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BOARD OF STANDARDS AND APPEALS

MEETING OF: August 11, 2025
CALENDAR NO.: 2024-45-BZ
PREMISES: 295 Front Street a/k/a 78 Hudson Avenue,
Brooklyn
Block 43, Lot 29

ACTION OF BOARD — Application granted on condition.

THE VOTE —

**Affirmative: Chair Chanda, Vice-Chair Scibetta,
Commissioner Ottley-Brown, Commissioner Sheta, and
Commissioner Yoon.....5**
Negative:.....0

THE RESOLUTION —

The decision of the Department of Buildings (“DOB”), dated July 29, 2024, acting on Alteration-CO Application No. B00820844-I 1, reads, in pertinent part:

ZR 42-133: As per ZR 42-133 obtain special permit of the Board of Standards and Appeals, to have a school in 4th and 5th floor for building located in M1 district in accordance with Section 73-133 (Schools).

I. The Request

This is an application for a special permit, pursuant Z.R. §§ 73-133 and 73-03, to permit the operation of a Use Group (“UG”) III(B), school building, contrary to zoning requirements for use (Z.R. § 42-133) for an M1-2 zoning district. This application is brought on behalf of the Ember Charter School (the “School”).

A public hearing was held on this application on March 11, 2025, after due notice by publication in *The City Record*, with continued hearings on June 10, 2025, and July 15, 20205, and then to decision on August 11, 2025. Vice-Chair Scibetta, Commissioner Ottley-Brown, and Commissioner Yoon performed inspections of the Premises and surrounding area.

Community Board 2, Brooklyn, recommends approval of this application.

II. Location

The Premises are located on the northwest corner of Front Street and Hudson Avenue, in an M1-2 zoning district, in Brooklyn. With approximately 130 feet of frontage along Front Street, 100 feet of frontage along Hudson Avenue, and 13,000 square feet of lot area, the Premises are currently occupied by a seven-story, commercial building, with 9,805.50 square feet of floor area on the fourth floor occupied by the School.

III. Proposal

The applicant proposes to expand the current school use from only the fourth floor to the fourth and fifth floors of the subject Premises, therefore doubling its occupancy to approximately 19,611 square feet (1.53 FAR) of the existing building and a total building floor area of 66,919 square feet. The applicant also notes that there would be a dedicated lobby for School use on the Hudson Avenue frontage 266-square-foot dedicated school lobby along Hudson Avenue, with ADA-access permitted through the general lobby on 295 Front Street and would provide a dedicated entrance to the fourth and fifth floors from Hudson Avenue. Furthermore, the applicant describes that the fourth floor would contain the common area, two mechanical rooms, classrooms, a bathroom, administrative offices, a teacher's workroom, storage, counseling rooms, and a science room, and the fifth floor would contain two classrooms, offices, a library, reading rooms, counseling rooms, and storage. The School anticipates a total enrollment of approximately 300 students and 45 staff members by the 2027–2028 school year.

In the subject M1-2 zoning district, the Zoning Resolution prohibits UG III(B) school uses (Z.R. § 42-133). Accordingly, the applicant seeks the relief requested herein.

IV. Findings

As a threshold matter, the Board notes that the Premises are within the boundaries of a designated area in which the subject special permit is available. As to whether the School meets the Z.R. § 12-10 definition of *school* for purposes of Z.R. § 73-133, the applicant states that the School qualifies as a *school* as it is an institution providing full-time day instruction and a course of study that meets the requirements of the New York State Education Law (“NYSEL”) §§ 3204, 3205, and 3210. Specifically, the applicant represents that the ECC operates under both a New York City Health Code Article 43 certificate and an Article 47 permit issued by the New York City Department of Health and Mental Hygiene (“DOHMH”). In support, the applicant submitted copies of the certificate and permit to evidence that the NYC DOHMH recognizes the School's status as a group

childcare service and Article 43-based, pre-school, instructional program provider. Accordingly, the Board finds that the School constitutes a school as per Z.R. § 12-10 and the NYSEL.

A.

With respect to Z.R. § 73-133(a), an applicant must demonstrate its inability to obtain a site for the development of a school within the neighborhood to be served, and with a size sufficient to meet the programmatic needs of the School, within a district where the school is permitted as of right.

