 2158 MAPES AVENUE, BBL: 2031110049
2) 800 EAST 182 STREET, BBL: 2031110055
3) 820 EAST 182 STREET, BBL: 2031110059
4) 2159 SOUTHERN BOULEVARD, BBL: 2031110065
5) 2153 SOUTHERN BOULEVARD, BBL: 2031110069
6) 2137 SOUTHERN BOULEVARD, BBL: 2031110076
7) 2136 CROTONA PARKWAY, BBL: 2031190037
8) 858 HORNADAY PLACE, BBL: 2031190044



7/20/2023

SIGNATURE DATE

Amanda Sutphin, Director of Archaeology

File Name: 37117_FSO_ALS_07202023.docx

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner Pro Tempore

October 31, 2024

Nathan Riddle
Vice President
AKRF, Inc.
440 Park Avenue South
7th Floor
New York, NY 10016

Re: HDC
Mapes Court and Sojourner Truth Rezoning
24PR09575

Dear Nathan Riddle:

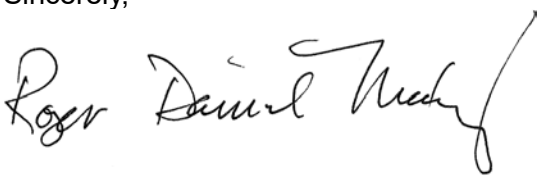
Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above. If you have any questions, please contact Jeffry Iovannone at the following email address:

Jeffry.Iovannone@parks.ny.gov

Sincerely,



R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation

NYC Landmarks Preservation Commission

253 Broadway
11th Floor
New York, NY 10007

Voice (212) 669-7700
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Final Sign-Off (Multiple Sites)

Project number: DEPARTMENT OF CITY PLANNING / 77DCP970X

Project: MAPES COURT AND SOJOURNER TRUTH HOUSING

Date Received: 3/24/2026

Properties with no Architectural or Archaeological significance:

1) 2158 MAPES AVENUE, BBL: 2031110049
2) 800 EAST 182 STREET, BBL: 2031110055
3) 820 EAST 182 STREET, BBL: 2031110059
4) 2159 SOUTHERN BOULEVARD, BBL: 2031110065
5) 2153 SOUTHERN BOULEVARD, BBL: 2031110069
6) 2137 SOUTHERN BOULEVARD, BBL: 2031110076
7) 2136 CROTONA PARKWAY, BBL: 2031190037
8) 858 HORNADAY PLACE, BBL: 2031190044

General Comments: Please note that properties individually designated by LPC or located within LPC historic districts require permits from LPC's Preservation Department. Properties listed on or eligible for the State or National Registers (S/NR) require consultation with SHPO if the proposed action involves State or Federal permits or funding.

3/24/2026

SIGNATURE DATE

Timothy Frye, Director of Special Projects and Strategic Planning

File Name: 37117_FSO_TF_03242026.docx

APPENDIX B
HAZARDOUS MATERIALS

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

February 12, 2025

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

Re: Sojourner Truth – Mapes Rezoning
Block 3111, Lots 49, 55, 59, 65, 69, 71, 76, 79, 82, and 85
Block 3119, Lots 37 and 44
CEQR # 77DCP970X

Dear Mr. Martini:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the October 2024 Environmental Assessment Statement, the October 2020 Environmental Site Assessment (Phase I), the April 2021 Phase I, the June 2023 Phase I, the November 2023 Phase I, the April 2021 Phase II Environmental Site Assessment (Phase II), the May 2021 Phase II, the April 2024 Phase II, and the May 2024 Phase II prepared by AKRF, Inc. on behalf of Phipps Houses (applicant) for the above referenced project. It is our understanding that the applicant is requesting a zoning map amendment from the New York City Department of City Planning (DCP) to rezone existing R7-1 and R7-1/C1-4 districts to R8 and R8/C2-4 (Proposed Actions) over Block 3111, a portion of Lot 49, and Lots 55, 59, 65, 69, 71, 76, 79, 82, and 85 and Block 3119, Lots 37 and 44 (Rezoning Area) in the Crotona neighborhood of Bronx Community District 6. In addition, the Proposed Actions include a zoning text amendment to Appendix F of the Zoning Resolution to establish a Mandatory Inclusionary Housing (MIH) Area covering the entirety of the Rezoning Area and the remaining portion of Block 3111, Lot 49 (Affected Area). The portion of Block 3111, Lot 49 that is located outside of the Rezoning Area would be designated as an MIH Area, though would remain zoned as R7-1. The Proposed Actions would facilitate the development of a residential and a mixed-use building containing a total of 483 affordable units (Proposed Project). The Proposed Project is expected to result in the construction of three new buildings, referred to as Projected Development Sites 1, 2, and 3. Projected Development Sites 1 and 2 are under control of the applicant and Projected Development Site 3 (Block 3111, Lot 76), is a non-applicant owned site. Projected Development Site 1 comprises Block 3111, Lots 49, 55, 59, 65, and 69 and would be rezoned from R7-1/C1-4 to R8/C2-4. Projected Development Site 2 is comprised of Block 3119, Lots 37 and 44 and would be rezoned from R7-1 to R8. The applicant also intends to seek construction financing from the New York City Department of Housing Preservation and Development and the New York City Housing Development

Corporation for the development of Projected Development Sites 1 and 2. Block 3111, Lots 71, 79, 82, and 85 are anticipated to remain in their current condition.

Block 3111, Lot 55

The June 2023 Phase I report revealed that historical on-site and surrounding area land uses consists of residential, commercial, and industrial uses including dry cleaning, a woodworking shop, a print shop, a filling station, auto repair, a car wash, an upholstery shop, stores, residential buildings, marble works, manufacturing, a lamp corporation, electric motor service, TV and audio radio, refrigeration, a zoo, etc. Regulatory databases identified 2 underground storage tank sites, 18 aboveground storage tank sites, 1 historical auto site, and 2 historical cleaner sites within 1/8 mile; 3 dry cleaners within 1/4 mile; 156 spills, 27 leaking storage tank sites, 2 voluntary cleanup program sites, and 2 brownfields sites within 1/2 mile; and 1 manufactured gas plant site within 1 mile of the subject property.

During the March 2024 fieldwork, eight soil borings (800-SB-1 through 800-SB-08) were advanced to depths from 0.25 to 8.5 feet below grade surface (bgs). One to two soil samples from each boring were selected for laboratory analysis. One soil sample was collected from borings 800-SB-01, 800-SB-02, and 800-SB-04. Two soil samples were collected from boring 800-SB-07. At borings 800-SB-03, 800-SB-05, 800-SB-06, and 800-SB-08, bedrock was encountered approximately 3 inches below the cellar slab and no soil was recovered. Soil samples were analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds (SVOCs) by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082, and Target Analyte List (TAL) metals. Six sub-slab soil vapor points (800-SV-01 through 800-SV-04, 800-SV-06, and 800-SV-08) were installed. Soil vapor samples were analyzed for VOCs by EPA Method TO-15.

The soil analytical results revealed that VOCs, SVOCs, and PCBs were either non-detect (ND) or below their New York State Department of Environmental Conservation (NYSDEC) 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs). Two pesticides (4,4'-DDT and dieldrin) and several metals (cadmium, copper, lead, mercury, nickel, and zinc) were detected above their NYSDEC Unrestricted Use SCOs and/or Restricted Residential Use SCOs.

The soil vapor analytical results revealed that several VOCs (1,1,1-trichloroethane, 1,1,2-trichlorotrifluoroethane, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-butadiene, 1,3-dichlorobenzene, 2,2,4-trimethylpentane, 4-ethyltoluene, 4-isopropyltoluene, 4-methyl-2-pentanone, acetone, benzene, bromodichloromethane, carbon disulfide, carbon tetrachloride, chlorodifluoromethane, chloroform, chloromethane, cumene, cyclohexane, dichlorodifluoromethane, ethylbenzene, isopropyl alcohol, m,p-xylene, methyl ethyl ketone, methyl tert-butyl ether, naphthalene, n-butane, n-butylbenzene, n-heptane, n-hexane, n-propylbenzene, o-xylene, sec-butylbenzene, styrene, tetrachloroethene (PCE), toluene, trichloroethene (TCE), trichlorofluoromethane, and vinyl chloride) were detected. TCE was detected at concentrations up to 8.6 $\mu g/m^3$.

Block 3111, Lot 59

The April 2021 Phase I report revealed that historical on-site and surrounding area land uses consists of residential, commercial, and industrial uses including a filling station, auto repair, a convenience store, radio and television, TV and auto radio, manufacturing, electric motor service, dry cleaners, tire service, a print shop, woodworking, marble works, a laundromat, a meat packing facility, a zoo, etc. Regulatory databases identified 1 underground storage tank sites, 15 aboveground storage tank sites and 2 historical cleaner sites within 1/8 mile; 2 dry cleaners within 1/4 mile; 146 spills, 27 leaking storage tank sites, 2 voluntary cleanup program sites, and 2 brownfields sites within 1/2 mile; and 1 manufactured gas plant site within 1 mile of the subject property.

During the March 2021 fieldwork, seven soil borings (SB-01 through SB-07) were advanced to bedrock. At each boring location, one soil sample was collected from the 2-foot interval directly below any existing pavement and a second soil sample was collected from the 2-foot interval where the greatest evidence of contamination was observed. In the absence of evidence of contamination, a sample was collected from the 2-foot interval directly above the presumed bedrock surface, which was encountered between approximately 7 feet and 19 feet bgs. At soil borings SB-02 and SB-03, a third sample was collected from 6 to 8 feet bgs and 11 to 13 feet bgs, respectively, where additional evidence of contamination was observed. Groundwater was not encountered above bedrock. Soil samples were analyzed for VOCs by EPA Method 8260, SVOCs by EPA Method 8270, pesticides by EPA Method 8081, PCBs by EPA Method 8082, and TAL metals. One sub-slab vapor point (SV-04) and three soil vapor points (SV-01, SV-02, and SV-03) were installed, and four soil vapor samples were collected. Soil vapor samples were analyzed for VOCs by EPA Method TO-15.

The soil analytical results revealed that PCBs were ND. Several VOCs (1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, acetone, benzene, ethylbenzene, n-propylbenzene, toluene, and total xylenes), one SVOC (indeno(1,2,3-cd)pyrene), one pesticide (4,4'-DDT), and several metals (copper, hexavalent chromium, lead, mercury, and zinc) were detected above their NYSDEC Unrestricted Use SCOs and/or Restricted Residential Use SCOs.

The soil vapor analytical results revealed that several VOCs (2,2,4-trimethylpentane, benzene, butane, cyclohexane, n-heptane, n-hexane, toluene, 1,1,1-trichloroethane, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-dichlorobenzene, 2,2,4-trimethylpentane, 4-ethyltoluene, acetone, carbon disulfide, carbon tetrachloride, chlorodifluoromethane, chloroform, cyclohexane, cymene, dichlorodifluoromethane, ethylbenzene, isopropanol, isopropylbenzene, m,p-xylenes, methyl ethyl ketone, n-propylbenzene, o-xylene, tert-butyl alcohol, PCE, and trichlorofluoromethane) were detected. PCE was detected at concentrations up to 58 $\mu g/m^3$.

It should be noted that Block 3111, Lot 59 is currently enrolled in the NYSDEC Brownfield Cleanup Program.

Block 3111, Lot 76

The November 2023 Phase I report revealed that historical on-site and surrounding area land uses consists of residential and commercial uses including a car wash, a zoo, laundry service, a filling station, dry cleaning, a church, etc. Regulatory databases identified 4 underground storage tank sites, 15 aboveground storage tank sites, 1 historical auto site, and 2 historical cleaner sites within 1/8 mile; 3 dry cleaners within 1/4 mile; 168 spills, 32 leaking storage tank sites, 2 voluntary cleanup program sites, and 4 brownfields sites within 1/2 mile; and 2 manufactured gas plant sites within 1 mile of the subject property.

Block 3119, Lots 37 and 44, and Block 3111, Lots 49, 65, and 69

The October 2020 Phase I report revealed that historical on-site and surrounding area land uses consists of residential, commercial, and industrial uses including residential buildings, a zoo, a paint shop, woodworks, a print shop, auto works, an upholstering shop, meat packing, marble works, a clothing factory, a laundromat, a church, a filling station, etc. Regulatory databases identified 15 spills, 1 historical auto site, and 3 historical cleaner sites within 1/8 mile; 8 underground storage tank sites, 95 aboveground storage tank sites, 4 dry cleaners within 1/4 mile; 32 leaking storage tank sites, 5 voluntary cleanup program sites, and 2 brownfields sites within 1/2 mile; and 2 manufactured gas plant sites within 1 mile of the subject property.

Block 3119, Lots 37 and 44

During the March 2021 fieldwork, five soil borings (SB-01 through SB-05) were advanced to bedrock, which was encountered at approximately 1 to 7 feet bgs. One to two soil samples from each boring were selected for laboratory analysis. One soil sample was collected from boring SB-03 from 0-1 feet bgs. Two soil samples were collected from borings SB-01, SB-02, SB-04, and SB-05. One soil sample was collected from 0-2 feet bgs and the second soil sample was collected from 2-4 feet bgs, 3-5 feet bgs, or 5-7 feet bgs. Groundwater was not encountered in any of the borings above bedrock during this investigation. Soil samples were analyzed for VOCs by EPA Method 8260, SVOCs by EPA Method 8270, pesticides by EPA Method 8081, PCBs by EPA Method 8082, and TAL metals. One soil vapor point (SV-02) and two sub-slab soil vapor points (SV-01 and SV-04) were installed. Soil vapor samples were analyzed for VOCs by EPA Method TO-15.

The soil analytical results revealed that VOCs, SVOCs, and PCBs were either ND or below their NYSDEC 6 NYCRR Part 375 Unrestricted Use SCOs. Two pesticides (4,4-DDT and 4,4-DDE) and several metals (copper, lead, mercury, and zinc) were detected above their NYSDEC Unrestricted Use SCOs and/or Restricted Residential Use SCOs.

The soil vapor analytical results revealed that several VOCs (1,1,2-trichloro-1,2,2-trifluoroethane, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-butadiene, 2,2,4-trimethylpentane, 2-hexanone, 4-ethyltoluene, acetone, benzene, bromodichloromethane, butane, carbon disulfide, carbon tetrachloride, chlorodifluoromethane, chloroform, chloromethane, cyclohexane, cymene, dichlorodifluoromethane, ethylbenzene, isopropanol, isopropylbenzene, m,p-xylenes, methyl ethyl ketone, methyl isobutyl ketone, methylene chloride, naphthalene, n-

butylbenzene, n-heptane, n-hexane, n-propylbenzene, o-xylene, sec-butylbenzene, styrene, tert-butyl alcohol, PCE, tetrahydrofuran, toluene, TCE, trichlorofluoromethane, vinyl chloride) were detected.

Block 3111, Lots 49, 65, and 69

During the February 2024 fieldwork, seven soil borings (SB-02 through SB-08) were advanced to depths from 2 to 5.5 feet bgs. One to two soil samples from each boring were selected for laboratory analysis. One soil sample was collected from boring SB-02. Two soil samples were collected from borings SB-03 through SB-08. Soil samples were analyzed for VOCs by EPA Method 8260, SVOCs by EPA Method 8270, pesticides by EPA Method 8081, PCBs by EPA Method 8082, and TAL metals. Five soil vapor points (SV-01 through SV-08) were installed. Soil vapor samples were analyzed for VOCs by EPA Method TO-15.

The soil analytical results revealed that VOCs were either ND or below their NYSDEC 6 NYCRR Part 375 Unrestricted Use SCOs. Several SVOCs (benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(k)fluoranthene, chrysene, dibenz(a,h)anthracene, and indeno(1,2,3-c,d)pyrene), two pesticides (4,4'-DDE and 4,4'-DDT), total PCBs, and several metals (barium, hexavalent chromium, lead, mercury, and zinc) were detected above their NYSDEC Unrestricted Use SCOs and/or Restricted Residential Use SCOs.

The soil vapor analytical results revealed that several VOCs (1,1,2-trichloroethane 1,1,2-trichlorotrifluoroethane, 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-butadiene, 2,2,4-trimethylpentane, 4-ethyltoluene, acetone, benzene, bromodichloromethane, carbon disulfide, carbon tetrachloride, chlorodifluoromethane, chloroform, chloromethane, cumene, cyclohexane, dichlorodifluoromethane, ethylbenzene, isopropyl alcohol, m,p-xylene, methyl butyl ketone, methyl ethyl ketone, methyl tert-butyl ether, n-butane, n-heptane, n-hexane, n-propylbenzene, o-xylene, styrene, PCE, toluene, TCE, and trichlorofluoromethane,) were detected.

It should be noted that the Phase II investigations were conducted without DEP approval.

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

Projected Development Site 1: Block 3111, Lot 59 (Site under the control or ownership of the applicant)

- The site is enrolled in the NYSDEC BCP and based on the applicant's proposal to construct subject to the NYSDEC BCP requirements, DEP concurs that the incorporation of all testing and remedial measures under the BCP will ensure that there would be no potential for significant adverse hazardous materials impacts as a result of the proposed project. Since the BCP is a voluntary program, an (E) Designation for hazardous materials should be placed on the subject property pursuant to Section 11-15 of the New York City Zoning Resolution. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering

controls by the Mayor's Office of Environmental Remediation (OER) should the site be withdrawn from the BCP. The (E) Designation will also ensure that the site is flagged and the city can make sure there is awareness and coordination with the state. These measures will ensure that the development is protective of human health and the environment through the Mayor's Office of Environmental Remediation (OER) oversight as part of the New York City Department of Buildings approval process.

Projected Development Site 1: Block 3111, Lots 49, 55, 65, and 69 (Site under the control or ownership of the applicant)

- Based on the contamination identified, an (E) Designation for hazardous materials should be placed on the subject properties pursuant to Section 11-15 of the New York City Zoning Resolution. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering controls through oversight by OER. Further hazardous materials assessments should be coordinated through OER.

Projected Development Site 2: Block 3119, Lots 37 and 44 (Site under the control or ownership of the applicant)

- Based on the contamination identified, an (E) Designation for hazardous materials should be placed on the subject properties pursuant to Section 11-15 of the New York City Zoning Resolution. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering controls through oversight by OER. Further hazardous materials assessments should be coordinated through OER.

Projected Development Site 3: Block 3111, Lot 76 (Site 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, an (E) Designation for hazardous materials should be placed on the subject property pursuant to Section 11-15 of the New York City Zoning Resolution. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance occurs, as well as to ensure the maintenance and oversight of any required engineering controls through oversight by OER. Further hazardous materials assessments should be coordinated through OER.

Future correspondence and submittals related to this project should include the following CEQR # **77DCP970X**. If DCP has any questions, you may contact me at weiy@dep.nyc.gov.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

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

APPENDIX C
CONSTRUCTION NOISE RESULTS

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

				Total L_{10}		Total L_{10}													
						2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Existing L10	L_{10} Min	L_{10} Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
001	1	2079 Crotona Avenue	61.2	61.2	61.6	61.4	61.2	61.2	61.3	61.2	61.2	0.0	61.2	61.5	61.6	61.3	61.3	61.4	61.5	61.3
001	2	2079 Crotona Avenue	62.5	62.5	63.1	62.9	62.6	62.5	62.6	62.6	62.5	0.0	62.5	62.9	63.1	62.7	62.6	62.8	62.9	62.6
001	3	2079 Crotona Avenue	62.9	62.9	63.8	63.5	63.0	62.9	63.0	63.0	62.9	0.0	62.9	63.4	63.8	63.1	63.1	63.3	63.3	63.0
002	1	750 East 179th Street	62.6	62.6	63.0	62.8	62.7	62.6	62.6	62.6	62.6	0.0	62.6	62.8	63.0	62.7	62.7	62.8	62.8	62.7
002	2	750 East 179th Street	62.9	62.9	63.3	63.2	63.0	62.9	63.0	62.9	62.9	0.0	62.9	63.1	63.3	63.0	63.0	63.1	63.2	63.0
002	3	750 East 179th Street	62.6	62.6	63.1	63.1	62.7	62.6	62.7	62.7	62.6	0.0	62.6	62.9	63.1	62.8	62.7	62.9	63.0	62.7
002	4	750 East 179th Street	62.2	62.2	62.8	62.8	62.3	62.3	62.3	62.3	62.2	0.0	62.2	62.5	62.8	62.4	62.4	62.7	62.8	62.4
002	5	750 East 179th Street	61.8	61.8	62.6	62.5	62.0	61.9	61.9	61.9	61.8	0.0	61.8	62.2	62.5	62.1	62.0	62.4	62.5	62.0
002	6	750 East 179th Street	61.4	61.4	62.3	62.3	61.6	61.5	61.6	61.5	61.4	0.0	61.4	61.8	62.3	61.7	61.7	62.1	62.1	61.7
002	7	750 East 179th Street	61.0	61.0	62.2	61.3	61.2	61.0	61.1	61.1	61.0	0.0	61.0	61.5	62.2	61.4	61.3	61.8	61.8	61.3
002	8	750 East 179th Street	60.7	60.7	62.1	61.2	60.9	60.8	60.8	60.8	60.7	0.0	60.7	61.1	62.1	61.3	61.2	61.7	61.5	61.1
002	9	750 East 179th Street	60.4	60.4	62.1	61.0	60.7	60.5	60.6	60.5	60.4	0.0	60.4	60.8	62.1	61.1	60.9	61.5	61.3	60.7
002	10	750 East 179th Street	60.2	60.2	62.1	61.0	60.5	60.3	60.4	60.3	60.2	0.0	60.2	60.7	62.1	61.0	60.8	61.3	61.1	60.4
002	11	750 East 179th Street	60.0	60.0	62.2	61.0	60.4	60.1	60.3	60.2	60.0	0.0	60.0	60.6	62.2	60.8	60.7	61.2	61.0	60.2
002	12	750 East 179th Street	59.9	59.9	62.4	61.0	60.3	60.0	60.2	60.1	59.9	0.0	59.9	60.6	62.5	60.8	60.6	61.2	61.0	60.1
002	13	750 East 179th Street	59.7	59.7	62.5	61.3	60.4	59.9	60.1	59.9	59.7	0.0	59.7	60.6	62.5	60.7	60.5	61.1	60.9	60.0
002	14	750 East 179th Street	59.6	59.6	62.5	61.4	60.4	59.9	60.1	59.9	59.6	0.0	59.6	60.5	62.6	60.7	60.5	61.1	60.9	59.9
003	1	735 Oakland Place	60.4	60.4	60.9	60.9	60.5	60.4	60.6	60.5	60.4	0.0	60.4	60.8	60.7	60.5	60.5	60.5	60.6	60.5
003	2	735 Oakland Place	61.9	61.9	62.4	62.4	62.0	61.9	62.0	62.0	61.9	0.0	61.9	62.3	62.3	62.0	62.0	62.1	62.2	62.0
003	3	735 Oakland Place	62.4	62.4	63.3	62.9	62.5	62.4	62.5	62.5	62.4	0.0	62.4	62.9	63.3	62.6	62.5	62.7	62.9	62.6
003	4	735 Oakland Place	62.5	62.5	63.6	63.2	62.6	62.5	62.7	62.7	62.5	0.0	62.5	63.0	63.6	62.7	62.7	62.9	63.0	62.8
003	5	735 Oakland Place	62.5	62.5	65.0	63.3	62.6	62.6	62.7	62.7	62.5	0.0	62.5	63.0	65.0	62.9	62.7	63.1	63.0	62.8
003	6	735 Oakland Place	62.4	62.4	65.1	63.4	62.6	62.5	62.6	62.6	62.4	0.0	62.4	63.0	65.1	62.9	62.7	63.0	62.9	62.7
003	7	735 Oakland Place	62.3	62.3	65.2	63.4	62.5	62.4	62.5	62.5	62.3	0.0	62.3	63.0	65.2	62.9	62.7	63.1	62.8	62.6
003	8	735 Oakland Place	62.0	62.0	65.1	63.4	62.3	62.2	62.3	62.2	62.0	0.0	62.0	62.7	65.1	62.7	62.5	62.9	62.6	62.2
003	9	735 Oakland Place	61.8	61.8	65.1	63.5	62.2	62.0	62.2	62.0	61.8	0.0	61.8	62.6	65.1	62.6	62.5	62.9	62.6	62.1
003	10	735 Oakland Place	61.4	61.4	65.0	63.4	61.9	61.7	61.9	61.7	61.4	0.0	61.4	62.3	65.0	62.4	62.2	62.6	62.4	61.7
003	11	735 Oakland Place	60.9	60.9	64.8	63.5	61.6	61.3	61.6	61.4	60.9	0.0	60.9	61.9	64.8	62.1	61.8	62.4	62.0	61.2
003	12	735 Oakland Place	60.7	60.7	64.8	63.9	61.5	61.1	61.5	61.2	60.7	0.0	60.7	61.7	64.8	62.1	61.7	62.3	61.9	61.0
003	13	735 Oakland Place	60.6	60.6	64.4	64.4	61.6	61.1	61.5	61.1	60.6	0.0	60.6	61.6	64.0	62.3	61.7	62.3	61.8	60.9
004	1	755 Oakland Place	62.3	62.3	63.2	62.5	62.3	62.3	62.4	62.4	62.3	0.0	62.3	62.6	63.2	62.4	62.4	62.5	62.6	62.4
004	2	755 Oakland Place	62.3	62.3	63.3	62.9	62.3	62.3	62.4	62.4	62.3	0.0	62.3	62.7	63.3	62.5	62.4	62.6	62.6	62.4
004	3	755 Oakland Place	61.9	61.9	63.0	62.8	62.2	62.1	62.1	62.1	61.9	0.0	61.9	62.2	63.0	62.1	62.1	62.3	62.3	62.1
004	4	755 Oakland Place	61.4	61.4	62.7	62.5	61.7	61.6	61.8	61.7	61.4	0.0	61.4	61.7	62.8	61.7	61.7	61.8	61.9	61.6
004	5	755 Oakland Place	61.0	61.0	62.6	62.3	61.3	61.3	61.4	61.4	61.0	0.0	61.0	61.4	62.6	61.4	61.3	61.6	61.5	61.2
004	6	755 Oakland Place	60.8	60.8	62.6	62.3	61.2	61.1	61.3	61.2	60.8	0.0	60.8	61.3	62.6	61.3	61.2	61.5	61.4	61.1
005	1	738 East 181st Street	60.2	60.2	63.7	63.9	62.0	61.2	62.0	61.4	60.2	0.0	60.2	61.5	61.0	60.4	60.3	60.8	61.4	60.2
005	2	738 East 181st Street	61.4	61.4	64.8	65.2	63.7	63.2	62.8	62.3	61.4	0.0	61.4	62.6	62.5	61.6	61.6	62.1	62.6	61.4
005	3	738 East 181st Street	61.7	61.7	65.2	65.5	64.0	63.3	63.1	62.6	61.7	0.0	61.7	62.6	63.8	62.1	61.9	62.5	62.9	61.8
006	1	758 East 181st Street	61.6	61.6	64.6	64.6	62.7	62.2	62.7	62.3	61.6	0.0	61.6	62.2	62.0	61.7	61.7	62.0	62.2	61.7
006	2	758 East 181st Street	62.4	62.4	65.1	65.3	63.9	63.6	63.4	63.0	62.4	0.0	62.4	63.3	62.9	62.6	62.5	62.9	63.3	62.5
006	3	758 East 181st Street	62.4	62.4	65.5	65.7	63.9	63.5	63.4	63.0	62.4	0.0	62.4	63.4	63.2	62.7	62.6	63.1	63.5	62.6
007	1	2117 Prospect Avenue	59.7	59.7	63.9	63.9	61.0	60.2	60.7	60.4	59.7	0.0	59.7	60.8	60.4	59.9	59.9	60.3	60.9	59.9
007	2	2117 Prospect Avenue	60.5	60.5	64.0	63.9	61.7	60.9	61.5	61.1	60.5	0.0	60.5	61.4	61.4	60.7	60.7	61.1	61.6	60.7
007	3	2117 Prospect Avenue	61.1	61.1	64.4	64.3	62.3	61.5	62.0	61.7	61.1	0.0	61.2	62.0	62.6	61.5	61.3	61.9	62.4	61.3
008	1	2160 Clinton Avenue	58.4	58.4	59.5	58.8	58.5	58.5	58.6	58.6	58.4	0.0	58.4	59.4	59.4	58.7	58.6	59.0	59.5	58.4
008	2	2160 Clinton Avenue	58.4	58.4	60.0	59.1	58.6	58.5	58.8	58.7	58.4	0.0	58.4	60.0	60.0	58.8	58.7	59.2	59.8	58.4
008	3	2160 Clinton Avenue	58.5	58.5	61.9	60.3	59.2	58.8	59.5	59.2	58.5	0.0	58.5	60.4	61.9	59.2	59.0	59.7	60.2	58.5
008	4	2160 Clinton Avenue	59.1	59.1	64.4	61.1	59.9	59.5	60.2	59.9	59.1	0.0	59.2	61.2	64.5	60.5	59.9	60.6	61.1	59.1
008	5	2160 Clinton Avenue	59.5	59.5	65.0	62.1	60.5	60.0	60.8	60.4	59.5	0.0	59.6	61.9	65.0	62.8	61.3	62.0	61.6	59.5
008	6	2160 Clinton Avenue	59.9	59.9	65.3	63.0	61.1	60.5	61.0	60.6	59.9	0.0	60.0	62.3	65.3	63.2	61.7	62.4	61.9	59.9
008	7	2160 Clinton Avenue	60.1	60.1	66.0	63.9	61.3	60.8	61.3	60.8	60.1	0.0	60.2	62.0	66.1	63.5	62.1	62.6	61.4	60.1
009	1	2174 Clinton Avenue	67.4	67.4	67.4	67.4	67.4	67.4	67.4	67.4	67.4	0.0	67.4	67.4	67.4	67.4	67.4	67.4	67.4	67.4
009	2	2174 Clinton Avenue	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	0.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0
009	3	2174 Clinton Avenue	67.8	67.8	67.9	67.8	67.8	67.8	67.8	67.8	67.8	0.0	67.8	67.8	67.9	67.8	67.8	67.9	67.8	67.8
010	1	746 East 182nd Street	67.4	67.4	67.5	67.4	67.4	67.4	67.4	67.4	67.4	0.0	67.4	67.5	67.5	67.4	67.4	67.4	67.5	67.4
010	2	746 East 182nd Street	68.0	68.0	68.1	68.0	68.0	68.0	68.0	68.0	68.0	0.0	68.0	68.1	68.1	68.0	68.0	68.1	68.1	68.0
010	3	746 East 182nd Street	67.9	67.9	68.0	67.9	67.9	67.9	67.9	67.9	67.9	0.0	67.9	68.0	68.0	67.9	67.9	68.0	68.0	67.9
010	4	746 East 182nd Street	67.6	67.6	68.7	67.7	67.6	67.6	67.7	67.7	67.6	0.0	67.6	68.2	68.7	67.7	67.7	67.9	68.0	67.6
011	1	2173 Prospect Avenue	59.9	59.9	60.7	60.2	60.0	60.0	60.1	60.0	59.9	0.0	59.9	60.1	60.7	60.2	60.1	60.2	60.3	59.9
011	2	2173 Prospect Avenue	61.0	61.0	62.0	61.4	61.1	61.1	61.2	61.1	61.0	0.0	61.0	61.5	62.0	61.3	61.2	61.3	61.5	61.0
011	3	2173 Prospect Avenue	61.7	61.7	63.7	62.6	62.1	61.9	62.0	61.9	61.7	0.0	61.7	62.5	63.8	62.2	62.0	62.4	62.7	61.7
012	1	2161 Prospect Avenue	58.5	58.5	63.0	59.9	59.0	58.8	59.3	59.2	58.5	0.0	58.5	63.0	61.5	59.6	59.3	61.0	61.3	58.6
012	2	2161 Prospect Avenue	59.5	59.5	63.1	61.4	60.1	59.9	60.3	60.1	59.5	0.0	59.5	62.7	63.2	60.7	60.4	62.0	62.1	59.6
012	3	2161 Prospect Avenue	59.9	59.9	64.9	62.7	60.8	60.5	61.1	60.8	59.9	0.0	59.9	63.1	64.9	61.6	61.2	62.7	62.6	60.0
013	1	2149 Prospect Avenue	59.9	59.9	62.2	60.0	59.9	59.9	60.0	59.9	59.9	0.0	59.9	62.1	62.2	60.5	60.4	61.4	62.2	59.9
013	2	2149 Prospect Avenue	60.5	60.5	63.5	60.6	60.5	60.5	60.6	60.6	60.5	0.0	60.5	62.6	63.5	61.3	61.1	62.4	62.7	60.5
013	3	2149 Prospect Avenue	60.9	60.9	64.9	61.0	60.9	60.9	61.0	61.0	60.9	0.0	60.9	62.8	65.0	62.0	61.7	63.0	63.0	60.9
014	1	2127 Prospect Avenue	61.3	61.3	62.0	62.1	61.9	61.9	61.4	61.4	61.3	0.0	61.3	61.7	61.8	61.5	61.4	61.7	61.8	61.3
014	2	2127 Prospect Avenue	62.0	62.0	62.9	62.7	62.5	62.4	62.1	62.1	62.0	0.0	62.0	62.9	62.7	62.2	62.2	62.5	62.9	62.0
014	3	2127 Prospect Avenue	62.0	62.0	63.2	62.8	62.4	62.4	62.2	62.1	62.0	0.0	62.0	63.1	63.2	62.4	62.3	62.7	63.1	62.0
015	1	741 East 181st Street	63.9	63.9	64.2	64.2	64.1	64.1	64.1	64.1	63.9	0.0	63.9	63.9	64.0	63.9	63.9	63.9	63.9	63.9
015	2	741 East 181st Street	63.8	63.8	64.7	64.6	64.4	64.4	64.1	64.0	63.8	0.0	63.8	63.8	63.9	63.8	63.8	63.8	63.8	63.8
015	3	741 East 181st Street	63.4	63.4	64.3	64.2	64.0	64.0	63.7	63.6	63.4	0.0	63.4	63.5	63.6	63.5	63.4	63.5	63.5	63.4
016	1	2175 Clinton Avenue	64.1	64.1	64.2	64.1	64.1	64.1	64.1	64.1	64.1	0.0	64.1	64.2	64.2	64.1	64.1	64.2	64.2	64.1
016	2	2175 Clinton Avenue	65.1	65.1	65.3	65.1	65.1	65.1	65.1	65.1	65.1	0.0	65.1	65.3	65.3	65.2	65.1	65.3	65.2	65.1
016	3	2175 Clinton Avenue	65.2	65.2	65.6	65.3	65.2	65.2	65.3	65.2	65.2	0.0	65.2	65.5	65.6	65.3	65.3	65.4	65.5	65.2
017	1	2143 Clinton Avenue	58.4	58.4	60.8	58.6	58.5	58.4	58.5	58.5	58.4	0.0	58.4	59.8	60.8	58.9	58.8	59.4	59.7	58.5
017	2	2143 Clinton Avenue	59.3	59.3	62.4	59.6	59.4	59.3	59.4	59.4	59.3	0.0	59.3	60.5	62.5	60.0	59.8	60.6	60.9	59.3
017	3	2143 Clinton Avenue	59.5	59.5	63.4	60.1	59.6	59.6	59.7	59.7	59.5	0.0	59.5	60.7	63.4	60.8	60.3	61.1	61.2	59.5
018	1	727 East 181st Street	63.0	63.0	63.2	63.2	63.1	63.1	63.1	63.1	63.0	0.0	63.0	63.2	63.1	63.0	63.0	63.2	63.2	63.0
018	2	727 East 181st Street	63.2	63.2	63.6	63.6	63.4	63.3	63.3	63.3	63.2	0.0	63.2	63.6	63.4	63.3	63.3	63.5	63.6	63.2
018	3	727 East 181st Street	62.9	62.9	63.5	63.5	63.3	63.2	63.1	63.1	62.9	0.0	62.9	63.4	63.3	63.0	63.0	63.1	63.5	62.9
018	4	727 East 181st Street	62.5	62.5	63.3	63.5	63.0	62.9	62.9	62.7	62.5	0.0	62.5	63.0	63.2	62.8	62.7	63.0	63.3	62.5
019	1	747 East 182nd Street	67.9	67.9	68.2	68.0	67.9	67.9	67.9	67.9	67.9	0.0	67.9	68.0	68.2	68.0	68.0	68.1	68.1	67.9
019	2	747 East 182nd Street	68.2	68.2	68.7	68.3	68.2	68.2	68.2	68.2	68.2	0.0	68.2	68.3	68.7	68.4	68.4	68.5	68.5	68.2
019	3	747 East 182nd Street	67.8	67.8	68.4	68.0	67.9	67.8	67.9	67.9	67.8	0.0	67.8	67.9	68.4	68.1	68.0	68.1	68.1	67.8
019	4	747 East 182nd Street	67.3	67.3	68.0	67.6	67.4	67.4	67.4	67.4	67.3	0.0	67.3	67.5	68.0	67.6	67.5	67.7	67.5	67.3
019	5	747 East 182nd Street	66.8	66.8	67.6	67.2	66.9	66.9	67.0	66.9	66.8	0.0	66.8	67.1	67.7	67.3	67.2	67.4	67.1	66.8
019	6	747 East 182nd Street	66.3	66.3	67.3	66.8	66.5	66.4	66.5	66.5	66.3	0.0	66.3	66.7	67.3	66.9	66.8	67.2	66.8	66.3
020	1	747 East 182nd Street	59.6	59.6	60.4	59.7	59.6	59.6	59.7	59.7	59.6	0.0	59.6	60.3	60.3	59.9	59.9	60.2	60.4	59.6
020	2	747 East 182nd Street	61.4	61.4	63.0	61.5	61.4	61.4	61.5	61.5	61.4	0.0	61.4	62.1	62.2	61.9	61.8	62.1	63.0	61.4
020	3	747 East 182nd Street	62.1	62.1	63.7	62.2	62.1	62.1	62.2	62.2	62.1	0.0	62.1	62.9	63.7	63.4	63.1	63.6	63.1	62.1
020	4	747 East 182nd Street	62.3	62.3	65.5	62.5	62.4	62.3	62.4	62.4	62.3	0.0	62.4	63.4	65.5	63.6	63.1	64.2	63.4	62.3
020	5	747 East 182nd Street	62.3	62.3	65.8	62.6	62.4	62.3	62.5	62.4	62.3	0.0	62.5	63.7	65.8	63.9	63.4	64.0	63.5	62.3
020	6	747 East 182nd Street	62.2	62.2	66.3	62.6	62.3	62.3	62.4	62.4	62.2	0.0	62.4	64.0	66.3	64.4	63.7	64.3	63.6	62.2
021	1	735 East 182nd Street	67.9	67.9	68.1	67.9	67.9	67.9	67.9	67.9	67.9	0.0	67.9	68.1	68.0	67.9	67.9	68.0	68.1	67.9
021	2	735 East 182nd Street	68.3	68.3	68.6	68.4	68.3	68.3	68.3	68.3	68.3	0.0	68.3	68.5	68.6	68.5	68.4	68.5	68.5	68.3
021	3	735 East 182nd Street	67.9	67.9	68.2	68.0	67.9	67.9	68.0	68.0	67.9	0.0	67.9	68.1	68.2	68.1	68.0	68.2	68.1	67.9
021	4	735 East 182nd Street	67.4	67.4	67.8	67.5	67.4	67.4	67.5	67.5	67.4	0.0	67.4	67.6	67.8	67.6	67.6	67.7	67.6	67.4
021	5	735 East 182nd Street	66.9	66.9	67.3	67.1	67.0	66.9	67.0	67.0	66.9	0.0	66.9	67.2	67.3	67.2	67.1	67.3	67.2	66.9
021	6	735 East 182nd Street	66.5	66.5	67.0	66.8	66.6	66.6	66.7	66.6	66.5	0.0	66.5	66.8	67.0	66.8	66.8	67.0	66.9	66.5
022	1	730 Garden Street	63.0	63.0	63.1	63.0	63.0	63.0	63.0	63.0	63.0	0.0	63.0	63.0	63.1	63.0	63.0	63.0	63.0	63.0
022	2	730 Garden Street	63.1	63.1	63.2	63.1	63.1	63.1	63.1	63.1	63.1	0.0	63.1	63.1	63.2	63.1	63.1	63.1	63.1	63.1
022	3	730 Garden Street	62.5	62.5	62.6	62.6	62.5	62.5	62.5	62.5	62.5	0.0	62.5	62.5	62.6	62.5	62.5	62.6	62.6	62.5
022	4	730 Garden Street	61.9	61.9	62.0	62.0	61.9	61.9	62.0	61.9	61.9	0.0	61.9	61.9	62.0	61.9	61.9	62.0	62.0	61.9
022	5	730 Garden Street	61.3	61.3	61.4	61.4	61.3	61.3	61.4	61.4	61.3	0.0	61.3	61.3	61.4	61.3	61.3	61.4	61.4	61.3
022	6	730 Garden Street	60.9	60.9	61.1	61.0	60.9	60.9	61.0	60.9	60.9	0.0	60.9	61.1	61.1	61.0	61.0	61.0	61.0	60.9
023	1	795 Garden Street	64.8	64.8	67.1	67.1	65.5	65.1	65.4	65.2	64.8	0.0	64.9	65.0	65.9	65.3	65.3	66.1	65.9	64.9
023	2	795 Garden Street	65.3	65.3	67.6	67.6	65.9	65.6	65.9	65.7	65.3	0.0	65.4	65.6	66.7	65.7	65.7	66.4	66.3	65.4
023	3	795 Garden Street	65.4	65.4	67.8	67.8	66.1	65.7	66.1	65.8	65.4	0.0	65.5	65.8	67.4	66.0	65.9	66.9	66.8	65.5
023	4	795 Garden Street	65.3	65.3	68.1	67.8	66.0	65.6	66.0	65.7	65.3	0.0	65.6	66.1	68.2	66.1	66.0	67.1	67.0	65.4
023	5	795 Garden Street	65.1	65.1	68.8	67.7	65.8	65.4	65.8	65.6	65.1	0.0	65.4	66.1	68.9	66.1	66.0	67.1	67.1	65.2
023	6	795 Garden Street	65.0	65.0	69.6	68.0	65.8	65.4	65.8	65.5	65.0	0.0	65.4	66.3	69.8	66.5	66.2	67.5	67.1	65.2
023	7	795 Garden Street	65.0	65.0	70.0	68.1	65.8	65.4	65.7	65.5	65.0	0.0	65.5	67.4	70.2	67.0	66.6	68.2	68.0	65.2
024	1	795 Garden Street	63.7	63.7	65.1	65.2	64.4	64.0	64.2	64.0	63.7	0.0	63.8	64.0	64.5	64.0	63.9	64.2	64.3	63.7
024	2	795 Garden Street	63.8	63.8	66.0	66.0	64.5	64.1	64.3	64.1	63.8	0.0	63.9	64.5	65.4	64.2	64.2	64.5	64.7	63.8
024	3	795 Garden Street	63.6	63.6	67.8	64.0	63.7	63.6	63.7	63.7	63.6	0.0	63.7	65.3	67.8	64.9	64.8	65.5	65.5	63.6
024	4	795 Garden Street	63.5	63.5	70.2	64.0	63.6	63.6	63.7	63.6	63.5	0.0	63.6	65.4	70.3	66.2	66.0	66.8	65.8	63.5
024	5	795 Garden Street	63.4	63.4	70.9	64.2	63.7	63.5	63.7	63.6	63.4	0.0	63.5	65.4	70.9	66.5	66.4	67.2	65.8	63.4
024	6	795 Garden Street	63.3	63.3	71.3	64.7	63.9	63.5	63.7	63.5	63.3	0.0	63.5	65.2	71.4	66.7	66.6	67.5	65.9	63.4
024	7	795 Garden Street

