

A

Appendix A - Supplement to Waterfront Revitalization Program Consistency Assessment Form

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FOR INTERNAL USE ONLY

Date Received: _____

WRP No. _____

DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the [New York City Waterfront Revitalization Program](#) (WRP) which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: New York City Department of Sanitation (DSNY)

Name of Applicant Representative: Abas O. Braimah

Address: 125 Worth Street, Rm. 710, New York, NY 10013

Telephone: 646-885-4993 Email: abrainmah@dsny.nyc.gov

Project site owner (if different than above): Not Applicable (NA)

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container waste containerization program at certain buildings with residential units and schools throughout the five boroughs of New York City (Proposed Program). Under the Proposed Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers or individual bins consisting of rigid receptacles with tight-fitting lids, not exceeding 55 gallons in size, for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metals, glass and plastic; and paper recyclables). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 1, 2032.

2. Purpose of activity

The Proposed Program would support the City's commitment to cleaning up the streets and reducing potential food sources for vectors. These changes align with other City initiatives to increase the use of containers for waste storage and collection, and to create cleaner, more livable, and more vibrant streets and neighborhoods across New York City.

C. PROJECT LOCATION

Borough: Citywide Tax Block/Lot(s): NA

Street Address: NA

Name of water body (if located on the waterfront): NA

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission

☐ Yes ☒ No

☐ City Map Amendment

☐ Zoning Map Amendment

☐ Zoning Text Amendment

☐ Site Selection – Public Facility

☐ Housing Plan & Project

☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

☐ Zoning Certification

☐ Zoning Authorizations

☐ Acquisition – Real Property

☐ Disposition – Real Property

☐ Other, explain: _____

☐ Concession

☐ UDAAP

☐ Revocable Consent

☐ Franchise

Board of Standards and Appeals

☐ Yes ☒ No

☐ Variance (use)

☐ Variance (bulk)

☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

☐ Legislation

☐ Rulemaking

☐ Construction of Public Facilities

☐ 384 (b) (4) Approval

☒ Other, explain: Landmarks Preservation Commission, Public Design Commission

☐ Funding for Construction, specify: _____

☒ Policy or Plan, specify: DSNY Citywide Containerization Program

☐ Funding of Program, specify: _____

☐ Permits, specify: _____

State Actions/Approvals/Funding

☐ State permit or license, specify Agency: _____ Permit type and number: _____

☐ Funding for Construction, specify: _____

☐ Funding of a Program, specify: _____

☐ Other, explain: _____

Federal Actions/Approvals/Funding

☐ Federal permit or license, specify Agency: _____ Permit type and number: _____

☐ Funding for Construction, specify: _____

☐ Funding of a Program, specify: _____

☐ Other, explain: _____

Is this being reviewed in conjunction with a [Joint Application for Permits?](#)

☐ Yes

☒ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☒ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☒ No
3. Is the project located on publicly owned land or receiving public assistance? ☒ Yes ☐ No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) ☒ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) ☒ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? See [Maps – Part III](#) of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - ☒ Significant Maritime and Industrial Area (SMIA) (2.1)
 - ☒ Special Natural Waterfront Area (SNWA) (4.1)
 - ☒ Priority Maritime Activity Zone (PMAZ) (3.5)
 - ☒ Recognized Ecological Complex (REC) (4.4)
 - ☒ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the [NYC Waterfront Revitalization Program](#). When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

		Promote	Hinder	N/A
I	Support and facilitate commercial and residential redevelopment in areas well-suited to such development.	☐	☐	☒
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☐	☐	☒
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☒
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☐	☐	☒
1.4	In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☒
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☒

		Promote	Hinder	N/A
2	Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.	☐	☐	☒
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☒
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☒
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☒
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☒
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☒
3	Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.	☐	☐	☒
3.1	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☒
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☒
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☒
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☒
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☒
4	Protect and restore the quality and function of ecological systems within the New York City coastal area.	☐	☐	☒
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☒
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☒
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☒
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☒
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☒
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☒
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☒
4.8	Maintain and protect living aquatic resources.	☐	☐	☒

		Promote	Hinder	N/A
5	Protect and improve water quality in the New York City coastal area.	☐	☐	☒
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☒
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☒
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☒
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☒
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☒
6	Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.	☐	☐	☒
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☐	☐	☒
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone.	☐	☐	☒
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☒
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☒
7	Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.	☒	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☒	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☒
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☒	☐	☐
8	Provide public access to, from, and along New York City's coastal waters.	☐	☐	☒
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☒
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☒
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☒
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☒

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☒
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☒
9	Protect scenic resources that contribute to the visual quality of the New York City coastal area.	☐	☐	☒
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☒
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☒
10	Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.	☐	☐	☒
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☒
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☒

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: NYC Department of Sanitation/Abas O. Braimah

Address: 125 Worth Street, Room 710, New York, NY 10013

Telephone: 646-885-4993 Email: abrainmah@dsny.nyc.gov

Applicant/Agent's Signature: 

Date: 9/17/25

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the [NYS Department of State Office of Planning and Development](#) and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3525
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
(518) 474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☒ Copy of original signed NYC Consistency Assessment Form
- ☒ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☒ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

Supplement to WRP Form

CEQR #: 25DOS003Y

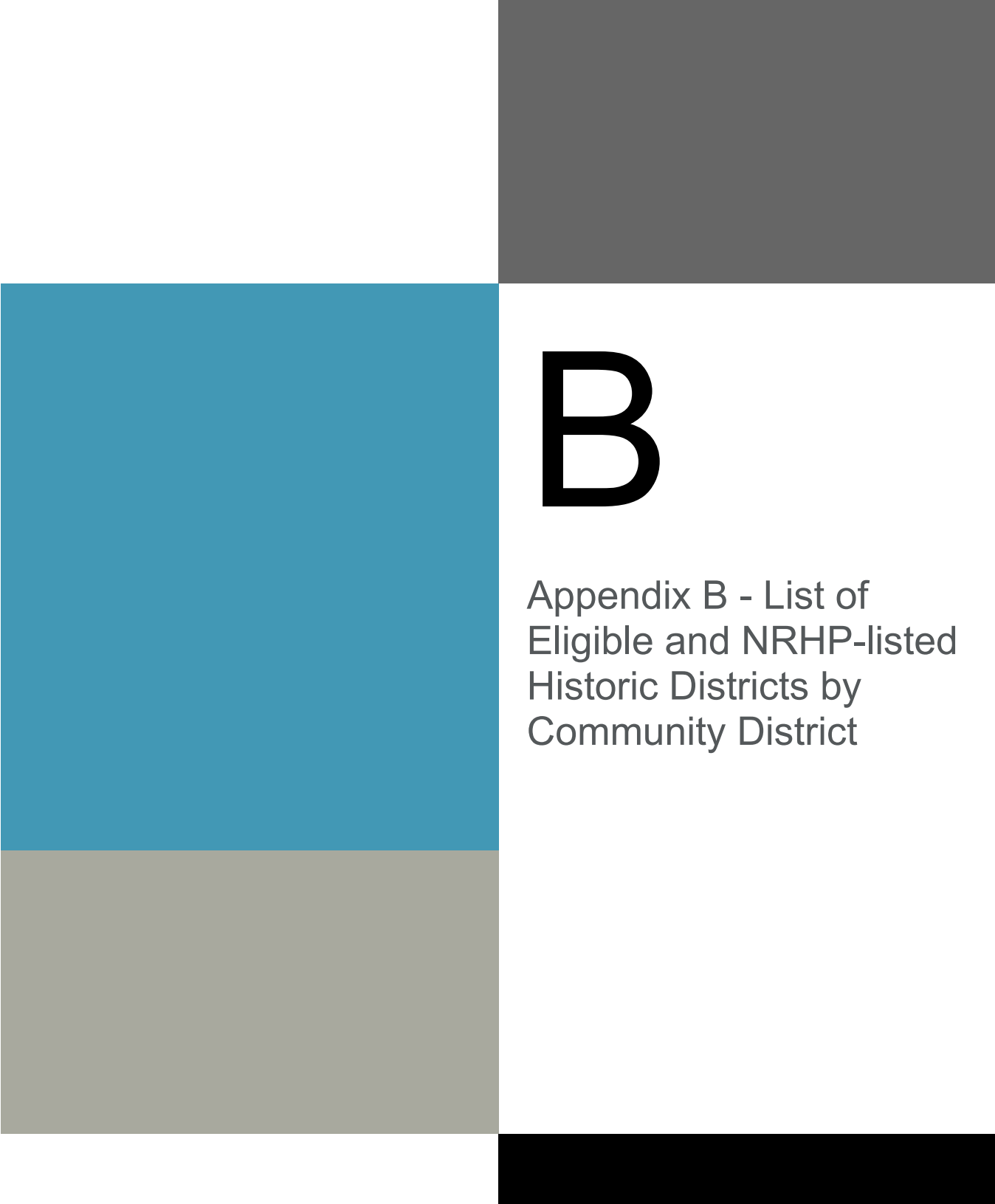
Citywide Containerization Program

Response to Policy 7.1: (Policy 7.1 – Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.)

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container waste containerization program at certain buildings with residential units and schools throughout the five boroughs of New York City (Proposed Program). Under the Proposed Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers or individual bins consisting of rigid receptacles with tight-fitting lids, not exceeding 55 gallons in size, for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metals, glass and plastic; and paper recyclables). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 1, 2032. The Proposed Program would support the City's commitment to improving street cleanliness and reducing potential food sources for vectors. These changes align with other City initiatives to increase the use of containers for waste storage and collection, and to create cleaner, more livable, and more vibrant streets and neighborhoods across the City. No impact to ground and surface water supplies, significant fish and wildlife habitats, recreational areas and scenic resources would occur as a result of this action. Therefore, the action would be consistent with this sub-policy.

Response to Policy 7.3: (Policy 7.3 – Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.)

The Proposed Program would support the City's commitment to cleaning up the streets and reducing potential food sources for vectors. No open barges or other waterborne methods for transporting solid waste are proposed. No siting of solid or hazardous waste facilities is proposed. No impacts to coastal resources would occur and the action would be consistent with this sub-policy.



B

Appendix B - List of Eligible and NRHP-listed Historic Districts by Community District

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APPENDIX B

Table 1. Historic Districts within Manhattan CD 01 (MN01).

Resource Name	Resource ID	Eligibility
Chinatown and Little Italy Historic District	USN 06101.018887	Listed
Fulton-Nassau Historic District	USN 06101.018882	Listed
Hudson River Park	USN 06101.023491	Undetermined
Jacob K. Javits Federal Building and James L. Watson Court of International Trade	USN 06101.018956	Eligible
Silvio J. Mollo Federal Building and Metropolitan Correctional Center	USN 06101.023277	Eligible
South Street Seaport Historic District	USN 06101.018866	Listed
Stone Street Historic District	USN 06101.018856	Listed
Tribeca East Historic District CERTIFIED	USN 06101.018895	Eligible
Tribeca North Historic District CERTIFIED	USN 06101.018903	Eligible
Tribeca South Historic District and Extension CERTIFIED	USN 06101.018900	Eligible
Tribeca West Historic District CERTIFIED	USN 06101.018896	Eligible
Wall Street Historic District	USN 06101.018885	Listed

Table 2. Historic Districts within Manhattan CD 02 (MN02).

Resource Name	Resource ID	Eligibility
Charlton-King-Vandam Historic District	USN 06101.018868	Listed
Chinatown and Little Italy Historic District	USN 06101.018887	Undetermined
Christopher St Liberation Day March Route	USN 06101.020937	Listed
Gansevoort Market Historic District	USN 06101.018883	Listed
Greenwich Village Historic District	USN 06101.018841	Undetermined
Hudson River Park	USN 06101.023491	Listed
MacDougal-Sullivan Gardens Historic District	USN 06101.018847	Eligible
NoHo East Historic District CERTIFIED	USN 06101.023388	Eligible
NoHo Historic District CERTIFIED	USN 06101.021231	Eligible
NoHo Historic District Expansion	USN 06101.023450	Eligible
SoHo Cast-Iron Historic District (NHL)	USN 06101.018871	Listed
SoHo Historic District	USN 06101.018850	Listed
South of Union Square Historic District	USN 06101.021751	Eligible
South Village Historic District	USN 06101.018891	Listed
The Bowery Historic District	USN 06101.018889	Listed
Tribeca East Historic District CERTIFIED	USN 06101.018895	Eligible

Table 3. Historic Districts within Manhattan CD 03 (MN03).

Resource Name	Resource ID	Eligibility
Baruch Houses (NYCHA)	USN 06101.019184	Eligible
Chinatown and Little Italy Historic District	USN 06101.018887	Listed
Gompers Houses (NYCHA)	USN 06101.023366	Undetermined
La Guardia Houses (NYCHA)	USN 06101.019203	Not Eligible
Lower East Side Historic District (Boundary Increase)	USN 06101.018881	Listed
Riis Houses (NYCHA)	USN 06101.023373	Eligible
Rutgers Houses (NYCHA)	USN 06101.023365	Undetermined
Seward Park Extension (NYCHA)	USN 06101.023361	Eligible
Smith Houses (NYCHA)	USN 06101.019192	Eligible
South of Union Square Historic District	USN 06101.021751	Eligible
South Street Seaport Historic District	USN 06101.018866	Listed
St. Mark's Historic District	USN 06101.018843	Listed
St. Mark's Historic District (Boundary increase)	USN 06101.018867	Listed
The Bowery Historic District	USN 06101.018889	Listed
Two Bridges Historic District	USN 06101.018880	Listed

APPENDIX B

Table 4. Historic Districts within Manhattan CD 04 (MN04).

Resource Name	Resource ID	Eligibility
Chelsea Historic District	USN 06101.018859	Listed
Chelsea Historic District (Boundary Increase)	USN 06101.018864	Listed
Christopher St Liberation Day March Route	USN 06101.020937	Undetermined
Elliott-Chelsea Houses (NYCHA)	USN 06101.023314	Eligible
Fulton Houses (NYCHA)	USN 06101.020895	Not Eligible
Gansevoort Market Historic District	USN 06101.018883	Listed
Garment Center Historic District	USN 06101.018886	Listed
Hudson River Park	USN 06101.023491	Undetermined
Ladies' Mile Historic District CERTIFIED	USN 06101.018899	Eligible
Mutual Redevelopment Houses (aka Penn South or Penn Station South)	USN 06101.020834	Eligible
Paddy's Market Historic District	USN 06101.021374	Listed
West 18th Street Stables Historic District CERTIFIED	USN 06101.018904	Eligible
West Chelsea Historic District CERTIFIED	USN 06101.018917	Eligible

Table 5. Historic Districts within Manhattan CD 05 (MN05).

Resource Name	Resource ID	Eligibility
Central Park South	USN 06101.019135	Not Eligible
Christopher St Liberation Day March Route	USN 06101.020937	Undetermined
East 54th-55th Streets Historic District	USN 06101.018844	Not Eligible
Garment Center Historic District	USN 06101.018886	Listed
Ladies' Mile Historic District CERTIFIED	USN 06101.018899	Eligible
Madison Square North Historic District CERTIFIED	USN 06101.018897	Eligible
Madison Square Park	USN 06101.023358	Eligible
Park Avenue South Historic District	USN 06101.018906	Eligible
Penn Plaza (Penn Station, Madison Square, Two Penn Plaza)	USN 06101.020920	Not Eligible

Table 6. Historic Districts within Manhattan CD 06 (MN06).

Resource Name	Resource ID	Eligibility
Gramercy Park Historic District	USN 06101.018855	Listed
Murray Hill Historic District	USN 06101.018879	Listed
Murray Hill Historic District (Boundary Expansion)	USN 06101.018890	Listed
Park Avenue South Historic District	USN 06101.018906	Eligible
Sniffen Court Historic District	USN 06101.018858	Listed
Stuyvesant Square Historic District	USN 06101.018842	Listed
Stuyvesant Town	USN 06101.021304	Eligible
Sutton Place Historic District	USN 06101.018876	Listed
Tudor City Historic District	USN 06101.018854	Listed
Turtle Bay Gardens Historic District	USN 06101.018870	Listed

Table 7. Historic Districts within Manhattan CD 07 (MN07).

Resource Name	Resource ID	Eligibility
Amsterdam Houses (NYCHA)	USN 06101.021765	Eligible
Broadway-Riverside Drive Historic District	USN 06101.018913	Eligible
Cathedral Heights Historic District	USN 06101.018914	Eligible
Central Park West Historic District	USN 06101.018873	Listed
Douglass Houses (NYCHA)	USN 06101.023382	Undetermined
Lincoln Center	USN 06101.019118	Eligible
316-326 West 85th Street Historic District CERTIFIED	USN 06101.018905	Eligible
Riverside Drive-West 80th-81st Streets Historic District	USN 06101.018865	Listed
Riverside-West 105th Street Historic District	USN 06101.018846	Listed
Riverside-West End Historic District CERTIFIED	USN 06101.018901	Eligible
Riverside-West End Historic District Extension I	USN 06101.020529	Eligible

APPENDIX B

Resource Name	Resource ID	Eligibility
Row houses at 854-858 West End Avenue and 254 West 102nd Street	USN 06101.020191	Listed
Trinity School	USN 06101.021803	Eligible
Upper West Side/Central Park West Historic District CERTIFIED	USN 06101.023389	Eligible
West 67th Street Artists' Colony Historic District	USN 06101.018849	Listed
West 73rd-74th Street Historic District	USN 06101.018875	Listed
West 76th Street Historic District	USN 06101.018862	Listed
West End-Collegiate Historic District CERTIFIED	USN 06101.018902	Eligible

Table 8. Historic Districts within Manhattan CD 08 (MN08).

Resource Name	Resource ID	Eligibility
Carnegie Hill Historic District CERTIFIED	USN 06101.018919	Eligible
East 73rd Street Historic District	USN 06101.018869	Listed
Henderson Place Historic District	USN 06101.018861	Listed
Lenox Hill Hospital	USN 06101.023250	Not Eligible
Metropolitan Museum Historic District CERTIFIED	USN 06101.018920	Eligible
Park Avenue Historic District	USN 06101.018888	Listed
Rockefeller University Historic District	USN 06101.019025	Eligible
Treadwell Farm Historic District	USN 06101.018840	Listed
Upper East Side Historic District	USN 06101.018877	Listed

Table 9. Historic Districts within Manhattan CD 09 (MN09).

Resource Name	Resource ID	Eligibility
Bernheimer & Schwartz Pilsener Brewing Co.	USN 06101.021872	Not Eligible
Broadway-Riverside Drive Historic District	USN 06101.018913	Eligible
Cathedral Heights Historic District	USN 06101.018914	Eligible
Grant Houses (NYCHA)	USN 06101.019922	Not Eligible
Hamilton Heights Historic District	USN 06101.018852	Listed
Manhattan Ave. W. 120th-123rd Streets Historic District	USN 06101.018853	Listed
Manhattanville Houses (NYCHA, 1958-1961)	USN 06101.023257	Listed
Morningside Drive Historic District	USN 06101.018910	Eligible
Morningside Heights North Historic District	USN 06101.018912	Eligible
Riverbank State Park	USN 06101.021990	Not Eligible
Riverside Drive - West 135th - 136th Streets Historic District	USN 06101.018909	Undetermined
Sugar Hill Historic District	USN 06101.018857	Listed
Teachers College Historic District	USN 06101.018898	Eligible
Tiemann Estate Historic District	USN 06101.018911	Eligible
West Harlem Historic District	USN 06101.020859	Listed

Table 10. Historic Districts within Manhattan CD 10 (MN10).

Resource Name	Resource ID	Eligibility
9-71 West 130th Street Historic District	USN 06101.018918	Undetermined
Central Harlem North Historic District	USN 06101.023203	Listed
Colonial Park Houses (later Rangel Houses) (NYCHA)	USN 06101.023488	Eligible
Dorrance Brooks Square HD	USN 06101.019143	Listed
East-Central Harlem Historic District	USN 06101.021299	Eligible
Esplanade Gardens, built 1968	USN 06101.020883	Not Eligible
King Towers (NYCHA)	USN 06101.023399	Eligible
Lafayette Theatre Historic District	USN 06101.020897	Eligible
Lenox Terrace	USN 06101.020894	Eligible
Manhattan Ave. W. 120th-123rd Streets Historic District	USN 06101.018853	Listed
Mount Morris Park Historic District (Boundary Increase)	USN 06101.018863	Listed
Polo Grounds Towers (NYCHA)	USN 06101.023487	Undetermined

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Resource Name	Resource ID	Eligibility
Randolph Houses NYCHA AKA West 114th Street Historic District	USN 06101.018892	Listed
Saint Nicholas Houses	USN 06101.023363	Eligible
St. Mark the Evangelist Catholic Church Complex	USN 06101.023288	Eligible
St. Nicholas HD expansion	USN 06101.021805	Eligible
St. Nicholas Historic District	USN 06101.018848	Listed
Sugar Hill Historic District	USN 06101.018857	Listed
West 147th-149th Streets Historic District	USN 06101.018878	Listed

Table 11. Historic Districts within Manhattan CD 11 (MN11).

Resource Name	Resource ID	Eligibility
Carnegie Hill Historic District CERTIFIED	USN 06101.018919	Eligible
Carver Houses (NYCHA)	USN 06101.019208	Eligible
Church of St. Edward the Martyr Complex	USN 06101.023444	Undetermined
Clinton Houses (NYCHA)	USN 06101.023393	Undetermined
East Harlem Historic District	USN 06101.019305	Eligible
East River Houses (NYCHA)	USN 06101.023390	Eligible
East-Central Harlem Historic District	USN 06101.021299	Eligible
Jefferson Houses (NYCHA)	USN 06101.023396	Undetermined
Johnson Houses (NYCHA)	USN 06101.023397	Undetermined
Lehman Village (NYCHA)	USN 06101.023394	Undetermined
Lexington Houses (NYCHA)	USN 06101.023392	Undetermined
Marcus Garvey Park	USN 06101.023484	Listed
Metro North Plaza	USN 06101.023332	Listed
Mount Morris Park Historic District (Boundary Increase)	USN 06101.018863	Listed
Park Avenue Historic District	USN 06101.018888	Listed
Park Avenue Viaduct of the New York Central and Hudson River Railroad	USN 06101.019223	Eligible
Riverbend Houses (1968)	USN 06101.021252	Eligible
St. Ann's Roman Catholic Church Complex	USN 06101.020355	Eligible
Taft Houses (NYCHA)	USN 06101.023398	Undetermined
Wagner Houses	USN 06101.023439	Not Eligible
Washington Houses (NYCHA)	USN 06101.023391	Undetermined
Wilson Houses (NYCHA)	USN 06101.023272	Eligible

Table 12. Historic Districts within Manhattan CD 12 (MN12).

Resource Name	Resource ID	Eligibility
Audubon Park Historic District	USN 06101.018990	Listed
Audubon Terrace Historic District	USN 06101.018851	Listed
Dominican Historic District	USN 06101.023342	Listed
Jumel Terrace Historic District	USN 06101.018860	Listed
K'hal Adath Jeshurun Complex	USN 06101.020634	Eligible
Old Croton Aqueduct	USN 11912.000082	Listed

Table 13. Historic Districts within Bronx CD 01 (BX01).

Resource Name	Resource ID	Eligibility
Adams Houses (NYCHA)	USN 00501.003741	Undetermined
Bertine Block Historic District CERTIFIED	USN 00501.001821	Eligible
Casita Rincón Criollo	USN 00501.003499	Listed
East 152nd Street-Courtlandt Avenue (NYCHA)	USN 00501.003672	Eligible
Family Group Garden	USN 00501.003500	Undetermined
Jackson Houses (NYCHA)	USN 00501.003743	Undetermined
Melrose Houses (NYCHA)	USN 00501.003742	Undetermined
Mill Brook Houses (NYCHA)	USN 00501.003736	Undetermined
Mitchel Houses (NYCHA)	USN 00501.003224	Not Eligible
Mott Haven Historic District	USN 00501.001817	Listed

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Resource Name	Resource ID	Eligibility
Mott Haven Houses (NYCHA)	USN 00501.003739	Undetermined
Patterson Houses (NYCHA)	USN 00501.003738	Undetermined
Saint Mary's Park Houses (NYCHA)	USN 00501.003740	Undetermined
South Bronx Area (Site 402) (NYCHA)	USN 00501.003745	Undetermined
Willow Ave Historic District	USN 00501.002477	Eligible

Table 14. Historic Districts within Bronx CD 02 (BX02).

Resource Name	Resource ID	Eligibility
East 165th Street-Byant Avenue Houses (NYCHA)	USN 00501.003754	Undetermined
Hunts Point Food Distribution Center	USN 00501.003826	Eligible
Longwood Historic District	USN 00501.001815	Listed
Manida Street Historic District CERTIFIED	USN 00501.002956	Eligible
Stebbins Avenue-Hewitt Place Houses (NYCHA)	USN 00501.003747	Undetermined

Table 15. Historic Districts within Bronx CD 03 (BX03).

Resource Name	Resource ID	Eligibility
Butler Houses (NYCHA)	USN 00501.003765	Undetermined
East 173rd Street-Vyse Avenue Houses (NYCHA)	USN 00501.003755	Undetermined
Forest Houses (NYCHA)	USN 00501.002042	Not Eligible
McKinley Houses (NYCHA)	USN 00501.003746	Undetermined
Morning Glory Community Garden	USN 00501.003502	Undetermined
Morris High School Historic District	USN 00501.001816	Listed
Morris Houses I & II (NYCHA)	USN 00501.003766	Undetermined
Morrisania Air Rights Houses (NYCHA)	USN 00501.003744	Undetermined
Union Avenue-East 166th Street Houses (NYCHA)	USN 00501.003748	Undetermined
Webster Houses (NYCHA)	USN 00501.003764	Undetermined

Table 16. Historic Districts within Bronx CD 04 (BX04).

Resource Name	Resource ID	Eligibility
Clay Avenue Historic District CERTIFIED	USN 00501.001820	Eligible
Grand Concourse Historic District	USN 00501.001818	Listed
Highbridge Gardens (NYCHA)	USN 00501.003769	Undetermined
Morrisania Air Rights Houses (NYCHA)	USN 00501.003744	Undetermined
Old Croton Aqueduct	USN 11912.000082	Listed

Table 17. Historic Districts within Bronx CD 05 (BX05).

Resource Name	Resource ID	Eligibility
Bronx Community College Historic District (formerly NYU)	USN 00501.001824	Eligible
Fordham Evangelical Lutheran Church Complex	USN 00501.003386	Eligible
Morris Avenue Historic District CERTIFIED	USN 00501.001823	Eligible
Old Croton Aqueduct Roberto	USN 00501.003299	Listed
Clemente State Park	USN 00501.003299	Undetermined
Sedgwick Houses (NYCHA)	USN 00501.002454	Eligible
Twin Parks Southwest Apartments	USN 00501.002844	Eligible
University Heights Campus	USN 00501.002281	Listed

Table 18. Historic Districts within Bronx CD 06 (BX06).

Resource Name	Resource ID	Eligibility
East 180th Street-Monterey Avenue (NYCHA)	USN 00501.003673	Eligible
Fordham University Historic District	USN 00501.002710	Eligible
Hispanos Unidos Casita	USN 00501.003501	Undetermined
Lambert Houses	USN 00501.001827	Not Eligible

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Table 19. Historic Districts within Bronx CD 07 (BX07).

Resource Name	Resource ID	Eligibility
Bronx Community College Historic District (formerly NYU)	USN 00501.001824	Eligible
Mosholu Parkway Historic District	USN 00501.003226	Eligible
Old Croton Aqueduct	USN 11912.000082	Listed
St. Philip Neri Church Complex	USN 00501.002787	Eligible

Table 20. Historic Districts within Bronx CD 08 (BX08).

Resource Name	Resource ID	Eligibility
Amalgamated Houses	USN 00501.002292	Eligible
Fieldstone Historic District CERTIFIED	USN 00501.002051	Eligible
Fort Independence Historic District	USN 00501.001970	Listed
Marble Hill Houses (NYCHA)	USN 00501.003770	Undetermined
Mosholu Parkway Historic District	USN 00501.003226	Eligible
Old Croton Aqueduct	USN 11912.000082	Listed
Riverdale Historic District	USN 00501.001819	Eligible
Riverdale Park Apartments	USN 00501.003630	Eligible
Visitation of the Blessed Virgin Mary Church complex	USN 00501.002973	Eligible

Table 21. Historic Districts within Bronx CD 09 (BX09).

Resource Name	Resource ID	Eligibility
Bronx River Houses and Addition (NYCHA)	USN 00501.002332	Eligible
Castle Hill Houses (NYCHA)	USN 00501.003756	Undetermined
Clason Point Gardens (NYCHA)	USN 00501.002044	Eligible
Monroe Houses (NYCHA)	USN 00501.003751	Undetermined
Parkchester Apartment Complex	USN 00501.002567	Eligible
Sack Wern Houses (NYCHA)	USN 00501.003750	Undetermined
Sotomayor Houses (NYCHA)	USN 00501.003752	Undetermined
Soundview Houses (NYCHA)	USN 00501.003749	Undetermined

Table 22. Historic Districts within Bronx CD 10 (BX10).

Resource Name	Resource ID	Eligibility
City Island Avenue Historic District	USN 00501.002046	Eligible
Co-op City	USN 00501.003702	Eligible
Pelham Bay Park Historic District	USN 11961.000020	Eligible
Randall Avenue-Balcom Avenue Houses (NYCHA)	USN 00501.003758	Undetermined
Rochelle Street Cottages Historic District	USN 00501.001987	Eligible
Throggs Neck Houses and Addition (NYCHA)	USN 00501.003757	Undetermined

Table 23. Historic Districts within Bronx CD 11 (BX11).

Resource Name	Resource ID	Eligibility
Eastchester Houses (NYCHA)	USN 00501.002074	Listed
Parkside Houses (NYCHA)	USN 00501.003761	Undetermined
Pelham Parkway Houses (NYCHA)	USN 00501.003760	Undetermined

Table 24. Historic Districts within Bronx CD 12 (BX12).

Resource Name	Resource ID	Eligibility
Baychester Houses (NYCHA)	USN 00501.003762	Undetermined
Boston-Secor Houses (NYCHA)	USN 00501.003559	Listed
Co-op City	USN 00501.003702	Eligible
Edenwald Houses (NYCHA)	USN 00501.003403	Listed
Gun Hill Houses (NYCHA)	USN 00501.003397	Eligible
Pelham Bay Park Historic District	USN 11961.000020	Eligible

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Table 25. Historic Districts within Brooklyn CD 01 (BKN01).

Resource Name	Resource ID	Eligibility
American Manufacturing Co. (Greenpoint Terminal Market)	USN 04701.024822	Undetermined
Berry Street-South 9th Street Houses (NYCHA)	USN 04701.025855	Undetermined
Borinquen Plaza I (NYCHA)	USN 04701.025857	Undetermined
Borinquen Plaza II (NYCHA)	USN 04701.025858	Undetermined
Bushwick Houses (NYCHA)	USN 04701.025860	Undetermined
Church of the Annunciation, Rectory, School, and Convent	USN 04701.024821	Undetermined
Cooper Park Houses (NYCHA)	USN 04701.024080	Not Eligible
Dunham and Broadway Historic District	USN 04701.022533	Eligible
Eberhard Faber Pencil Factory Historic District	USN 04701.023096	Eligible
Fillmore Place Historic District	USN 04701.021020	Eligible
Grand Street Historic District	USN 04701.022534	Eligible
Greenpoint Historic District	USN 04701.018510	Listed
Greenpoint Hospital	USN 04701.019040	Eligible
Independence Houses (NYCHA)	USN 04701.025854	Undetermined
Lee Avenue Historic District	USN 04701.022089	Undetermined
Lindsay Park Cooperatives	USN 04701.021302	Not Eligible
Marsha P. Johnson SP	USN 04701.023962	Not Eligible
Most Holy Trinity Church Historic District	USN 04701.023118	Eligible
South Greenpoint District	USN 04701.023116	Not Eligible
Taylor Street-Wythe Avenue Houses (NYCHA)	USN 04701.025853	Undetermined
Williams Plaza (NYCHA)	USN 04701.025856	Undetermined
Williamsburg Houses	USN 04701.020142	Listed

Table 26. Historic Districts within Brooklyn CD 02 (BKN02).

Resource Name	Resource ID	Eligibility
Atlantic Avenue Historic District	USN 04701.021103	Eligible
Boerum Hill Expansion	USN 04701.023564	Undetermined
Boerum Hill Historic District	USN 04701.018513	Listed
Brooklyn Heights Historic District	USN 04701.018500	Listed
Brooklyn Navy Yard Historic District	USN 04701.021129	Listed
Clinton Avenue Historic District	USN 04701.019226	Eligible
Clinton Hill Historic District	USN 04701.018496	Listed
Clinton Hill South Historic District	USN 04701.018493	Listed
Farragut Houses (NYCHA)	USN 04701.025719	Eligible
Fort Greene Historic District	USN 04701.018512	Listed
Fort Greene Historic District (Boundary Increase)	USN 04701.018505	Listed
Ingersoll Houses (NYCHA)	USN 04701.019404	Eligible
Pratt Institute Historic District	USN 04701.018491	Listed
Rockwood Chocolate Factory Historic District	USN 04701.018499	Listed
St. Marks Place District	USN 04701.023177	Not Eligible
Vanderbilt Avenue Rowhouse District	USN 04701.022798	Not Eligible
Wallabout Historic District	USN 04701.018516	Listed
Whitman Houses (NYCHA)	USN 04701.019397	Eligible

Table 27. Historic Districts within Brooklyn CD 03 (BKN03).

Resource Name	Resource ID	Eligibility
Alice and Agate Courts Historic District	USN 04701.023696	Eligible
Armstrong I Houses (NYCHA)	USN 04701.025845	Undetermined
Armstrong II Houses (NYCHA)	USN 04701.025844	Undetermined
Bedford Historic District CERTIFIED	USN 04701.019025	Eligible
Bedford Stuyvesant at Broadway	USN 04701.020725	Eligible
Bedford-Stuyvesant East-Central Historic District	USN 04701.018523	Eligible
Bommer Hinge - Kayser Glove Factories Historic District	USN 04701.018501	Undetermined
Brevoort Houses (NYCHA)	USN 04701.025838	Undetermined
Clinton Hill South Historic District	USN 04701.018493	Listed

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Resource Name	Resource ID	Eligibility
Cripplebush Road Historic District	USN 04701.018527	Eligible
Greene Avenue-Clifton Place Historic District	USN 04701.018533	Undetermined
Lafayette Houses (NYCHA)	USN 04701.025848	Undetermined
Marcy Houses (NYCHA)	USN 04701.025692	Eligible
Roosevelt I Houses (NYCHA)	USN 04701.025840	Not Eligible
Roosevelt II Houses (NYCHA)	USN 04701.025841	Not Eligible
St. John the Baptist R.C. Church Complex	USN 04701.023663	Eligible
Stuyvesant East Historic District	USN 04701.019024	Eligible
Stuyvesant Gardens I (NYCHA)	USN 04701.025673	Listed
Stuyvesant Heights Historic District	USN 04701.018506	Listed
Stuyvesant Heights Historic District (Boundary Increase II)	USN 04701.019023	Eligible
Stuyvesant Heights Historic District (Boundary Increase)	USN 04701.018502	Listed
Sumner Houses (NYCHA)	USN 04701.021076	Undetermined
Tompkins Houses (NYCHA)	USN 04701.025843	Undetermined
Tompkins Park Historic District	USN 04701.022535	Undetermined
Van Buren-Quincy Historic District	USN 04701.022536	Undetermined

Table 28. Historic Districts within Brooklyn CD 04 (BKN04).

Resource Name	Resource ID	Eligibility
Bushwick Avenue	USN 04701.024907	Undetermined
Bushwick II (Group A & C) (NYCHA)	USN 04701.020882	Not Eligible
Bushwick II (Groups A & C) (NYCHA)	USN 04701.020884	Not Eligible
Bushwick II (Groups B & D) (NYCHA)	USN 04701.025862	Undetermined
Bushwick II CDA (Group E) (NYCHA)	USN 04701.020885	Not Eligible
Bushwick South Historic District	USN 04701.024906	Undetermined
Cypress Avenue West Historic District	USN 04701.018489	Listed
Hope Gardens (NYCHA)	USN 04701.025861	Undetermined
Knickerbocker Avenue Historic District	USN 04701.018520	Eligible
Ridgewood West Historic District	USN 04701.023649	Eligible
William Ulmer Brewery Complex	USN 04701.020924	Listed
Willoughby-Suydam Historic District	USN 04701.018490	Listed

Table 29. Historic Districts within Brooklyn CD 05 (BKN05).

Resource Name	Resource ID	Eligibility
Belmont-Sutter Area (NYCHA)	USN 04701.025700	Not Eligible
Boulevard Houses (NYCHA)	USN 04701.020143	Listed
Crescent Street District	USN 04701.022773	Not Eligible
Cypress Hills	USN 04701.022948	Not Eligible
Cypress Hills Houses (NYCHA)	USN 04701.025822	Undetermined
East New York City Line (NYCHA)	USN 04701.025823	Undetermined
Fiorentino Plaza (NYCHA)	USN 04701.023790	Listed
Highland Park Historic District	USN 04701.018524	Eligible
Linden Houses (NYCHA)	USN 04701.025699	Undetermined
Linden Plaza	USN 04701.025666	Eligible
Long Island Baptist Houses (NYCHA)	USN 04701.025824	Undetermined
Pennsylvania Avenue-Wortman Avenue Houses (NYCHA)	USN 04701.019394	Eligible
Pink Houses (NYCHA)	USN 04701.025821	Undetermined
Unity Plaza (Sites 17, 24, 25A) (NYCHA)	USN 04701.025825	Undetermined
Unity Plaza (Sites 4-27) (NYCHA)	USN 04701.023941	Undetermined

Table 30. Historic Districts within Brooklyn CD 06 (BKS06).

Resource Name	Resource ID	Eligibility
Bergen-Dean Street Historic District	USN 04701.023651	Not Eligible
Brooklyn Clay Retort & Fire Brick Works	USN 04701.025079	Eligible
Carroll Gardens Historic District	USN 04701.018509	Listed

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Resource Name	Resource ID	Eligibility
Cobble Hill Historic District	USN 04701.018494	Listed
Gowanus Canal Historic District	USN 04701.018517	Eligible
Gowanus Houses (NYCHA)	USN 04701.025656	Not Eligible
Park Slope Historic District	USN 04701.018508	Listed
Pioneer Street Historic District	USN 04701.019145	Eligible
Red Hook Houses (NYCHA)	USN 04701.019316	Eligible
St. Thomas Aquinas Church complex	USN 04701.025693	Eligible
Summit Street District	USN 04701.023566	Undetermined
Tiffany Place Historic District	USN 04701.024827	Undetermined
Wyckoff Gardens (NYCHA)	USN 04701.025851	Undetermined

Table 31. Historic Districts within Brooklyn CD 07 (BKS07).

Resource Name	Resource ID	Eligibility
Brooklyn Army Terminal (Ocean Marine Building)	USN 04701.018847	Listed
Bush Terminal	USN 04701.019392	Listed
Gowanus Canal Historic District	USN 04701.018517	Eligible
Sunset Park Historic District	USN 04701.018511	Listed

Table 32. Historic Districts within Brooklyn CD 08 (BKN08).

Resource Name	Resource ID	Eligibility
Albany Houses (NYCHA)	USN 04701.020141	Eligible
Bedford Hill Historic District	USN 04701.018526	Eligible
Crown Heights North Historic District	USN 04701.018518	Listed
Crown Heights North Historic District (Boundary Increase)	USN 04701.018831	Listed
Hunterfly Road Historic District	USN 04701.018515	Listed
Hunterfly Road, Houses on, Historic District	USN 04701.018507	Listed
Kingsborough Houses (NYCHA)	USN 04701.025667	Eligible
Prospect Heights (Boundary Expansion)	USN 04701.018795	Listed
Prospect Heights Historic District	USN 04701.018504	Listed
Weeksville Gardens (NYCHA)	USN 04701.025839	Undetermined

Table 33. Historic Districts within Brooklyn CD 09 (BKN09).

Resource Name	Resource ID	Eligibility
Chabad-Lubavitch Hasidic World Headquarters	USN 04701.024138	Eligible
Chester Court Historic District CERTIFIED	USN 04701.025900	Eligible
Fenimore-Lefferts (NYCHA)	USN 04701.025688	Eligible
Kingsboro Psychiatric Center	USN 04701.023714	Eligible
Kingsbrook Jewish Medical Center	USN 04701.024169	Eligible
Lefferts Manor Historic District	USN 04701.018497	Listed
Lefferts Manor Historic District Boundary Expansion	USN 04701.019586	Listed
Parkside Avenue Rowhouses	USN 04701.023625	Eligible
President Street Historic District	USN 04701.025704	Eligible
Prospect Lefferts Gardens Historic District	USN 04701.024780	Listed
Rutland Road Tudor Revival Rowhouses	USN 04701.025977	Eligible

Table 34. Historic Districts within Brooklyn CD 10 (BKS10).

Resource Name	Resource ID	Eligibility
St. Patrick Roman Catholic Church	USN 04701.025953	Eligible
Brooklyn VA Hospital Historic District	USN 04701.024814	Listed
Fort Hamilton Army Base	USN 04701.020796	Undetermined
Louise Terrace/Colonial Road Historic District	USN 04701.025539	Listed
Senator Street Historic District	USN 04701.018514	Listed

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Table 35. Historic Districts within Brooklyn CD 11 (BKS11).

Resource Name	Resource ID	Eligibility
19th Avenue Rowhouses	USN 04701.023035	Not Eligible
21st Avenue Apartments Historic District	USN 04701.022645	Undetermined
Bay 20th Street Rowhouses	USN 04701.023026	Not Eligible
Bay 22nd Street Apartments	USN 04701.022105	Not Eligible
Bay 23rd Street	USN 04701.023010	Not Eligible

Table 36. Historic Districts within Brooklyn CD 12 (BKS12).

Resource Name	Resource ID	Eligibility
R.C. Church of St. Catherine of Alexandria Complex	USN 04701.021005	Eligible
The Flatbush and Shaare Torah Jewish Center	USN 04701.021019	Eligible

Table 37. Historic Districts within Brooklyn CD 13 (BKS13).

Resource Name	Resource ID	Eligibility
Amalgamated Warbasse Houses (1965 co-op complex)	USN 04701.024892	Eligible
Brighton Beach Apartments Historic District	USN 04701.024894	Eligible
Carey Gardens (NYCHA)	USN 04701.025817	Undetermined
Coney Island Historic District	USN 04701.018521	Eligible
Coney Island Houses (NYCHA)	USN 04701.025814	Undetermined
Gravesend Houses (NYCHA)	USN 04701.025815	Undetermined
Haber Houses (NYCHA)	USN 04701.025816	Undetermined
Luna Park Village	USN 04701.024890	Not Eligible
Marlboro Houses (NYCHA)	USN 04701.021088	Eligible
O'Dwyer Gardens (NYCHA)	USN 04701.025812	Undetermined
Our Lady of Solace R.C. Church	USN 04701.018698	Eligible
Surfside Gardens (NYCHA)	USN 04701.025813	Undetermined
Trump Village (1964)	USN 04701.024893	Not Eligible

Table 38. Historic Districts within Brooklyn CD 14 (BKS14).

Resource Name	Resource ID	Eligibility
Albemarle-Kenmore Terraces Historic District	USN 04701.018495	Listed
Ditmas Park Historic District	USN 04701.018498	Listed
Fiske Terrace-Midwood Park Historic District CERTIFIED	USN 04701.020925	Eligible
Prospect Park South Historic District	USN 04701.018492	Listed

Table 39. Historic Districts within Brooklyn CD 15 (BKS15).

Resource Name	Resource ID	Eligibility
Avenue S District	USN 04701.022648	Not Eligible
Avenue W Historic District	USN 04701.022647	Undetermined
East 14th Street Row Houses	USN 04701.022127	Not Eligible
East 15th & 16th Street District	USN 04701.022227	Not Eligible
Greenlawn Colony Historic District	USN 04701.022979	Eligible
Nostrand Houses (NYCHA)	USN 04701.025732	Eligible
Sheepshead Bay (NYCHA)	USN 04701.025733	Undetermined

Table 40. Historic Districts within Brooklyn CD 16 (BKN16).

Resource Name	Resource ID	Eligibility
Brownsville Houses (NYCHA)	USN 04701.020144	Eligible
Garvey Houses (Group A) (NYCHA)	USN 04701.020145	Eligible
Glenmore Plaza (NYCHA)	USN 04701.025831	Undetermined
Howard Avenue Houses (NYCHA)	USN 04701.025835	Undetermined
Howard Avenue-Park Place Houses (NYCHA)	USN 04701.025837	Undetermined
Howard Houses (NYCHA)	USN 04701.025832	Undetermined
Hughes Apartments (NYCHA)	USN 04701.025833	Undetermined

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Resource Name	Resource ID	Eligibility
Kingsborough Houses (NYCHA)	USN 04701.025667	Eligible
Low Houses (NYCHA)	USN 04701.025830	Undetermined
Ocean Hill Apartments (NYCHA)	USN 04701.025689	Undetermined
Strauss Street District	USN 04701.022784	Not Eligible
Stuyvesant East Historic District	USN 04701.019024	Eligible
Tilden Houses (NYCHA)	USN 04701.025826	Undetermined
Van Dyke I Houses (NYCHA)	USN 04701.025827	Undetermined
Woodson Houses (NYCHA)	USN 04701.025829	Undetermined

Table 41. Historic Districts within Brooklyn CD 17 (BKN17).

Resource Name	Resource ID	Eligibility
East 25th Street Historic District CERTIFIED	USN 04701.024916	Eligible
East 26th St. Rowhouses	USN 04701.022264	Not Eligible
East 29th Street District	USN 04701.022298	Not Eligible
Erasmus District	USN 04701.023117	Not Eligible

Table 42. Historic Districts within Brooklyn CD 18 (BKS18).

Resource Name	Resource ID	Eligibility
Avenue I Historic District	USN 04701.022646	Not Eligible
Bay View Houses (NYCHA)	USN 04701.019362	Eligible
Breukelen Houses (NYCHA)	USN 04701.025819	Undetermined
Glenwood Houses (NYCHA)	USN 04701.025818	Undetermined

Table 43. Historic Districts within Queens CD 01 (QW01).

Resource Name	Resource ID	Eligibility
Astoria Houses (NYCHA)	USN 08101.014223	Undetermined
Boulevard Gardens	USN 08101.012618	Undetermined
Noguchi Studio and Museum	USN 08101.013236	Eligible
Queensbridge Houses North and South (NYCHA)	USN 08101.012144	Eligible
Ravenswood Generating Station	USN 08101.014091	Not Eligible
Ravenswood Houses (NYCHA)	USN 08101.014224	Undetermined
St. Andrews Episcopal Church Complex	USN 08101.014482	Eligible
Steinway Houses Historic District	USN 08101.012830	Eligible
Woodside Houses (NYCHA)	USN 08101.014177	Eligible

Table 44. Historic Districts within Queens CD 02 (QW02).

Resource Name	Resource ID	Eligibility
Degnon Terminal Historic District	USN 08101.011842	Eligible
Gantry Plaza State Park	USN 06101.021727	Not Eligible
Hunters Point Historic District	USN 08101.011836	Listed
Little Manila Woodside Historic District	USN 08101.014477	Undetermined
Queens Boulevard Viaduct	USN 08101.013854	Eligible
Queensbridge Houses North and South (NYCHA)	USN 08101.012144	Eligible
Sunnyside Gardens Historic District	USN 08101.011837	Listed

Table 45. Historic Districts within Queens CD 03 (QW03).

Resource Name	Resource ID	Eligibility
Jackson Heights Historic District	USN 08101.011819	Listed
Route of First Queens Pride Parade	USN 08101.013052	Undetermined

Table 46. Historic Districts within Queens CD 04 (QW04).

Resource Name	Resource ID	Eligibility
Flushing Meadows-Corona Park	USN 08101.012611	Eligible

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Table 47. Historic Districts within Queens CD 05 (QW05).

Resource Name	Resource ID	Eligibility
68th Avenue-64th Place Historic District	USN 08101.011820	Listed
75th Avenue-61st Street Historic District	USN 08101.011816	Listed
Central Avenue Historic District	USN 08101.011822	Listed
Central Ridgewood Historic District	USN 08101.011818	Listed
Cooper Avenue Row Historic District	USN 08101.011821	Listed
Cornelia-Putnam Historic District	USN 08101.011817	Listed
Cypress Avenue East Historic District	USN 08101.011823	Listed
Cypress Avenue West Historic District	USN 04701.018489	Listed
Forest-Norman Historic District	USN 08101.011830	Listed
Fresh Pond-Traffic Historic District	USN 08101.011826	Listed
Grove-Linden-St. John's Historic District	USN 08101.011827	Listed
Madison-Putnam-60th Place Historic District	USN 08101.011824	Listed
Ridgewood East Historic District	USN 08101.013218	Eligible
Ridgewood Fresh Pond Road-Myrtle Avenue Historic District	USN 08101.013223	Listed
Ridgewood Reservoir	USN 04701.019534	Listed
Ridgewood South Historic District	USN 08101.013219	Eligible
Ridgewood West Historic District	USN 04701.023649	Eligible
Seneca Avenue East Historic District	USN 08101.011829	Listed
Seneca-Onderdonk-Woodward Historic District	USN 08101.011825	Listed
Stockholm-DeKalb-Hart Historic District	USN 08101.011834	Listed
Summerfield Street Row Historic District	USN 08101.011828	Listed
Woodbine-Palmetto-Gates Historic District	USN 08101.011831	Listed
Woodward-Onderdonk Historic District	USN 08101.013220	Eligible

Table 48. Historic Districts within Queens CD 06 (QW06).

Resource Name	Resource ID	Eligibility
Forest Hills Co-Op (Formerly NYCHA)	USN 08101.014222	Undetermined
Forest Hills South	USN 08101.014492	Eligible
Station Square Historic District	USN 08101.012440	Eligible

Table 49. Historic Districts within Queens CD 07 (QE07).

Resource Name	Resource ID	Eligibility
Bland Houses (NYCHA)	USN 08101.014218	Undetermined
Broadway-Flushing Historic District	USN 08101.011839	Listed
Fort Totten Historic District	USN 08101.013226	Eligible
Latimer Gardens (NYCHA)	USN 08101.014219	Undetermined
St. Fidelis Roman Catholic Church Complex	USN 08101.013942	Eligible

Table 50. Historic Districts within Queens CD 08 (QE08).

Resource Name	Resource ID	Eligibility
Electchester	USN 08101.013895	Eligible
Long Island Motor Parkway	USN 08101.013914	Listed
New York Parental School	USN 08101.013099	Eligible
Pomonok Houses (NYCHA)	USN 08101.014217	Eligible
St. John's University	USN 08101.013252	Undetermined
St. John's University Historic District	USN 08101.013257	Eligible

Table 51. Historic Districts within Queens CD 09 (QW09).

Resource Name	Resource ID	Eligibility
Cypress Hills	USN 04701.022948	Not Eligible
Kent Manor (Hampton Court)	USN 08101.013300	Listed
Richmond Hill Historic District	USN 08101.012315	Listed

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Table 52. Historic Districts within Queens CD 10 (QE10).

Resource Name	Resource ID	Eligibility
John F. Kennedy International Airport	USN 05901.003513	Undetermined
Our Lady of Grace R.C. Church complex	USN 08101.012434	Eligible

Table 53. Historic Districts within Queens CD 11 (QE11).

Resource Name	Resource ID	Eligibility
Broadway-Flushing Historic District	USN 08101.011839	Listed
Douglaston Hill Historic District	USN 08101.011838	Listed
Douglaston Historic District	USN 08101.011835	Listed
Long Island Motor Parkway	USN 08101.013914	Listed

Table 54. Historic Districts within Queens CD 12 (QE12).

Resource Name	Resource ID	Eligibility
Addisleigh Park Historic District CERTIFIED	USN 08101.013330	Eligible
Baisley Park Houses (NYCHA)	USN 08101.014210	Undetermined
Cedar Manor (Formerly NYCHA)	USN 08101.014211	Undetermined
First Presbyterian Church of Jamaica	USN 08101.012006	Eligible
Park Terrace Homes Historic District	USN 08101.013298	Eligible
Rochdale Village	USN 08101.013260	Eligible
South Jamaica I (NYCHA)	USN 08101.014212	Eligible
South Jamaica II (NYCHA)	USN 08101.014213	Not Eligible

Table 55. Historic Districts within Queens CD 13 (QE13).

Resource Name	Resource ID	Eligibility
Creedmoor Psychiatric Center	USN 08101.014416	Eligible
Dream Homes	USN 08101.013299	Undetermined
John F. Kennedy International Airport	USN 05901.003513	Undetermined
Laurelton 228th Street Historic District	USN 08101.012829	Eligible
Laurelton 229th Street Historic District	USN 08101.012816	Eligible
Long Island Motor Parkway	USN 08101.013914	Listed
Mentone Avenue Historic District	USN 08101.012815	Eligible

Table 56. Historic Districts within Queens CD 14 (QE14).

Resource Name	Resource ID	Eligibility
Bayswater Point State Park	USN 08101.013953	Undetermined
Beach 41st Street-Beach Channel Drive (NYCHA)	USN 08101.014208	Eligible
Breezy Point Surf Club Historic District	USN 08101.014069	Eligible
Far Rockaway Beach Bungalow Historic District	USN 08101.011840	Listed
Fort Tilden Historic District	USN 08101.011833	Listed
Fort Tilden Historic District Boundary Expansion	USN 08101.013283	Eligible
Hammel Houses (NYCHA)	USN 08101.014205	Undetermined
Michaelis-Bayswater Park	USN 08101.013183	Not Eligible
Ocean Bay Apartments (Bayside) (NYCHA)	USN 08101.014207	Undetermined
Ocean Bay Apartments (Oceanside) (NYCHA)	USN 08101.014206	Undetermined
Redfern Houses (NYCHA)	USN 08101.014209	Undetermined
Riis, Jacob, Park Historic District	USN 08101.011832	Listed
Silver Gull Beach Club Historic District	USN 08101.012423	Eligible
St Gertrude the Good Church Complex	USN 08101.011946	Eligible
St. Mary Star of the Sea Complex	USN 08101.013175	Eligible
St. Rose of Lima Roman Catholic Church complex	USN 08101.012015	Eligible

Table 57. Historic Districts within Staten Island CD 01 (SI01).

Resource Name	Resource ID	Eligibility
Cassidy-Lafayette Houses (NYCHA)	USN 08501.004482	Eligible

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Resource Name	Resource ID	Eligibility
Clove Lakes Park (NYC Park, 1930s)	USN 08501.003665	Eligible
Former U.S. Marine Hospital Campus	USN 08501.004193	Eligible
Fort Wadsworth Historic District	USN 08501.004168	Listed
Harrison Street Historic District	USN 08501.003748	Eligible
Mariner's Harbor (NYCHA)	USN 08501.004481	Undetermined
New Clove Pumping Station	USN 08501.004562	Eligible
Park Hill Apartments	USN 08501.004590	Not Eligible
Port Richmond Commercial Historic District	USN 08501.003703	Eligible
Richmond Terrace (NYCHA)	USN 08501.004483	Undetermined
Rosebank United States Coast Guard Station	USN 08501.003366	Eligible
Sacred Heart Parish	USN 08501.004188	Eligible
Sailors' Snug Harbor	USN 08501.003778	Listed
Silver Lake Reservoir	USN 08501.004416	Eligible
St. Mary's R.C. Church, Rectory and School	USN 08501.003728	Eligible
St. Peter's R.C. Church complex	USN 08501.003733	Eligible
Stapleton Houses (NYCHA)	USN 08501.003743	Not Eligible
West Brighton Plaza	USN 08501.004434	Listed

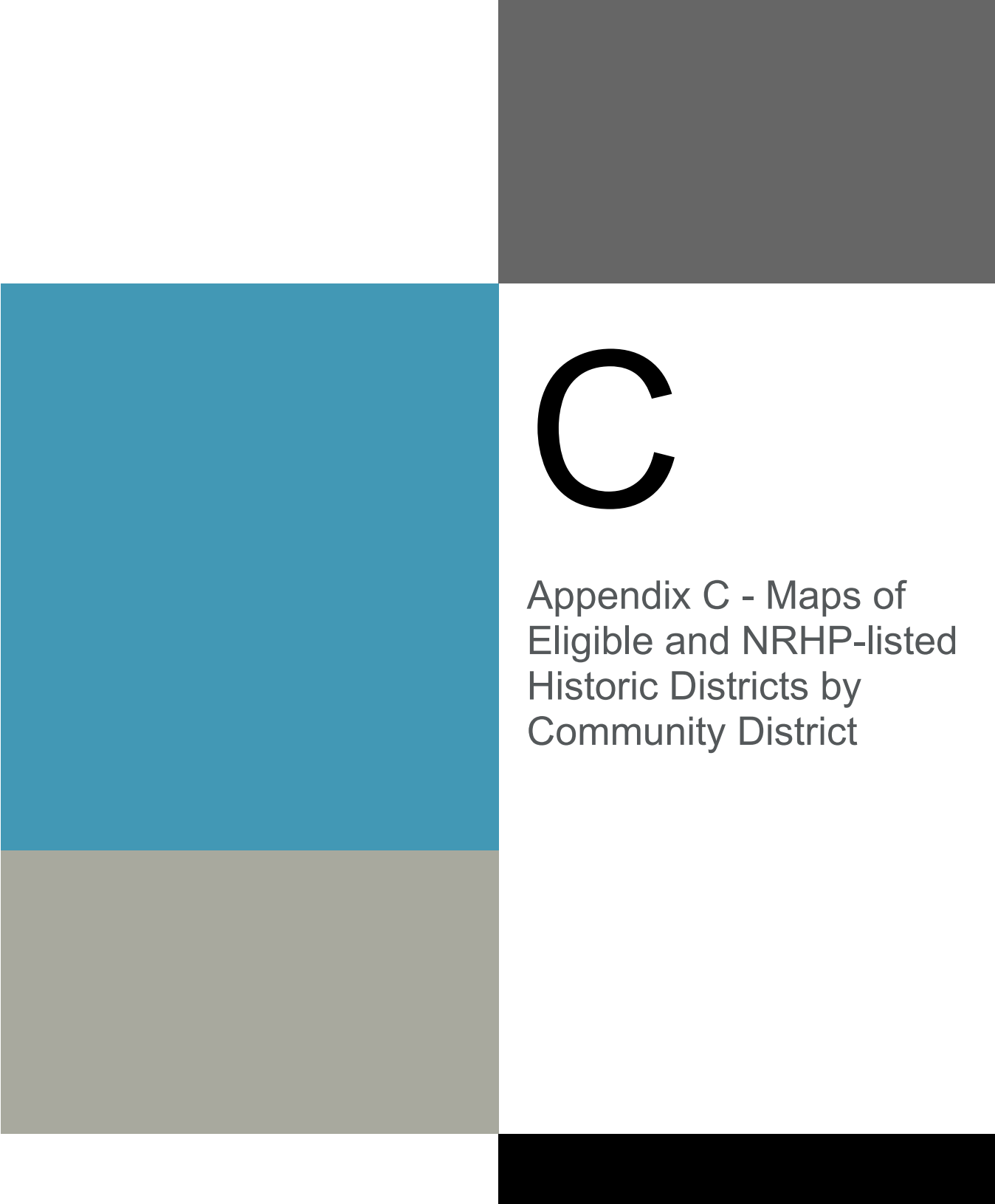
Table 58. Historic Districts within Staten Island CD 02 (SI02).

Resource Name	Resource ID	Eligibility
Berry Houses (NYCHA)	USN 08501.004478	Eligible
Fort Wadsworth Historic District	USN 08501.004168	Listed
Michael J. Petrides School Campus (former SICC)	USN 08501.003809	Eligible
New York City Farm Colony	USN 08501.003689	Eligible
Richmond Town Historic District	USN 08501.004023	Listed
South Beach Houses (NYCHA)	USN 08501.004479	Undetermined
St. John Villa Academy	USN 08501.004067	Not Eligible- Demolished
Todt Hill Houses (NYCHA)	USN 08501.004480	Undetermined
Willowbrook State School (former); CUNY College of Staten Island	USN 08501.003801	Eligible

Table 59. Historic Districts within Staten Island CD 03 (SI03).