First, the applicant reiterates that its growing enrollment necessitates the proposed enlargement so that it can provide all required program spaces for a substantially larger population over the course of the next five years. As such, the applicant conducted a site selection search to identify individual sites which it argues was particularly difficult due to the limited number of available existing buildings that met approved New York City Department of Building Code and zoning requirements in conjunction with the School's requirements. By letter dated December 12, 2023, the registered NYC broker who worked with the School during this search described the process as such:

The search area was initially within the approximately three-square miles of Bedford-Stuyvesant, Brooklyn, where the current School is located. Due to the lack of viable options the search area expanded to outlying areas including Downtown Brooklyn and DUMBO / Vinegar Hill, totaling approximately 5 square miles. Listed below are properties/spaces we pursued through feasibility studies throughout this process. Properties meeting the School's requirements required significant improvements to meet NYC DOB Code requirements and did not permit School Use as-of-right in terms of zoning. Brokerage firms found comparative average valuation of \$500 per square foot for sales and a wide variety of cost per square foot for rental with additional required renovation costs to meet Embers as well as Zoning and Code requirements. Key criteria limiting the School property search include the following: 1) Rent rate of \$35 maximum per usable square feet; 2) Usable area of 8,000 to 20,000 square feet; 3) Per New York City Department of Building Zoning requirements; a. School Use is permitted in Community Facility Use Group III(B). Schools are not permitted as-of-right in Manufacturing Zoning Districts. Given the School's area requirements this precludes most properties in Residential Districts, leaving only limited Commercial Districts; 4) Per New York City Department of Building Code requirements; a. Two separate means of egress with a stair width each 44" wide; b. Corridors 66 " wide throughout the interior space; c. Occupancy and Egress capacity of 300; d.

Building and space must be sprinklered with fire alarm; e. Building and space must be ADA Accessible; f. Mechanical heating and cooling and fresh air ventilation; The property / space search focused on numerous potential sites throughout the process prior to locating the proposed 295 Front Street / 84 Hudson Avenue property space.

Prior comparables are listed below including criteria which were not met:

1. 20 New York Avenue; a. Met space requirements with two floors of the three-story building; b. Met egress requirements for one means of egress. The second means of egress existed but required significant modifications (widening from standard egress of 36" to 44"); c. Elevator and bathrooms required modifications for ADA accessibility; d. Sprinkler and Fire Alarm upgrades required; e. Mechanical system upgrades required; f. Modification required of the existing Certificate of Occupancy to change use from Commercial to Community Facility or include both. Property Owner was unwilling to modify. g. Did not meet rental rate requirements with renovation cost requirements plus rental valuation of \$156k annually.
2. 760 Dekalb Avenue a. Exceeded space requirements as existing, four-story school building; b. Elevator and bathrooms required modifications for ADA accessibility; c. Sprinkler and Fire Alarm upgrades required; d. Mechanical system upgrades required; e. Did not meet rental or sales rate requirements with sale valuation of \$14 million.
3. 25 Chapel Street a. Met space requirements within single floor space; b. Mechanical system upgrades required; c. Modification required of the existing Certificate of Occupancy to change use from Commercial to Community Facility or include both. Property Owner was unwilling to modify. d. Did not meet rental rate requirements with renovation cost requirements plus rental valuation of \$41 per square foot.
4. 1368 Fulton Street; a. Did not meet space requirements within single floor space; b. Elevator required modifications for ADA accessibility; c. Mechanical system upgrades required; d. Modification required of the existing Certificate of Occupancy to change use to Community Facility School Use. Property Owner was unwilling to modify.
5. 275 Marcus Garvey a. Did not meet space requirements within single floor space; b. Mechanical system upgrades

required; c. Sprinkler and Fire Alarm upgrades required;
d. Did not meet rental rate requirements with renovation cost requirements plus rental valuation of \$30 per square foot.

6. 1958 Fulton St a. Exceeded space requirements as existing five story school building; b. Mechanical system upgrades required; c. Sprinkler and Fire Alarm upgrades required; d. Did not meet rental rate requirements with renovation cost requirements plus rental valuation of \$33 per square foot.

In addition, the applicant submitted maps of the surrounding area showing that most of the lots are fully developed with existing structures. Furthermore, the majority of these lots are small lots measuring on average, 20' x 100' or 25 x 100', therefore, with total lot areas of 2,000 square feet or 2,500 square feet. Furthermore, the applicant contends there are not many large buildings that already exist in the area for re-adaptive use, same which is not a feasible or practical for a new school use. In sum, the applicant concludes that within the neighborhood to be served by the proposed school, there is no practical possibility of obtaining a site of adequate size located in a district wherein it is permitted as-of-right, because appropriate sites in such districts are occupied by substantial improvements. Accordingly, the Board finds that the requirements of Z.R. § 73-133(a) are met.