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

			Increment		Increment														
					2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Incr. Min	Incr. Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
001	1	2079 Crotona Avenue	0.0	0.4	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.1	0.2	0.3	0.1
001	2	2079 Crotona Avenue	0.0	0.6	0.4	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.6	0.2	0.1	0.3	0.4	0.1
001	3	2079 Crotona Avenue	0.0	0.9	0.6	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.5	0.9	0.2	0.2	0.4	0.4	0.1
002	1	750 East 179th Street	0.0	0.4	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.1	0.1	0.2	0.2	0.1
002	2	750 East 179th Street	0.0	0.4	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.4	0.1	0.1	0.2	0.3	0.1
002	3	750 East 179th Street	0.0	0.5	0.5	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.5	0.2	0.1	0.3	0.4	0.1
002	4	750 East 179th Street	0.0	0.6	0.6	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.6	0.2	0.2	0.5	0.6	0.2
002	5	750 East 179th Street	0.0	0.8	0.7	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.7	0.3	0.2	0.6	0.7	0.2
002	6	750 East 179th Street	0.0	0.9	0.9	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.9	0.3	0.3	0.7	0.7	0.3
002	7	750 East 179th Street	0.0	1.2	0.3	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.5	1.2	0.4	0.3	0.8	0.8	0.3
002	8	750 East 179th Street	0.0	1.4	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.4	1.4	0.6	0.5	1.0	0.8	0.4
002	9	750 East 179th Street	0.0	1.7	0.6	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.4	1.7	0.7	0.5	1.1	0.9	0.3
002	10	750 East 179th Street	0.0	1.9	0.8	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.5	1.9	0.8	0.6	1.1	0.9	0.2
002	11	750 East 179th Street	0.0	2.2	1.0	0.4	0.1	0.3	0.2	0.0	0.0	0.0	0.6	2.2	0.8	0.7	1.2	1.0	0.2
002	12	750 East 179th Street	0.0	2.5	1.1	0.4	0.1	0.3	0.2	0.0	0.0	0.0	0.7	2.6	0.9	0.7	1.3	1.1	0.2
002	13	750 East 179th Street	0.0	2.8	1.6	0.7	0.2	0.4	0.2	0.0	0.0	0.0	0.9	2.8	1.0	0.8	1.4	1.2	0.3
002	14	750 East 179th Street	0.0	2.9	1.8	0.8	0.3	0.5	0.3	0.0	0.0	0.0	0.9	3.0	1.1	0.9	1.5	1.3	0.3
003	1	735 Oakland Place	0.0	0.5	0.5	0.1	0.0	0.2	0.1	0.0	0.0	0.0	0.4	0.3	0.1	0.1	0.1	0.2	0.1
003	2	735 Oakland Place	0.0	0.5	0.5	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.4	0.1	0.1	0.2	0.3	0.1
003	3	735 Oakland Place	0.0	0.9	0.5	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.5	0.9	0.2	0.1	0.3	0.5	0.2
003	4	735 Oakland Place	0.0	1.1	0.7	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.5	1.1	0.2	0.2	0.4	0.5	0.3
003	5	735 Oakland Place	0.0	2.5	0.8	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.5	2.5	0.4	0.2	0.6	0.5	0.3
003	6	735 Oakland Place	0.0	2.7	1.0	0.2	0.1	0.2	0.2	0.0	0.0	0.0	0.6	2.7	0.5	0.3	0.6	0.5	0.3
003	7	735 Oakland Place	0.0	2.9	1.1	0.2	0.1	0.2	0.2	0.0	0.0	0.0	0.7	2.9	0.6	0.4	0.8	0.5	0.3
003	8	735 Oakland Place	0.0	3.1	1.4	0.3	0.2	0.3	0.2	0.0	0.0	0.0	0.7	3.1	0.7	0.5	0.9	0.6	0.2
003	9	735 Oakland Place	0.0	3.3	1.7	0.4	0.2	0.4	0.2	0.0	0.0	0.0	0.8	3.3	0.8	0.7	1.1	0.8	0.3
003	10	735 Oakland Place	0.0	3.6	2.0	0.5	0.3	0.5	0.3	0.0	0.0	0.0	0.9	3.6	1.0	0.8	1.2	1.0	0.3
003	11	735 Oakland Place	0.0	3.9	2.6	0.7	0.4	0.7	0.5	0.0	0.0	0.0	1.0	3.9	1.2	0.9	1.5	1.1	0.3
003	12	735 Oakland Place	0.0	4.1	3.2	0.8	0.4	0.8	0.5	0.0	0.0	0.0	1.0	4.1	1.4	1.0	1.6	1.2	0.3
003	13	735 Oakland Place	0.0	3.8	3.8	1.0	0.5	0.9	0.5	0.0	0.0	0.0	1.0	3.4	1.7	1.1	1.7	1.2	0.3
004	1	755 Oakland Place	0.0	0.9	0.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.9	0.1	0.1	0.2	0.3	0.1
004	2	755 Oakland Place	0.0	1.0	0.6	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.4	1.0	0.2	0.1	0.3	0.3	0.1
004	3	755 Oakland Place	0.0	1.1	0.9	0.3	0.2	0.2	0.2	0.0	0.0	0.0	0.3	1.1	0.2	0.2	0.4	0.4	0.2
004	4	755 Oakland Place	0.0	1.3	1.1	0.3	0.2	0.4	0.3	0.0	0.0	0.0	0.3	1.4	0.3	0.3	0.4	0.5	0.2
004	5	755 Oakland Place	0.0	1.6	1.3	0.3	0.3	0.4	0.4	0.0	0.0	0.0	0.4	1.6	0.4	0.3	0.6	0.5	0.2
004	6	755 Oakland Place	0.0	1.8	1.5	0.4	0.3	0.5	0.4	0.0	0.0	0.0	0.5	1.8	0.5	0.4	0.7	0.6	0.3
005	1	738 East 181st Street	0.0	3.5	3.7	1.8	1.0	1.8	1.2	0.0	0.0	0.0	1.3	0.8	0.2	0.1	0.6	1.2	0.0
005	2	738 East 181st Street	0.0	3.4	3.8	2.3	1.8	1.4	0.9	0.0	0.0	0.0	1.2	1.1	0.2	0.2	0.7	1.2	0.0
005	3	738 East 181st Street	0.0	3.5	3.8	2.3	1.6	1.4	0.9	0.0	0.0	0.0	0.9	2.1	0.4	0.2	0.8	1.2	0.1
006	1	758 East 181st Street	0.0	3.0	3.0	1.1	0.6	1.1	0.7	0.0	0.0	0.0	0.6	0.4	0.1	0.1	0.4	0.6	0.1
006	2	758 East 181st Street	0.0	2.7	2.9	1.5	1.2	1.0	0.6	0.0	0.0	0.0	0.9	0.5	0.2	0.1	0.5	0.9	0.1
006	3	758 East 181st Street	0.0	3.1	3.3	1.5	1.1	1.0	0.6	0.0	0.0	0.0	1.0	0.8	0.3	0.2	0.7	1.1	0.2
007	1	2117 Prospect Avenue	0.0	4.2	4.2	1.3	0.5	1.0	0.7	0.0	0.0	0.0	1.1	0.7	0.2	0.2	0.6	1.2	0.2
007	2	2117 Prospect Avenue	0.0	3.5	3.4	1.2	0.4	1.0	0.6	0.0	0.0	0.0	0.9	0.9	0.2	0.2	0.6	1.1	0.2
007	3	2117 Prospect Avenue	0.0	3.3	3.2	1.2	0.4	0.9	0.6	0.0	0.0	0.1	0.9	1.5	0.4	0.2	0.8	1.3	0.2
008	1	2160 Clinton Avenue	0.0	1.1	0.4	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.9	1.0	0.3	0.2	0.6	1.1	0.0
008	2	2160 Clinton Avenue	0.0	1.5	0.7	0.2	0.1	0.4	0.3	0.0	0.0	0.0	1.5	1.6	0.4	0.3	0.8	1.3	0.0
008	3	2160 Clinton Avenue	0.0	3.4	1.8	0.7	0.3	1.0	0.7	0.0	0.0	0.0	1.9	3.4	0.7	0.5	1.2	1.7	0.0
008	4	2160 Clinton Avenue	0.0	5.3	2.0	0.8	0.4	1.1	0.8	0.0	0.0	0.1	2.1	5.4	1.4	0.8	1.5	2.0	0.0
008	5	2160 Clinton Avenue	0.0	5.5	2.6	1.0	0.5	1.3	0.9	0.0	0.0	0.1	2.4	5.5	3.3	1.8	2.5	2.1	0.0
008	6	2160 Clinton Avenue	0.0	5.4	3.1	1.2	0.6	1.1	0.7	0.0	0.0	0.1	2.4	5.4	3.3	1.8	2.5	2.0	0.0
008	7	2160 Clinton Avenue	0.0	5.9	3.8	1.2	0.7	1.2	0.7	0.0	0.0	0.1	1.9	6.0	3.4	2.0	2.5	1.3	0.0
009	1	2174 Clinton Avenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
009	2	2174 Clinton Avenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
009	3	2174 Clinton Avenue	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
010	1	746 East 182nd Street	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.0
010	2	746 East 182nd Street	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0
010	3	746 East 182nd Street	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0
010	4	746 East 182nd Street	0.0	1.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.6	1.1	0.1	0.1	0.3	0.4	0.0
011	1	2173 Prospect Avenue	0.0	0.8	0.3	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.2	0.8	0.3	0.2	0.3	0.4	0.0
011	2	2173 Prospect Avenue	0.0	1.0	0.4	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.5	1.0	0.3	0.2	0.3	0.5	0.0
011	3	2173 Prospect Avenue	0.0	2.0	0.9	0.4	0.2	0.3	0.2	0.0	0.0	0.0	0.8	2.1	0.5	0.3	0.7	1.0	0.0
012	1	2161 Prospect Avenue	0.0	4.5	1.4	0.5	0.3	0.8	0.7	0.0	0.0	0.0	4.5	3.0	1.1	0.8	2.5	2.8	0.1
012	2	2161 Prospect Avenue	0.0	3.6	1.9	0.6	0.4	0.8	0.6	0.0	0.0	0.0	3.2	3.7	1.2	0.9	2.5	2.6	0.1
012	3	2161 Prospect Avenue	0.0	5.0	2.8	0.9	0.6	1.2	0.9	0.0	0.0	0.0	3.2	5.0	1.7	1.3	2.8	2.7	0.1
013	1	2149 Prospect Avenue	0.0	2.3	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	2.2	2.3	0.6	0.5	1.5	2.3	0.0
013	2	2149 Prospect Avenue	0.0	3.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	2.1	3.0	0.8	0.6	1.9	2.2	0.0
013	3	2149 Prospect Avenue	0.0	4.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	1.9	4.1	1.1	0.8	2.1	2.1	0.0
014	1	2127 Prospect Avenue	0.0	0.7	0.8	0.6	0.6	0.1	0.1	0.0	0.0	0.0	0.4	0.5	0.2	0.1	0.4	0.5	0.0
014	2	2127 Prospect Avenue	0.0	0.9	0.7	0.5	0.4	0.1	0.1	0.0	0.0	0.0	0.9	0.7	0.2	0.2	0.5	0.9	0.0
014	3	2127 Prospect Avenue	0.0	1.2	0.8	0.4	0.4	0.2	0.1	0.0	0.0	0.0	1.1	1.2	0.4	0.3	0.7	1.1	0.0
015	1	741 East 181st Street	0.0	0.3	0.3	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
015	2	741 East 181st Street	0.0	0.9	0.8	0.6	0.6	0.3	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
015	3	741 East 181st Street	0.0	0.9	0.8	0.6	0.6	0.3	0.2	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.1	0.1	0.0
016	1	2175 Clinton Avenue	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0
016	2	2175 Clinton Avenue	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.0	0.2	0.1	0.0
016	3	2175 Clinton Avenue	0.0	0.4	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.1	0.2	0.3	0.0
017	1	2143 Clinton Avenue	0.0	2.4	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	1.4	2.4	0.5	0.3	1.0	1.3	0.0
017	2	2143 Clinton Avenue	0.0	3.1	0.3	0.1	0.0	0.1	0.1	0.0	0.0	0.0	1.2	3.2	0.7	0.5	1.3	1.6	0.0
017	3	2143 Clinton Avenue	0.0	3.9	0.6	0.1	0.1	0.2	0.2	0.0	0.0	0.0	1.2	3.9	1.3	0.8	1.6	1.7	0.0
018	1	727 East 181st Street	0.0	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.2	0.2	0.0
018	2	727 East 181st Street	0.0	0.4	0.4	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.2	0.1	0.1	0.3	0.4	0.0
018	3	727 East 181st Street	0.0	0.6	0.6	0.4	0.3	0.2	0.2	0.0	0.0	0.0	0.5	0.4	0.1	0.1	0.2	0.6	0.0
018	4	727 East 181st Street	0.0	0.8	1.0	0.5	0.4	0.4	0.2	0.0	0.0	0.0	0.5	0.7	0.3	0.2	0.5	0.8	0.0
019	1	747 East 182nd Street	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.1	0.1	0.2	0.2	0.0
019	2	747 East 182nd Street	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.2	0.2	0.3	0.3	0.0
019	3	747 East 182nd Street	0.0	0.6	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.6	0.3	0.2	0.3	0.3	0.0
019	4	747 East 182nd Street	0.0	0.7	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.7	0.3	0.2	0.4	0.2	0.0
019	5	747 East 182nd Street	0.0	0.8	0.4	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.3	0.9	0.5	0.4	0.6	0.3	0.0
019	6	747 East 182nd Street	0.0	1.0	0.5	0.2	0.1	0.2	0.2	0.0	0.0	0.0	0.4	1.0	0.6	0.5	0.9	0.5	0.0
020	1	747 East 182nd Street	0.0	0.8	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.7	0.7	0.3	0.3	0.6	0.8	0.0
020	2	747 East 182nd Street	0.0	1.6	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.7	0.8	0.5	0.4	0.7	1.6	0.0
020	3	747 East 182nd Street	0.0	1.6	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.8	1.6	1.3	1.0	1.5	1.0	0.0
020	4	747 East 182nd Street	0.0	3.2	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.1	1.1	3.2	1.3	0.8	1.9	1.1	0.0
020	5	747 East 182nd Street	0.0	3.5	0.3	0.1	0.0	0.2	0.1	0.0	0.0	0.2	1.4	3.5	1.6	1.1	1.7	1.2	0.0
020	6	747 East 182nd Street	0.0	4.1	0.4	0.1	0.1	0.2	0.2	0.0	0.0	0.2	1.8	4.1	2.2	1.5	2.1	1.4	0.0
021	1	735 East 182nd Street	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.1	0.2	0.0
021	2	735 East 182nd Street	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.1	0.2	0.2	0.0
021	3	735 East 182nd Street	0.0	0.3	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.2	0.3	0.2	0.1	0.3	0.2	0.0
021	4	735 East 182nd Street	0.0	0.4	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.2	0.4	0.2	0.2	0.3	0.2	0.0
021	5	735 East 182nd Street	0.0	0.4	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.4	0.3	0.2	0.4	0.3	0.0
021	6	735 East 182nd Street	0.0	0.5	0.3	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.3	0.5	0.3	0.3	0.5	0.4	0.0
022	1	730 Garden Street	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
022	2	730 Garden Street	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
022	3	730 Garden Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
022	4	730 Garden Street	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
022	5	730 Garden Street	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
022	6	730 Garden Street	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.1	0.0
023	1	795 Garden Street	0.0	2.3	2.3	0.7	0.3	0.6	0.4	0.0	0.0	0.1	0.2	1.1	0.5	0.5	1.3	1.1	0.1
023	2	795 Garden Street	0.0	2.3	2.3	0.6	0.3	0.6	0.4	0.0	0.0	0.1	0.3	1.4	0.4	0.4	1.1	1.0	0.1
023	3	795 Garden Street	0.0	2.4	2.4	0.7	0.3	0.7	0.4	0.0	0.0	0.1	0.4	2.0	0.6	0.5	1.5	1.4	0.1
023	4	795 Garden Street	0.0	2.8	2.5	0.7	0.3	0.7	0.4	0.0	0.0	0.3	0.8	2.9	0.8	0.7	1.8	1.7	0.1
023	5	795 Garden Street	0.0	3.7	2.6	0.7	0.3	0.7	0.5	0.0	0.0	0.3	1.0	3.8	1.0	0.9	2.0	2.0	0.1
023	6	795 Garden Street	0.0	4.6	3.0	0.8	0.4	0.8	0.5	0.0	0.0	0.4	1.3	4.8	1.5	1.2	2.5	2.1	0.2
023	7	795 Garden Street	0.0	5.0	3.1	0.8	0.4	0.7	0.5	0.0	0.0	0.5	2.4	5.2	2.0	1.6	3.2	3.0	0.2
024	1	795 Garden Street	0.0	1.4	1.5	0.7	0.3	0.5	0.3	0.0	0.0	0.1	0.3	0.8	0.3	0.2	0.5	0.6	0.0
024	2	795 Garden Street	0.0	2.2	2.2	0.7	0.3	0.5	0.3	0.0	0.0	0.1	0.7	1.6	0.4	0.4	0.7	0.9	0.0
024	3	795 Garden Street	0.0	4.2	0.4	0.1	0.0	0.1	0.1	0.0	0.0	0.1	1.7	4.2	1.3	1.2	1.9	1.9	0.0
024	4	795 Garden Street	0.0	6.7	0.5	0.1	0.1	0.2	0.1	0.0	0.0	0.1	1.9	6.8	2.7	2.5	3.3	2.3	0.0
024	5	795 Garden Street	0.0	7.5	0.8	0.3	0.1	0.3	0.2	0.0	0.0	0.1	2.0	7.5	3.1	3.0	3.8	2.4	0.0
024	6	795 Garden Street	0.0	8.0	1.4	0.6	0.2	0.4	0.2	0.0	0.0	0.2	1.9	8.1	3.4	3.3	4.2	2.6	0.1
024	7	795 Garden Street	0.0	9.1	2.0	1.1	0.5	0.9	0.5	0.0	0.0	0.3	2.6	9.1	3.9	3.7	5.0	3.4	0.1
025	1	795 Garden Street	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.2	0.1	0.3	0.2	0.0
025	2	795 Garden Street	0.0	1.3	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.8	1.3	0.3	0.3	0.7	1.0	0.0
025	3	795 Garden Street	0.0	4.3	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	1.7	4.3	1.3	1.3	2.2	2.0	0.0
025	4	795 Garden Street	0.0	7.6	0.3	0.1	0.0	0.2	0.1	0.0	0.0	0.1	1.8	7.6	2.0	1.8	2.9	1.8	0.0
025	5	795 Garden Street	0.0	9.0	0.6	0.2	0.1	0.2	0.2	0.0	0.0	0.1	1.7	9.0	3.6	3.5	4.5	1.6	0.0
025	6	795 Garden Street	0.0	8.0	1.1	0.4	0.1