Resource Name	Resource ID	Eligibility
Clay Pit Ponds State Park Preserve	USN 08501.004529	Not Eligible
John H. Elsworth Historic District	USN 08501.004516	Eligible
Kreischer Worker's Housing	USN 08501.003861	Eligible
Mount Richmond Cemetery	USN 08501.004257	Eligible
Richmond Town Historic District	USN 08501.004023	Listed
Winant-Gericke Farmstead	USN 08501.004534	Eligible

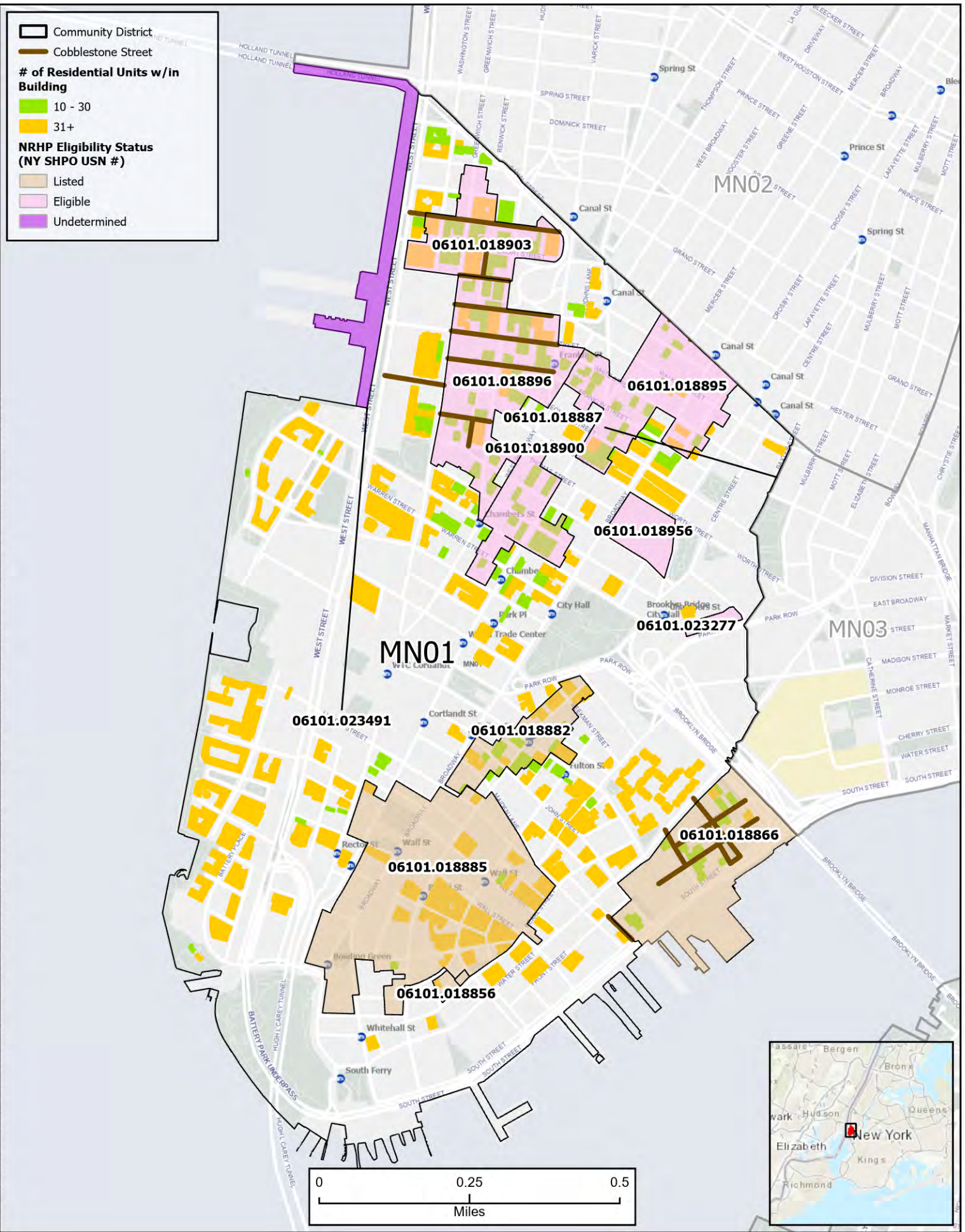
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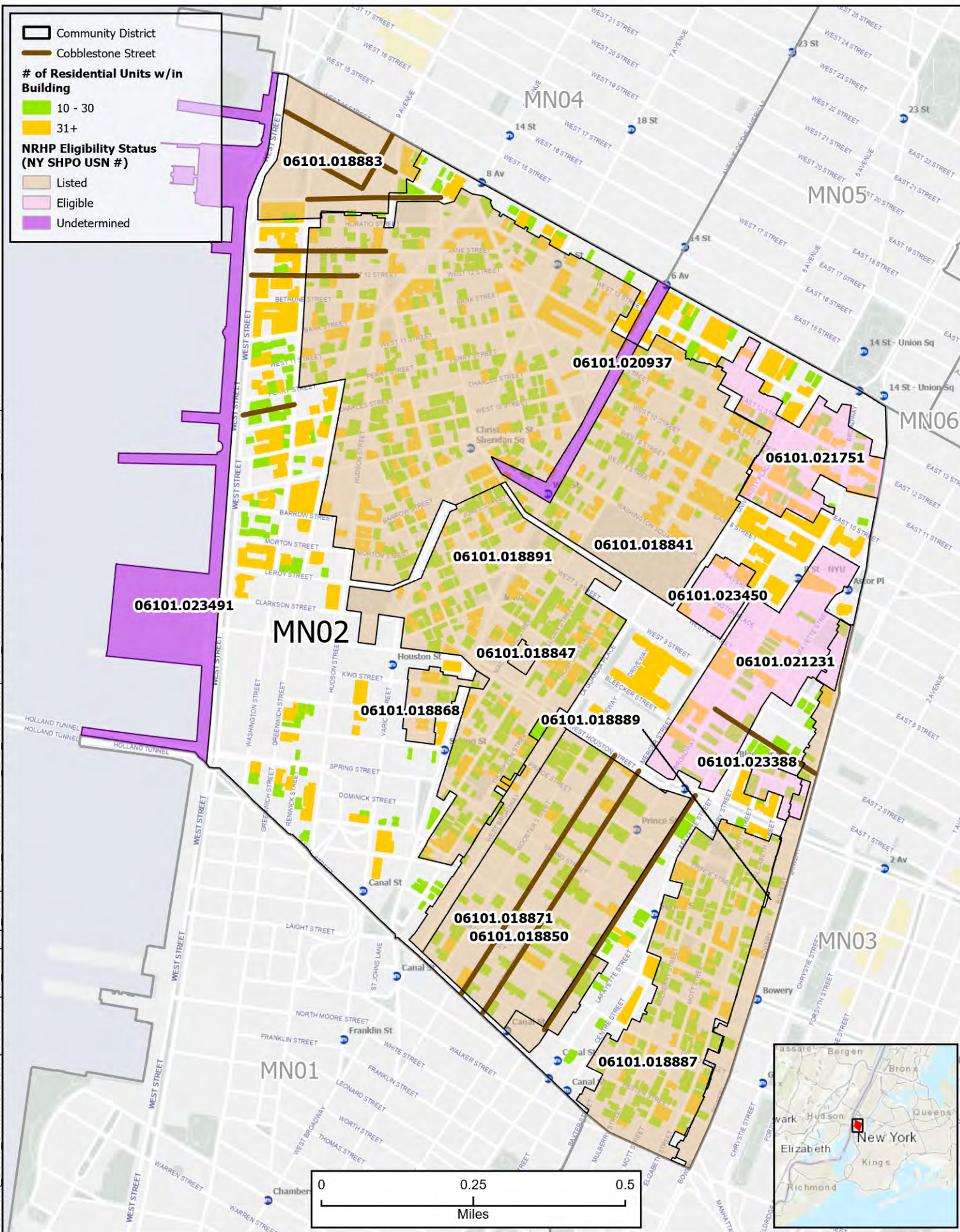


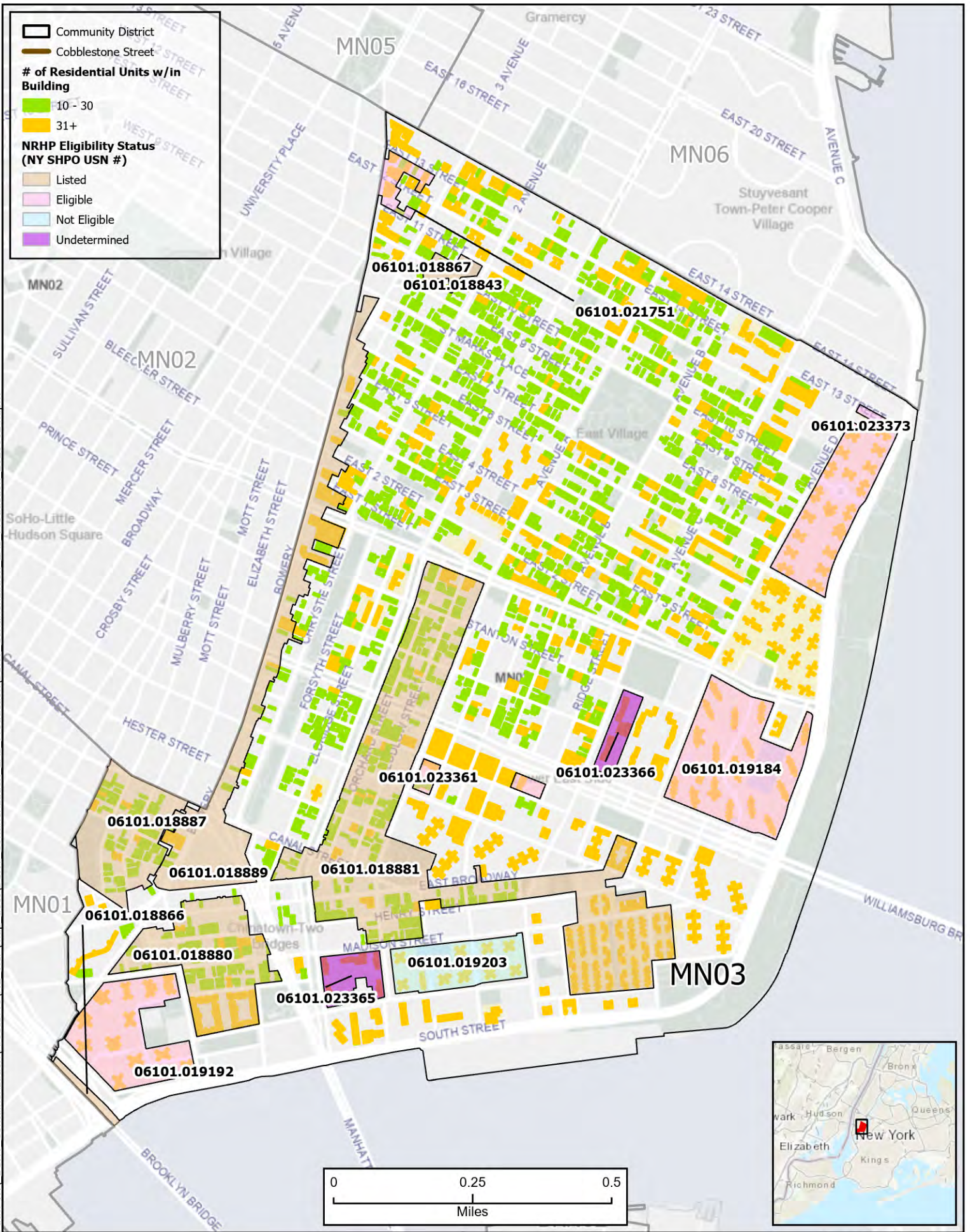
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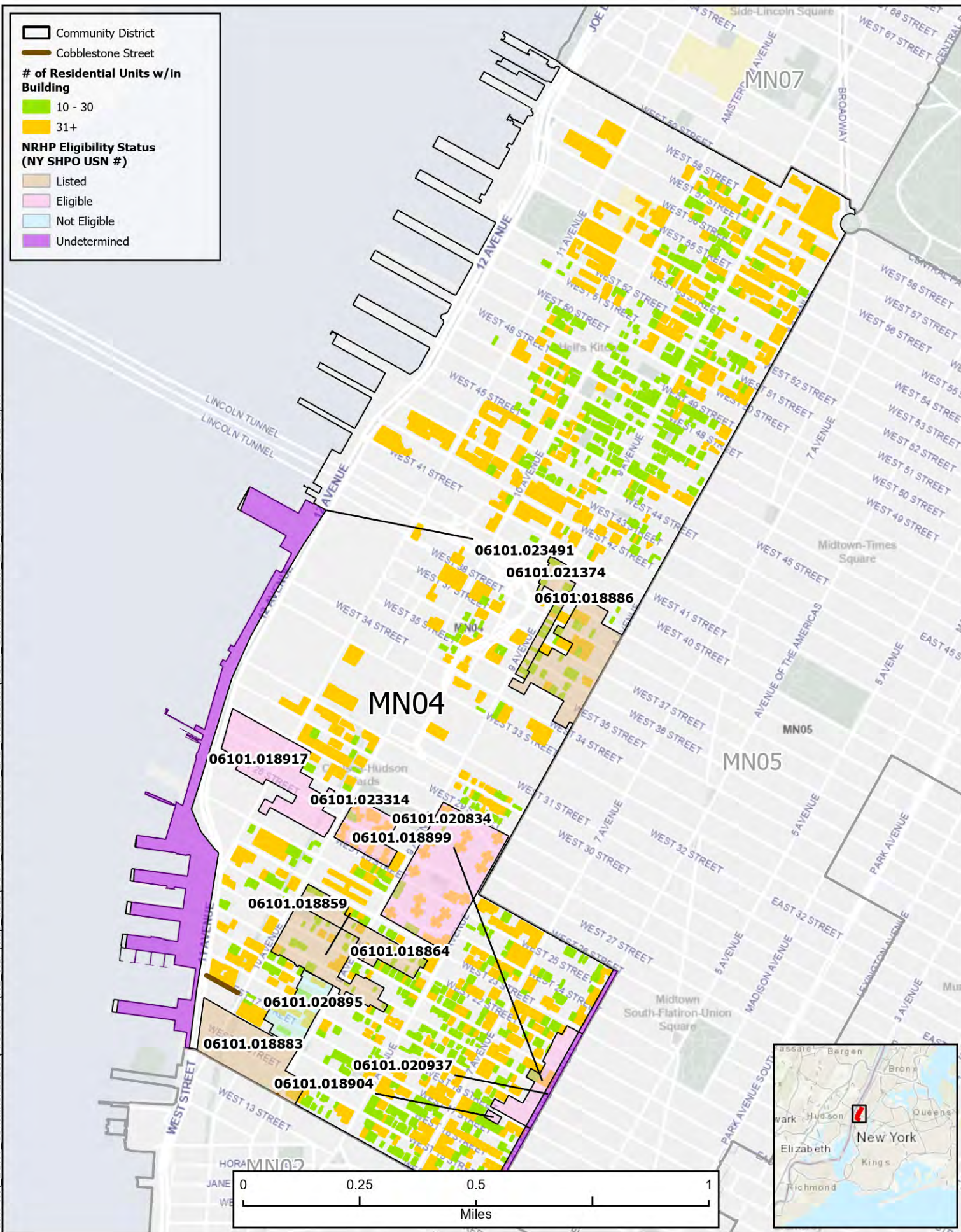
Appendix C - Maps of Eligible and NRHP-listed Historic Districts by Community District

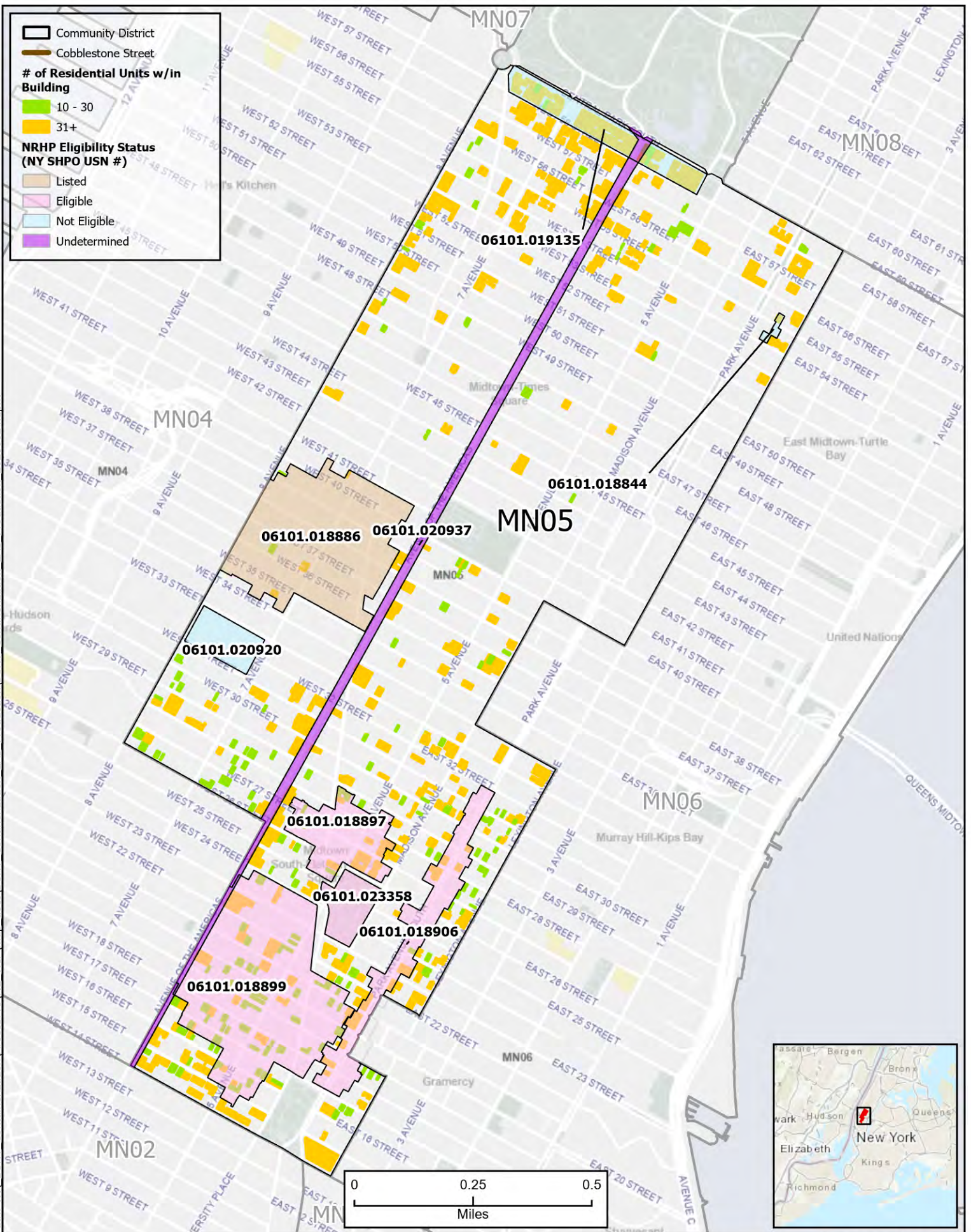
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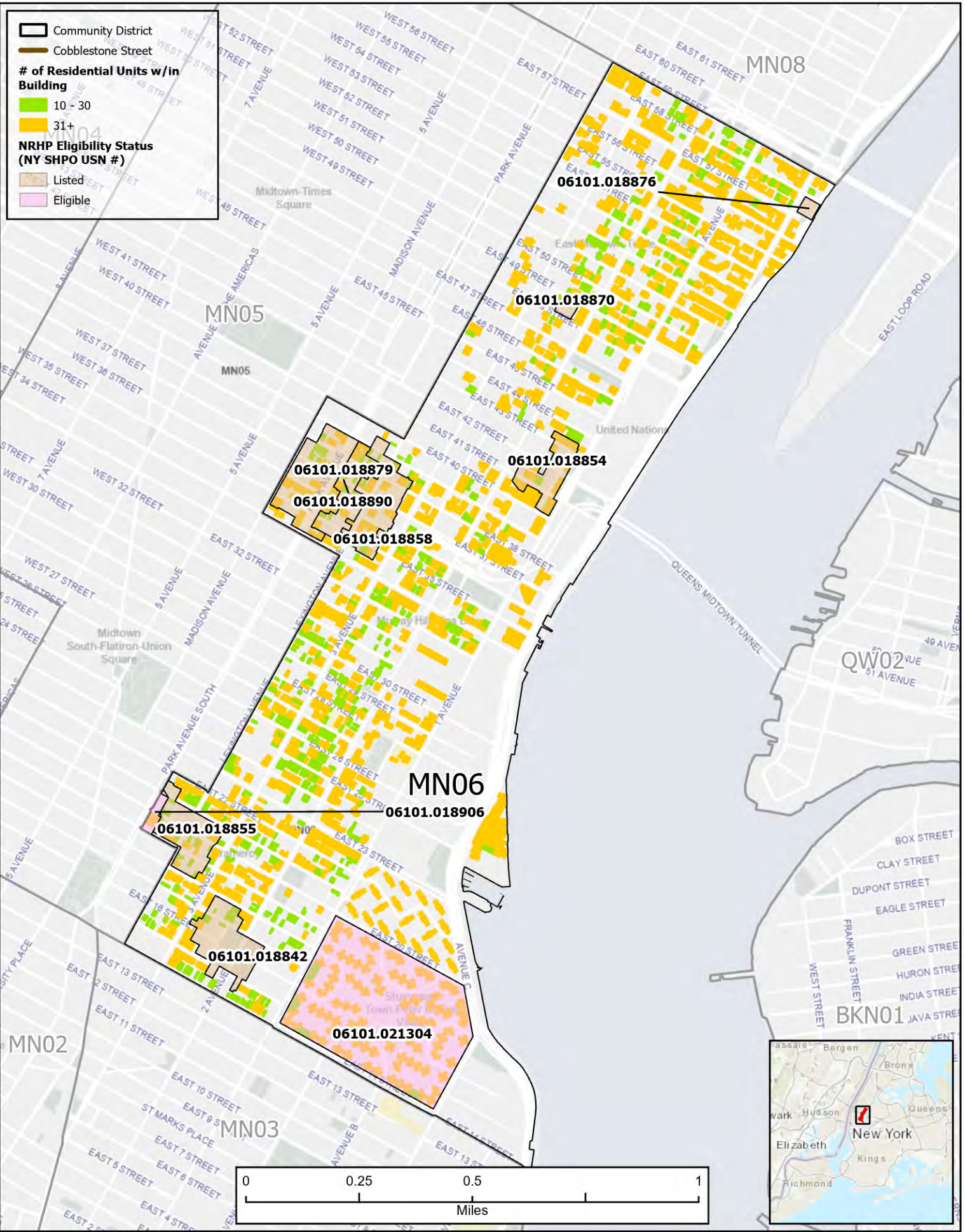