B.

Z.R. § 73-133(b) requires an applicant to demonstrate that the proposed school is located no more than 400 feet from the boundary of a district in which such a school is permitted as of right. Here, the applicant states and submitted maps attesting that the subject Premises are located within 400 feet of an R6A and an R6B zoning district, which are both across on the southerly side of Front Street to the south of the Premises and another R6B zoning district located to the east of the Premises on the easterly side of Hudson Avenue, where the school would be permitted as of right. Accordingly, the Board finds that the requirements of Z.R. § 73-133(b) are met.

C.

Z.R. § 73-133(c) requires an applicant to demonstrate how it will achieve adequate separation from noise, traffic, and other adverse effects of the surrounding non-residential district. Here, the applicant notes that it conducted a noise analysis, documented in its Environmental Assessment Statement (“EAS”). The guiding 2021 City Environmental Quality Review Technical Manual of the City of New York (“CEQR Manual”) classifies L10 noise levels greater than 80 dBA as “Clearly Unacceptable General External Exposure” for community

facility uses such as the School. *See* CEQR Manual § 420, Table 19-2. Within a building, noise levels above 45 dBA L₁₀ are considered “nuisance levels.” *Id.* at § 410. The applicant argues that despite the manufacturing zoning classification in which the subject premises is located, the area has limited active manufacturing uses and does not have the potential adverse impacts associated with manufacturing uses as set forth above. In support, the applicant submitted an Environmental Assessment Study (“EAS”) which demonstrates that the subject area, and the particular subject blockfront are more commercial in nature with no heavy industrial truck traffic in the vicinity of the site and no excessive noise or noxious fumes relating to these uses.

Because the predominant noise sources around the proposed project consist of vehicular traffic, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day for 20-minute periods. Noise Monitoring Location One (1) was located at the street level Front Street frontage of the Project Site and Noise Monitoring Location Two (2) was located at the street level Hudson Avenue frontage of the Premises. The existing monitored L₁₀ noise levels compared to the future with-action projected L₁₀ noise levels determined by the Stationary (Playground). Projected with-action L₁₀ noise levels based on noise monitoring results is less than 70 dBA. The Noise Analysis found that no window wall attenuation would be required for the subject building, and there is no potential for significant adverse impacts on project occupants due to noise exposure.

In addition, a Noise PCE analysis was conducted to determine if the Proposed Action would result in an increase in existing Noise PCE values by 100 percent or more. This analysis determined that the Proposed Action would not result in an increase of 100 percent or more to existing Noise PCE values. Therefore, project-generated vehicles associated with the Proposed Action would not adversely impact existing noise-sensitive receptors. Accordingly, the Board finds that the requirements of Z.R. § 73-133(c) have been met.

D.

Z.R. § 73-133(d) requires an applicant to demonstrate how the movement of traffic through the street on which the School will be located can be controlled so as to protect children traveling to and from the School. In support of this finding, the applicant submitted Pedestrian and Vehicular Trip Generation surveys completed by existing students, the EAS determined that in the morning, children would arrive to the proposed school by private car (13.5%), MTA Bus (32.7%), and Subway (53.8%). Children would depart from the proposed school by private car (5.8%), taxi/Uber/Lyft (1.9%), MTA Bus

(32.7%), and Subway (59.6%). No yellow buses or vans would be provided. During the AM peak period, 31 caregiver vehicles, 97 student pedestrians by MTA bus, and 160 student pedestrians by subway are anticipated. During the PM peak period, 13 caregiver vehicles, 4 student taxis, 97 student pedestrians by bus, and 177 student pedestrians by subway are anticipated.