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

				Total L_{10}		Total L_{10}													
						2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Existing L10	L_{10} Min	L_{10} Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
037	1	2064 Mapes Avenue	63.2	63.2	63.3	63.3	63.2	63.2	63.2	63.2	63.2	0.0	63.2	63.2	63.3	63.2	63.2	63.2	63.2	63.2
037	2	2064 Mapes Avenue	63.7	63.7	63.8	63.8	63.7	63.7	63.7	63.7	63.7	0.0	63.7	63.7	63.8	63.7	63.7	63.7	63.7	63.7
037	3	2064 Mapes Avenue	63.6	63.6	63.7	63.7	63.6	63.6	63.6	63.6	63.6	0.0	63.6	63.6	63.7	63.6	63.6	63.6	63.6	63.6
037	4	2064 Mapes Avenue	63.3	63.3	63.4	63.4	63.3	63.3	63.4	63.3	63.3	0.0	63.3	63.3	63.4	63.4	63.3	63.4	63.3	63.3
037	5	2064 Mapes Avenue	63.0	63.0	63.1	63.1	63.0	63.0	63.1	63.0	63.0	0.0	63.0	63.0	63.1	63.1	63.1	63.1	63.0	63.0
037	6	2064 Mapes Avenue	62.7	62.7	62.8	62.8	62.7	62.7	62.8	62.7	62.7	0.0	62.7	62.7	62.8	62.8	62.8	62.8	62.7	62.7
037	7	2064 Mapes Avenue	62.4	62.4	62.5	62.5	62.5	62.4	62.5	62.4	62.4	0.0	62.4	62.5	62.6	62.5	62.5	62.5	62.5	62.4
037	8	2064 Mapes Avenue	62.1	62.1	62.3	62.3	62.2	62.1	62.2	62.1	62.1	0.0	62.1	62.2	62.3	62.2	62.2	62.2	62.3	62.1
037	9	2064 Mapes Avenue	61.9	61.9	62.2	62.1	62.0	62.0	62.0	62.0	61.9	0.0	61.9	62.1	62.2	62.0	62.0	62.1	62.1	61.9
038	1	2045 Southern Boulevard	71.5	71.5	72.7	72.7	71.8	71.6	71.7	71.6	71.6	0.0	71.6	71.5	71.5	71.5	71.6	71.6	71.6	71.5
038	2	2045 Southern Boulevard	71.5	71.5	72.7	72.6	71.8	71.6	71.7	71.6	71.6	0.0	71.6	71.5	71.5	71.5	71.6	71.6	71.6	71.5
038	3	2045 Southern Boulevard	71.0	71.0	72.3	72.3	71.3	71.1	71.2	71.1	71.1	0.0	71.1	71.0	71.0	71.0	71.1	71.1	71.1	71.0
038	4	2045 Southern Boulevard	70.5	70.5	72.0	71.9	70.9	70.6	70.8	70.7	70.6	0.0	70.6	70.5	70.5	70.5	70.6	70.6	70.6	70.5
038	5	2045 Southern Boulevard	69.9	69.9	71.6	71.5	70.4	70.1	70.3	70.1	70.0	0.0	70.0	69.9	69.9	69.9	70.0	70.0	70.0	69.9
038	6	2045 Southern Boulevard	69.5	69.5	71.3	71.3	70.0	69.7	69.9	69.7	69.6	0.0	69.6	69.5	69.5	69.5	69.6	69.6	69.6	69.5
039	1	767 East 179th Street	61.1	61.1	61.4	61.3	61.2	61.1	61.2	61.1	61.1	0.0	61.1	61.3	61.4	61.2	61.1	61.2	61.4	61.1
039	2	767 East 179th Street	61.8	61.8	62.1	62.0	61.9	61.8	61.9	61.8	61.8	0.0	61.8	62.0	62.1	61.9	61.9	61.9	62.1	61.8
039	3	767 East 179th Street	61.9	61.9	62.3	62.1	62.0	61.9	62.0	61.9	61.9	0.0	61.9	62.2	62.3	62.0	62.0	62.1	62.2	61.9
039	4	767 East 179th Street	61.9	61.9	62.5	62.2	62.0	62.0	62.0	62.0	61.9	0.0	61.9	62.3	62.6	62.2	62.2	62.3	62.3	61.9
040	40	Mapes Park	63.8	63.8	68.5	68.6	65.3	64.7	65.4	64.8	63.8	0.0	63.8	64.3	64.1	63.9	63.8	64.2	64.4	63.8
041	1	2140 Prospect Avenue	58.4	58.4	63.2	58.8	58.5	58.5	58.5	58.5	58.4	0.0	58.5	62.2	63.2	60.2	59.8	61.7	63.0	58.5
041	2	2140 Prospect Avenue	58.4	58.4	65.4	59.0	58.6	58.5	58.6	58.5	58.4	0.0	58.6	64.1	65.5	61.2	60.6	62.7	63.3	58.5
041	3	2140 Prospect Avenue	58.4	58.4	68.5	59.7	58.8	58.6	58.8	58.7	58.4	0.0	58.8	64.3	68.5	63.0	62.0	64.2	64.4	58.5
042	1	2144 Prospect Avenue	58.4	58.4	60.9	58.9	58.5	58.5	58.5	58.5	58.4	0.0	58.5	60.9	60.5	59.2	59.0	59.9	60.2	58.5
042	2	2144 Prospect Avenue	58.4	58.4	62.8	59.5	58.7	58.5	58.8	58.7	58.4	0.0	58.5	62.8	62.3	59.9	59.6	61.1	62.0	58.5
042	3	2144 Prospect Avenue	58.4	58.4	64.8	60.2	58.9	58.6	59.0	58.9	58.4	0.0	58.5	64.7	64.8	60.9	60.4	62.8	63.0	58.5
042	4	2144 Prospect Avenue	58.4	58.4	69.2	61.6	59.4	58.8	59.4	59.1	58.4	0.0	58.7	62.9	69.2	64.4	63.3	65.3	63.9	58.7
042	5	2144 Prospect Avenue	58.4	58.4	70.2	63.1	60.1	59.1	60.0	59.5	58.4	0.0	58.9	63.1	70.3	65.7	64.6	66.4	63.5	58.8
042	6	2144 Prospect Avenue	58.4	58.4	72.2	65.2	60.8	59.8	60.4	59.4	58.4	0.0	58.9	63.4	72.3	66.9	65.9	67.7	64.4	59.3
043	1	2170 Prospect Avenue	61.6	61.6	62.2	61.8	61.7	61.6	61.7	61.7	61.6	0.0	61.6	62.0	62.2	61.8	61.8	62.0	62.1	61.6
043	2	2170 Prospect Avenue	61.9	61.9	62.6	62.1	62.0	61.9	62.0	62.0	61.9	0.0	61.9	62.4	62.6	62.1	62.1	62.4	62.6	61.9
043	3	2170 Prospect Avenue	61.8	61.8	62.6	62.6	62.1	61.9	62.0	61.9	61.8	0.0	61.8	62.6	62.7	62.1	62.0	62.3	62.5	61.8
043	4	2170 Prospect Avenue	61.7	61.7	62.8	62.7	62.1	61.9	62.0	61.9	61.7	0.0	61.7	62.6	62.8	62.0	62.0	62.6	62.7	61.7
043	5	2170 Prospect Avenue	61.5	61.5	62.8	62.7	62.0	61.7	61.9	61.8	61.5	0.0	61.5	62.5	62.8	61.9	61.8	62.4	62.6	61.5
043	6	2170 Prospect Avenue	61.4	61.4	63.1	63.0	62.0	61.6	61.9	61.8	61.4	0.0	61.4	62.4	63.1	61.9	61.8	62.4	62.5	61.5
044	1	2170 Prospect Avenue	58.4	58.4	63.5	58.9	58.6	58.5	58.8	58.7	58.4	0.0	58.5	63.5	62.8	60.2	59.9	61.3	61.6	58.5
044	2	2170 Prospect Avenue	58.4	58.4	64.4	59.1	58.7	58.6	59.0	58.9	58.4	0.0	58.5	64.4	64.3	60.9	60.5	62.4	62.5	58.5
044	3	2170 Prospect Avenue	58.4	58.4	66.3	59.6	58.9	58.7	59.2	59.0	58.4	0.0	58.5	65.8	66.4	62.0	61.4	63.6	63.0	58.5
044	4	2170 Prospect Avenue	58.4	58.4	69.9	60.0	59.1	58.9	59.5	59.2	58.4	0.0	58.5	66.1	70.0	65.2	64.1	65.8	63.4	58.5
044	5	2170 Prospect Avenue	58.4	58.4	71.0	60.6	59.4	59.1	60.1	59.8	58.4	0.0	58.5	64.3	71.1	66.7	65.5	67.2	64.1	58.6
044	6	2170 Prospect Avenue	58.4	58.4	73.1	63.6	60.3	59.7	60.8	60.2	58.4	0.0	58.5	65.1	73.1	67.8	67.0	68.8	65.9	58.7
045	1	2174 Prospect Avenue	58.4	58.4	67.7	58.9	58.6	58.5	58.9	58.8	58.4	0.0	58.4	63.2	67.8	59.7	59.1	61.0	60.9	58.4
045	2	2174 Prospect Avenue	58.4	58.4	68.7	59.0	58.7	58.5	59.0	58.9	58.4	0.0	58.4	63.7	68.8	62.4	61.6	63.2	61.1	58.4
045	3	2174 Prospect Avenue	58.4	58.4	70.3	59.3	58.8	58.6	59.3	59.2	58.4	0.0	58.4	64.0	70.3	65.4	61.9	63.9	61.6	58.4
046	1	770 East 182nd Street	68.0	68.0	69.5	68.0	68.0	68.0	68.0	68.0	68.0	0.0	68.0	68.0	69.5	69.0	69.0	69.1	68.1	68.0
046	2	770 East 182nd Street	68.2	68.2	70.2	68.2	68.2	68.2	68.2	68.2	68.2	0.0	68.2	68.3	70.2	69.5	69.5	69.9	68.3	68.2
046	3	770 East 182nd Street	67.9	67.9	70.7	67.9	67.9	67.9	67.9	67.9	67.9	0.0	67.9	68.0	70.7	69.6	69.5	70.0	68.1	67.9
046	4	770 East 182nd Street	67.5	67.5	70.3	67.5	67.5	67.5	67.5	67.5	67.5	0.0	67.5	67.6	70.3	69.1	69.0	69.4	67.7	67.5
046	5	770 East 182nd Street	67.1	67.1	68.6	67.1	67.1	67.1	67.1	67.1	67.1	0.0	67.1	67.2	68.6	68.2	68.1	68.5	67.4	67.1
046	6	770 East 182nd Street	66.5	66.5	67.7	66.5	66.5	66.5	66.5	66.5	66.5	0.0	66.5	66.6	67.7	67.3	67.1	67.6	67.1	66.5
046	7	770 East 182nd Street	65.8	65.8	67.3	65.9	65.8	65.8	65.9	65.8	65.8	0.0	65.8	66.5	66.9	66.6	66.5	67.3	67.3	65.8
047	1	770 East 182nd Street	58.4	58.4	63.6	59.0	58.6	58.5	58.9	58.8	58.4	0.0	58.4	63.6	62.1	59.4	59.3	61.2	60.9	58.6
047	2	770 East 182nd Street	58.4	58.4	63.7	59.2	58.7	58.6	59.0	58.9	58.4	0.0	58.4	63.7	63.0	60.2	59.7	62.5	61.2	58.7
047	3	770 East 182nd Street	58.4	58.4	63.9	58.7	58.5	58.5	58.8	58.7	58.4	0.0	58.4	60.9	64.0	60.6	60.1	61.6	60.9	58.7
047	4	770 East 182nd Street	58.4	58.4	62.4	58.8	58.6	58.5	58.9	58.8	58.4	0.0	58.4	61.2	62.1	60.3	59.8	61.0	62.4	58.7
047	5	770 East 182nd Street	58.4	58.4	67.0	59.3	58.6	58.5	59.0	58.9	58.4	0.0	58.5	63.1	67.0	61.1	60.7	61.8	62.7	58.5
047	6	770 East 182nd Street	58.4	58.4	67.3	60.0	58.9	58.7	59.3	59.1	58.4	0.0	58.5	63.8	67.3	61.5	61.1	62.6	63.2	58.5
047	7	770 East 182nd Street	58.4	58.4	69.5	61.8	59.6	59.2	60.2	59.7	58.4	0.0	58.6	64.4	69.5	64.6	64.2	66.1	64.8	58.5
048	1	786 East 182nd Street	64.0	64.0	78.9	64.1	64.0	64.0	64.1	64.0	64.0	0.0	64.6	66.9	78.9	75.1	74.0	75.2	66.2	64.0
048	2	786 East 182nd Street	65.0	65.0	82.5	65.1	65.0	65.0	65.0	65.0	65.0	0.0	65.7	68.1	82.5	77.7	76.5	77.8	67.2	65.0
048	3	786 East 182nd Street	65.2	65.2	83.9	65.3	65.2	65.2	65.2	65.2	65.2	0.0	66.3	69.1	83.9	80.4	79.6	80.4	67.7	65.2
048	4	786 East 182nd Street	65.4	65.4	83.9	65.6	65.5	65.4	65.5	65.4	65.4	0.0	66.8	69.9	83.9	80.6	79.8	80.5	68.5	65.4
048	5	786 East 182nd Street	65.2	65.2	83.8	65.5	65.3	65.3	65.3	65.3	65.2	0.0	67.2	71.4	83.8	80.5	79.7	80.5	69.1	65.2
048	6	786 East 182nd Street	65.1	65.1	83.7	65.6	65.3	65.2	65.4	65.3	65.1	0.0	67.4	70.8	83.7	80.4	79.5	80.3	70.1	65.1
049	1	786 East 182nd Street	68.0	68.0	75.5	68.1	68.0	68.0	68.1	68.0	68.0	0.0	68.5	69.4	75.5	70.9	70.3	71.5	69.3	68.0
049	2	786 East 182nd Street	68.4	68.4	78.0	68.5	68.4	68.4	68.5	68.5	68.4	0.0	69.0	69.9	78.1	73.3	72.3	74.0	69.8	68.4
049	3	786 East 182nd Street	68.0	68.0	78.7	68.1	68.0	68.0	68.1	68.1	68.0	0.0	68.7	69.4	78.8	74.6	73.8	75.1	69.1	68.0
049	4	786 East 182nd Street	67.6	67.6	79.0	67.7	67.6	67.6	67.7	67.7	67.6	0.0	68.9	69.6	79.1	75.3	74.3	75.6	69.3	67.6
049	5	786 East 182nd Street	67.1	67.1	77.9	67.3	67.2	67.1	67.2	67.2	67.1	0.0	69.1	70.0	77.9	75.5	74.4	75.5	69.6	67.1
049	6	786 East 182nd Street	66.6	66.6	77.0	66.7	66.6	66.6	66.7	66.7	66.6	0.0	69.1	69.8	77.1	74.2	72.7	74.1	69.8	66.6
050	1	786 East 182nd Street	67.8	67.8	69.7	67.8	67.8	67.8	67.8	67.8	67.8	0.0	67.8	67.9	69.7	68.2	68.2	68.3	67.9	67.8
050	2	786 East 182nd Street	68.0	68.0	70.4	68.0	68.0	68.0	68.0	68.0	68.0	0.0	68.0	68.1	70.4	68.9	68.8	69.4	68.1	68.0
050	3	786 East 182nd Street	67.7	67.7	70.7	67.7	67.7	67.7	67.7	67.7	67.7	0.0	67.7	67.8	70.7	68.8	68.7	69.3	67.8	67.7
050	4	786 East 182nd Street	67.3	67.3	69.1	67.3	67.3	67.3	67.3	67.3	67.3	0.0	67.3	67.5	69.1	68.4	68.3	68.9	67.5	67.3
050	5	786 East 182nd Street	66.9	66.9	68.7	67.0	66.9	66.9	66.9	66.9	66.9	0.0	66.9	67.1	68.7	68.1	67.9	68.5	67.2	66.9
050	6	786 East 182nd Street	66.3	66.3	68.3	66.4	66.3	66.3	66.3	66.3	66.3	0.0	66.3	66.6	68.3	67.6	67.4	68.2	67.3	66.3
051	1	786 East 182nd Street	58.4	58.4	72.3	59.4	58.8	58.6	59.1	58.9	58.4	0.0	58.5	60.8	72.4	65.2	60.9	63.2	60.4	58.5
051	2	786 East 182nd Street	58.4	58.4	75.0	59.7	59.0	58.7	59.3	59.0	58.4	0.0	58.5	61.9	75.0	68.0	65.2	67.0	60.9	58.5
051	3	786 East 182nd Street	58.4	58.4	76.8	60.2	59.2	58.9	59.8	59.4	58.4	0.0	58.5	65.6	76.8	71.4	68.4	69.9	63.2	58.5
051	4	786 East 182nd Street	58.4	58.4	77.8	60.9	59.6	59.2	60.4	60.0	58.4	0.0	59.0	67.0	77.9	72.6	70.5	72.1	64.0	58.5
051	5	786 East 182nd Street	58.4	58.4	79.0	62.0	60.1	59.6	60.9	60.3	58.4	0.0	59.0	67.7	79.0	73.4	71.8	73.3	64.8	58.5
051	6	786 East 182nd Street	58.4	58.4	79.0	63.4	60.9	60.3	61.4	60.4	58.4	0.0	59.1	67.2	79.1	73.6	72.2	73.6	66.4	58.6
052	1	2151 Mapes Avenue	58.7	58.7	77.8	59.2	58.9	58.8	59.0	59.0	58.7	0.0	59.0	66.9	77.8	72.0	70.9	72.7	63.4	59.5
052	2	2151 Mapes Avenue	59.8	59.8	80.7	60.3	60.0	59.9	60.3	60.2	59.8	0.0	60.3	69.0	80.7	74.0	72.8	74.5	64.7	60.8
052	3	2151 Mapes Avenue	60.1	60.1	81.3	61.1	60.6	60.4	61.2	61.0	60.1	0.0	60.8	69.4	81.4	75.8	74.5	76.2	65.6	61.2
053	1	2147 Mapes Avenue	58.4	58.4	76.7	59.2	58.7	58.5	58.8	58.7	58.4	0.0	58.5	63.6	76.7	70.9	69.7	71.2	62.2	58.6
053	2	2147 Mapes Avenue	59.6	59.6	79.6	60.7	60.0	59.8	60.2	60.0	59.6	0.0	59.7	64.6	79.6	72.6	71.4	72.9	64.8	59.8
053	3	2147 Mapes Avenue	60.0	60.0	80.3	62.5	60.8	60.4	61.1	60.8	60.0	0.0	60.1	65.6	80.3	74.5	72.9	74.6	65.2	60.3
054	1	2143 Mapes Avenue	60.8	60.8	74.3	62.2	61.0	60.9	61.1	61.0	60.8	0.0	60.8	63.2	74.3	69.1	68.7	69.8	63.3	61.2
054	2	2143 Mapes Avenue	61.2	61.2	77.7	63.4	61.7	61.4	61.7	61.6	61.2	0.0	61.2	64.0	77.7	71.9	70.1	71.7	65.3	61.7
054	3	2143 Mapes Avenue	61.1	61.1	78.4	64.6	62.4	61.7	62.2	61.8	61.1	0.0	61.1	64.9	78.4	73.6	72.5	73.7	65.5	61.5
055	1	2137 Mapes Avenue	61.5	61.5	68.0	61.9	61.6	61.6	61.7	61.6	61.5	0.0	61.5	63.4	68.0	65.5	65.4	66.3	64.0	62.0
055	2	2137 Mapes Avenue	61.8	61.8	68.8	62.3	61.9	61.9	62.0	62.0	61.8	0.0	61.8	65.0	68.8	66.4	66.2	67.5	65.2	62.7
055	3	2137 Mapes Avenue	61.5	61.5	69.8	63.1	61.8	61.6	62.0	61.8	61.5	0.0	61.5	65.4	69.9	67.5	67.3	68.6	66.1	62.9
056	1	2135 Mapes Avenue	61.6	61.6	66.9	61.9	61.7	61.7	61.7	61.7	61.6	0.0	61.6	63.5	66.9	65.1	65.1	65.9	63.7	62.2
056	2	2135 Mapes Avenue	61.9	61.9	68.2	62.3	62.0	62.0	62.1	62.1	61.9	0.0	61.9	65.1	68.2	66.0	65.8	66.8	64.8	62.9
056	3	2135 Mapes Avenue	61.6	61.6	69.1	62.8	61.8	61.8	62.1	61.9	61.6	0.0	61.6	65.4	69.1	66.8	66.7	68.1	66.0	63.1
057	1	2133 Mapes Avenue	60.3	60.3	64.4	60.8	60.5	60.4	60.5	60.4	60.3	0.0	60.3	62.8	64.4	63.7	63.6	64.5	62.9	61.2
057	2	2133 Mapes Avenue	60.9	60.9	66.6	61.5	61.2	61.1	61.2	61.1	60.9	0.0	60.9	64.9	66.6	65.9	65.9	66.6	64.3	62.2
057	3	2133 Mapes Avenue	60.8	60.8	68.3	62.0	61.4	61.2	61.5	61.3	60.8	0.0	60.8	65.2	68.4	67.8	67.7	68.4	64.9	62.8
058	1	2131 Mapes Avenue	62.4	62.4	66.8	64.2	62.9	62.6	63.3	63.2	62.4	0.0	62.4	64.2	66.8	64.8	64.7	65.3	63.7	62.6
058	2	2131 Mapes Avenue	62.5	62.5	67.3	65.3	63.3	62.7	63.2	63.0	62.5	0.0	62.5	65.5	67.3	65.1	65.0	65.6	64.1	62.8
058	3	2131 Mapes Avenue	62.2	62.2	68.5	68.4	63.7	62.7	63.5	63.2	62.2	0.0	62.2	65.6	68.4	65.6	65.4	66.1	64.1	62.7
058	4	2131 Mapes Avenue	61.7	61.7	70.2	68.1	65.0	63.7	63.7	63.0	61.7	0.0	61.7	64.8	70.2	67.4	67.2	67.7	64.5	62.5
058	5	2131 Mapes Avenue	61.3	61.3	70.8	68.8	65.3	63.6	64.0	63.1	61.3	0.0	61.3	64.7	70.8	67.6	67.4	68.1	64.7	63.1
058	6	2131 Mapes Avenue	61.1	61.1	71.4	70.4	65.9	63.8	64.2	63.1	61.1	0.0	61.1	65.7	71.4	67.8	67.4	68.3	65.5	63.3
058	7	2131 Mapes Avenue	61.0	61.0	71.9	70.7	65.9	64.1	64.4	63.2	61.0	0.0	61.0	66.3	71.9	68.3	67.8	69.0	66.4	64.5
059	1	785 East 181st Street	63.1	63.1	66.5	63.7	63.5	63.5	63.2	63.2	63.1	0.0	63.1	64.4	66.5	64.6	64.6	65.0	64.1	63.2
059	2	785 East 181st Street	63.3	63.3	67.0	63.8	63.6	63.6	63.4	63.4	63.3	0.0	63.3	64.6	67.0	65.0	64.8	65.3	64.4	63.5
059	3	785 East 181st Street	62.9	62.9	67.9	63.7	63.2	63.2	63.1	63.0	62.9	0.0	62.9	64.6	67.9	65.5	65.4	65.9	64.3	63.2
059	4	785 East 181st Street	62.4	62.4	69.3	63.5	62.8	62.8	62.6	62.6	62.4	0.0	62.4	64.4	69.3	66.5	66.4	66.9	64.3	62.9
059	5	785 East 181st Street	62.0	62.0	69.4	63.2	62.5	62.4	62.2	62.2	62.0	0.0	62.0	64.5	69.5	66.8	66.6	67.2	64.6	62.9
059	6	785 East 181st Street	61.8	61.8	69.8	63.9	62.5	62.3	62.4	62.2	61.8	0.0	61.8	64.7	69.8	67.0	66.6	67.4	65.2	63.0
060	1	765 East 181st Street	58.4	58.4	66.1	58.6	58.5	58.5	58.5	58.5	58.4	0.0	58.4	60.7	66.1	59.2	59.0	60.6	61.7	58.9
060	2	765 East 181st Street	58.4	58.4	67.7	58.7	58.5	58.5	58.5	58.5	58.4	0.0	58.4	61.6	67.7	59.6	59.3	61.9	62.4	59.4
060	3	765 East 181st Street	58.4	58.4	68.0	58.8	58.5	58.5	58.5	58.5	58.4	0.0	58.4	62.1	68.0	60.3	60.0	62.4	62.6	59.5
061	1	2122 Prospect Avenue	58.4	58.4	62.4	58.7	58.5	58.5	58.5	58.5	58.4	0.0	58.5	61.9	61.6	59.2	59.0	60.7	62.4	58.8
061	2	2122 Prospect Avenue	58.4	58.4	63.3	58.8	58.5	58.5	58.5	58.5	58.4	0.0	58.6	62.8	62.8	59.5	59.3	61.6	63.4	58.9
061	3	2122 Prospect Avenue	58.4	58.4	63.6	59.0	58.6	58.5	58.6	58.5	58.4	0.0	58.6	62.6	63.6	59.6	59.4	61.7	63.1	58.5
062	1	2128 Prospect Avenue	58.4	58.4	61.6	59.7	58.8	58.6	59.3	59.2	58.4	0.0	58.5	61.4	61.6	59.4	59.2	60.2	60.8	58.8
062	2	2128

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

			Increment		Increment														
					2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Incr. Min	Incr. Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
037	1	2064 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
037	2	2064 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
037	3	2064 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
037	4	2064 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0
037	5	2064 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
037	6	2064 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
037	7	2064 Mapes Avenue	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.1	0.1	0.0
037	8	2064 Mapes Avenue	0.0	0.2	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.1	0.2	0.0
037	9	2064 Mapes Avenue	0.0	0.3	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.3	0.1	0.1	0.2	0.2	0.0
038	1	2045 Southern Boulevard	0.0	1.2	1.2	0.3	0.1	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0
038	2	2045 Southern Boulevard	0.0	1.2	1.1	0.3	0.1	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0
038	3	2045 Southern Boulevard	0.0	1.3	1.3	0.3	0.1	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0
038	4	2045 Southern Boulevard	0.0	1.5	1.4	0.4	0.1	0.3	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0
038	5	2045 Southern Boulevard	0.0	1.7	1.6	0.5	0.2	0.4	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0
038	6	2045 Southern Boulevard	0.0	1.8	1.8	0.5	0.2	0.4	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0
039	1	767 East 179th Street	0.0	0.3	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.3	0.1	0.0	0.1	0.3	0.0
039	2	767 East 179th Street	0.0	0.3	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.3	0.1	0.1	0.1	0.3	0.0
039	3	767 East 179th Street	0.0	0.4	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.4	0.1	0.1	0.2	0.3	0.0
039	4	767 East 179th Street	0.0	0.6	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.7	0.3	0.3	0.4	0.4	0.0
040	40	Mapes Park	0.0	4.7	4.8	1.5	0.9	1.6	1.0	0.0	0.0	0.0	0.5	0.3	0.1	0.0	0.4	0.6	0.0
041	1	2140 Prospect Avenue	0.0	4.8	0.4	0.1	0.0	0.1	0.1	0.0	0.0	0.1	3.8	4.8	1.8	1.4	3.3	4.6	0.1
041	2	2140 Prospect Avenue	0.0	7.0	0.6	0.2	0.1	0.2	0.1	0.0	0.0	0.2	5.7	7.0	2.8	2.2	4.2	4.9	0.1
041	3	2140 Prospect Avenue	0.0	10.0	1.3	0.3	0.2	0.4	0.3	0.0	0.0	0.4	5.9	10.0	4.6	3.6	5.8	6.0	0.1
042	1	2144 Prospect Avenue	0.0	2.5	0.5	0.1	0.1	0.1	0.1	0.0	0.0	0.0	2.5	2.1	0.8	0.6	1.5	1.8	0.1
042	2	2144 Prospect Avenue	0.0	4.4	1.1	0.3	0.1	0.4	0.3	0.0	0.0	0.1	4.4	3.9	1.5	1.1	2.7	3.6	0.1
042	3	2144 Prospect Avenue	0.0	6.3	1.8	0.5	0.2	0.6	0.5	0.0	0.0	0.1	6.3	6.4	2.5	2.0	4.4	4.6	0.1
042	4	2144 Prospect Avenue	0.0	10.8	3.2	1.0	0.4	0.9	0.7	0.0	0.0	0.3	4.5	10.8	6.0	4.9	6.9	5.4	0.3
042	5	2144 Prospect Avenue	0.0	11.8	4.7	1.7	0.7	1.6	1.1	0.0	0.0	0.5	4.7	11.9	7.3	6.2	8.0	5.1	0.4
042	6	2144 Prospect Avenue	0.0	13.8	6.8	2.4	1.4	2.0	1.0	0.0	0.0	0.5	5.0	13.9	8.5	7.5	9.3	6.0	0.9
043	1	2170 Prospect Avenue	0.0	0.6	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.4	0.6	0.2	0.2	0.4	0.5	0.0
043	2	2170 Prospect Avenue	0.0	0.7	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.5	0.7	0.2	0.2	0.5	0.7	0.0
043	3	2170 Prospect Avenue	0.0	0.8	0.8	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.8	0.9	0.3	0.2	0.5	0.7	0.0
043	4	2170 Prospect Avenue	0.0	1.1	1.0	0.4	0.2	0.3	0.2	0.0	0.0	0.0	0.9	1.1	0.3	0.3	0.9	1.0	0.0
043	5	2170 Prospect Avenue	0.0	1.3	1.2	0.5	0.2	0.4	0.3	0.0	0.0	0.0	1.0	1.3	0.4	0.3	0.9	1.1	0.0
043	6	2170 Prospect Avenue	0.0	1.7	1.6	0.6	0.2	0.5	0.4	0.0	0.0	0.0	1.0	1.7	0.5	0.4	1.0	1.1	0.1
044	1	2170 Prospect Avenue	0.0	5.1	0.5	0.2	0.1	0.4	0.3	0.0	0.0	0.1	5.1	4.4	1.8	1.5	2.9	3.2	0.1
044	2	2170 Prospect Avenue	0.0	6.0	0.7	0.2	0.1	0.6	0.5	0.0	0.0	0.1	6.0	5.9	2.5	2.1	4.0	4.1	0.1
044	3	2170 Prospect Avenue	0.0	7.9	1.2	0.5	0.3	0.8	0.6	0.0	0.0	0.1	7.4	7.9	3.6	3.0	5.2	4.6	0.1
044	4	2170 Prospect Avenue	0.0	11.5	1.6	0.7	0.5	1.1	0.8	0.0	0.0	0.1	7.7	11.6	6.8	5.7	7.4	5.0	0.1
044	5	2170 Prospect Avenue	0.0	12.6	2.2	1.0	0.7	1.7	1.3	0.0	0.0	0.1	5.9	12.7	8.3	7.1	8.8	5.7	0.2
044	6	2170 Prospect Avenue	0.0	14.6	5.2	1.9	1.2	2.4	1.8	0.0	0.0	0.1	6.7	14.7	9.4	8.5	10.4	7.5	0.3
045	1	2174 Prospect Avenue	0.0	9.3	0.5	0.2	0.1	0.5	0.4	0.0	0.0	0.0	4.8	9.4	1.2	0.7	2.6	2.4	0.0
045	2	2174 Prospect Avenue	0.0	10.3	0.6	0.2	0.1	0.6	0.5	0.0	0.0	0.0	5.3	10.4	3.9	3.2	4.8	2.7	0.0
045	3	2174 Prospect Avenue	0.0	11.9	0.9	0.4	0.2	0.9	0.7	0.0	0.0	0.0	5.6	11.9	7.0	3.5	5.5	3.2	0.0
046	1	770 East 182nd Street	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.0	1.0	1.1	0.1	0.0
046	2	770 East 182nd Street	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.0	1.3	1.3	1.7	0.1	0.0
046	3	770 East 182nd Street	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.8	1.7	1.6	2.1	0.2	0.0
046	4	770 East 182nd Street	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.8	1.6	1.5	1.9	0.2	0.0
046	5	770 East 182nd Street	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.5	1.1	1.0	1.4	0.3	0.0
046	6	770 East 182nd Street	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.2	0.8	0.6	1.1	0.6	0.0
046	7	770 East 182nd Street	0.0	1.5	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.7	1.1	0.8	0.7	1.5	1.5	0.0
047	1	770 East 182nd Street	0.0	5.2	0.5	0.2	0.1	0.5	0.4	0.0	0.0	0.0	5.2	3.7	0.9	0.9	2.8	2.4	0.2
047	2	770 East 182nd Street	0.0	5.3	0.8	0.3	0.1	0.6	0.5	0.0	0.0	0.0	5.3	4.6	1.8	1.3	4.1	2.8	0.3
047	3	770 East 182nd Street	0.0	5.5	0.3	0.1	0.1	0.3	0.3	0.0	0.0	0.0	2.5	5.6	2.2	1.7	3.2	2.4	0.3
047	4	770 East 182nd Street	0.0	3.9	0.4	0.1	0.1	0.5	0.4	0.0	0.0	0.0	2.8	3.7	1.9	1.4	2.6	3.9	0.3
047	5	770 East 182nd Street	0.0	8.5	0.8	0.2	0.1	0.6	0.5	0.0	0.0	0.1	4.7	8.6	2.7	2.3	3.4	4.2	0.0
047	6	770 East 182nd Street	0.0	8.9	1.5	0.5	0.3	0.9	0.7	0.0	0.0	0.1	5.4	8.9	3.1	2.7	4.2	4.8	0.0
047	7	770 East 182nd Street	0.0	11.1	3.4	1.2	0.8	1.8	1.3	0.0	0.0	0.2	6.0	11.1	6.2	5.8	7.7	6.4	0.0
048	1	786 East 182nd Street	0.0	14.9	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.6	2.9	14.9	11.1	10.0	11.2	2.2	0.0
048	2	786 East 182nd Street	0.0	17.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	3.1	17.5	12.7	11.5	12.8	2.2	0.0
048	3	786 East 182nd Street	0.0	18.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.1	3.9	18.7	15.2	14.4	15.2	2.5	0.0
048	4	786 East 182nd Street	0.0	18.5	0.2	0.1	0.0	0.1	0.0	0.0	0.0	1.4	4.5	18.5	15.2	14.4	15.1	3.1	0.0
048	5	786 East 182nd Street	0.0	18.6	0.3	0.1	0.1	0.1	0.1	0.0	0.0	2.0	6.2	18.6	15.3	14.5	15.3	3.9	0.0
048	6	786 East 182nd Street	0.0	18.6	0.5	0.2	0.1	0.3	0.2	0.0	0.0	2.3	5.7	18.6	15.3	14.4	15.2	5.0	0.0
049	1	786 East 182nd Street	0.0	7.5	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.5	1.4	7.5	2.9	2.3	3.5	1.3	0.0
049	2	786 East 182nd Street	0.0	9.6	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.6	1.5	9.7	4.9	3.9	5.6	1.4	0.0
049	3	786 East 182nd Street	0.0	10.7	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.7	1.4	10.8	6.6	5.8	7.1	1.1	0.0
049	4	786 East 182nd Street	0.0	11.4	0.1	0.0	0.0	0.1	0.1	0.0	0.0	1.3	2.0	11.5	7.7	6.7	8.0	1.7	0.0
049	5	786 East 182nd Street	0.0	10.8	0.2	0.1	0.0	0.1	0.1	0.0	0.0	2.0	2.9	10.8	8.4	7.3	8.4	2.5	0.0
049	6	786 East 182nd Street	0.0	10.4	0.1	0.0	0.0	0.1	0.1	0.0	0.0	2.5	3.2	10.5	7.6	6.1	7.5	3.2	0.0
050	1	786 East 182nd Street	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.9	0.4	0.4	0.5	0.1	0.0
050	2	786 East 182nd Street	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.4	0.9	0.8	1.4	0.1	0.0
050	3	786 East 182nd Street	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.0	1.1	1.0	1.6	0.1	0.0
050	4	786 East 182nd Street	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.8	1.1	1.0	1.6	0.2	0.0
050	5	786 East 182nd Street	0.0	1.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.8	1.2	1.0	1.6	0.3	0.0
050	6	786 East 182nd Street	0.0	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	2.0	1.3	1.1	1.9	1.0	0.0
051	1	786 East 182nd Street	0.0	13.9	1.0	0.4	0.2	0.7	0.5	0.0	0.0	0.1	2.4	14.0	6.8	2.5	4.8	2.0	0.1
051	2	786 East 182nd Street	0.0	16.6	1.3	0.6	0.3	0.9	0.6	0.0	0.0	0.1	3.5	16.6	9.6	6.8	8.5	2.5	0.1
051	3	786 East 182nd Street	0.0	18.3	1.8	0.8	0.5	1.3	1.0	0.0	0.0	0.1	7.2	18.3	13.0	9.9	11.5	4.8	0.1
051	4	786 East 182nd Street	0.0	19.4	2.5	1.2	0.8	2.0	1.6	0.0	0.0	0.5	8.5	19.5	14.2	12.1	13.7	5.6	0.1
051	5	786 East 182nd Street	0.0	20.6	3.6	1.7	1.2	2.5	1.9	0.0	0.0	0.5	9.3	20.6	15.0	13.4	14.9	6.4	0.1
051	6	786 East 182nd Street	0.0	20.6	5.0	2.5	1.9	3.0	2.0	0.0	0.0	0.7	8.8	20.7	15.2	13.8	15.2	7.9	0.1
052	1	2151 Mapes Avenue	0.0	19.1	0.5	0.2	0.1	0.3	0.3	0.0	0.0	0.3	8.2	19.1	13.3	12.2	14.0	4.7	0.8
052	2	2151 Mapes Avenue	0.0	20.9	0.5	0.2	0.1	0.5	0.4	0.0	0.0	0.5	9.2	20.9	14.2	13.0	14.7	4.9	1.0
052	3	2151 Mapes Avenue	0.0	21.2	1.0	0.5	0.3	1.1	0.9	0.0	0.0	0.7	9.3	21.3	15.7	14.4	16.1	5.5	1.1
053	1	2147 Mapes Avenue	0.0	18.2	0.7	0.3	0.1	0.4	0.3	0.0	0.0	0.1	5.2	18.2	12.4	11.3	12.8	3.8	0.2
053	2	2147 Mapes Avenue	0.0	20.0	1.1	0.4	0.2	0.6	0.4	0.0	0.0	0.1	5.0	20.0	13.0	11.8	13.3	5.2	0.2
053	3	2147 Mapes Avenue	0.0	20.3	2.5	0.8	0.4	1.1	0.8	0.0	0.0	0.1	5.6	20.3	14.5	12.9	14.6	5.2	0.3
054	1	2143 Mapes Avenue	0.0	13.5	1.4	0.2	0.1	0.3	0.2	0.0	0.0	0.0	2.4	13.5	8.3	7.9	9.0	2.5	0.4
054	2	2143 Mapes Avenue	0.0	16.5	2.2	0.5	0.2	0.5	0.4	0.0	0.0	0.0	2.8	16.5	10.7	8.9	10.5	4.1	0.5
054	3	2143 Mapes Avenue	0.0	17.3	3.5	1.3	0.6	1.1	0.7	0.0	0.0	0.0	3.8	17.3	12.5	11.4	12.6	4.4	0.4
055	1	2137 Mapes Avenue	0.0	6.5	0.4	0.1	0.1	0.2	0.1	0.0	0.0	0.0	1.9	6.5	4.0	3.9	4.8	2.5	0.5
055	2	2137 Mapes Avenue	0.0	7.0	0.5	0.1	0.1	0.2	0.2	0.0	0.0	0.0	3.2	7.0	4.6	4.4	5.7	3.4	0.9
055	3	2137 Mapes Avenue	0.0	8.3	1.6	0.3	0.1	0.5	0.3	0.0	0.0	0.0	3.9	8.4	6.0	5.8	7.1	4.6	1.4
056	1	2135 Mapes Avenue	0.0	5.3	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.0	1.9	5.3	3.5	3.5	4.3	2.1	0.6
056	2	2135 Mapes Avenue	0.0	6.3	0.4	0.1	0.1	0.2	0.2	0.0	0.0	0.0	3.2	6.3	4.1	3.9	4.9	2.9	1.0
056	3	2135 Mapes Avenue	0.0	7.5	1.2	0.2	0.2	0.5	0.3	0.0	0.0	0.0	3.8	7.5	5.2	5.1	6.5	4.4	1.5
057	1	2133 Mapes Avenue	0.0	4.1	0.5	0.2	0.1	0.2	0.1	0.0	0.0	0.0	2.5	4.1	3.4	3.3	4.2	2.6	0.9
057	2	2133 Mapes Avenue	0.0	5.7	0.6	0.3	0.2	0.3	0.2	0.0	0.0	0.0	4.0	5.7	5.0	5.0	5.7	3.4	1.3
057	3	2133 Mapes Avenue	0.0	7.5	1.2	0.6	0.4	0.7	0.5	0.0	0.0	0.0	4.4	7.6	7.0	6.9	7.6	4.1	2.0
058	1	2131 Mapes Avenue	0.0	4.4	1.8	0.5	0.2	0.9	0.8	0.0	0.0	0.0	1.8	4.4	2.4	2.3	2.9	1.3	0.2
058	2	2131 Mapes Avenue	0.0	4.8	2.8	0.8	0.2	0.7	0.5	0.0	0.0	0.0	3.0	4.8	2.6	2.5	3.1	1.6	0.3
058	3	2131 Mapes Avenue	0.0	6.3	6.2	1.5	0.5	1.3	1.0	0.0	0.0	0.0	3.4	6.2	3.4	3.2	3.9	1.9	0.5
058	4	2131 Mapes Avenue	0.0	8.5	6.4	3.3	2.0	2.0	1.3	0.0	0.0	0.0	3.1	8.5	5.7	5.5	6.0	2.8	0.8
058	5	2131 Mapes Avenue	0.0	9.5	7.5	4.0	2.3	2.7	1.8	0.0	0.0	0.0	3.4	9.5	6.3	6.1	6.8	3.4	1.8
058	6	2131 Mapes Avenue	0.0	10.3	9.3	4.8	2.7	3.1	2.0	0.0	0.0	0.0	4.6	10.3	6.7	6.3	7.2	4.4	2.2
058	7	2131 Mapes Avenue	0.0	10.9	9.7	4.9	3.1	3.4	2.2	0.0	0.0	0.0	5.3	10.9	7.3	6.8	8.0	5.4	3.5
059	1	785 East 181st Street	0.0	3.4	0.6	0.4	0.4	0.1	0.1	0.0	0.0	0.0	1.3	3.4	1.5	1.5	1.9	1.0	0.1
059	2	785 East 181st Street	0.0	3.7	0.5	0.3	0.3	0.1	0.1	0.0	0.0	0.0	1.3	3.7	1.7	1.5	2.0	1.1	0.2
059	3	785 East 181st Street	0.0	5.0	0.8	0.3	0.3	0.2	0.1	0.0	0.0	0.0	1.7	5.0	2.6	2.5	3.0	1.4	0.3
059	4	785 East 181st Street	0.0	6.9	1.1	0.4	0.4	0.2	0.2	0.0	0.0	0.0	2.0	6.9	4.1	4.0	4.5	1.9	0.5
059	5	785 East 181st Street	0.0	7.4	1.2	0.5	0.4	0.2	0.2	0.0	0.0	0.0	2.5	7.5	4.8	4.6	5.2	2.6	0.9
059	6	785 East 181st Street	0.0	8.0	2.1	0.7	0.5	0.6	0.4	0.0	0.0	0.0	2.9	8.0	5.2	4.8	5.6	3.4	1.2
060	1	765 East 181st Street	0.0	7.7	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	2.2	7.7	0.7	0.6	2.2	3.3	0.5
060	2	765 East 181st Street	0.0	9.2	0.3	0.1	0.0	0.1	0.1	0.0	0.0	0.0	3.2	9.2	1.2	0.9	3.5	3.9	0.9
060	3	765 East 181st Street	0.0	9.6	0.4	0.1	0.1	0.1	0.1	0.0	0.0	0.0	3.7	9.6	1.9	1.6	4.0	4.2	1.1
061	1	2122 Prospect Avenue	0.0	3.9	0.3	0.1	0.0	0.1	0.1	0.0	0.0	0.1	3.5	3.2	0.8	0.6	2.2	3.9	0.4
061	2	2122 Prospect Avenue	0.0	4.9	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.1	4.4	4.4	1.1	0.8	3.2	5.0	0.5
061	3	2122 Prospect Avenue	0.0	5.2	0.5	0.2	0.1	0.2	0.1	0.0	0.0	0.2	4.2	5.2	1.2	1.0	3.3	4.7	0.1
062	1	2128 Prospect Avenue	0.0	3.2	1.3	0.4	0.1	0.9	0.8	0.0	0.0	0.0	3.0	3.2	1.0	0.7	1.8	2.4	0.4
062	2	2128 Prospect Avenue	0.0	3.9	2.0	0.5	0.2	0.9	0.8	0.0	0.0	0.0	1.6	3.9	1.1	0.9	2.0	1.9	0.0
062	3	2128 Prospect Avenue	0.0	3.3	3.3	0.8	0.3	1.0	0.8	0.0	0.0	0.1	2.2	2.3	0.9	0.7	2.3	2.9	0.1
063	1	2157 Mapes Avenue	0.0	19.7	0.2	0.1	0.0	0.1	0.1	0.0	0.0	1.5	8.4	19.7	14.2	13.1	14.6	3.5	1.1
063	2	2157 Mapes Avenue	0.0	21.7	0.2	0.1	0.0	0.1	0.1	0.0	0.0	1.8	9.3	21.7	15.3	14.3	15.5	3.7	0.6
063	3	2157 Mapes Avenue	0.0	21.7	0.2	0.1	0.0	0.1	0.1	0.0	0.0	1.8	9.2	21.7	16.5	15.2	16.6	4.6	0.6
064	1	2153 1/2 Mapes Avenue	0.0	20.0	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.7	7.3	20.0	14.1	13.1	14.7	5.5	0.7
064	2