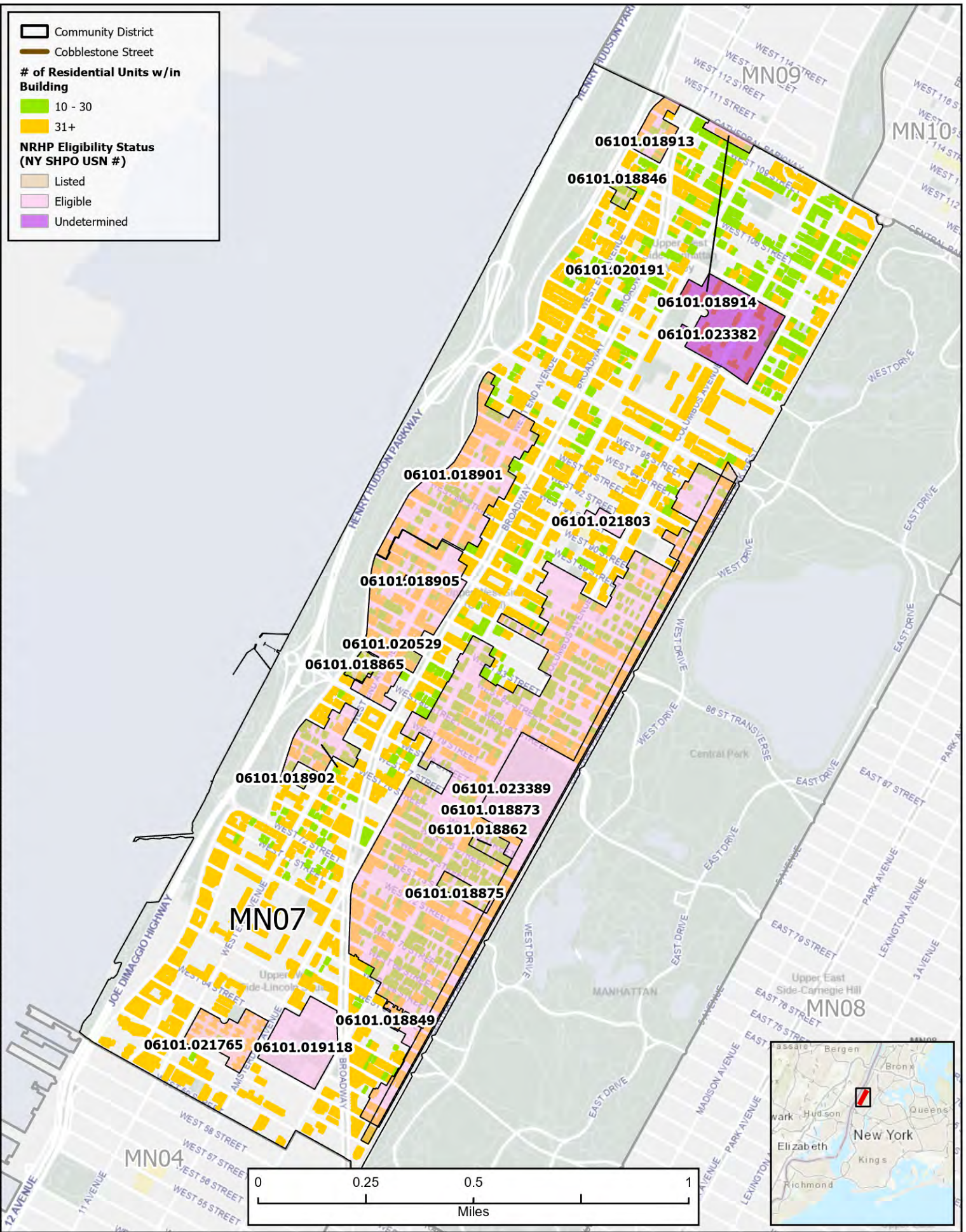


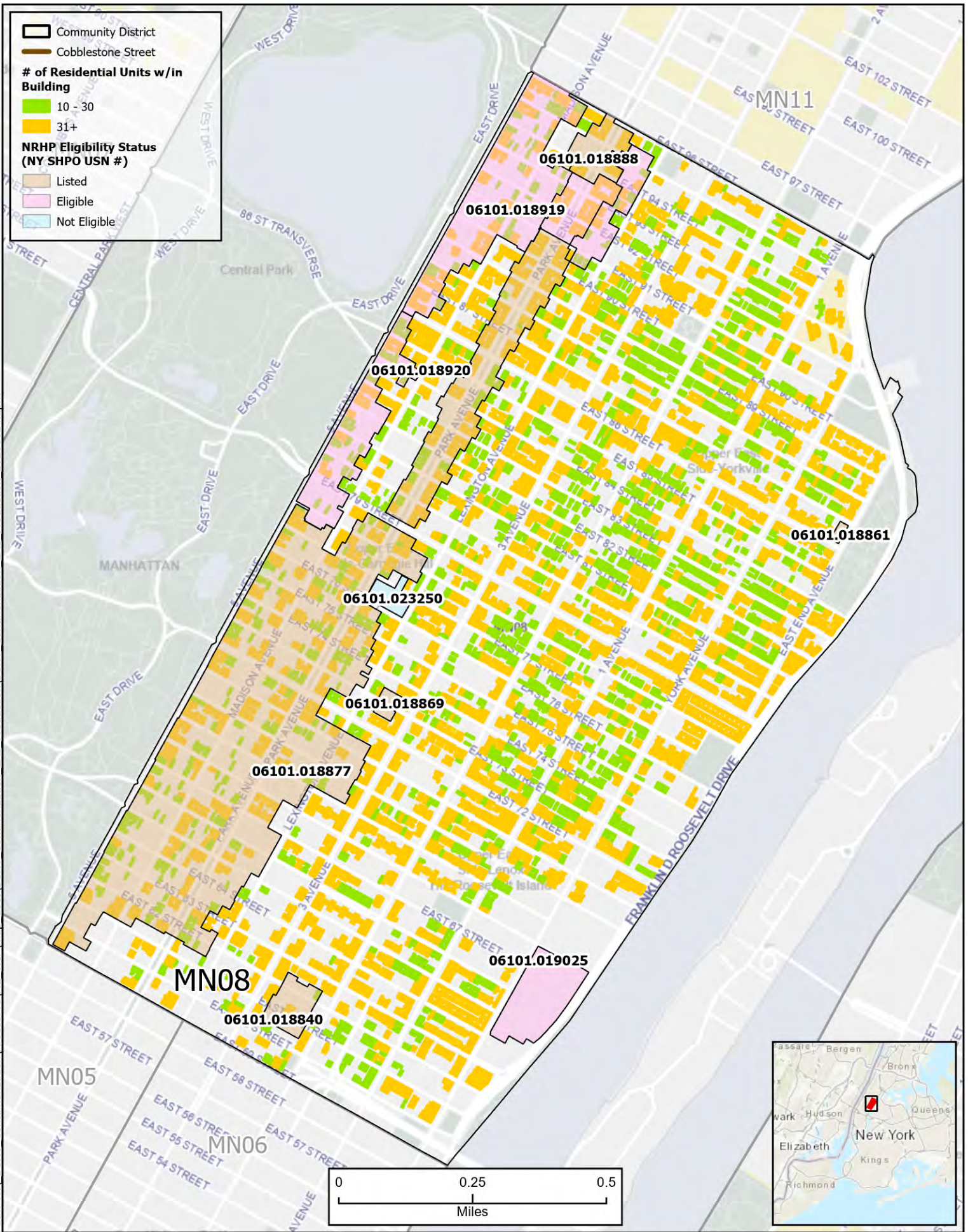


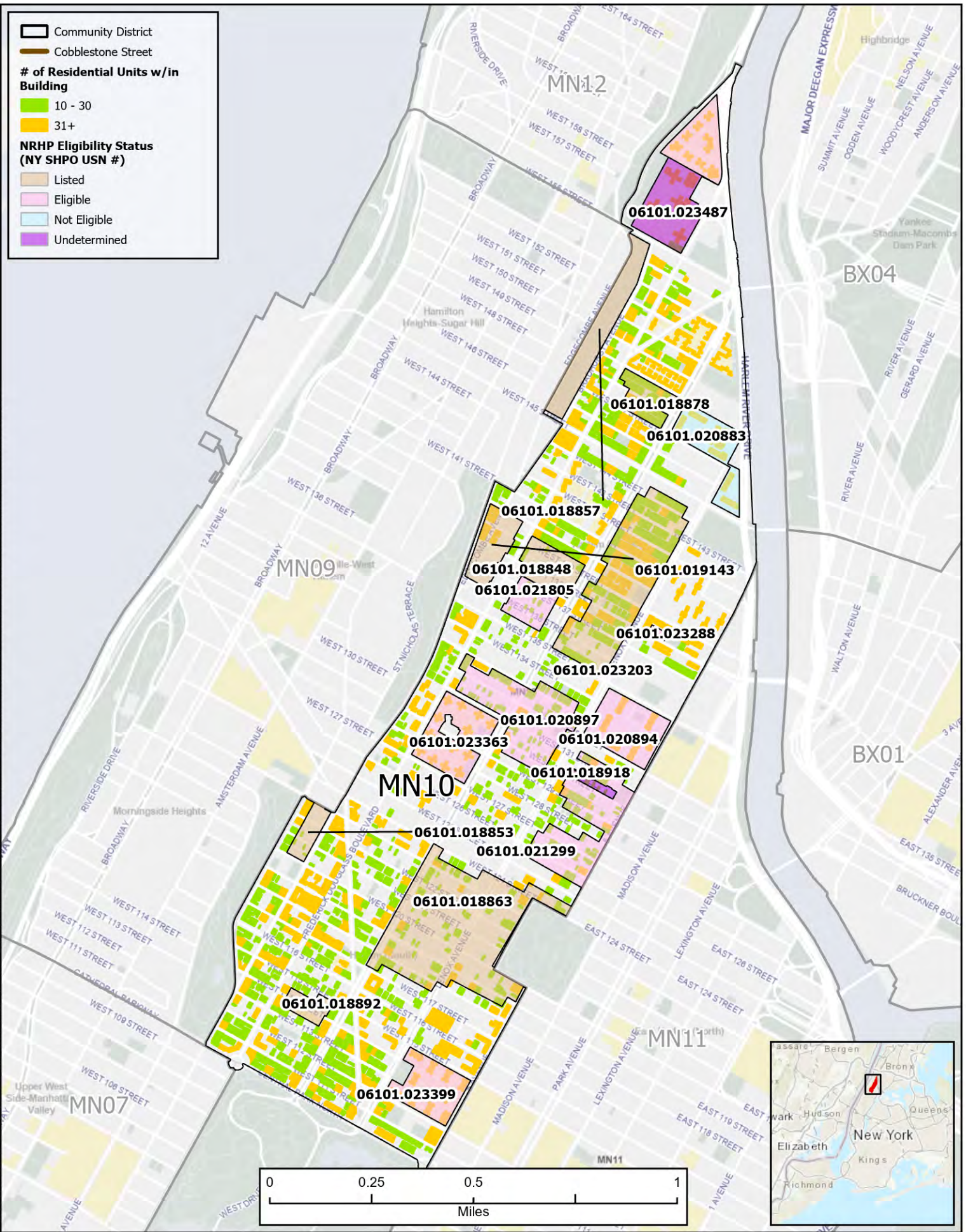


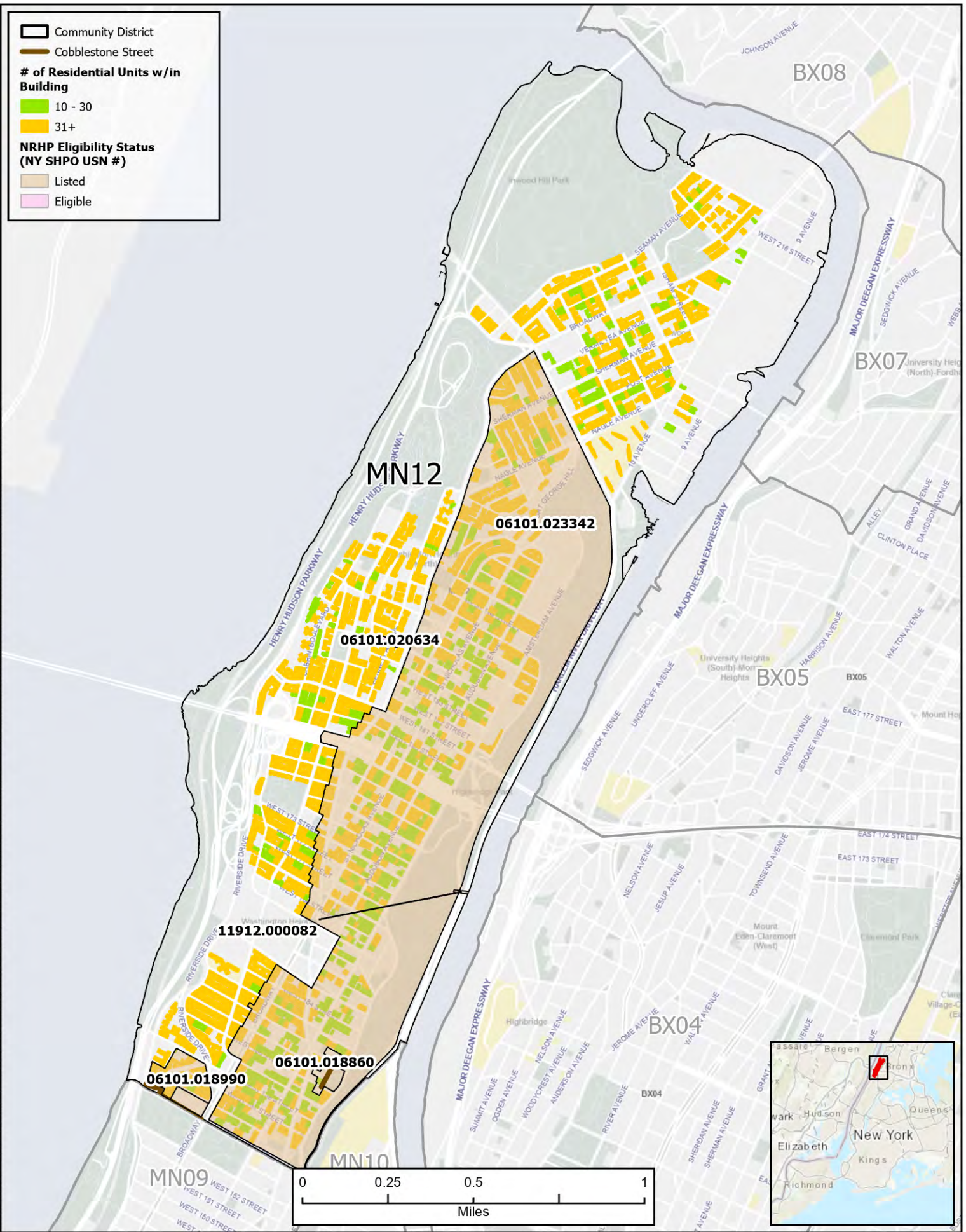


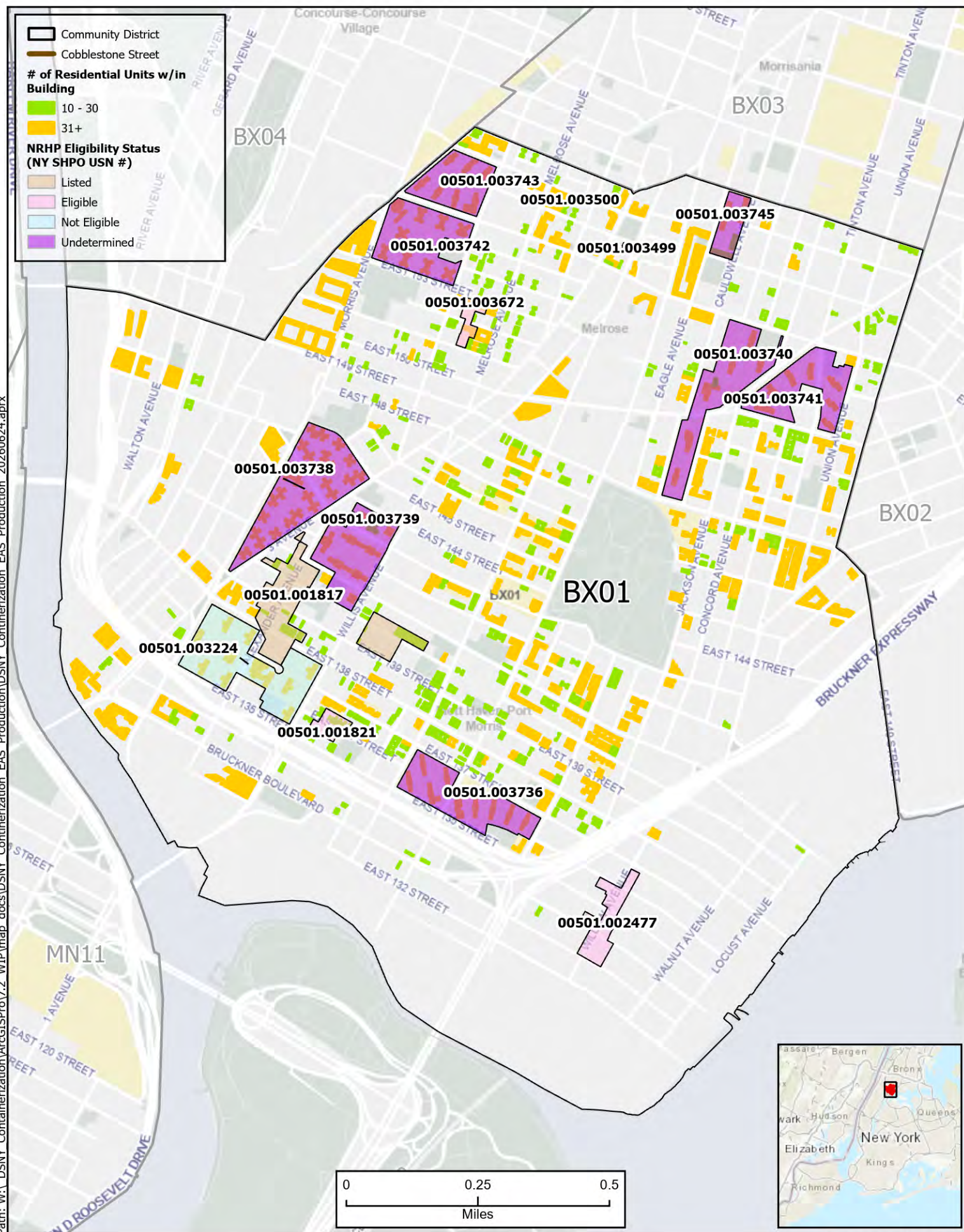


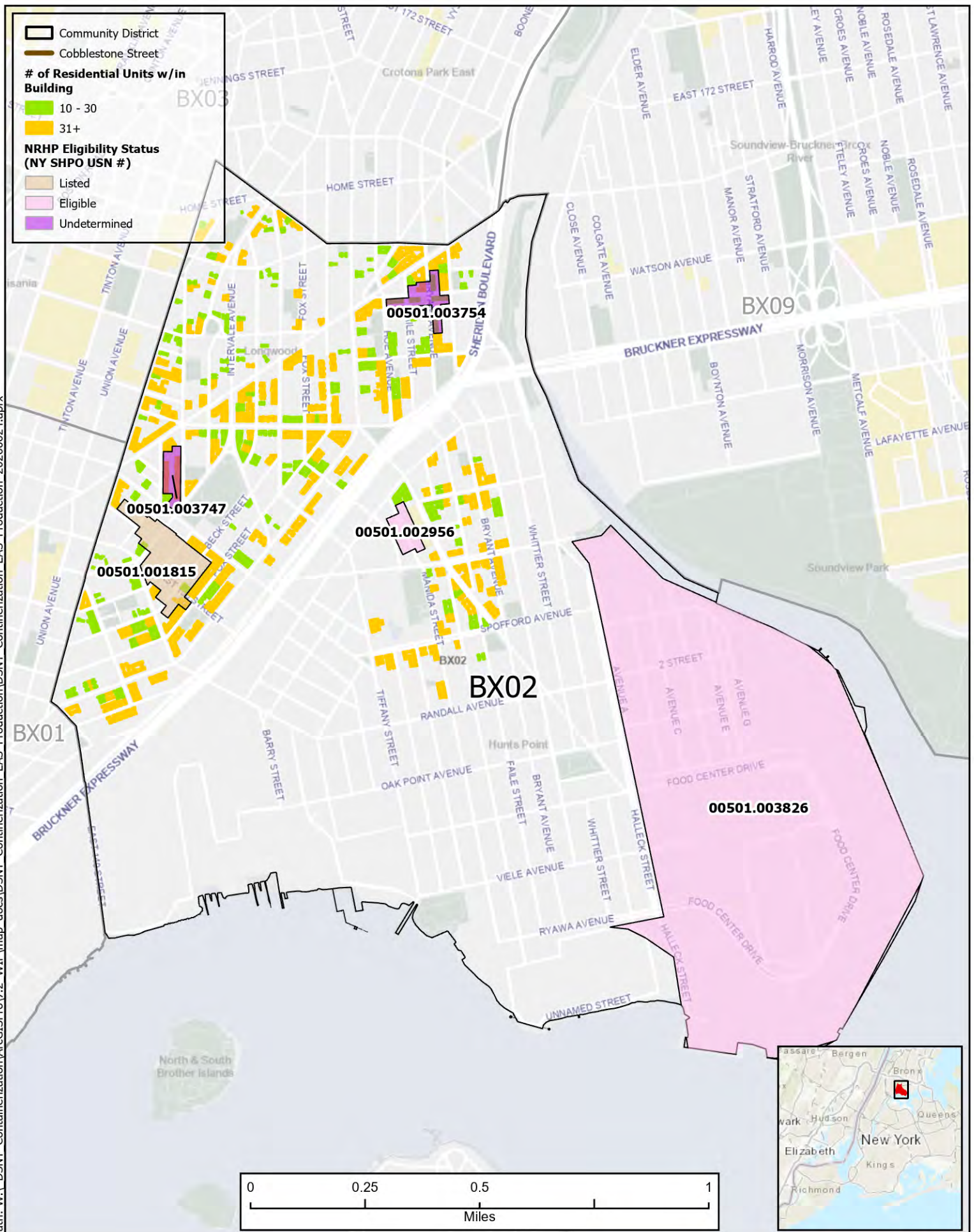


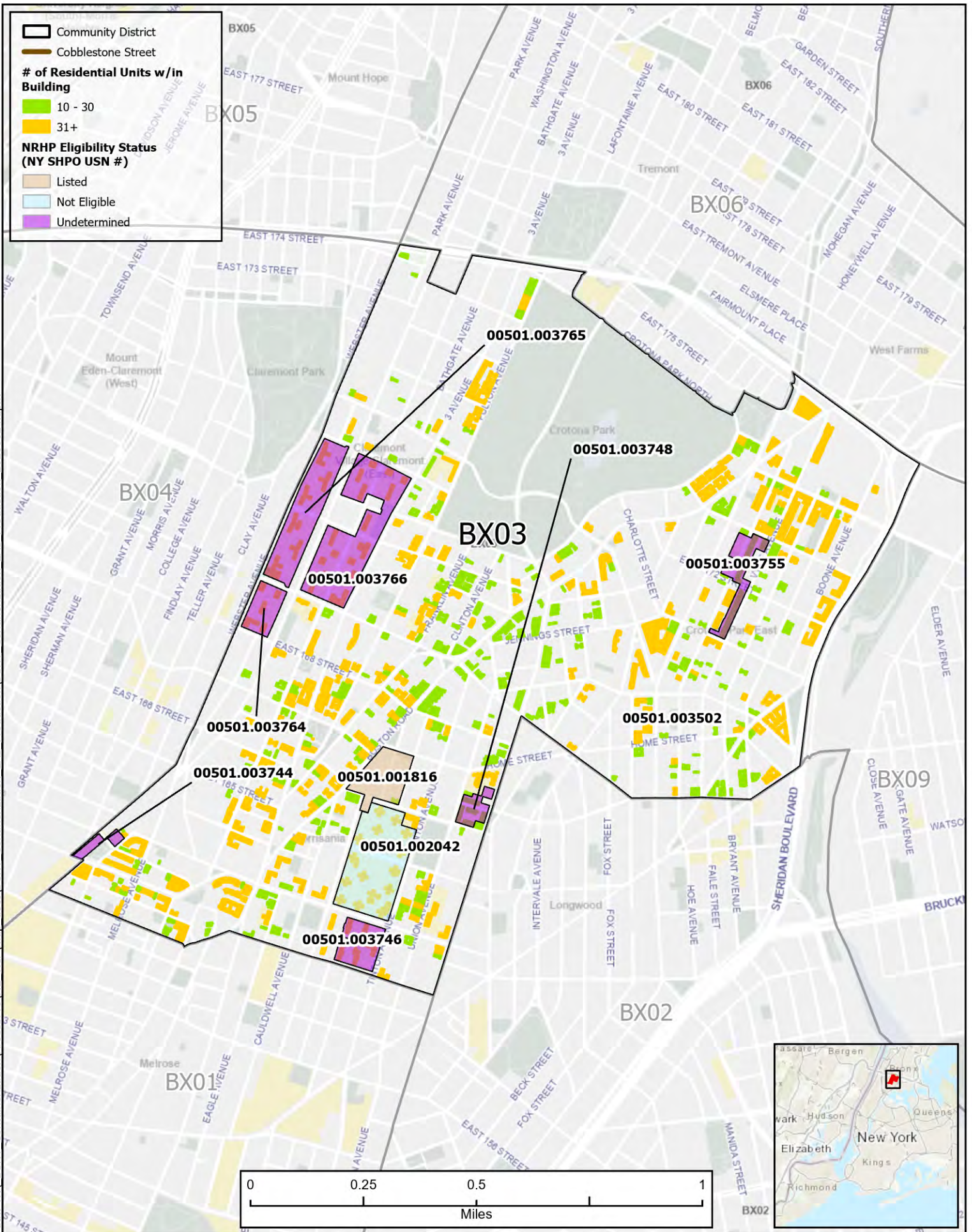


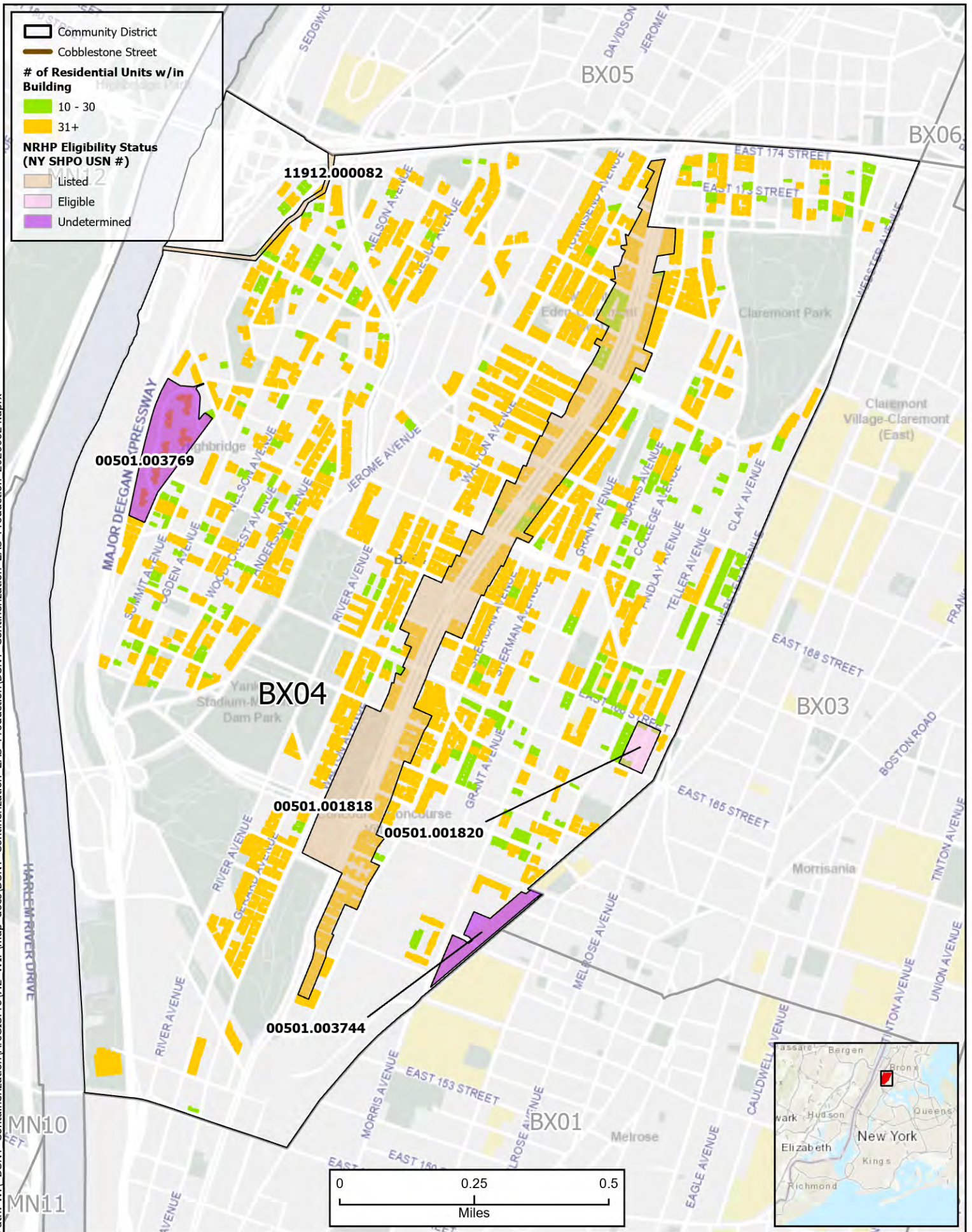


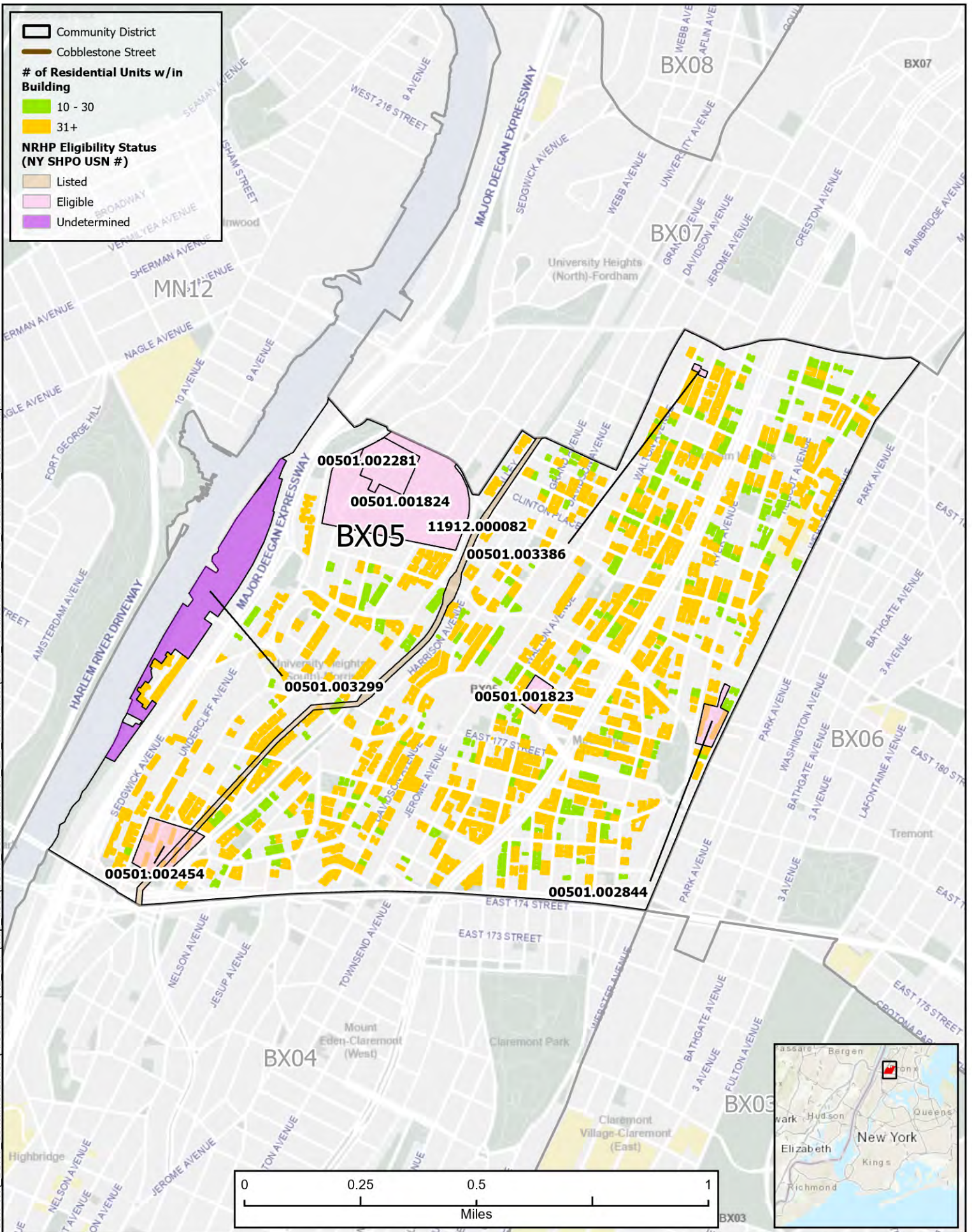


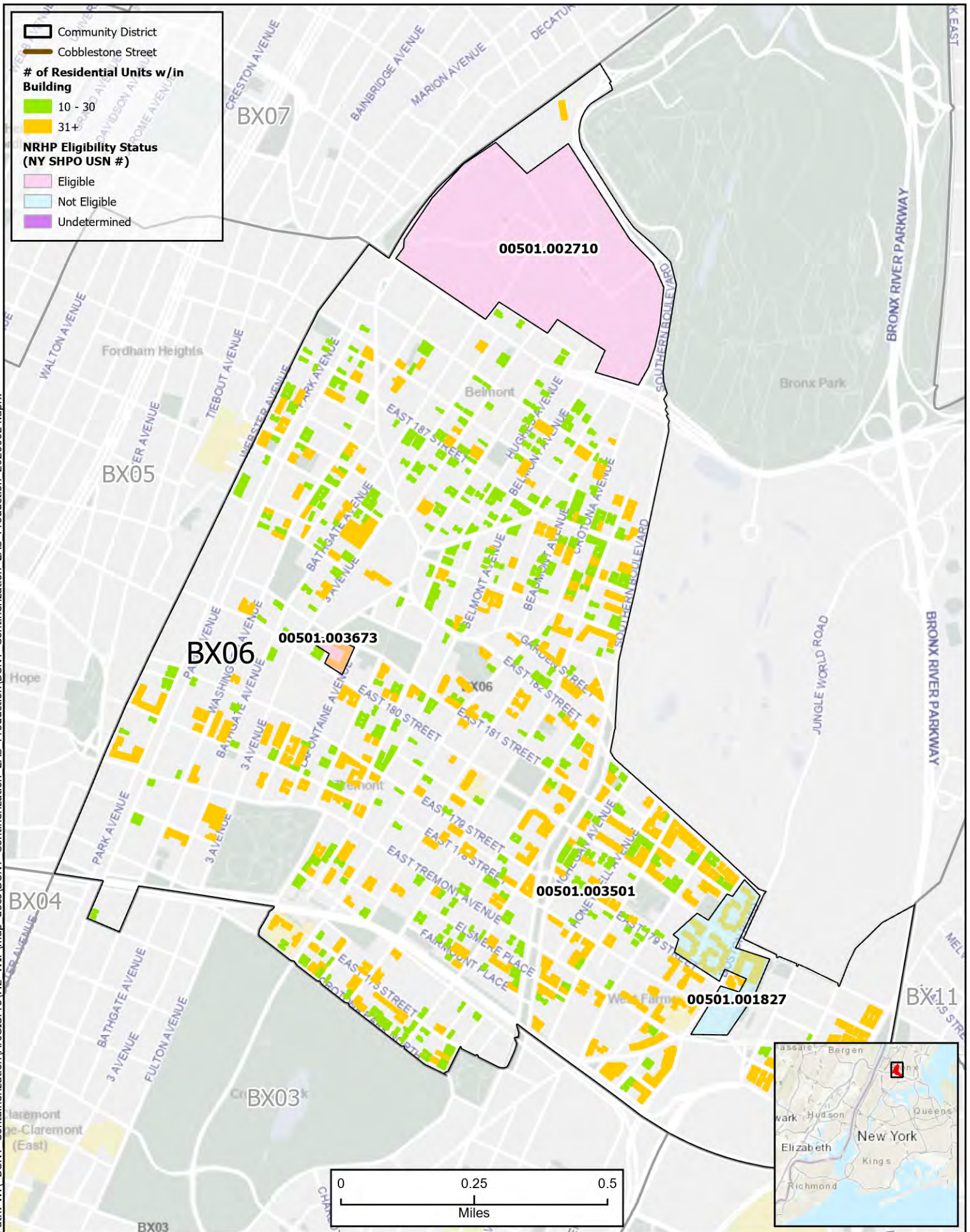


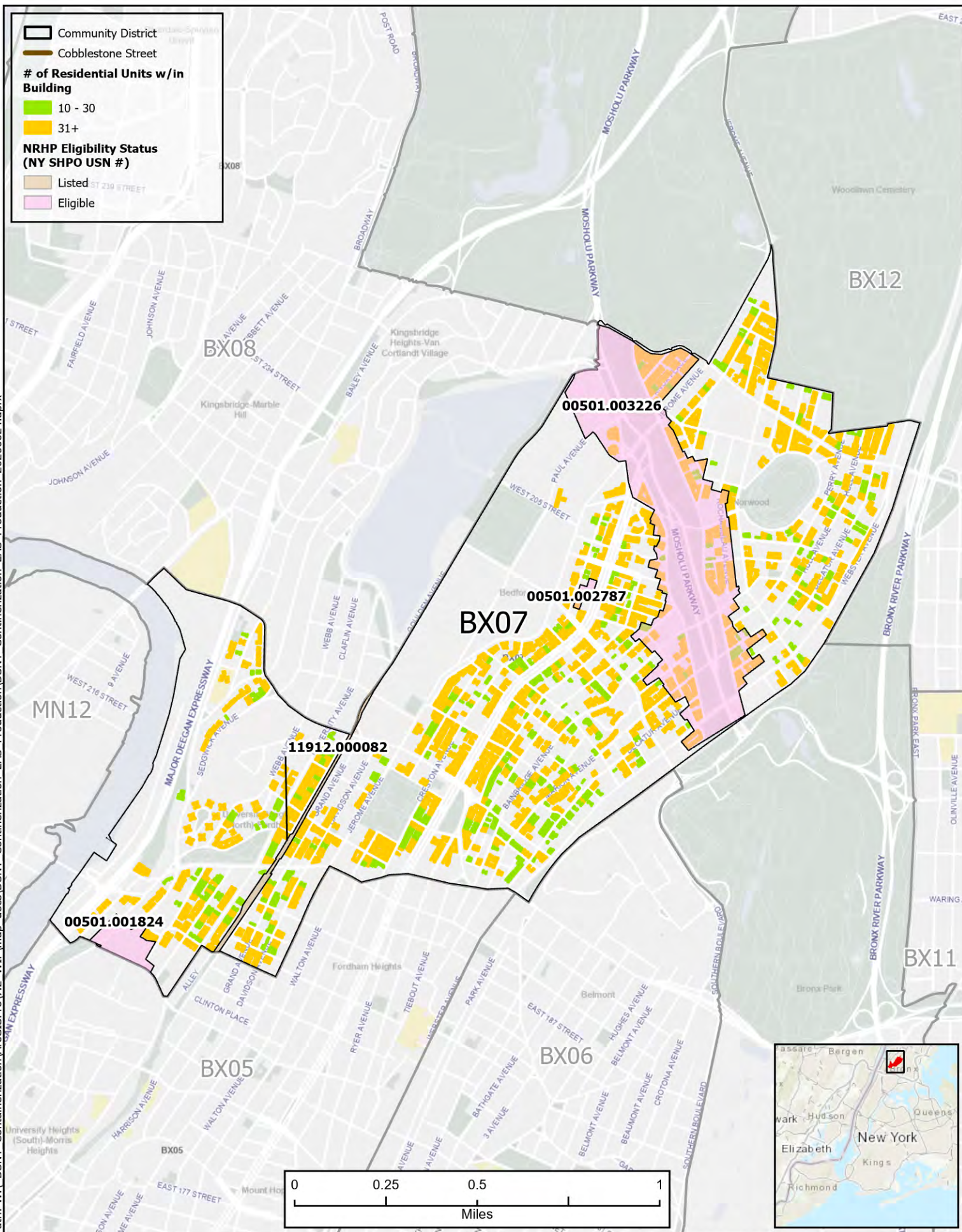


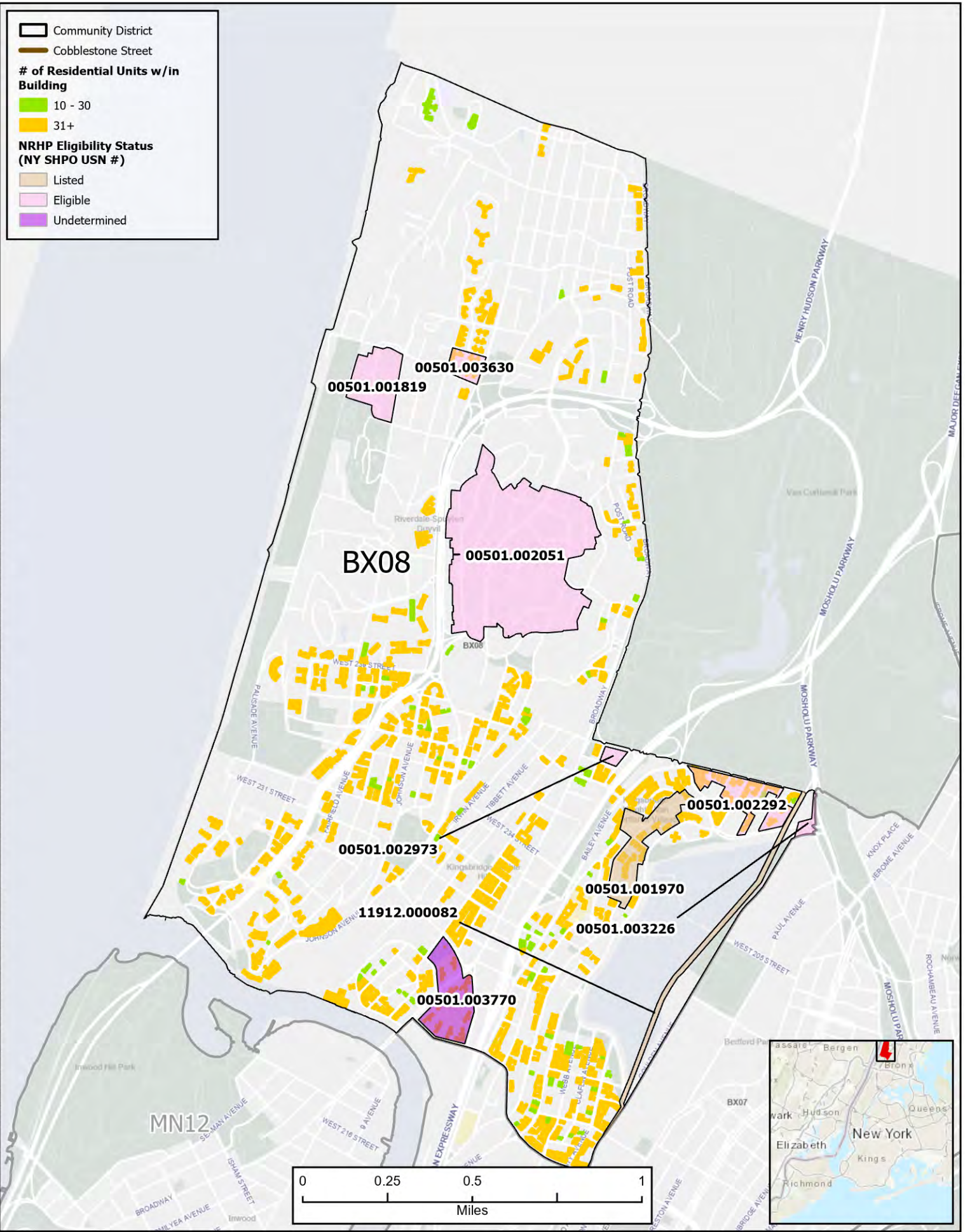


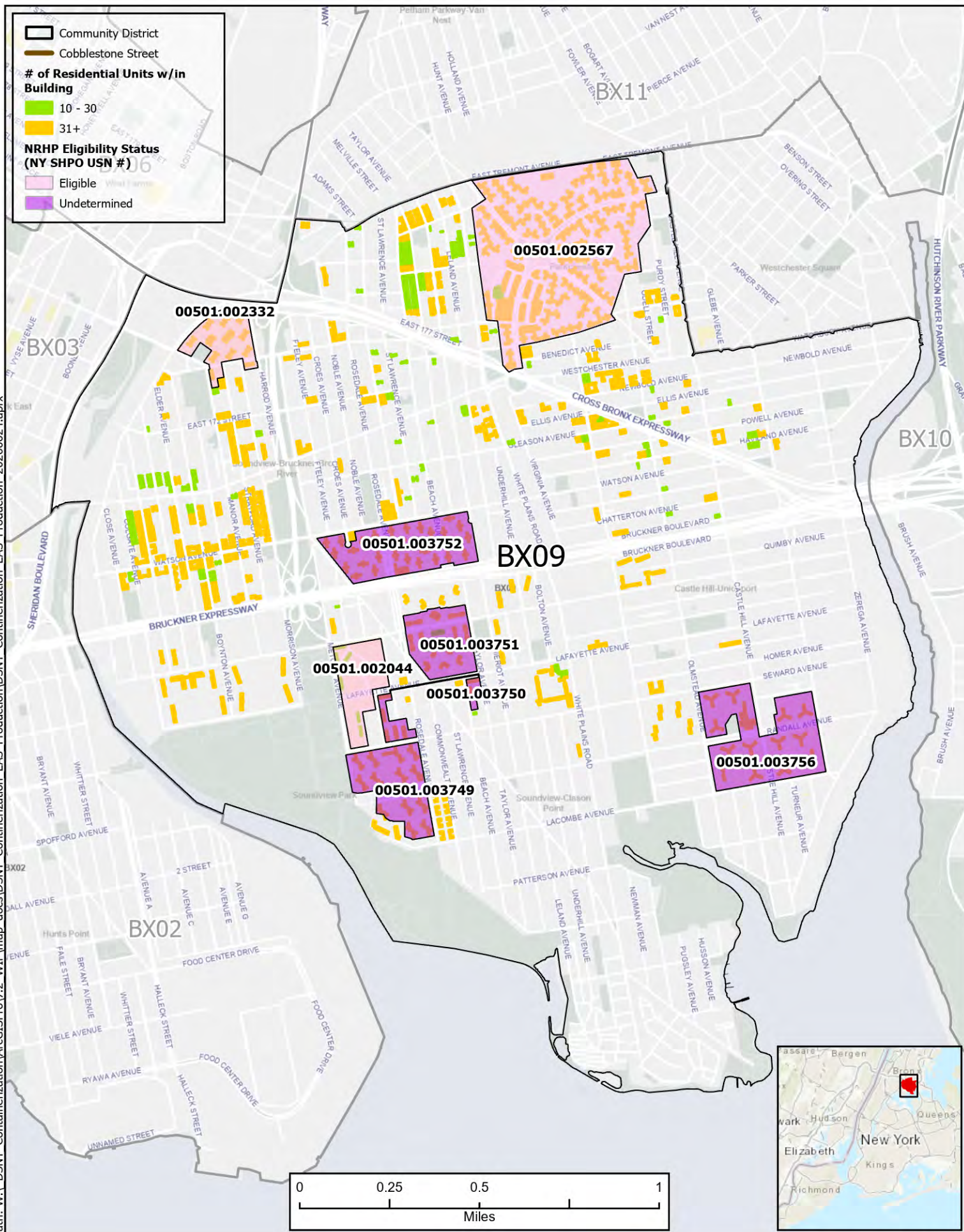


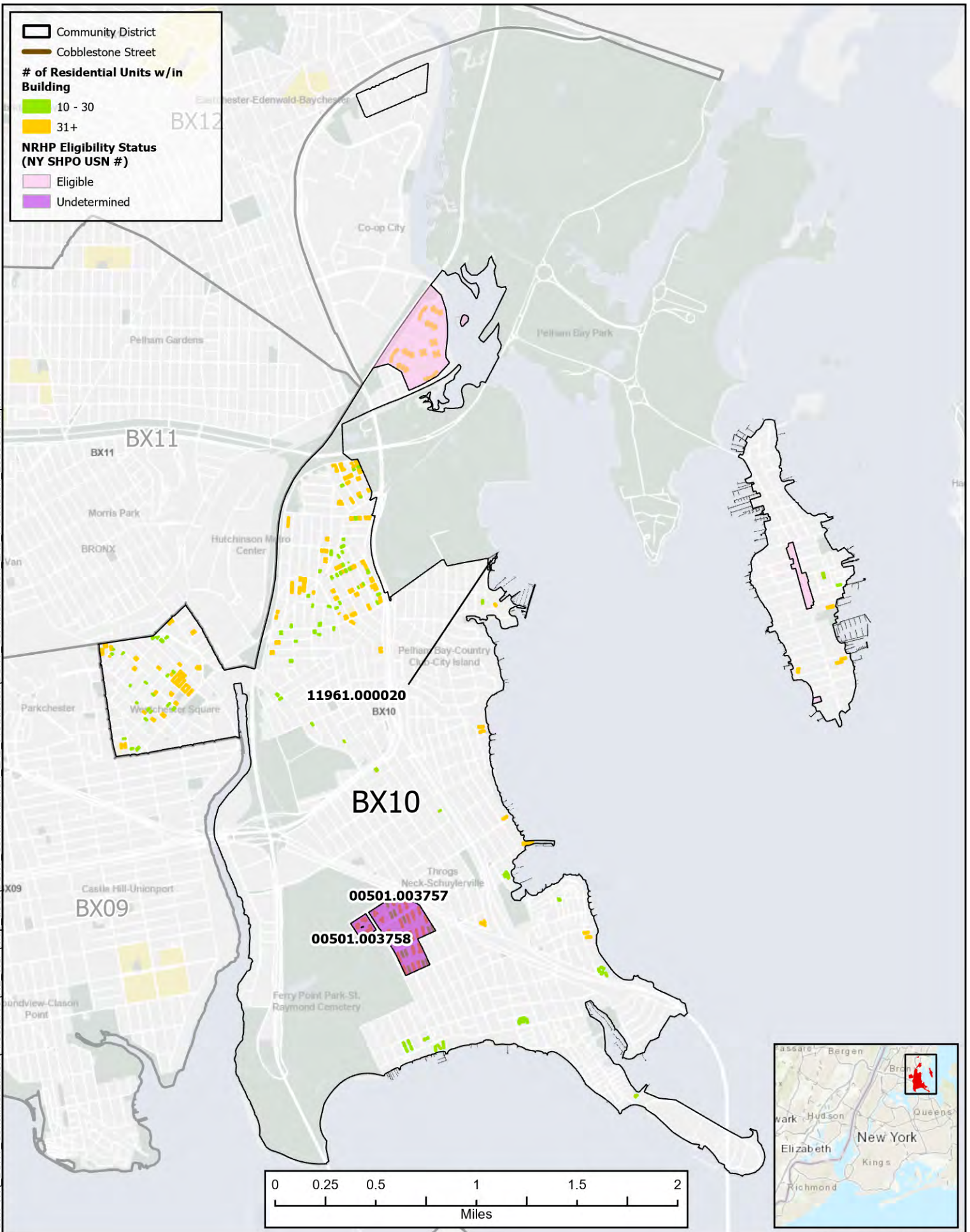


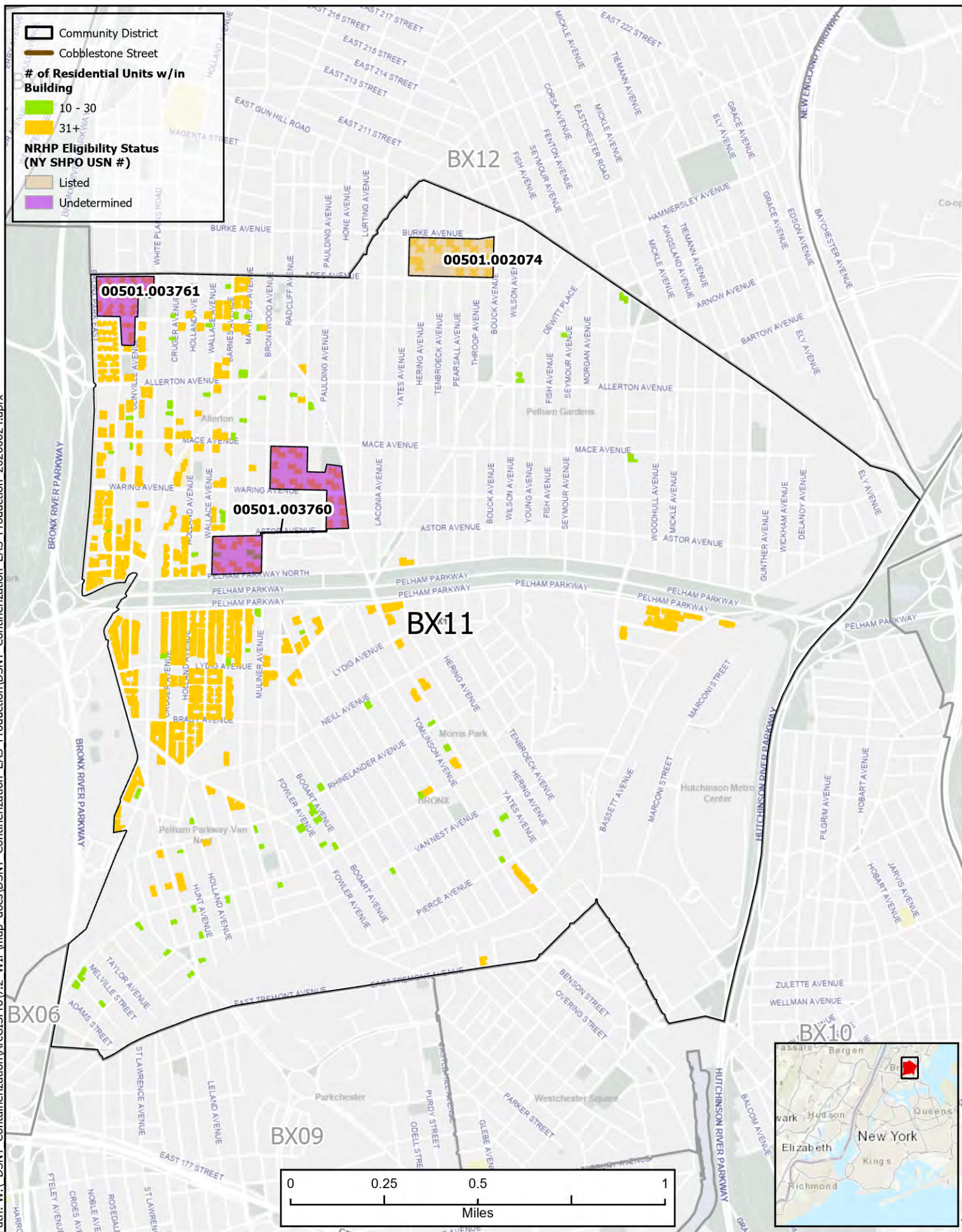


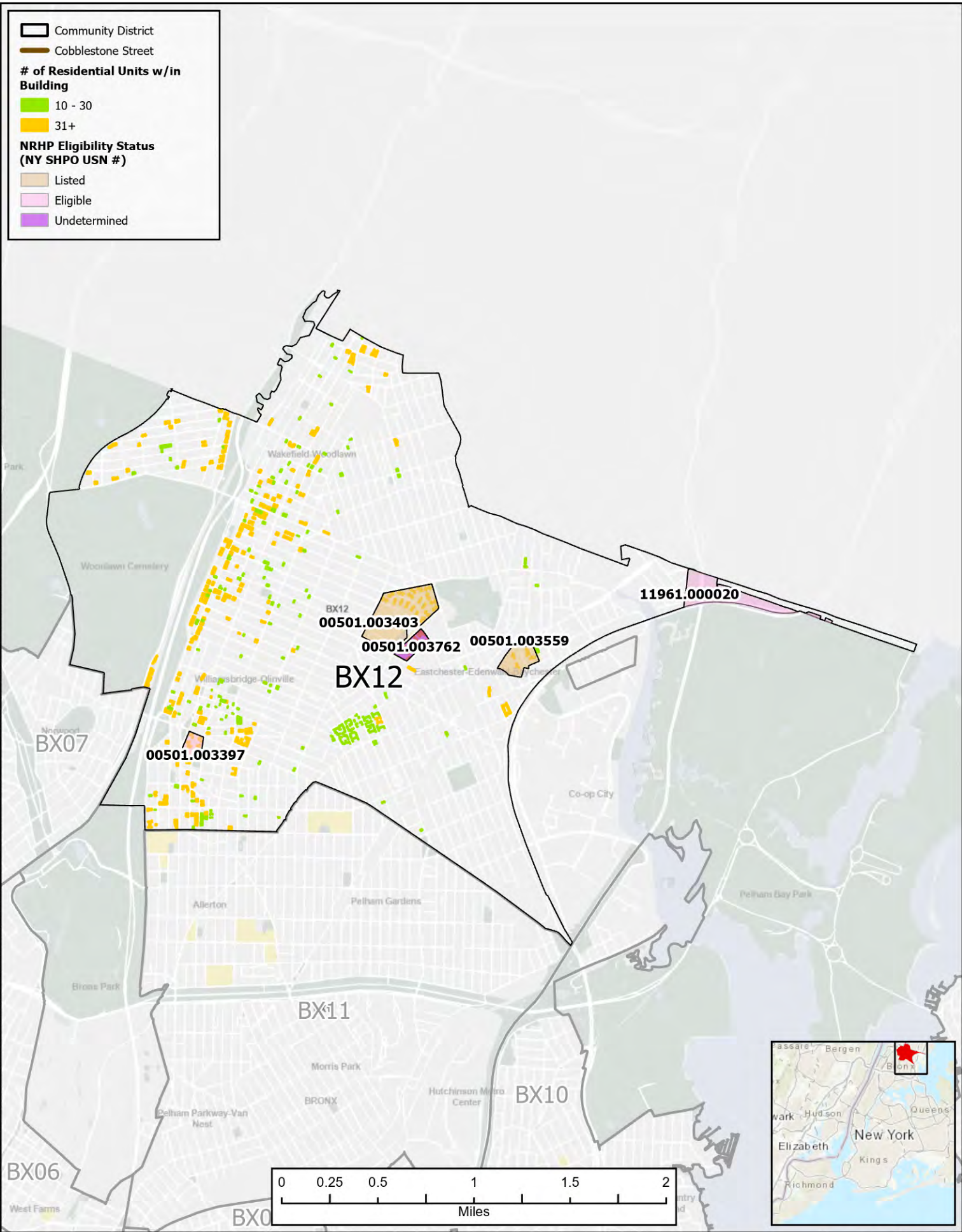


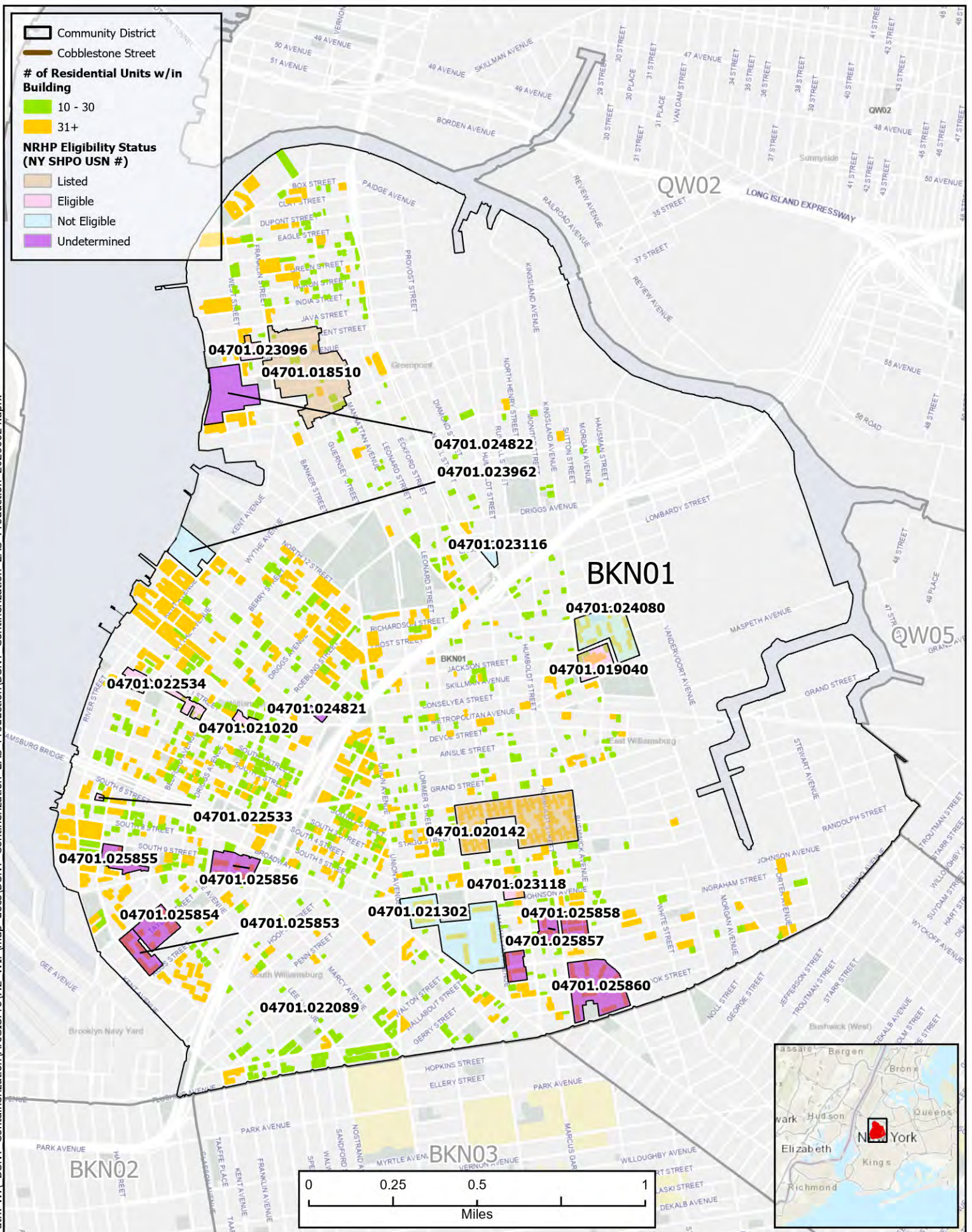


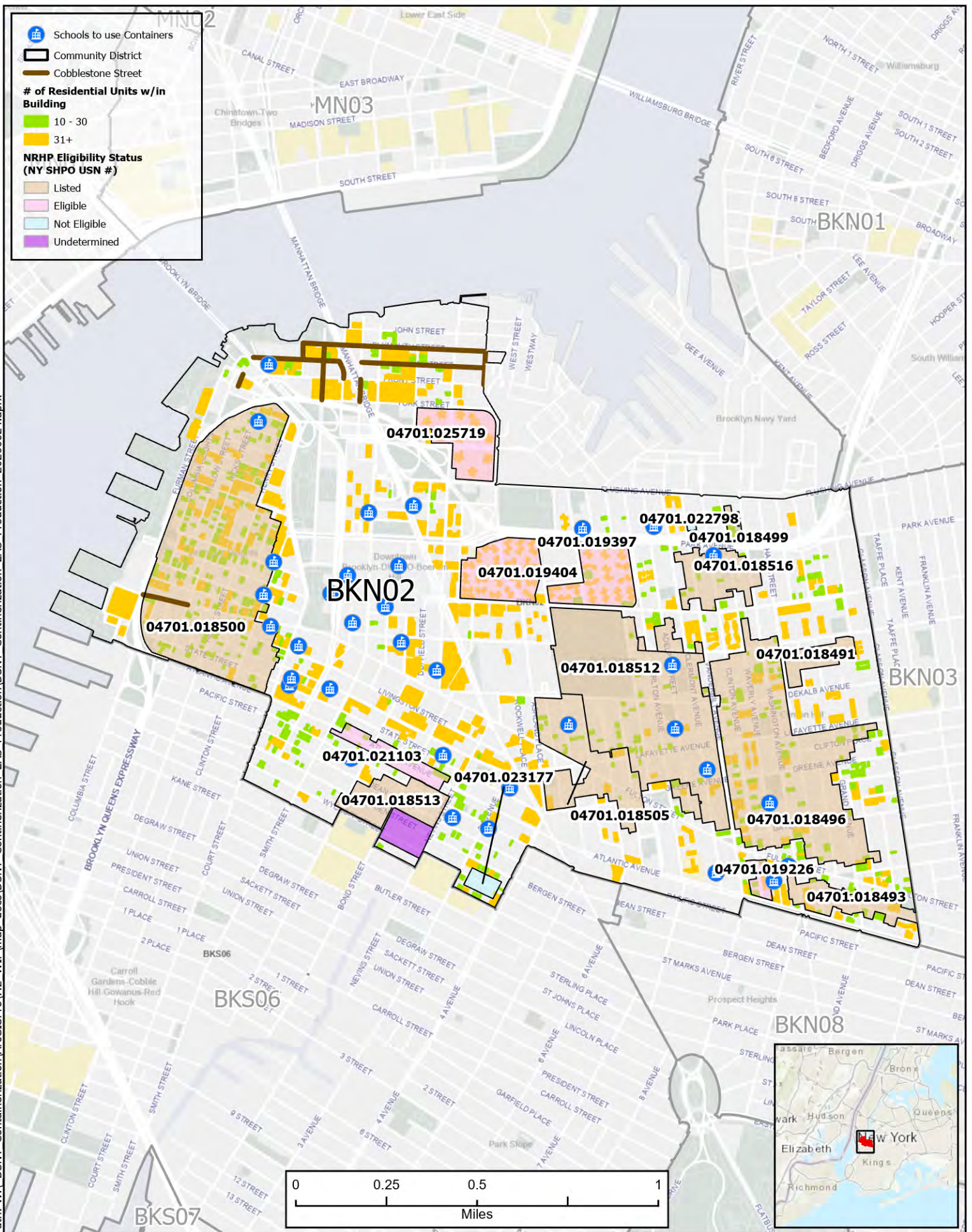


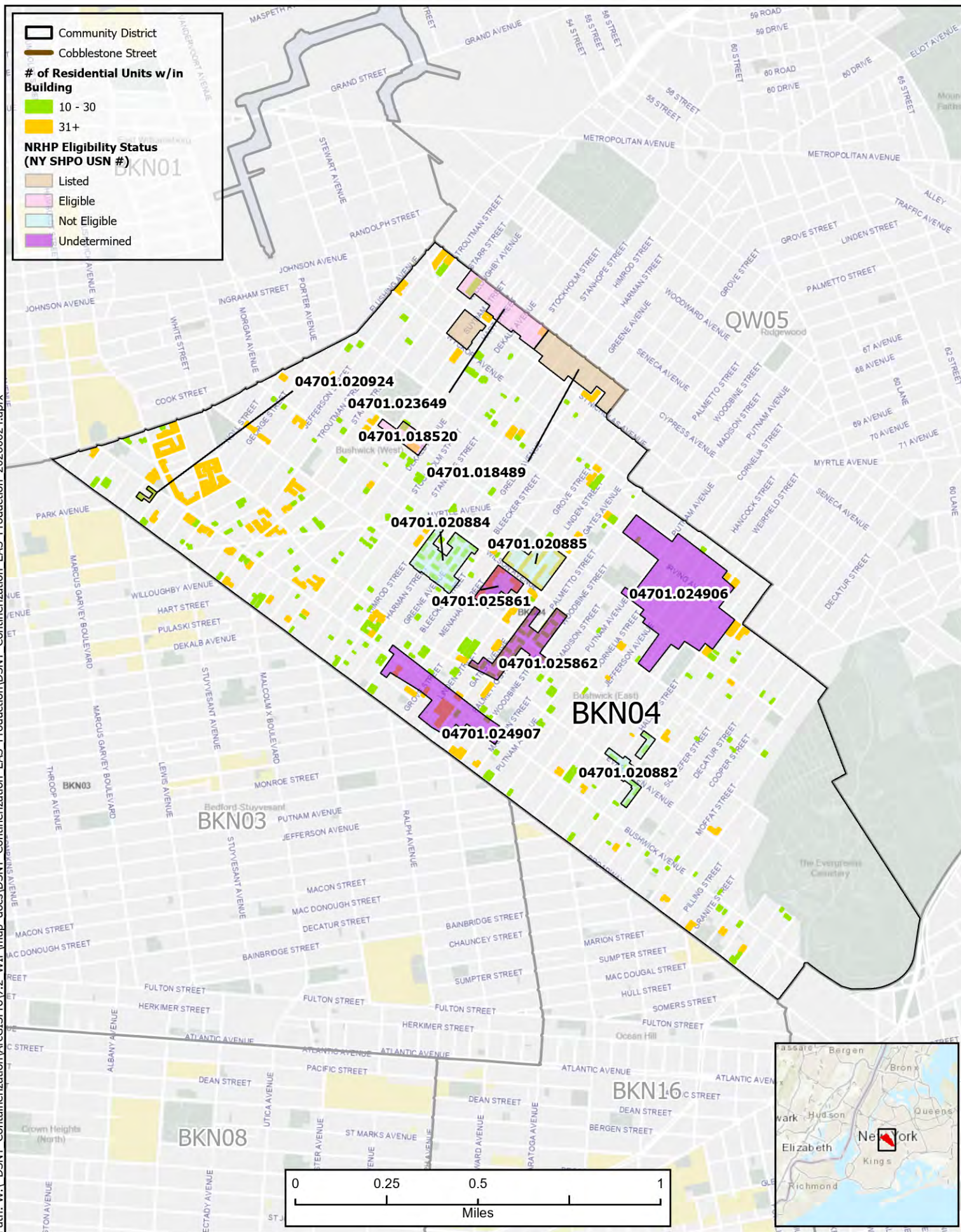


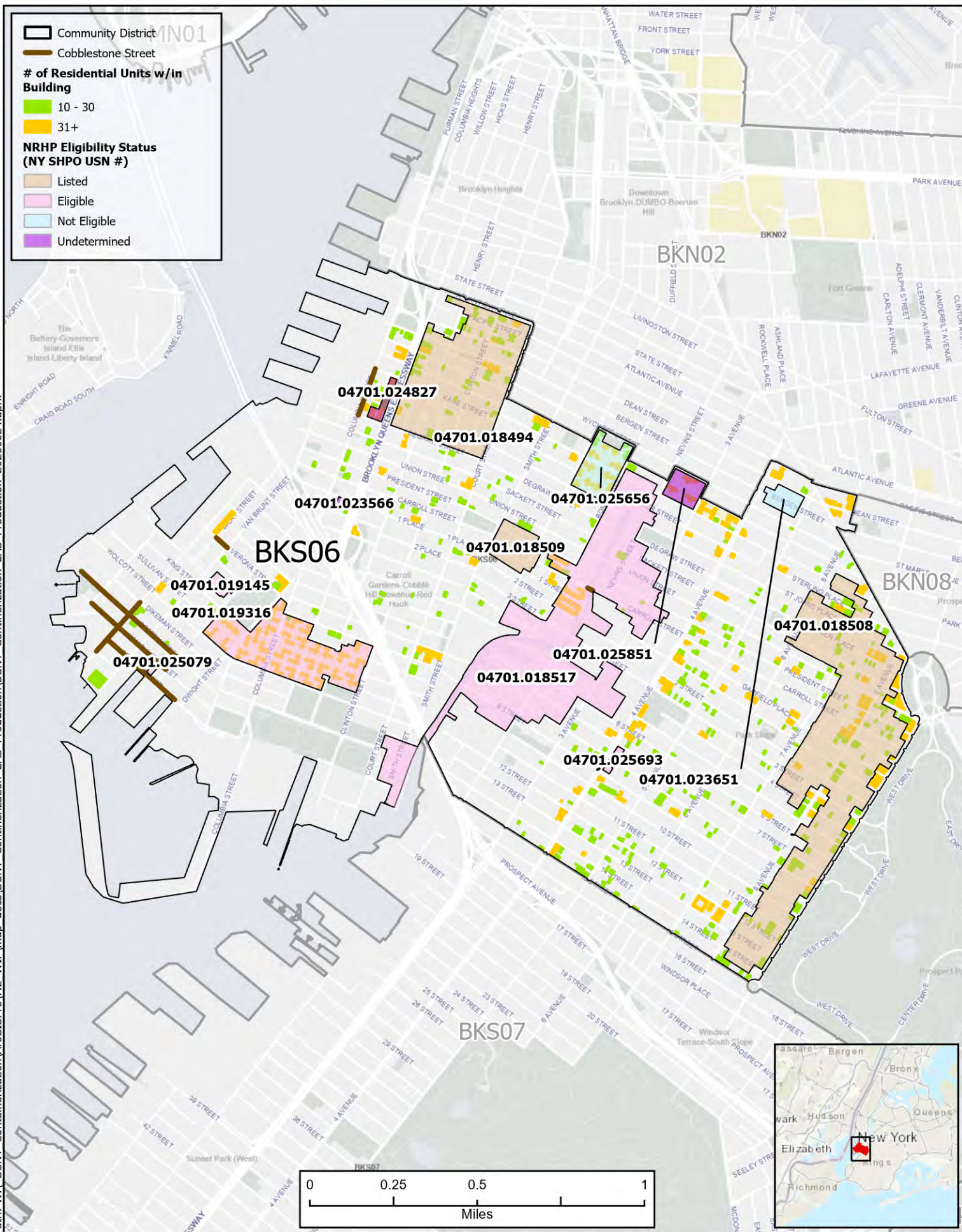


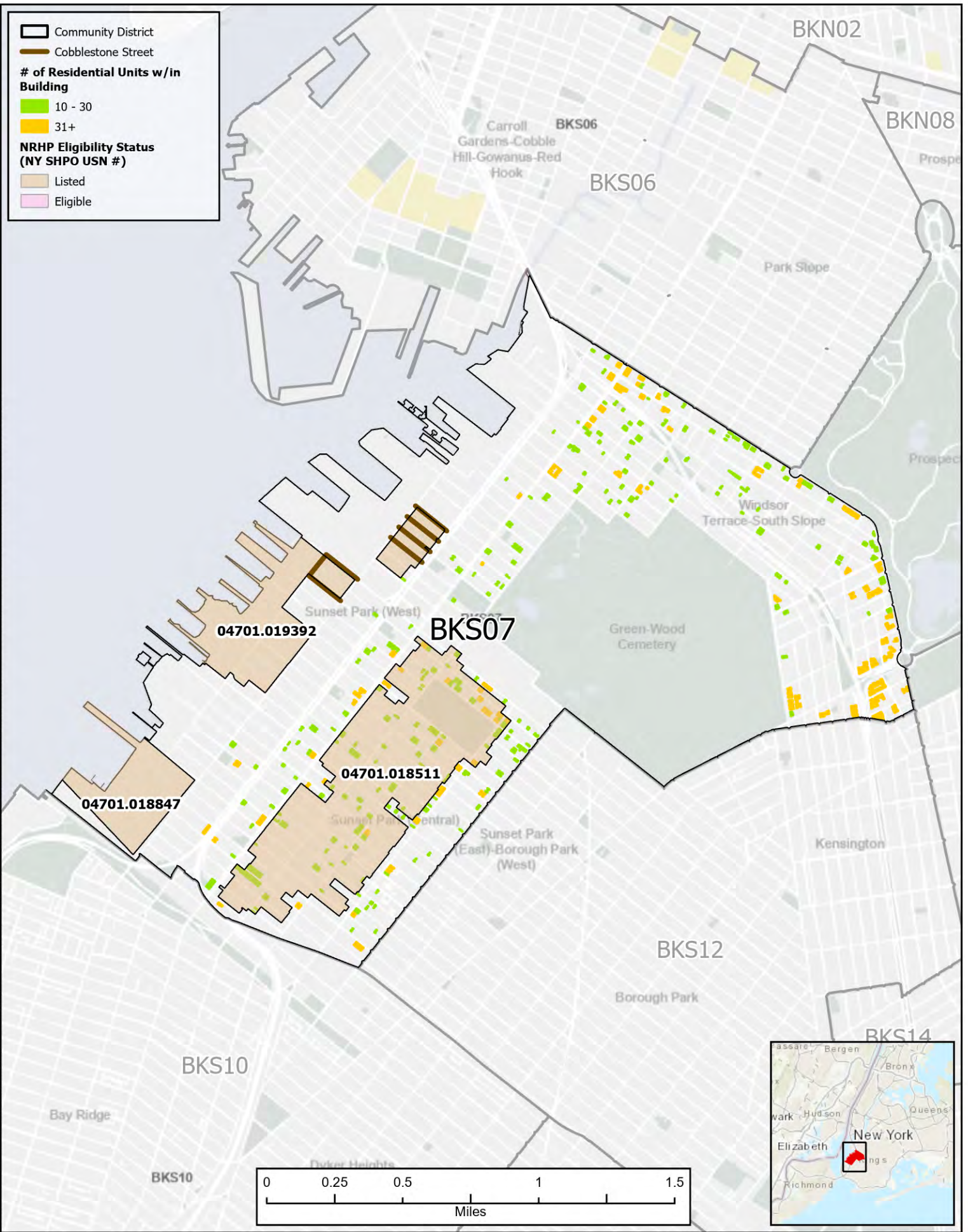


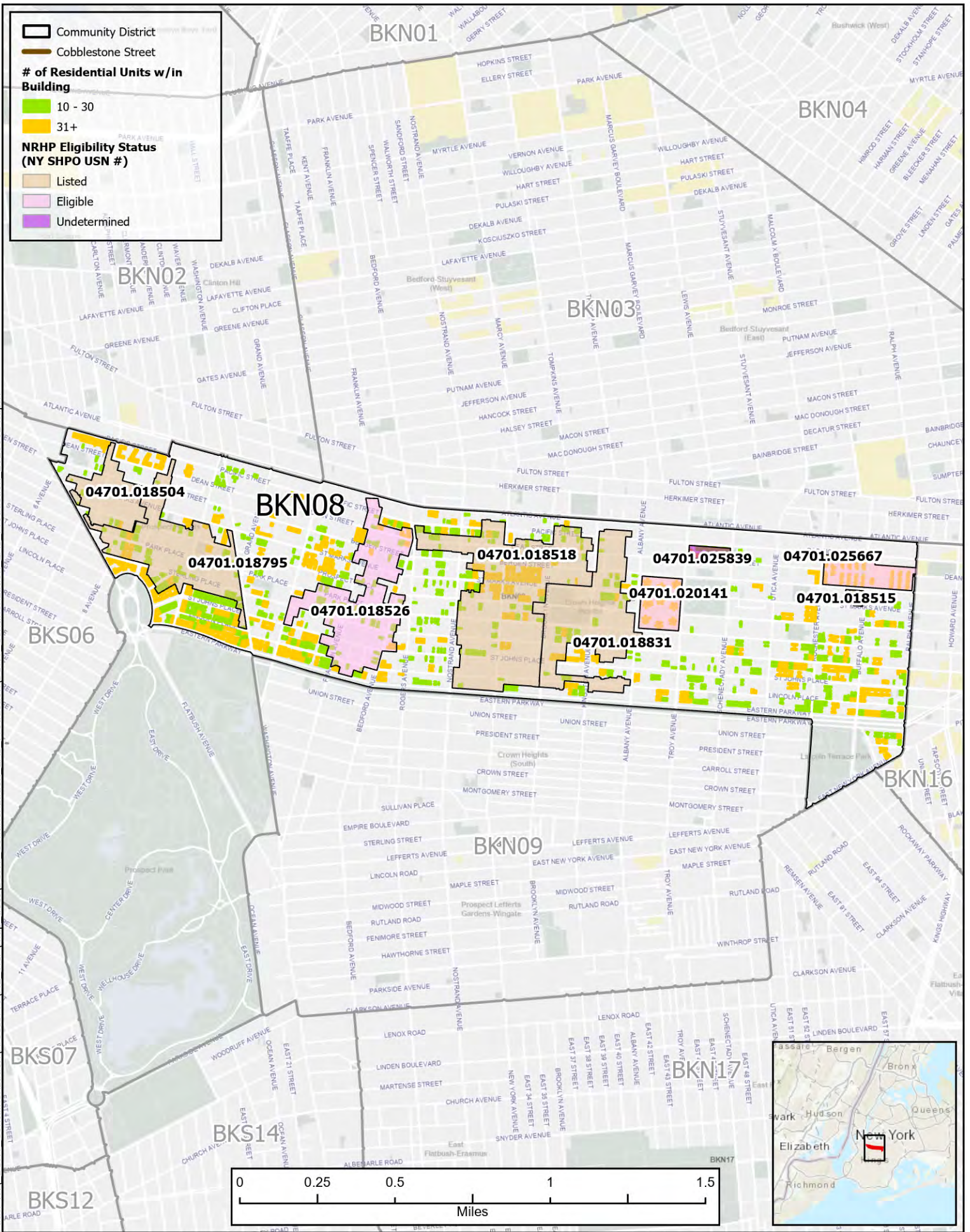


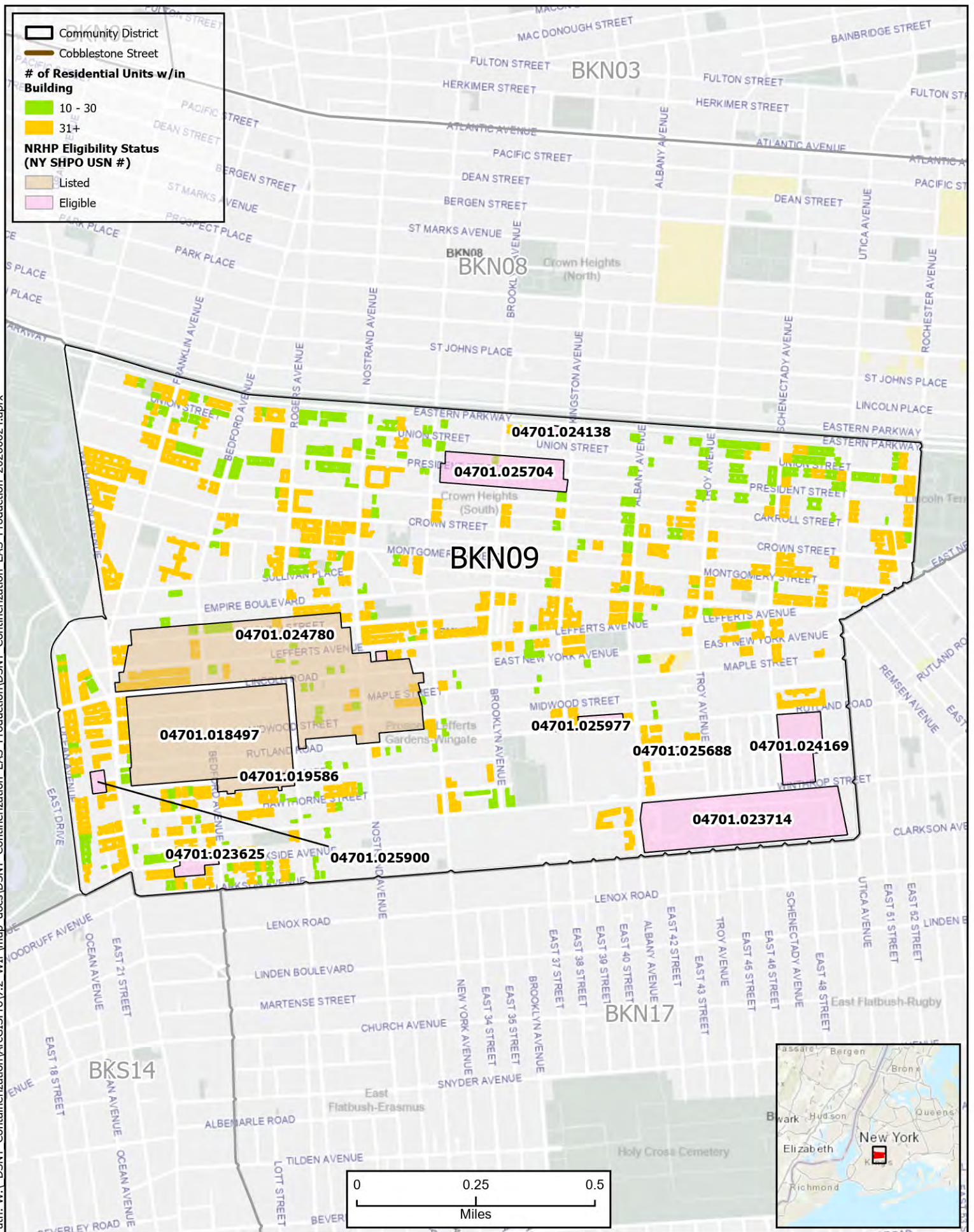


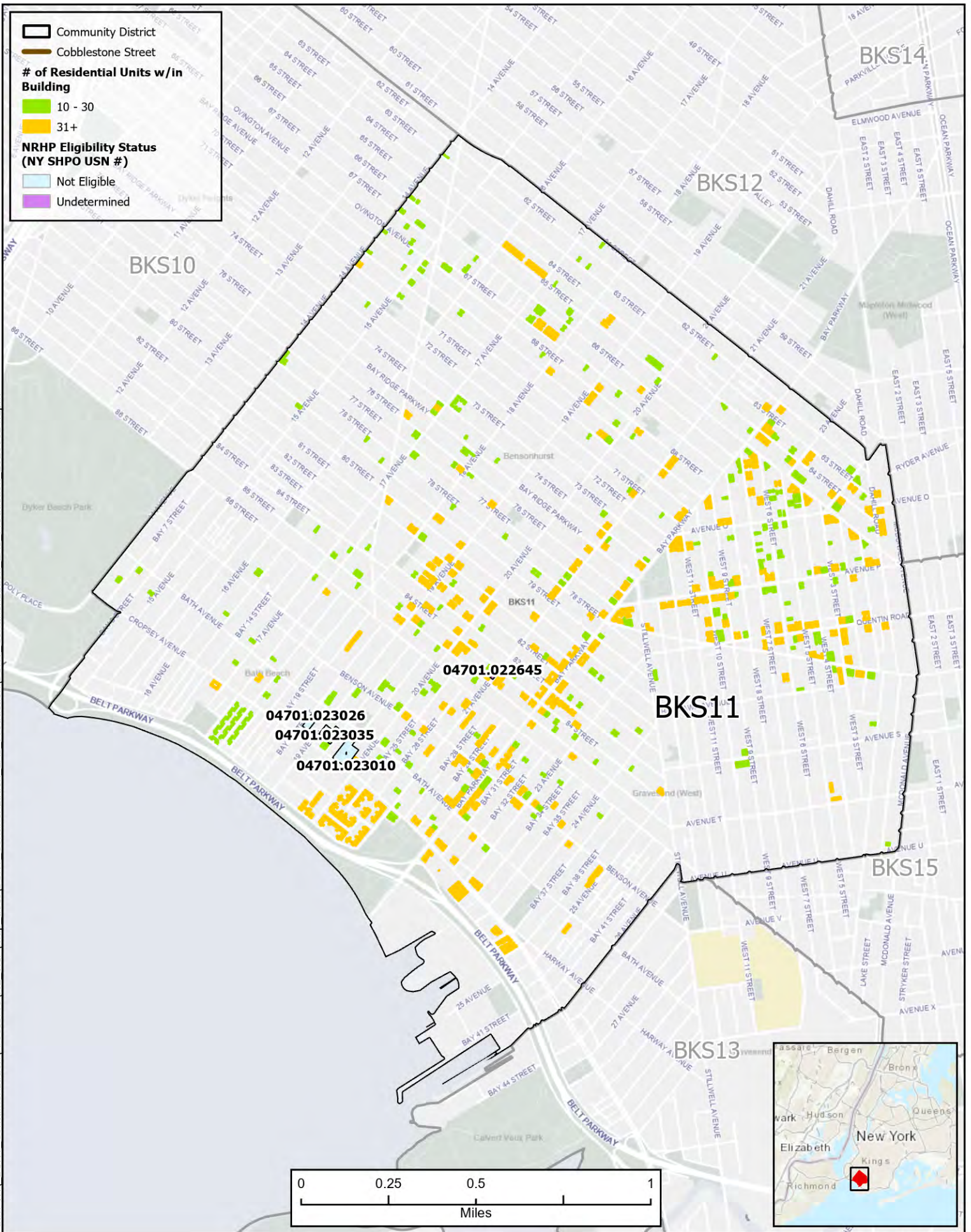


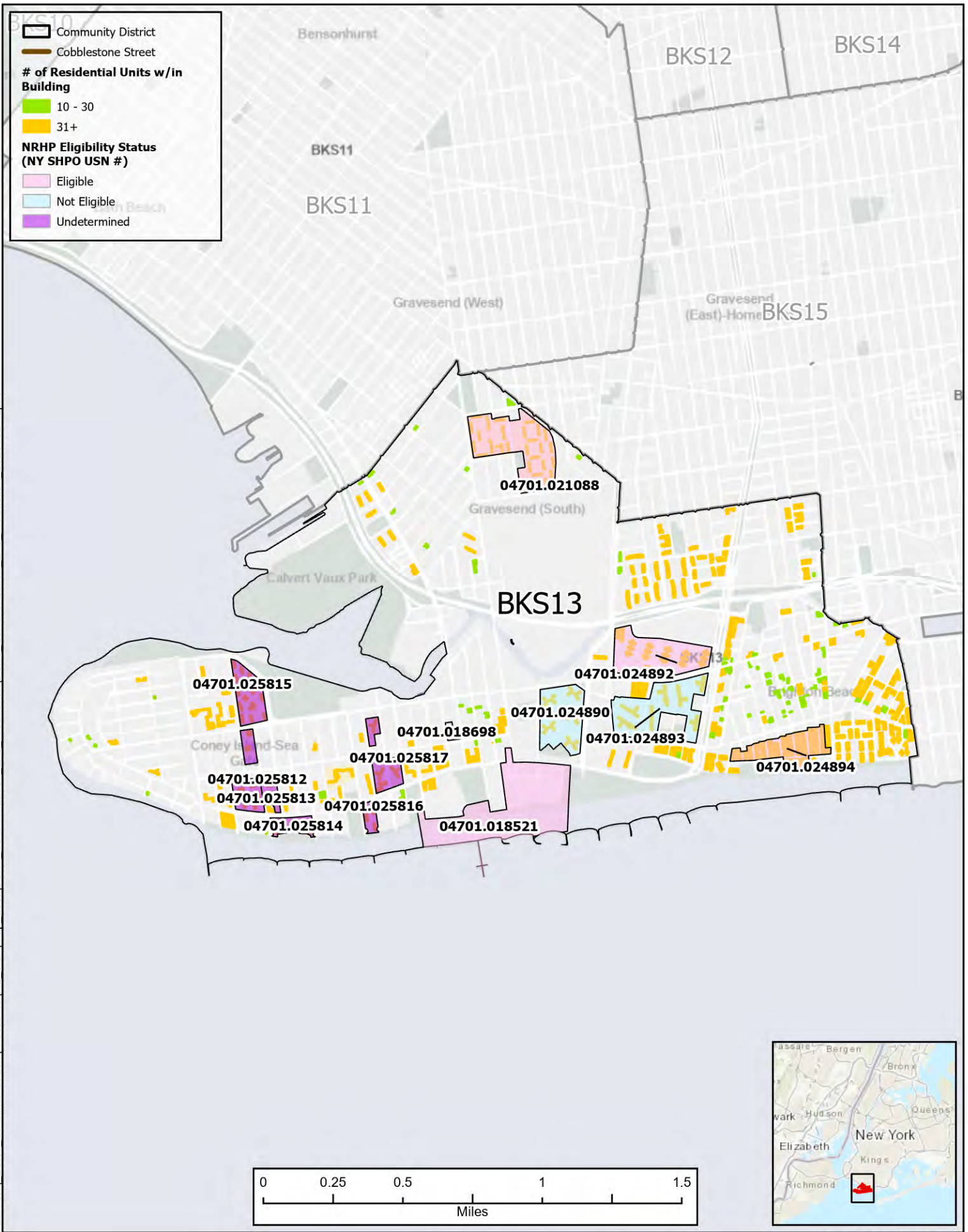


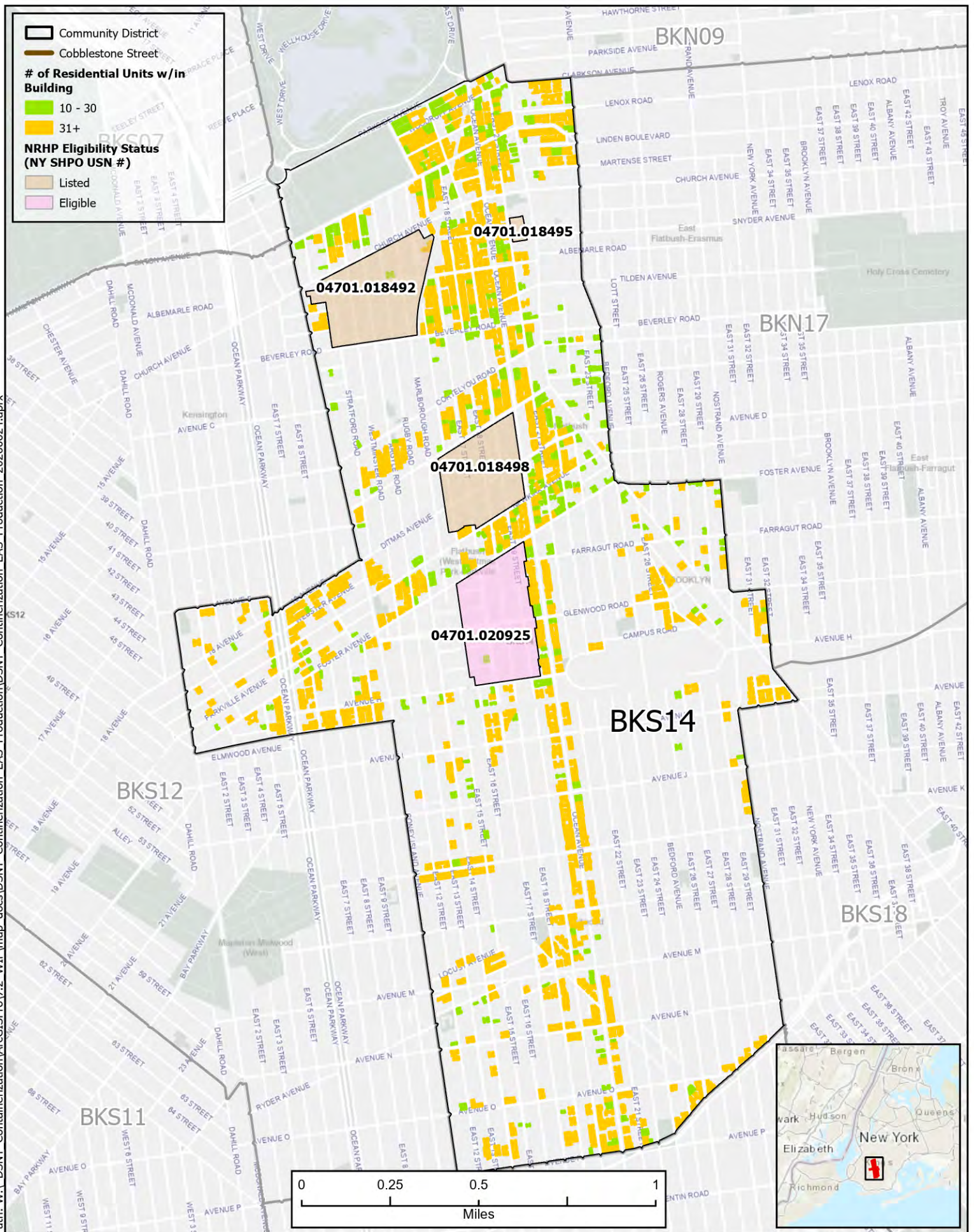


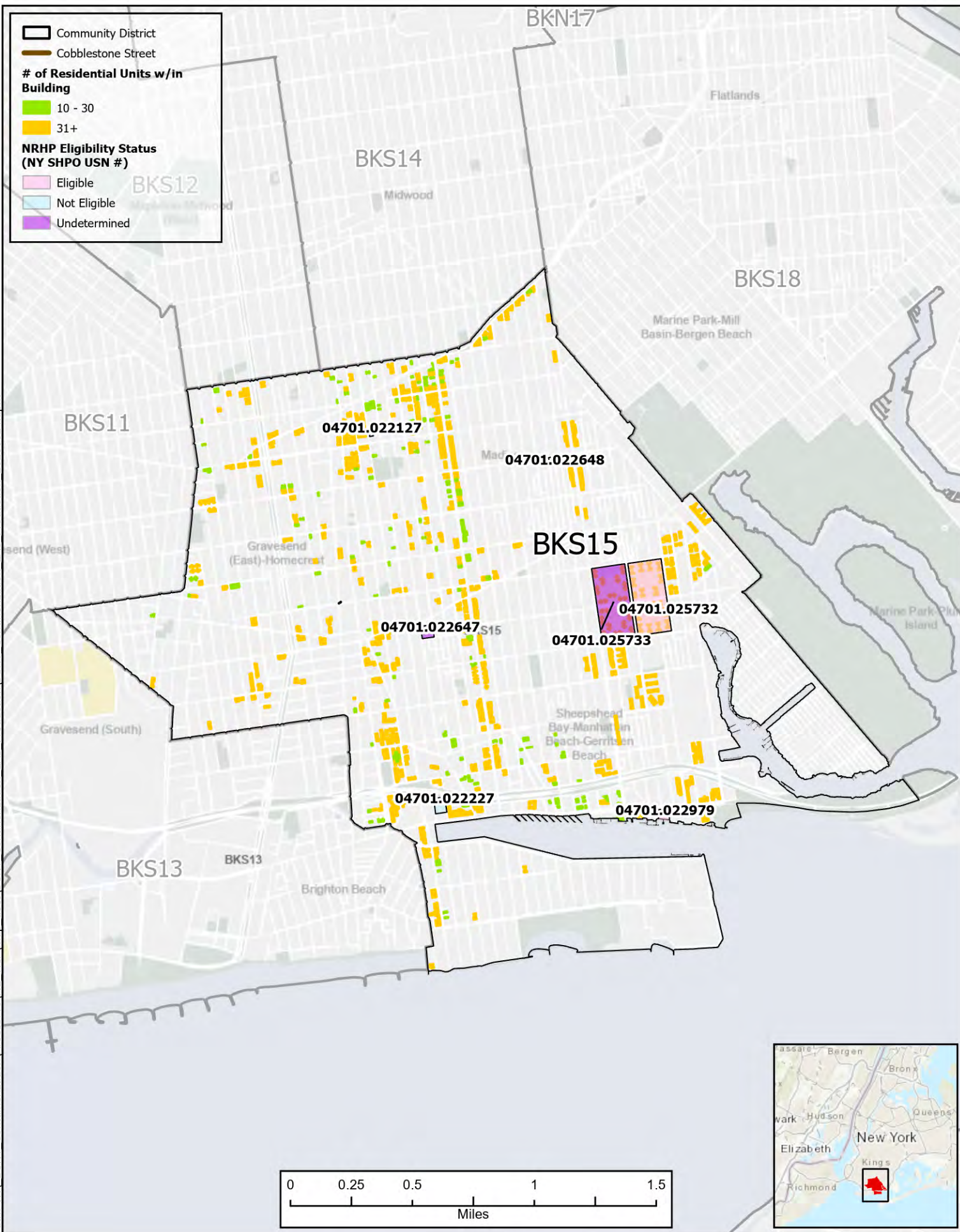


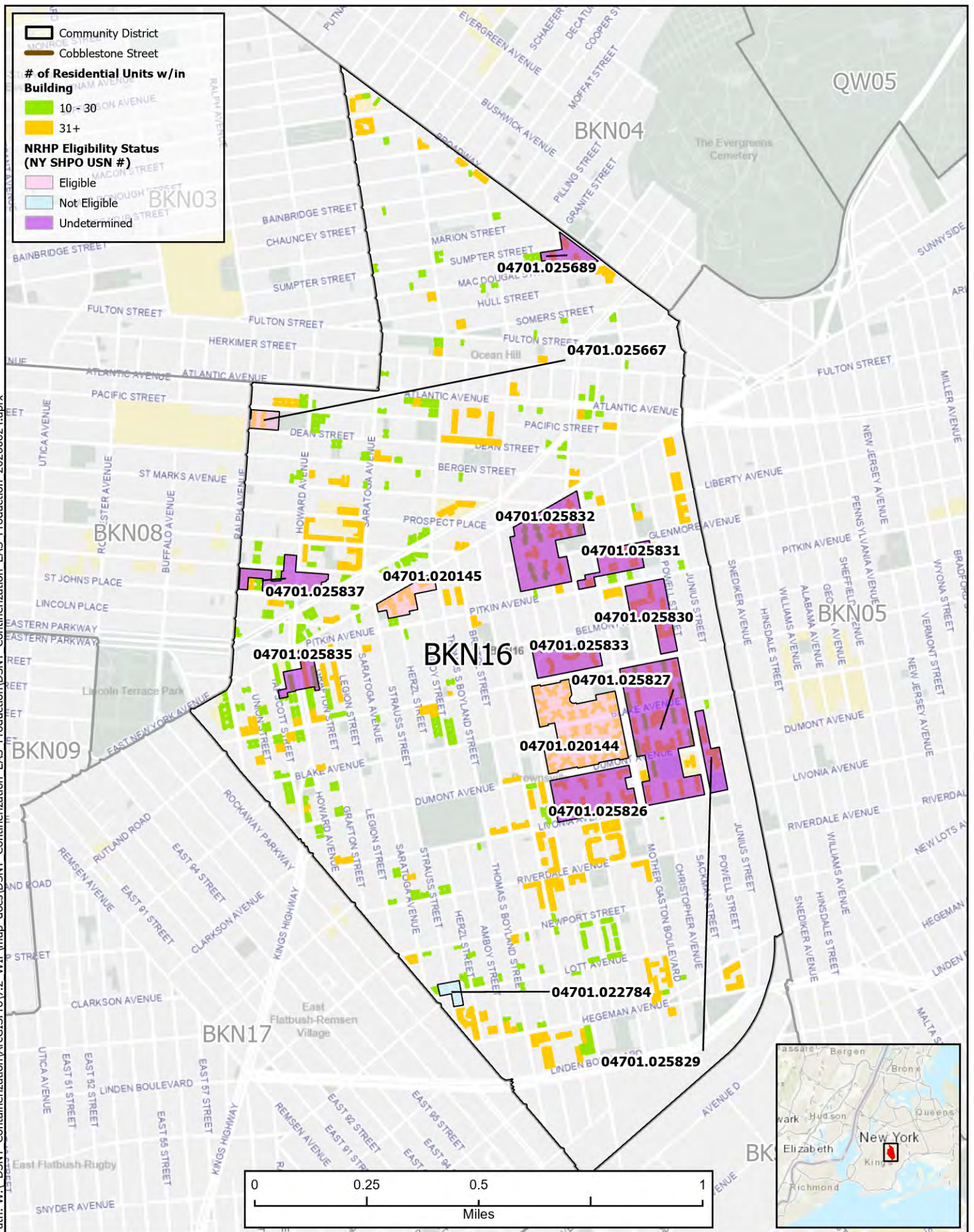


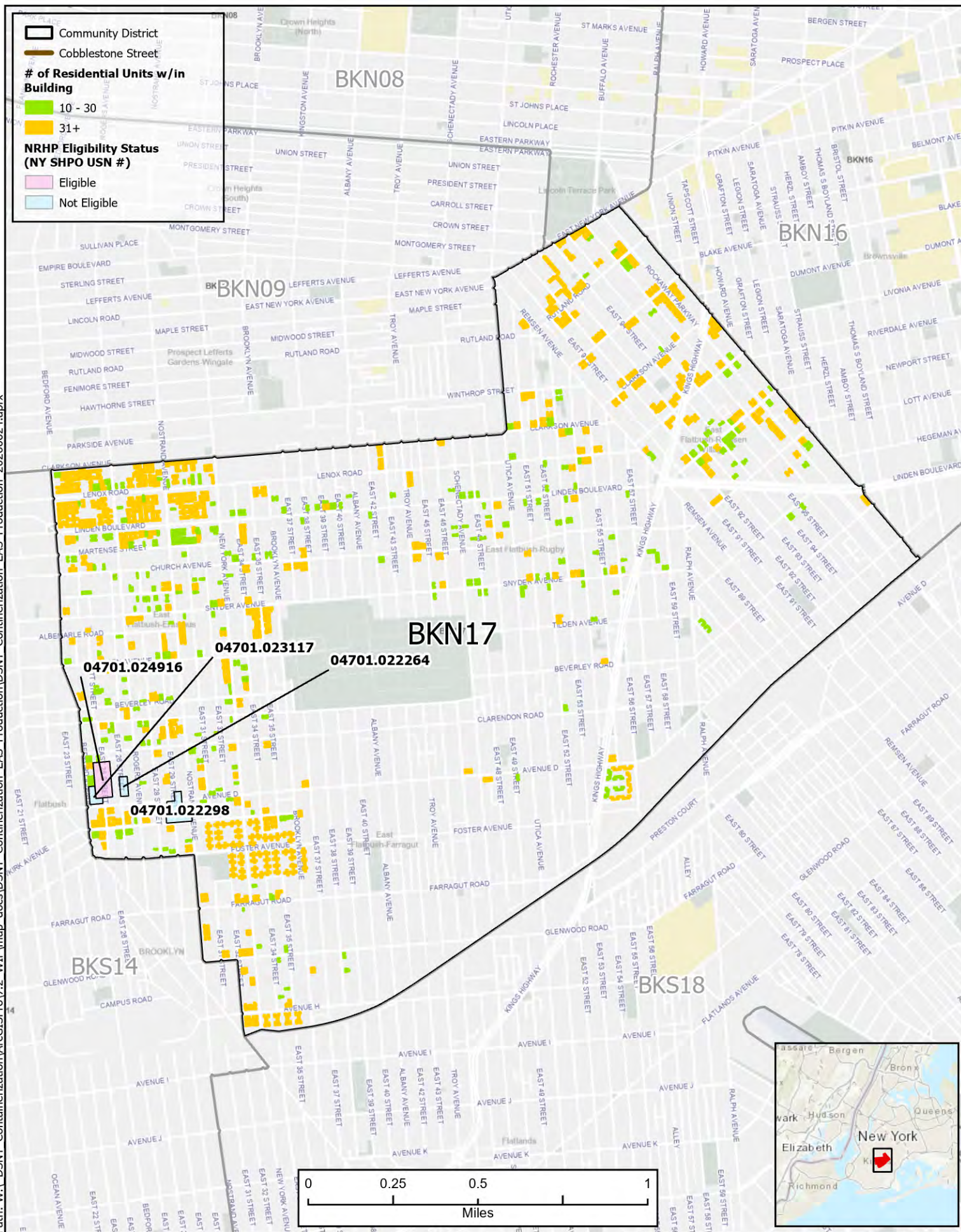


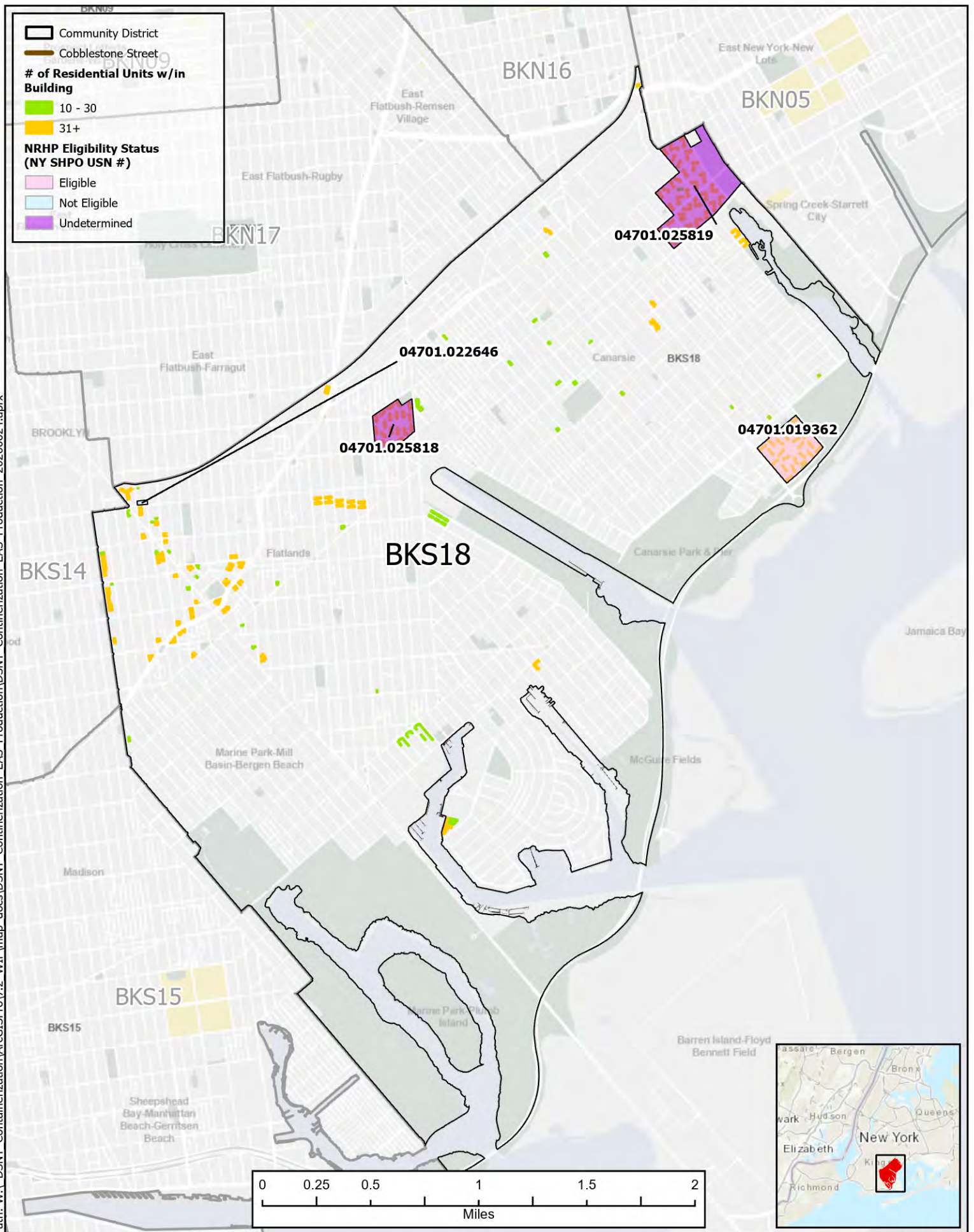


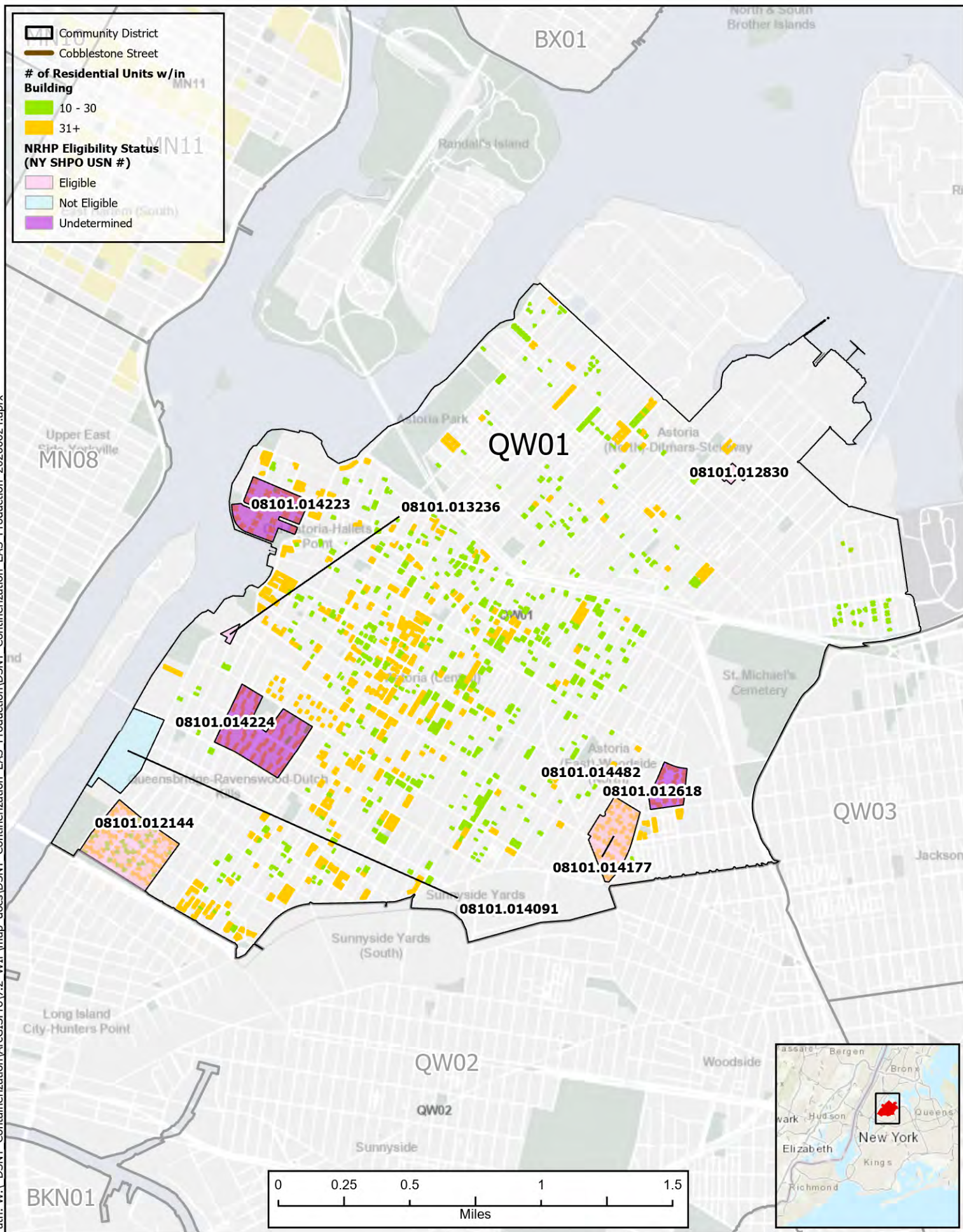


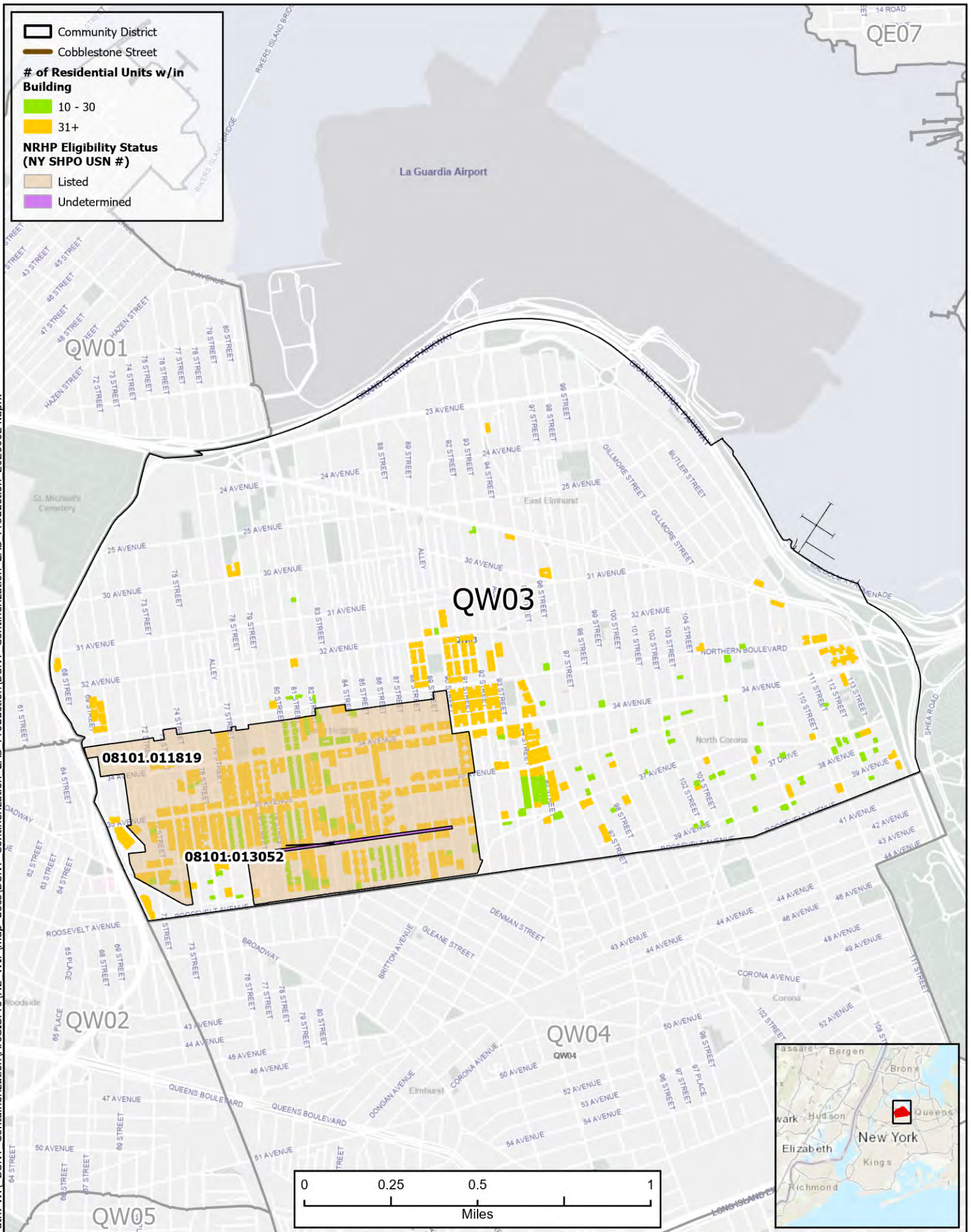


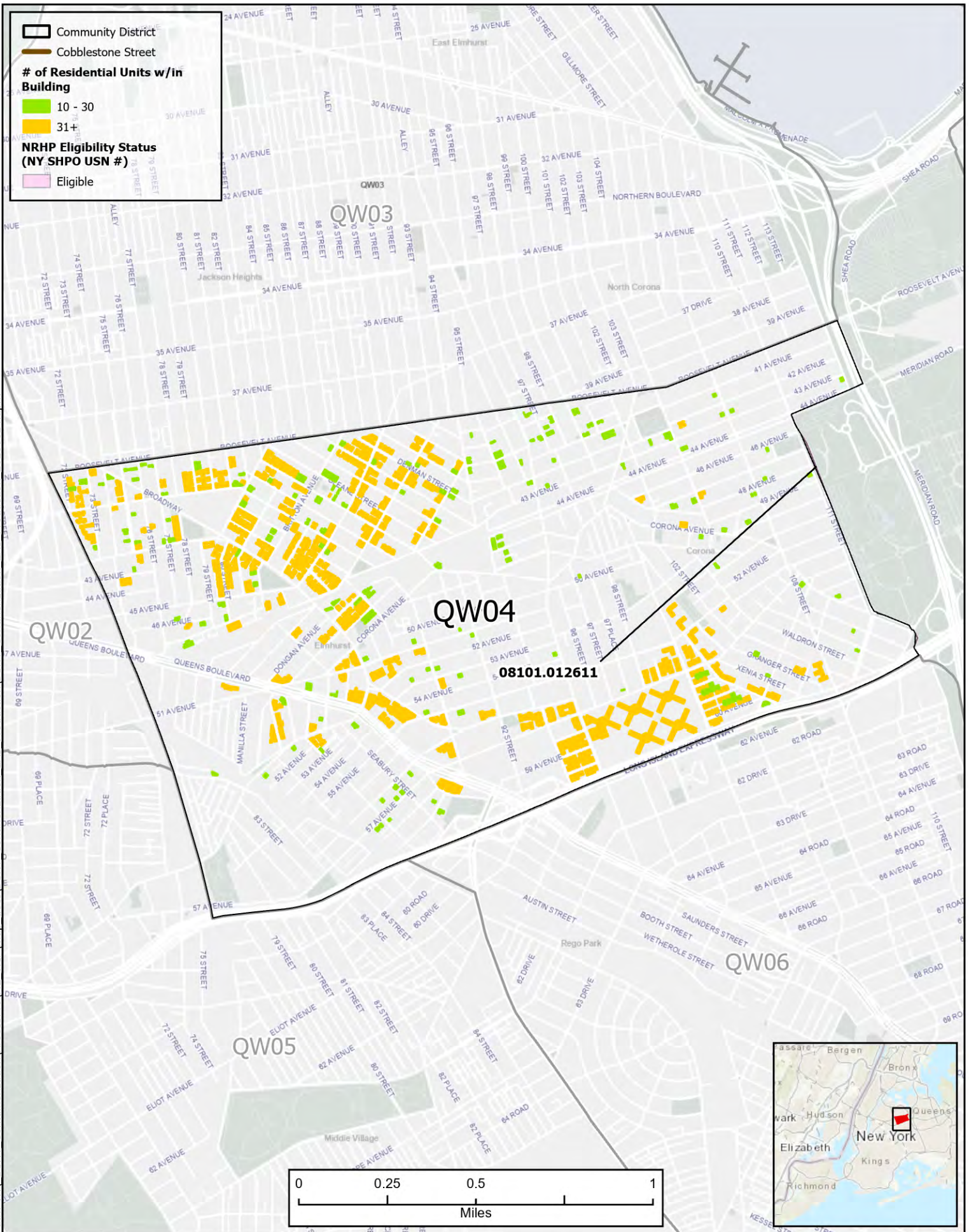


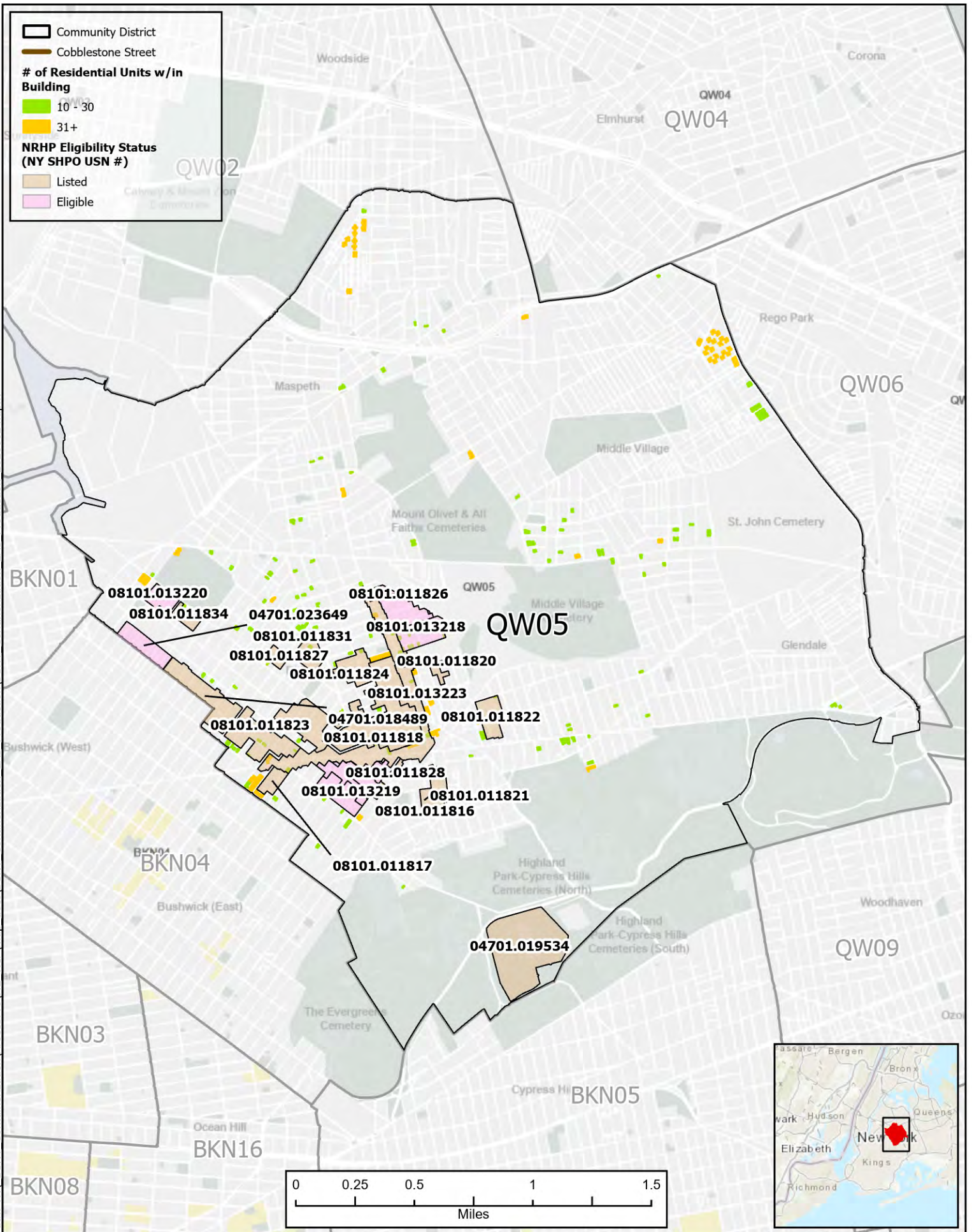


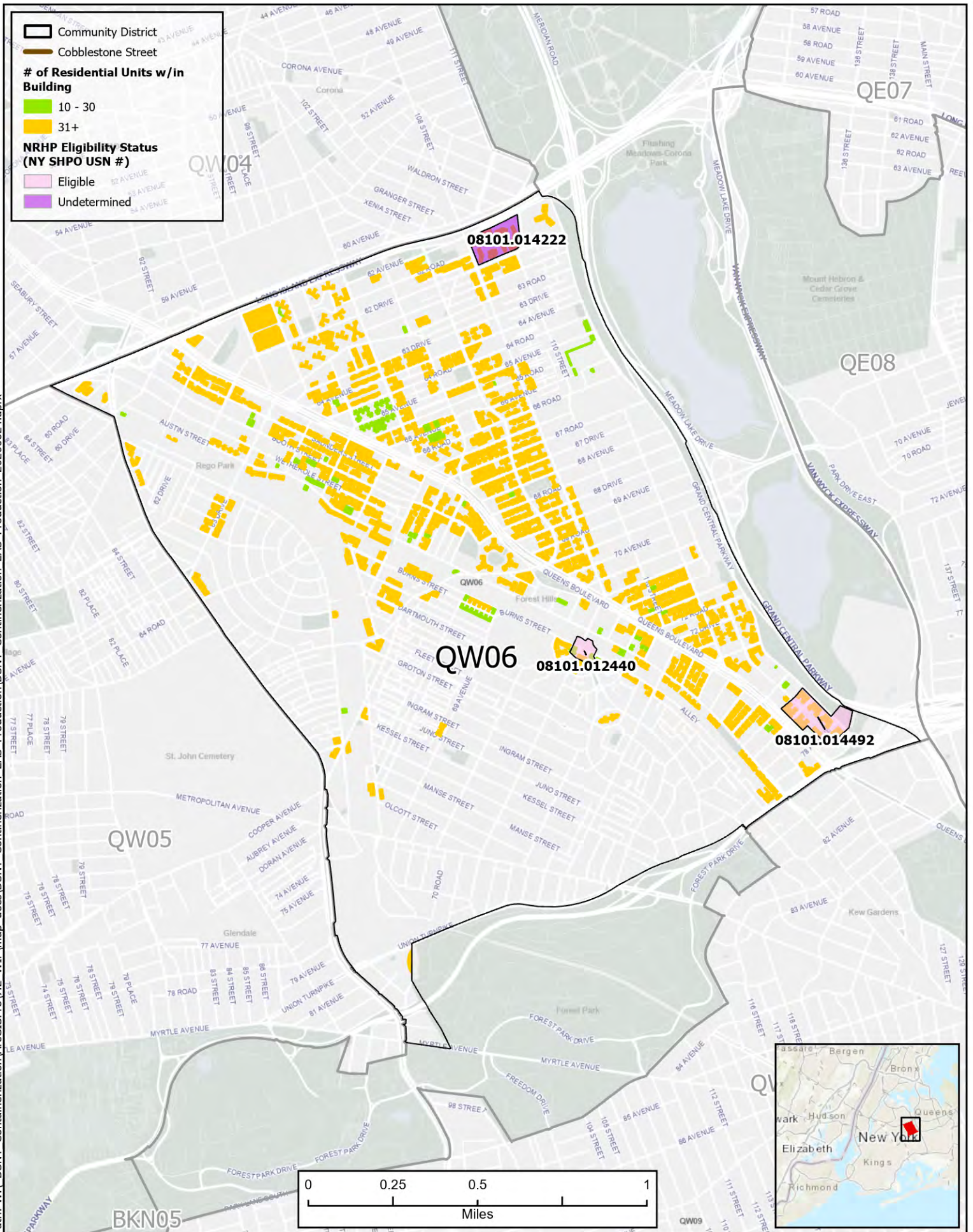


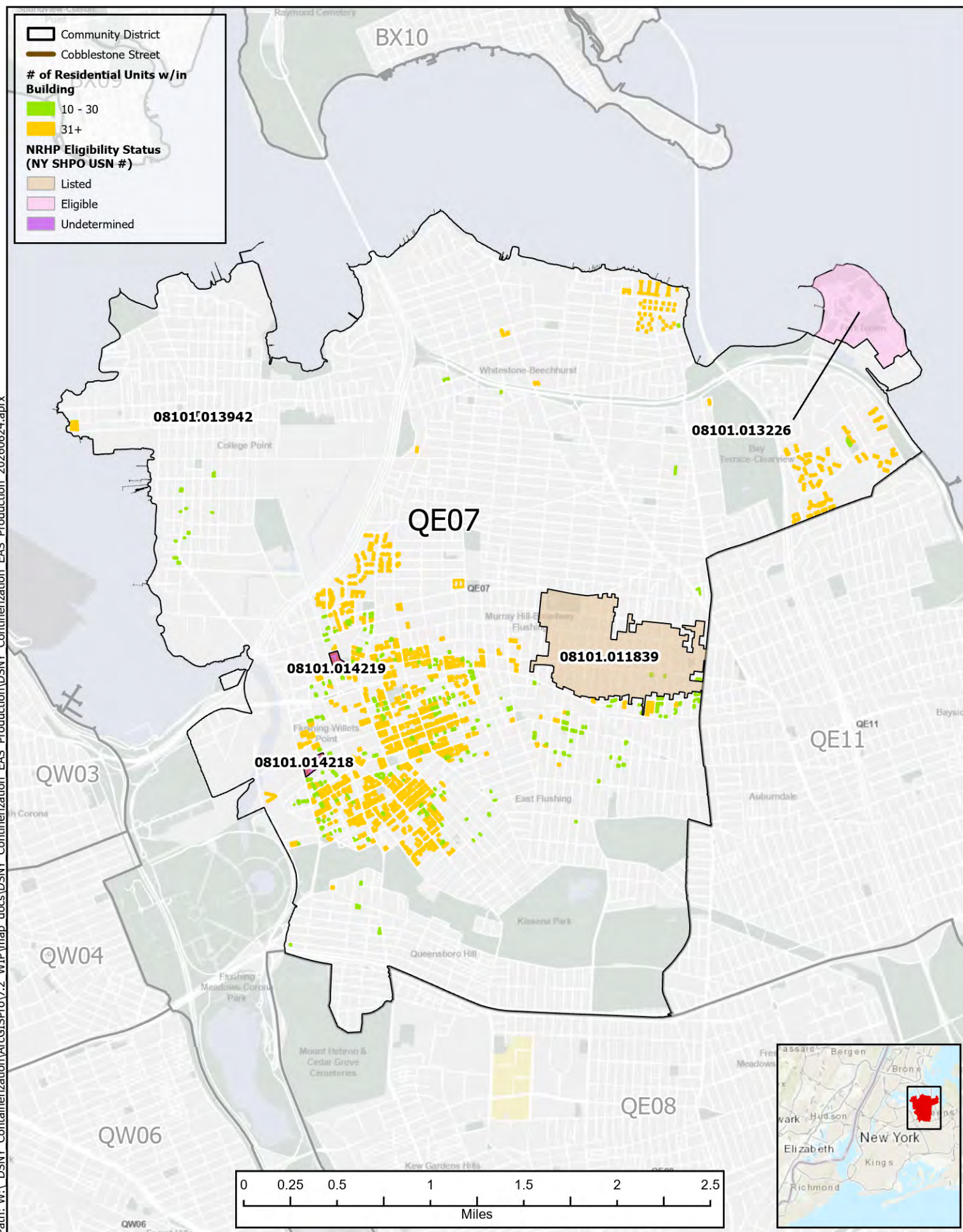


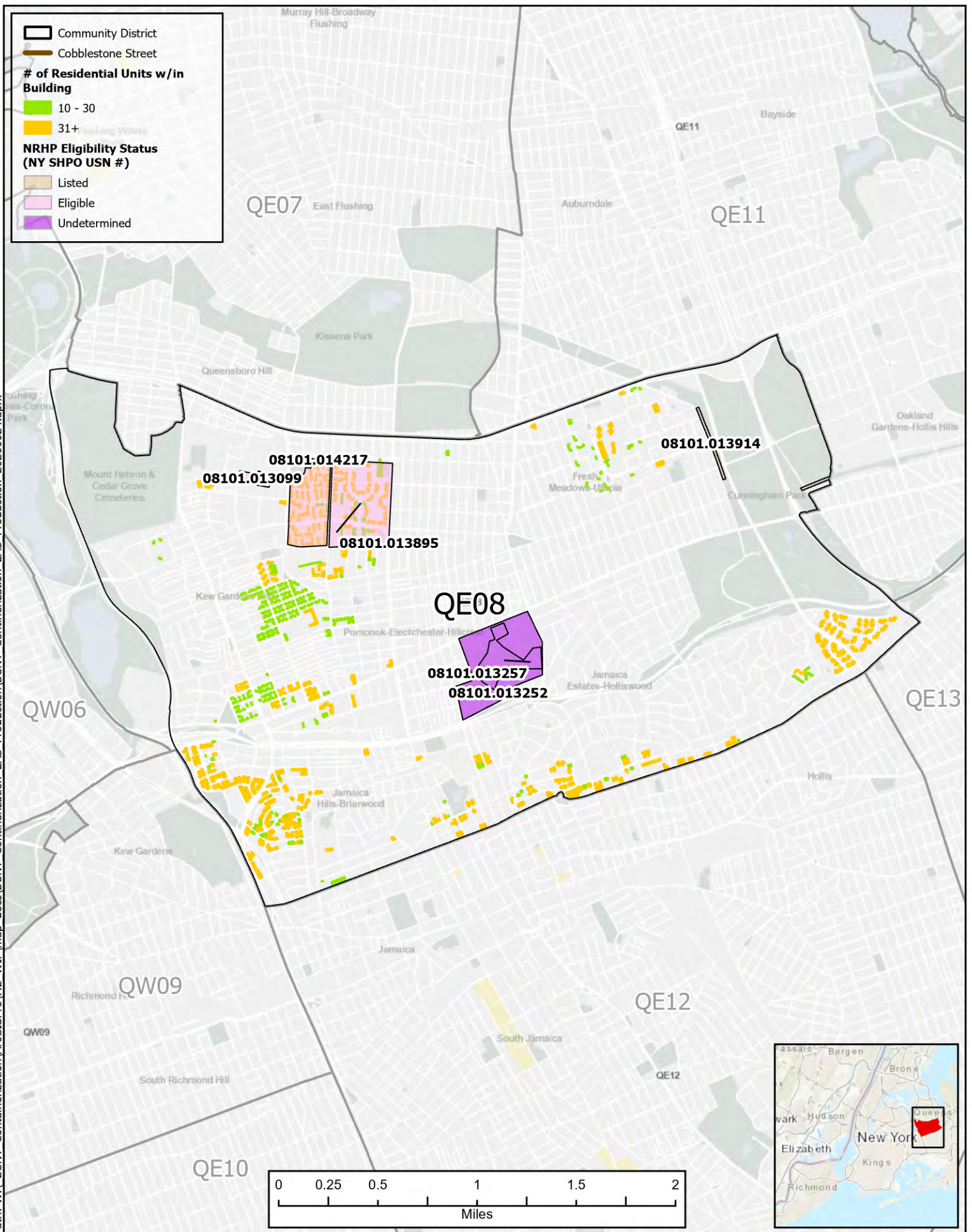


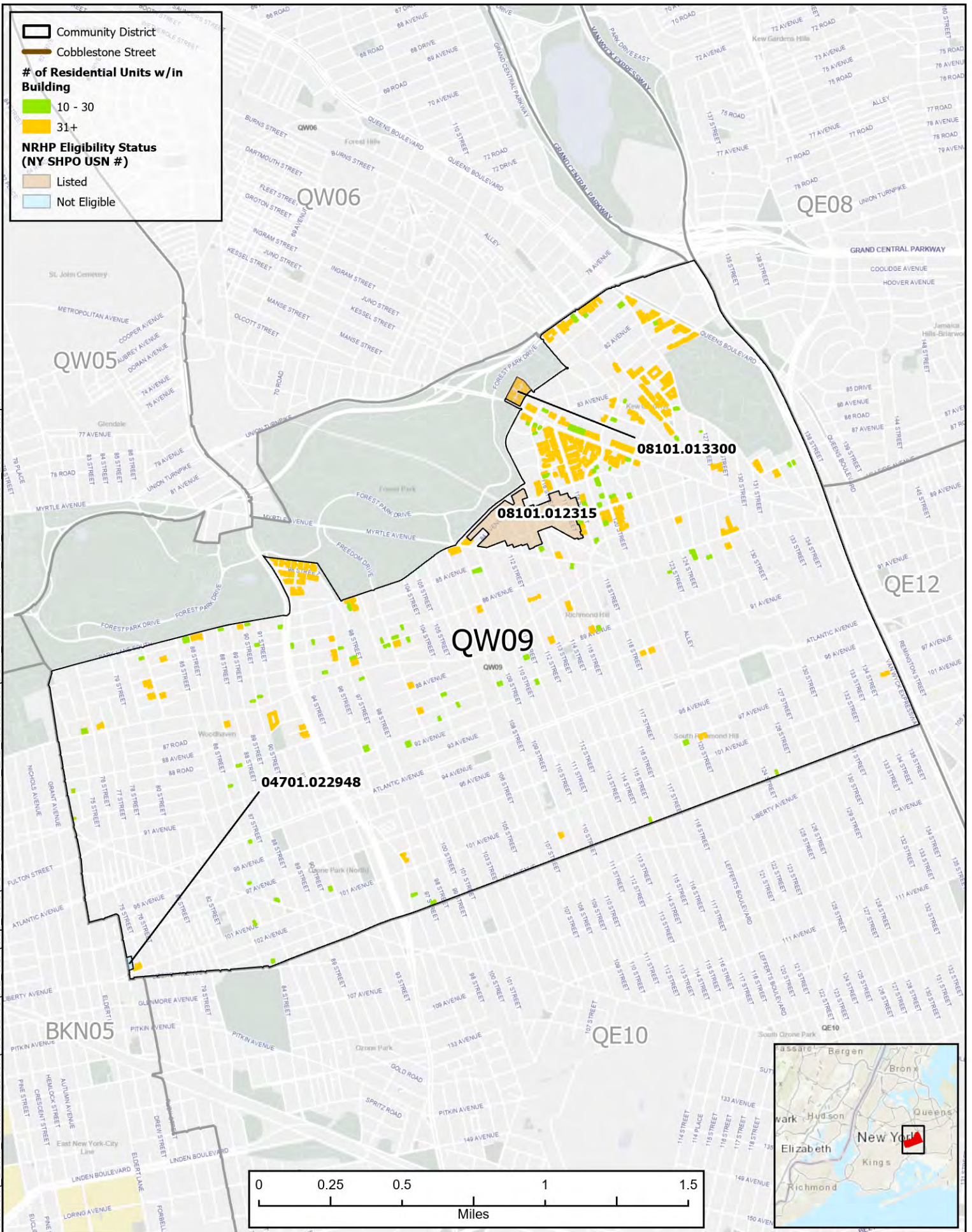


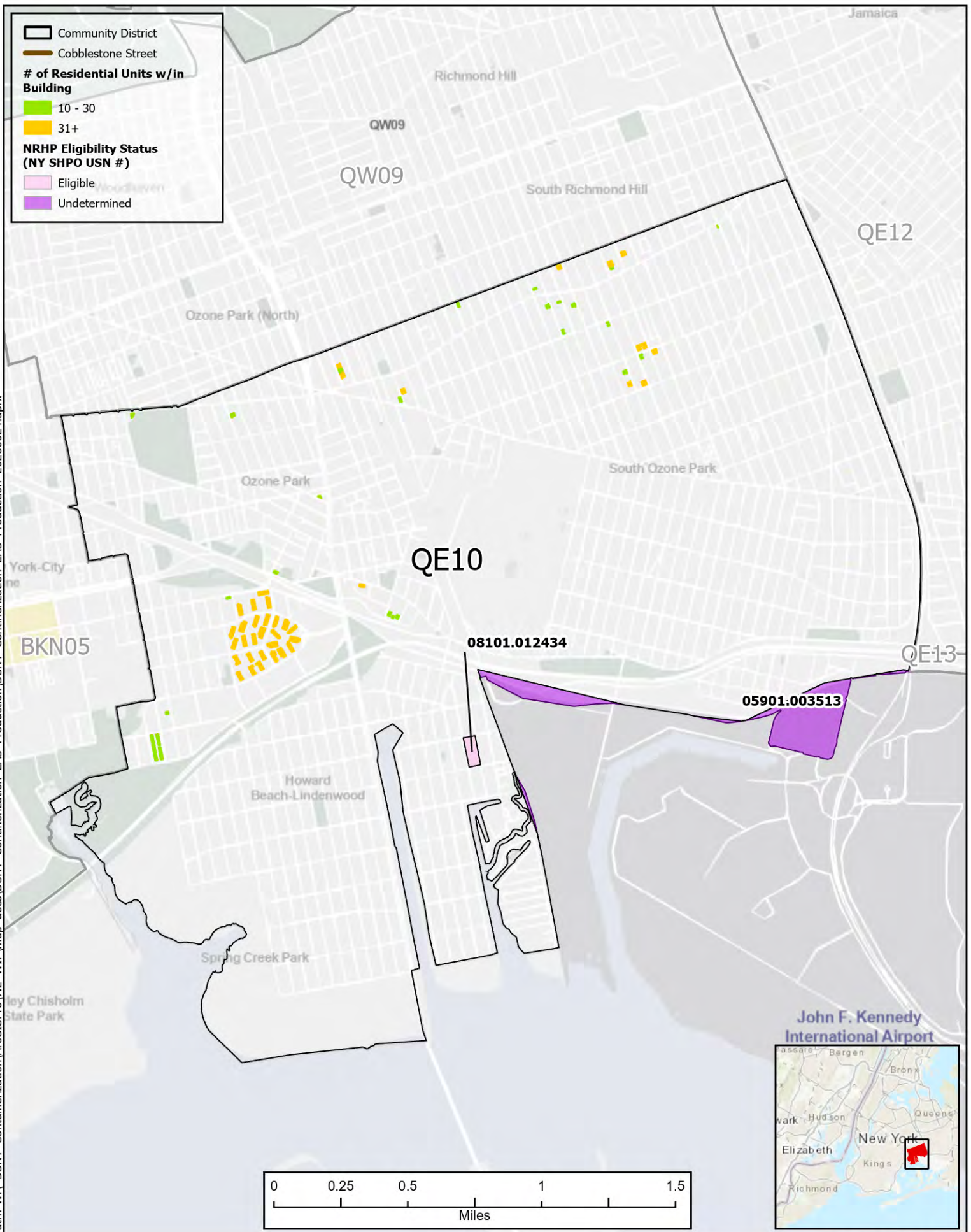


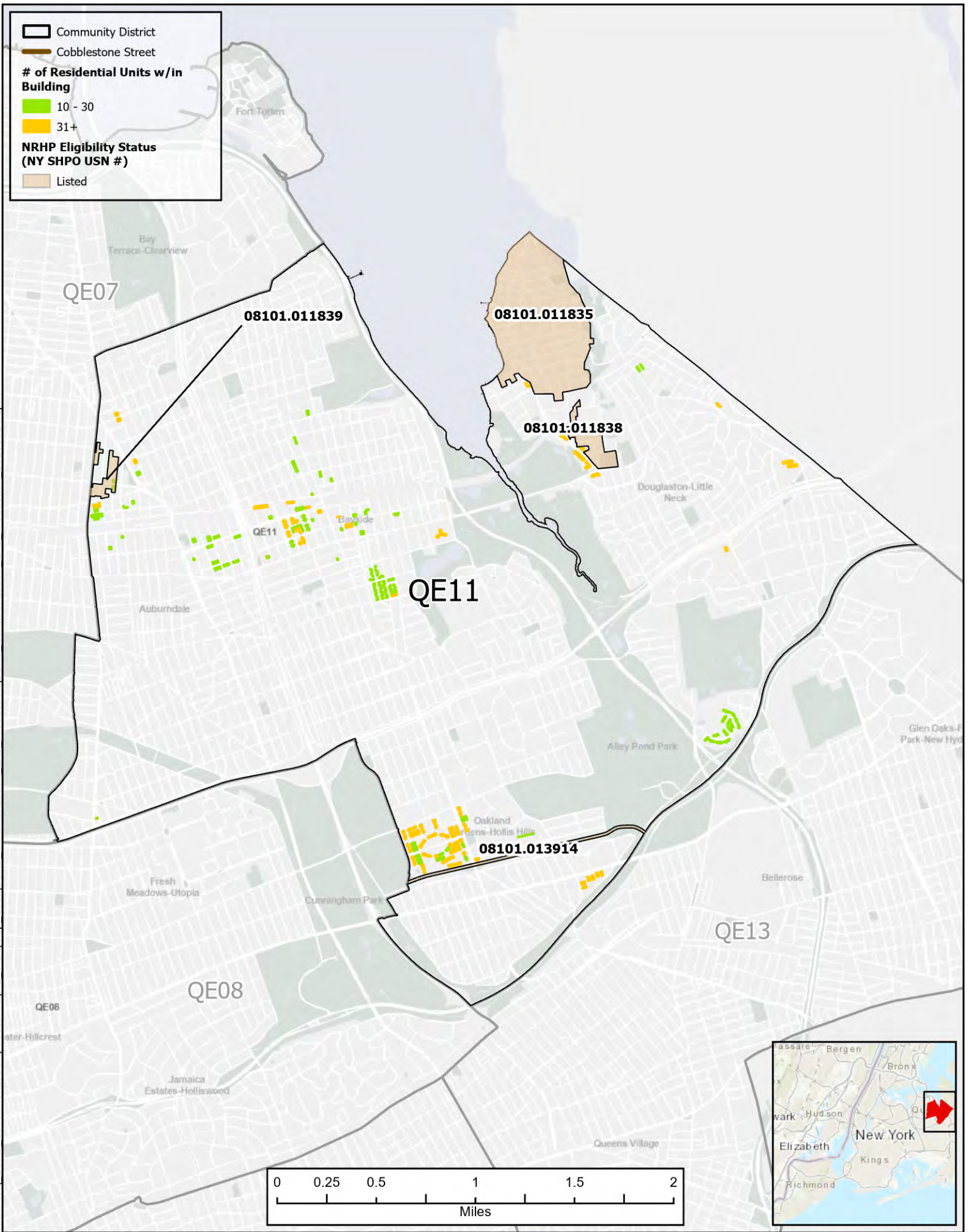


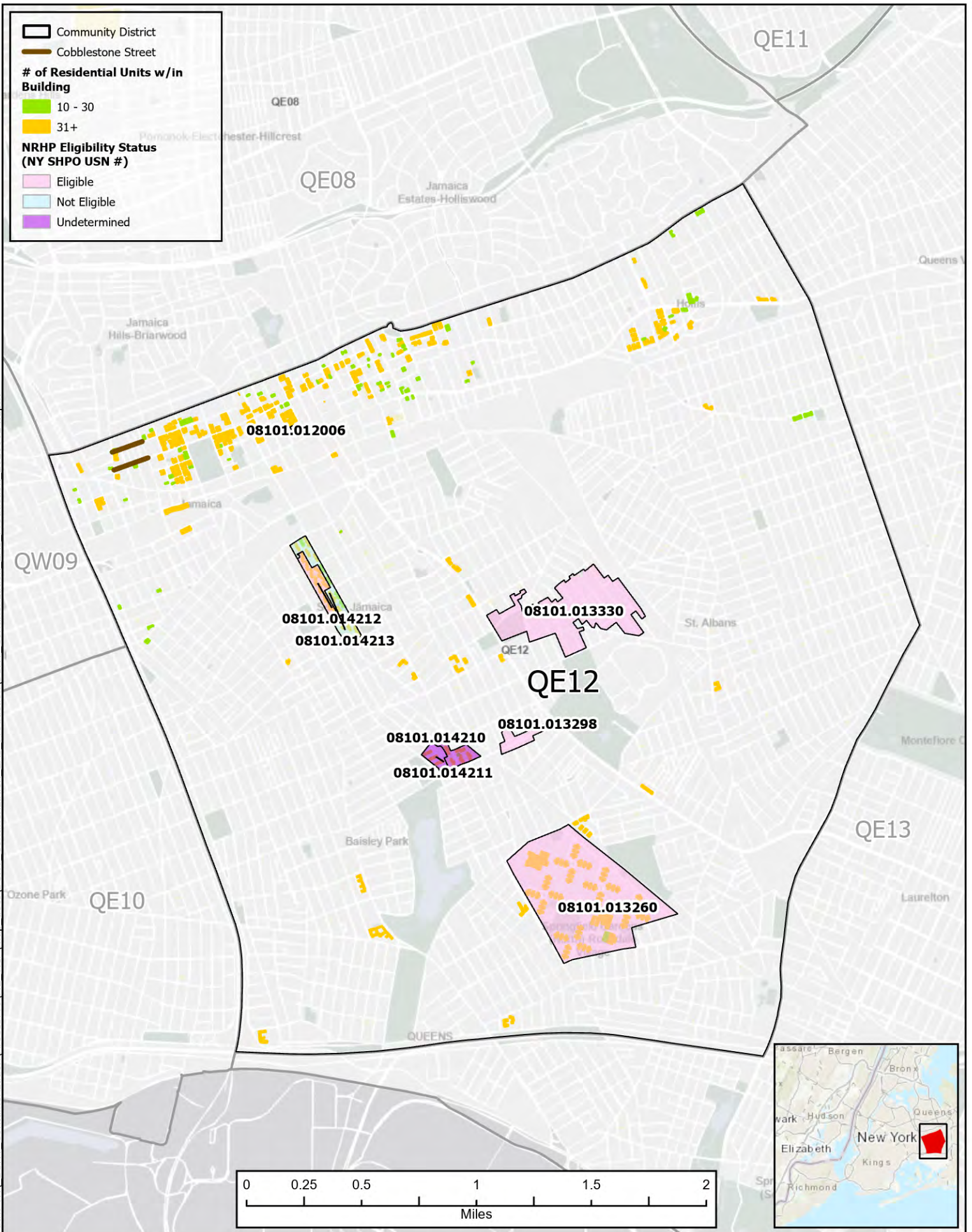


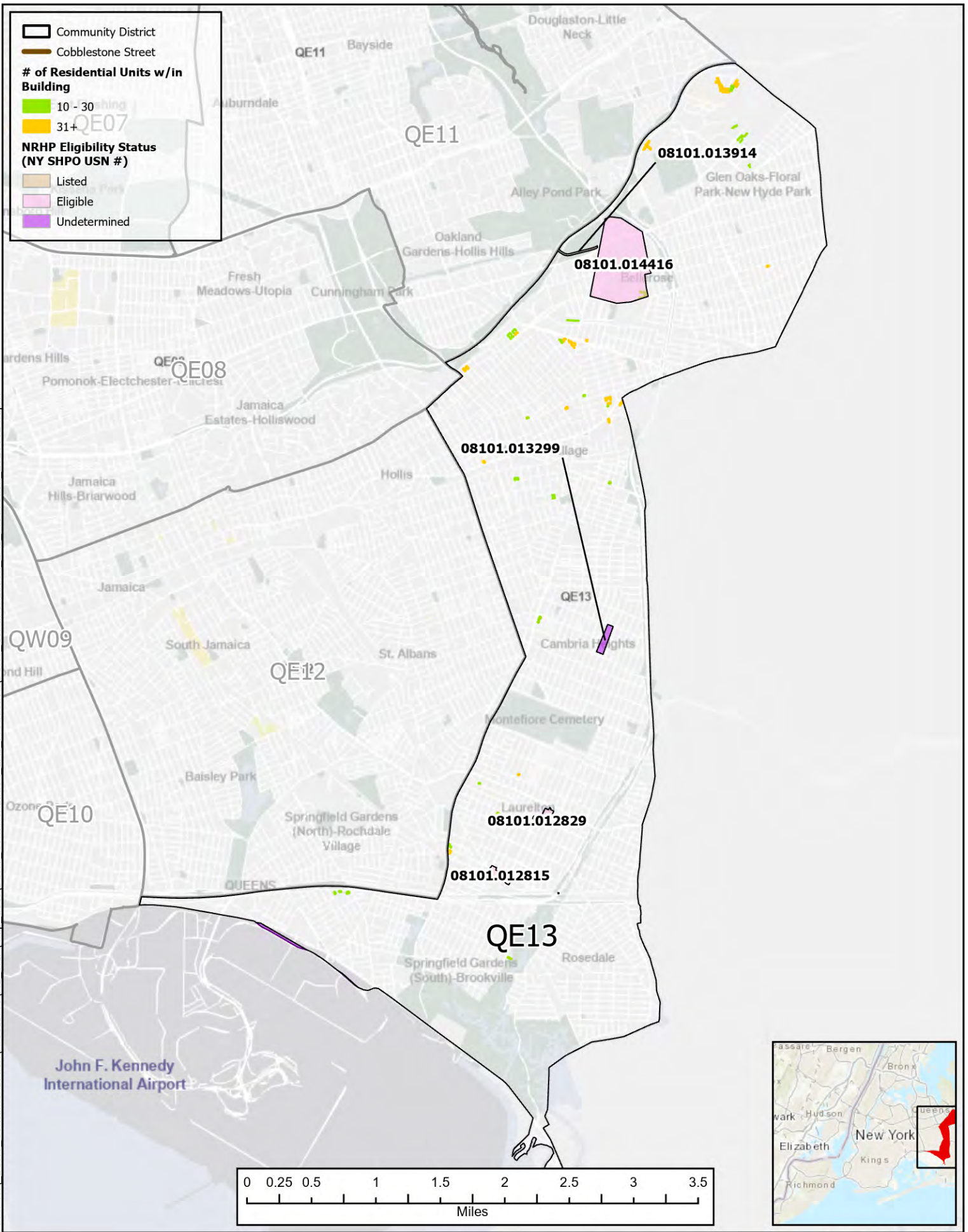


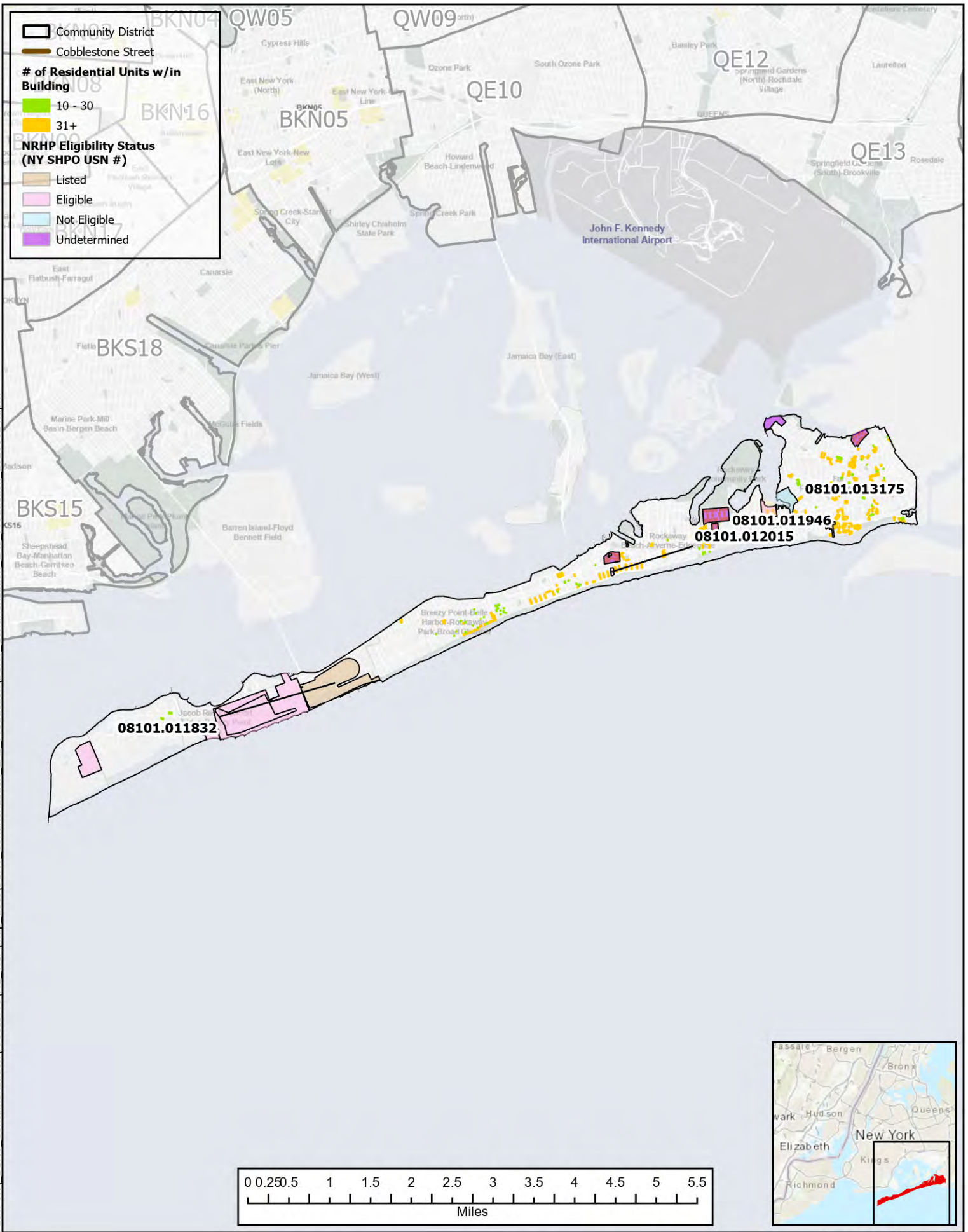


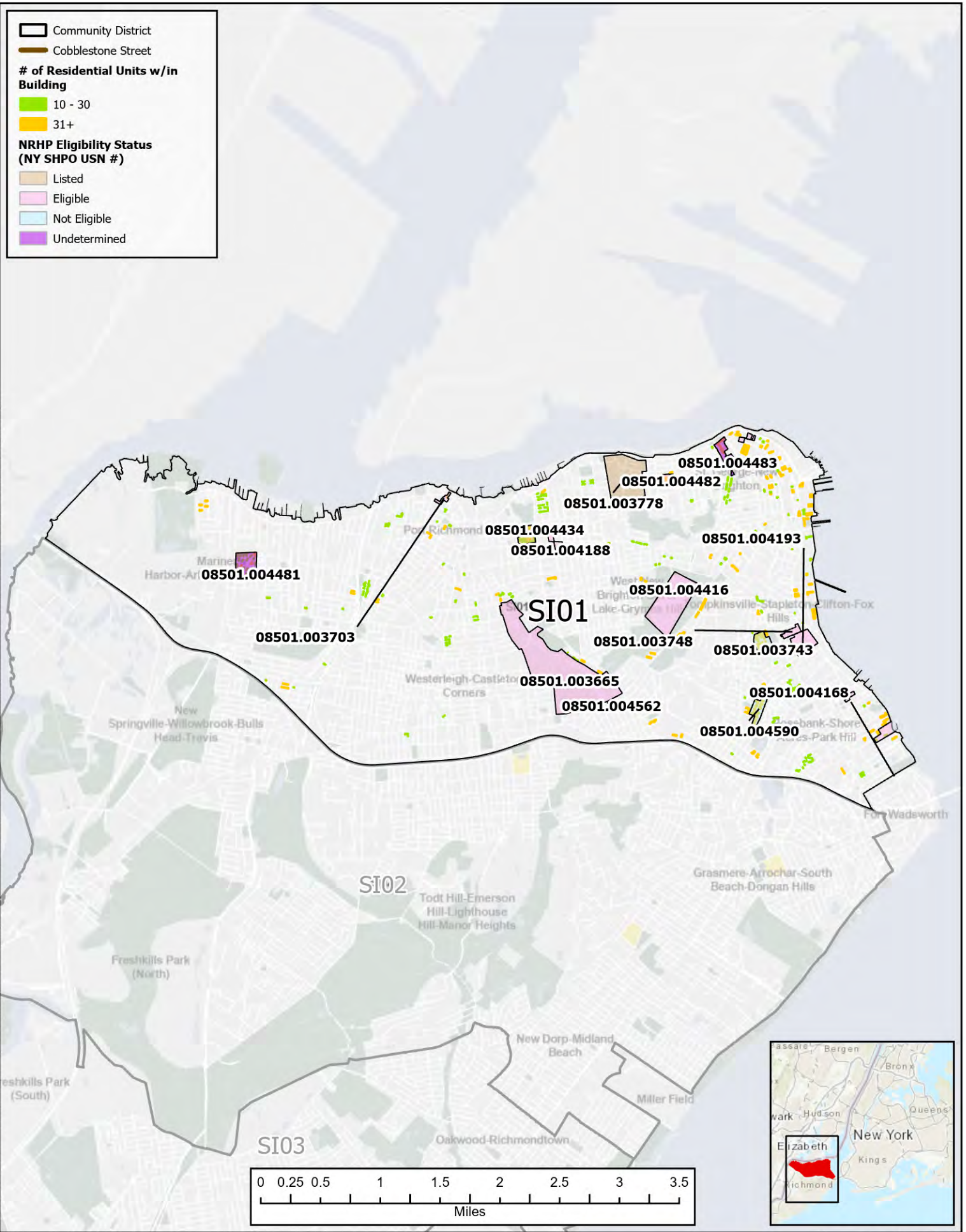


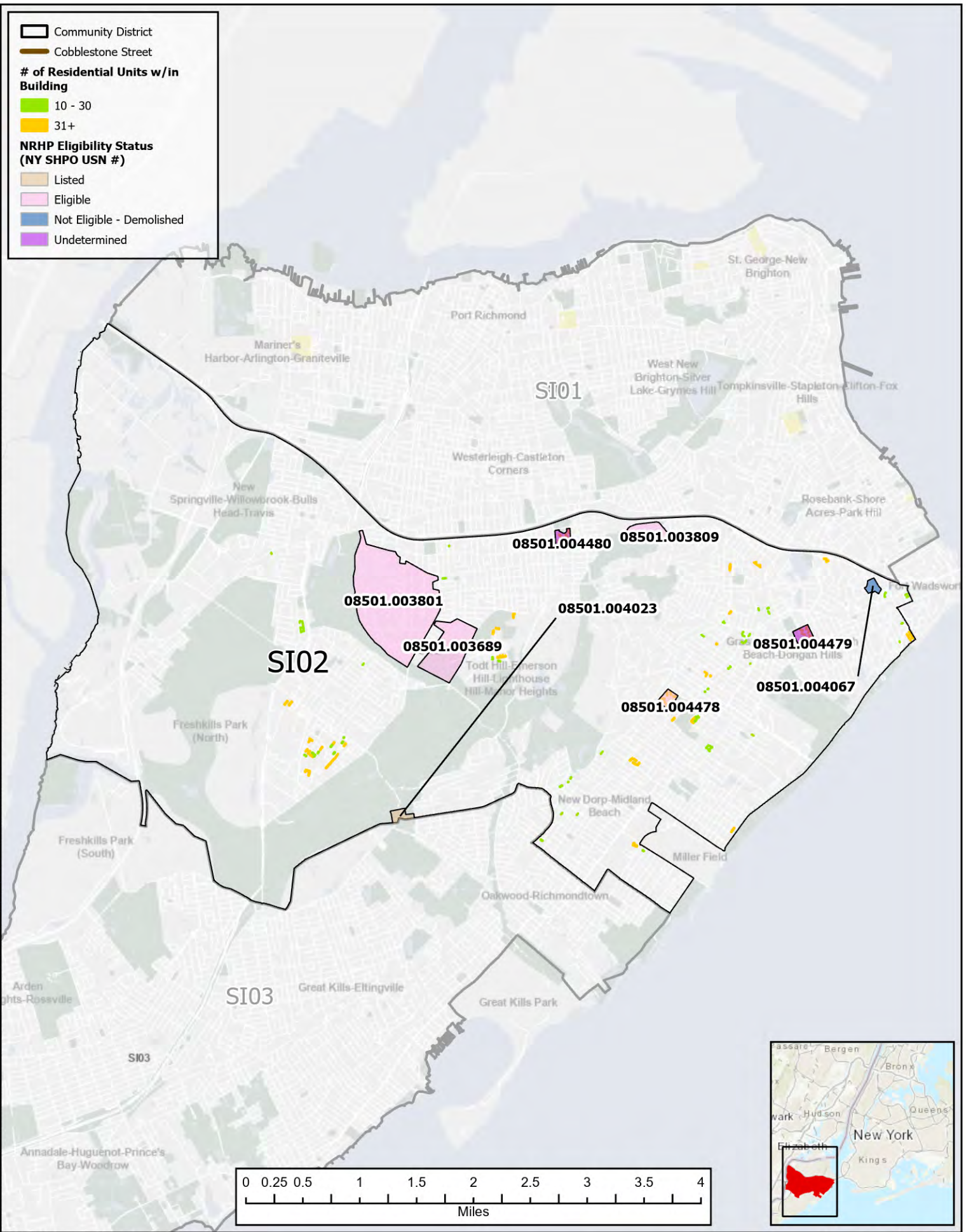


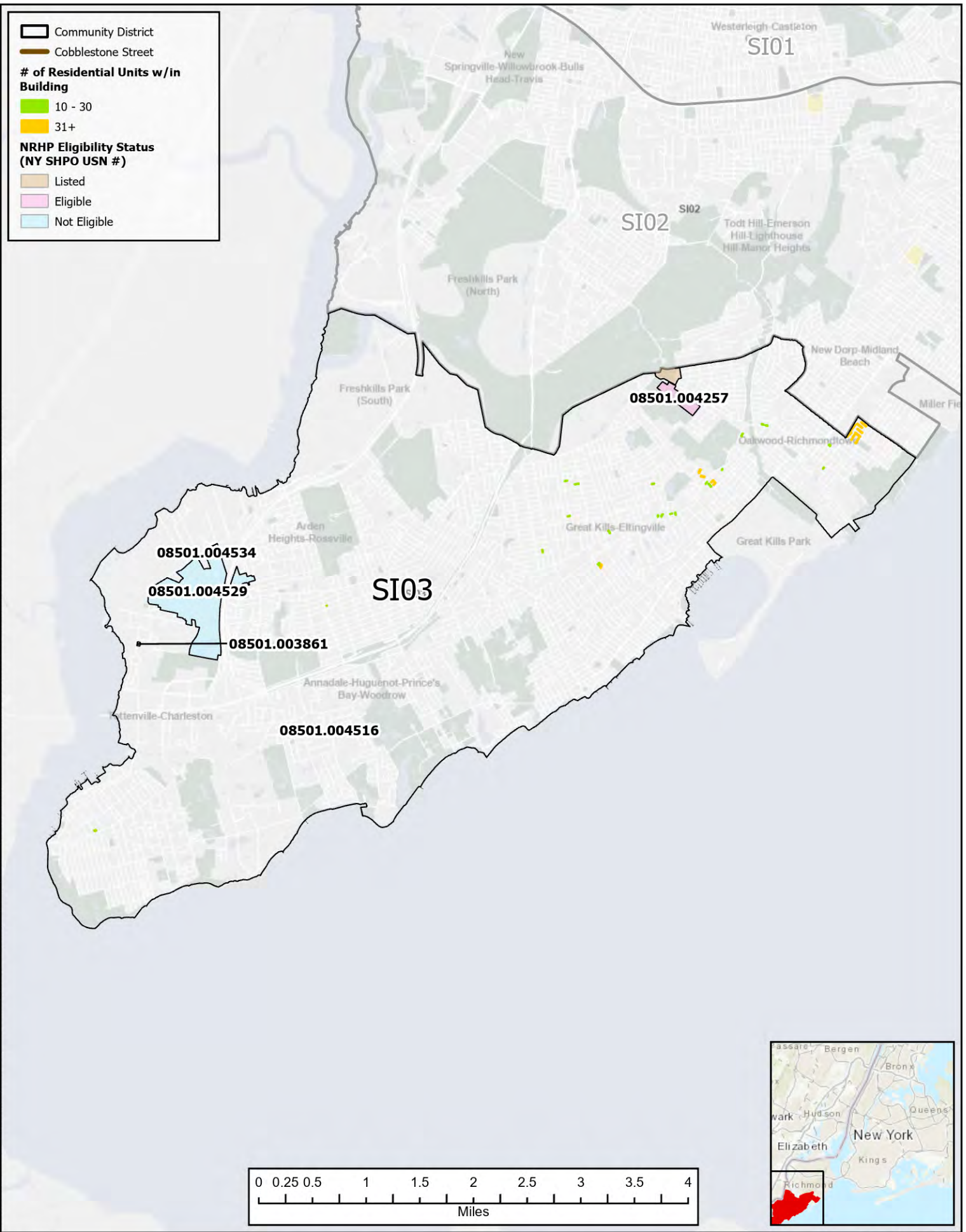




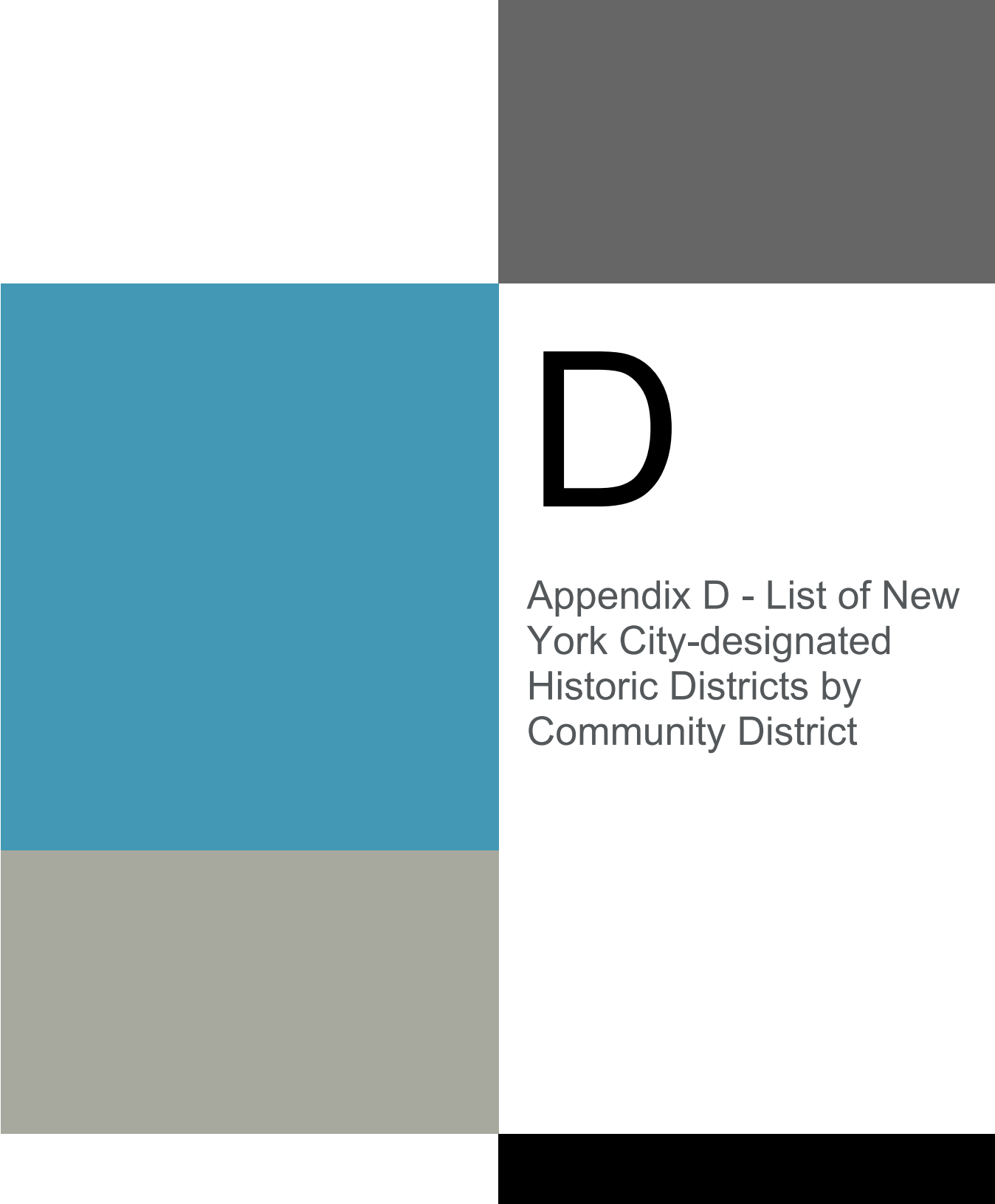








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D

Appendix D - List of New York City-designated Historic Districts by Community District

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Table 1. New York City Landmarks Preservation Commission Historic Districts by DSNY Community District.

Community District	LPC Number	Historic District
Manhattan CD 01 (MN01)	LP-00768	SoHo-Cast Iron Historic District
	LP-00948	South Street Seaport Historic District
	LP-00994	Fraunces Tavern Block Historic District
	LP-01646	South Street Seaport Historic District Extension
	LP-01711	Tribeca East Historic District
	LP-01712	Tribeca South Historic District
	LP-01713	Tribeca West Historic District
	LP-01714	Tribeca North Historic District
	LP-01901	African Burial Ground & The Commons Historic District
	LP-01938	Stone Street Historic District
	LP-02122	Tribeca South Historic District Extension
Manhattan CD 02 (MN02)	LP-00224	Charlton-King-Vandam Historic District
	LP-00225	MacDougal-Sullivan Gardens Historic District
	LP-00489	Greenwich Village Historic District
	LP-00768	SoHo-Cast Iron Historic District
	LP-02039	NoHo Historic District
	LP-02129	Noho East Historic District
	LP-02132	Gansevoort Market Historic District
	LP-02183	Weehawken Street Historic District
	LP-02184	Greenwich Village Historic District Extension
	LP-02287	NoHo Historic District Extension
	LP-02362	SoHo-Cast Iron Historic District Extension
	LP-02366	Greenwich Village Historic District Extension II
	LP-02546	South Village Historic District
	LP-02590	Sullivan-Thompson Historic District
Manhattan CD 03 (MN03)	LP-00250	St. Mark's Historic District
	LP-01420	St. Mark's Historic District Extension
	LP-02491	East Village / Lower East Side Historic District
	LP-02492	East 10th Street Historic District
Manhattan CD 04 (MN04)	LP-00666	Chelsea Historic District
	LP-01088	Chelsea Historic District Extension
	LP-01609	Ladies' Mile Historic District
	LP-02132	Gansevoort Market Historic District