Data on crashes involving vehicles, pedestrians and/or cyclists at study area intersections were obtained from NYC DOT for the most recent three-year period available. This data was analyzed to determine if any of the studied locations may be classified (based on CEQR Technical Manual criteria) as high crash locations and whether vehicle or pedestrian trips and any street network changes resulting from the Proposed Actions may adversely affect vehicular and pedestrian safety in the area. Based on the review of the Crash Data, none of the Study Intersections qualify as high-crash locations. An overview of the routes to school where trips are expected to be most concentrated was conducted and determined that the routes to school are sufficiently controlled so as to protect students walking to and from the school, apart from the intersection of Front Street and Gold Street, where the students have the potential to traverse through two uncontrolled legs of the intersection. Accordingly, a warrant study was conducted at the intersection of Front Street and Gold Street to evaluate the feasibility of traffic controls. At the request of the NYC Department of Transportation (DOT), a warrant study was conducted at this intersection to evaluate the feasibility of traffic controls. It was determined, in coordination with DOT, that the anticipated traffic and pedestrian volumes at this intersection are too low to warrant the installation of additional traffic controls.

Vehicular access to the Project Site would be facilitated through curbside drop-off along the Project Site's frontages on both Front Street and Hudson Avenue. "No Standing School Days" regulation is proposed on both frontages of the Project Site, in coordination with NYC DOT.

As a result of the information from these studies, the applicant proposes to improve the pedestrian network and provide an accessible walking route in the school's vicinity it is proposed to install or upgrade ADA pedestrian ramps to meet the latest NYC DOT standards at all corners at the intersections of Hudson Avenue and Front Street. To improve safety at this intersection, a crossing guard would be requested from the New York City Police Department to be stationed at the west leg of the intersection where students are anticipated to traverse. All pedestrian ramps at the above locations would require NYC DOT permit #410 prior to construction and must be constructed to meet or exceed current ADA standards (2010 ADA), and to comply with the latest version of the NYC DOT Highway Rules, Standard specifications, and standard details of construction. Ramps that do not comply must be reconstructed at no cost to the city of New York. Upon

approval of the application, the applicant shall contact NYC DOT to initiate coordination for pedestrian ramp implementation. Plans for pedestrian ramps shall be filed within three months of school opening, or by December 4th, 2025. Construction of the pedestrian ramps shall be completed within 30 to 60 days of plan approval. The applicant plans to retain a contractor to perform all work associated with the design, construction, and installation of the pedestrian ramps in coordination with DOT and bear all related costs.

As requested by the NYC DOT School Safety Division, the applicant proposes to install “No Standing School Days” parking regulations along both school frontages during school hours. The applicant notes that this area would be used exclusively for caregiver vehicle drop-off and pickup activities as no yellow school buses are provided for high school students. Furthermore, the school administration states that it would advise caregivers dropping off and picking up by private vehicle to utilize one of the two “No Standing School Days” zones along Hudson Avenue or Front Street. Moreover, the School would advise caregivers not to double park, and not to exit their vehicles while stationed within the “No Standing School Days” zones.

Furthermore, as requested by the NYC DOT School Safety Division, the applicant proposes to install a gate at the private parking lot and associated curb cut located along the Front Street frontage of the Premises that the gate would remain closed at all times unless vehicles come in/out, and no loading activity with trucks or other large vehicles backing in and out of the lot would occur during School arrival or dismissal hours. In addition, the school is also committed to providing staff at this curb cut during student arrival and departure periods. In the interim period before the fence is installed, the traffic cones and staff are to be placed to ensure no loading activity with trucks or other large vehicles backing in and out of the lot would occur during school arrival or dismissal hours.

The applicant plans for one staff member would oversee the Front Street frontage of the building, and one staff member would oversee the Hudson Avenue frontage of the building during arrival and dismissal. Additionally, the School would have the staff member along Front Street stationed adjacent to the curb cut/gate along the subject building frontage to oversee student travel along this route and monitor curbside activity. Similarly, the School proposes for the staff member along Hudson Avenue to be stationed near the main entrance to the high school and would oversee the Hudson Avenue frontage and curbside activity during arrival and dismissal. Finally, the School would request a crossing guard from the NYCPD to be stationed at the west leg of Hudson Avenue and Front Street during arrivals and dismissals.

Lastly, the applicant claims that the majority, if not all, of students arrive and depart by foot and plans to supervise students upon arrival and departure, through a combination of the individuals who would bring them and the school staff at the entrance to the Premises during those arrival and departure times. Accordingly, the Board finds that the requirements of Z.R. § 73-133(d) have been met.