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

				Total L_{10}		Total L_{10}													
						2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Existing L10	L_{10} Min	L_{10} Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
073	5	2115 Southern Boulevard	70.2	70.2	76.6	76.9	73.4	72.7	71.7	71.0	70.3	0.0	70.3	70.2	70.3	70.2	70.3	70.3	70.3	70.2
073	6	2115 Southern Boulevard	69.8	69.8	76.7	76.9	73.4	72.5	71.7	70.8	69.9	0.0	69.9	69.8	69.9	69.8	69.9	69.9	69.9	69.8
073	7	2115 Southern Boulevard	69.4	69.4	76.9	77.0	73.6	72.4	71.6	70.5	69.5	0.0	69.5	69.4	69.5	69.4	69.5	69.5	69.5	69.4
073	8	2115 Southern Boulevard	69.0	69.0	76.8	77.0	73.6	72.2	71.4	70.2	69.1	0.0	69.1	69.0	69.1	69.0	69.1	69.1	69.1	69.0
073	9	2115 Southern Boulevard	68.7	68.7	76.6	76.7	73.6	71.8	71.2	70.0	68.8	0.0	68.8	68.7	68.8	68.7	68.8	68.9	68.9	68.8
073	10	2115 Southern Boulevard	68.3	68.3	76.5	76.6	73.5	71.6	71.1	69.8	68.4	0.0	68.4	68.4	68.4	68.3	68.4	68.5	68.5	68.4
073	11	2115 Southern Boulevard	68.0	68.0	76.5	76.6	73.5	71.5	71.1	69.7	68.1	0.0	68.1	68.1	68.1	68.1	68.1	68.2	68.3	68.1
073	12	2115 Southern Boulevard	67.7	67.7	76.5	76.6	73.4	71.4	71.0	69.5	67.8	0.0	67.8	67.8	67.8	67.8	67.8	67.9	68.0	67.8
073	13	2115 Southern Boulevard	67.4	67.4	76.5	76.6	73.4	71.4	70.9	69.3	67.5	0.0	67.5	67.6	67.5	67.5	67.5	67.6	67.7	67.5
073	14	2115 Southern Boulevard	67.1	67.1	76.4	76.6	73.4	71.4	70.9	69.1	67.2	0.0	67.2	67.3	67.2	67.2	67.2	67.4	67.4	67.3
073	15	2115 Southern Boulevard	66.8	66.8	76.3	76.5	73.4	71.3	70.7	69.0	66.9	0.0	66.9	67.0	66.9	66.9	66.9	67.1	67.2	67.0
073	16	2115 Southern Boulevard	66.5	66.5	76.3	76.4	73.2	71.1	70.7	68.8	66.6	0.0	66.6	66.7	66.6	66.6	66.6	66.8	66.9	66.7
073	17	2115 Southern Boulevard	66.1	66.2	75.7	75.9	72.9	70.9	70.5	68.6	66.2	0.0	66.2	66.3	66.2	66.2	66.2	66.4	66.5	66.3
073	18	2115 Southern Boulevard	65.8	65.9	75.6	75.8	72.8	70.8	70.4	68.5	65.9	0.0	65.9	66.0	66.0	66.0	66.0	66.2	66.2	66.0
073	19	2115 Southern Boulevard	65.5	65.6	75.5	75.6	72.6	70.7	70.2	68.2	65.6	0.0	65.6	65.7	66.0	65.7	65.8	66.1	66.0	65.7
073	20	2115 Southern Boulevard	65.2	65.3	75.4	75.6	72.6	70.5	70.1	68.1	65.3	0.0	65.3	65.4	67.1	65.6	65.6	65.9	65.7	65.4
073	21	2115 Southern Boulevard	65.0	65.1	75.3	75.5	72.4	70.3	70.0	68.0	65.2	0.0	65.1	65.2	67.1	65.6	65.5	65.9	65.5	65.2
073	22	2115 Southern Boulevard	64.8	64.9	75.2	75.4	72.3	70.2	69.8	67.7	65.0	0.0	64.9	65.0	67.0	65.6	65.3	65.7	65.3	65.0
073	23	2115 Southern Boulevard	64.6	64.7	75.1	75.3	72.1	70.0	69.6	67.6	64.8	0.0	64.7	64.9	67.1	65.6	65.4	65.7	65.1	64.9
073	24	2115 Southern Boulevard	64.4	64.5	74.5	74.7	72.0	69.9	69.4	67.5	64.6	0.0	64.5	64.7	67.1	65.7	65.5	65.8	65.0	64.7
073	25	2115 Southern Boulevard	64.2	64.3	74.3	74.4	71.4	69.4	69.3	67.4	64.4	0.0	64.3	64.5	67.0	65.5	65.3	66.0	64.8	64.5
073	26	2115 Southern Boulevard	64.0	64.1	74.2	74.3	71.3	69.2	69.2	67.2	64.2	0.0	64.1	64.3	66.9	65.3	65.1	66.2	64.7	64.3
073	27	2115 Southern Boulevard	63.8	63.9	74.1	74.2	71.3	69.1	69.0	67.1	64.0	0.0	63.9	64.1	66.8	65.2	65.0	66.2	64.6	64.1
073	28	2115 Southern Boulevard	63.7	63.8	74.0	74.1	71.2	68.9	68.9	67.0	63.9	0.0	63.8	64.1	66.9	65.2	65.0	66.2	64.5	64.0
074	1	2115 Southern Boulevard	68.9	68.9	69.1	69.2	69.0	69.0	68.9	68.9	68.9	0.0	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9
074	2	2115 Southern Boulevard	69.5	69.5	69.7	69.7	69.6	69.6	69.5	69.5	69.5	0.0	69.5	69.5	69.5	69.5	69.5	69.5	69.5	69.5
074	3	2115 Southern Boulevard	69.3	69.3	69.5	69.5	69.4	69.4	69.3	69.3	69.3	0.0	69.3	69.3	69.3	69.3	69.3	69.3	69.3	69.3
074	4	2115 Southern Boulevard	68.9	68.9	69.2	69.2	69.0	69.0	69.0	68.9	68.9	0.0	68.9	68.9	68.9	68.9	68.9	68.9	68.9	68.9
074	5	2115 Southern Boulevard	68.6	68.6	68.9	68.9	68.7	68.7	68.7	68.6	68.6	0.0	68.6	68.6	68.6	68.6	68.6	68.6	68.6	68.6
074	6	2115 Southern Boulevard	68.2	68.2	68.6	68.6	68.4	68.3	68.3	68.3	68.2	0.0	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.2
074	7	2115 Southern Boulevard	67.9	67.9	68.3	68.3	68.1	68.0	68.0	68.0	67.9	0.0	67.9	67.9	67.9	67.9	67.9	68.0	67.9	67.9
074	8	2115 Southern Boulevard	67.6	67.6	68.1	68.1	67.8	67.7	67.7	67.7	67.6	0.0	67.6	67.6	67.7	67.6	67.6	67.7	67.6	67.6
074	9	2115 Southern Boulevard	67.3	67.3	67.8	67.8	67.5	67.4	67.4	67.4	67.3	0.0	67.4	67.3	67.4	67.3	67.3	67.4	67.3	67.3
074	10	2115 Southern Boulevard	67.0	67.0	67.5	67.5	67.2	67.1	67.1	67.1	67.0	0.0	67.1	67.0	67.1	67.0	67.0	67.1	67.0	67.0
074	11	2115 Southern Boulevard	66.7	66.7	67.3	67.3	67.0	66.8	66.8	66.8	66.7	0.0	66.8	66.7	66.8	66.7	66.7	66.8	66.7	66.7
074	12	2115 Southern Boulevard	66.5	66.5	67.1	67.1	66.8	66.6	66.6	66.6	66.5	0.0	66.6	66.5	66.6	66.5	66.6	66.6	66.6	66.5
074	13	2115 Southern Boulevard	66.3	66.3	66.9	66.9	66.6	66.4	66.4	66.4	66.3	0.0	66.4	66.3	66.4	66.3	66.4	66.4	66.4	66.3
074	14	2115 Southern Boulevard	66.1	66.1	66.7	66.7	66.4	66.3	66.2	66.2	66.1	0.0	66.2	66.1	66.2	66.1	66.2	66.2	66.2	66.1
074	15	2115 Southern Boulevard	65.8	65.8	66.5	66.5	66.1	66.0	65.9	65.9	65.8	0.0	65.9	65.8	65.9	65.8	65.9	65.9	65.9	65.8
074	16	2115 Southern Boulevard	65.5	65.5	66.2	66.2	65.8	65.7	65.7	65.6	65.5	0.0	65.6	65.5	65.6	65.5	65.6	65.6	65.6	65.5
074	17	2115 Southern Boulevard	65.3	65.3	66.0	66.0	65.6	65.5	65.5	65.4	65.3	0.0	65.4	65.3	65.4	65.3	65.4	65.4	65.4	65.3
074	18	2115 Southern Boulevard	65.0	65.0	65.8	65.8	65.4	65.2	65.2	65.1	65.0	0.0	65.1	65.0	65.1	65.0	65.1	65.1	65.1	65.0
074	19	2115 Southern Boulevard	64.8	64.8	65.6	65.6	65.2	65.0	65.0	64.9	64.8	0.0	64.9	64.8	64.9	64.9	64.9	64.9	64.9	64.8
074	20	2115 Southern Boulevard	64.5	64.5	65.3	65.4	64.9	64.7	64.7	64.6	64.5	0.0	64.6	64.5	64.6	64.6	64.6	64.6	64.6	64.5
074	21	2115 Southern Boulevard	64.2	64.2	65.1	65.1	64.6	64.4	64.4	64.3	64.2	0.0	64.3	64.2	64.3	64.3	64.3	64.3	64.3	64.2
074	22	2115 Southern Boulevard	63.9	63.9	64.8	64.9	64.3	64.1	64.1	64.0	63.9	0.0	64.0	63.9	64.0	64.0	64.0	64.0	64.0	63.9
074	23	2115 Southern Boulevard	63.7	63.7	64.7	64.7	64.1	63.9	63.9	63.8	63.7	0.0	63.8	63.7	63.8	63.8	63.8	63.8	63.8	63.7
074	24	2115 Southern Boulevard	63.5	63.5	64.5	64.5	64.0	63.7	63.7	63.6	63.5	0.0	63.6	63.5	63.6	63.6	63.6	63.6	63.6	63.5
074	25	2115 Southern Boulevard	63.3	63.3	64.3	64.3	63.8	63.5	63.5	63.4	63.3	0.0	63.4	63.3	63.5	63.4	63.4	63.4	63.4	63.3
074	26	2115 Southern Boulevard	63.2	63.2	64.2	64.3	63.7	63.4	63.4	63.3	63.2	0.0	63.3	63.2	63.4	63.3	63.3	63.3	63.3	63.2
074	27	2115 Southern Boulevard	63.0	63.0	64.1	64.1	63.5	63.3	63.2	63.1	63.0	0.0	63.1	63.0	63.2	63.1	63.1	63.1	63.1	63.0
074	28	2115 Southern Boulevard	62.9	62.9	64.0	64.0	63.4	63.2	63.1	63.0	62.9	0.0	63.0	62.9	63.0	63.0	63.0	63.0	63.0	62.9
075	1	2115 Southern Boulevard	60.5	60.5	72.0	72.1	65.1	64.2	64.9	63.8	60.7	0.0	60.6	60.6	60.8	60.6	60.7	60.7	60.7	60.5
075	2	2115 Southern Boulevard	62.8	62.8	72.2	72.6	69.1	67.9	66.8	65.6	63.0	0.0	62.9	62.9	63.0	62.9	62.9	63.0	63.0	62.8
075	3	2115 Southern Boulevard	63.2	63.2	74.3	74.7	70.1	69.0	67.1	65.9	63.4	0.0	63.3	63.3	63.4	63.3	63.3	63.4	63.4	63.2
075	4	2115 Southern Boulevard	64.0	64.1	74.4	74.9	70.5	69.5	67.7	66.5	64.1	0.0	64.1	64.1	64.2	64.1	64.1	64.2	64.2	64.1
075	5	2115 Southern Boulevard	63.9	64.0	74.5	75.0	70.6	69.6	68.0	66.5	64.0	0.0	64.0	64.1	64.2	64.0	64.1	64.2	64.2	64.1
075	6	2115 Southern Boulevard	63.8	63.9	74.9	75.2	70.9	69.8	68.4	66.8	63.9	0.0	63.9	64.3	64.3	64.0	64.1	64.3	64.4	64.2
075	7	2115 Southern Boulevard	63.8	63.9	75.5	75.8	71.7	70.1	69.1	67.3	63.9	0.0	63.9	64.6	64.5	64.2	64.2	64.6	64.6	64.5
075	8	2115 Southern Boulevard	63.7	63.8	76.1	76.3	72.4	70.4	69.5	67.5	63.8	0.0	63.8	64.8	66.5	64.9	64.8	65.2	64.8	64.5
075	9	2115 Southern Boulevard	63.2	63.3	76.2	76.4	72.6	70.2	69.3	67.1	63.4	0.0	63.3	64.5	67.1	65.2	65.1	65.5	64.5	63.9
075	10	2115 Southern Boulevard	63.0	63.1	76.3	76.3	72.5	69.9	69.5	67.1	63.2	0.0	63.1	64.3	67.1	65.2	65.0	65.5	64.3	63.8
075	11	2115 Southern Boulevard	63.0	63.1	75.9	76.0	72.2	69.7	69.3	67.1	63.2	0.0	63.1	64.4	67.4	65.4	65.2	65.7	64.5	64.1
075	12	2115 Southern Boulevard	62.9	63.0	75.9	76.0	72.2	69.6	69.4	67.1	63.1	0.0	63.0	64.6	67.5	65.4	65.1	65.9	64.8	64.3
075	13	2115 Southern Boulevard	62.8	62.9	76.0	76.0	72.2	69.6	69.4	67.0	63.0	0.0	62.9	64.6	67.7	65.4	65.2	65.9	64.9	64.3
075	14	2115 Southern Boulevard	62.5	62.6	75.9	76.0	72.2	69.6	69.4	67.0	62.7	0.0	62.6	64.4	67.9	65.3	65.0	65.9	64.8	64.0
075	15	2115 Southern Boulevard	62.5	62.6	75.9	75.9	72.2	69.6	69.5	67.0	62.7	0.0	62.6	64.4	68.0	65.1	64.8	65.7	64.8	64.0
075	16	2115 Southern Boulevard	62.3	62.4	75.9	75.9	72.1	69.5	69.5	67.0	62.5	0.0	62.4	64.2	67.9	64.7	64.2	65.3	64.7	63.9
075	17	2115 Southern Boulevard	62.3	62.4	75.8	75.8	72.0	69.5	69.5	67.0	62.5	0.0	62.4	64.2	68.0	65.0	64.4	65.5	64.7	63.9
075	18	2115 Southern Boulevard	62.5	62.6	75.4	75.4	72.0	69.5	69.6	67.1	62.7	0.0	62.6	64.3	67.8	65.7	65.1	66.0	64.7	64.0
075	19	2115 Southern Boulevard	62.2	62.3	75.2	75.3	71.9	69.3	69.5	67.0	62.4	0.0	62.3	64.1	67.9	65.9	65.2	66.1	64.6	63.8
075	20	2115 Southern Boulevard	62.0	62.1	75.1	75.2	71.8	69.2	69.4	67.0	62.2	0.0	62.1	64.0	68.0	65.7	65.3	66.6	64.5	63.7
075	21	2115 Southern Boulevard	61.8	61.9	75.1	75.1	71.7	69.1	69.0	66.4	62.0	0.0	61.9	63.9	69.3	66.0	65.6	66.8	64.3	63.5
075	22	2115 Southern Boulevard	61.7	61.8	75.0	75.0	71.6	68.9	68.8	66.3	61.9	0.0	61.8	63.8	69.7	66.5	65.8	67.0	64.3	63.2
075	23	2115 Southern Boulevard	61.5	61.6	74.4	74.5	71.5	68.8	68.7	66.2	61.7	0.0	61.6	63.7	70.2	66.9	66.0	67.2	64.2	63.1
075	24	2115 Southern Boulevard	61.4	61.5	74.2	74.2	71.0	68.6	68.6	66.1	61.6	0.0	61.5	63.6	70.6	67.0	66.2	67.7	64.2	63.0
075	25	2115 Southern Boulevard	61.2	61.3	74.1	74.2	71.0	68.5	68.5	66.0	61.4	0.0	61.3	63.4	70.6	66.9	66.1	67.7	64.1	62.8
075	26	2115 Southern Boulevard	61.1	61.2	74.0	74.1	70.9	68.4	68.4	65.9	61.3	0.0	61.2	63.4	70.6	67.1	66.3	67.9	64.1	62.7
075	27	2115 Southern Boulevard	61.0	61.1	73.9	74.0	70.8	68.3	68.3	65.8	61.2	0.0	61.1	63.3	70.6	67.1	66.3	68.2	64.0	62.7
075	28	2115 Southern Boulevard	60.9	61.0	73.7	73.8	70.6	68.0	68.1	65.8	61.1	0.0	61.0	63.2	70.6	67.1	66.3	67.9	64.0	62.6
076	1	2115 Southern Boulevard	60.0	60.0	60.6	60.6	60.3	60.2	60.2	60.1	60.0	0.0	60.0	60.5	60.5	60.2	60.1	60.3	60.4	60.2
076	2	2115 Southern Boulevard	62.1	62.1	62.6	62.6	62.3	62.2	62.2	62.2	62.1	0.0	62.1	62.3	62.4	62.2	62.2	62.2	62.2	62.1
076	3	2115 Southern Boulevard	61.8	61.8	62.4	62.4	62.0	61.9	62.0	61.9	61.8	0.0	61.8	62.0	62.1	61.9	61.9	61.9	62.0	61.9
076	4	2115 Southern Boulevard	61.6	61.6	62.3	62.3	61.8	61.7	61.9	61.8	61.6	0.0	61.6	61.9	62.0	61.7	61.7	61.8	61.9	61.8
076	5	2115 Southern Boulevard	61.6	61.6	62.6	62.6	61.9	61.8	61.9	61.8	61.6	0.0	61.6	62.1	62.1	61.8	61.7	61.9	62.1	62.0
076	6	2115 Southern Boulevard	61.9	61.9	63.3	63.3	62.3	62.1	62.3	62.1	61.9	0.0	61.9	62.6	62.5	62.2	62.1	62.3	62.6	62.6
076	7	2115 Southern Boulevard	61.8	61.8	65.1	65.1	62.5	62.2	62.5	62.2	61.8	0.0	61.8	63.0	63.0	62.6	62.2	62.5	62.7	62.7
076	8	2115 Southern Boulevard	61.7	61.7	65.8	65.6	62.6	62.3	62.7	62.2	61.7	0.0	61.7	63.1	63.4	62.9	62.3	62.7	63.0	63.2
076	9	2115 Southern Boulevard	61.6	61.6	66.4	66.4	62.9	62.4	62.7	62.1	61.6	0.0	61.6	63.8	64.7	63.4	62.7	63.1	63.4	62.6
076	10	2115 Southern Boulevard	61.4	61.4	64.7	64.1	62.2	62.0	62.3	61.8	61.4	0.0	61.4	63.1	64.7	63.3	62.6	63.8	63.5	62.9
076	11	2115 Southern Boulevard	61.2	61.2	65.4	62.2	61.6	61.4	61.5	61.3	61.2	0.0	61.2	63.0	65.4	63.6	62.8	63.9	63.4	62.7
076	12	2115 Southern Boulevard	60.9	60.9	66.1	62.0	61.3	61.1	61.2	61.0	60.9	0.0	60.9	63.0	66.1	63.9	62.8	64.0	63.2	62.5
076	13	2115 Southern Boulevard	60.7	60.7	66.5	61.8	61.2	60.9	61.0	60.8	60.7	0.0	60.7	63.1	66.5	64.3	62.8	64.0	63.1	62.4
076	14	2115 Southern Boulevard	60.6	60.6	66.7	61.7	61.1	60.8	60.9	60.7	60.6	0.0	60.6	63.0	66.7	64.4	62.9	64.0	63.2	62.3
076	15	2115 Southern Boulevard	60.5	60.5	66.9	61.7	61.0	60.7	60.8	60.6	60.5	0.0	60.5	63.0	66.9	64.3	62.7	63.9	63.1	62.2
076	16	2115 Southern Boulevard	60.4	60.4	67.1	61.6	60.9	60.6	60.7	60.5	60.4	0.0	60.4	62.9	67.1	64.3	62.9	64.0	63.1	62.2
076	17	2115 Southern Boulevard	60.3	60.3	67.4	61.5	60.8	60.5	60.6	60.4	60.3	0.0	60.3	62.8	67.4	64.5	63.0	64.1	63.0	62.1
076	18	2115 Southern Boulevard	60.2	60.2	67.3	61.4	60.7	60.4	60.5	60.3	60.2	0.0	60.2	62.8	67.3	64.6	63.2	64.3	62.9	62.0
076	19	2115 Southern Boulevard	60.1	60.1	67.5	61.3	60.6	60.3	60.4	60.2	60.1	0.0	60.1	62.7	67.5	64.9	63.5	64.5	62.9	61.9
076	20	2115 Southern Boulevard	60.0	60.0	67.1	61.2	60.5	60.2	60.3	60.1	60.0	0.0	60.0	62.6	67.1	64.9	63.8	64.8	62.8	61.9
076	21	2115 Southern Boulevard	59.9	59.9	67.4	61.1	60.4	60.1	60.2	60.1	59.9	0.0	59.9	62.6	67.4	65.0	63.9	64.9	62.8	61.8
076	22	2115 Southern Boulevard	59.8	59.8	68.1	61.1	60.3	60.0	60.1	60.0	59.8	0.0	59.8	62.5	68.1	65.3	64.2	65.1	62.7	61.7
076	23	2115 Southern Boulevard	59.8	59.8	69.0	61.0	60.3	60.0	60.1	60.0	59.8	0.0	59.8	62.5	69.0	65.6	64.6	65.4	62.7	61.4
076	24	2115 Southern Boulevard	59.6	59.6	69.3	60.9	60.1	59.8	59.9	59.8	59.6	0.0	59.6	62.4	69.4	65.9	64.9	65.6	62.6	61.2
076	25	2115 Southern Boulevard	59.6	59.6	69.7	60.9	60.1	59.8	59.9	59.8	59.6	0.0	59.6	62.4	69.9	66.2	65.3	66.0	62.6	61.2
076	26	2115 Southern Boulevard	59.4	59.4	69.8	60.7	59.9	59.6	59.7	59.6	59.4	0.0	59.4	62.3	70.0	66.1	65.2	66.0	62.4	61.1
076	27	2115 Southern Boulevard	59.3	59.3	69.8	60.6	59.8	59.5	59.6	59.5	59.3	0.0	59.3	62.2	70.0	66.2	65.3	66.0	62.4	61.0
076	28	2115 Southern Boulevard	59.0	59.0	69.8	60.4	59.6	59.2	59.4	59.2	59.0	0.0	59.0	62.0	70.0	66.2	65.3	66.2	62.2	60.8
077	1	2110 Mapes Avenue	63.9	63.9	64.0	64.0	63.9	63.9	63.9	63.9	63.9	0.0	63.9	63.9	64.0	63.9	63.9	64.0	63.9	63.9
077	2	2110 Mapes Avenue	64.5	64.5	64.6	64.6	64.5	64.5	64.5	64.5	64.5	0.0	64.5	64.5	64.6	64.5	64.5	64.6	64.5	64.5
077	3	2110 Mapes Avenue	64.3	64.3	64.5	64.5	64.3	64.3	64.3	64.3	64.3	0.0	64.3	64.3	64.4	64.3	64.3	64.4	64.3	64.3
078	1	2114 Mapes Avenue	63.0	63.0	63.1	63.1	63.1	63.0	63.1	63.0	63.0	0.0	63.0	63.0	63.1	63.0	63.0	63.1	63.1	63.0
078	2	2114 Mapes Avenue	63.3	63.3	63.4	63.4	63.4	63.3	63.4	63.3	63.3	0.0	63.3	63.3	63.4	63.3	63.3	63.4	63.3	63.3
078	3	2114 Mapes Avenue	63.2	63.2	63.3	63.4	63.3	63.2	63.3	63.2	63.2	0.0	63.2	63.2	63.3	63.2	63.2	63.3	63.3	63.2
079	1	2130 Mapes Avenue	62.3	62.3	63.4	63.1	62.6	62.4	63.1	63.0	62.3	0.0	62.3	62.5	63.4	62.6	62.6	62.8	62.5	62.4
079	2	2130 Mapes Avenue	62.5	62.5	64.0	64.0	63.0	62.7	63.3	63.2	62.5	0.0	62.5	62.9	63.9	63.1	63.0	63.2	62.8	62.6
080	1	2130 Mapes Avenue	58.4	58.5	70.9	64.1	59.6	58.9	60.0	59.8	58.5	0.0	58.6	60.4	70.9	63.9	63.9	64.6	61.2	59.7
080	2	2130 Mapes Avenue	58.4	58.5	74.0	65.6	60.5	59.4	60.9	60.4	58.5	0.0	58.7	60.9	74.1	64.9	64.7	65.4	63.4	59.8
081	1	2132 Mapes Avenue	58.4	58.4	69.9	63.4	60.8	59.6	60.7	59.8	58.4	0.0	58.5	60.9	70.1	62.8	62.7	65.5	65.1	67.3
081	2	2132 Mapes Avenue