	LP-02302	West Chelsea Historic District
	LP-02324	Lamartine Place Historic District
Manhattan CD 05 (MN05)	LP-01609	Ladies' Mile Historic District
	LP-01976	East 17th Street / Irving Place Historic District
	LP-02097	Madison Square North Historic District
Manhattan CD 06 (MN06)	LP-00249	Sniffen Court Historic District
	LP-00251	Gramercy Park Historic District
	LP-00279	Turtle Bay Gardens Historic District
	LP-00893	Stuyvesant Square Historic District
	LP-01559	Gramercy Park Historic District Extension
	LP-01579	Tudor City Historic District
	LP-02102	Murray Hill Historic District
	LP-02140	Murray Hill Historic District Extensions
Manhattan CD 07 (MN07)	LP-00323	Riverside - West 105th Street Historic District
	LP-00713	Central Park West - 76th Street Historic District
	LP-00964	Central Park West - West 73rd - 74th Street Historic District
	LP-01418	West End - Collegiate Historic District
	LP-01429	Riverside Drive-West 80th-81st Street Historic District
	LP-01611	West 71st Street Historic District
	LP-01626	Riverside-West End Historic District
	LP-01647	Upper West Side/Central Park West Historic District
	LP-02256	Manhattan Avenue Historic District
	LP-02462	West End-Collegiate Historic District Extension

Appendix D

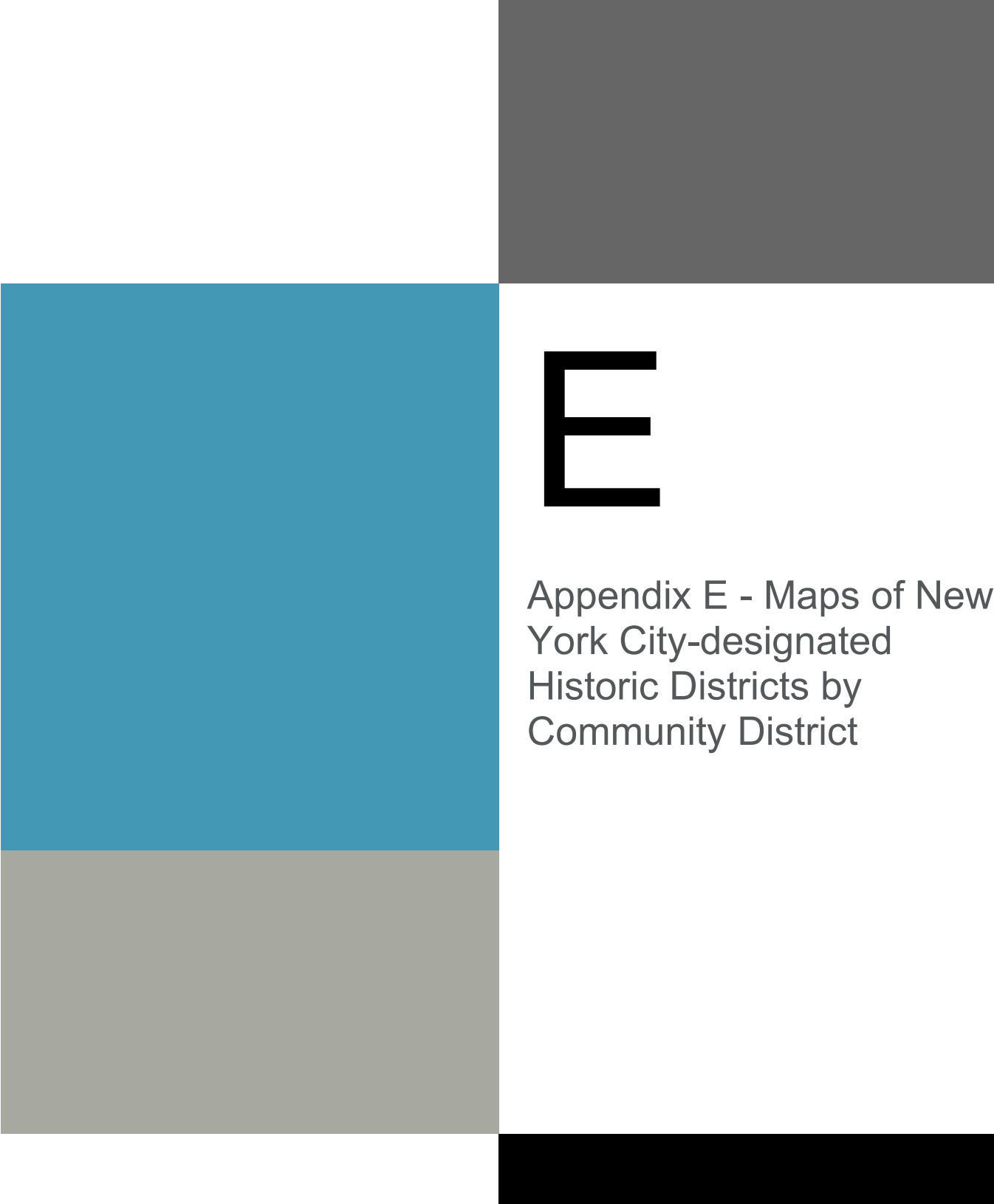
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	LP-02463	Riverside-West End Historic District Extension I
	LP-02464	Riverside-West End Historic District Extension II
	LP-02584	Morningside Heights Historic District
Manhattan CD 08 (MN08)	LP-00454	Henderson Place Historic District
	LP-00536	Treadwell Farm Historic District
	LP-00861	Carnegie Hill Historic District
	LP-00955	Metropolitan Museum Historic District
	LP-01051	Upper East Side Historic District
	LP-01834	Expanded Carnegie Hill Historic District
	LP-01985	Hardenbergh/Rhineland Historic District
	LP-02373	Upper East Side Historic District Extension
	LP-02547	Park Avenue Historic District
Manhattan CD 09 (MN09)	LP-00872	Hamilton Heights Historic District
	LP-02044	Hamilton Heights Historic District Extension
	LP-02064	Hamilton Heights/Sugar Hill Historic District
	LP-02103	Hamilton Heights/Sugar Hill Historic District Extension
	LP-02104	Hamilton Heights/Sugar Hill Northeast Historic District
	LP-02105	Hamilton Heights/Sugar Hill Northwest Historic District
	LP-02584	Morningside Heights Historic District
Manhattan CD 10 (MN10)	LP-00322	St. Nicholas Historic District
	LP-00452	Mount Morris Park Historic District
	LP-02571	Mount Morris Park Historic District Extension
	LP-02651	Dorrance Brooks Square Historic District
	LP-2607	Central Harlem West 130-132nd Street Historic District
Manhattan CD 11 (MN11)	LP-00452	Mount Morris Park Historic District
	LP-01834	Expanded Carnegie Hill Historic District
Manhattan CD 12 (MN12)	LP-00638	Jumel Terrace Historic District
	LP-01001	Audubon Terrace Historic District
	LP-02335	Audubon Park Historic District
	LP-02621	Park Terrace West-West 217th Street Historic District
Bronx CD 01 (BX01)	LP-00451	Mott Haven Historic District
	LP-01899	Mott Haven East Historic District
	LP-01900	Bertine Block Historic District
Bronx CD 02 (BX02)	LP-01075	Longwood Historic District
	LP-01286	Longwood Historic District Extension
	LP-02644	Manida Street Historic District
Bronx CD 03 (BX03)	LP-01258	Morris High School Historic District
Bronx CD 04 (BX04)	LP-01898	Clay Avenue Historic District
	LP-02403	Grand Concourse Historic District
Bronx CD 05 (BX05)	LP-01392	Morris Avenue Historic District
Bronx CD 07 (BX07)	LP-02339	Perry Avenue Historic District
Bronx CD 08 (BX08)	LP-01663	Riverdale Historic District
	LP-02138	Fieldston Historic District
Brooklyn CD 01 (BKN01)	LP-01248	Greenpoint Historic District
	LP-02264	Eberhard Faber Pencil Company Historic District
	LP-02333	Fillmore Place Historic District
Brooklyn CD 02 (BKN02)	LP-00099	Brooklyn Heights Historic District
	LP-00767	Boerum Hill Historic District
	LP-00956	Fulton Ferry Historic District
	LP-00973	Fort Greene Historic District