V. Board Review

Over the course of hearings, the Board raised concerns about the extent of mitigation efforts at the Premises and compliance of the proposed project with applicable NYC Building Code sections. In response, the applicant submitted revised plans with proposed improvements to the pedestrian ramps abutting the Premises at specific locations, double-paned, sound attenuation windows, and an eight-foot-high fence to enclose the School. To address pedestrian traffic momentarily and the safety of the passing students to the Board and NYC Department of Transportation (“DOT”) School Safety Division, the applicant explained that the parking/loading area is controlled by the ground floor tenant, as the only entity to use this space. However, the applicant plans to enclose this ground floor area with a solid fence/wall with access doors for both pedestrian and vehicular use which would be limited with vehicular access only possible when the doors are fully open which will block the sidewalk.

VI. Environmental Review

The project is classified as an Unlisted action pursuant to Section 617.4 of 6 NYCRR. The Board has conducted an environmental review of the proposed action and has documented relevant information about the project in the Final EAS CEQR No. 25BSA003K, dated August 11, 2025. The EAS documents that the project as proposed would not have significant adverse impacts on land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic resources; urban design and visual resources; neighborhood character; natural resources; waterfront revitalization program; infrastructure; hazardous materials; solid waste and sanitation services; energy; traffic and parking; transit and pedestrians; air quality; noise; or public health.

By correspondence dated July 27, 2023, the New York City Landmarks Preservation Commission (“LPC”) states that the subject Premises have no architectural or archaeological significance.

By correspondence dated May 21, 2025, the New York City Waterfront Revitalization Program (“WRP”) states that it has completed review of the proposed project for consistency with its policies and intent. Based on the information submitted, the Climate and Sustainability Planning Division, on behalf of the New York City

Coastal Commission, having reviewed the waterfront aspect of this action, concurs that the actions will not substantially hinder the achievement of any WRP policy. This determination is only applicable to the information received and the current proposal. Any additional information or project modifications would require an independent consistency review and has been assigned WRP #24-159.

By letter dated June 25, 2025, the New York City Department of Environmental Protection (“DEP”) Bureau of Environmental Planning and Analysis states that it has reviewed the updated Air Quality and Noise Chapter of the Environmental Assessment Statement (“EAS”) dated June 2025 and the associated backup materials for the proposed project. Based on the air quality and noise assessments performed, DEP states the following:

Air Quality:

Based on the air quality analysis performed, for the proposed project, DEP has concluded that there is no potential for significant adverse impacts from air quality.

Mobile Sources:

The vehicular traffic resulting from the proposed project is well below of the 2021 City Environmental Quality Review (CEQR) impact threshold of hourly 170 trips for CO. Thus, it would not exceed the screening threshold. A detailed mobile-source assessment was performed for PM 2.5 as the initial screening exceeded in two intersections. The projected 24-hr and annual PM2.5 concentrations were determined to be below the corresponding NAAQS, and lower than the corresponding de minimis criteria. Therefore, the project will not result in any adverse impacts related to mobile sources.

Stationary Sources:

The proposed project would not introduce any new HVAC system, and the school does not include any use of chemical or toxic substances. Therefore, no air quality analysis or chemical spill assessment is required. Industrial Sources: A review of industrial sources was performed by both database search and field observation. It is confirmed that, no facilities were identified that could result in potential permitted or non-permitted industrial emissions.

Large and Major Source:

Lastly, as it pertains to large or major sources, there are no existing sources of emissions within 1,000 feet of the proposed project. Therefore, there is no potential for significant adverse air quality impacts from large or major sources from the surrounding area on the proposed project.

Noise:

Vehicular traffic resulting from the proposed project would not exceed the CEQR significant impact thresholds to result in a doubling of noise passenger car equivalents (PCEs) and therefore, would not result in potential significant adverse impacts related to mobile sources. The cumulative noise generated by the existing noise level and play area noise level are determined and found that, the potential cumulative result doesn't have any impact on noise. Moreover, the design and specification for the mechanical systems associated with the proposed project would meet all applicable noise regulations (i.e., Subchapter 5 § 24-227 of the New York City Noise Control Code and the NYC DOB Building Code.) Therefore, the proposed actions do not have the potential to result in a significant adverse noise impact to the surrounding area from stationary sources. Based on noise measurements conducted, the existing noise level at all locations are less than 70 dBA, and standard building materials will be adequate to provide acceptable interior noise levels of 45 dBA (L10), as required. Therefore, the Proposed Project would not result in any potential significant impact on noise.

By correspondence dated April 8, 2025, DEP states that as this is an existing school which is expanding to higher floors, the Subject Property under the Proposed Action would not have the potential for adverse impacts related to hazardous materials. Therefore, no further analysis is warranted.