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

			Increment		Increment														
					2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Incr. Min	Incr. Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
073	5	2115 Southern Boulevard	0.0	6.4	6.7	3.2	2.5	1.5	0.8	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
073	6	2115 Southern Boulevard	0.0	6.9	7.1	3.6	2.7	1.9	1.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
073	7	2115 Southern Boulevard	0.0	7.5	7.6	4.2	3.0	2.2	1.1	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
073	8	2115 Southern Boulevard	0.0	7.8	8.0	4.6	3.2	2.4	1.2	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
073	9	2115 Southern Boulevard	0.0	7.9	8.0	4.9	3.1	2.5	1.3	0.1	0.0	0.1	0.0	0.1	0.0	0.1	0.2	0.2	0.1
073	10	2115 Southern Boulevard	0.0	8.2	8.3	5.2	3.3	2.8	1.5	0.1	0.0	0.1	0.1	0.1	0.0	0.1	0.2	0.2	0.1
073	11	2115 Southern Boulevard	0.0	8.5	8.6	5.5	3.5	3.1	1.7	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.3	0.1
073	12	2115 Southern Boulevard	0.0	8.8	8.9	5.7	3.7	3.3	1.8	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.3	0.1
073	13	2115 Southern Boulevard	0.0	9.1	9.2	6.0	4.0	3.5	1.9	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.2	0.3	0.1
073	14	2115 Southern Boulevard	0.0	9.3	9.5	6.3	4.3	3.8	2.0	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.2
073	15	2115 Southern Boulevard	0.0	9.5	9.7	6.6	4.5	3.9	2.2	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.3	0.4	0.2
073	16	2115 Southern Boulevard	0.0	9.8	9.9	6.7	4.6	4.2	2.3	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.3	0.4	0.2
073	17	2115 Southern Boulevard	0.1	9.6	9.8	6.8	4.8	4.4	2.5	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.3	0.4	0.2
073	18	2115 Southern Boulevard	0.1	9.8	10.0	7.0	5.0	4.6	2.7	0.1	0.0	0.1	0.2	0.2	0.2	0.2	0.4	0.4	0.2
073	19	2115 Southern Boulevard	0.1	10.0	10.1	7.1	5.2	4.7	2.7	0.1	0.0	0.1	0.2	0.5	0.2	0.3	0.6	0.5	0.2
073	20	2115 Southern Boulevard	0.1	10.2	10.4	7.4	5.3	4.9	2.9	0.1	0.0	0.1	0.2	1.9	0.4	0.4	0.7	0.5	0.2
073	21	2115 Southern Boulevard	0.1	10.3	10.5	7.4	5.3	5.0	3.0	0.2	0.0	0.1	0.2	2.1	0.6	0.5	0.9	0.5	0.2
073	22	2115 Southern Boulevard	0.1	10.4	10.6	7.5	5.4	5.0	2.9	0.2	0.0	0.1	0.2	2.2	0.8	0.5	0.9	0.5	0.2
073	23	2115 Southern Boulevard	0.1	10.5	10.7	7.5	5.4	5.0	3.0	0.2	0.0	0.1	0.3	2.5	1.0	0.8	1.1	0.5	0.3
073	24	2115 Southern Boulevard	0.1	10.1	10.3	7.6	5.5	5.0	3.1	0.2	0.0	0.1	0.3	2.7	1.3	1.1	1.4	0.6	0.3
073	25	2115 Southern Boulevard	0.1	10.1	10.2	7.2	5.2	5.1	3.2	0.2	0.0	0.1	0.3	2.8	1.3	1.1	1.8	0.6	0.3
073	26	2115 Southern Boulevard	0.1	10.2	10.3	7.3	5.2	5.2	3.2	0.2	0.0	0.1	0.3	2.9	1.3	1.1	2.2	0.7	0.3
073	27	2115 Southern Boulevard	0.1	10.3	10.4	7.5	5.3	5.2	3.3	0.2	0.0	0.1	0.3	3.0	1.4	1.2	2.4	0.8	0.3
073	28	2115 Southern Boulevard	0.1	10.3	10.4	7.5	5.2	5.2	3.3	0.2	0.0	0.1	0.4	3.2	1.5	1.3	2.5	0.8	0.3
074	1	2115 Southern Boulevard	0.0	0.2	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
074	2	2115 Southern Boulevard	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
074	3	2115 Southern Boulevard	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
074	4	2115 Southern Boulevard	0.0	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
074	5	2115 Southern Boulevard	0.0	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
074	6	2115 Southern Boulevard	0.0	0.4	0.4	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
074	7	2115 Southern Boulevard	0.0	0.4	0.4	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
074	8	2115 Southern Boulevard	0.0	0.5	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
074	9	2115 Southern Boulevard	0.0	0.5	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0
074	10	2115 Southern Boulevard	0.0	0.5	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0
074	11	2115 Southern Boulevard	0.0	0.6	0.6	0.3	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0
074	12	2115 Southern Boulevard	0.0	0.6	0.6	0.3	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
074	13	2115 Southern Boulevard	0.0	0.6	0.6	0.3	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
074	14	2115 Southern Boulevard	0.0	0.6	0.6	0.3	0.2	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
074	15	2115 Southern Boulevard	0.0	0.7	0.7	0.3	0.2	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
074	16	2115 Southern Boulevard	0.0	0.7	0.7	0.3	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
074	17	2115 Southern Boulevard	0.0	0.7	0.7	0.3	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
074	18	2115 Southern Boulevard	0.0	0.8	0.8	0.4	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.1	0.0
074	19	2115 Southern Boulevard	0.0	0.8	0.8	0.4	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0
074	20	2115 Southern Boulevard	0.0	0.8	0.9	0.4	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0
074	21	2115 Southern Boulevard	0.0	0.9	0.9	0.4	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0
074	22	2115 Southern Boulevard	0.0	0.9	1.0	0.4	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0
074	23	2115 Southern Boulevard	0.0	1.0	1.0	0.4	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0
074	24	2115 Southern Boulevard	0.0	1.0	1.0	0.5	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0
074	25	2115 Southern Boulevard	0.0	1.0	1.0	0.5	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.1	0.1	0.0
074	26	2115 Southern Boulevard	0.0	1.0	1.1	0.5	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.1	0.1	0.0
074	27	2115 Southern Boulevard	0.0	1.1	1.1	0.5	0.3	0.2	0.1	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.1	0.1	0.0
074	28	2115 Southern Boulevard	0.0	1.1	1.1	0.5	0.3	0.2	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1	0.1	0.0
075	1	2115 Southern Boulevard	0.0	11.5	11.6	4.6	3.7	4.4	3.3	0.2	0.0	0.1	0.1	0.3	0.1	0.2	0.2	0.2	0.0
075	2	2115 Southern Boulevard	0.0	9.4	9.8	6.3	5.1	4.0	2.8	0.2	0.0	0.1	0.1	0.2	0.1	0.1	0.2	0.2	0.0
075	3	2115 Southern Boulevard	0.0	11.1	11.5	6.9	5.8	3.9	2.7	0.2	0.0	0.1	0.1	0.2	0.1	0.1	0.2	0.2	0.0
075	4	2115 Southern Boulevard	0.1	10.4	10.9	6.5	5.5	3.7	2.5	0.1	0.0	0.1	0.1	0.2	0.1	0.1	0.2	0.2	0.1
075	5	2115 Southern Boulevard	0.1	10.6	11.1	6.7	5.7	4.1	2.6	0.1	0.0	0.1	0.2	0.3	0.1	0.2	0.3	0.3	0.2
075	6	2115 Southern Boulevard	0.1	11.1	11.4	7.1	6.0	4.6	3.0	0.1	0.0	0.1	0.5	0.5	0.2	0.3	0.5	0.6	0.4
075	7	2115 Southern Boulevard	0.1	11.7	12.0	7.9	6.3	5.3	3.5	0.1	0.0	0.1	0.8	0.7	0.4	0.4	0.8	0.8	0.7
075	8	2115 Southern Boulevard	0.1	12.4	12.6	8.7	6.7	5.8	3.8	0.1	0.0	0.1	1.1	2.8	1.2	1.1	1.5	1.1	0.8
075	9	2115 Southern Boulevard	0.1	13.0	13.2	9.4	7.0	6.1	3.9	0.2	0.0	0.1	1.3	3.9	2.0	1.9	2.3	1.3	0.7
075	10	2115 Southern Boulevard	0.1	13.3	13.3	9.5	6.9	6.5	4.1	0.2	0.0	0.1	1.3	4.1	2.2	2.0	2.5	1.3	0.8
075	11	2115 Southern Boulevard	0.1	12.9	13.0	9.2	6.7	6.3	4.1	0.2	0.0	0.1	1.4	4.4	2.4	2.2	2.7	1.5	1.1
075	12	2115 Southern Boulevard	0.1	13.0	13.1	9.3	6.7	6.5	4.2	0.2	0.0	0.1	1.7	4.6	2.5	2.2	3.0	1.9	1.4
075	13	2115 Southern Boulevard	0.1	13.2	13.2	9.4	6.8	6.6	4.2	0.2	0.0	0.1	1.8	4.9	2.6	2.4	3.1	2.1	1.5
075	14	2115 Southern Boulevard	0.1	13.4	13.5	9.7	7.1	6.9	4.5	0.2	0.0	0.1	1.9	5.4	2.8	2.5	3.4	2.3	1.5
075	15	2115 Southern Boulevard	0.1	13.4	13.4	9.7	7.1	7.0	4.5	0.2	0.0	0.1	1.9	5.5	2.6	2.3	3.2	2.3	1.5
075	16	2115 Southern Boulevard	0.1	13.6	13.6	9.8	7.2	7.2	4.7	0.2	0.0	0.1	1.9	5.6	2.4	1.9	3.0	2.4	1.6
075	17	2115 Southern Boulevard	0.1	13.5	13.5	9.7	7.2	7.2	4.7	0.2	0.0	0.1	1.9	5.7	2.7	2.1	3.2	2.4	1.6
075	18	2115 Southern Boulevard	0.1	12.9	12.9	9.5	7.0	7.1	4.6	0.2	0.0	0.1	1.8	5.3	3.2	2.6	3.5	2.2	1.5
075	19	2115 Southern Boulevard	0.1	13.0	13.1	9.7	7.1	7.3	4.8	0.2	0.0	0.1	1.9	5.7	3.7	3.0	3.9	2.4	1.6
075	20	2115 Southern Boulevard	0.1	13.1	13.2	9.8	7.2	7.4	5.0	0.2	0.0	0.1	2.0	6.0	3.7	3.3	4.6	2.5	1.7
075	21	2115 Southern Boulevard	0.1	13.3	13.3	9.9	7.3	7.2	4.6	0.2	0.0	0.1	2.1	7.5	4.2	3.8	5.0	2.5	1.7
075	22	2115 Southern Boulevard	0.1	13.3	13.3	9.9	7.2	7.1	4.6	0.2	0.0	0.1	2.1	8.0	4.8	4.1	5.3	2.6	1.5
075	23	2115 Southern Boulevard	0.1	12.9	13.0	10.0	7.3	7.2	4.7	0.2	0.0	0.1	2.2	8.7	5.4	4.5	5.7	2.7	1.6
075	24	2115 Southern Boulevard	0.1	12.8	12.8	9.6	7.2	7.2	4.7	0.2	0.0	0.1	2.2	9.2	5.6	4.8	6.3	2.8	1.6
075	25	2115 Southern Boulevard	0.1	12.9	13.0	9.8	7.3	7.3	4.8	0.2	0.0	0.1	2.2	9.4	5.7	4.9	6.5	2.9	1.6
075	26	2115 Southern Boulevard	0.1	12.9	13.0	9.8	7.3	7.3	4.8	0.2	0.0	0.1	2.3	9.5	6.0	5.2	6.8	3.0	1.6
075	27	2115 Southern Boulevard	0.1	12.9	13.0	9.8	7.3	7.3	4.8	0.2	0.0	0.1	2.3	9.6	6.1	5.3	7.2	3.0	1.7
075	28	2115 Southern Boulevard	0.1	12.8	12.9	9.7	7.1	7.2	4.9	0.2	0.0	0.1	2.3	9.7	6.2	5.4	7.0	3.1	1.7
076	1	2115 Southern Boulevard	0.0	0.6	0.6	0.3	0.2	0.2	0.1	0.0	0.0	0.0	0.5	0.5	0.2	0.1	0.3	0.4	0.2
076	2	2115 Southern Boulevard	0.0	0.5	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.3	0.1	0.1	0.1	0.1	0.0
076	3	2115 Southern Boulevard	0.0	0.6	0.6	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.2	0.3	0.1	0.1	0.1	0.2	0.1
076	4	2115 Southern Boulevard	0.0	0.7	0.7	0.2	0.1	0.3	0.2	0.0	0.0	0.0	0.3	0.4	0.1	0.1	0.2	0.3	0.2
076	5	2115 Southern Boulevard	0.0	1.0	1.0	0.3	0.2	0.3	0.2	0.0	0.0	0.0	0.5	0.5	0.2	0.1	0.3	0.5	0.4
076	6	2115 Southern Boulevard	0.0	1.4	1.4	0.4	0.2	0.4	0.2	0.0	0.0	0.0	0.7	0.6	0.3	0.2	0.4	0.7	0.7
076	7	2115 Southern Boulevard	0.0	3.3	3.3	0.7	0.4	0.7	0.4	0.0	0.0	0.0	1.2	1.2	0.8	0.4	0.7	0.9	0.9
076	8	2115 Southern Boulevard	0.0	4.1	3.9	0.9	0.6	1.0	0.5	0.0	0.0	0.0	1.4	1.7	1.2	0.6	1.0	1.3	1.5
076	9	2115 Southern Boulevard	0.0	4.8	4.8	1.3	0.8	1.1	0.5	0.0	0.0	0.0	2.2	3.1	1.8	1.1	1.5	1.8	1.0
076	10	2115 Southern Boulevard	0.0	3.3	2.7	0.8	0.6	0.9	0.4	0.0	0.0	0.0	1.7	3.3	1.9	1.2	2.4	2.1	1.5
076	11	2115 Southern Boulevard	0.0	4.2	1.0	0.4	0.2	0.3	0.1	0.0	0.0	0.0	1.8	4.2	2.4	1.6	2.7	2.2	1.5
076	12	2115 Southern Boulevard	0.0	5.2	1.1	0.4	0.2	0.3	0.1	0.0	0.0	0.0	2.1	5.2	3.0	1.9	3.1	2.3	1.6
076	13	2115 Southern Boulevard	0.0	5.8	1.1	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.4	5.8	3.6	2.1	3.3	2.4	1.7
076	14	2115 Southern Boulevard	0.0	6.1	1.1	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.4	6.1	3.8	2.3	3.4	2.6	1.7
076	15	2115 Southern Boulevard	0.0	6.4	1.2	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.5	6.4	3.8	2.2	3.4	2.6	1.7
076	16	2115 Southern Boulevard	0.0	6.7	1.2	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.5	6.7	3.9	2.5	3.6	2.7	1.8
076	17	2115 Southern Boulevard	0.0	7.1	1.2	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.5	7.1	4.2	2.7	3.8	2.7	1.8
076	18	2115 Southern Boulevard	0.0	7.1	1.2	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.6	7.1	4.4	3.0	4.1	2.7	1.8
076	19	2115 Southern Boulevard	0.0	7.4	1.2	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.6	7.4	4.8	3.4	4.4	2.8	1.8
076	20	2115 Southern Boulevard	0.0	7.1	1.2	0.5	0.2	0.3	0.1	0.0	0.0	0.0	2.6	7.1	4.9	3.8	4.8	2.8	1.9
076	21	2115 Southern Boulevard	0.0	7.5	1.2	0.5	0.2	0.3	0.2	0.0	0.0	0.0	2.7	7.5	5.1	4.0	5.0	2.9	1.9
076	22	2115 Southern Boulevard	0.0	8.3	1.3	0.5	0.2	0.3	0.2	0.0	0.0	0.0	2.7	8.3	5.5	4.4	5.3	2.9	1.9
076	23	2115 Southern Boulevard	0.0	9.2	1.2	0.5	0.2	0.3	0.2	0.0	0.0	0.0	2.7	9.2	5.8	4.8	5.6	2.9	1.6
076	24	2115 Southern Boulevard	0.0	9.7	1.3	0.5	0.2	0.3	0.2	0.0	0.0	0.0	2.8	9.8	6.3	5.3	6.0	3.0	1.6
076	25	2115 Southern Boulevard	0.0	10.1	1.3	0.5	0.2	0.3	0.2	0.0	0.0	0.0	2.8	10.3	6.6	5.7	6.4	3.0	1.6
076	26	2115 Southern Boulevard	0.0	10.4	1.3	0.5	0.2	0.3	0.2	0.0	0.0	0.0	2.9	10.6	6.7	5.8	6.6	3.0	1.7
076	27	2115 Southern Boulevard	0.0	10.5	1.3	0.5	0.2	0.3	0.2	0.0	0.0	0.0	2.9	10.7	6.9	6.0	6.7	3.1	1.7
076	28	2115 Southern Boulevard	0.0	10.8	1.4	0.6	0.2	0.4	0.2	0.0	0.0	0.0	3.0	11.0	7.2	6.3	7.2	3.2	1.8
077	1	2110 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
077	2	2110 Mapes Avenue	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
077	3	2110 Mapes Avenue	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
078	1	2114 Mapes Avenue	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
078	2	2114 Mapes Avenue	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
078	3	2114 Mapes Avenue	0.0	0.1	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
079	1	2130 Mapes Avenue	0.0	1.1	0.8	0.3	0.1	0.8	0.7	0.0	0.0	0.0	0.2	1.1	0.3	0.3	0.5	0.2	0.1
079	2	2130 Mapes Avenue	0.0	1.5	1.5	0.5	0.2	0.8	0.7	0.0	0.0	0.0	0.4	1.4	0.6	0.5	0.7	0.3	0.1
080	1	2130 Mapes Avenue	0.0	12.4	5.7	1.1	0.5	1.6	1.4	0.0	0.0	0.1	2.0	12.4	5.5	5.5	6.2	2.8	1.2
080	2	2130 Mapes Avenue	0.1	15.6	7.2	2.1	1.0	2.4	2.0	0.1	0.0	0.3	2.5	15.7	6.5	6.3	7.0	5.0	1.4
081	1	2132 Mapes Avenue	0.0	11.5	5.0	2.4	1.2	2.2	1.4	0.0	0.0	0.1	2.4	11.7	4.4	4.2	7.1	6.7	8.9
081	2	2132 Mapes Avenue	0.0	13.0	7.9	4.4	2.5	3.7	2.1	0.0	0.0	0.1	1.7	13.3	7.0	6.6	8.7	7.0	9.1
081	3	2132 Mapes Avenue	0.0	13.5	10.7	6.5	3.8	5.5	3.6	0.0	0.0	0.1	2.8	13.6	6.9	6.3	8.4	5.0	4.7
081	4	2132 Mapes Avenue	0.1	13.9	12.2	8.0	5.4	6.5	4.2	0.1	0.0	0.1	3.3	13.9	6.0	5.2	7.9	5.8	3.9
082	1	2132 Mapes Avenue	0.0	2.7	0.4	0.1	0.1	0.1	0.1	0.0	0.0	0.1	0.7	2.8	0.9	0.7	1.2	0.6	0.2
082	2	2132 Mapes Avenue	0.0	2.7	0.4	0.1	0.0	0.1	0.1	0.0	0.0	0.1	1.0	2.8	1.0	0.8	1.3	0.7	0.2
082	3	2132 Mapes Avenue	0.0	3.9	0.4	0.1	0.1	0.1	0.1	0.0	0.0	0.1	1.6	4.0	1.1	0.9	1.4	0.9	0.2
082	4	2132 Map

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

				Total L_{10}		Total L_{10}													
						2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Existing L10	L_{10} Min	L_{10} Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
100	3	2145 Southern Boulevard	68.5	68.6	76.2	75.5	70.9	69.8	70.8	69.9	68.6	0.0	68.6	68.7	73.7	72.4	72.3	78.2	69.8	69.7
100	4	2145 Southern Boulevard	68.5	68.6	77.5	75.6	71.1	70.1	71.0	69.9	68.6	0.0	68.6	68.7	73.7	72.4	72.3	78.5	70.0	69.7
100	5	2145 Southern Boulevard	68.4	68.5	77.4	75.8	71.3	70.2	71.1	70.0	68.5	0.0	68.5	68.9	74.1	72.5	72.3	78.5	70.4	69.0
101	1	2145 Southern Boulevard	58.4	58.4	75.2	64.1	60.8	59.8	61.2	60.6	58.4	0.0	58.7	65.4	75.3	69.6	67.9	70.6	67.7	69.7
101	2	2145 Southern Boulevard	58.4	58.5	81.3	64.7	61.8	60.1	61.7	61.0	58.5	0.0	58.8	66.4	81.4	76.4	74.6	76.4	68.8	71.7
101	3	2145 Southern Boulevard	58.4	58.4	82.3	65.5	62.5	60.5	61.7	60.5	58.4	0.0	58.9	67.7	82.3	76.6	74.8	76.4	69.0	71.3
101	4	2145 Southern Boulevard	58.4	58.4	82.5	62.7	62.2	59.5	60.0	59.0	58.4	0.0	58.9	69.9	82.5	77.4	75.9	77.4	69.1	71.3
101	5	2145 Southern Boulevard	58.4	58.4	82.5	61.2	59.7	59.1	59.8	59.3	58.4	0.0	58.9	68.9	82.6	77.7	76.4	77.9	70.1	71.4
102	1	2145 Southern Boulevard	58.4	58.4	75.5	59.3	58.7	58.6	58.8	58.7	58.4	0.0	58.6	65.8	75.5	69.6	67.9	69.9	68.2	70.7
102	2	2145 Southern Boulevard	58.4	58.4	79.9	60.2	58.7	58.6	58.8	58.7	58.4	0.0	58.6	66.8	79.9	73.2	71.7	73.2	68.5	70.5
102	3	2145 Southern Boulevard	58.4	58.4	81.2	60.3	58.9	58.7	58.9	58.7	58.4	0.0	58.6	68.0	81.2	75.4	73.6	75.1	69.1	70.7
102	4	2145 Southern Boulevard	58.4	58.5	82.0	60.6	59.2	58.8	59.2	58.8	58.5	0.0	58.6	70.0	82.0	76.5	75.0	76.2	69.2	70.7
102	5	2145 Southern Boulevard	58.4	58.5	82.1	62.9	60.6	59.6	60.6	59.8	58.5	0.0	58.6	68.6	82.1	76.7	75.0	76.5	70.5	70.9
103	2	2145 Southern Boulevard	67.5	67.6	74.7	74.6	70.5	69.1	70.3	69.2	67.6	0.0	67.6	68.0	69.8	69.2	69.2	75.9	73.0	69.8
103	3	2145 Southern Boulevard	67.6	67.7	75.6	75.6	70.7	69.3	70.4	69.3	67.7	0.0	67.7	68.1	71.0	70.6	70.6	75.9	73.3	70.0
103	4	2145 Southern Boulevard	67.9	68.0	75.9	75.9	71.2	69.9	71.2	70.0	68.0	0.0	68.0	68.4	71.2	70.7	70.7	76.9	73.5	69.7
103	5	2145 Southern Boulevard	67.9	68.0	76.0	76.0	71.6	70.1	71.2	69.8	68.0	0.0	68.0	69.8	71.8	71.0	70.9	77.0	73.9	70.0
104	1	801 East 181st Street	58.4	58.4	69.0	68.9	60.8	59.4	61.9	61.4	58.4	0.0	58.5	59.2	65.7	59.3	59.1	59.7	59.7	59.4
104	2	801 East 181st Street	58.4	58.4	69.9	69.7	64.0	61.2	63.6	62.2	58.4	0.0	58.5	61.1	66.6	60.6	60.1	61.0	61.5	60.8
104	3	801 East 181st Street	58.4	58.5	73.7	73.7	65.9	63.9	64.1	62.5	58.5	0.0	58.5	62.6	71.3	65.5	64.4	65.6	63.9	62.1
104	4	801 East 181st Street	58.4	58.5	74.0	74.0	66.4	64.4	64.8	62.7	58.5	0.0	58.5	62.7	73.4	68.2	66.1	67.1	64.8	64.6
104	5	801 East 181st Street	58.4	58.5	74.6	74.6	68.5	65.4	65.9	62.9	58.5	0.0	58.5	62.9	73.5	67.7	66.8	68.2	65.1	64.7
104	6	801 East 181st Street	58.4	58.5	75.1	75.1	69.0	65.8	66.4	63.3	58.5	0.0	58.6	63.6	73.1	68.7	66.9	68.3	65.1	64.8
105	1	801 East 181st Street	58.4	58.4	68.0	67.7	61.4	60.5	62.4	61.1	58.4	0.0	58.5	59.4	60.9	59.4	59.3	59.8	59.8	59.2
105	2	801 East 181st Street	58.4	58.4	70.2	70.0	62.7	60.9	62.8	61.3	58.4	0.0	58.5	60.7	61.7	60.0	59.9	61.0	61.3	60.1
105	3	801 East 181st Street	58.4	58.4	70.9	70.9	64.2	62.7	63.2	61.5	58.4	0.0	58.5	60.1	63.6	61.6	61.5	63.8	62.9	60.5
105	4	801 East 181st Street	58.4	58.4	71.6	71.5	64.7	63.0	63.7	61.8	58.4	0.0	58.5	61.7	64.2	61.4	60.9	64.8	64.6	61.3
105	5	801 East 181st Street	58.4	58.5	71.1	71.0	65.4	63.9	64.5	61.9	58.5	0.0	58.5	63.6	66.9	62.8	62.4	65.7	65.6	63.5
105	6	801 East 181st Street	58.4	58.5	73.1	73.1	67.2	64.3	65.1	62.1	58.5	0.0	58.5	63.8	69.8	65.2	64.4	67.1	66.4	65.3
106	1	801 East 181st Street	64.0	64.0	65.9	65.5	65.1	65.1	65.5	65.1	64.0	0.0	64.0	64.2	64.5	64.1	64.1	64.2	64.2	64.0
106	2	801 East 181st Street	64.0	64.0	68.4	68.1	67.7	67.7	65.6	65.2	64.0	0.0	64.0	64.2	64.5	64.1	64.1	64.3	64.3	64.0
106	3	801 East 181st Street	63.7	63.7	70.0	70.9	67.7	67.6	65.9	65.2	63.7	0.0	63.7	63.9	64.4	63.9	63.9	64.3	64.3	63.7
106	4	801 East 181st Street	63.4	63.4	70.1	70.9	67.7	67.6	66.3	65.3	63.4	0.0	63.4	63.8	64.2	63.7	63.7	64.3	64.4	63.5
106	5	801 East 181st Street	63.2	63.2	70.6	71.3	68.4	67.8	66.6	65.3	63.2	0.0	63.2	63.3	64.1	63.6	63.5	64.2	64.2	63.3
106	6	801 East 181st Street	63.0	63.0	71.6	72.1	69.6	67.8	66.7	65.2	63.0	0.0	63.0	63.1	63.9	63.4	63.4	64.4	64.5	63.1
107	1	801 East 181st Street	62.0	62.0	62.8	62.4	62.2	62.1	62.2	62.1	62.0	0.0	62.0	62.5	62.8	62.2	62.1	62.3	62.4	62.1
107	2	801 East 181st Street	62.6	62.6	63.7	63.0	62.8	62.7	62.8	62.7	62.6	0.0	62.6	63.0	63.7	62.9	62.9	63.0	63.0	62.6
107	3	801 East 181st Street	62.5	62.5	64.0	63.0	62.7	62.6	62.7	62.6	62.5	0.0	62.5	63.0	64.1	62.9	62.8	63.0	63.1	62.6
107	4	801 East 181st Street	62.1	62.1	64.1	62.8	62.4	62.3	62.4	62.3	62.1	0.0	62.1	62.7	64.1	62.6	62.6	62.8	62.8	62.2
107	5	801 East 181st Street	61.7	61.7	63.9	62.2	62.0	61.8	61.9	61.8	61.7	0.0	61.7	61.9	63.9	62.3	62.3	62.6	62.3	61.8
107	6	801 East 181st Street	61.3	61.3	63.6	62.1	61.7	61.5	61.5	61.4	61.3	0.0	61.3	63.6	62.8	61.9	61.8	62.6	63.6	61.4
108	1	801 East 181st Street	63.7	63.7	65.9	66.3	65.0	64.7	65.0	64.7	63.7	0.0	63.7	63.9	64.2	63.8	63.8	63.9	63.9	63.8
108	2	801 East 181st Street	63.8	63.8	67.3	68.0	66.3	66.0	65.2	64.8	63.8	0.0	63.8	64.0	64.3	64.0	64.0	64.0	64.0	63.9
108	3	801 East 181st Street	63.4	63.4	69.1	70.1	67.2	66.9	65.1	64.6	63.4	0.0	63.4	63.7	64.0	63.6	63.6	63.7	63.6	63.5
108	4	801 East 181st Street	63.0	63.0	69.1	70.1	67.0	66.8	64.9	64.3	63.0	0.0	63.0	63.4	63.8	63.3	63.3	63.4	63.4	63.2
108	5	801 East 181st Street	62.7	62.7	69.4	70.2	67.2	66.7	65.0	64.2	62.7	0.0	62.7	62.8	63.3	62.9	62.9	63.0	63.0	62.8
108	6	801 East 181st Street	62.4	62.4	69.9	70.7	68.1	66.8	65.3	64.1	62.4	0.0	62.4	62.6	63.1	62.7	62.6	62.7	62.8	62.5
109	1	801 East 181st Street	63.8	63.8	65.6	64.9	64.6	64.5	64.8	64.5	63.8	0.0	63.8	64.0	64.3	64.0	63.9	64.1	64.1	63.9
109	2	801 East 181st Street	64.0	64.0	68.0	66.2	65.9	65.9	65.0	64.7	64.0	0.0	64.0	64.3	64.6	64.2	64.2	64.3	64.4	64.2
109	3	801 East 181st Street	63.6	63.6	68.8	68.0	66.6	66.6	64.8	64.5	63.6	0.0	63.6	63.9	64.3	63.8	63.8	64.0	64.0	63.9
109	4	801 East 181st Street	63.1	63.1	68.7	67.9	66.4	66.3	64.6	64.1	63.1	0.0	63.1	63.7	64.0	63.4	63.4	63.6	63.8	63.6
109	5	801 East 181st Street	62.7	62.7	68.7	68.0	66.4	66.2	64.6	63.9	62.7	0.0	62.7	63.4	63.6	63.0	62.9	63.2	63.5	63.2
109	6	801 East 181st Street	62.4	62.4	68.7	68.6	66.6	66.2	64.7	63.8	62.4	0.0	62.4	63.3	63.5	62.8	62.7	63.0	63.3	63.1
110	1	803 East 182nd Street	68.8	68.8	78.0	69.9	68.9	68.9	68.9	68.9	68.8	0.0	69.8	70.8	78.0	74.0	73.2	74.4	70.4	68.8
110	2	803 East 182nd Street	69.0	69.0	81.3	70.5	69.1	69.1	69.1	69.1	69.0	0.0	70.1	71.5	81.3	75.4	74.7	75.9	71.2	69.0
110	3	803 East 182nd Street	68.7	68.7	82.1	70.3	68.8	68.8	68.9	68.8	68.7	0.0	71.2	73.2	82.2	77.8	76.6	77.6	72.4	68.7
110	4	803 East 182nd Street	68.2	68.2	82.6	70.0	68.3	68.3	68.4	68.3	68.2	0.0	71.3	73.2	82.7	78.9	77.9	78.9	71.4	68.2
110	5	803 East 182nd Street	67.7	67.7	82.5	69.7	67.9	67.8	68.1	67.9	67.7	0.0	71.1	73.4	82.6	78.9	78.0	79.4	72.0	67.7
110	6	803 East 182nd Street	67.2	67.2	82.4	69.7	67.7	67.4	67.6	67.5	67.2	0.0	70.9	73.7	82.5	78.9	78.0	79.1	72.7	67.2
111	1	803 East 182nd Street	69.1	69.1	79.0	71.5	69.6	69.3	69.6	69.4	69.1	0.0	70.7	73.4	79.1	75.2	74.3	75.8	70.7	69.1
111	2	803 East 182nd Street	69.4	69.4	82.0	71.6	69.9	69.6	69.9	69.7	69.4	0.0	71.3	74.6	82.0	76.6	75.7	77.4	71.6	69.4
111	3	803 East 182nd Street	69.2	69.2	83.1	71.6	69.7	69.4	69.7	69.5	69.2	0.0	73.3	76.3	83.2	79.3	77.8	79.3	71.9	69.2
111	4	803 East 182nd Street	68.6	68.6	83.3	71.2	69.2	68.9	69.3	69.0	68.6	0.0	73.1	77.7	83.4	79.9	78.7	79.9	72.1	68.6
111	5	803 East 182nd Street	68.2	68.2	83.3	71.1	68.9	68.5	68.9	68.7	68.2	0.0	73.0	77.7	83.3	79.9	78.8	80.3	74.5	68.2
111	6	803 East 182nd Street	67.7	67.7	83.3	70.9	68.6	68.1	68.5	68.2	67.7	0.0	72.7	77.6	83.4	80.1	78.9	80.5	74.6	67.8
112	1	803 East 182nd Street	67.9	68.0	77.3	70.5	68.5	68.1	68.5	68.3	68.0	0.0	69.1	72.7	77.6	72.6	71.4	73.6	70.7	68.1
112	2	803 East 182nd Street	69.3	69.4	79.6	71.3	69.8	69.5	69.8	69.6	69.4	0.0	70.4	73.9	79.8	74.5	73.5	75.9	71.9	69.4
112	3	803 East 182nd Street	69.4	69.5	80.5	71.4	69.9	69.6	69.9	69.7	69.5	0.0	71.4	75.6	80.5	76.2	74.4	76.0	72.1	69.5
112	4	803 East 182nd Street	69.2	69.3	80.6	71.3	69.8	69.5	69.8	69.5	69.3	0.0	71.8	76.7	80.8	76.8	75.1	77.0	72.7	69.3
112	5	803 East 182nd Street	68.9	69.0	80.6	71.1	69.5	69.2	69.5	69.3	69.0	0.0	71.6	76.9	80.8	77.0	75.5	77.7	73.9	69.1
112	6	803 East 182nd Street	68.8	68.9	81.0	71.1	69.5	69.1	69.5	69.2	68.9	0.0	71.6	76.8	81.2	77.3	75.9	78.0	74.3	69.0
113	1	770 Garden Street	58.4	58.4	60.7	58.8	58.5	58.5	58.6	58.5	58.4	0.0	58.6	59.9	60.7	59.6	59.3	60.1	60.5	58.4
113	2	770 Garden Street	58.4	58.4	64.1	58.9	58.6	58.5	58.7	58.6	58.4	0.0	58.9	61.7	64.1	61.8	61.0	62.5	62.2	58.4
113	3	770 Garden Street	58.4	58.4	67.2	59.6	58.6	58.6	58.9	58.8	58.4	0.0	59.6	62.9	67.3	64.2	63.2	65.3	63.2	58.4
113	4	770 Garden Street	59.5	59.5	69.6	60.6	59.7	59.6	59.9	59.8	59.5	0.0	60.9	64.3	69.6	65.6	64.5	66.7	63.8	59.5
113	5	770 Garden Street	60.7	60.7	70.3	61.7	60.9	60.9	61.1	61.0	60.7	0.0	61.9	64.9	70.4	67.0	65.4	67.0	63.9	60.7
113	6	770 Garden Street	61.4	61.4	70.6	62.3	61.6	61.5	61.7	61.6	61.4	0.0	62.4	64.6	70.7	67.5	66.0	67.4	64.2	61.4
113	7	770 Garden Street	61.8	61.8	70.9	63.6	62.5	62.1	62.4	62.2	61.8	0.0	62.7	64.3	71.0	67.9	66.5	67.8	64.6	61.8
114	1	780 Garden Street	58.4	58.4	59.6	58.5	58.5	58.4	58.5	58.4	58.4	0.0	58.5	58.8	59.6	58.9	58.7	59.0	58.8	58.4
114	2	780 Garden Street	58.4	58.4	61.0	58.6	58.5	58.4	58.5	58.5	58.4	0.0	58.6	59.4	61.1	59.6	59.2	59.8	59.3	58.4
114	3	780 Garden Street	58.4	58.4	67.7	58.7	58.5	58.5	58.6	58.6	58.4	0.0	59.2	62.5	67.8	63.8	62.2	63.9	61.6	58.4
114	4	780 Garden Street	58.4	58.4	72.5	61.6	58.6	58.5	58.9	58.8	58.4	0.0	61.8	65.1	72.5	67.2	65.9	67.6	62.6	58.4
114	5	780 Garden Street	60.7	60.7	73.3	62.9	60.8	60.8	61.0	60.9	60.7	0.0	63.1	66.1	73.4	68.7	67.1	69.0	64.4	60.7
114	6	780 Garden Street	61.2	61.2	73.7	63.4	61.4	61.4	61.6	61.4	61.2	0.0	62.9	66.2	73.7	69.6	67.9	69.1	65.3	61.2
114	7	780 Garden Street	61.5	61.5	74.0	63.8	61.8	61.7	61.9	61.7	61.5	0.0	63.2	66.4	74.0	70.0	68.2	69.5	65.4	61.5
115	1	786 Garden Street	58.4	58.4	60.3	58.5	58.5	58.4	58.5	58.5	58.4	0.0	58.5	59.1	60.4	59.4	59.2	59.5	58.9	58.4
115	2	786 Garden Street	58.4	58.4	62.8	58.7	58.5	58.5	58.5	58.5	58.4	0.0	58.7	60.5	62.9	61.1	60.3	61.3	59.8	58.4
115	3	786 Garden Street	58.4	58.4	70.3	58.9	58.6	58.5	58.6	58.6	58.4	0.0	59.1	63.0	70.4	67.0	65.5	66.8	62.4	58.4
116	1	771 Grote Street	69.0	69.0	69.0	69.0	69.0	69.0	69.0	69.0	69.0	0.0	69.0	69.0	69.0	69.0	69.0	69.0	69.0	69.0
116	2	771 Grote Street	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	0.0	69.2	69.2	69.3	69.2	69.2	69.2	69.2	69.2
116	3	771 Grote Street	68.8	68.8	68.9	68.9	68.8	68.8	68.8	68.8	68.8	0.0	68.8	68.8	68.9	68.8	68.8	68.8	68.8	68.8
116	4	771 Grote Street	68.1	68.1	68.2	68.2	68.1	68.1	68.1	68.1	68.1	0.0	68.1	68.1	68.2	68.1	68.1	68.2	68.2	68.1
116	5	771 Grote Street	67.5	67.5	67.7	67.6	67.6	67.5	67.6	67.5	67.5	0.0	67.5	67.6	67.7	67.5	67.5	67.6	67.6	67.5
117	1	769 Grote Street	60.4	60.4	60.5	60.5	60.4	60.4	60.4	60.4	60.4	0.0	60.4	60.5	60.5	60.5	60.4	60.5	60.5	60.4
117	2	769 Grote Street	62.1	62.1	62.2	62.2	62.1	62.1	62.1	62.1	62.1	0.0	62.1	62.2	62.2	62.1	62.1	62.2	62.2	62.1
117	3	769 Grote Street	62.8	62.8	62.9	62.9	62.8	62.8	62.8	62.8	62.8	0.0	62.8	62.9	62.9	62.8	62.8	62.9	62.9	62.8
117	4	769 Grote Street	63.0	63.0	63.2	63.1	63.0	63.0	63.1	63.0	63.0	0.0	63.0	63.1	63.1	63.1	63.0	63.1	63.2	63.0
117	5	769 Grote Street	62.9	62.9	63.2	63.2	63.0	62.9	63.0	63.0	62.9	0.0	62.9	63.1	63.1	63.0	63.0	63.1	63.1	62.9
117	6	769 Grote Street	62.8	62.8	63.3	63.2	63.0	62.9	63.0	62.9	62.8	0.0	62.8	63.0	63.1	62.9	62.9	63.0	63.1	62.8
117	7	769 Grote Street	62.7	62.7	63.4	63.4	62.9	62.8	62.9	62.8	62.7	0.0	62.7	63.1	63.3	62.9	62.8	63.0	63.2	62.7
118	1	2293 Southern Boulevard	70.2	70.2	70.3	70.2	70.2	70.2	70.2	70.2	70.2	0.0	70.2	70.2	70.3	70.2	70.2	70.2	70.2	70.2
118	2	2293 Southern Boulevard	70.3	70.3	70.4	70.3	70.3	70.3	70.3	70.3	70.3	0.0	70.3	70.3	70.4	70.3	70.3	70.4	70.4	70.3
118	3	2293 Southern Boulevard	69.9	69.9	70.0	70.0	69.9	69.9	69.9	69.9	69.9	0.0	69.9	69.9	70.0	69.9	69.9	70.0	70.0	69.9
119	1	2095 Mohegan Avenue	69.2	69.2	71.2	71.2	69.6	69.4	69.5	69.4	69.6	0.0	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
119	2	2095 Mohegan Avenue	69.2	69.2	71.4	71.3	69.7	69.4	69.5	69.3	69.6	0.0	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
119	3	2095 Mohegan Avenue	68.6	68.6	72.5	72.2	69.4	69.0	69.2	68.8	69.1	0.0	68.6	68.6	68.7	68.6	68.6	68.7	68.7	68.6
119	4	2095 Mohegan Avenue	68.1	68.1	72.3	72.2	69.4	68.6	68.9	68.5	68.8	0.0	68.1	68.1	68.2	68.1	68.1	68.2	68.2	68.1
119	5	2095 Mohegan Avenue	67.4	67.4	72.2	72.1	69.0	68.1	68.4	67.8	68.4	0.0	67.4	67.5	67.6	67.5	67.5	67.6	67.6	67.5
119	6	2095 Mohegan Avenue	67.1	67.1	72.8	72.6	69.9	68.1	68.4	67.7	68.3	0.0	67.1	67.2	67.5	67.3	67.2	67.4	67.4	67.2
120	1	2078 Crotona Parkway	64.0	64.0	64.8	64.6	64.4	64.0	64.1	64.1	64.1	0.0	64.1	64.1	64.5	64.4	64.4	65.3	65.1	64.2
120	2	2078 Crotona Parkway	64.8	64.8	65.4	65.3	65.1	64.8	64.9	64.8	64.9	0.0	64.9	64.9	65.2	65.1	65.1	65.8	65.6	64.9
120	3	2078 Crotona Parkway	65.5	65.5	66.0	65.9	65.7	65.5	65.6	65.5	65.6	0.0	65.6	65.6	65.8	65.7	65.7	66.2	66.1	65.6
120	4	2078 Crotona Parkway	66.0	66.1	66.4	66.3	66.2	66.1	66.1	66.1	66.1	0.0	66.1	66.1	66.2	66.2	66.2	66.6	66.5	66.1
120	5	2078 Crotona Parkway	66.3	66.4	66.7	66.7	66.6	66.4	66.5	66.4	66.4	0.0	66.4	66.4	66.6	66.5	66.5	66.9	66.8	66.4
120	6	2078 Crotona Parkway	66.4	66.5	66.8	66.8	66.7	66.5	66.6	66.5	66.5	0.0	66.5	66.5	66.7	66.6	66.6	67.0	66.9	66.5
121	1	2090 Crotona Parkway	64.3	64.4	67.3	67.2	65.3	64.6	65.0	64.8	64.4	0.0	64.4	64.4	65.0	64.9	64.9	65.6	65.2	64.8
121	2	2090 Crotona Parkway	65.4	65.5	68.4	68.3	66.6	65.8	66.2	65.9	65.5	0.0	65.5	65.5	65.9	65.8	65.8	66.5	66.2	65.8
121	3	2090 Crotona Parkway	66.3	66.4	70.1	70.0	67.3	66.6	67.0	66.7	66.4	0.0	66.4	66.4	66.8	66.7	66.7	68.2	67.9	66.6
121	4	2090 Crotona Parkway	66.7	66.8	70.4	70.4	67.8	67.1	67.4	67.1	66.8	0.0	66.8	66.8	67.2	67.1	67.1	68.5	68.2	67.0
121	5	2090 Crotona Parkway	67.0	67.1	70.7	70.6	68.0	67.4	67.7	67.4	67.1	0.0	67.1	67.1	67.5	67.4	67.4	68.7	68.5	67.3
121	6	2090 Crotona Parkway	67.0	67.1	70.7	70.7	68.0	67.4	67.7	67.4	67.1	0.0	67.1	67.1	67.5	67.4	67.4	68.6	68.4	67.2
121	7	2090