	LP-01003	Brooklyn Academy of Music Historic District
	LP-01952	Vinegar Hill Historic District
	LP-02017	Clinton Hill Historic District
	LP-02279	DUMBO Historic District
	LP-02445	Wallabout Historic District
	LP-02449	Borough Hall Skyscraper Historic District
	LP-02599	Boerum Hill Historic District Extension
Brooklyn CD 03 (BKN03)	LP-00695	Stuyvesant Heights Historic District

Appendix D

Community District	LPC Number	Historic District
	LP-02309	Alice and Agate Courts Historic District
	LP-02496	Bedford Stuyvesant/Expanded Stuyvesant Heights Historic District
	LP-02514	Bedford Historic District
	LP-02683	Willoughby-Hart Historic District
Brooklyn CD 04 (BKN04)	LP-2665	Linden Street Historic District
Brooklyn CD 06 (BKS06)	LP-00099	Brooklyn Heights Historic District
	LP-00320	Cobble Hill Historic District
	LP-00696	Carroll Gardens Historic District
	LP-00709	Park Slope Historic District
	LP-00767	Boerum Hill Historic District
	LP-01554	Cobble Hill Historic District Extension
	LP-02443	Park Slope Historic District Extension
	LP-02558	Park Slope Historic District Extension II
Brooklyn CD 07 (BKS07)	LP-02443	Park Slope Historic District Extension
	LP-02622	Sunset Park South Historic District
	LP-02623	Sunset Park 50th Street Historic District
	LP-02624	Central Sunset Park Historic District
Brooklyn CD 08 (BKN08)	LP-02625	Sunset Park North Historic District
	LP-02204	Crown Heights North Historic District
	LP-02314	Prospect Heights Historic District
	LP-02361	Crown Heights North II Historic District
Brooklyn CD 09 (BKN09)	LP-02446	Park Place Historic District
	LP-02489	Crown Heights North III Historic District
	LP-01024	Prospect Lefferts Gardens Historic District
	LP-02334	Ocean on the Park Historic District
Brooklyn CD 14 (BKS14)	LP-02567	Chester Court Historic District
	LP-02664	Melrose Parkside Historic District
	LP-00979	Prospect Park South Historic District
	LP-00989	Albemarle-Kenmore Terraces Historic District
Brooklyn CD 17 (BKN17)	LP-01236	Ditmas Park Historic District
Queens CD 02 (QW02)	LP-02208	Fiske Terrace-Midwood Park Historic District
Queens CD 03 (QW03)	LP-02647	East 25th Street Historic District
Queens CD 05 (QW05)	LP-00450	Hunters Point Historic District
	LP-02258	Sunnyside Gardens Historic District
	LP-01831	Jackson Heights Historic District
	LP-02081	Stockholm Street Historic District
Queens CD 07 (QE07)	LP-02319	Ridgewood North Historic District
Queens CD 11 (QE11)	LP-02348	Ridgewood South Historic District
	LP-02448	Central Ridgewood Historic District
Queens CD 12 (QE12)	LP-02040	Fort Totten Historic District
Queens 13 (QE13)	LP-01957	Douglaston Historic District
Staten Island CD 01 (SI01)	LP-02155	Douglaston Hill Historic District
	LP-02255	Douglaston Hill Historic District Amendment
Staten Island CD 02 (SI02)	LP-02405	Addisleigh Park Historic District
	LP-02655	Cambria Heights-222nd Street Historic District
	LP-02656	Cambria Heights-227th Street Historic District
	LP-01883	St. George / New Brighton Historic District
	LP-02147	St. Paul's Avenue-Stapleton Heights Historic District
	LP-01408	New York City Farm Colony- Seaview Hospital Historic District

Source: NYC OpenData, November 2024

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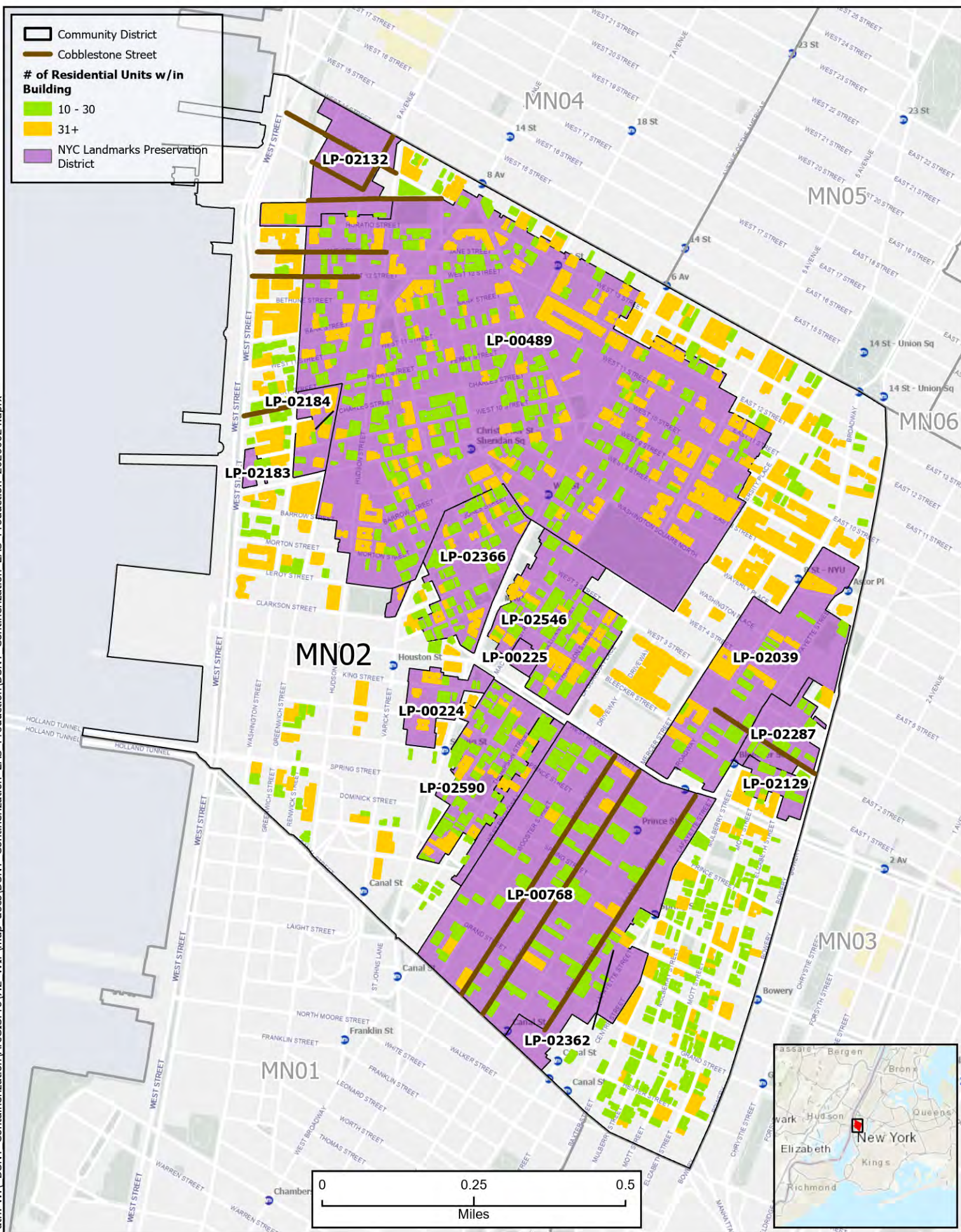


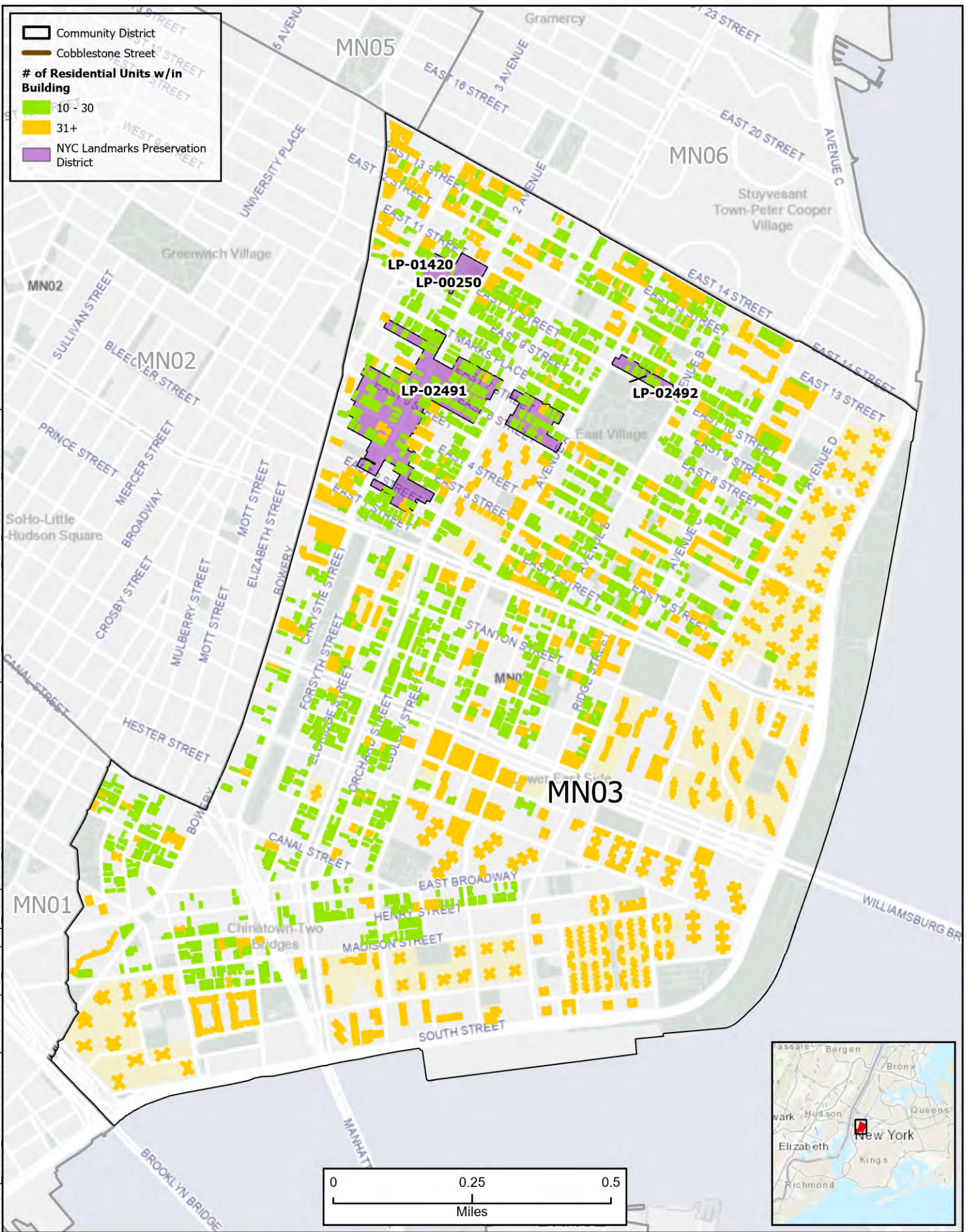
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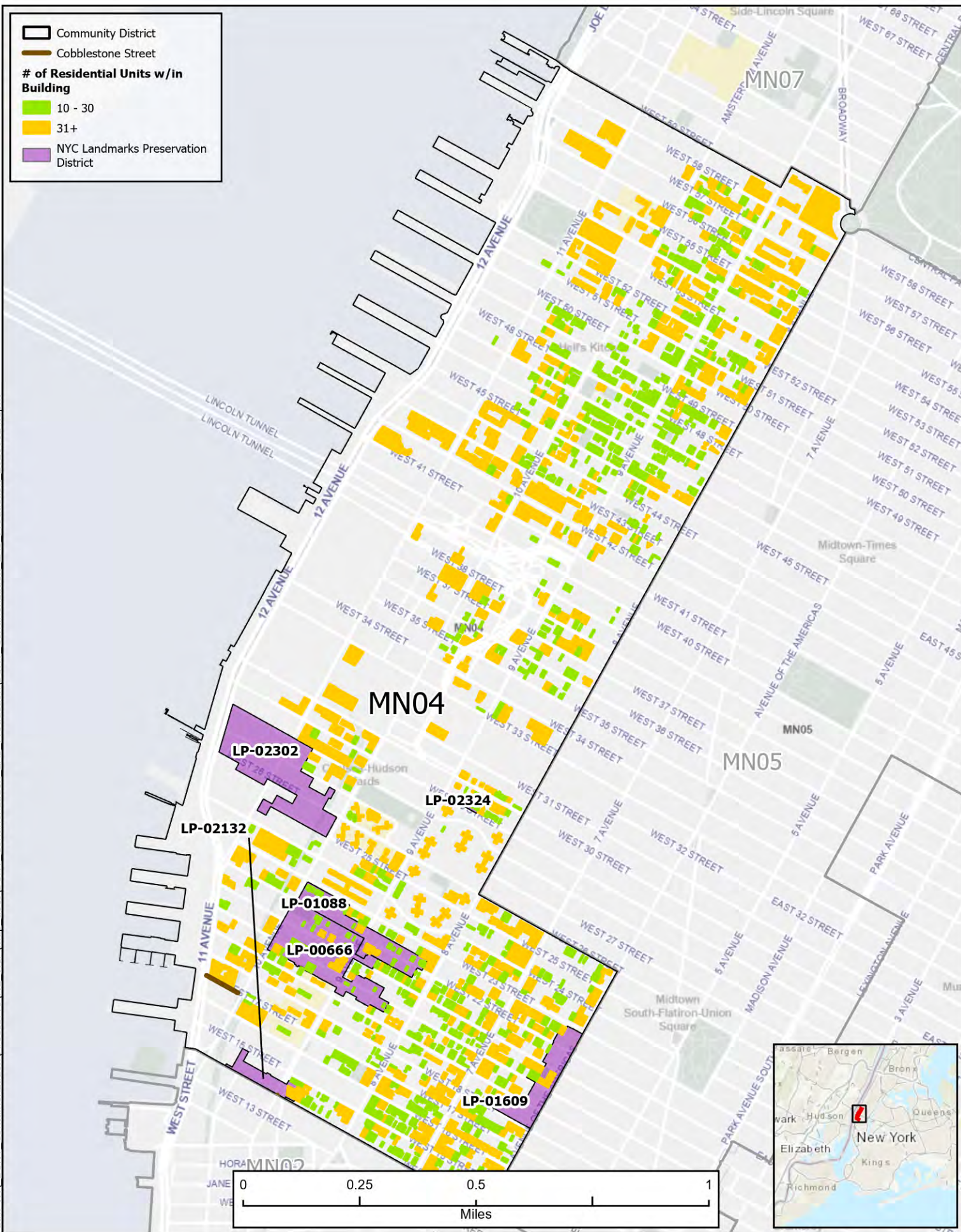
Appendix E - Maps of New York City-designated Historic Districts by Community District

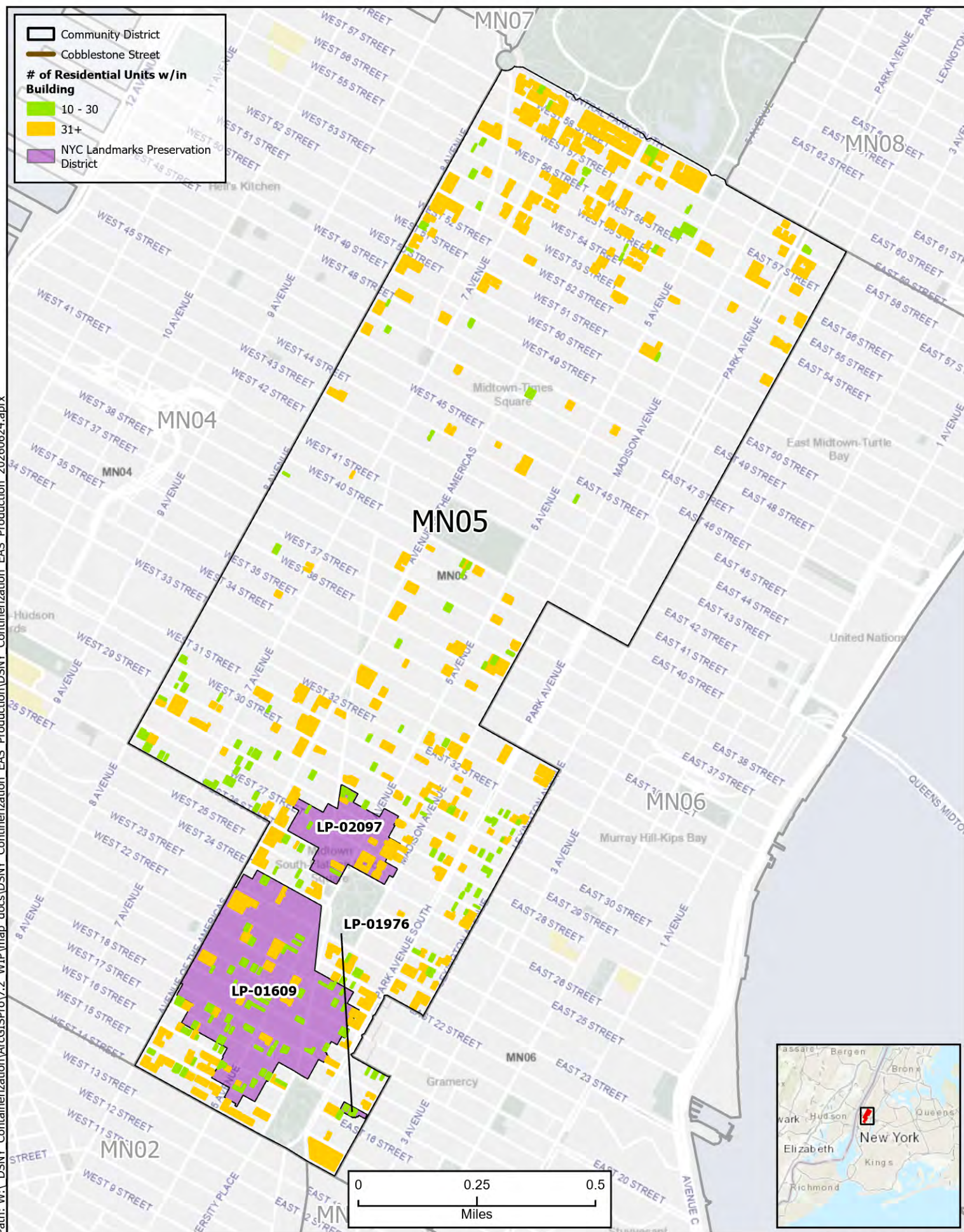
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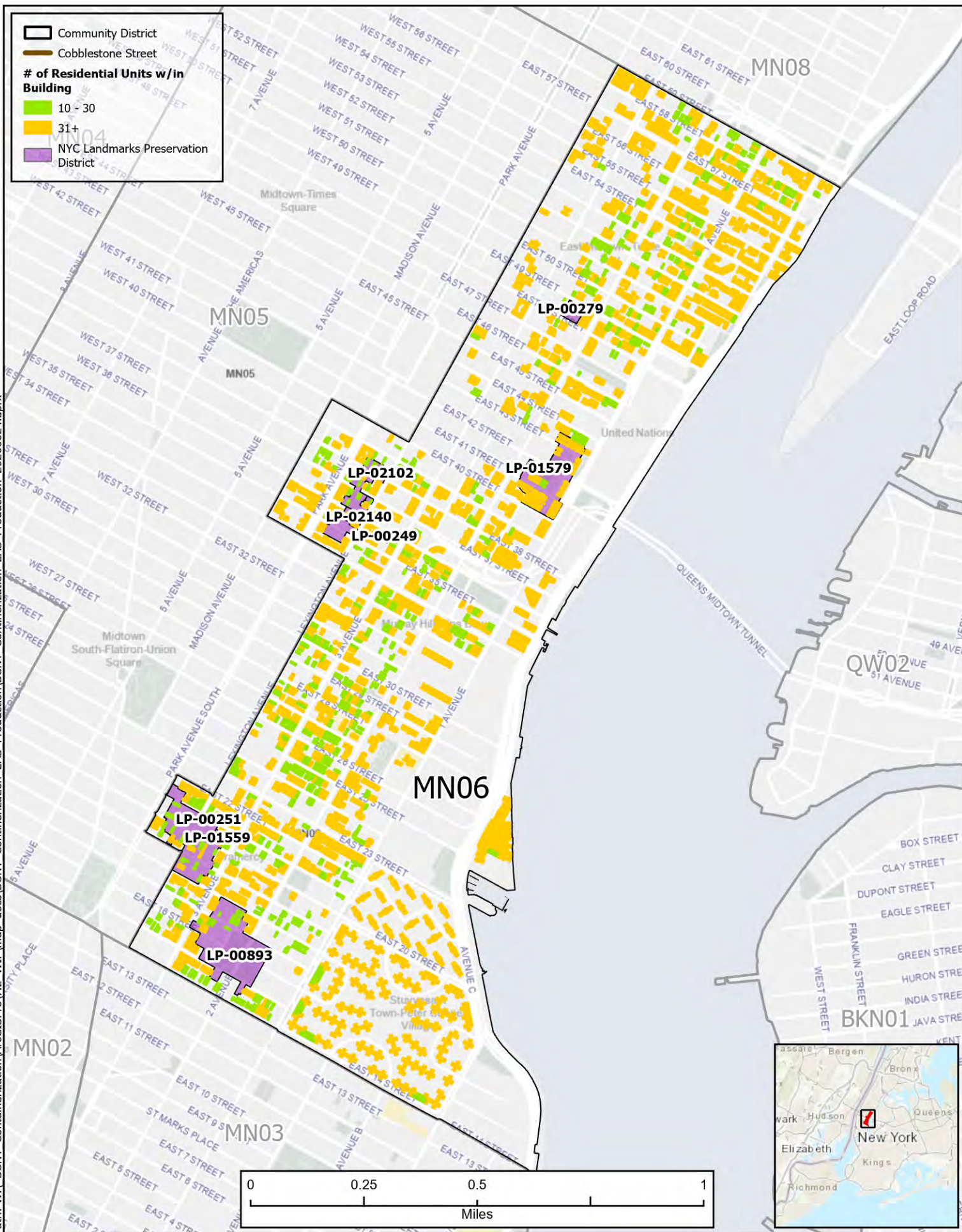


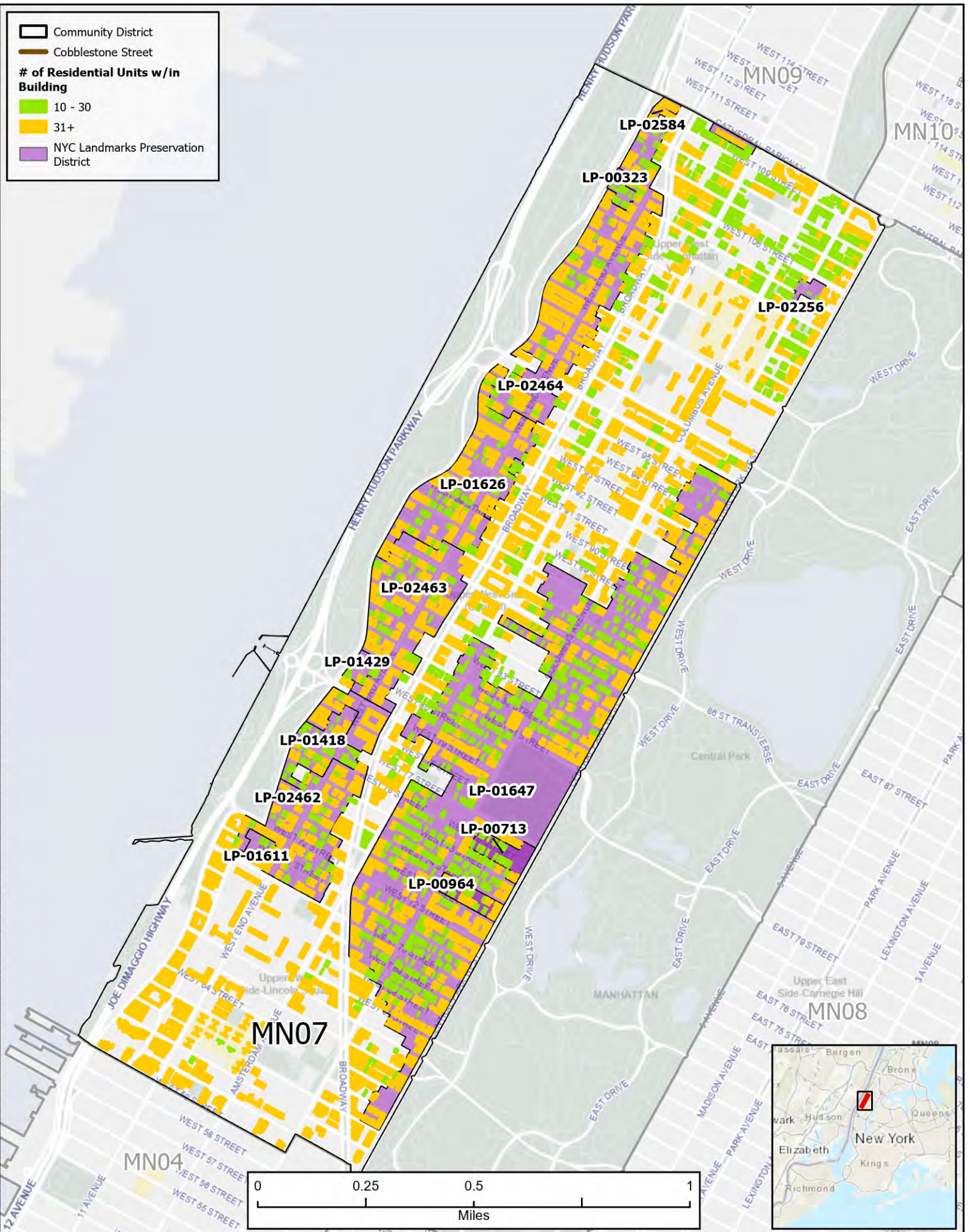






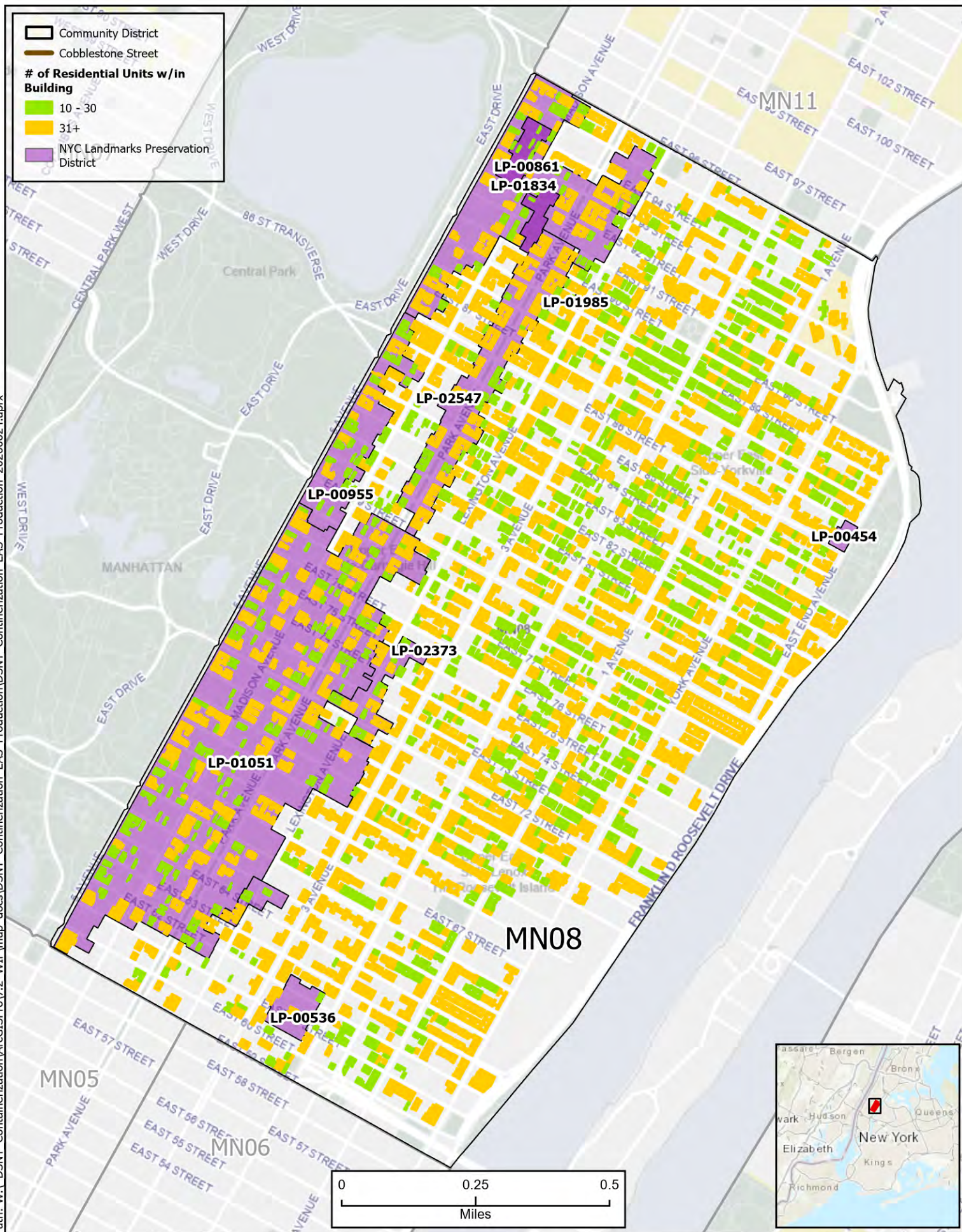


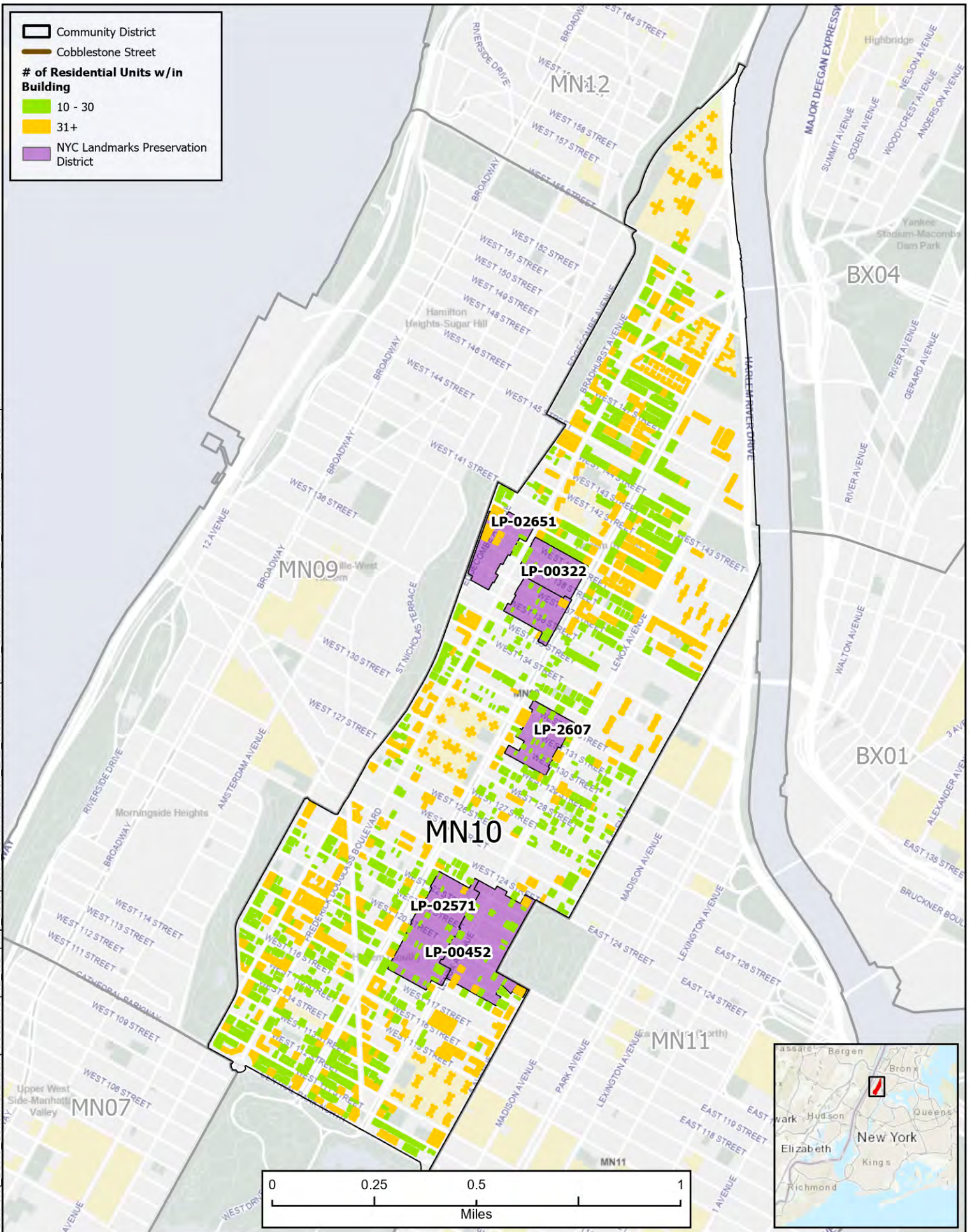


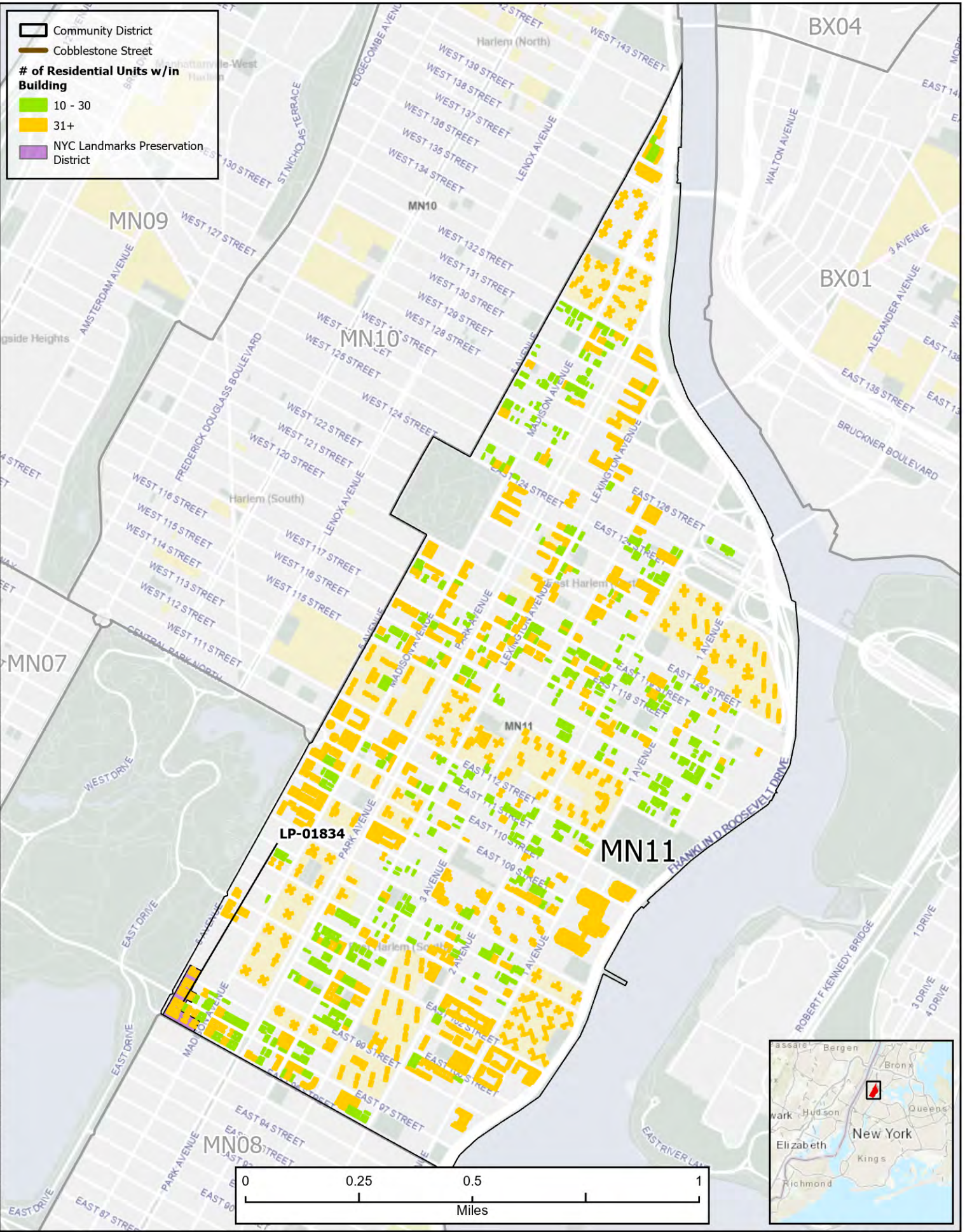


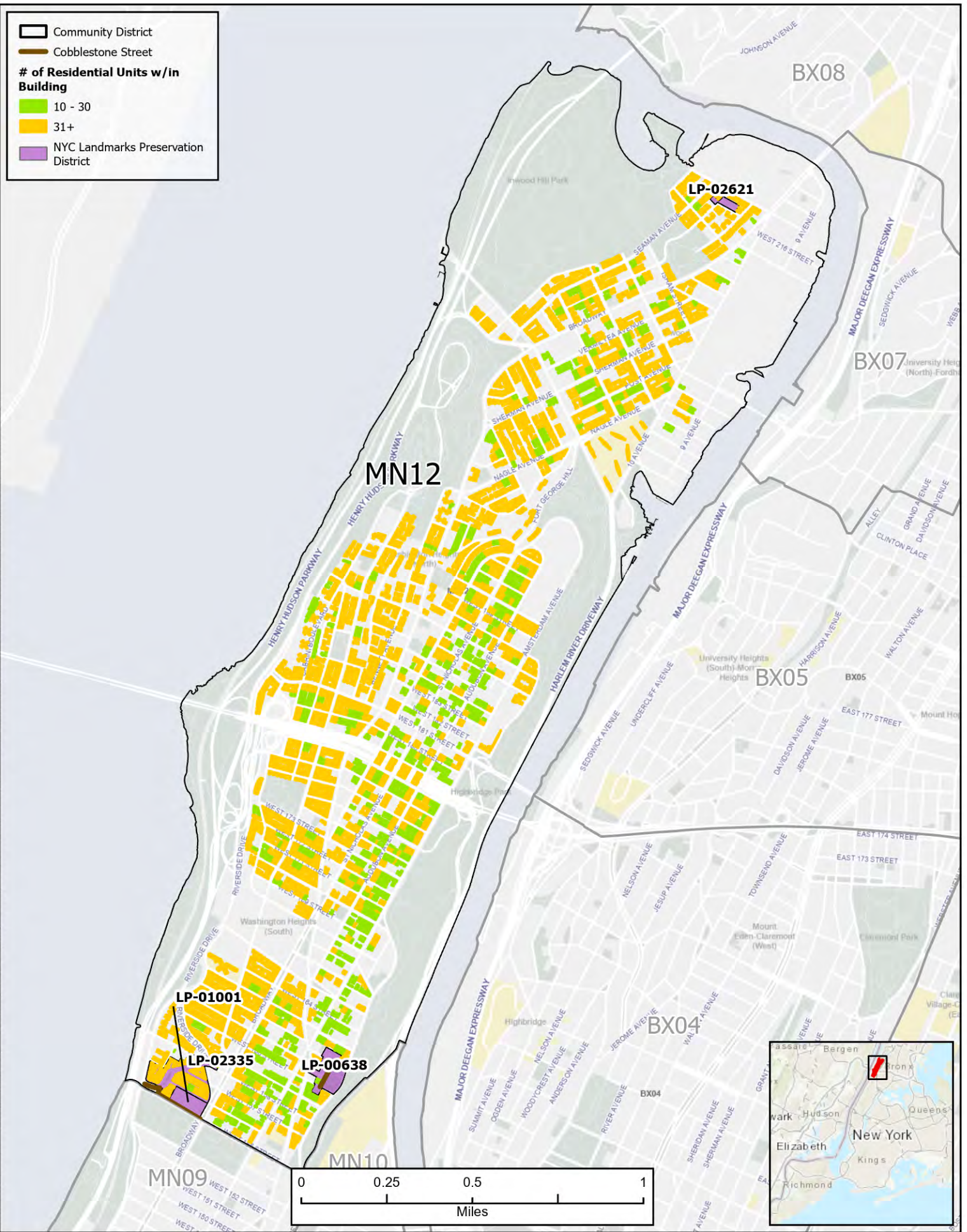
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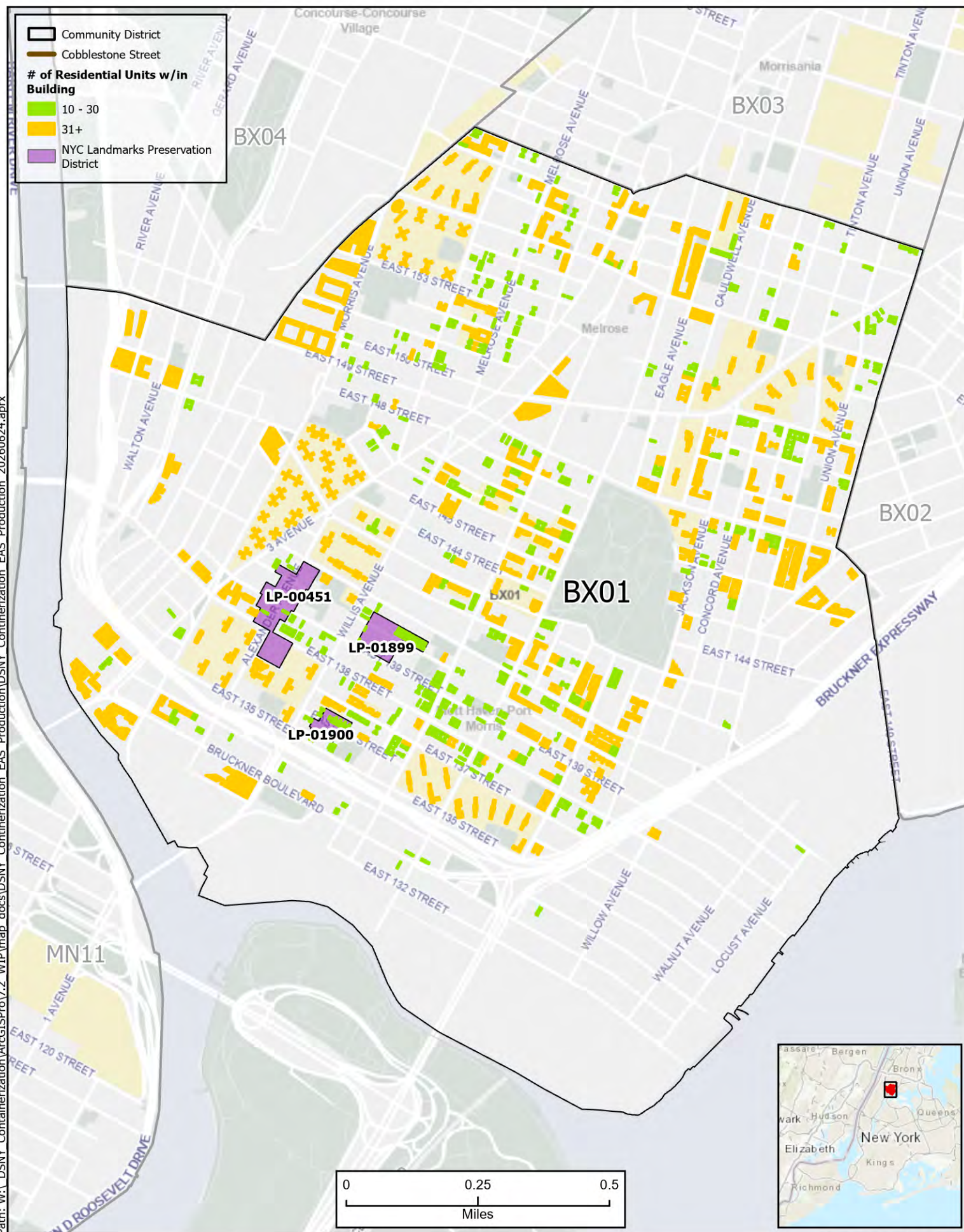
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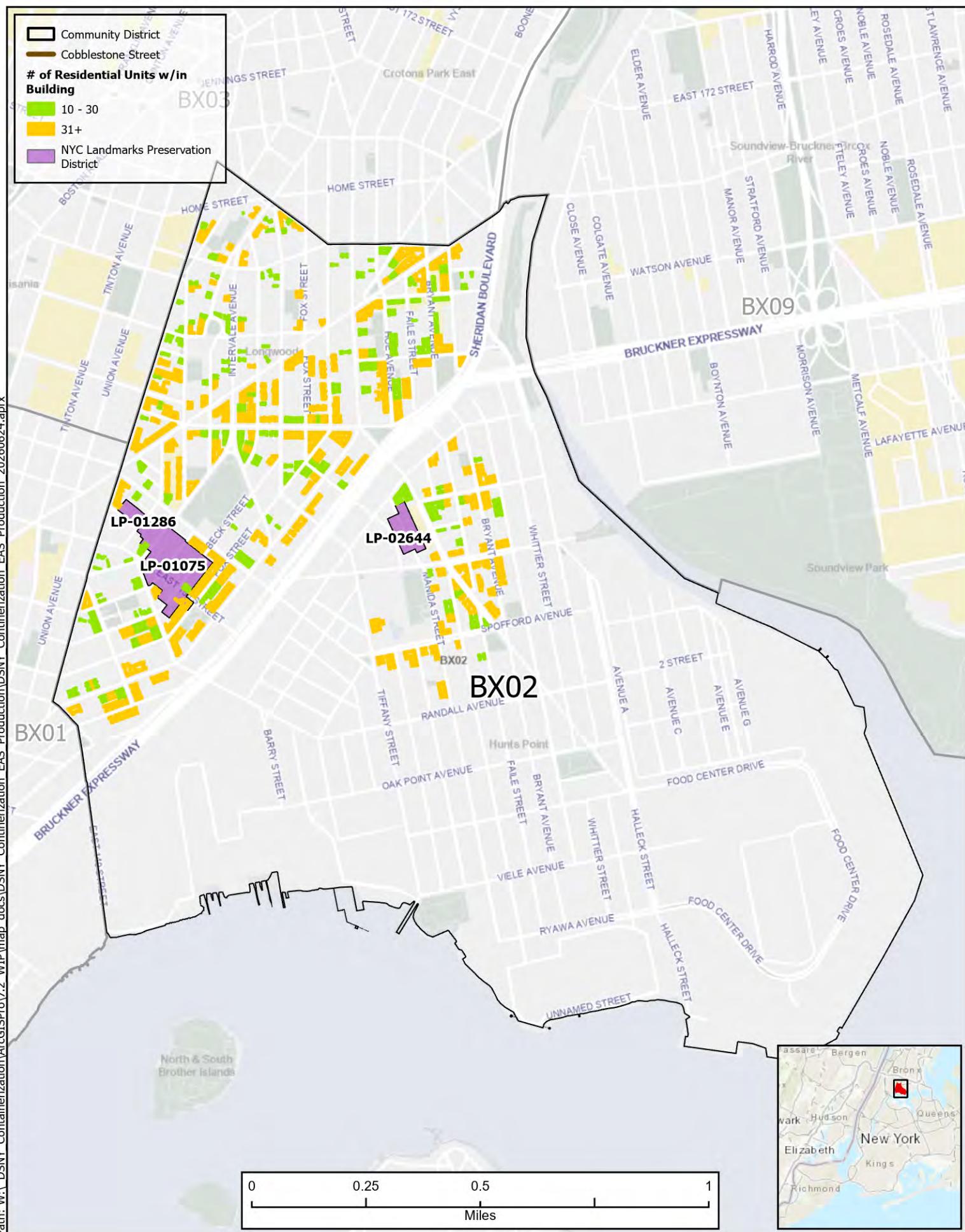