No other significant effects upon the environment that would require an Environmental Impact Statement are foreseeable. Accordingly, the Board has determined that the proposed action will not have a significant adverse impact on the environment.

VII. Decision

The Board finds that the evidence in the record supports the findings required to be made under Z.R. § 73-133 and that the applicant has substantiated a basis to warrant exercise of discretion. The Board further finds that, under the conditions and safeguards imposed, any hazard or disadvantage to the community at large due to the proposed special permit use is outweighed by the advantages to be derived by the community and finds no adverse effect on the privacy, quiet, light and air in the neighborhood, and the proposed special permit use will not interfere with any pending public improvement project. *See* Z.R. § 73-03.

Therefore, it is Resolved, that the Board of Standards and Appeals does hereby *issue* a Negative Declaration prepared in accordance with Article 8 of the New York State Environmental Conservation Law and

6 NYCRR Part 617, the Rules of Procedure for City Environmental Quality Review and Executive Order No. 91 of 1997, as amended, and makes each and every one of the required findings under Z.R. § 73-133 and 73-03 to permit the construction and operation of a UG III(B) school, in an M1-2 zoning district, contrary to zoning requirements for use (Z.R. § 42-133); *on condition* that all work, site conditions and operations shall substantially conform to drawings filed with this application marked “Approved Plans” — Seven (7) sheets, received July 16, 2025; and *on further condition*:

THAT a minimum of eight-foot-high fence with gate shall be installed at the private parking lot and associated curb cut located along the Front Street frontage of the project site;

THAT building ownership shall commit to ensuring that the gate will remain closed at all times unless vehicles come in and out, and no loading activity with trucks or other large vehicles backing in and out of the lot shall occur during school arrival or dismissal hours;

THAT a crossing guard shall be requested for west leg of intersection of Front Street and Hudson Avenue;

THAT one staff member shall oversee the Front Street frontage of subject building, and one staff member shall oversee Hudson Avenue frontage of the subject building during School arrival and dismissal;

THAT double-paned sound attenuation windows shall be installed on fourth and fifth floors as per New York City Building Code requirements;

THAT the subject site shall provide a “No Standing” zone abutting the School frontage to be further reviewed and approved by NYC DOT;

THAT upon approval by NYC DOT, the applicant shall make following ADA-compliant improvements at the intersection of Hudson Avenue and Front Street, as illustrated on the BSA-approved plan

- At the receiving corner (Northeast Corner) across Hudson Avenue: Install a new ADA-compliant pedestrian ramp across Hudson Avenue, to correspond with the receiving ramp across the street at the northwest corner of Front Street
- At the receiving/southwest corner across Front Street: removal of the pedestrian ramp crossing Hudson Avenue, leaving a single, ADA-compliant pedestrian ramp crossing Front Street;

THAT all pedestrian ramps at the above locations would require a NYC DOT permit #410, prior to construction and must be constructed to meet or exceed current ADA standards as per the

2010 ADA, and to comply with the latest version of the NYC DOT Highway rules, standards, and details of construction;

THAT the applicant shall submit all necessary Builder's Pavement Plan ("BPP") and required plans as per DOT specification to all involved DOT units, including and not limited to School Safety and SIM, and shall be approved by DOT prior to construction;

THAT the applicant shall be responsible for the expenses related to the design and installation of the proposed pedestrian ramps;

THAT provisions of Z.R. § 73-90 shall apply;

THAT the above conditions shall appear on the certificate of occupancy;

THAT a certificate of occupancy, also indicating this approval and calendar number ("BSA Cal. No. 2024-45-BZ") shall be obtained;

THAT this approval is limited to the relief granted by the Board in response to objections cited and filed by the Department of Buildings;

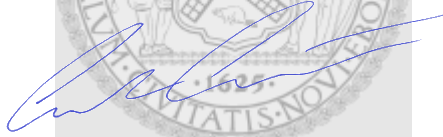
THAT the approved drawings shall be considered approved only for the portions related to the specific relief granted; and

THAT the Department of Buildings must ensure compliance with all other applicable provisions of the Zoning Resolution, the Administrative Code and any other relevant laws under its jurisdiction irrespective of drawings or configurations not related to the relief granted.

Adopted by the Board of Standards and Appeals, August 11, 2025.

CERTIFICATION

**This copy of the resolution
dated August 11, 2025
is hereby filed by the
Board of Standards and Appeals
on October 9, 2025.**



**Carlo Costanza
Executive Director**