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

			Increment		Increment													
					2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Incr. Min	Incr. Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
100	3	2145 Southern Boulevard	0.1	7.7	7.0	2.4	1.3	2.3	1.4	0.1	0.0	0.1	0.2	5.2	3.9	3.8	9.7	1.3	1.2
100	4	2145 Southern Boulevard	0.1	9.0	7.1	2.6	1.6	2.5	1.4	0.1	0.0	0.1	0.2	5.2	3.9	3.8	10.0	1.5	1.2
100	5	2145 Southern Boulevard	0.1	9.0	7.4	2.9	1.8	2.7	1.6	0.1	0.0	0.1	0.5	5.7	4.1	3.9	10.1	2.0	0.6
101	1	2145 Southern Boulevard	0.0	16.8	5.7	2.4	1.4	2.8	2.2	0.0	0.0	0.3	7.0	16.9	11.2	9.5	12.2	9.2	11.3
101	2	2145 Southern Boulevard	0.0	22.9	6.3	3.4	1.7	3.3	2.6	0.0	0.0	0.3	8.0	23.0	18.0	16.2	18.0	10.4	13.3
101	3	2145 Southern Boulevard	0.0	23.9	7.0	4.1	2.1	3.3	2.0	0.0	0.0	0.5	9.3	23.9	18.1	16.4	18.0	10.6	12.9
101	4	2145 Southern Boulevard	0.0	24.1	4.2	3.8	1.1	1.5	0.5	0.0	0.0	0.5	11.5	24.1	18.9	17.5	18.9	10.7	12.9
101	5	2145 Southern Boulevard	0.0	24.1	2.8	1.2	0.7	1.4	0.9	0.0	0.0	0.5	10.5	24.2	19.2	18.0	19.5	11.7	13.0
102	1	2145 Southern Boulevard	0.0	17.1	0.9	0.3	0.1	0.4	0.3	0.0	0.0	0.1	7.4	17.1	11.2	9.5	11.5	9.8	12.2
102	2	2145 Southern Boulevard	0.0	21.5	1.8	0.3	0.1	0.4	0.3	0.0	0.0	0.1	8.4	21.5	14.8	13.3	14.8	10.1	12.1
102	3	2145 Southern Boulevard	0.0	22.8	1.9	0.4	0.3	0.4	0.3	0.0	0.0	0.2	9.6	22.8	17.0	15.2	16.7	10.7	12.2
102	4	2145 Southern Boulevard	0.0	23.6	2.2	0.8	0.4	0.8	0.4	0.0	0.0	0.2	11.6	23.6	18.1	16.6	17.8	10.8	12.2
102	5	2145 Southern Boulevard	0.0	23.7	4.5	2.2	1.1	2.2	1.4	0.0	0.0	0.2	10.2	23.7	18.2	16.6	18.1	12.1	12.5
103	2	2145 Southern Boulevard	0.1	7.2	7.1	3.0	1.6	2.8	1.7	0.1	0.0	0.1	0.5	2.3	1.7	1.7	8.4	5.5	2.3
103	3	2145 Southern Boulevard	0.1	8.0	8.0	3.1	1.7	2.8	1.7	0.1	0.0	0.1	0.5	3.4	3.0	3.0	8.3	5.7	2.4
103	4	2145 Southern Boulevard	0.1	8.0	8.0	3.3	2.0	3.3	2.1	0.1	0.0	0.1	0.5	3.3	2.8	2.8	9.0	5.6	1.8
103	5	2145 Southern Boulevard	0.1	8.1	8.1	3.7	2.2	3.3	1.9	0.1	0.0	0.1	1.9	3.9	3.1	3.0	9.1	6.0	2.1
104	1	801 East 181st Street	0.0	10.6	10.5	2.4	1.0	3.5	3.0	0.0	0.0	0.0	0.8	7.3	0.9	0.7	1.3	1.3	0.9
104	2	801 East 181st Street	0.0	11.5	11.3	5.6	2.8	5.2	3.8	0.0	0.0	0.1	2.7	8.2	2.2	1.7	2.6	3.1	2.4
104	3	801 East 181st Street	0.0	15.3	15.3	7.5	5.5	5.7	4.1	0.0	0.0	0.1	4.2	12.9	7.1	6.0	7.2	5.5	3.7
104	4	801 East 181st Street	0.1	15.6	15.6	7.9	6.0	6.4	4.3	0.1	0.0	0.1	4.3	15.0	9.8	7.7	8.7	6.4	6.2
104	5	801 East 181st Street	0.1	16.2	16.2	10.1	7.0	7.4	4.5	0.1	0.0	0.1	4.5	15.1	9.2	8.4	9.8	6.7	6.3
104	6	801 East 181st Street	0.1	16.7	16.7	10.6	7.4	7.9	4.9	0.1	0.0	0.1	5.2	14.7	10.3	8.5	9.9	6.6	6.3
105	1	801 East 181st Street	0.0	9.6	9.3	3.0	2.1	3.9	2.7	0.0	0.0	0.0	1.0	2.5	1.0	0.8	1.4	1.4	0.8
105	2	801 East 181st Street	0.0	11.8	11.6	4.3	2.5	4.4	2.9	0.0	0.0	0.1	2.3	3.3	1.6	1.5	2.6	2.9	1.7
105	3	801 East 181st Street	0.0	12.5	12.4	5.8	4.3	4.8	3.1	0.0	0.0	0.0	1.7	5.2	3.2	3.1	5.4	4.5	2.1
105	4	801 East 181st Street	0.0	13.2	13.1	6.3	4.6	5.3	3.4	0.0	0.0	0.1	3.3	5.8	3.0	2.5	6.4	6.2	2.9
105	5	801 East 181st Street	0.0	12.7	12.6	7.0	5.4	6.1	3.5	0.0	0.0	0.1	5.2	8.5	4.4	4.0	7.3	7.2	5.1
105	6	801 East 181st Street	0.0	14.7	14.6	8.8	5.9	6.6	3.7	0.0	0.0	0.1	5.4	11.4	6.8	6.0	8.7	7.9	6.9
106	1	801 East 181st Street	0.0	1.9	1.5	1.1	1.1	1.5	1.1	0.0	0.0	0.0	0.2	0.5	0.1	0.1	0.2	0.2	0.0
106	2	801 East 181st Street	0.0	4.4	4.1	3.7	3.7	1.6	1.2	0.0	0.0	0.0	0.2	0.5	0.1	0.1	0.3	0.3	0.0
106	3	801 East 181st Street	0.0	6.3	7.2	4.0	3.9	2.2	1.5	0.0	0.0	0.0	0.2	0.7	0.2	0.2	0.6	0.6	0.0
106	4	801 East 181st Street	0.0	6.7	7.5	4.3	4.2	2.9	1.9	0.0	0.0	0.0	0.4	0.8	0.3	0.3	0.9	1.0	0.1
106	5	801 East 181st Street	0.0	7.4	8.1	5.2	4.6	3.4	2.1	0.0	0.0	0.0	0.1	0.9	0.4	0.3	1.0	1.0	0.1
106	6	801 East 181st Street	0.0	8.6	9.1	6.6	4.8	3.7	2.2	0.0	0.0	0.0	0.1	0.9	0.4	0.4	1.4	1.5	0.1
107	1	801 East 181st Street	0.0	0.8	0.4	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.5	0.8	0.2	0.1	0.3	0.4	0.1
107	2	801 East 181st Street	0.0	1.1	0.4	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.4	1.1	0.3	0.3	0.4	0.4	0.0
107	3	801 East 181st Street	0.0	1.5	0.5	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.5	1.6	0.4	0.3	0.5	0.6	0.1
107	4	801 East 181st Street	0.0	2.0	0.7	0.3	0.2	0.3	0.2	0.0	0.0	0.0	0.6	2.0	0.5	0.5	0.7	0.7	0.1
107	5	801 East 181st Street	0.0	2.2	0.5	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.2	2.2	0.6	0.6	0.9	0.6	0.1
107	6	801 East 181st Street	0.0	2.3	0.8	0.4	0.2	0.2	0.1	0.0	0.0	0.0	2.3	1.5	0.6	0.5	1.3	2.3	0.1
108	1	801 East 181st Street	0.0	2.2	2.6	1.3	1.0	1.3	1.0	0.0	0.0	0.0	0.2	0.5	0.1	0.1	0.2	0.2	0.1
108	2	801 East 181st Street	0.0	3.5	4.2	2.5	2.2	1.4	1.0	0.0	0.0	0.0	0.2	0.5	0.2	0.2	0.2	0.2	0.1
108	3	801 East 181st Street	0.0	5.7	6.7	3.8	3.5	1.7	1.2	0.0	0.0	0.0	0.3	0.6	0.2	0.2	0.3	0.2	0.1
108	4	801 East 181st Street	0.0	6.1	7.1	4.0	3.8	1.9	1.3	0.0	0.0	0.0	0.4	0.8	0.3	0.3	0.4	0.4	0.2
108	5	801 East 181st Street	0.0	6.7	7.5	4.5	4.0	2.3	1.5	0.0	0.0	0.0	0.1	0.6	0.2	0.2	0.3	0.3	0.1
108	6	801 East 181st Street	0.0	7.5	8.3	5.7	4.4	2.9	1.7	0.0	0.0	0.0	0.2	0.7	0.3	0.2	0.3	0.4	0.1
109	1	801 East 181st Street	0.0	1.8	1.1	0.8	0.7	1.0	0.7	0.0	0.0	0.0	0.2	0.5	0.2	0.1	0.3	0.3	0.1
109	2	801 East 181st Street	0.0	4.0	2.2	1.9	1.9	1.0	0.7	0.0	0.0	0.0	0.3	0.6	0.2	0.2	0.3	0.4	0.2
109	3	801 East 181st Street	0.0	5.2	4.4	3.0	3.0	1.2	0.9	0.0	0.0	0.0	0.3	0.7	0.2	0.2	0.4	0.4	0.3
109	4	801 East 181st Street	0.0	5.6	4.8	3.3	3.2	1.5	1.0	0.0	0.0	0.0	0.6	0.9	0.3	0.3	0.5	0.7	0.5
109	5	801 East 181st Street	0.0	6.0	5.3	3.7	3.5	1.9	1.2	0.0	0.0	0.0	0.7	0.9	0.3	0.2	0.5	0.8	0.5
109	6	801 East 181st Street	0.0	6.3	6.2	4.2	3.8	2.3	1.4	0.0	0.0	0.0	0.9	1.1	0.4	0.3	0.6	0.9	0.7
110	1	803 East 182nd Street	0.0	9.2	1.1	0.1	0.1	0.1	0.1	0.0	0.0	1.0	2.0	9.2	5.2	4.4	5.6	1.6	0.0
110	2	803 East 182nd Street	0.0	12.3	1.5	0.1	0.1	0.1	0.1	0.0	0.0	1.1	2.5	12.3	6.4	5.7	6.9	2.2	0.0
110	3	803 East 182nd Street	0.0	13.4	1.6	0.1	0.1	0.2	0.1	0.0	0.0	2.5	4.5	13.5	9.1	7.9	8.9	3.7	0.0
110	4	803 East 182nd Street	0.0	14.4	1.8	0.1	0.1	0.2	0.1	0.0	0.0	3.1	5.0	14.5	10.7	9.7	10.7	3.2	0.0
110	5	803 East 182nd Street	0.0	14.8	2.0	0.2	0.1	0.4	0.2	0.0	0.0	3.4	5.7	14.9	11.2	10.3	11.7	4.3	0.0
110	6	803 East 182nd Street	0.0	15.2	2.5	0.5	0.2	0.4	0.3	0.0	0.0	3.7	6.5	15.3	11.7	10.8	11.9	5.5	0.0
111	1	803 East 182nd Street	0.0	9.9	2.4	0.5	0.2	0.5	0.3	0.0	0.0	1.6	4.3	10.0	6.1	5.2	6.7	1.6	0.0
111	2	803 East 182nd Street	0.0	12.6	2.2	0.5	0.2	0.5	0.3	0.0	0.0	1.9	5.2	12.6	7.2	6.3	8.0	2.2	0.0
111	3	803 East 182nd Street	0.0	13.9	2.4	0.5	0.2	0.5	0.3	0.0	0.0	4.1	7.1	14.0	10.1	8.6	10.1	2.7	0.0
111	4	803 East 182nd Street	0.0	14.7	2.6	0.6	0.3	0.7	0.4	0.0	0.0	4.5	9.1	14.8	11.3	10.1	11.3	3.5	0.0
111	5	803 East 182nd Street	0.0	15.1	2.9	0.7	0.3	0.7	0.5	0.0	0.0	4.8	9.5	15.1	11.7	10.6	12.1	6.3	0.0
111	6	803 East 182nd Street	0.0	15.6	3.2	0.9	0.4	0.8	0.5	0.0	0.0	5.0	9.9	15.7	12.4	11.2	12.8	6.9	0.1
112	1	803 East 182nd Street	0.1	9.4	2.6	0.6	0.2	0.6	0.4	0.1	0.0	1.2	4.8	9.7	4.7	3.5	5.7	2.8	0.2
112	2	803 East 182nd Street	0.1	10.3	2.0	0.5	0.2	0.5	0.3	0.1	0.0	1.1	4.6	10.5	5.2	4.2	6.6	2.6	0.1
112	3	803 East 182nd Street	0.1	11.1	2.0	0.5	0.2	0.5	0.3	0.1	0.0	2.0	6.2	11.1	6.8	5.0	6.6	2.7	0.1
112	4	803 East 182nd Street	0.1	11.4	2.1	0.6	0.3	0.6	0.3	0.1	0.0	2.6	7.5	11.6	7.6	5.9	7.8	3.5	0.1
112	5	803 East 182nd Street	0.1	11.7	2.2	0.6	0.3	0.6	0.4	0.1	0.0	2.7	8.0	11.9	8.1	6.6	8.8	5.0	0.2
112	6	803 East 182nd Street	0.1	12.2	2.3	0.7	0.3	0.7	0.4	0.1	0.0	2.8	8.0	12.4	8.5	7.1	9.2	5.5	0.2
113	1	770 Garden Street	0.0	2.2	0.3	0.1	0.1	0.2	0.1	0.0	0.0	0.2	1.5	2.3	1.2	0.9	1.7	2.0	0.0
113	2	770 Garden Street	0.0	5.7	0.5	0.2	0.1	0.3	0.2	0.0	0.0	0.5	3.3	5.7	3.4	2.6	4.1	3.8	0.0
113	3	770 Garden Street	0.0	8.8	1.2	0.2	0.1	0.5	0.4	0.0	0.0	1.2	4.5	8.9	5.8	4.8	6.9	4.8	0.0
113	4	770 Garden Street	0.0	10.1	1.1	0.2	0.1	0.4	0.3	0.0	0.0	1.4	4.8	10.1	6.1	5.0	7.2	4.3	0.0
113	5	770 Garden Street	0.0	9.6	1.0	0.2	0.2	0.4	0.3	0.0	0.0	1.2	4.2	9.7	6.3	4.7	6.3	3.2	0.0
113	6	770 Garden Street	0.0	9.2	0.9	0.2	0.1	0.3	0.2	0.0	0.0	1.0	3.2	9.3	6.1	4.6	6.0	2.8	0.0
113	7	770 Garden Street	0.0	9.1	1.8	0.7	0.3	0.6	0.4	0.0	0.0	0.9	2.5	9.2	6.1	4.7	6.0	2.8	0.0
114	1	780 Garden Street	0.0	1.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.4	1.2	0.5	0.3	0.6	0.4	0.0
114	2	780 Garden Street	0.0	2.6	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.2	0.9	2.7	1.2	0.8	1.4	0.9	0.0
114	3	780 Garden Street	0.0	9.3	0.3	0.1	0.0	0.2	0.1	0.0	0.0	0.8	4.1	9.4	5.4	3.8	5.5	3.2	0.0
114	4	780 Garden Street	0.0	14.1	3.2	0.2	0.1	0.5	0.4	0.0	0.0	3.4	6.7	14.1	8.8	7.5	9.1	4.2	0.0
114	5	780 Garden Street	0.0	12.6	2.2	0.1	0.1	0.3	0.2	0.0	0.0	2.4	5.4	12.7	8.0	6.4	8.3	3.7	0.0
114	6	780 Garden Street	0.0	12.5	2.2	0.2	0.2	0.4	0.2	0.0	0.0	1.7	5.0	12.5	8.4	6.7	7.9	4.1	0.0
114	7	780 Garden Street	0.0	12.5	2.3	0.3	0.2	0.4	0.2	0.0	0.0	1.7	4.9	12.5	8.5	6.7	8.0	3.9	0.0
115	1	786 Garden Street	0.0	1.9	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.7	2.0	1.0	0.7	1.1	0.5	0.0
115	2	786 Garden Street	0.0	4.4	0.2	0.1	0.0	0.1	0.1	0.0	0.0	0.3	2.1	4.5	2.7	1.9	2.9	1.4	0.0
115	3	786 Garden Street	0.0	11.9	0.5	0.1	0.1	0.2	0.2	0.0	0.0	0.7	4.6	12.0	8.6	7.0	8.4	3.9	0.0
116	1	771 Grote Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
116	2	771 Grote Street	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
116	3	771 Grote Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
116	4	771 Grote Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
116	5	771 Grote Street	0.0	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.1	0.1	0.0
117	1	769 Grote Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0
117	2	769 Grote Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0
117	3	769 Grote Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.0
117	4	769 Grote Street	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.2	0.0
117	5	769 Grote Street	0.0	0.3	0.3	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.2	0.2	0.0
117	6	769 Grote Street	0.0	0.5	0.4	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.2	0.3	0.1	0.1	0.2	0.3	0.0
117	7	769 Grote Street	0.0	0.7	0.7	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.6	0.2	0.1	0.3	0.5	0.0
118	1	2293 Southern Boulevard	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
118	2	2293 Southern Boulevard	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
118	3	2293 Southern Boulevard	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
119	1	2095 Mohegan Avenue	0.0	2.0	2.0	0.4	0.2	0.3	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
119	2	2095 Mohegan Avenue	0.0	2.2	2.1	0.5	0.2	0.3	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
119	3	2095 Mohegan Avenue	0.0	3.9	3.6	0.8	0.4	0.6	0.2	0.5	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
119	4	2095 Mohegan Avenue	0.0	4.2	4.1	1.3	0.5	0.8	0.4	0.7	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
119	5	2095 Mohegan Avenue	0.0	4.8	4.7	1.6	0.7	1.0	0.4	1.0	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.2	0.1
119	6	2095 Mohegan Avenue	0.0	5.7	5.5	2.8	1.0	1.3	0.6	1.2	0.0	0.0	0.1	0.4	0.2	0.1	0.3	0.3	0.1
120	1	2078 Crotona Parkway	0.0	0.8	0.6	0.4	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.5	0.4	0.4	1.3	1.1	0.2
120	2	2078 Crotona Parkway	0.0	0.6	0.5	0.3	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.4	0.3	0.3	1.0	0.8	0.1
120	3	2078 Crotona Parkway	0.0	0.5	0.4	0.2	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.3	0.2	0.2	0.7	0.6	0.1
120	4	2078 Crotona Parkway	0.1	0.4	0.3	0.2	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.2	0.2	0.6	0.5	0.1
120	5	2078 Crotona Parkway	0.1	0.4	0.4	0.3	0.1	0.2	0.1	0.1	0.0	0.1	0.1	0.3	0.2	0.2	0.6	0.5	0.1
120	6	2078 Crotona Parkway	0.1	0.4	0.4	0.3	0.1	0.2	0.1	0.1	0.0	0.1	0.1	0.3	0.2	0.2	0.6	0.5	0.1
121	1	2090 Crotona Parkway	0.1	3.0	2.9	1.0	0.3	0.7	0.5	0.1	0.0	0.1	0.1	0.7	0.6	0.6	1.3	0.9	0.5
121	2	2090 Crotona Parkway	0.1	3.0	2.9	1.2	0.4	0.8	0.5	0.1	0.0	0.1	0.1	0.5	0.4	0.4	1.1	0.8	0.4
121	3	2090 Crotona Parkway	0.1	3.8	3.7	1.0	0.3	0.7	0.4	0.1	0.0	0.1	0.1	0.5	0.4	0.4	1.9	1.6	0.3
121	4	2090 Crotona Parkway	0.1	3.7	3.7	1.1	0.4	0.7	0.4	0.1	0.0	0.1	0.1	0.5	0.4	0.4	1.8	1.5	0.3
121	5	2090 Crotona Parkway	0.1	3.7	3.6	1.0	0.4	0.7	0.4	0.1	0.0	0.1	0.1	0.5	0.4	0.4	1.7	1.5	0.3
121	6	2090 Crotona Parkway	0.1	3.7	3.7	1.0	0.4	0.7	0.4	0.1	0.0	0.1	0.1	0.5	0.4	0.4	1.6	1.4	0.2
121	7	2090 Crotona Parkway	0.1	3.7	3.6	1.0	0.4	0.9	0.5	0.2	0.0	0.1	0.1	0.5	0.4	0.4	1.6	1.4	0.2
121	8	2090 Crotona Parkway	0.1	3.9	3.8	1.2	0.5	1.0	0.6	0.2	0.0	0.1	0.1	0.5	0.4	0.4	1.6	1.4	0.2
122	1	2116 Crotona Parkway	0.1	14.7	15.1	10.4	8.7	10.6	9.6	9.2	0.0	0.1	0.6	4.4	1.8	1.7	3.8	2.9	0.7
122	2	2116 Crotona Parkway	0.1	19.3	19.9	15.5	14.2	11.7	9.7	8.6	0.0	0.1	0.5	6.2	5.0	4.8	8.5	7.0	1.4
122	3	2116 Crotona Parkway	0.1	19.1	20.2	17.2	16.3	11.7	9.4	7.3	0.0	0.1	0.5	6.7	4.6	4.2	7.7	6.3	1.2
122	4	2116 Crotona Parkway	0.1	18.7	19.6	16.8	15.6	12.0	9.3	6.9	0.0	0.1	0.4	6.9	4.4	3.9	7.1	5.7	1.1
122	5	2116 Crotona Parkway