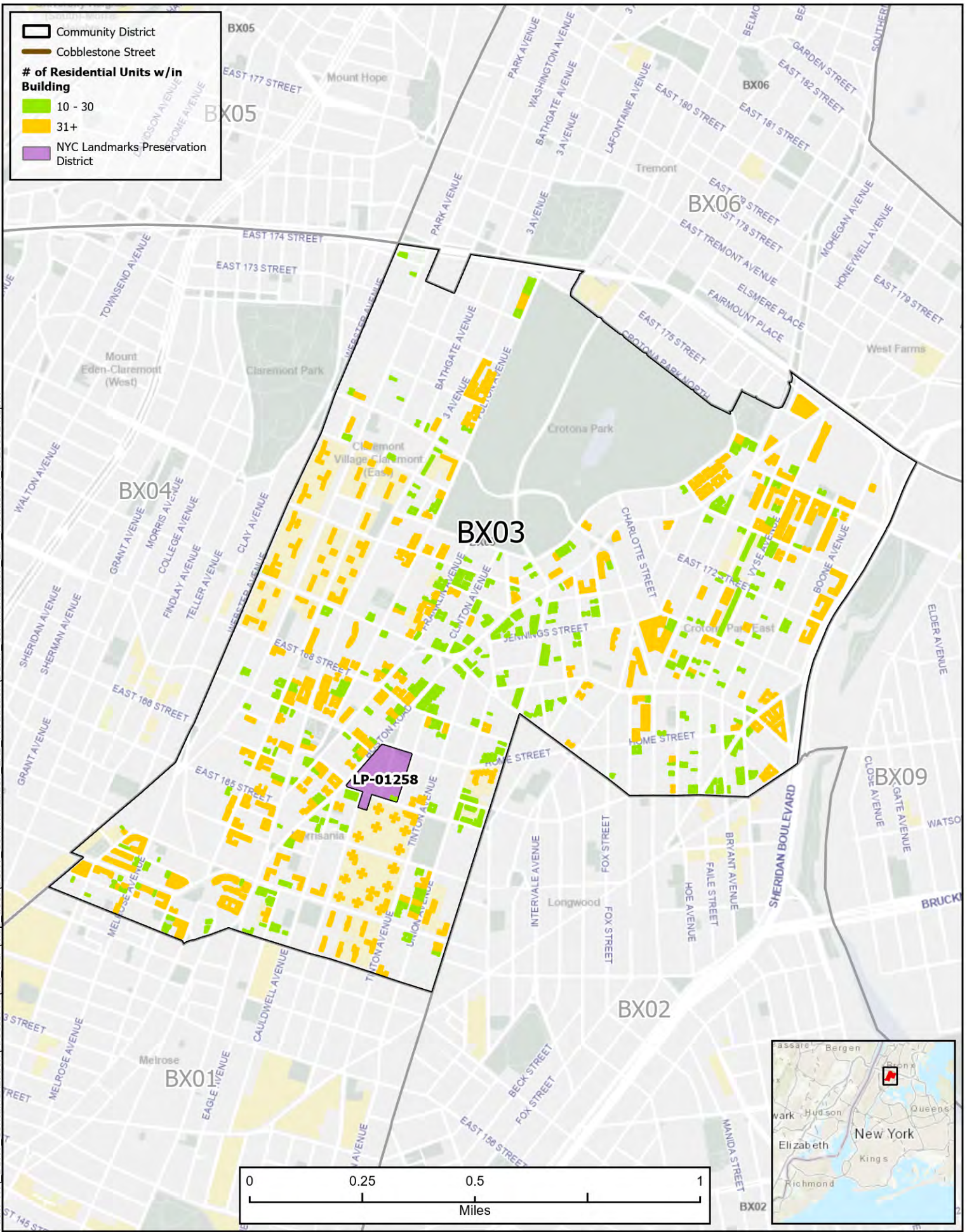


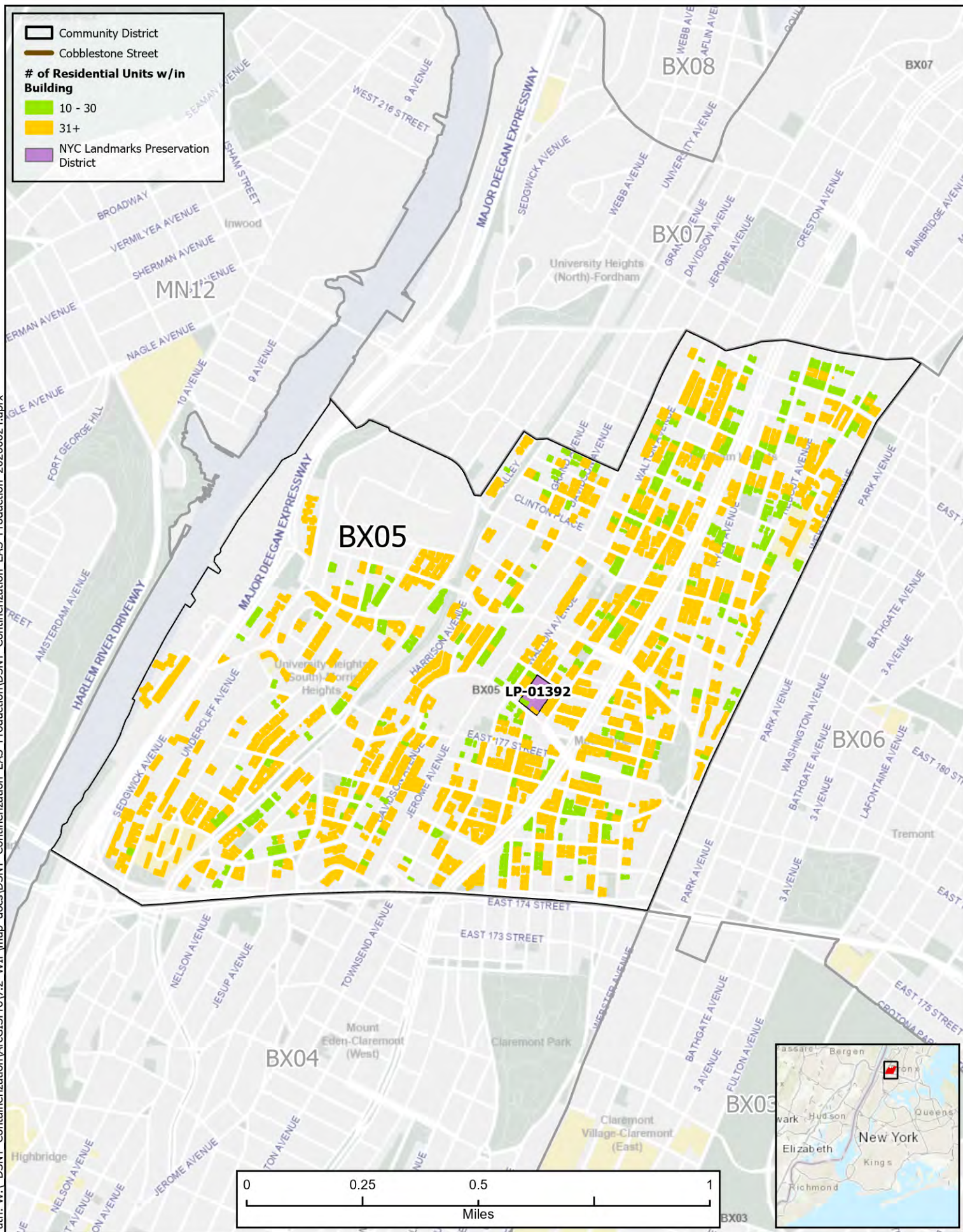


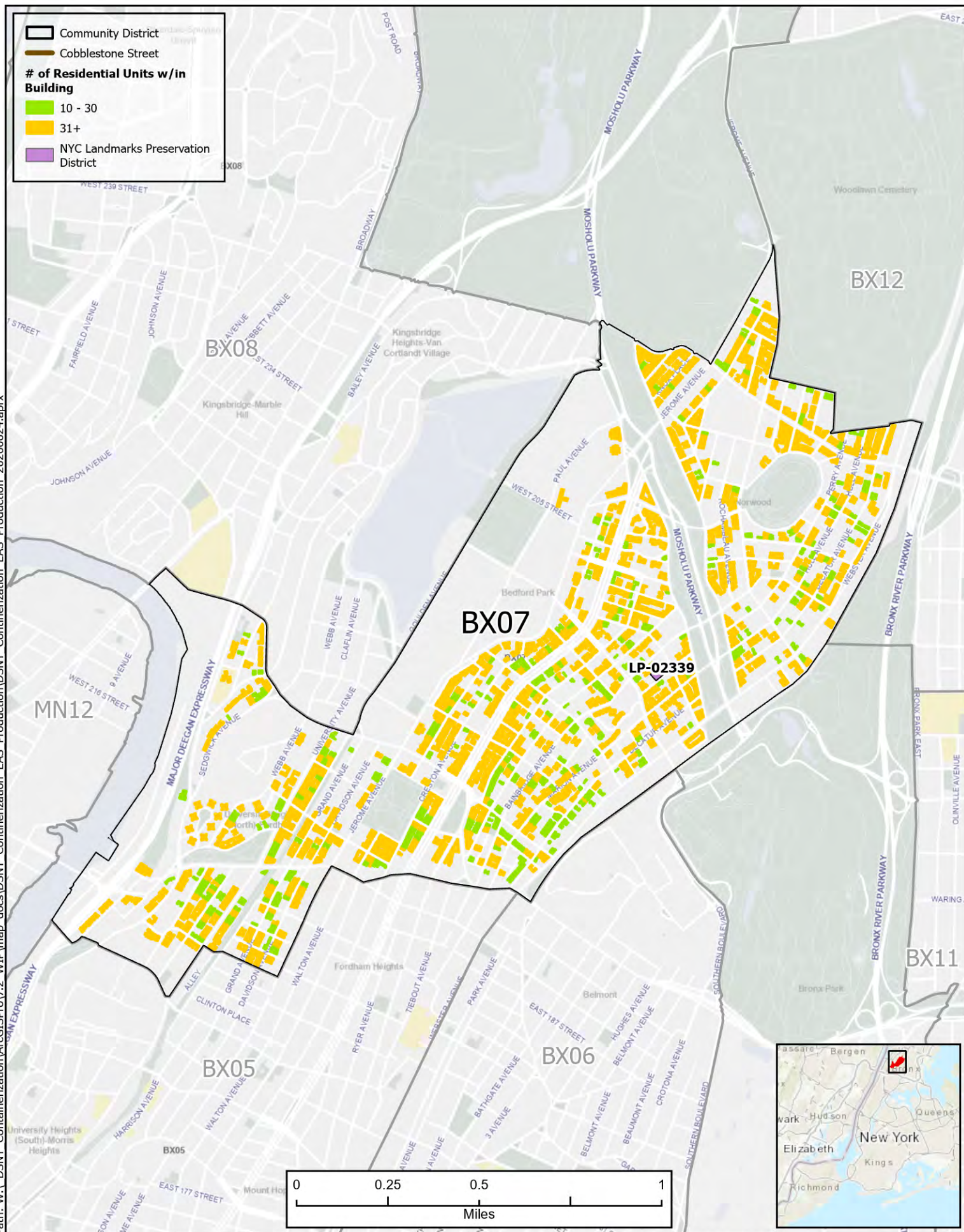


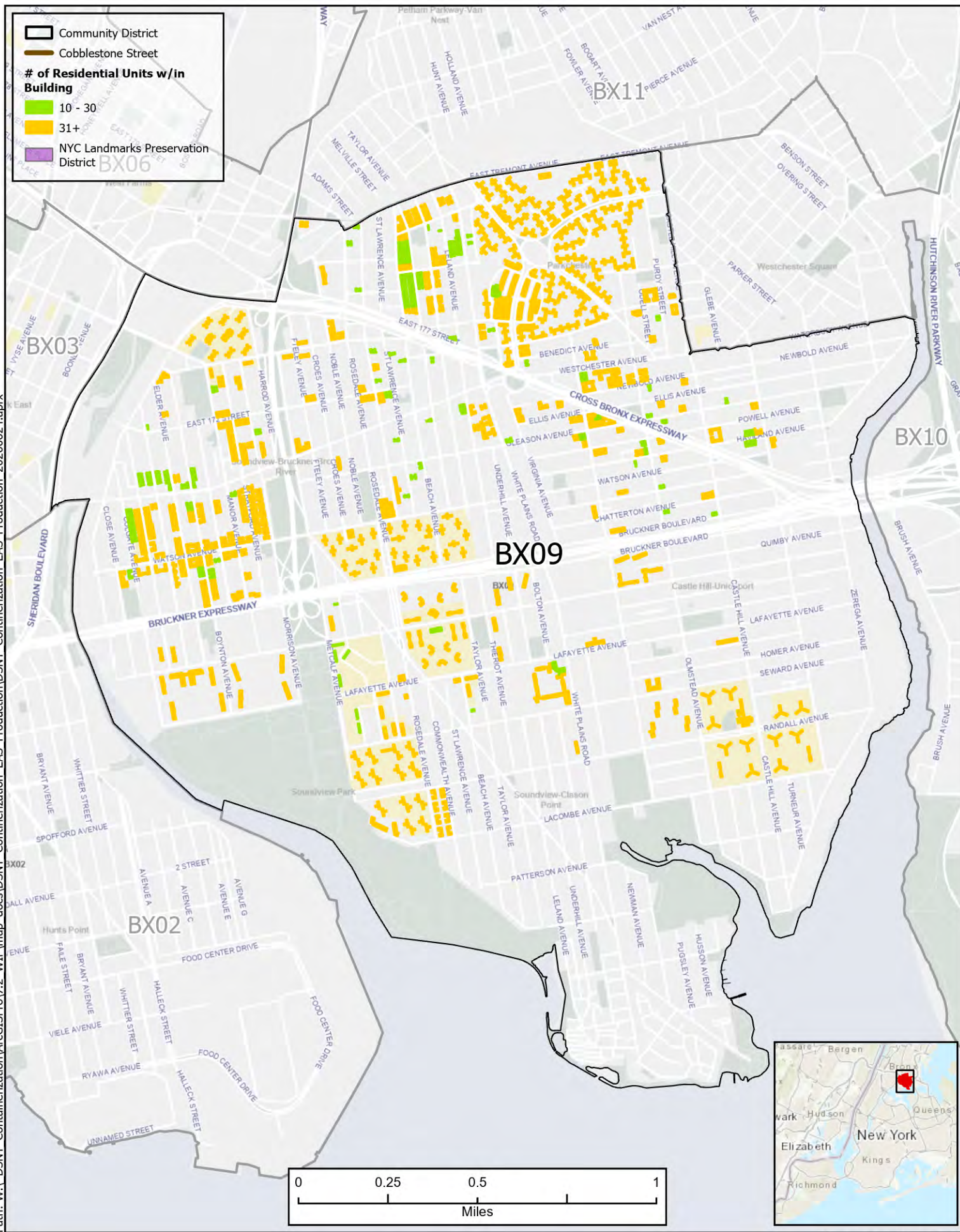


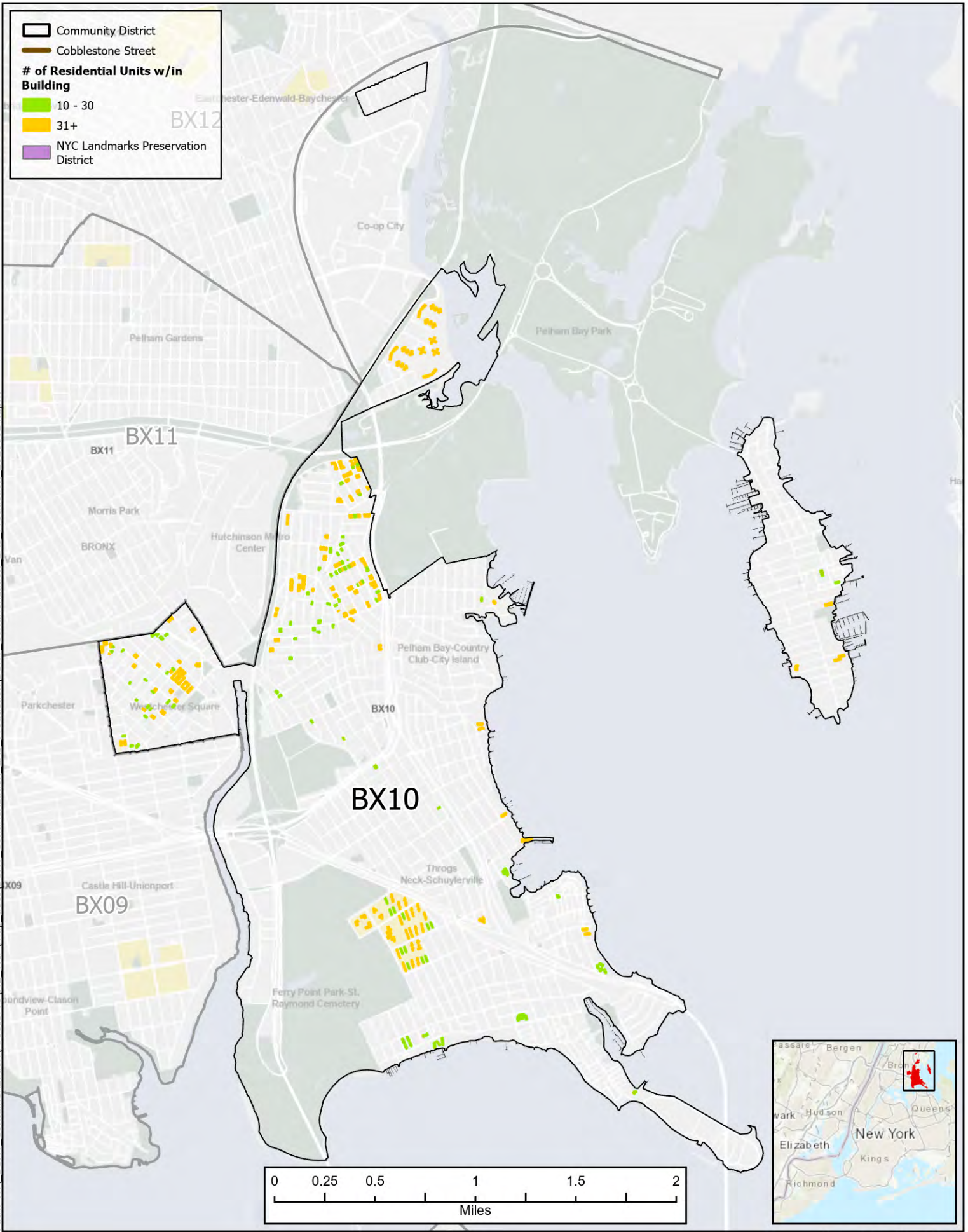


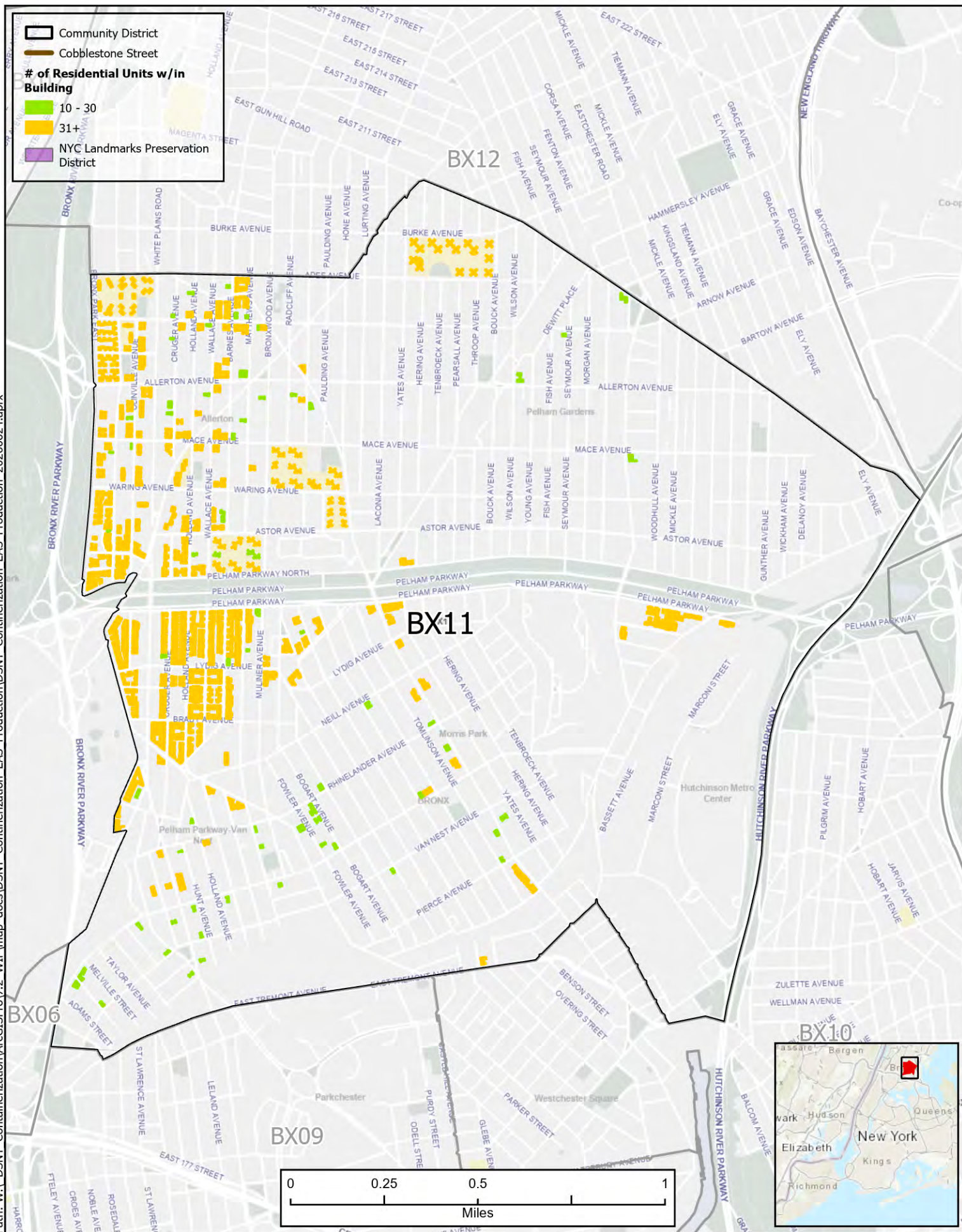


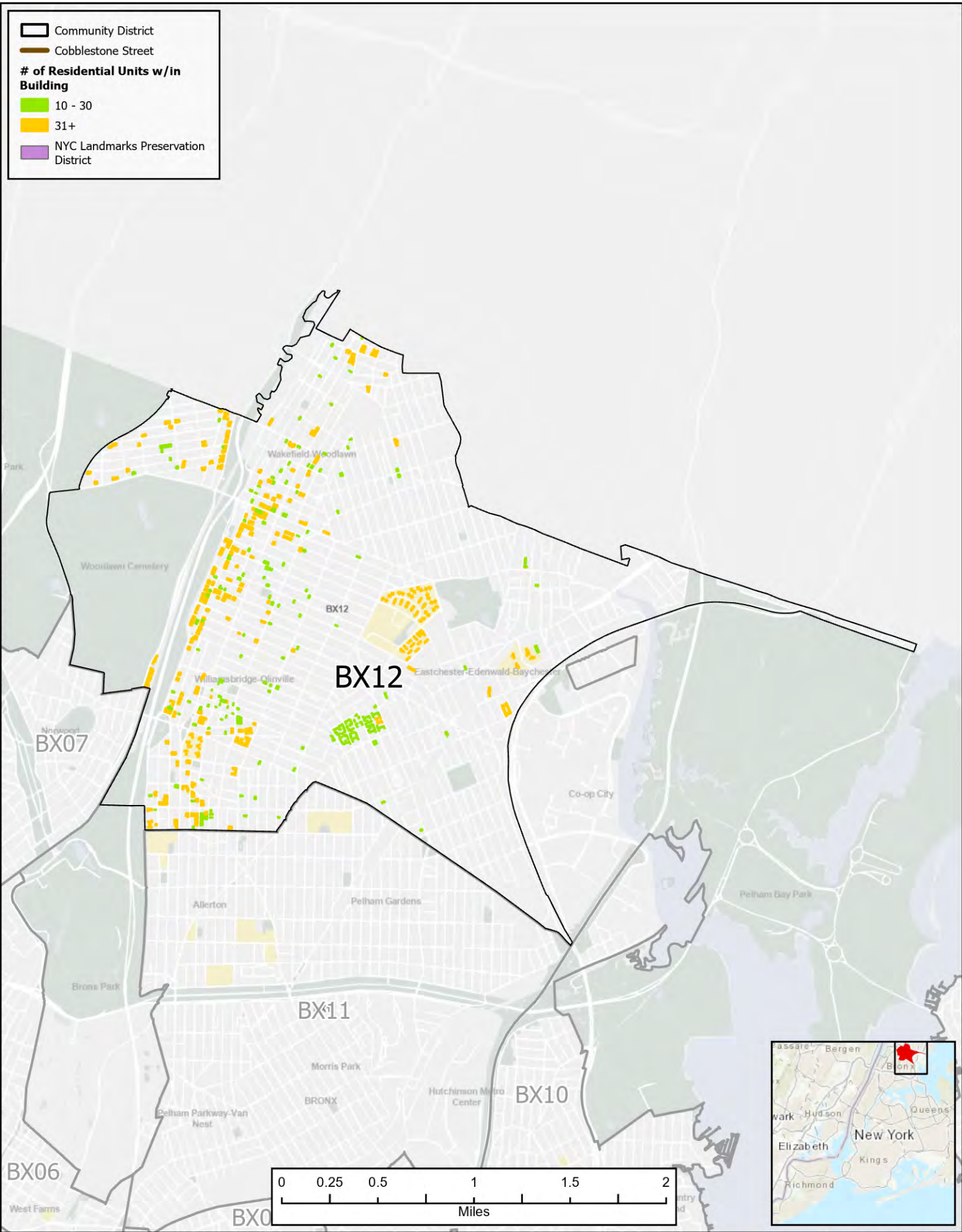


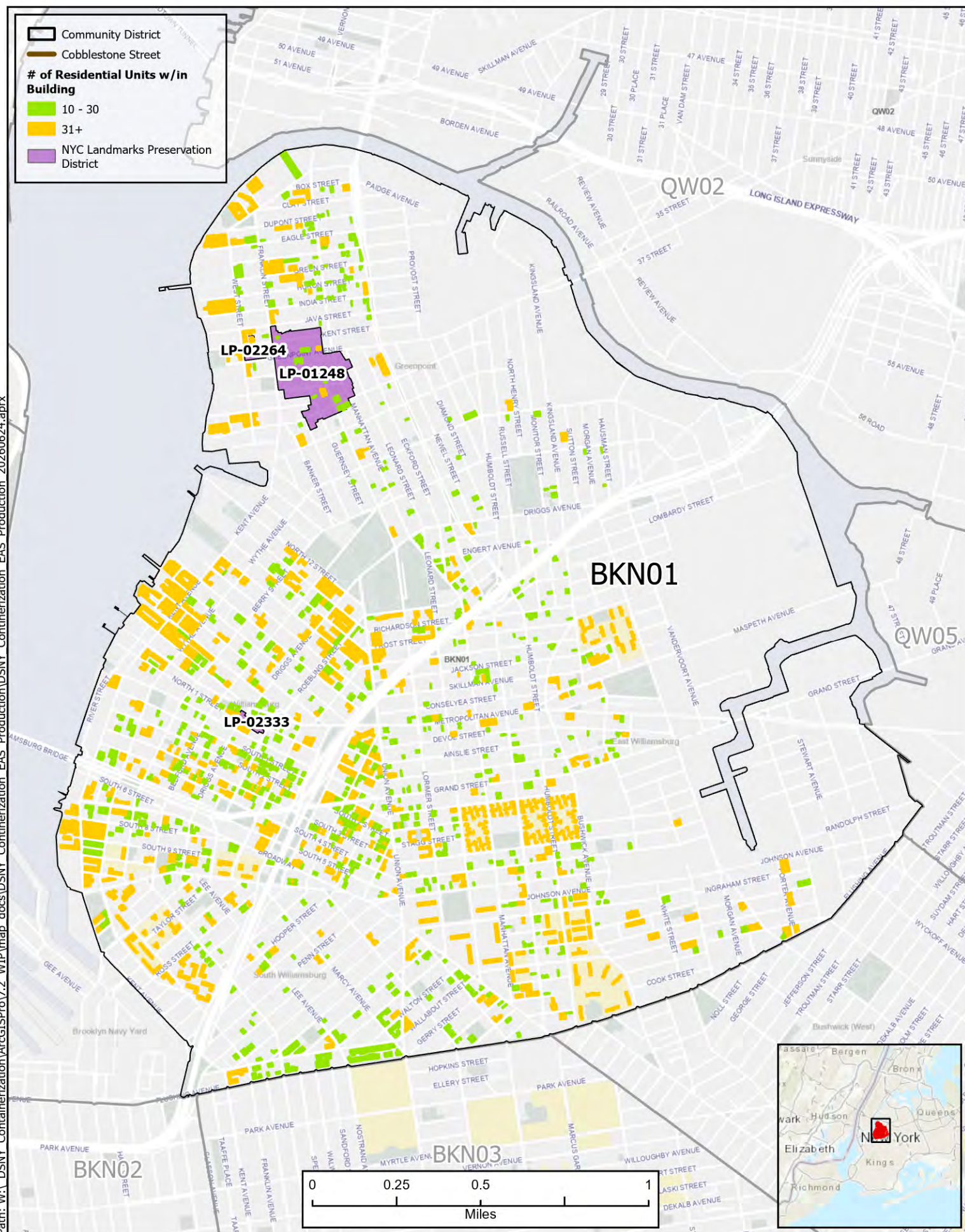


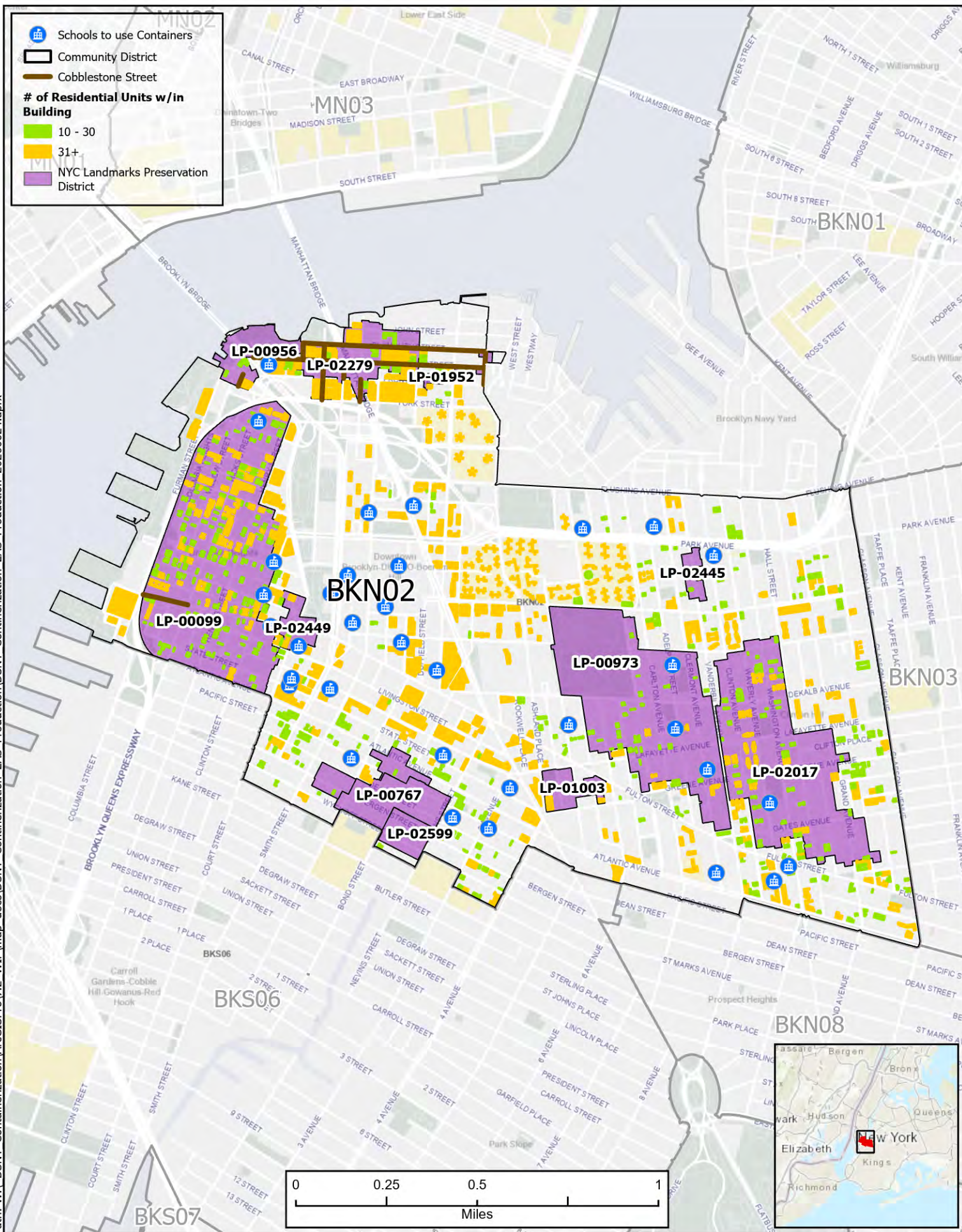


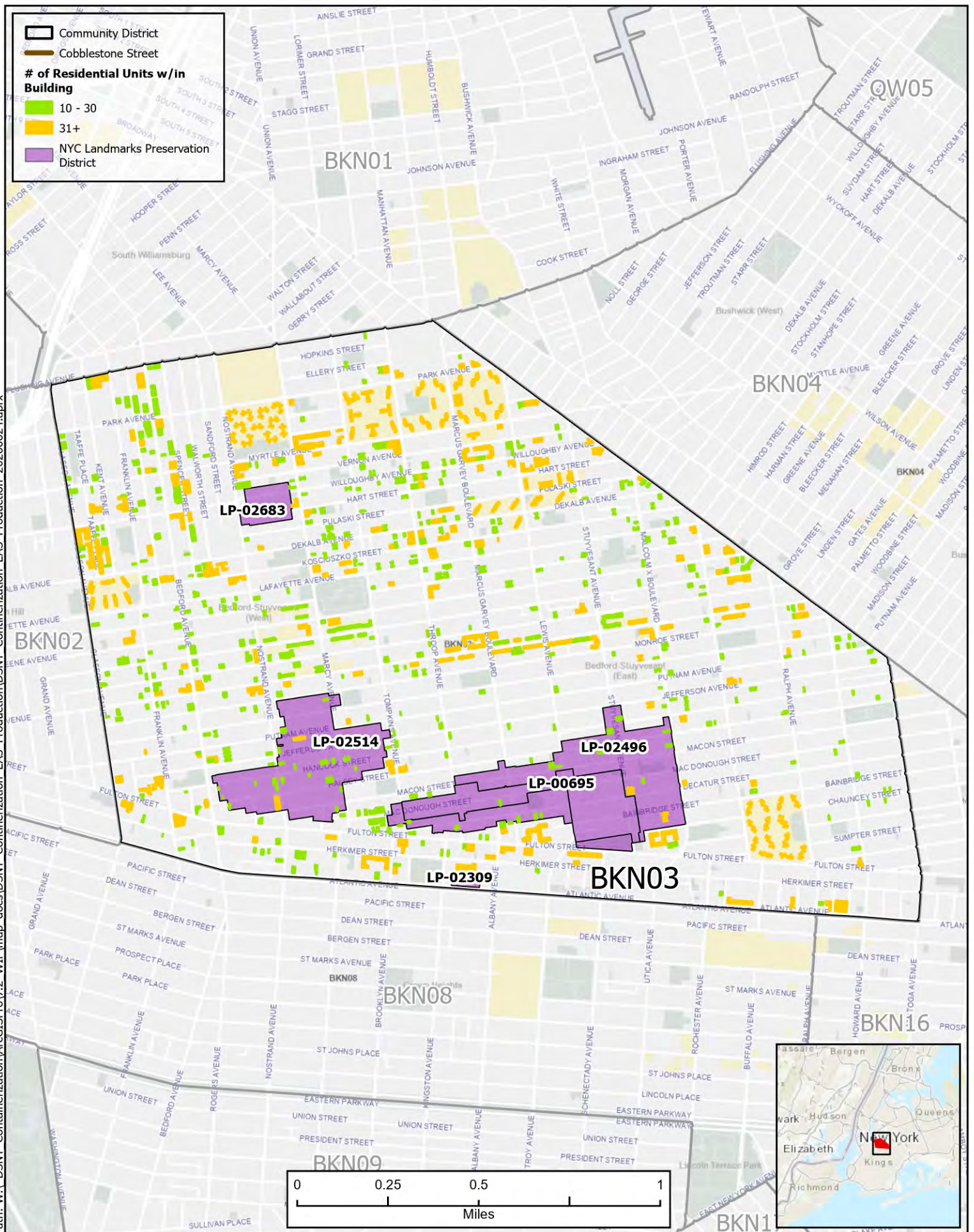


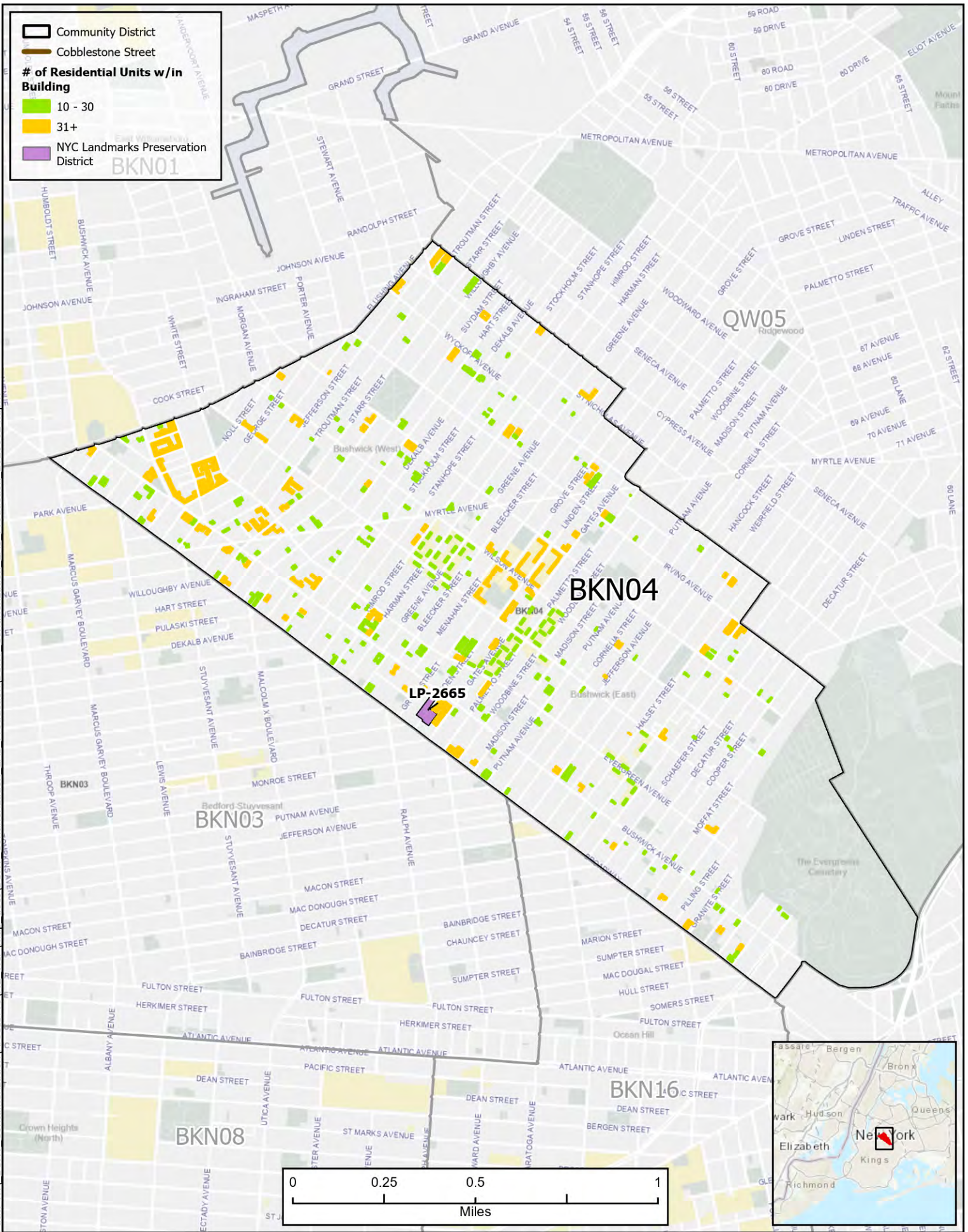


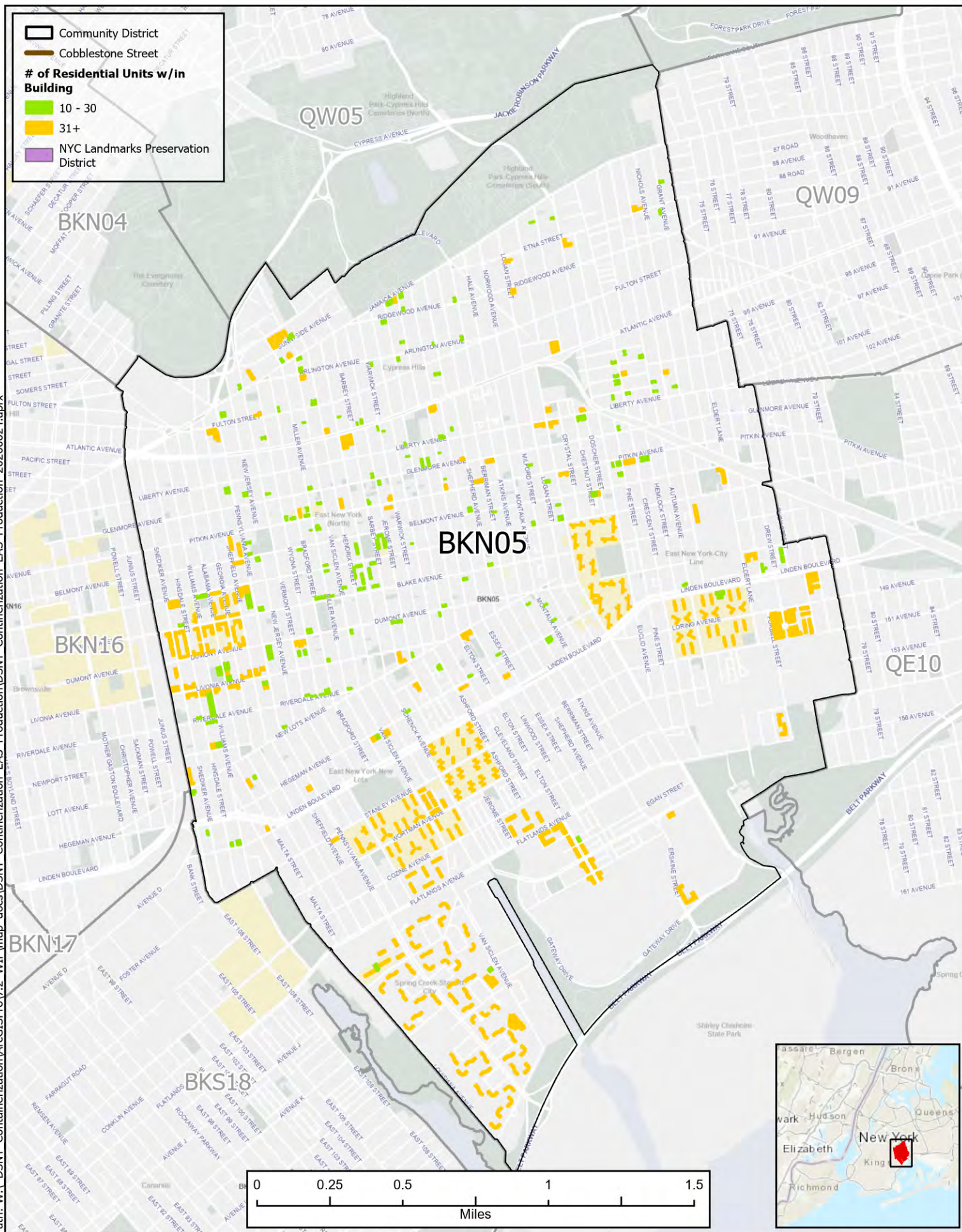


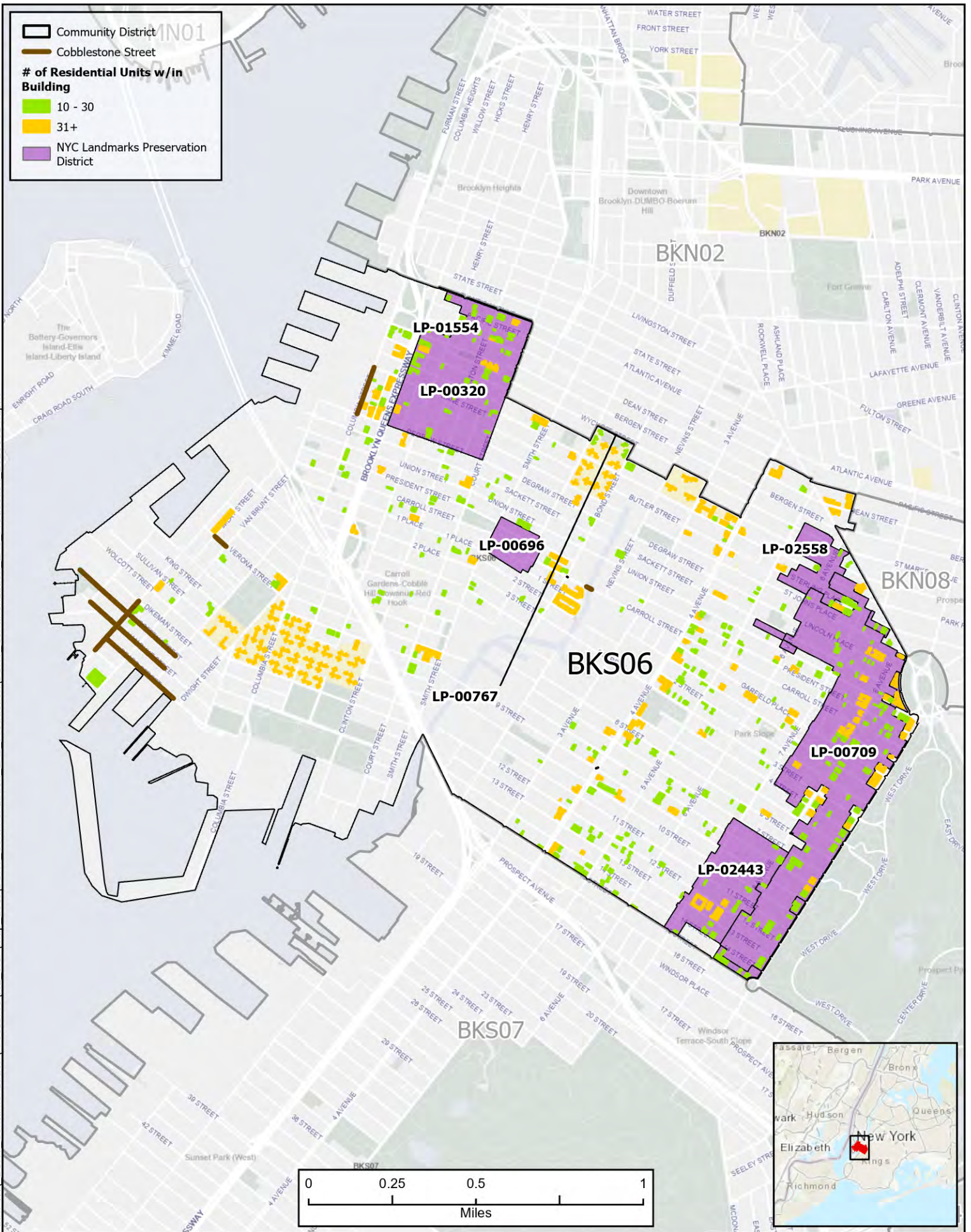


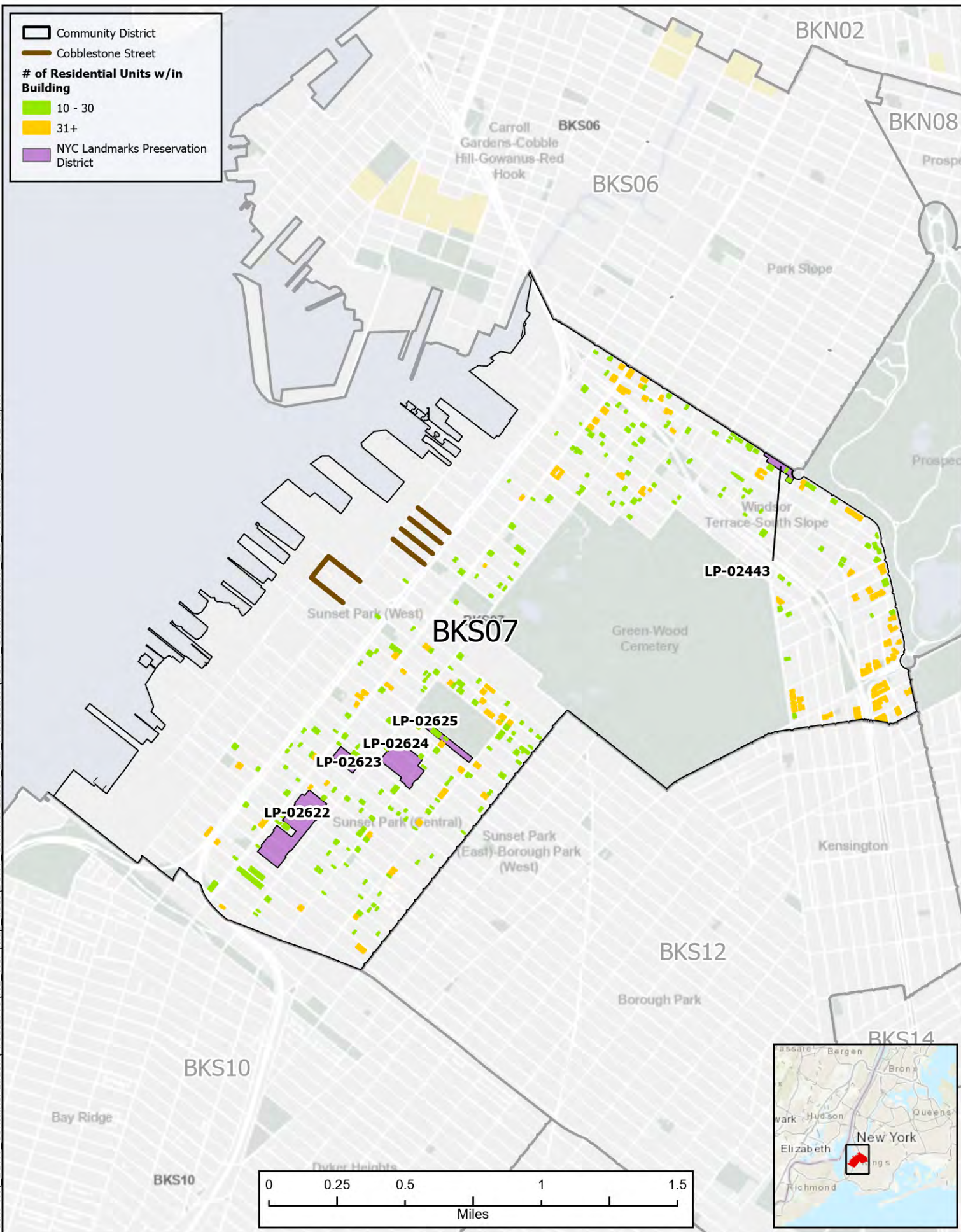


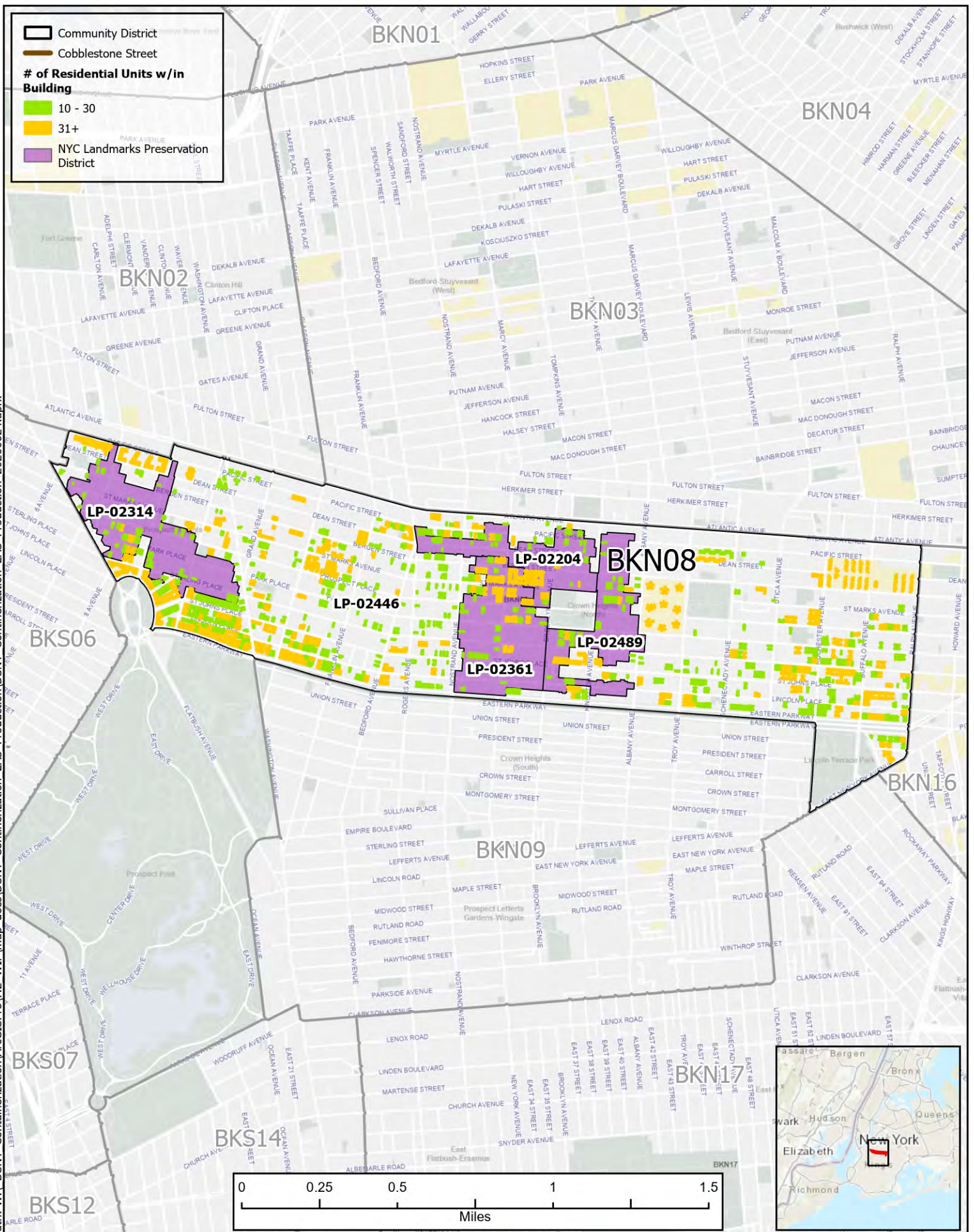


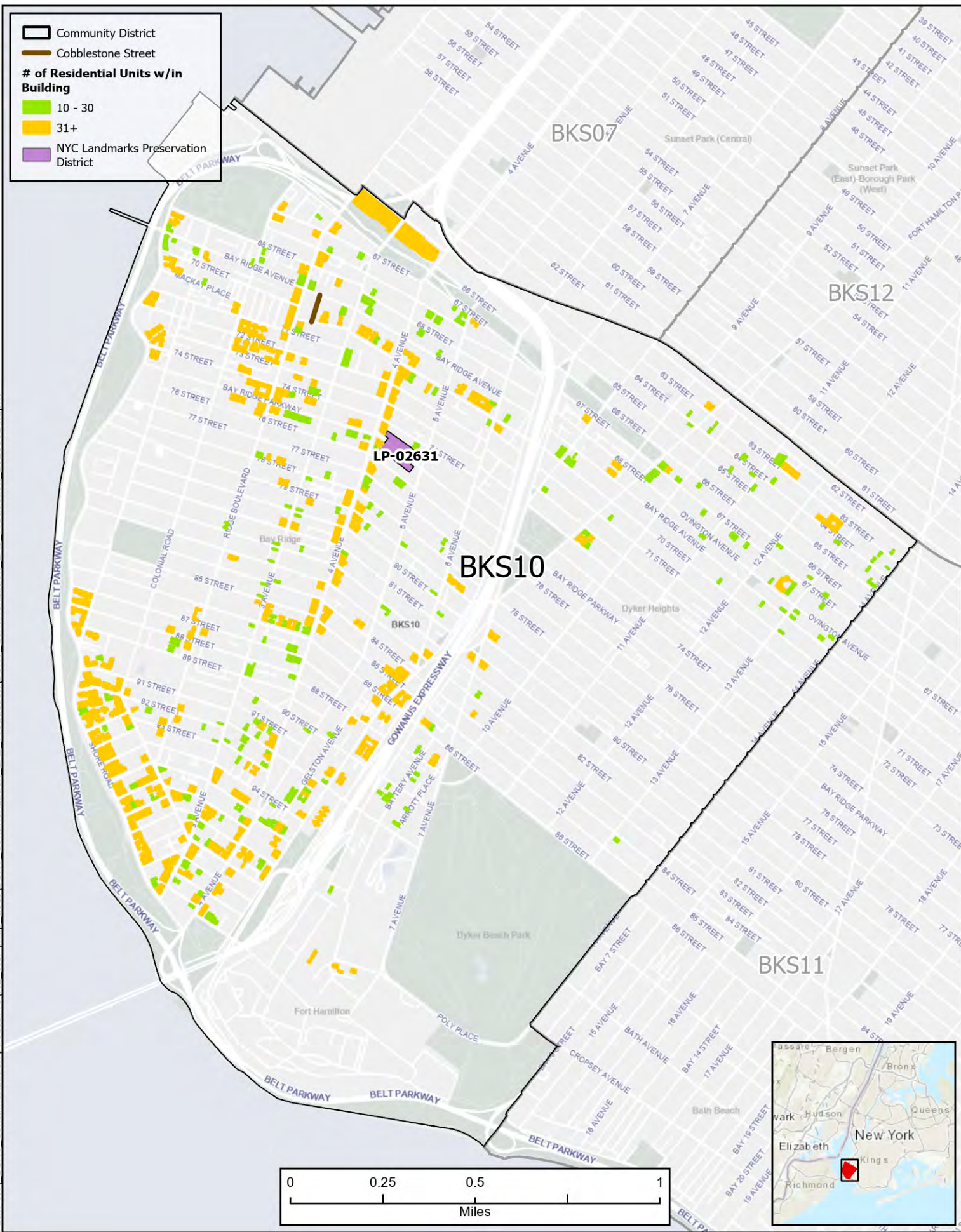


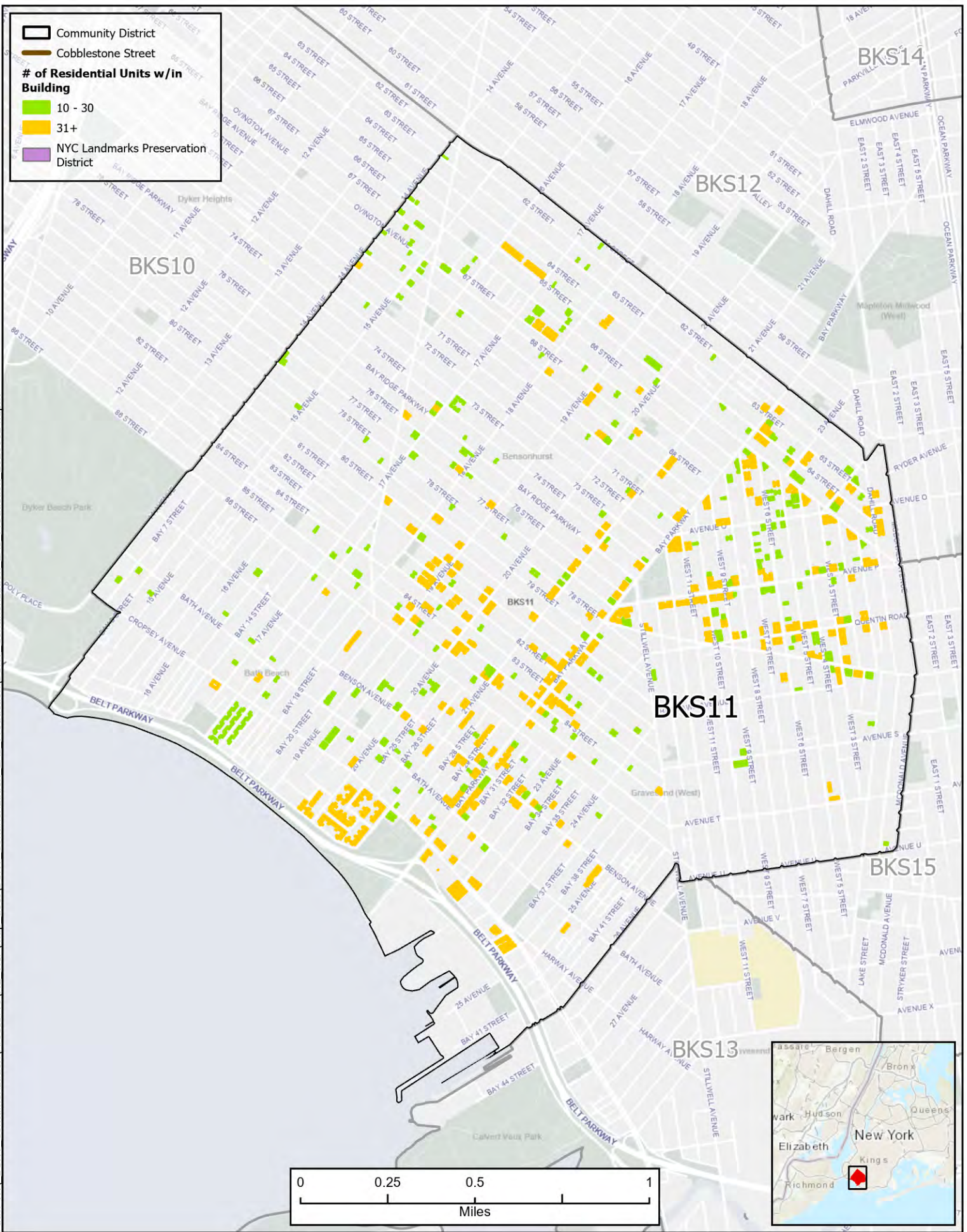


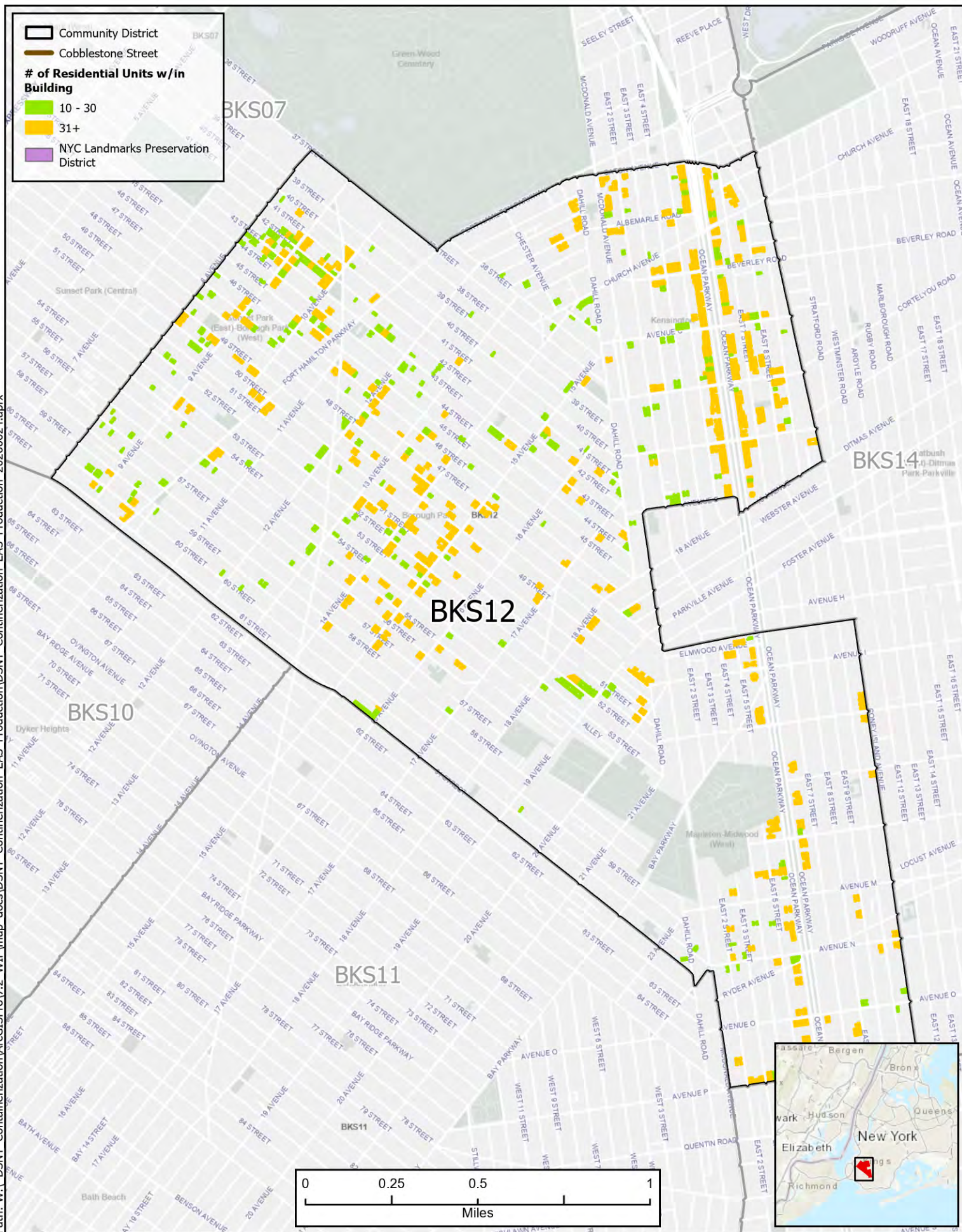


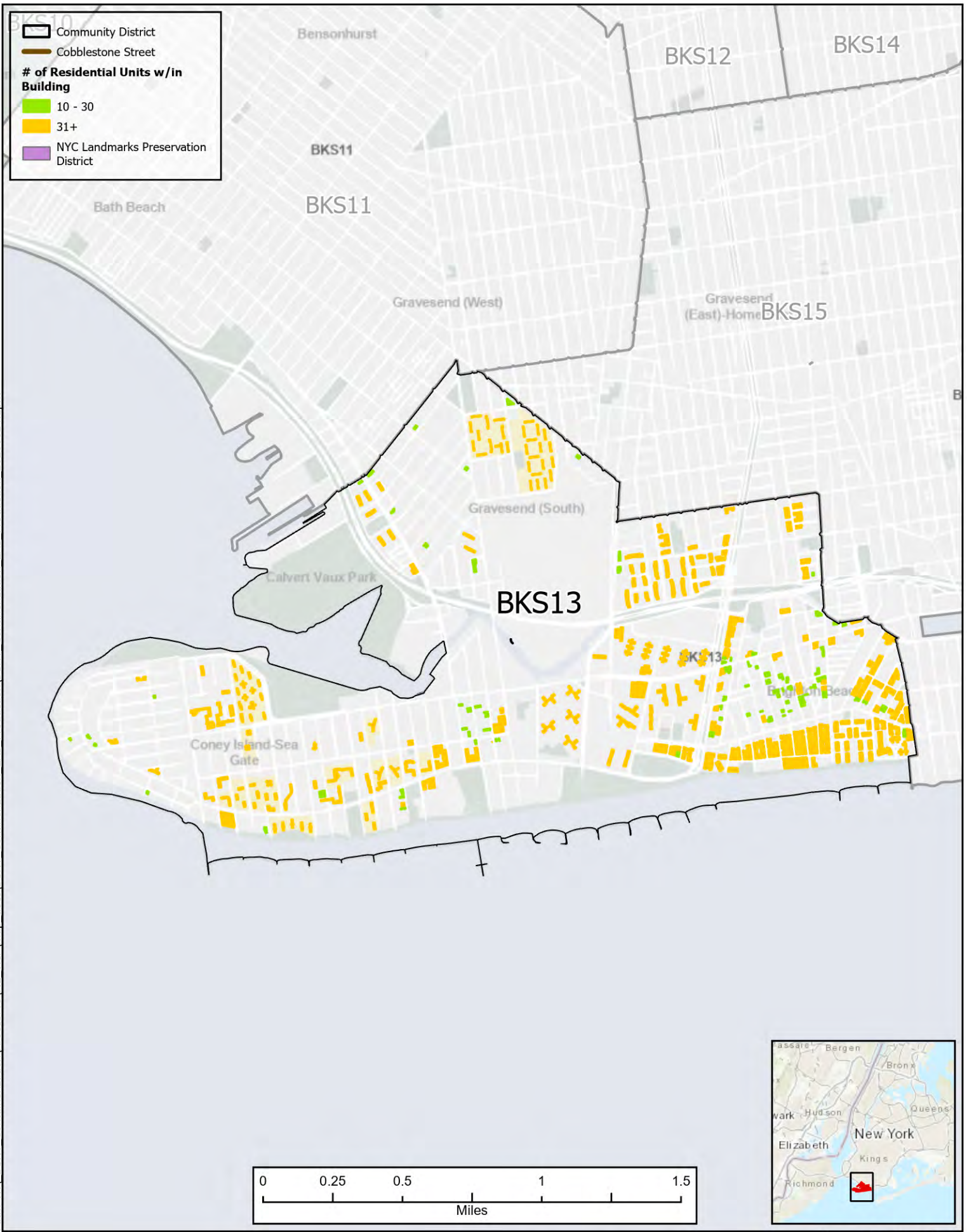


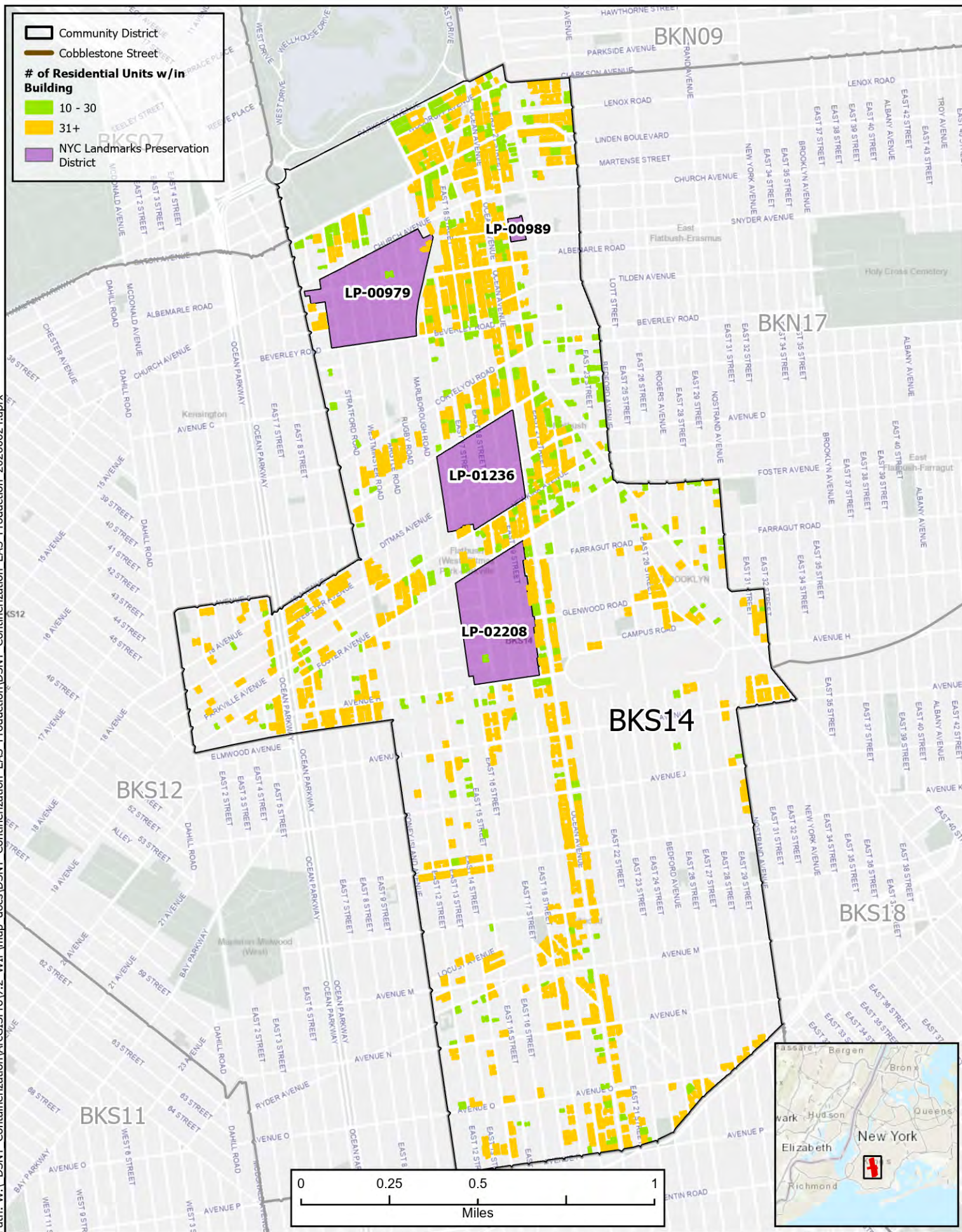


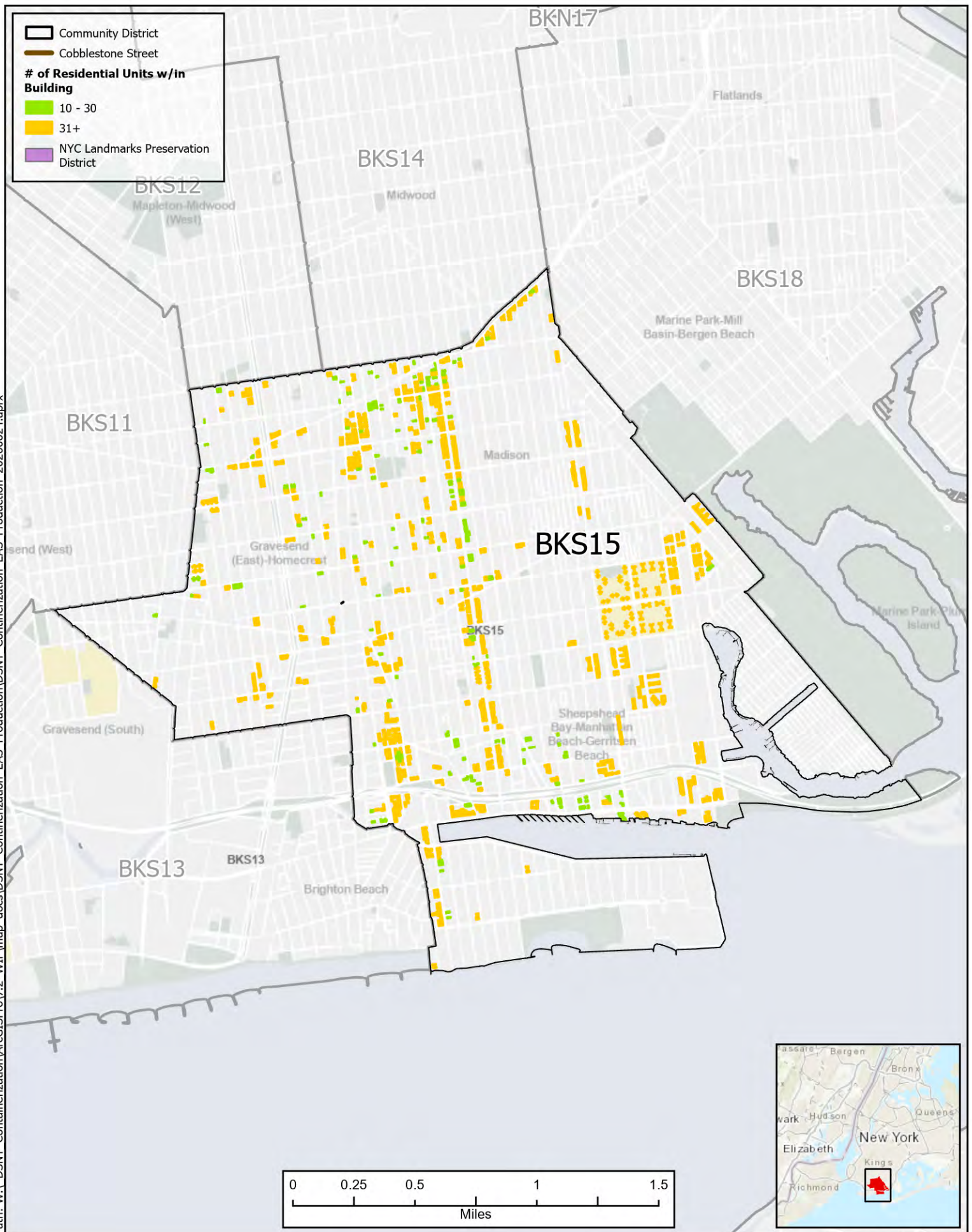


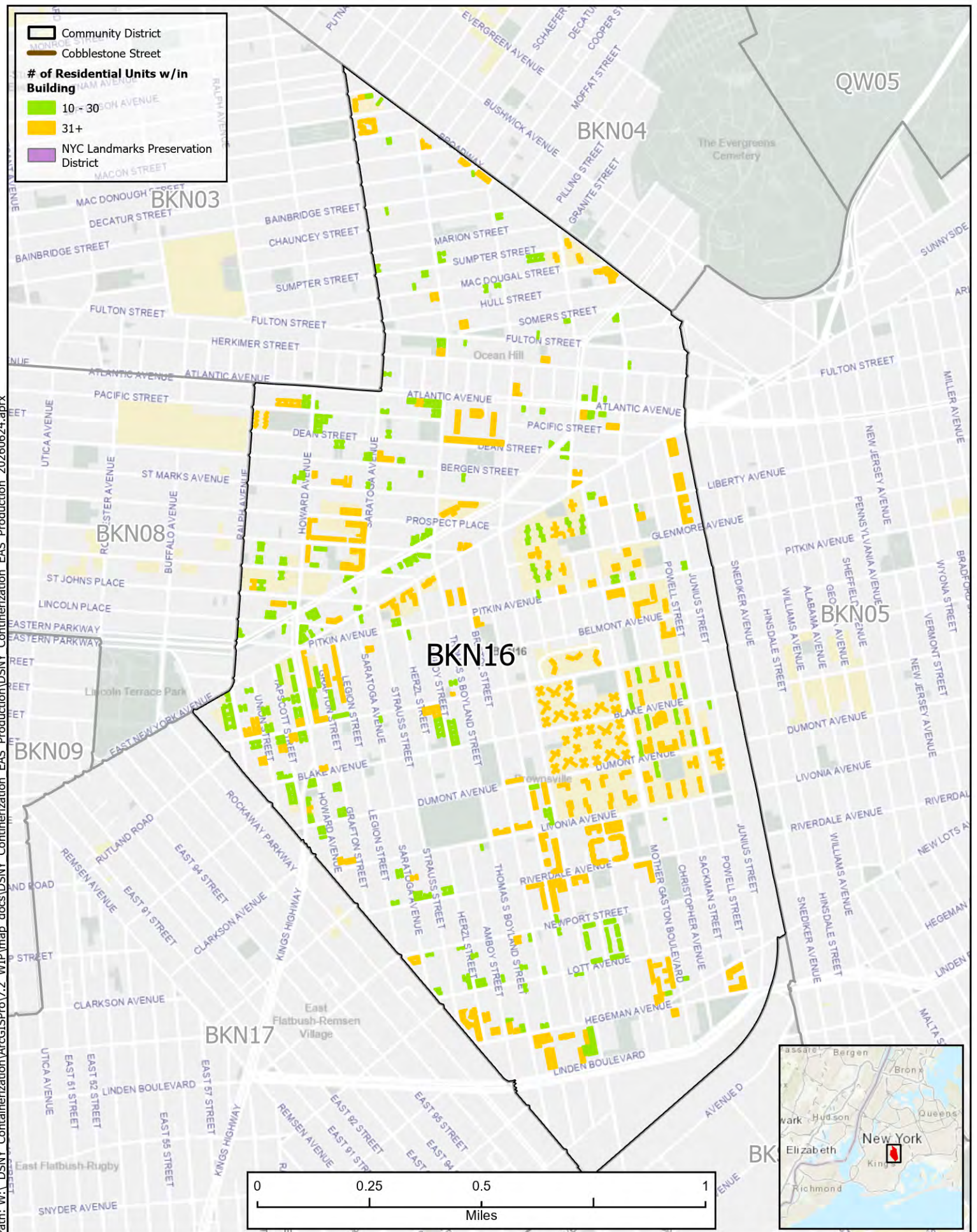


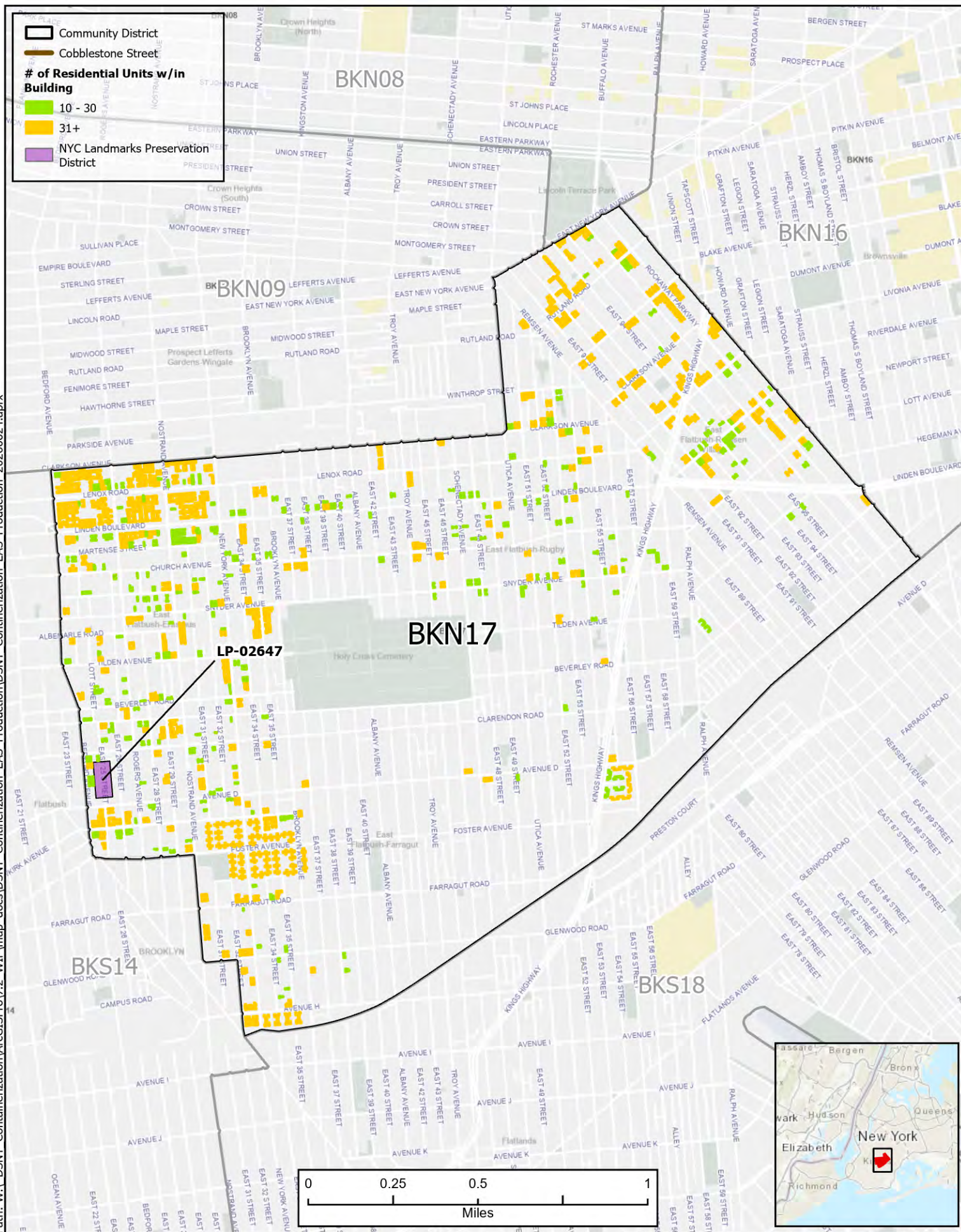


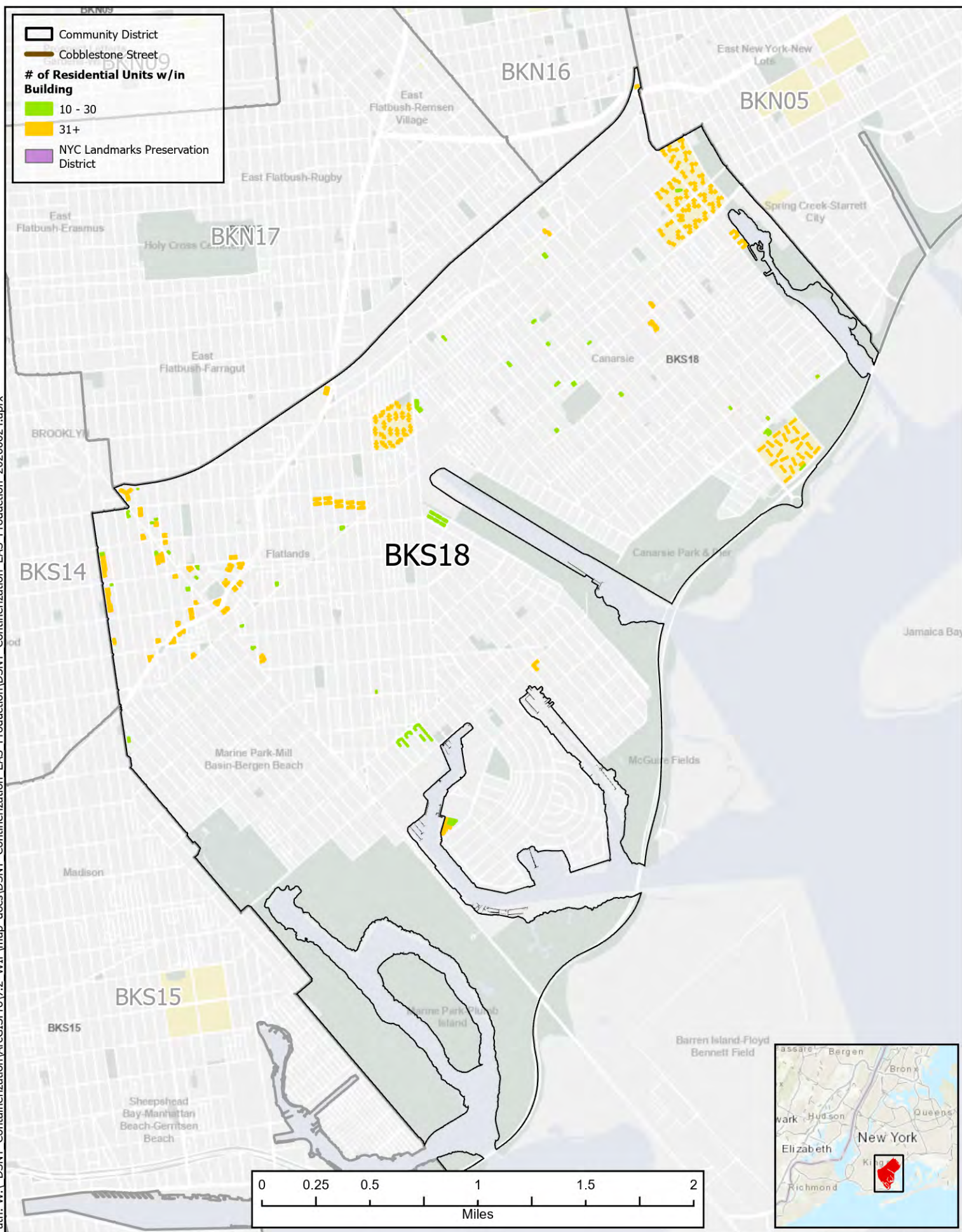


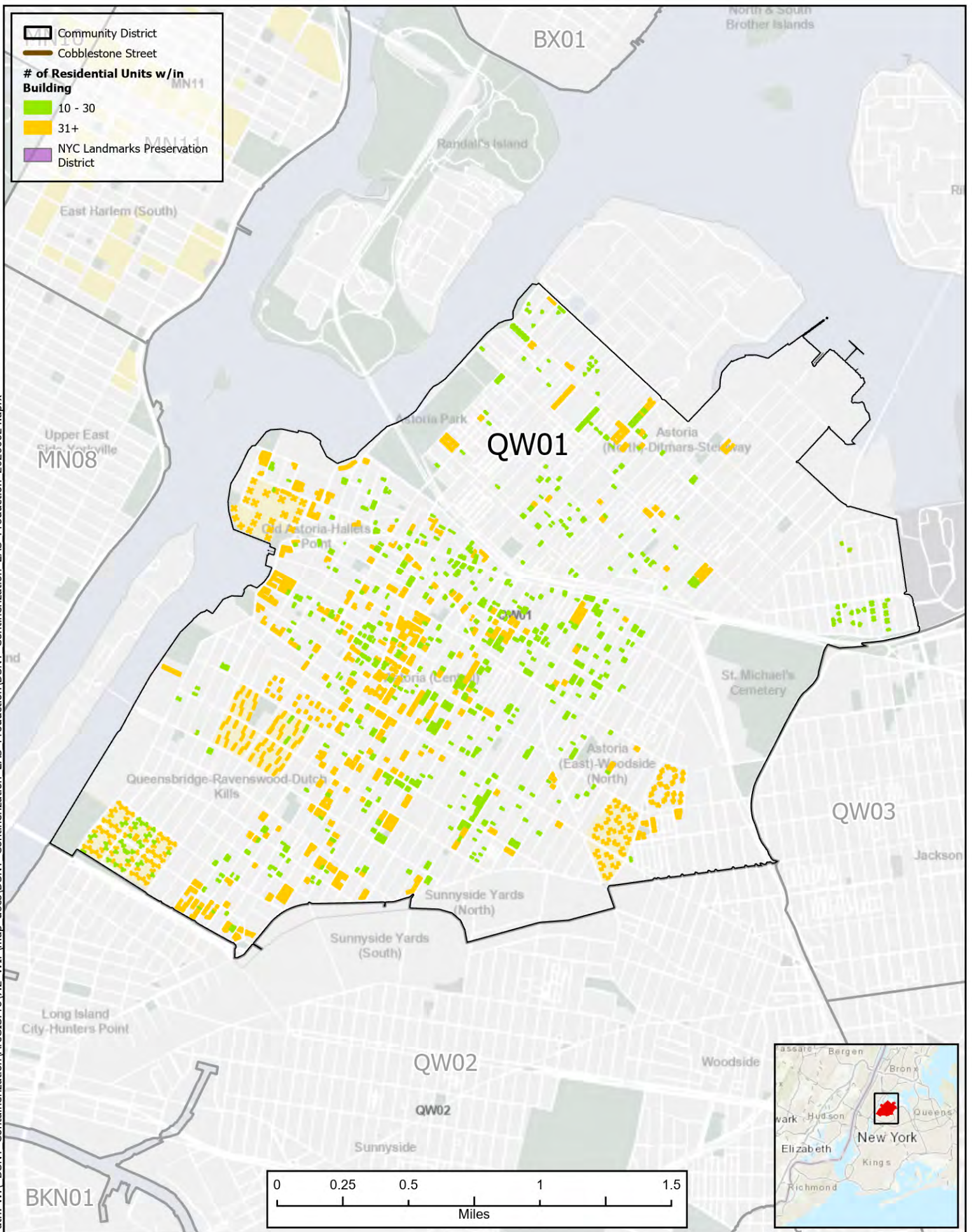


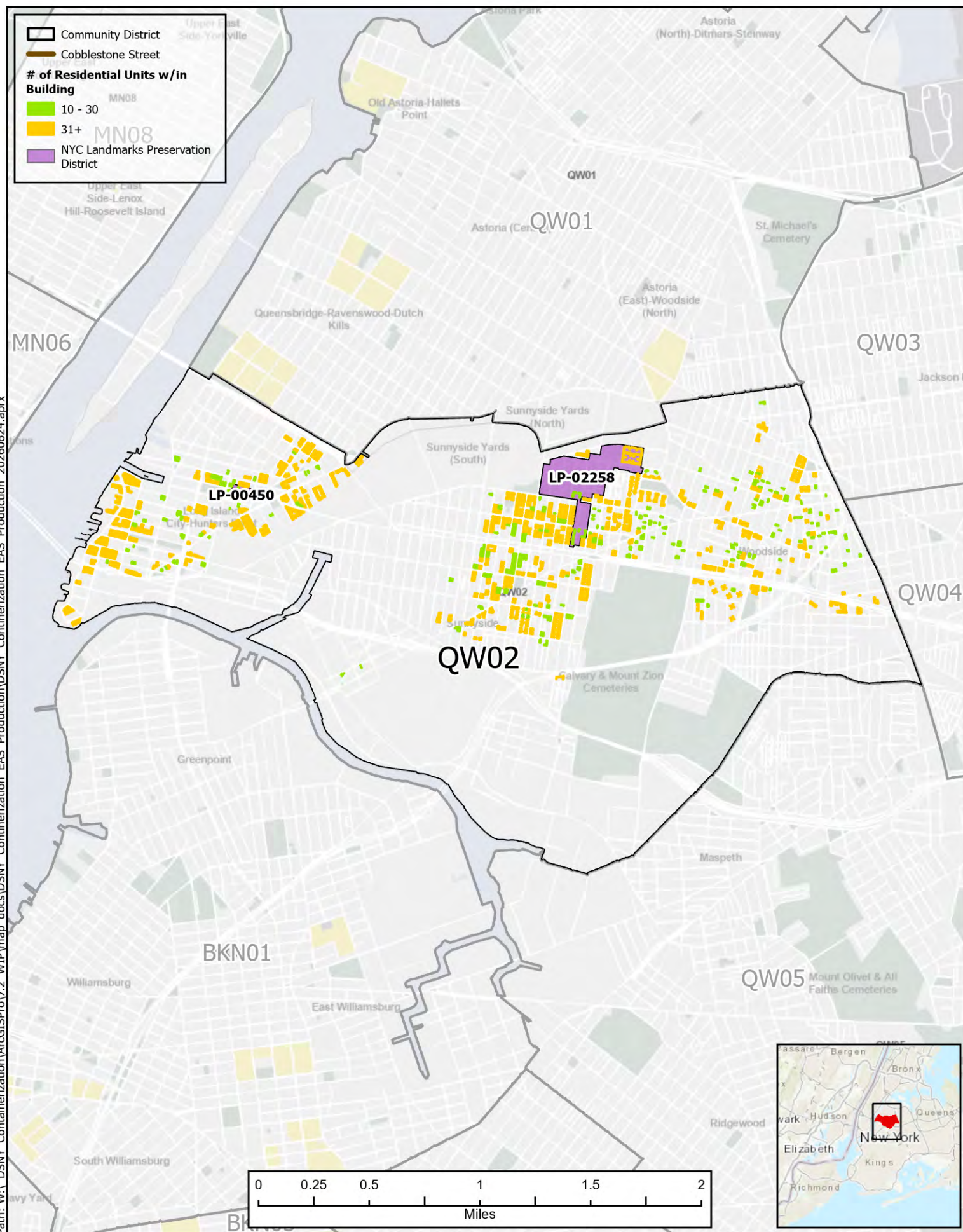


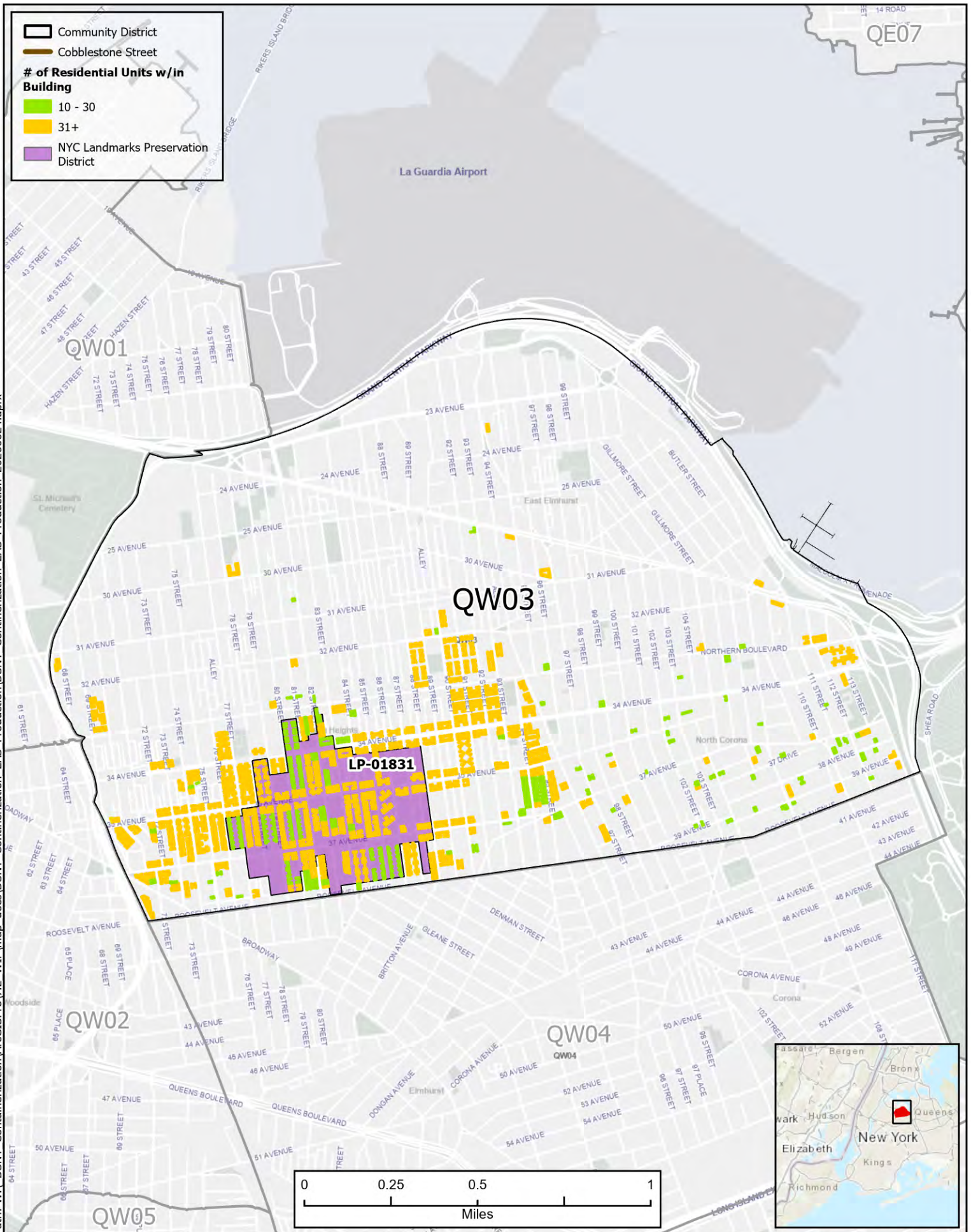


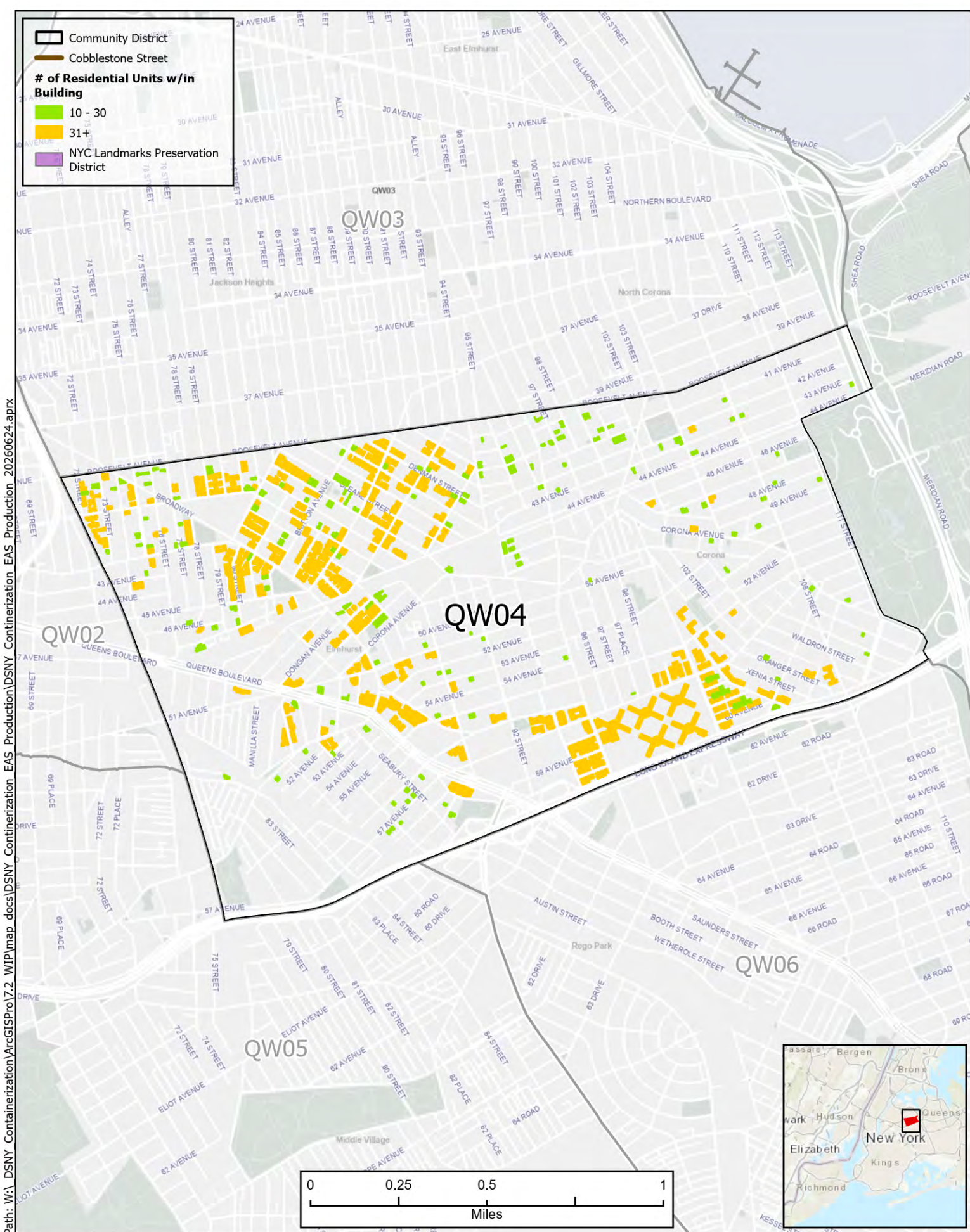


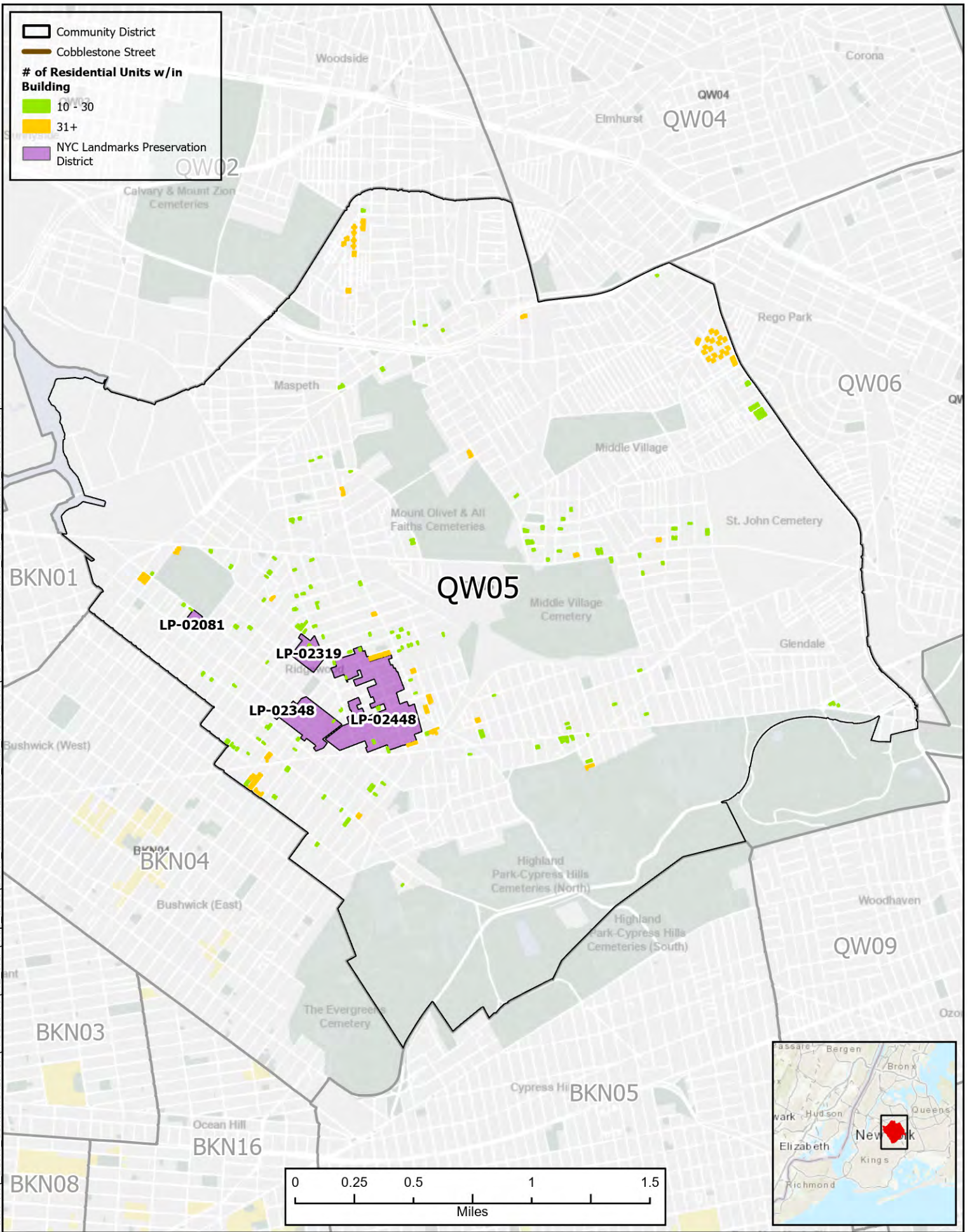


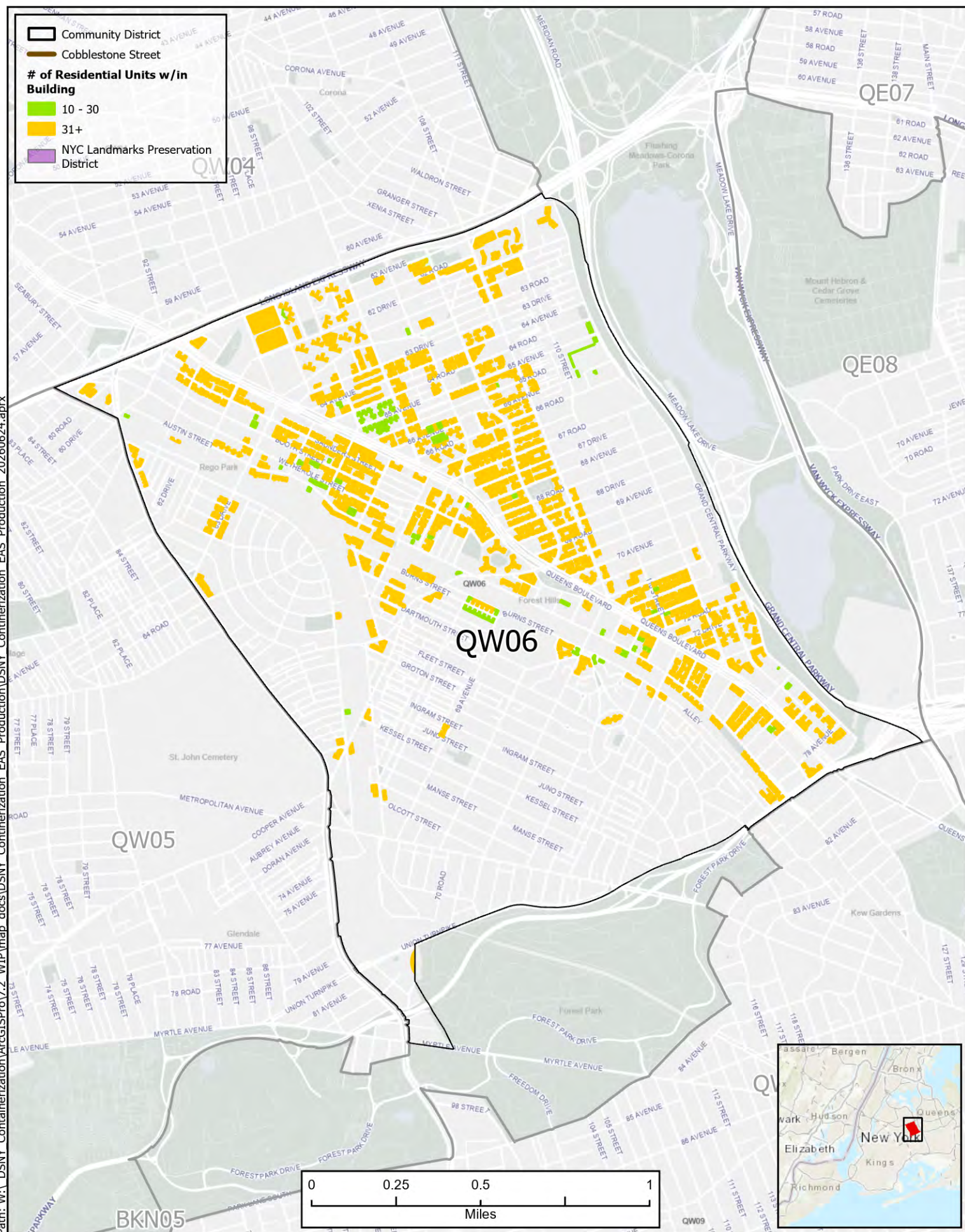


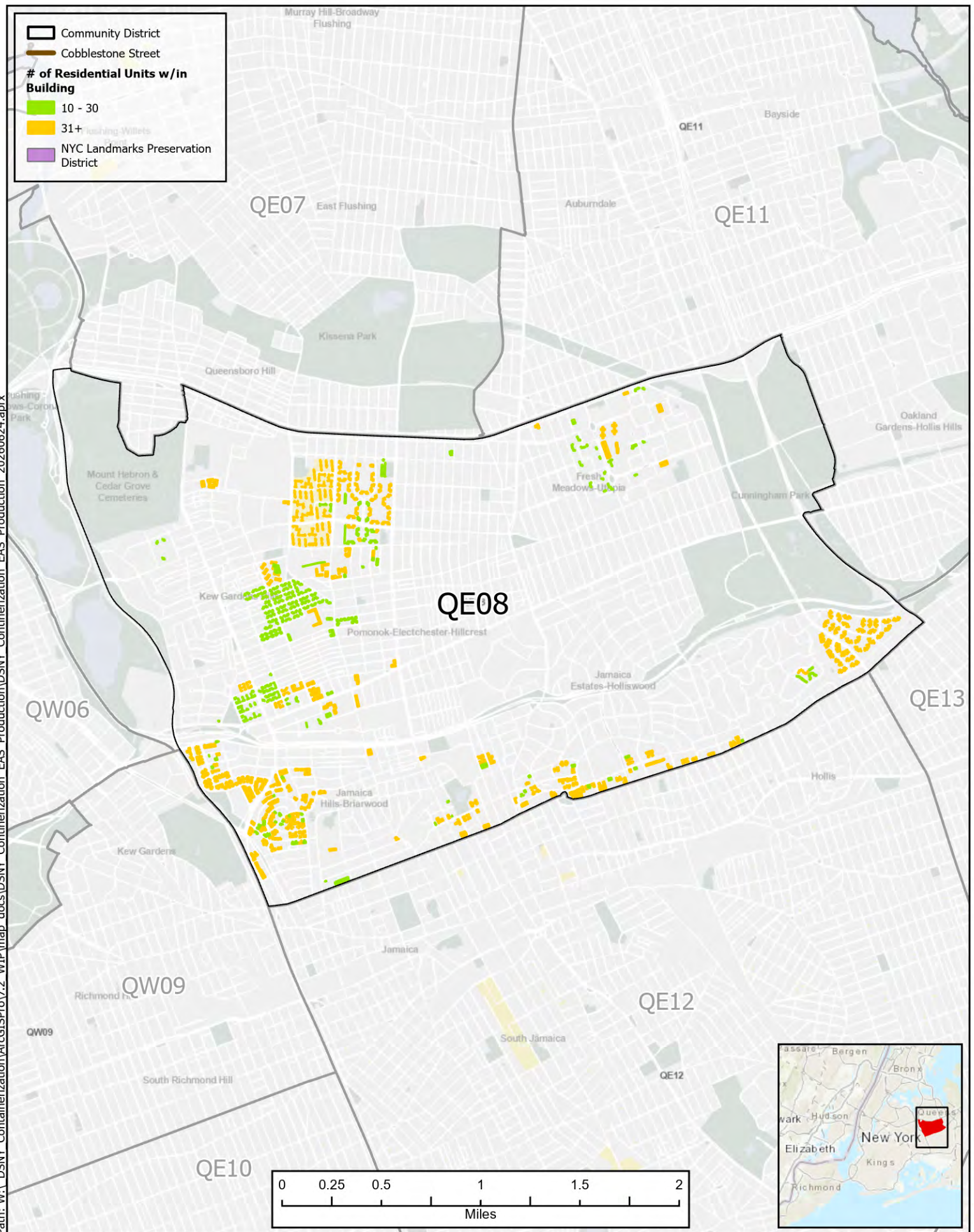


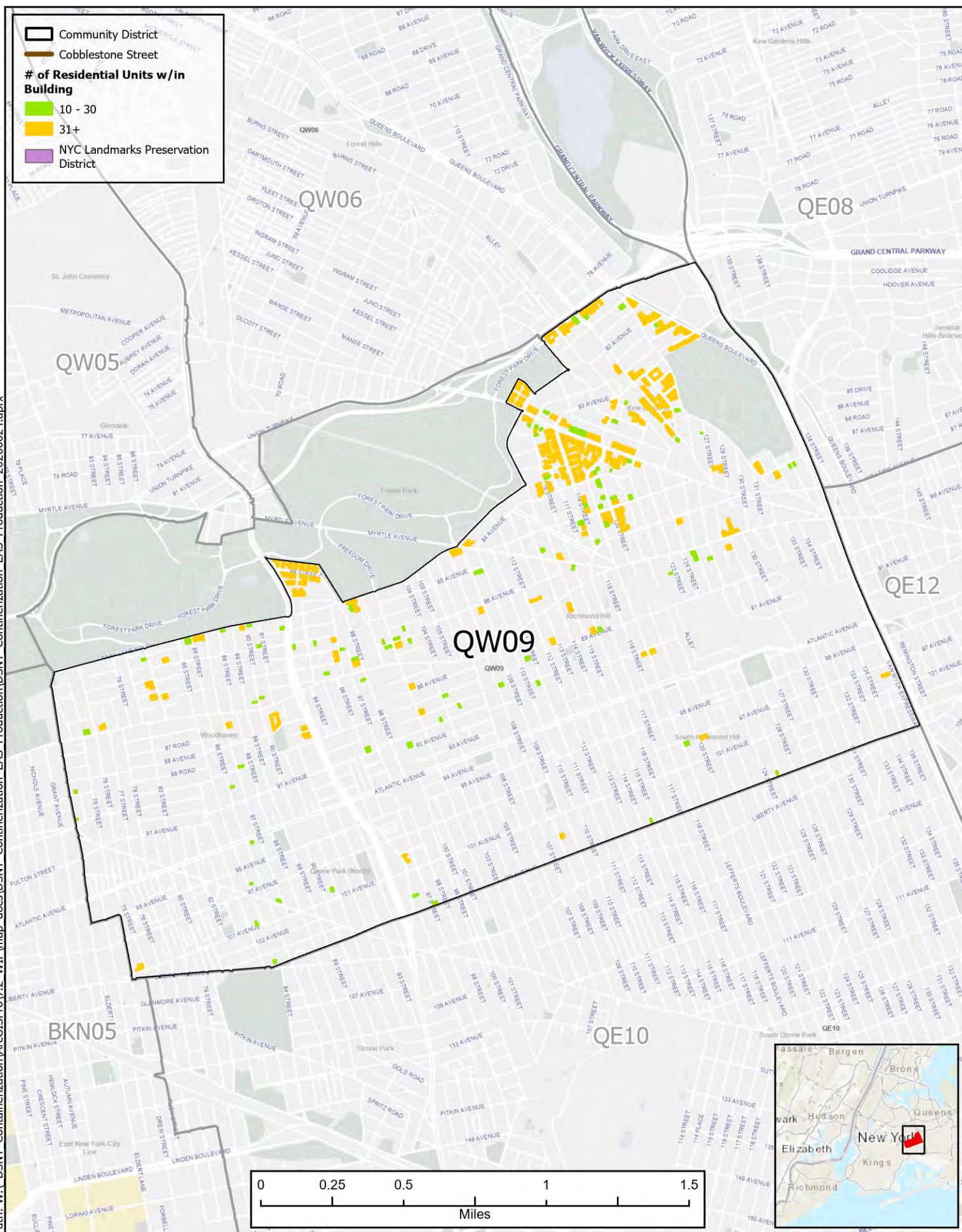


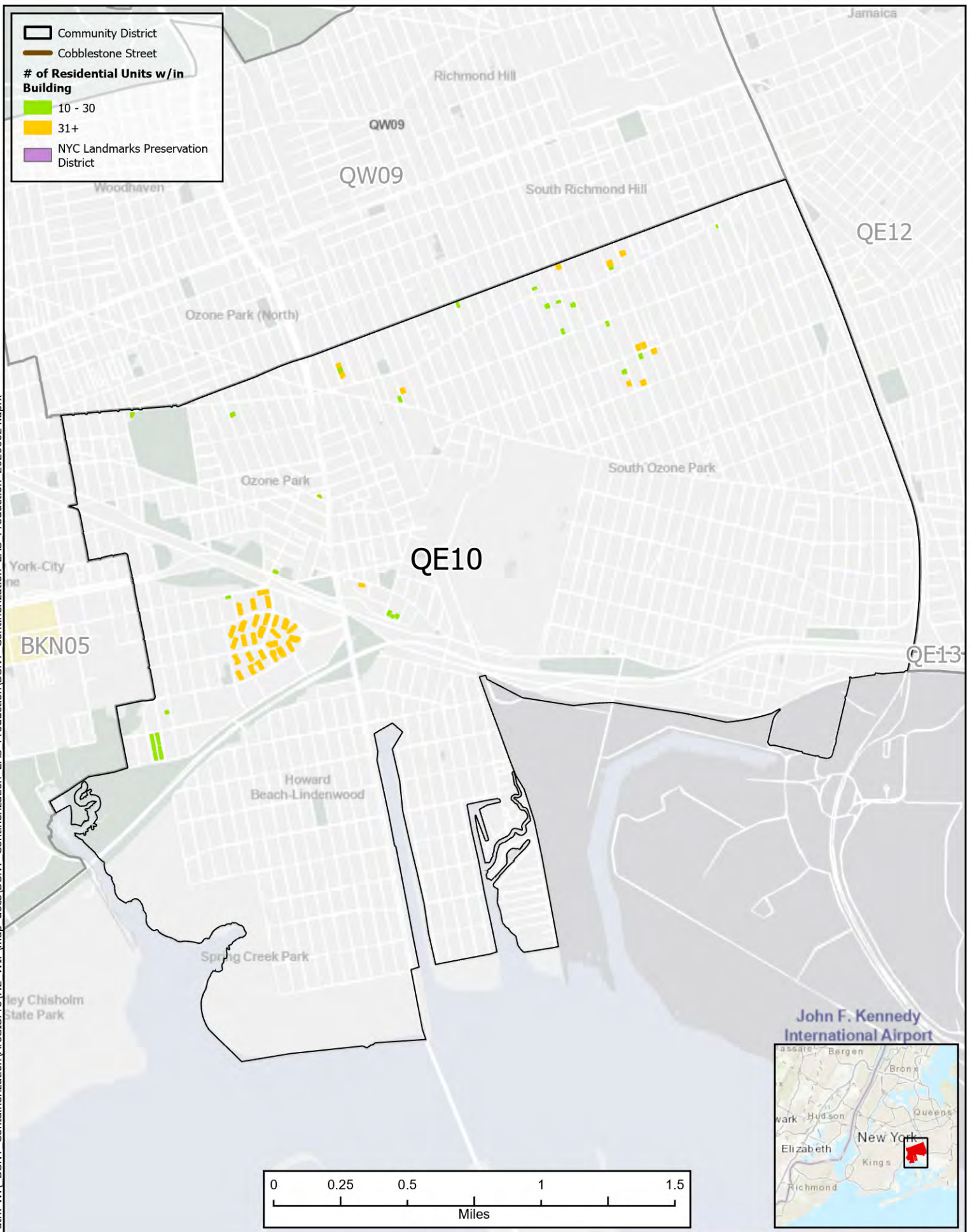


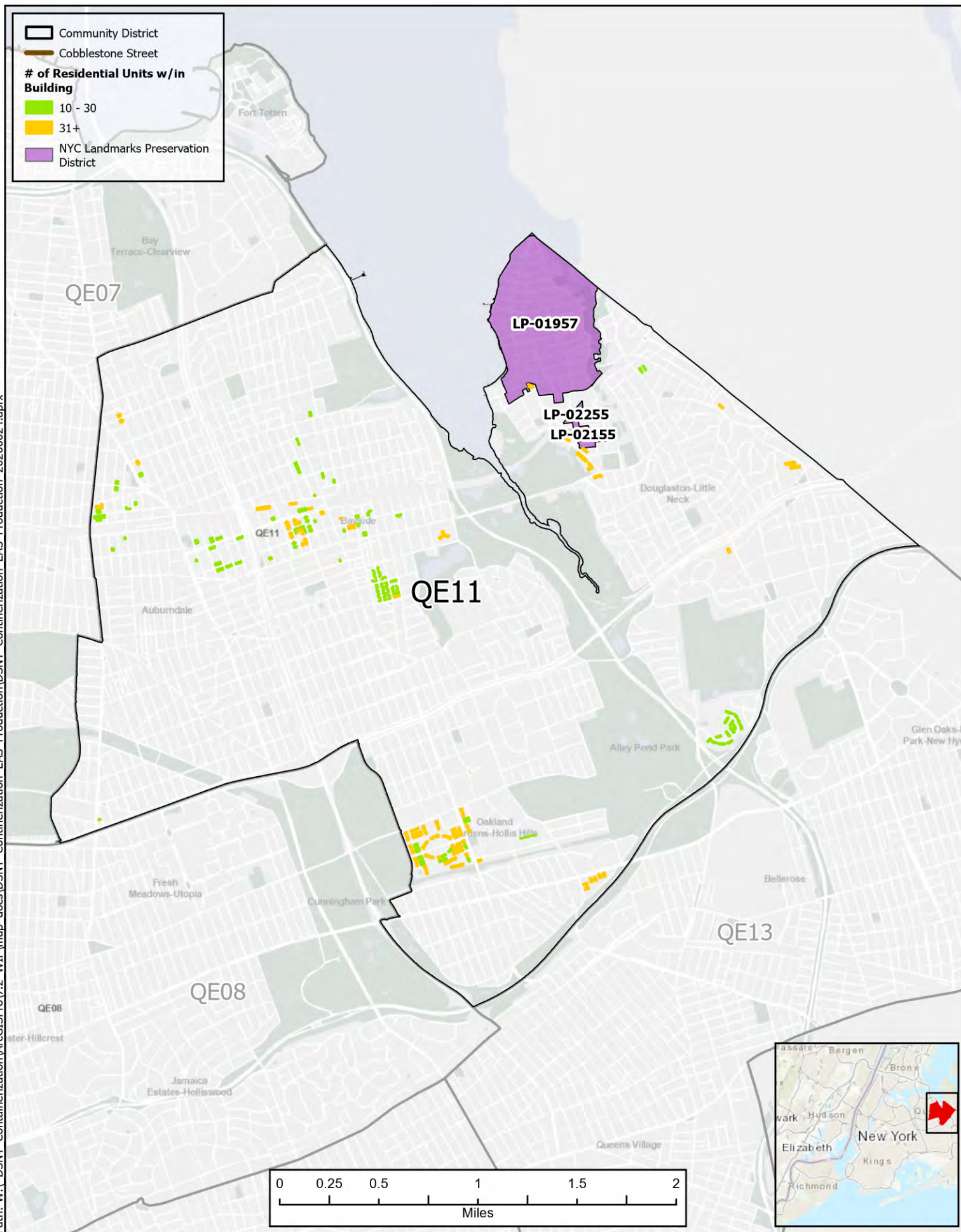




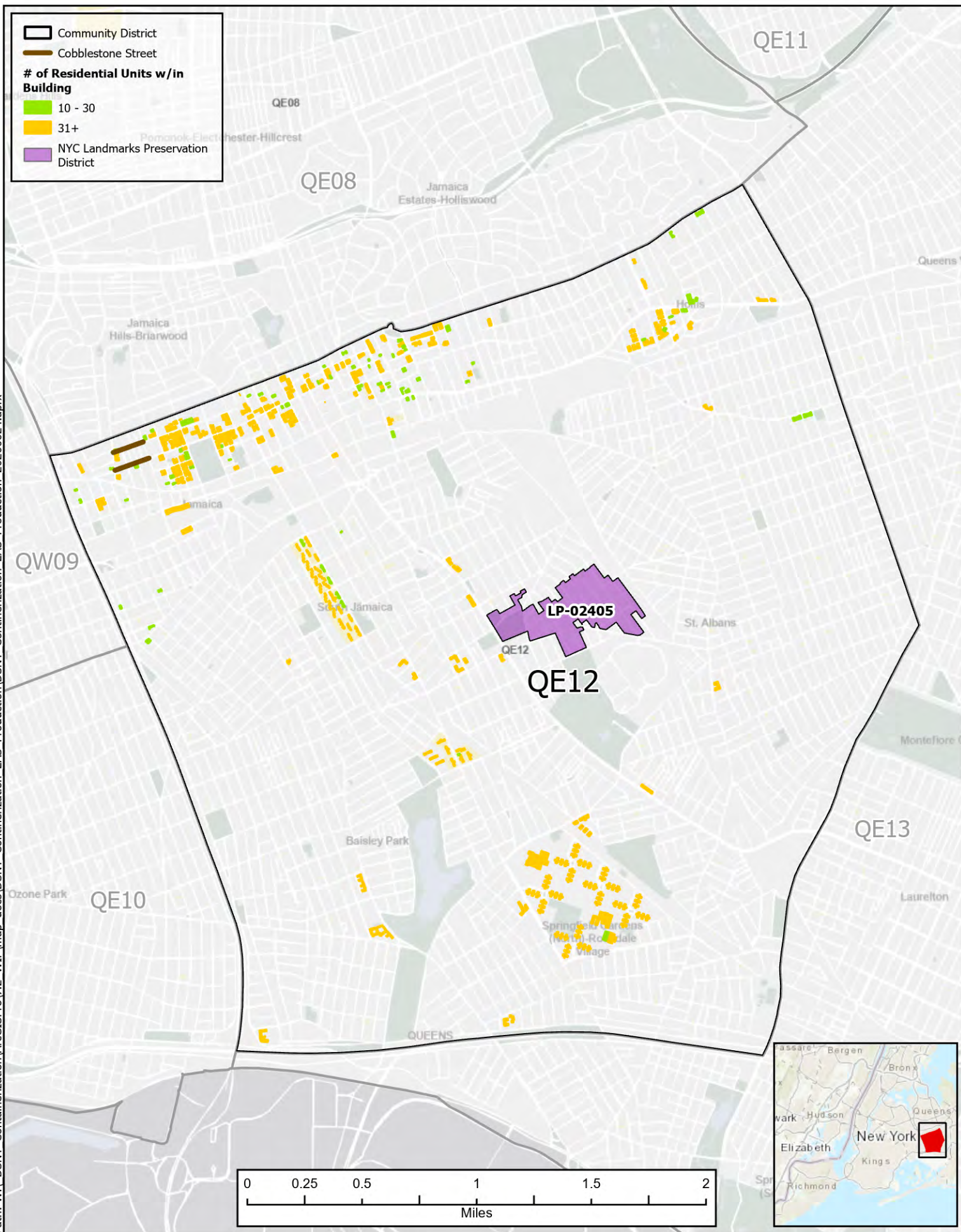




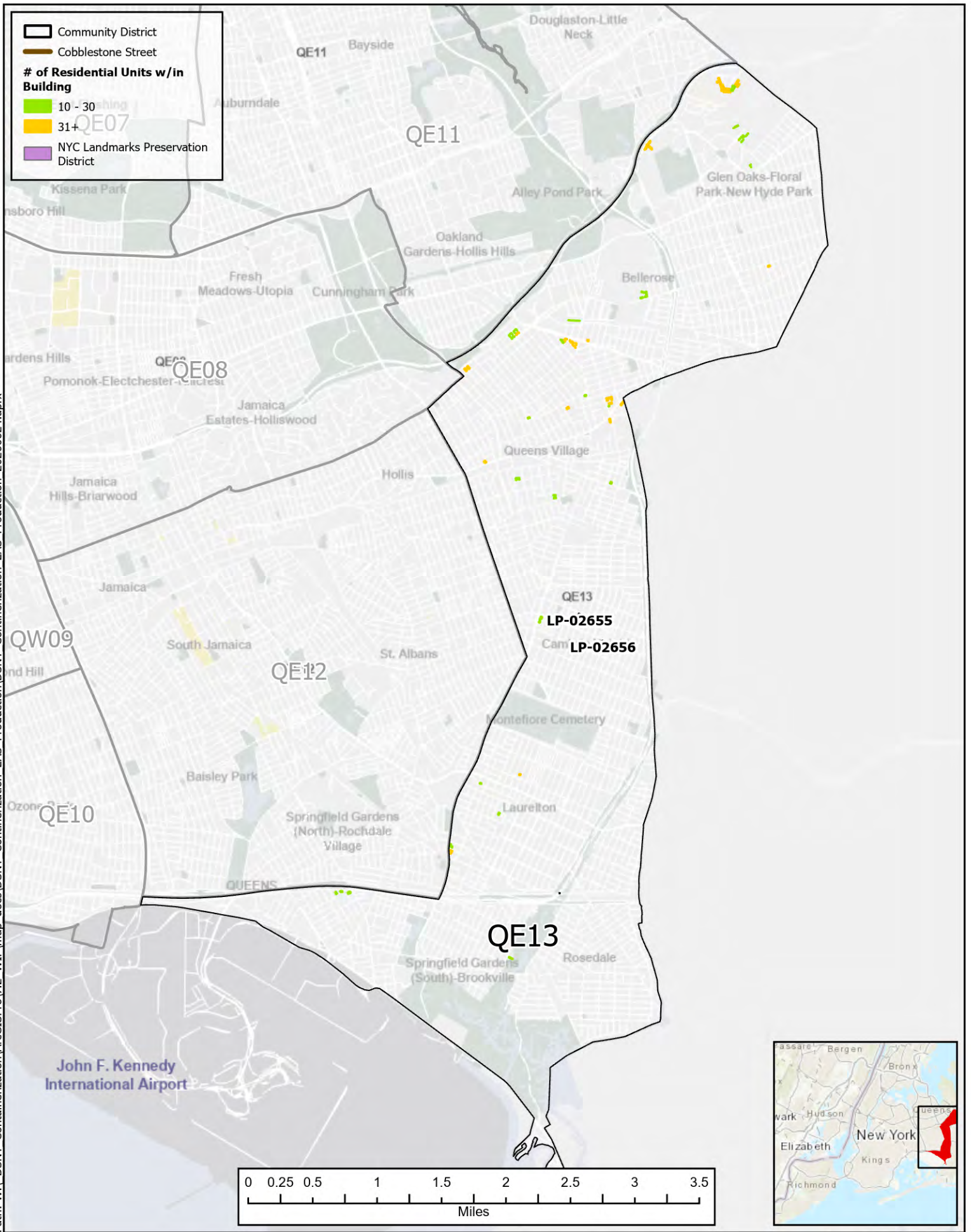


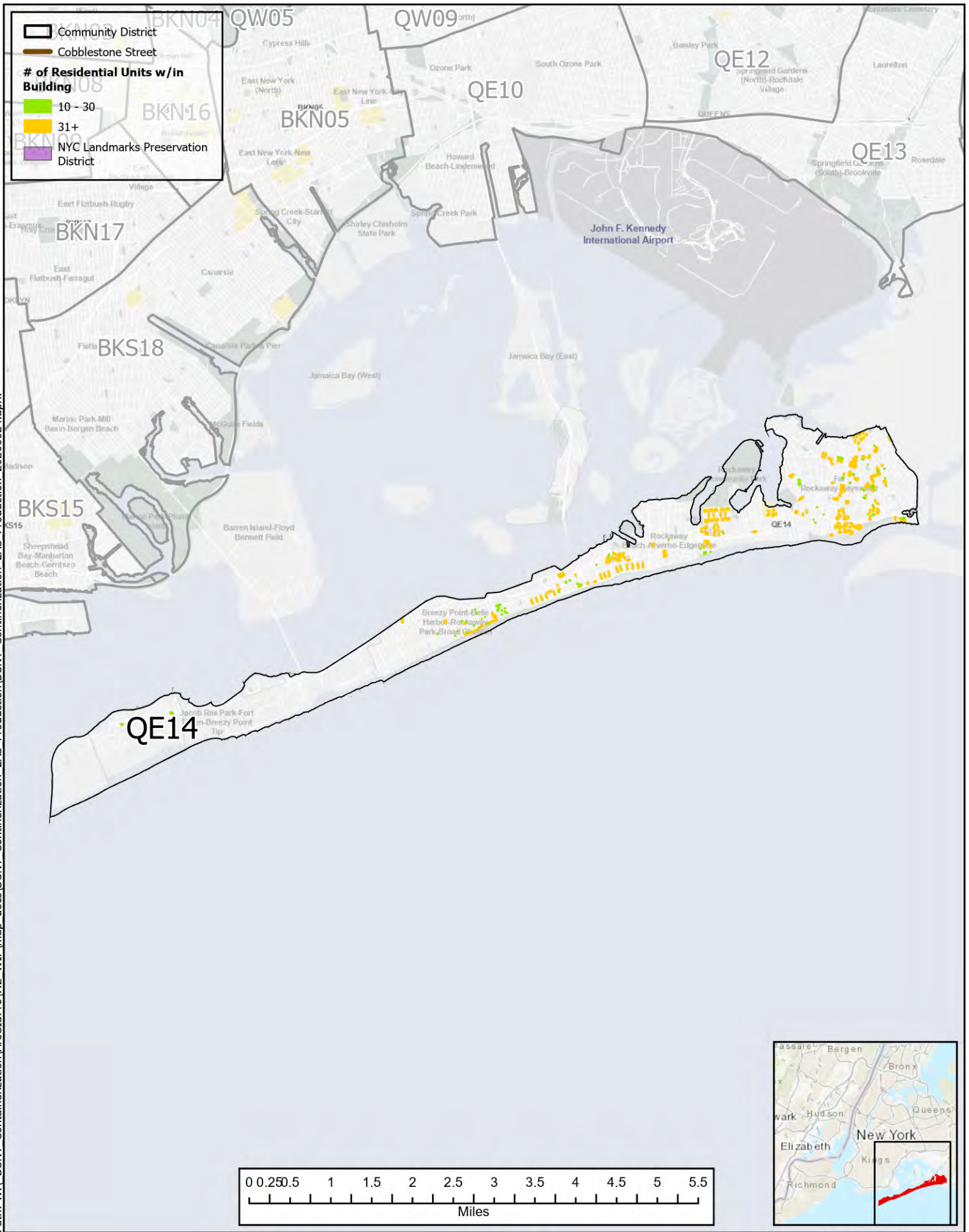


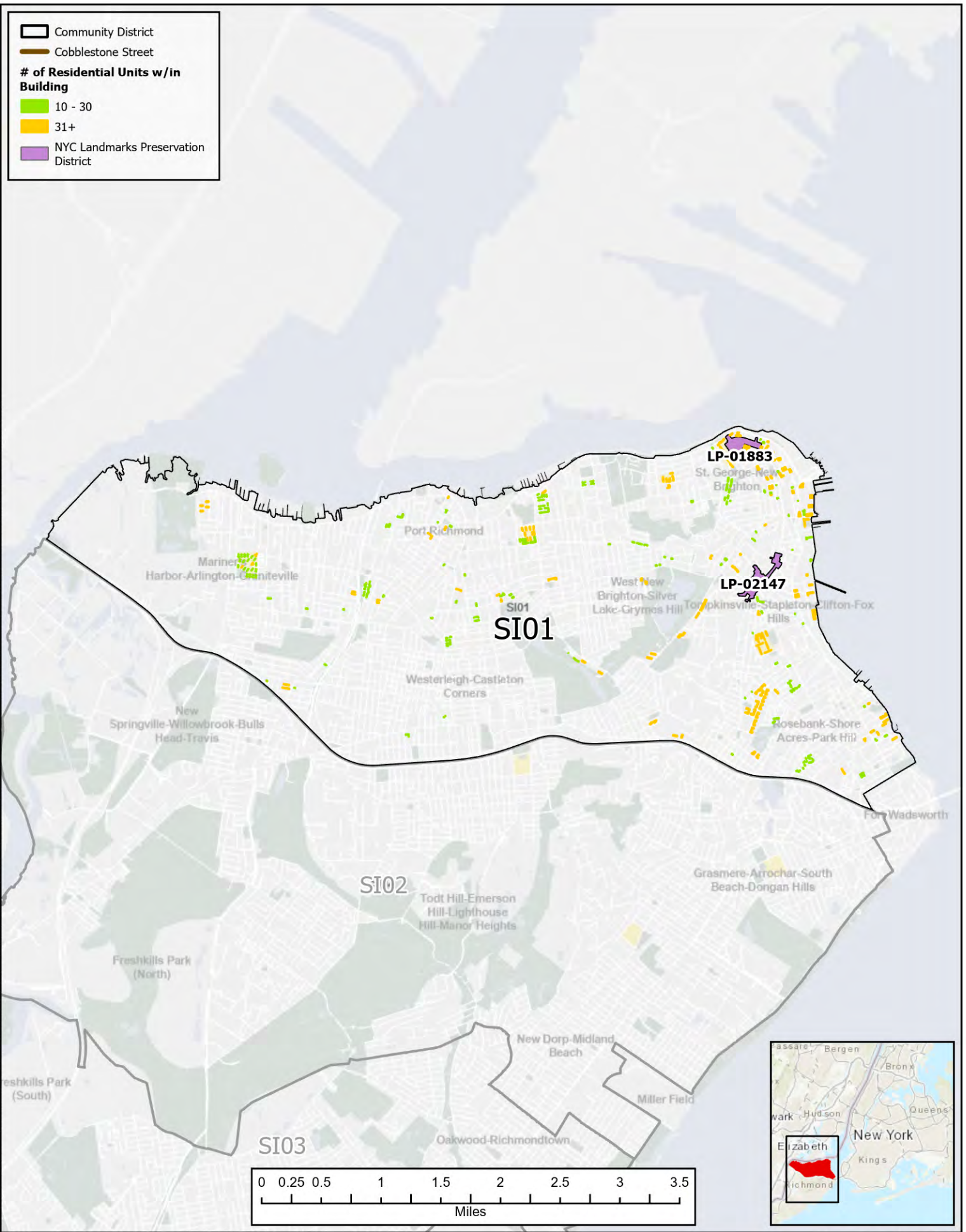
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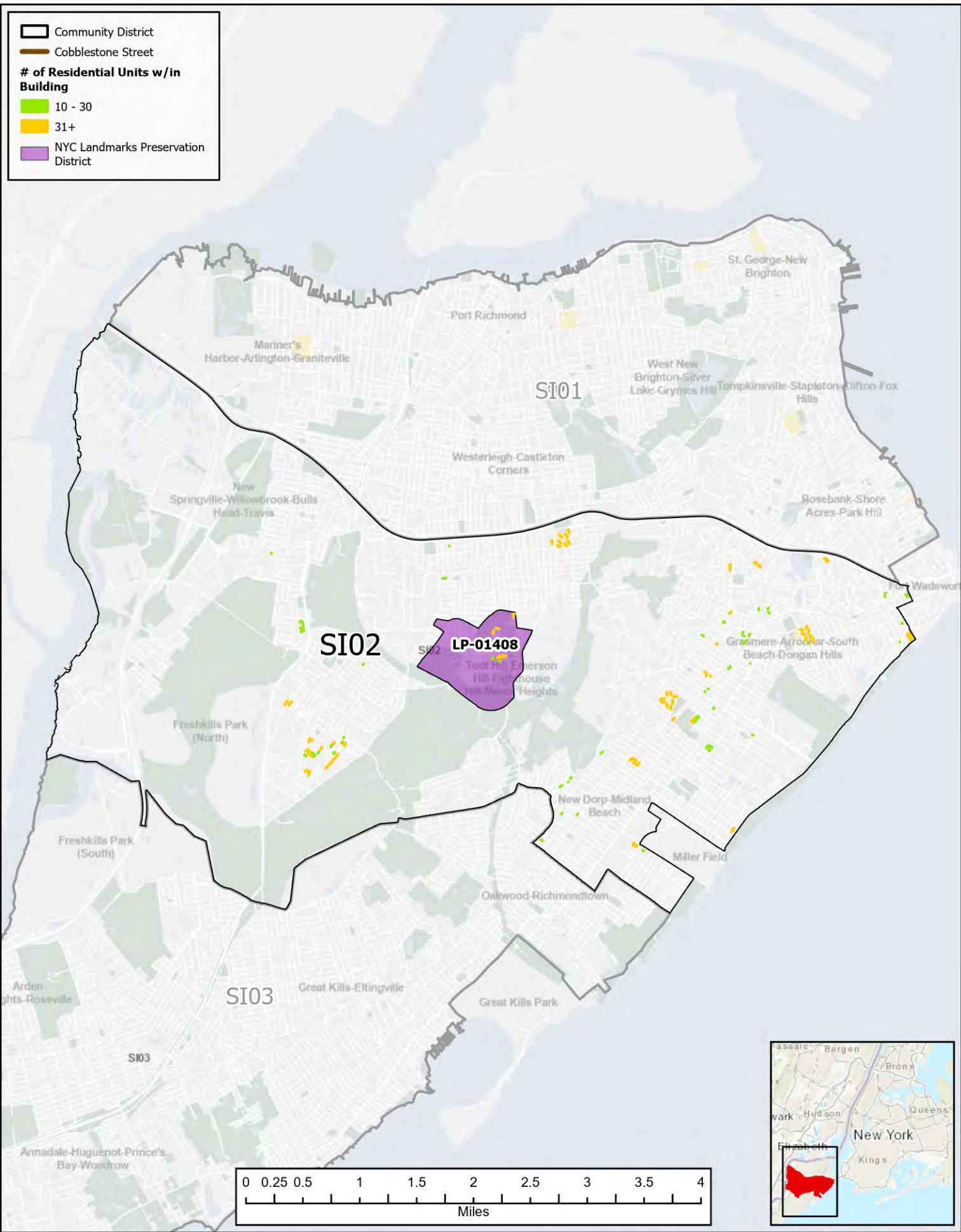


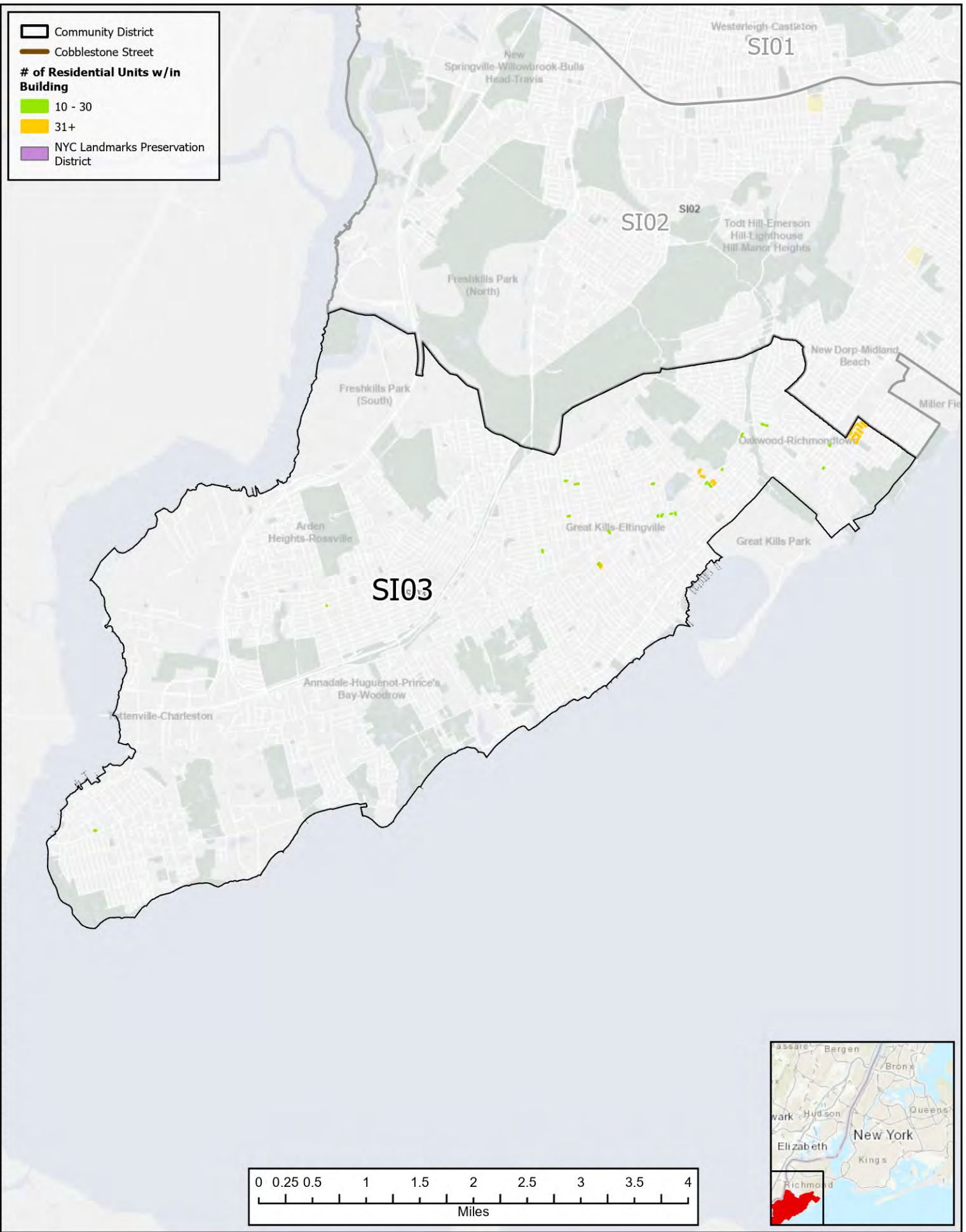
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F

Appendix F - List of Cobblestone and Brick Streets by Community District

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Table 1. Cobblestone and Brick Streets Identified within DSNY Community Districts.

Community District	Name	Length	Located in NRHP District
Manhattan CD 01 (MN01)	Beach Street	136.3 m (447 ft)	USN 06101.018896
	Beekman Street	111.3 m (365 ft)	USN 06202.028866
	Collister Street	74.8 m (242 ft)	USN 06101.018903
	Ericsson Place	124.7 m (409 ft)	USN 06101.018896
	Fletcher Street	90.2 m (296 ft)	USN 06202.028866
	Franklin Street	285.9 m (938 ft)	USN 06101.018896
	Front Street	316.4 m (1,038 ft)	USN 06202.028866
	Harrison Street	161.9 m (531 ft)	No
	Hubert Street	133.8 m (439 ft)	USN 06101.018896 USN 06101.018903
	Jay Street	135.3 m (444 ft)	USN 06101.018896
	North Moore Street	287.4 m (943 ft)	USN 06101.018896
	Peck Slip	319.1 m (1,047 ft)	USN 06202.028866
	South Street	32.6 m (107 ft)	USN 06202.028866
	Staple Street	74.4 m (244 ft)	USN 06101.018896
	Vestry Street	403.9 m (1,325 ft)	USN 06101.018903
	Water Street	227.1 m (745 ft)	USN 06202.028866
Manhattan CD 04 (MN04)	West 17 th Street	124.1 m (407 ft)	No
Manhattan CD 12 (MN12)	Jumel Terrace	131.1 m (430 ft)	USN 06101.023342
	Riverside Drive	75 m (246 ft)	No
	West 155 th Street	261.5 m (858 ft)	No
Brooklyn CD 02 (BKN02)	9 th Avenue	168 m (551 ft)	USN 06101.018883
	Elizabeth Place	58.5 m (192 ft)	No
	Hudson Avenue	149.1 m (489 ft)	No
	Joralemon Street	204.2 m (670 ft)	USN 04701.018500
	Main Street	74.1 m (243 ft)	No
	Pearl Street	100.0 m (328 ft)	No
	Plymouth Street	811.4 m (2,662 ft)	No
	Washington Street	248.1 m (814 ft)	No
	Water Street	929.6 m (3,050 ft)	No
Brooklyn CD 06 (BKS06)	Beard Street	348.4 m (1,433 ft)	No
	Carroll Street Bridge	29.9 m (98 ft)	No
	Coffey Street	619.1 m (2,031 ft)	No
	Columbia Street	238.7 m (783 ft)	No
	Conover Street	316.1 m (1,037 ft)	No
	Van Dyke Street	479.2 m (1,572 ft)	No
	Verona Street	73.5 m (241 ft)	No
Brooklyn CD 07 (BKS07)	1 st Avenue	161.2 m (529 ft)	USN 04701.019392
	32 nd Street	237.4 m (779 ft)	USN 04701.018517
	33 rd Street	238.4 m (782 ft)	USN 04701.018517
	34 th Street	237.1 m (778 ft)	USN 04701.018517
	35 th Street	238.7 m (783 ft)	USN 04701.018517
	39 th Street	236.8 m (777 ft)	USN 04701.019392
	41 st Street	238.4 m (782 ft)	USN 04701.019392
	Bond Street	314.9 m (1,033 ft)	USN 06101.021231 USN 06101.018889
	Charles Lane	139 (456 ft)	No
	Crosby Street	739.1 m (2,425 ft)	USN 06101.018871 USN 06101.018850
	Gansevoort Street	353.6 m (1,160 ft)	USN 06101.018883
	Greene Street	756.5 m (2,482 ft)	USN 06101.018871 USN 06101.018850
	Jane Street	342.9 (1,125 ft)	USN 06101.018841
	Little West 12 th Street	154.5 m (507 ft)	USN 06101.018883
	Mercer Street	770.5 m (2,528 ft)	USN 06101.018871 USN 06101.018850
	West 12 th Street	281 m (922 ft)	USN 06101.018841
	West 13 th Street	332.2 m (1,090 ft)	USN 06101.018883
Queens CD 12 (QE12)	88 th Avenue	224.3 m (736 ft)	No
	89 th Avenue	255.1 m (837 ft)	No

Source: NYC Bike Maps, November 2025

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Appendix G - New York
State OPRHP March 2026
Letter

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March 31, 2026

Brian Grills
HDR, Inc.
231 Salina Meadows Pkwy
Suite 201
Syracuse, NY 13212

Re: CEQRA
New York City Department of Sanitation Draft Environmental Impact
Statement for the Citywide Containerization Program (CEQR 25DOS003Y)
NYC-All Boroughs
26PR02056

Dear Brian Grills:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the Citywide Containerization Program. We have reviewed the submitted documents under the City Environmental Quality Review (CEQR) as requested. These comments are those of the Division for Historic Preservation 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.

We note that the proposed placement locations are adjacent to 565 historic district resources eligible or listed in the State and National Registers of Historic Places, as well as local landmarks. Therefore, under CEQRA our office as subject matter experts, has reviewed the project regarding potential impacts to architectural or archaeological resources. Based upon our review, the OPRHP has no comments or concerns regarding the proposed containers.

The OPRHP appreciates the opportunity to comment as an interested agency. It should be noted that further consultation with our office will be necessary as the project moves forward if there is state or federal involvement in the projects. Involvement of a federal or state agency triggers a more formal review with our office under the National Historic Preservation Act of 1966 and Section 14.09 of the New York State Parks, Recreation, and Historic Preservation Law, respectively.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

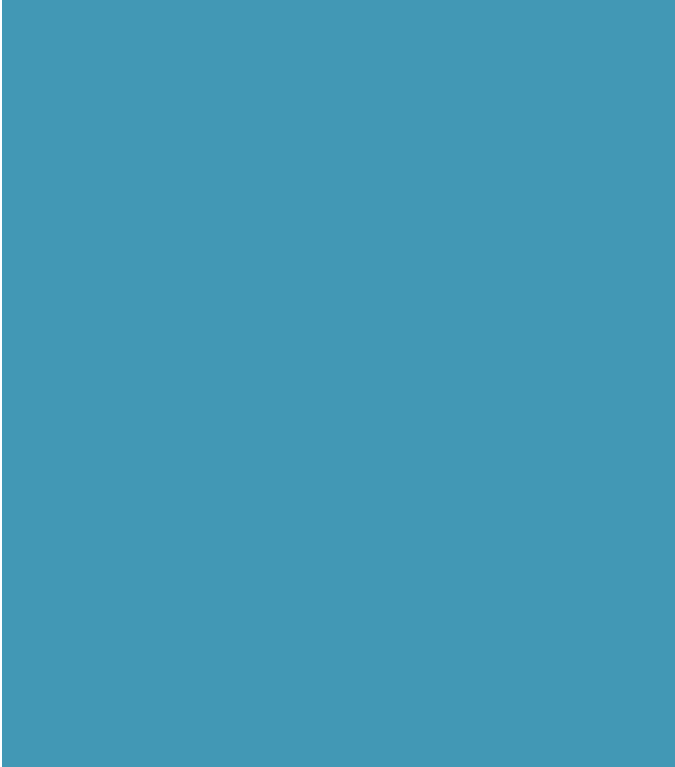
If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Cc: CRIS Project Contacts – Via Email

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Appendix H - Transportation Demand Factors (TDF) Memorandum

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Memo

Date: Friday, May 15, 2026

Project: DSNY Citywide Containerization Program

To: Shakil Ahmed, Director, Office of Project Analysis/CEQR Traffic Engineering & Planning

From: Abas Braimah, Administrative City Planner

cc: DSNY: Robert Orlin, Kate Grunin
HDR: Noemi Castillo, Keren Mor-Rosenbloom, Alison Mathews

Subject: Travel Demand Factors (TDF) Memorandum-Rev2

A. Introduction

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container program to containerize waste at certain buildings with residential units throughout the five (5) boroughs of New York City (City) and schools in Manhattan Community District (CD) 09 and Brooklyn CD 02 (Citywide Containerization Program or Proposed Program).

Under the proposed Citywide Containerization Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers or individual bins¹ for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools in Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metal, glass, plastic, and cartons [MGPC]; and paper/cardboard). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 2032.

In support of the proposed Citywide Containerization Program, DSNY is preparing an environmental review to examine the potential for adverse environmental impacts that

¹ Individual bins consist of rigid receptacles with tight-fitting lids not exceeding 55 gallons in size.

could result from the Proposed Program. This Transportation Demand Factors (TDF) memorandum summarizes the results of the Transportation screening assessment performed for the Proposed Program per the guidance of the *2025 City Environmental Quality Review Technical Manual (CEQR Technical Manual)*.

B. Background

DSNY collects waste from most buildings with residential units in the City, with the exception of buildings where owners have opted to use private carter service and buildings with residential units still under development and without a certificate of occupancy. In addition, DSNY provides curbside and containerized collection services for all City public schools and for City-owned buildings.

Since the 1960s, DSNY has collected plastic bags of waste set out at the curb. Today, DSNY collects over 24 million pounds of waste set out at the curb each day. The immense number of plastic bags block sidewalks, obstruct pedestrian access, fall into the streets, and impede traffic. Plastic bags of refuse set out at the curb attract vectors (e.g., rats and vermin); generate odors; leak garbage fluids if torn; affect surface waters through contamination of stormwater runoff; and cause worker health and safety issues. Placing waste in containers reduces these impacts.

Plastic bags of refuse have been historically collected manually by sanitation workers using standard rear-loader collection vehicles. The frequency of refuse waste collection by DSNY at buildings with residential units varies by CD ranging between every two (2) or every three (3) days per week. DSNY currently collects waste from schools five days per week (collection occurs each day, Monday through Friday).