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

				Total L_{10}		Total L_{10}													
						2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Existing L10	L_{10} Min	L_{10} Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
132	4	840 Bronx Park South	67.0	67.1	76.9	75.2	71.8	69.0	69.8	68.2	67.1	0.0	68.2	70.6	77.9	74.8	74.5	78.3	78.6	72.1
132	5	840 Bronx Park South	67.1	67.2	77.2	75.4	71.9	69.3	70.2	68.5	67.2	0.0	68.3	71.2	78.1	75.1	74.5	78.4	78.5	72.2
132	6	840 Bronx Park South	67.0	67.1	77.2	75.4	72.0	69.5	70.7	69.0	67.1	0.0	68.6	71.4	78.1	75.3	74.7	78.5	78.5	72.2
133	1	840 Bronx Park South	67.9	67.9	71.9	68.6	68.0	68.0	68.2	68.1	67.9	0.0	68.2	68.8	72.4	69.7	69.7	70.3	68.8	68.0
133	2	840 Bronx Park South	68.2	68.2	72.4	69.0	68.4	68.3	68.4	68.4	68.2	0.0	68.5	69.1	72.8	70.0	69.9	70.6	69.1	68.3
133	3	840 Bronx Park South	67.9	67.9	72.5	68.5	68.1	68.0	68.2	68.1	67.9	0.0	68.3	68.9	72.9	70.1	70.0	70.6	68.9	68.0
133	4	840 Bronx Park South	67.4	67.4	72.6	68.0	67.6	67.5	67.5	67.5	67.4	0.0	67.9	68.6	73.1	70.5	69.7	70.4	68.5	67.5
133	5	840 Bronx Park South	66.9	66.9	72.8	67.6	67.1	67.0	67.0	67.0	66.9	0.0	67.6	69.0	73.2	70.6	69.9	70.7	68.2	67.0
133	6	840 Bronx Park South	66.3	66.3	73.0	67.2	66.6	66.4	66.6	66.5	66.3	0.0	67.2	69.3	73.3	70.6	69.8	70.9	68.1	66.7
134	1	854 Bronx Park South	67.9	67.9	71.1	68.5	68.0	67.9	68.1	68.1	67.9	0.0	68.1	68.6	71.4	69.2	69.1	69.6	68.4	67.9
134	2	854 Bronx Park South	68.2	68.2	71.3	68.9	68.3	68.2	68.3	68.2	68.2	0.0	68.4	68.9	71.6	69.4	69.3	69.7	68.7	68.2
134	3	854 Bronx Park South	67.8	67.8	71.1	68.2	67.9	67.9	67.9	67.8	67.8	0.0	68.1	68.5	71.4	69.1	69.1	69.5	68.4	67.8
134	4	854 Bronx Park South	67.3	67.3	71.3	67.8	67.5	67.4	67.4	67.4	67.3	0.0	67.6	68.2	71.6	69.5	68.9	69.3	68.0	67.4
134	5	854 Bronx Park South	66.9	66.9	71.3	67.4	67.1	67.0	67.0	67.0	66.9	0.0	67.3	68.1	71.6	69.4	68.7	69.2	67.6	67.0
134	6	854 Bronx Park South	66.2	66.2	71.4	67.5	66.6	66.4	66.6	66.4	66.2	0.0	66.8	68.4	71.7	69.5	68.8	69.6	67.5	66.7
135	1	854 Bronx Park South	58.4	58.5	75.8	75.7	66.0	63.4	66.4	64.6	58.6	0.0	58.5	58.6	60.3	59.6	59.5	60.1	59.7	59.0
135	2	854 Bronx Park South	58.4	58.5	77.0	76.7	71.6	68.3	70.8	67.9	58.5	0.0	58.5	58.7	61.4	60.1	60.0	60.9	60.0	59.2
135	3	854 Bronx Park South	58.4	58.5	80.4	80.2	72.5	69.3	71.7	68.6	58.5	0.0	58.5	58.7	63.3	61.5	61.4	62.5	60.5	59.7
135	4	854 Bronx Park South	58.4	58.5	81.2	80.9	75.6	71.6	73.8	70.2	58.5	0.0	58.5	58.8	59.5	58.8	58.8	59.8	60.2	60.7
135	5	854 Bronx Park South	58.4	58.5	81.5	81.1	75.9	72.2	74.3	70.6	58.5	0.0	58.5	59.1	60.0	58.9	58.9	60.8	61.6	62.4
135	6	854 Bronx Park South	58.4	58.6	81.4	81.1	75.8	71.9	73.9	70.5	58.6	0.0	58.6	60.4	61.5	59.3	59.2	63.3	64.2	64.7
136	1	2155 Mohegan Avenue	67.9	67.9	70.7	68.2	68.0	67.9	68.0	68.0	67.9	0.0	68.1	68.5	71.0	69.0	69.0	69.4	68.4	67.9
136	2	2155 Mohegan Avenue	68.2	68.2	70.9	68.5	68.3	68.2	68.3	68.2	68.2	0.0	68.4	68.8	71.2	69.2	69.2	69.5	68.6	68.2
136	3	2155 Mohegan Avenue	67.8	67.8	70.7	68.2	67.9	67.8	67.9	67.8	67.8	0.0	68.0	68.5	71.0	68.9	68.9	69.3	68.3	67.8
136	4	2155 Mohegan Avenue	67.3	67.3	70.9	67.7	67.4	67.4	67.4	67.4	67.3	0.0	67.6	68.1	71.1	69.2	68.6	69.0	67.8	67.3
136	5	2155 Mohegan Avenue	66.8	66.8	70.7	67.2	67.0	66.9	66.9	66.9	66.8	0.0	67.1	67.8	71.0	68.9	68.3	68.8	67.4	66.8
136	6	2155 Mohegan Avenue	66.2	66.2	70.8	67.5	66.7	66.4	66.7	66.5	66.2	0.0	66.7	68.0	71.1	68.9	68.2	68.9	67.2	66.6
137	1	2155 Mohegan Avenue	58.4	58.4	78.7	78.5	69.7	65.4	68.1	65.6	58.6	0.0	58.4	58.7	59.1	58.7	58.7	59.3	59.2	59.1
137	2	2155 Mohegan Avenue	58.4	58.5	80.3	80.2	70.9	66.8	69.2	66.1	58.6	0.0	58.5	58.8	59.4	58.9	58.9	59.6	59.3	59.3
137	3	2155 Mohegan Avenue	58.4	58.5	81.2	81.1	72.2	68.5	70.4	66.4	58.6	0.0	58.5	58.9	60.1	59.7	59.5	60.4	59.5	59.7
137	4	2155 Mohegan Avenue	58.4	58.5	81.8	81.6	75.0	70.7	72.5	68.4	58.6	0.0	58.5	59.0	59.3	58.8	58.7	60.0	60.0	60.6
137	5	2155 Mohegan Avenue	58.4	58.5	80.7	80.4	74.1	70.6	72.6	68.6	58.6	0.0	58.5	59.2	59.6	58.8	58.8	60.6	60.9	61.7
137	6	2155 Mohegan Avenue	58.4	58.5	80.5	80.3	74.0	70.3	72.8	69.6	58.6	0.0	58.5	60.1	60.5	59.1	59.0	61.3	61.7	62.3
138	1	906 East 180th Street	68.7	68.7	68.8	68.8	68.7	68.7	68.8	68.8	68.8	0.0	68.7	68.7	68.7	68.7	68.7	68.7	68.7	68.7
138	2	906 East 180th Street	68.8	68.8	68.9	68.9	68.8	68.8	68.9	68.9	68.9	0.0	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8
138	3	906 East 180th Street	68.3	68.3	68.5	68.4	68.3	68.3	68.5	68.5	68.5	0.0	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.3
139	1	876 East 180th Street	68.8	68.8	68.9	68.9	68.8	68.8	68.8	68.8	68.9	0.0	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8
139	2	876 East 180th Street	68.8	68.8	68.9	68.9	68.8	68.8	68.8	68.8	68.9	0.0	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8
139	3	876 East 180th Street	68.3	68.3	68.5	68.5	68.4	68.3	68.4	68.3	68.4	0.0	68.3	68.3	68.3	68.3	68.3	68.3	68.3	68.3
139	4	876 East 180th Street	67.7	67.7	68.0	68.0	67.8	67.8	67.8	67.8	67.9	0.0	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7
139	5	876 East 180th Street	67.2	67.2	67.7	67.7	67.4	67.3	67.4	67.3	67.6	0.0	67.2	67.2	67.2	67.2	67.2	67.2	67.2	67.2
139	6	876 East 180th Street	66.8	66.8	67.9	67.8	67.1	67.0	67.2	67.0	67.6	0.0	66.8	66.9	66.9	66.8	66.8	66.8	66.8	66.8
140	1	882 East 180th Street	68.7	68.7	68.8	68.8	68.7	68.7	68.8	68.7	68.8	0.0	68.7	68.7	68.7	68.7	68.7	68.7	68.7	68.7
140	2	882 East 180th Street	68.8	68.8	68.9	68.9	68.8	68.8	68.9	68.9	68.9	0.0	68.8	68.8	68.8	68.8	68.8	68.8	68.8	68.8
140	3	882 East 180th Street	68.2	68.2	68.4	68.4	68.3	68.2	68.3	68.3	68.4	0.0	68.2	68.2	68.2	68.2	68.2	68.2	68.2	68.2
140	4	882 East 180th Street	67.7	67.7	68.1	68.0	67.8	67.7	67.9	67.9	68.1	0.0	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7
140	5	882 East 180th Street	67.1	67.1	67.5	67.4	67.2	67.2	67.3	67.3	67.5	0.0	67.1	67.1	67.1	67.1	67.1	67.1	67.1	67.1
140	6	882 East 180th Street	66.6	66.6	67.3	67.1	66.8	66.7	66.9	66.8	67.3	0.0	66.6	66.6	66.6	66.6	66.6	66.6	66.6	66.6
141	1	883 East 180th Street	63.7	63.7	78.4	80.1	77.7	77.1	71.7	70.2	72.2	0.0	63.7	63.8	63.9	63.8	63.8	63.9	63.9	63.8
141	2	883 East 180th Street	64.0	64.0	80.2	81.5	78.2	77.5	73.1	71.1	72.4	0.0	64.0	64.1	64.2	64.1	64.1	64.2	64.2	64.0
141	3	883 East 180th Street	63.7	63.7	80.8	81.9	78.7	77.8	74.6	72.2	72.5	0.0	63.7	63.8	64.0	63.8	63.8	63.9	63.9	63.8
141	4	883 East 180th Street	63.3	63.3	81.1	82.1	79.0	77.8	75.5	72.8	72.6	0.0	63.3	63.5	63.6	63.4	63.4	63.5	63.5	63.4
141	5	883 East 180th Street	62.9	62.9	81.2	82.1	79.0	77.6	75.9	73.3	72.7	0.0	62.9	63.1	63.3	63.1	63.0	63.2	63.2	63.0
142	1	883 East 180th Street	62.3	62.3	72.5	73.5	71.1	70.1	67.8	66.5	67.5	0.0	62.3	62.4	62.5	62.4	62.4	62.5	62.5	62.4
142	2	883 East 180th Street	62.7	62.7	74.1	75.4	72.8	72.0	69.0	67.6	68.1	0.0	62.7	62.9	62.9	62.8	62.8	62.9	62.9	62.8
142	3	883 East 180th Street	62.6	62.6	74.6	75.7	73.3	72.3	69.9	68.1	68.3	0.0	62.6	62.8	62.9	62.7	62.7	62.8	62.9	62.7
142	4	883 East 180th Street	62.3	62.3	75.2	76.2	74.0	72.4	70.3	68.3	68.4	0.0	62.3	62.5	62.7	62.5	62.4	62.6	62.6	62.4
142	5	883 East 180th Street	62.1	62.1	75.3	76.2	74.0	72.3	70.7	68.5	68.4	0.0	62.1	62.3	62.6	62.3	62.3	62.4	62.4	62.2
143	1	883 East 180th Street	63.2	63.2	69.0	69.8	67.0	66.1	66.1	65.4	65.8	0.0	63.2	63.2	63.4	63.2	63.2	63.3	63.3	63.2
143	2	883 East 180th Street	63.4	63.4	70.3	71.4	69.6	69.0	66.8	66.0	66.1	0.0	63.4	63.4	63.6	63.4	63.4	63.5	63.5	63.4
143	3	883 East 180th Street	63.1	63.1	70.2	71.4	69.7	68.9	66.8	65.9	66.0	0.0	63.1	63.1	63.3	63.1	63.1	63.2	63.2	63.1
143	4	883 East 180th Street	62.7	62.7	70.7	71.9	70.2	68.9	67.1	65.9	66.2	0.0	62.7	62.7	63.0	62.8	62.8	62.8	62.9	62.7
143	5	883 East 180th Street	62.3	62.3	71.4	72.4	70.3	69.0	67.3	65.8	66.1	0.0	62.3	62.4	62.7	62.4	62.4	62.6	62.7	62.5
144	1	883 East 180th Street	58.4	58.4	76.1	76.8	72.0	71.4	67.7	66.0	69.3	0.0	58.4	58.5	58.7	58.5	58.5	58.5	58.5	58.4
144	2	883 East 180th Street	58.4	58.4	76.8	77.8	73.4	73.0	68.2	66.3	69.4	0.0	58.4	58.5	58.7	58.5	58.5	58.5	58.5	58.4
144	3	883 East 180th Street	58.4	58.4	77.0	77.9	73.5	73.1	67.7	65.4	68.3	0.0	58.4	58.5	58.7	58.5	58.5	58.5	58.5	58.4
144	4	883 East 180th Street	58.4	58.4	77.6	78.2	74.4	73.2	68.3	65.6	68.4	0.0	58.4	58.6	58.9	58.6	58.6	58.7	58.6	58.4
144	5	883 East 180th Street	58.4	58.4	77.8	78.5	74.9	73.5	69.4	66.2	68.5	0.0	58.4	58.7	59.2	58.7	58.6	58.8	58.7	58.5
145	1	883 East 180th Street	58.4	58.4	61.4	60.7	59.4	59.1	60.1	60.0	61.4	0.0	58.4	58.5	58.6	58.5	58.5	58.6	58.5	58.4
145	2	883 East 180th Street	58.4	58.4	62.7	61.0	59.5	59.1	60.8	60.6	62.7	0.0	58.4	58.5	58.6	58.5	58.5	58.6	58.5	58.4
145	3	883 East 180th Street	58.4	58.4	63.2	61.6	59.9	59.3	60.7	60.4	63.2	0.0	58.4	58.5	58.6	58.5	58.5	58.6	58.5	58.4
145	4	883 East 180th Street	58.4	58.4	64.5	62.2	60.2	59.5	61.9	61.6	64.5	0.0	58.4	58.5	58.7	58.5	58.5	58.6	58.6	58.4
145	5	883 East 180th Street	58.4	58.4	65.9	63.1	60.9	59.8	62.8	62.5	65.9	0.0	58.4	58.5	58.7	58.5	58.5	58.6	58.6	58.4
146	1	878 Hornaday Place	58.4	58.4	67.7	67.7	60.2	59.1	60.8	60.4	61.2	0.0	58.4	59.0	60.1	58.7	58.7	59.5	59.8	58.9
146	2	878 Hornaday Place	58.4	58.4	69.0	68.8	63.0	61.1	63.3	61.9	62.2	0.0	58.4	59.2	60.0	58.8	58.7	59.6	60.0	59.0
147	1	874 Hornaday Place	58.4	58.5	70.7	70.7	60.5	59.1	60.9	60.5	60.3	0.0	58.5	58.9	60.3	58.8	58.7	59.5	59.8	58.8
147	2	874 Hornaday Place	58.4	58.5	71.3	71.1	63.7	61.6	63.7	62.1	61.8	0.0	58.5	59.2	60.2	58.8	58.8	59.7	60.2	59.0
147	3	874 Hornaday Place	58.4	58.5	72.4	72.2	64.4	62.4	65.5	64.1	63.3	0.0	58.5	59.5	60.4	58.9	58.8	59.8	60.6	59.1
148	1	867 East 181st Street	64.0	64.0	74.3	76.0	73.5	73.4	67.9	66.9	67.0	0.0	64.0	64.0	64.1	64.0	64.0	64.1	64.0	64.0
148	2	867 East 181st Street	64.1	64.1	75.1	76.5	74.3	74.0	69.3	67.8	67.1	0.0	64.1	64.1	64.2	64.1	64.1	64.2	64.1	64.1
148	3	867 East 181st Street	63.7	63.7	75.0	76.4	74.2	73.9	70.0	68.3	66.9	0.0	63.7	63.7	63.8	63.7	63.7	63.8	63.7	63.7
148	4	867 East 181st Street	63.2	63.2	75.0	76.4	74.2	73.8	70.6	68.7	67.0	0.0	63.2	63.2	63.3	63.3	63.2	63.3	63.3	63.2
148	5	867 East 181st Street	62.8	62.8	75.1	76.4	74.1	73.8	72.4	71.0	66.6	0.0	62.8	62.8	62.9	62.9	62.8	62.9	62.9	62.8
149	1	865 East 181st Street	64.1	64.1	76.7	76.4	75.7	75.6	69.3	68.2	67.8	0.0	64.1	64.1	64.2	64.1	64.1	64.2	64.2	64.1
149	2	865 East 181st Street	64.1	64.1	77.5	77.2	76.6	76.2	71.2	69.4	67.9	0.0	64.1	64.1	64.2	64.1	64.1	64.2	64.1	64.1
149	3	865 East 181st Street	63.7	63.7	77.5	77.2	76.5	76.1	72.2	70.1	67.8	0.0	63.7	63.7	63.8	63.7	63.7	63.8	63.8	63.7
149	4	865 East 181st Street	63.2	63.2	77.4	77.1	76.4	75.9	73.4	71.6	67.6	0.0	63.2	63.2	63.3	63.3	63.3	63.3	63.3	63.2
149	5	865 East 181st Street	62.8	62.8	77.4	77.2	76.4	75.8	74.9	73.3	67.2	0.0	62.8	62.9	62.9	62.9	62.9	62.9	62.9	62.8
150	1	861 East 181st Street	60.3	60.3	79.1	79.6	74.7	73.1	73.4	71.4	72.2	0.0	60.3	60.3	60.5	60.4	60.4	60.4	60.4	60.3
150	2	861 East 181st Street	61.1	61.1	82.9	83.3	77.5	75.9	76.2	73.7	72.5	0.0	61.1	61.1	61.4	61.2	61.2	61.2	61.2	61.1
150	3	861 East 181st Street	61.3	61.3	83.7	83.8	78.9	76.3	79.2	75.7	72.7	0.0	61.3	61.3	61.6	61.4	61.4	61.4	61.5	61.3
150	4	861 East 181st Street	61.5	61.5	83.8	83.9	79.4	77.1	79.0	76.4	73.0	0.0	61.5	61.5	61.9	61.6	61.6	61.6	61.7	61.5
150	5	861 East 181st Street	61.7	61.7	83.7	83.8	79.4	77.0	79.8	76.5	73.2	0.0	61.7	61.7	62.2	61.8	61.8	61.8	61.9	61.7
151	1	861 Hornaday Place	58.4	58.5	80.3	80.2	70.9	67.8	71.1	68.9	59.8	0.0	58.5	59.6	64.1	61.4	60.6	63.4	64.1	61.8
151	2	861 Hornaday Place	58.4	58.5	81.4	81.3	73.1	70.1	73.1	70.2	59.9	0.0	58.5	59.7	64.3	61.5	60.7	64.1	67.7	61.8
151	3	861 Hornaday Place	58.6	58.6	82.1	81.9	75.6	71.9	74.5	71.2	60.1	0.0	58.6	59.9	64.9	61.6	60.8	64.3	67.8	61.9
152	1	865 Hornaday Place	58.4	58.5	78.3	78.2	69.9	66.9	70.4	68.3	63.7	0.0	58.5	59.5	62.6	59.7	59.6	60.2	59.1	58.7
152	2	865 Hornaday Place	58.4	58.5	79.2	79.2	71.0	68.5	71.6	69.1	63.8	0.0	58.5	59.6	62.8	59.7	59.6	60.3	59.2	58.8
153	1	2139 Honeywell Avenue	58.4	58.4	73.9	73.8	64.4	61.9	64.1	62.4	62.1	0.0	58.4	58.6	58.9	58.6	58.5	58.7	58.7	58.5
153	2	2139 Honeywell Avenue	58.4	58.4	74.6	74.5	66.8	62.8	65.5	63.6	63.9	0.0	58.4	58.8	59.0	58.6	58.6	59.1	59.2	58.8
153	3	2139 Honeywell Avenue	58.4	58.4	74.8	74.6	67.4	63.3	65.9	63.9	64.4	0.0	58.4	59.0	59.2	58.7	58.6	59.2	59.4	58.9
154	1	876 Bronx Park South	58.4	58.5	64.8	64.7	60.7	59.6	63.0	62.6	60.2	0.0	58.5	58.6	60.0	58.9	58.8	59.6	59.8	59.9
154	2	876 Bronx Park South	58.4	58.5	67.0	66.9	61.7	60.3	64.2	63.6	62.0	0.0	58.5	58.8	60.9	59.2	59.0	60.1	60.5	60.0
154	3	876 Bronx Park South	58.4	58.5	71.6	71.4	65.4	62.4	66.0	64.8	62.9	0.0	58.5	58.9	62.8	60.5	59.8	62.1	62.6	60.7
155	1	2147 Honeywell Avenue	58.4	58.4	60.5	60.5	59.1	58.7	59.5	59.3	59.1	0.0	58.4	58.5	58.7	58.5	58.5	58.6	58.7	58.5
155	2	2147 Honeywell Avenue	58.4	58.4	62.1	62.0	60.0	59.0	60.3	59.8	59.7	0.0	58.4	58.5	58.7	58.5	58.5	58.7	58.7	58.5
155	3	2147 Honeywell Avenue	58.4	58.4	64.1	63.9	60.9	59.4	61.1	60.4	59.7	0.0	58.4	58.6	58.9	58.6	58.6	58.8	59.0	58.6
155	4	2147 Honeywell Avenue	58.4	58.4	70.9	70.8	64.1	60.9	63.2	61.9	62.0	0.0	58.4	59.0	59.6	59.1	59.0	59.6	60.2	58.9
155	5	2147 Honeywell Avenue	58.4	58.4	75.0	74.8	68.6	64.8	67.7	65.5	64.1	0.0	58.4	59.8	60.2	59.6	59.4	60.9	62.5	59.7
155	6	2147 Honeywell Avenue	58.4	58.5	75.3	75.1	69.6	65.8	68.4	65.9	64.1	0.0	58.5	59.9	60.7	59.8	59.6	61.6	63.2	60.5
156	1	872 Bronx Park South	61.4	61.4	66.6	66.5	62.8	62.4	64.7	64.1	61.7	0.0	61.4	61.5	62.1	61.6	61.6	61.8	61.7	61.6
156	2	872 Bronx Park South	62.7	62.7	68.9	68.8	65.2	64.2	66.2	65.4	63.1	0.0	62.7	62.8	63.2	62.8	62.8	63.0	63.2	62.9
156	3	872 Bronx Park South	63.0	63.0	72.2	72.1	67.4	65.5	67.7	66.4	63.4	0.0	63.0	63.2	63.6	63.2	63.1	63.4	63.6	63.4
156	4	872 Bronx Park South	63.0	63.0	72.4	72.3	68.0	66.1	68.5	67.1	63.5	0.0	63.0	63.6	63.7	63.2	63.2	63.7	64.0	63.8
156	5	872 Bronx Park South	62.9	62.9	75.9	75.8	69.6	67.1	69.4	67.5	63.6	0.0	62.9	63.9	64.1	63.5	63.4	64.1	64.1	63.7
156	6	872 Bronx Park South	62.6	62.7	76.6	76.4	71.2	68.0	70.2	67.8	63.6	0.0	62.7	63.8	64.2	63.4	63.2	64.1	63.7	63.7
156	7	872 Bronx Park South	62.5	62.7	76.6	76.3	71.1	68.0	70.3	67.8	63.8	0.0	62.7	64.4	65.6	64.0	63.7	65.0	64.6	64.4
156	8	872 Bronx Park South	62.1	62.5	76.5	76.3	71.2	68.1	70.4	67.9	63.4	0.0	62.5	64.4	66.3	64.4	64.0	65.4	64.7	64.1
157	1	870 Hornaday Place	58.4	58.5	71.4	71.4	61.1	60.0	61.4	60.4	60.3	0.0	58.5	58.9	60.6	58.8	58.8	59.5	59.6	58.7
157	2	870 Hornaday Place	58.4	58.5	72.5	72.3	64.8	62.2	64.1	62.1	61.5	0.0	58.5	59.3	60.5	58.9	58.8	59.8	60.2	59.0
158	1	866 Hornaday Place	58.4	58.5	73.1	73.1	61.4	60.3	62.2	61.1	60.5	0.0	58.5	58.9	61.0	58.8	58.8	59.7	59.8