C. Proposed Program

Building upon the success of the Manhattan CD 09 Pilot Program (CEQR No. 25DOS001M), the Proposed Program would expand the containerization program to certain buildings with residential units throughout the City and schools in Manhattan Community District (CD) 09 and Brooklyn CD 02.

Under the proposed Citywide Containerization Program:

- Buildings would containerize their refuse as follows for DSNY collection:

- o Buildings with 10 to 30 residential units would have the option to use individual bins or stationary on-street containers^{2,3}, and
- o Buildings with 31 or more residential units would be required to use stationary on-street containers.⁴
- Schools within Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection services would utilize separate stationary on-street containers for each waste stream (refuse, organics, MGPC, and paper/cardboard).

As part of the Proposed Program, certain buildings with residential units and schools utilizing stationary on-street containers would be assigned one or more stationary on-street containers. These containers would be assigned to a building solely for the use by that particular building. The stationary on-street containers would be installed in the parking lane in front of or near their respective buildings. DSNY would work with the New York City Department of Transportation (NYCDOT), New York City Public Schools (NYCPS) school principals, and/or building superintendents, on the specific placement of the stationary on-street containers.

Under the proposed Citywide Containerization Program, DSNY would use Automated Side Loader (ASL) collection vehicles to collect the waste from the stationary on-street containers. ASL collection vehicles have an arm on one side of the collection vehicle whereby a sanitation worker can, from inside the truck, mechanically grab, lift, and empty the stationary on-street containers, while a second sanitation worker stands outside the truck to monitor for safety. The ASL collection vehicles are able to empty a stationary on-street container in approximately one minute.

The Proposed Program has the potential to result in an increase in truck trips. For one-way streets with buildings using stationary on-street containers on both curbsides, an ASL collection vehicle with an arm on the left side of the vehicle and an ASL collection vehicle with an arm on the right side of the vehicle would collect waste. For City streets with a combination of buildings using individual bins and buildings using stationary on-street containers, waste collection along the street would occur using both rear-loader collection vehicles and ASL collection vehicles. The frequency of DSNY waste collection

² The Proposed Program would allow buildings with 10 to 30 residential units the option of using individual bins or stationary on-street containers. This number is conservatively based on 66% of the buildings with 10 to 30 residential units throughout the City choosing to opt-in to utilize stationary on-street containers.

³ As part of the Proposed Program, buildings with 10 to 30 residential units were assumed to not require more than two stationary on-street containers.

⁴ Buildings that are already containerized using either a loading dock or off-street container solution would continue to use their current container solution and would not utilize stationary on-street containers. As part of the Proposed Program, buildings with 31 or more residential units that do not already containerize refuse would be limited to no more than 12 stationary on-street containers. Waste collection for buildings with 31 or more residential units that would require more than 12 stationary on-street containers would utilize an alternative means for DSNY collection.

of refuse at buildings with residential units would not change due to the Proposed Program. However, DSNY waste collection at schools in Manhattan CD 09 and Brooklyn CD 02 would increase from five to six days per week (Monday through Saturday). As a result, the screening assessment of potential effects presented in the proceeding sections focuses on the increase in DSNY truck trips necessary to collect the waste from stationary on-street containers.

D. Transportation Screening Assessment

The *CEQR Technical Manual* provides guidance on conducting a two-tier screening assessment in order to determine the need for detailed analyses and/or the potential for significant project-related adverse transportation impacts. This assessment encompasses CEQR transportation analysis categories including traffic, pedestrians, transit, and ferry. As discussed in greater detail below, the Level 1 component of the screening assessment begins with a trip generation assessment in order to estimate the number of Program-generated trips. Based on this preliminary assessment, if further assessment is warranted, a Level 2 screening assessment - consisting of a project-generated trip assignment evaluation - is then conducted to identify study area intersections requiring a detailed transportation analysis. If the proposed Citywide Containerization Program would exceed the screening thresholds for traffic, pedestrians, transit, or ferry, a detailed transportation analysis would be warranted for that category.

1. Level 1 Transportation Screening Assessment

In accordance with *CEQR Technical Manual* guidelines, interrelationships between the key technical areas of the transportation system – traffic, parking, transit, and pedestrians – should be considered in any assessment. Furthermore, the individual technical areas should be separately assessed to determine whether a project has the potential to adversely and significantly affect a specific area of the transportation system. The *CEQR Technical Manual* states that a preliminary trip generation assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. A further quantified analysis would typically not be needed for a technical area if the proposed project would result in fewer than:

- 50 peak hour vehicle trip ends, estimated in traffic Passenger Car Equivalents (PCEs);
- 200 peak hour subway/rail or bus transit riders;
- 50 peak hour Citywide Ferry Service (CWFS) ferry trips; or

- 200 peak hour pedestrian trips.

As part of the Proposed Program, the stationary on-street containers would be located in the parking lane and their placement would result in a reduction of on-street parking in certain areas of the City. A parking analysis has been performed and is summarized in a separate Prototypical Parking Utilization Analysis Memorandum.

a) Traffic

The focus of the traffic screening assessment was to determine if the Proposed Program would result in 50 or more vehicle trip-ends at an intersection during any peak hour. If the proposed Citywide Containerization Program resulted in an increase of 50 or more peak hour vehicle trip-ends within a CD, or near a DSNY garage and/or in-City transfer station, a Level 2 screening assessment would be warranted. A Level 2 screening assessment takes project-generated trips assigned to specific intersections and compares those trips with the *CEQR Technical Manual* traffic screening threshold of 50 vehicle trip-ends.

As a result of the Level 1 screening assessment performed, the projected incremental hourly PCEs would not exceed the CEQR threshold of 50 or more PCEs during any hour on a peak weekday or on Saturday. Therefore, the CEQR Level 1 screening threshold would not be exceeded due to the Proposed Program, and a Level 2 screening assessment is not warranted. The sections below detail the methodology and analysis performed that resulted in this conclusion.

A. *Screening Assessment Methodology and Stages of Execution*

Due to the City's large geographical area, the Level 1 traffic screening assessment was performed in stages, as defined here, and each stage is described in detail below:

- **Incremental Trips for Waste Collection within the CDs:** The anticipated incremental truck trips for waste collection within each CD were reviewed to determine if the Proposed Program would result in an increase of 50 or more peak hour vehicle trip-ends within a CD.
- **Incremental Trips at DSNY Garage Locations and In-City Transfer Stations:** The anticipated incremental truck trips for the transport of the waste from each CD to the DSNY garage locations and to the in-City transfer stations (DSNY and private facilities under contract with DSNY) were reviewed to

determine if the Proposed Program would result in an increase of 50 or more peak hour vehicle trip-ends near a DSNY garage and/or transfer station.

B. Screening Assessment Results - Incremental Trips for Waste Collection within the CDs

For the Level 1 screening assessment of the 59 CDs that comprise the City, DSNY calculated the change in peak loads (trucks) per CD per day and per shift due to the Proposed Program. If a CD's daily incremental truck shift data showed an increase of 50 or more daily PCEs, it was then further assessed to determine if there would be the potential for an increase of 50 or more daily PCEs along a street or intersection.

The daily incremental trucks for each CD were converted to PCEs based on the following process:

- For each CD, the peak weekday with the highest number of incremental truck trips was selected for further assessment, in addition to Saturday incremental truck trips.
- For each peak day, it was assumed that DSNY collection vehicles enter the collection area within a CD (Trips In) would also leave (Trips Out) the collection area for transport to a garage or transfer station. As a result, the total truck trips are a combination of both trips entering and exiting the collection area.