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

			Increment		Increment														
					2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Incr. Min	Incr. Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
132	4	840 Bronx Park South	0.1	9.9	8.2	4.8	2.0	2.8	1.2	0.1	0.0	1.2	3.6	10.9	7.8	7.5	11.3	11.6	5.1
132	5	840 Bronx Park South	0.1	10.1	8.3	4.8	2.2	3.1	1.4	0.1	0.0	1.2	4.1	11.0	8.0	7.4	11.3	11.4	5.1
132	6	840 Bronx Park South	0.1	10.2	8.4	5.0	2.5	3.7	2.0	0.1	0.0	1.6	4.4	11.1	8.3	7.7	11.5	11.5	5.2
133	1	840 Bronx Park South	0.0	4.0	0.7	0.1	0.1	0.3	0.2	0.0	0.0	0.3	0.9	4.5	1.8	1.8	2.4	0.9	0.1
133	2	840 Bronx Park South	0.0	4.2	0.8	0.2	0.1	0.2	0.2	0.0	0.0	0.3	0.9	4.6	1.8	1.7	2.4	0.9	0.1
133	3	840 Bronx Park South	0.0	4.6	0.6	0.2	0.1	0.3	0.2	0.0	0.0	0.4	1.0	5.0	2.2	2.1	2.7	1.0	0.1
133	4	840 Bronx Park South	0.0	5.2	0.6	0.2	0.1	0.1	0.1	0.0	0.0	0.5	1.2	5.7	3.1	2.3	3.0	1.1	0.1
133	5	840 Bronx Park South	0.0	5.9	0.7	0.2	0.1	0.1	0.1	0.0	0.0	0.7	2.1	6.3	3.7	3.0	3.8	1.3	0.1
133	6	840 Bronx Park South	0.0	6.7	0.9	0.3	0.1	0.3	0.2	0.0	0.0	0.9	3.0	7.0	4.3	3.5	4.6	1.8	0.4
134	1	854 Bronx Park South	0.0	3.2	0.6	0.1	0.0	0.2	0.2	0.0	0.0	0.2	0.7	3.5	1.3	1.2	1.7	0.5	0.0
134	2	854 Bronx Park South	0.0	3.1	0.7	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.7	3.4	1.2	1.1	1.5	0.5	0.0
134	3	854 Bronx Park South	0.0	3.3	0.4	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.7	3.6	1.3	1.3	1.7	0.6	0.0
134	4	854 Bronx Park South	0.0	4.0	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.3	0.9	4.3	2.2	1.6	2.0	0.7	0.1
134	5	854 Bronx Park South	0.0	4.4	0.5	0.2	0.1	0.1	0.1	0.0	0.0	0.4	1.2	4.7	2.5	1.8	2.3	0.7	0.1
134	6	854 Bronx Park South	0.0	5.2	1.3	0.4	0.2	0.4	0.2	0.0	0.0	0.6	2.2	5.5	3.3	2.6	3.4	1.3	0.5
135	1	854 Bronx Park South	0.1	17.4	17.3	7.6	5.0	8.0	6.2	0.2	0.0	0.1	0.2	1.9	1.2	1.1	1.7	1.2	0.5
135	2	854 Bronx Park South	0.1	18.5	18.2	13.2	9.9	12.3	9.5	0.1	0.0	0.1	0.3	3.0	1.7	1.6	2.5	1.6	0.8
135	3	854 Bronx Park South	0.1	22.0	21.8	14.1	10.9	13.3	10.2	0.1	0.0	0.1	0.3	4.9	3.1	3.0	4.1	2.1	1.3
135	4	854 Bronx Park South	0.1	22.8	22.5	17.2	13.2	15.4	11.8	0.1	0.0	0.1	0.4	1.1	0.4	0.3	1.4	1.8	2.3
135	5	854 Bronx Park South	0.1	23.1	22.7	17.5	13.8	15.9	12.2	0.1	0.0	0.1	0.7	1.6	0.5	0.5	2.4	3.2	3.9
135	6	854 Bronx Park South	0.1	23.0	22.7	17.4	13.5	15.5	12.1	0.1	0.0	0.2	2.0	3.1	0.9	0.8	4.9	5.8	6.3
136	1	2155 Mohegan Avenue	0.0	2.8	0.3	0.1	0.0	0.1	0.1	0.0	0.0	0.2	0.6	3.1	1.1	1.1	1.5	0.5	0.0
136	2	2155 Mohegan Avenue	0.0	2.7	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.6	3.0	1.0	1.0	1.3	0.4	0.0
136	3	2155 Mohegan Avenue	0.0	2.9	0.4	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.7	3.2	1.1	1.1	1.5	0.5	0.0
136	4	2155 Mohegan Avenue	0.0	3.6	0.4	0.1	0.1	0.1	0.1	0.0	0.0	0.3	0.8	3.8	1.9	1.3	1.7	0.5	0.0
136	5	2155 Mohegan Avenue	0.0	3.9	0.4	0.2	0.1	0.1	0.1	0.0	0.0	0.3	1.0	4.2	2.1	1.5	2.0	0.6	0.0
136	6	2155 Mohegan Avenue	0.0	4.6	1.3	0.5	0.2	0.5	0.3	0.0	0.0	0.5	1.8	4.9	2.7	2.0	2.7	1.0	0.4
137	1	2155 Mohegan Avenue	0.0	20.3	20.1	11.3	7.0	9.7	7.2	0.1	0.0	0.0	0.3	0.7	0.3	0.3	0.9	0.8	0.7
137	2	2155 Mohegan Avenue	0.0	21.9	21.8	12.4	8.4	10.8	7.7	0.1	0.0	0.0	0.3	0.9	0.5	0.5	1.2	0.9	0.9
137	3	2155 Mohegan Avenue	0.0	22.8	22.7	13.8	10.1	12.0	8.0	0.1	0.0	0.0	0.5	1.7	1.2	1.1	2.0	1.1	1.3
137	4	2155 Mohegan Avenue	0.0	23.4	23.2	16.6	12.2	14.1	9.9	0.1	0.0	0.0	0.6	0.9	0.3	0.3	1.5	1.6	2.2
137	5	2155 Mohegan Avenue	0.0	22.3	22.0	15.7	12.2	14.2	10.2	0.2	0.0	0.0	0.8	1.2	0.4	0.3	2.2	2.4	3.3
137	6	2155 Mohegan Avenue	0.1	22.1	21.9	15.6	11.9	14.3	11.2	0.2	0.0	0.1	1.7	2.0	0.6	0.5	2.9	3.3	3.9
138	1	906 East 180th Street	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
138	2	906 East 180th Street	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
138	3	906 East 180th Street	0.0	0.2	0.1	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139	1	876 East 180th Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139	2	876 East 180th Street	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139	3	876 East 180th Street	0.0	0.2	0.2	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139	4	876 East 180th Street	0.0	0.3	0.3	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139	5	876 East 180th Street	0.0	0.5	0.5	0.2	0.1	0.2	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139	6	876 East 180th Street	0.0	1.1	1.0	0.3	0.2	0.4	0.2	0.8	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
140	1	882 East 180th Street	0.0	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
140	2	882 East 180th Street	0.0	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
140	3	882 East 180th Street	0.0	0.2	0.2	0.1	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
140	4	882 East 180th Street	0.0	0.4	0.3	0.1	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
140	5	882 East 180th Street	0.0	0.4	0.3	0.1	0.1	0.2	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
140	6	882 East 180th Street	0.0	0.7	0.5	0.2	0.1	0.3	0.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
141	1	883 East 180th Street	0.0	14.7	16.4	14.0	13.4	8.0	6.5	8.5	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.2	0.1
141	2	883 East 180th Street	0.0	16.2	17.5	14.2	13.5	9.1	7.1	8.4	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.2	0.0
141	3	883 East 180th Street	0.0	17.1	18.2	15.0	14.1	10.9	8.5	8.8	0.0	0.0	0.1	0.3	0.1	0.1	0.2	0.2	0.1
141	4	883 East 180th Street	0.0	17.8	18.8	15.7	14.5	12.2	9.5	9.3	0.0	0.0	0.2	0.3	0.1	0.1	0.2	0.2	0.1
141	5	883 East 180th Street	0.0	18.3	19.2	16.1	14.7	13.0	10.4	9.8	0.0	0.0	0.2	0.4	0.2	0.1	0.3	0.3	0.1
142	1	883 East 180th Street	0.0	10.2	11.2	8.8	7.8	5.5	4.2	5.2	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.2	0.1
142	2	883 East 180th Street	0.0	11.4	12.7	9.8	9.3	6.3	4.9	5.4	0.0	0.0	0.2	0.2	0.1	0.1	0.2	0.2	0.1
142	3	883 East 180th Street	0.0	12.0	13.1	10.7	9.7	7.3	5.5	5.7	0.0	0.0	0.2	0.3	0.1	0.1	0.2	0.3	0.1
142	4	883 East 180th Street	0.0	12.9	13.9	11.7	10.1	8.0	6.0	6.1	0.0	0.0	0.2	0.4	0.2	0.1	0.3	0.3	0.1
142	5	883 East 180th Street	0.0	13.2	14.1	11.9	10.2	8.6	6.4	6.3	0.0	0.0	0.2	0.5	0.2	0.2	0.3	0.3	0.1
143	1	883 East 180th Street	0.0	5.8	6.6	3.8	2.9	2.9	2.2	2.6	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0
143	2	883 East 180th Street	0.0	6.9	8.0	6.2	5.6	3.4	2.6	2.7	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0
143	3	883 East 180th Street	0.0	7.1	8.3	6.6	5.8	3.7	2.8	2.9	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.1	0.0
143	4	883 East 180th Street	0.0	8.0	9.2	7.5	6.2	4.4	3.2	3.5	0.0	0.0	0.0	0.3	0.1	0.1	0.1	0.2	0.0
143	5	883 East 180th Street	0.0	9.1	10.1	8.0	6.7	5.0	3.5	3.8	0.0	0.0	0.1	0.4	0.1	0.1	0.3	0.4	0.2
144	1	883 East 180th Street	0.0	17.7	18.3	13.6	13.0	9.2	7.6	10.9	0.0	0.0	0.1	0.3	0.1	0.0	0.1	0.1	0.0
144	2	883 East 180th Street	0.0	18.3	19.3	15.0	14.5	9.8	7.9	10.9	0.0	0.0	0.1	0.3	0.1	0.0	0.1	0.1	0.0
144	3	883 East 180th Street	0.0	18.5	19.5	15.1	14.6	9.3	7.0	9.9	0.0	0.0	0.1	0.3	0.1	0.1	0.1	0.1	0.0
144	4	883 East 180th Street	0.0	19.1	19.8	16.0	14.8	9.9	7.2	9.9	0.0	0.0	0.2	0.5	0.2	0.2	0.2	0.1	0.0
144	5	883 East 180th Street	0.0	19.4	20.1	16.5	15.1	10.9	7.8	10.0	0.0	0.0	0.3	0.7	0.3	0.2	0.4	0.3	0.1
145	1	883 East 180th Street	0.0	3.0	2.3	0.9	0.7	1.7	1.5	3.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.1	0.0
145	2	883 East 180th Street	0.0	4.2	2.6	1.1	0.7	2.4	2.2	4.2	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.1	0.0
145	3	883 East 180th Street	0.0	4.8	3.2	1.5	0.9	2.2	2.0	4.8	0.0	0.0	0.0	0.2	0.1	0.1	0.2	0.1	0.0
145	4	883 East 180th Street	0.0	6.1	3.8	1.8	1.1	3.5	3.2	6.1	0.0	0.0	0.0	0.3	0.1	0.1	0.2	0.1	0.0
145	5	883 East 180th Street	0.0	7.4	4.7	2.5	1.3	4.4	4.1	7.4	0.0	0.0	0.1	0.2	0.1	0.1	0.2	0.2	0.0
146	1	878 Hornaday Place	0.0	9.3	9.3	1.8	0.7	2.4	2.0	2.8	0.0	0.0	0.6	1.7	0.3	0.3	1.1	1.4	0.5
146	2	878 Hornaday Place	0.0	10.6	10.4	4.6	2.7	4.9	3.5	3.8	0.0	0.0	0.8	1.6	0.4	0.3	1.2	1.6	0.6
147	1	874 Hornaday Place	0.0	12.2	12.2	2.0	0.7	2.5	2.1	1.9	0.0	0.0	0.5	1.9	0.4	0.3	1.1	1.4	0.4
147	2	874 Hornaday Place	0.0	12.9	12.7	5.3	3.2	5.3	3.6	3.4	0.0	0.0	0.8	1.8	0.4	0.4	1.3	1.8	0.6
147	3	874 Hornaday Place	0.1	14.0	13.8	6.0	3.9	7.0	5.7	4.9	0.0	0.1	1.1	2.0	0.5	0.4	1.4	2.2	0.7
148	1	867 East 181st Street	0.0	10.3	12.0	9.5	9.4	3.9	2.9	3.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
148	2	867 East 181st Street	0.0	11.0	12.4	10.2	9.9	5.2	3.7	3.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
148	3	867 East 181st Street	0.0	11.3	12.7	10.5	10.2	6.3	4.6	3.2	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
148	4	867 East 181st Street	0.0	11.8	13.2	11.0	10.6	7.4	5.5	3.8	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.0
148	5	867 East 181st Street	0.0	12.3	13.6	11.3	11.0	9.6	8.2	3.8	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.0
149	1	865 East 181st Street	0.0	12.6	12.3	11.6	11.5	5.2	4.1	3.7	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
149	2	865 East 181st Street	0.0	13.4	13.1	12.5	12.1	7.1	5.3	3.8	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
149	3	865 East 181st Street	0.0	13.8	13.5	12.8	12.4	8.5	6.4	4.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.0
149	4	865 East 181st Street	0.0	14.2	13.9	13.2	12.7	10.2	8.4	4.4	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0
149	5	865 East 181st Street	0.0	14.6	14.4	13.6	13.0	12.1	10.5	4.4	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0
150	1	861 East 181st Street	0.0	18.8	19.3	14.4	12.8	13.1	11.1	11.9	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.1	0.0
150	2	861 East 181st Street	0.0	21.8	22.2	16.4	14.8	15.1	12.6	11.4	0.0	0.0	0.0	0.3	0.1	0.1	0.1	0.1	0.0
150	3	861 East 181st Street	0.0	22.4	22.5	17.6	15.0	17.9	14.4	11.4	0.0	0.0	0.0	0.3	0.1	0.1	0.1	0.2	0.0
150	4	861 East 181st Street	0.0	22.3	22.4	17.9	15.6	17.5	14.9	11.5	0.0	0.0	0.0	0.4	0.1	0.1	0.1	0.2	0.0
150	5	861 East 181st Street	0.0	22.0	22.1	17.7	15.3	18.1	14.8	11.5	0.0	0.0	0.0	0.5	0.1	0.1	0.1	0.2	0.0
151	1	861 Hornaday Place	0.0	21.9	21.8	12.5	9.4	12.7	10.5	1.4	0.0	0.0	1.2	5.7	3.0	2.2	5.0	5.7	3.4
151	2	861 Hornaday Place	0.0	23.0	22.9	14.7	11.7	14.6	11.8	1.5	0.0	0.0	1.3	5.9	3.1	2.2	5.7	9.3	3.4
151	3	861 Hornaday Place	0.0	23.5	23.3	17.0	13.3	15.9	12.6	1.5	0.0	0.0	1.3	6.3	3.0	2.2	5.7	9.2	3.3
152	1	865 Hornaday Place	0.0	19.9	19.8	11.5	8.5	12.0	9.9	5.3	0.0	0.0	1.1	4.2	1.2	1.2	1.8	0.7	0.3
152	2	865 Hornaday Place	0.0	20.8	20.8	12.6	10.0	13.2	10.7	5.4	0.0	0.0	1.2	4.4	1.3	1.2	1.9	0.8	0.4
153	1	2139 Honeywell Avenue	0.0	15.5	15.4	6.0	3.5	5.7	3.9	3.6	0.0	0.0	0.2	0.5	0.1	0.1	0.3	0.3	0.1
153	2	2139 Honeywell Avenue	0.0	16.2	16.1	8.4	4.4	7.0	5.2	5.5	0.0	0.0	0.4	0.6	0.2	0.1	0.6	0.7	0.3
153	3	2139 Honeywell Avenue	0.0	16.4	16.2	9.0	4.9	7.5	5.5	6.0	0.0	0.0	0.6	0.8	0.3	0.2	0.8	1.0	0.5
154	1	876 Bronx Park South	0.0	6.4	6.3	2.3	1.2	4.6	4.2	1.8	0.0	0.0	0.2	1.6	0.5	0.3	1.2	1.4	1.5
154	2	876 Bronx Park South	0.0	8.6	8.5	3.3	1.9	5.8	5.2	3.6	0.0	0.0	0.4	2.5	0.8	0.5	1.7	2.0	1.6
154	3	876 Bronx Park South	0.0	13.2	13.0	7.0	3.9	7.6	6.3	4.5	0.0	0.0	0.5	4.4	2.0	1.3	3.6	4.2	2.3
155	1	2147 Honeywell Avenue	0.0	2.1	2.1	0.7	0.3	1.1	0.9	0.7	0.0	0.0	0.1	0.3	0.1	0.1	0.2	0.2	0.1
155	2	2147 Honeywell Avenue	0.0	3.7	3.6	1.5	0.6	1.9	1.4	1.3	0.0	0.0	0.1	0.3	0.1	0.1	0.2	0.3	0.1
155	3	2147 Honeywell Avenue	0.0	5.7	5.4	2.5	1.0	2.7	2.0	1.3	0.0	0.0	0.2	0.5	0.2	0.2	0.4	0.6	0.1
155	4	2147 Honeywell Avenue	0.0	12.5	12.3	5.7	2.5	4.8	3.5	3.6	0.0	0.0	0.6	1.1	0.7	0.6	1.2	1.8	0.5
155	5	2147 Honeywell Avenue	0.0	16.6	16.4	10.2	6.4	9.2	7.0	5.7	0.0	0.0	1.3	1.8	1.1	1.0	2.4	4.1	1.3
155	6	2147 Honeywell Avenue	0.0	16.9	16.7	11.2	7.4	9.9	7.4	5.7	0.0	0.0	1.5	2.3	1.4	1.2	3.2	4.8	2.1
156	1	872 Bronx Park South	0.0	5.2	5.1	1.4	1.0	3.3	2.7	0.3	0.0	0.0	0.1	0.7	0.2	0.2	0.4	0.3	0.2
156	2	872 Bronx Park South	0.0	6.2	6.1	2.5	1.5	3.5	2.7	0.4	0.0	0.0	0.1	0.5	0.1	0.1	0.3	0.5	0.2
156	3	872 Bronx Park South	0.0	9.2	9.1	4.4	2.5	4.7	3.4	0.4	0.0	0.0	0.2	0.6	0.2	0.1	0.4	0.6	0.4
156	4	872 Bronx Park South	0.0	9.4	9.3	5.0	3.1	5.5	4.1	0.5	0.0	0.0	0.6	0.7	0.2	0.2	0.7	1.0	0.8
156	5	872 Bronx Park South	0.0	13.0	12.9	6.7	4.2	6.5	4.6	0.7	0.0	0.0	1.0	1.2	0.6	0.5	1.2	1.2	0.8
156	6	872 Bronx Park South	0.1	14.0	13.8	8.6	5.4	7.6	5.2	1.0	0.0	0.1	1.2	1.6	0.8	0.6	1.5	1.1	1.1
156	7	872 Bronx Park South	0.2	14.1	13.8	8.6	5.5	7.8	5.3	1.3	0.0	0.2	1.9	3.1	1.5	1.2	2.5	2.1	1.9
156	8	872 Bronx Park South	0.4	14.4	14.2	9.1	6.0	8.3	5.8	1.3	0.0	0.4	2.3	4.2	2.3	1.9	3.3	2.6	2.0
157	1	870 Hornaday Place	0.0	13.0	13.0	2.7	1.6	3.0	2.0	1.9	0.0	0.0	0.5	2.2	0.4	0.4	1.1	1.2	0.3
157	2	870 Hornaday Place	0.0	14.1	13.9	6.3	3.8	5.7	3.6	3.1	0.0	0.0	0.9	2.1	0.5	0.4	1.4	1.8	0.6
158	1	866 Hornaday Place	0.0	14.7	14.7	3.0	1.9	3.8	2.7	2.1	0.0	0.0	0.5	2.6	0.4	0.4	1.3	1.4	0.4
158	2	866 Hornaday Place	0.0	16.0	15.8	9.0	5.9	7.9	5.0	2.9	0.0	0.0	0.8	2.4	0.5	0.4	1.5	1.8	0.6
158	3	866 Hornaday Place	0.1	17.6	17.4	9.9	7.2	9.1	6.0	3.7	0.0	0.1	1.2	2.7	0.6	0.5	1.8	2.3	0.8
159	1	869 Hornaday Place	0.0	18.5	18.4	9.9	6.2	9.3	7.3	7.7	0.0	0.0	0.4	3.5	0.4	0.4	0.8	0.3	0.0
159	2	869 Hornaday Place	0.0	19.4	19.2	10.7	7.3	10.0	7.6	8.0	0.0	0.0	0.5	3.6	0.4	0.4	0.8	0.3	0.0
160	1	873 Hornaday Place	0.0	11.7	11.7	1.9	0.7	5.1	4.9	4.8	0.0	0.0	0.1	0.6	0.2	0.1	0.3	0.3	0.0
160	2	873 Hornaday Place	0.0	14.2	14.0	9.2	5.0	7.9	6.0	5.7	0.0	0.0	0.2	0.9	0.2	0.2	0.4	0.4	0.1
160	3	873

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

				Total L_{10}		Total L_{10}													
						2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Existing L10	L_{10} Min	L_{10} Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
170	5	2158 Mapes Avenue	58.4	58.4	61.4	61.4	60.1	59.5	60.6	59.8	58.5	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
170	6	2158 Mapes Avenue	58.4	58.4	65.3	65.3	62.7	60.9	63.0	61.7	58.5	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
171	1	2159 Southern Boulevard	58.4	58.4	59.7	59.7	58.8	58.6	58.9	58.8	58.4	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
171	2	2159 Southern Boulevard	58.4	58.4	60.0	60.0	58.9	58.7	59.2	59.0	58.4	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
171	3	2159 Southern Boulevard	58.4	58.4	60.6	60.7	59.1	58.8	59.6	59.3	58.5	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
171	4	2159 Southern Boulevard	58.4	58.4	61.6	61.7	59.4	59.0	60.1	59.7	58.5	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
171	5	2159 Southern Boulevard	58.4	58.4	63.2	63.4	60.2	59.6	61.0	60.5	58.5	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
171	6	2159 Southern Boulevard	58.6	58.6	66.4	66.5	62.7	61.2	63.2	62.0	58.7	0.0	58.6	58.6	58.6	58.6	58.6	58.6	58.6	58.6
172	1	2159 Southern Boulevard	58.4	58.4	71.7	71.7	63.8	62.2	64.6	63.0	58.5	0.0	58.4	58.4	58.4	58.4	58.4	58.4	58.4	58.4
172	2	2159 Southern Boulevard	59.4	59.4	72.1	72.1	64.4	62.9	65.1	63.6	59.5	0.0	59.4	59.4	59.4	59.4	59.4	59.4	59.4	59.4
172	3	2159 Southern Boulevard	60.4	60.4	72.3	72.2	64.9	63.5	65.6	64.1	60.5	0.0	60.4	60.4	60.4	60.4	60.4	60.4	60.4	60.4
172	4	2159 Southern Boulevard	61.1	61.1	72.4	72.4	66.0	64.6	66.3	64.5	61.2	0.0	61.1	61.1	61.1	61.1	61.1	61.1	61.1	61.1
172	5	2159 Southern Boulevard	61.1	61.1	72.9	72.8	67.4	64.9	66.6	64.5	61.2	0.0	61.1	61.1	61.1	61.1	61.1	61.1	61.1	61.1
172	6	2159 Southern Boulevard	61.3	61.3	73.1	73.1	68.0	65.3	67.1	64.9	61.4	0.0	61.3	61.3	61.3	61.3	61.3	61.3	61.3	61.3
173	1	2159 Southern Boulevard	70.3	70.3	74.9	74.9	71.5	70.9	71.4	71.0	70.4	0.0	70.3	70.3	70.3	70.3	70.3	70.3	70.3	70.3
173	2	2159 Southern Boulevard	70.9	70.9	75.2	75.2	72.1	71.5	72.0	71.6	71.0	0.0	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
173	3	2159 Southern Boulevard	70.8	70.8	75.2	75.2	72.1	71.5	72.0	71.5	70.9	0.0	70.8	70.8	70.8	70.8	70.8	70.8	70.8	70.8
173	4	2159 Southern Boulevard	70.4	70.4	75.3	75.3	71.9	71.2	71.8	71.2	70.5	0.0	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4
173	5	2159 Southern Boulevard	70.0	70.0	75.2	75.2	71.7	70.9	71.6	70.9	70.1	0.0	70.0	70.0	70.0	70.0	70.0	70.0	70.0	70.0
173	6	2159 Southern Boulevard	69.6	69.6	75.3	75.3	71.6	70.7	71.5	70.6	69.7	0.0	69.6	69.6	69.6	69.6	69.6	69.6	69.6	69.6
174	1	Site 2: Sojourner Truth Development Site	58.4	58.4	69.4	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.6	60.2	69.7	65.5	64.8	69.0	68.9	65.5
174	2	Site 2: Sojourner Truth Development Site	58.4	58.4	71.4	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.7	60.7	72.3	68.6	68.3	72.8	73.4	64.3
174	3	Site 2: Sojourner Truth Development Site	58.4	58.4	72.3	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.8	61.5	73.1	68.7	68.4	72.9	73.5	64.4
174	4	Site 2: Sojourner Truth Development Site	58.4	58.4	72.6	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.8	61.4	73.3	69.4	69.0	73.1	73.5	64.4
174	5	Site 2: Sojourner Truth Development Site	58.4	58.4	73.0	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.1	61.6	73.6	70.0	69.3	73.2	73.4	64.4
174	6	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.1	61.6	73.7	70.3	69.5	73.3	73.4	64.4
174	7	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.2	61.6	73.8	70.5	69.7	73.4	73.5	64.4
174	8	Site 2: Sojourner Truth Development Site	58.4	58.4	73.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	62.8	73.9	70.5	69.7	73.4	73.5	64.5
174	9	Site 2: Sojourner Truth Development Site	58.4	58.4	73.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.0	73.9	70.5	69.8	73.4	73.5	64.4
174	10	Site 2: Sojourner Truth Development Site	58.4	58.4	73.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.3	73.9	70.6	69.8	73.4	73.5	64.4
174	11	Site 2: Sojourner Truth Development Site	58.4	58.4	73.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	64.0	73.8	70.5	69.8	73.4	73.4	64.4
174	12	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	64.0	73.8	70.5	69.7	73.4	73.4	64.4
174	13	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.7	70.4	69.6	73.3	73.3	64.3
174	14	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.7	70.3	69.5	73.2	73.2	64.3
174	15	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.7	70.4	69.7	73.2	73.2	64.3
174	16	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.6	70.4	69.6	73.2	73.1	64.2
175	1	Site 2: Sojourner Truth Development Site	58.4	58.4	70.8	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.6	62.9	71.0	67.0	66.0	70.3	70.6	66.1
175	2	Site 2: Sojourner Truth Development Site	58.4	58.4	72.6	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.6	61.9	73.0	69.4	68.8	73.4	75.0	66.2
175	3	Site 2: Sojourner Truth Development Site	58.4	58.4	73.4	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.6	62.7	74.0	69.6	69.1	73.5	75.0	66.3
175	4	Site 2: Sojourner Truth Development Site	58.4	58.4	73.6	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.7	62.4	74.2	69.8	69.3	73.6	75.0	66.3
175	5	Site 2: Sojourner Truth Development Site	58.4	58.4	74.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.1	62.7	74.8	70.9	70.2	74.0	75.0	66.4
175	6	Site 2: Sojourner Truth Development Site	58.4	58.4	74.5	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.1	62.6	75.0	71.4	70.4	74.1	75.0	66.4
175	7	Site 2: Sojourner Truth Development Site	58.4	58.4	74.6	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.2	63.0	75.1	71.8	70.9	74.4	75.0	66.4
175	8	Site 2: Sojourner Truth Development Site	58.4	58.4	74.9	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.7	64.8	75.3	72.0	71.1	74.5	75.2	66.6
175	9	Site 2: Sojourner Truth Development Site	58.4	58.4	74.7	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	64.5	75.2	71.9	70.9	74.2	74.3	65.3
175	10	Site 2: Sojourner Truth Development Site	58.4	58.4	74.7	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	64.8	75.2	71.9	70.9	74.2	74.3	65.3
175	11	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.7	70.4	69.7	73.2	73.2	64.1
175	12	Site 2: Sojourner Truth Development Site	58.4	58.4	73.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.6	70.4	69.6	73.2	73.1	64.1
175	13	Site 2: Sojourner Truth Development Site	58.4	58.4	73.0	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.6	70.4	69.6	73.2	73.1	64.1
175	14	Site 2: Sojourner Truth Development Site	58.4	58.4	73.0	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.6	70.3	69.5	73.1	73.1	64.1
175	15	Site 2: Sojourner Truth Development Site	58.4	58.4	73.0	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.5	70.3	69.5	73.1	73.0	64.1
175	16	Site 2: Sojourner Truth Development Site	58.4	58.4	72.9	58.4	58.4	58.4	58.4	58.4	58.4	0.0	59.6	63.9	73.5	70.2	69.5	73.1	73.0	64.0
176	1	Site 3: Non-Applicant Site	58.4	58.4	73.9	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	74.4	68.6	68.6	74.9	74.0	68.8
176	2	Site 3: Non-Applicant Site	58.4	58.4	74.4	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	75.1	70.4	70.0	75.1	75.0	69.5
176	3	Site 3: Non-Applicant Site	58.4	58.4	75.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	75.8	71.7	71.5	77.1	76.3	69.6
176	4	Site 3: Non-Applicant Site	58.4	58.4	75.5	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	76.4	72.6	72.3	77.4	76.4	69.9
176	5	Site 3: Non-Applicant Site	58.4	58.4	75.7	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	76.6	72.6	72.4	77.2	76.3	68.5
176	6	Site 3: Non-Applicant Site	58.4	58.4	76.4	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	77.1	73.0	72.6	77.1	75.7	69.2
176	7	Site 3: Non-Applicant Site	58.4	58.4	77.5	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	78.0	73.4	72.9	77.2	75.9	69.3
177	1	Site 3: Non-Applicant Site	58.4	58.4	73.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	73.2	67.4	66.2	68.4	67.6	69.8
177	2	Site 3: Non-Applicant Site	58.4	58.4	77.6	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	77.6	72.4	70.3	71.6	67.8	69.2
177	3	Site 3: Non-Applicant Site	58.4	58.4	78.8	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	78.8	72.5	71.4	72.9	68.4	69.3
177	4	Site 3: Non-Applicant Site	58.4	58.4	79.4	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	79.4	74.5	73.1	74.3	68.4	69.4
177	5	Site 3: Non-Applicant Site	58.4	58.4	79.4	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	79.4	74.5	73.1	74.9	70.0	68.7
177	6	Site 3: Non-Applicant Site	58.4	58.4	79.0	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	79.1	73.8	72.2	74.4	71.1	68.9
177	7	Site 3: Non-Applicant Site	58.4	58.4	79.0	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	79.1	74.2	72.7	75.0	71.6	67.7
178	1	Site 3: Non-Applicant Site	58.4	58.4	74.5	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	74.5	66.4	65.7	67.9	66.4	68.1
178	2	Site 3: Non-Applicant Site	58.4	58.4	77.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	77.1	70.4	68.6	70.1	66.4	67.6
178	3	Site 3: Non-Applicant Site	58.4	58.4	77.5	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	77.5	71.6	70.8	72.0	66.3	68.2
178	4	Site 3: Non-Applicant Site	58.4	58.4	77.8	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	77.8	72.2	70.9	72.5	67.3	68.2
178	5	Site 3: Non-Applicant Site	58.4	58.4	78.1	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	78.1	72.8	70.9	72.1	67.4	68.2
178	6	Site 3: Non-Applicant Site	58.4	58.4	78.2	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	78.2	72.9	71.0	72.2	67.8	67.3
178	7	Site 3: Non-Applicant Site	58.4	58.4	78.3	58.4	58.4	58.4	58.4	58.4	58.4	0.0	58.4	58.4	78.3	73.1	71.4	72.6	67.9	65.4

Construction Noise Results
Phipps Mapes Sojourner Truth Rezoning

			Increment		Increment														
					2mo	2mo	2mo	2mo	7mo	9mo	12mo	5mo	7mo	2mo	2mo	2mo	4mo	5mo	8mo
Rec #	Floor #	Address	Incr. Min	Incr. Max	Site 2 - V01	Site 2 - V02	Site 2 - V03	Site 2 - V04	Site 2 - V05	Site 2 - V06	No Construction1	Site 1 - V08	Site 1 - V09	Site 1 - V10	Site 1 - V11	Site 1 - V12	Site 1 - V13	Site 1 - V14	Site 1 - V15
170	5	2158 Mapes Avenue	0.0	3.0	3.0	1.7	1.1	2.2	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
170	6	2158 Mapes Avenue	0.0	6.9	6.9	4.3	2.5	4.6	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
171	1	2159 Southern Boulevard	0.0	1.3	1.3	0.4	0.2	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
171	2	2159 Southern Boulevard	0.0	1.6	1.6	0.5	0.3	0.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
171	3	2159 Southern Boulevard	0.0	2.2	2.2	0.7	0.4	1.2	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
171	4	2159 Southern Boulevard	0.0	3.2	3.3	1.0	0.6	1.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
171	5	2159 Southern Boulevard	0.0	4.8	5.0	1.8	1.2	2.6	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
171	6	2159 Southern Boulevard	0.0	7.8	7.9	4.1	2.6	4.6	3.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
172	1	2159 Southern Boulevard	0.0	13.3	13.3	5.4	3.8	6.2	4.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
172	2	2159 Southern Boulevard	0.0	12.7	12.7	5.0	3.5	5.7	4.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
172	3	2159 Southern Boulevard	0.0	11.9	11.8	4.5	3.1	5.2	3.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
172	4	2159 Southern Boulevard	0.0	11.3	11.3	4.9	3.5	5.2	3.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
172	5	2159 Southern Boulevard	0.0	11.8	11.7	6.3	3.8	5.5	3.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
172	6	2159 Southern Boulevard	0.0	11.8	11.8	6.7	4.0	5.8	3.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
173	1	2159 Southern Boulevard	0.0	4.6	4.6	1.2	0.6	1.1	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
173	2	2159 Southern Boulevard	0.0	4.3	4.3	1.2	0.6	1.1	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
173	3	2159 Southern Boulevard	0.0	4.4	4.4	1.3	0.7	1.2	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
173	4	2159 Southern Boulevard	0.0	4.9	4.9	1.5	0.8	1.4	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
173	5	2159 Southern Boulevard	0.0	5.2	5.2	1.7	0.9	1.6	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
173	6	2159 Southern Boulevard	0.0	5.7	5.7	2.0	1.1	1.9	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
174	1	Site 2: Sojourner Truth Development Site	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.8	11.3	7.1	6.3	10.6	10.5	7.1
174	2	Site 2: Sojourner Truth Development Site	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	2.3	13.9	10.2	9.9	14.3	15.0	5.9
174	3	Site 2: Sojourner Truth Development Site	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	3.1	14.6	10.3	9.9	14.4	15.1	6.0
174	4	Site 2: Sojourner Truth Development Site	0.0	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.0	14.9	10.9	10.6	14.7	15.1	6.0
174	5	Site 2: Sojourner Truth Development Site	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	3.2	15.2	11.6	10.9	14.8	15.0	6.0
174	6	Site 2: Sojourner Truth Development Site	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	3.2	15.3	11.9	11.0	14.9	15.0	6.0
174	7	Site 2: Sojourner Truth Development Site	0.0	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3.2	15.4	12.1	11.3	15.0	15.1	6.0
174	8	Site 2: Sojourner Truth Development Site	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	4.4	15.5	12.1	11.3	15.0	15.1	6.1
174	9	Site 2: Sojourner Truth Development Site	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	4.6	15.5	12.1	11.4	15.0	15.1	6.0
174	10	Site 2: Sojourner Truth Development Site	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	4.9	15.5	12.2	11.4	15.0	15.1	6.0
174	11	Site 2: Sojourner Truth Development Site	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.6	15.4	12.1	11.4	15.0	15.0	6.0
174	12	Site 2: Sojourner Truth Development Site	0.0	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.6	15.4	12.1	11.3	15.0	15.0	6.0
174	13	Site 2: Sojourner Truth Development Site	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.5	15.3	12.0	11.2	14.9	14.9	5.9
174	14	Site 2: Sojourner Truth Development Site	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.5	15.3	11.9	11.1	14.8	14.8	5.9
174	15	Site 2: Sojourner Truth Development Site	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.5	15.3	12.0	11.3	14.8	14.8	5.9
174	16	Site 2: Sojourner Truth Development Site	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.5	15.2	12.0	11.2	14.8	14.7	5.8
175	1	Site 2: Sojourner Truth Development Site	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	4.5	12.6	8.5	7.6	11.9	12.2	7.7
175	2	Site 2: Sojourner Truth Development Site	0.0	14.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	3.5	14.5	10.9	10.4	15.0	16.6	7.8
175	3	Site 2: Sojourner Truth Development Site	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	4.2	15.6	11.2	10.7	15.1	16.6	7.9
175	4	Site 2: Sojourner Truth Development Site	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	4.0	15.8	11.4	10.9	15.2	16.6	7.9
175	5	Site 2: Sojourner Truth Development Site	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	4.2	16.4	12.5	11.8	15.6	16.6	7.9
175	6	Site 2: Sojourner Truth Development Site	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	4.2	16.6	13.0	12.0	15.7	16.6	7.9
175	7	Site 2: Sojourner Truth Development Site	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	4.6	16.7	13.4	12.4	16.0	16.6	8.0
175	8	Site 2: Sojourner Truth Development Site	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	6.4	16.9	13.6	12.7	16.1	16.8	8.2
175	9	Site 2: Sojourner Truth Development Site	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	6.1	16.8	13.5	12.5	15.8	15.9	6.9
175	10	Site 2: Sojourner Truth Development Site	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	6.4	16.8	13.5	12.5	15.8	15.9	6.9
175	11	Site 2: Sojourner Truth Development Site	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.5	15.3	12.0	11.3	14.8	14.8	5.7
175	12	Site 2: Sojourner Truth Development Site	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	5.4	15.2	12.0	11.2	14.8	14.7	5.7
175	13	Site 2: Sojourner Truth Development Site	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	5.4	15.2	12.0	11.2	14.8	14.7	5.7
175	14	Site 2: Sojourner Truth Development Site	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	5.4	15.2	11.9	11.1	14.7	14.6	5.7
175	15	Site 2: Sojourner Truth Development Site	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	5.4	15.1	11.9	11.1	14.6	14.5	5.7
175	16	Site 2: Sojourner Truth Development Site	0.0	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	5.4	15.1	11.8	11.1	14.6	14.5	5.6
176	1	Site 3: Non-Applicant Site	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	10.2	10.2	16.5	15.6	10.4
176	2	Site 3: Non-Applicant Site	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	12.0	11.6	16.7	16.6	11.1
176	3	Site 3: Non-Applicant Site	0.0	16.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4	13.3	13.1	18.6	17.9	11.2
176	4	Site 3: Non-Applicant Site	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	14.2	13.9	18.9	18.0	11.5
176	5	Site 3: Non-Applicant Site	0.0	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.1	14.2	14.0	18.7	17.9	10.0
176	6	Site 3: Non-Applicant Site	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6	14.5	14.2	18.6	17.3	10.8
176	7	Site 3: Non-Applicant Site	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6	15.0	14.4	18.7	17.5	10.9
177	1	Site 3: Non-Applicant Site	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8	9.0	7.8	9.9	9.1	11.4
177	2	Site 3: Non-Applicant Site	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	14.0	11.9	13.2	9.4	10.8
177	3	Site 3: Non-Applicant Site	0.0	20.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	14.1	13.0	14.4	9.9	10.9
177	4	Site 3: Non-Applicant Site	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	16.1	14.7	15.9	9.9	10.9
177	5	Site 3: Non-Applicant Site	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	16.1	14.7	16.5	11.6	10.3
177	6	Site 3: Non-Applicant Site	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7	15.4	13.8	16.0	12.7	10.5
177	7	Site 3: Non-Applicant Site	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.7	15.8	14.2	16.6	13.2	9.2
178	1	Site 3: Non-Applicant Site	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1	7.9	7.3	9.5	7.9	9.7
178	2	Site 3: Non-Applicant Site	0.0	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6	12.0	10.2	11.7	8.0	9.1
178	3	Site 3: Non-Applicant Site	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	13.2	12.3	13.6	7.9	9.8
178	4	Site 3: Non-Applicant Site	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3	13.8	12.5	14.1	8.9	9.8
178	5	Site 3: Non-Applicant Site	0.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.7	14.3	12.5	13.7	9.0	9.8
178	6	Site 3: Non-Applicant Site	0.0	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.8	14.4	12.6	13.8	9.4	8.9
178	7	Site 3: Non-Applicant Site	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.9	14.7	13.0	14.2	9.5	7.0