- All truck trips were converted to PCEs by applying a 1.5 PCE factor, in accordance with the *CEQR Technical Manual* Table 16-3 for waste collection vehicles.

A detailed table with the daily incremental truck trips per CD is included in **Appendix A**.

The maximum daily incremental truck trips per CD are shown in **Table 1**. As shown in **Table 1**, only one CD would generate 50 or more total daily incremental truck trips - Manhattan CD 08 (MN08). The Proposed Program would result in 18.5 incremental trucks on the peak weekday (Thursday) and 18 incremental trucks on Saturday for MN08. This equates to 55.5 and 54 total (in/out) incremental truck trips (total PCEs) on the peak weekday (Thursday) and Saturday, respectively. Therefore, MN08 was further assessed to determine if there would be the potential for an increase of 50 or more daily PCEs along a street or intersection. The remaining 58 CDs would not generate 50 or more total daily incremental PCEs due to the Proposed Program.

Table 1: Maximum Daily Incremental Truck Trips per CD

Community District	Weekday Maximum Daily Increment			Saturday Maximum Daily Increment		
	Maximum Incremental Trucks	Maximum Incremental PCEs ¹	Total PCEs (In/Out) ²	Maximum Incremental Trucks	Maximum Incremental PCEs ¹	Total PCEs (In/Out) ²
BKN01	3.00	4.50	9.00	3.00	4.50	9.00
BKN02	9.00	13.50	27.00	9.00	13.50	27.00
BKN03	3.00	4.50	9.00	4.00	6.00	12.00
BKN04	6.00	9.00	18.00	4.50	6.75	13.50
BKN05	0.00	0.00	0.00	2.00	3.00	6.00
BKN08	6.50	9.75	19.50	4.50	6.75	13.50
BKN09	10.00	15.00	30.00	4.00	6.00	12.00
BKN16	3.50	5.25	10.50	0.50	0.75	1.50
BKN17	6.50	9.75	19.50	5.00	7.50	15.00
BKS06	3.50	5.25	10.50	4.00	6.00	12.00
BKS07	4.00	6.00	12.00	1.50	2.25	4.50
BKS10	5.00	7.50	15.00	2.00	3.00	6.00
BKS11	4.50	6.75	13.50	4.50	6.75	13.50
BKS12	-0.50	-0.75	-1.50	-2.00	-3.00	-6.00
BKS13	2.00	3.00	6.00	2.00	3.00	6.00
BKS14	9.50	14.25	28.50	7.00	10.50	21.00
BKS15	4.00	6.00	12.00	1.00	1.50	3.00
BKS18	2.50	3.75	7.50	1.50	2.25	4.50
BX01	8.00	12.00	24.00	5.50	8.25	16.50
BX02	3.75	5.63	11.25	4.00	6.00	12.00
BX03	8.00	12.00	24.00	7.50	11.25	22.50
BX04	7.50	11.25	22.50	7.50	11.25	22.50
BX05	7.50	11.25	22.50	7.50	11.25	22.50
BX06	6.00	9.00	18.00	4.00	6.00	12.00
BX07	8.50	12.75	25.50	6.50	9.75	19.50
BX08	6.50	9.75	19.50	7.50	11.25	22.50
BX09	4.50	6.75	13.50	3.50	5.25	10.50
BX10	3.00	4.50	9.00	2.50	3.75	7.50
BX11	6.00	9.00	18.00	2.50	3.75	7.50
BX12	4.50	6.75	13.50	4.50	6.75	13.50
MN01	5.00	7.50	15.00	4.50	6.75	13.50
MN02	8.50	12.75	25.50	8.00	12.00	24.00
MN03	9.00	13.50	27.00	7.50	11.25	22.50
MN04	9.50	14.25	28.50	8.00	12.00	24.00
MN05	6.00	9.00	18.00	6.00	9.00	18.00
MN06	10.00	15.00	30.00	11.00	16.50	33.00
MN07	14.00	21.00	42.00	13.00	19.50	39.00
MN08	18.50	27.75	55.50	18.00	27.00	54.00
MN09	5.50	8.25	16.50	5.00	7.50	15.00
MN10	5.50	8.25	16.50	4.50	6.75	13.50
MN11	5.00	7.50	15.00	4.50	6.75	13.50
MN12	9.00	13.50	27.00	9.00	13.50	27.00
QE07	5.50	8.25	16.50	6.50	9.75	19.50
QE08	3.50	5.25	10.50	2.50	3.75	7.50
QE10	1.50	2.25	4.50	2.50	3.75	7.50
QE11	6.00	9.00	18.00	3.50	5.25	10.50
QE12	2.50	3.75	7.50	3.00	4.50	9.00
QE13	2.50	3.75	7.50	2.50	3.75	7.50
QE14	-1.00	-1.50	-3.00	-1.50	-2.25	-4.50
QW01	5.50	8.25	16.50	5.00	7.50	15.00
QW02	2.00	3.00	6.00	2.00	3.00	6.00
QW03	-1.50	-2.25	-4.50	-1.50	-2.25	-4.50
QW04	-0.50	-0.75	-1.50	0.50	0.75	1.50
QW05	4.00	6.00	12.00	2.00	3.00	6.00
QW06	2.50	3.75	7.50	3.00	4.50	9.00
QW09	0.50	0.75	1.50	1.50	2.25	4.50
SI01	2.50	3.75	7.50	2.50	3.75	7.50
SI02	5.50	8.25	16.50	2.50	3.75	7.50
SI03	6.00	9.00	18.00	4.50	6.75	13.50
Citywide	308.25	462.375	924.75	261	391.5	783.00

Notes:

¹ Per Table 16-3 of the *CEQR Technical Manual*, the PCE factor for waste collection vehicles is 1.5.

² Total In/Out Trips were calculated by doubling the maximum incremental PCEs. For each peak day, it is assumed that collection vehicles that enter (Trips In) the collection area within a CD would also leave (Trips Out) the collection area for transport to a garage or transfer station.

Cells shaded in red with volumes in bold represent CDs that generate 50 or more incremental daily In/Out truck trips (in PCEs).

Waste collection within a CD is divided into subsections for truck collection routes. As such, the MN08 truck trips would be distributed across multiple collection areas within the CD, such that no street or intersection would see the total incremental trucks. Furthermore, the Proposed Program would result in a maximum of three incremental truck trips per day on a given street:

- maximum of two incremental truck trips due to the addition of ASL collection vehicles (accounting for the Left and Right side arm orientation for waste collection); and
- one incremental truck trip for streets that include a school when recyclables collection occurs.

Therefore, since no street or intersection would experience 50 or more hourly incremental PCEs for waste collection due to the Proposed Program, a Level 2 screening assessment for the Proposed Program is not warranted.

C. Screening Assessment Results - Incremental Trips at DSNY Garage Locations and In-City Transfer Stations

In addition to screening the incremental truck trips for waste collection within each CD, a Level 1 screening assessment was conducted for DSNY garage locations and in-City transfer stations. The locations of DSNY garages (used for waste collection vehicle storage) and transfer stations (waste disposal facilities) were evaluated geographically. Facilities, including multi-district garages, located near each other were grouped together forming 18 unique groups, as shown in **Figure 1** (detailed, zoomed-in maps of each group are provided in **Appendix A**). These groupings were based on the assumption that trucks from nearby facilities could share common roadways, potentially resulting in 50 or more PCEs at adjacent intersections. For each of the 18 facility groups, the Proposed Program's incremental truck trips were evaluated.

Figure 1: Location of Grouped Facilities



In addition, there are 20 individual facilities (listed in **Appendix A**) that were not located near other facilities and therefore were not part of the grouped facilities described above. These individual facilities were evaluated individually for the Proposed Program's incremental truck trips.

A screening assessment was conducted for each group of facilities and for the 20 individual facilities. In the screening assessment, each weekday and Saturday were assessed per shift for the total incremental PCEs per group/individual facility. This assessment included Residential Refuse Collections, School Recyclable Collection (for Manhattan CD 09 and Brooklyn CD 02), and Incremental Vehicle trip-ends associated with the additional employees expected to arrive at and depart from DSNY garages before and after each shift. These trip-ends were calculated per shift based on the following information and methodology:

For this assessment, shift types can be one of the following:

- Dump on shift: Collection vehicles that complete their collection of waste in time to dump their load at the receiving facility and return to the appropriate DSNY garage before the end of the shift. This calculation was based on the percentage of trucks for each CD designated as dump on shift.
- Relay loads: Collection vehicles that do not dump on shift. These truck loads would be driven to their respective DSNY garage at the completion of their shift, where they would be relayed on a subsequent shift to the receiving facility.

C1. Daily Incremental Trips at DSNY Garage Locations and In-City Transfer Stations

A daily Level 1 screening assessment was performed for the 18 facility groups and 20 individual facilities to determine if they resulted in 50 or more incremental truck trips (in PCEs) per day. The details of that assessment are described below.

Residential Refuse Collection:

As previously stated, DSNY calculated additional peak loads (trucks) per CD per day and per shift associated with the change in truck trips due to the Proposed Program.

The collection of refuse from buildings with residential units occurs in the following three shifts:

- Shift 1 - Midnight shift: Occurs between midnight and 8:00 AM. Trucks on the midnight shift are designated as dump on shift loads or relay loads from the CD to the garage.
- Shift 2 - Day shift: Occurs between 6:00 AM and 2:00 PM for all CDs outside Manhattan, and occurs between 5:00 AM and 1:00 PM for all Manhattan CDs. Trucks on the day shift are either designated as dump on shift loads or relay loads from the CD to the garage.
-
- Shift 3 – Afternoon Shift: Occurs between 4:00 PM and 12:00 AM. Trucks on this shift are solely transporting relay loads from the DSNY garage to the receiving facility.

Based on this information, the number of daily trucks per CD, split between the midnight shift (midnight to 8:00 AM) and day shift (6:00 AM to 2:00 PM), were calculated and the percentage of trucks per CD that dump on shift or relay were assigned to each shift. (See **Appendix A**).

Shift 3 consists of all relay trucks carrying their loads between the garage facility and the receiving facility. Shift 3 relay trucks consist of those trucks that would not dump on shift for the midnight shift and the day shift.

For each shift where collection vehicles enter (Trips In) the facility, it was assumed that the vehicles would also leave (Trips Out) the facility within the same hour to be conservative, thus doubling the total incremental trucks per facility grouping/individual facility.

School Recyclables Collection:

In addition to the incremental truck trips for collection of refuse from buildings with residential units, additional incremental truck trips associated with the collection of school recyclables from stationary on-street containers in Manhattan CD 09 and Brooklyn CD 02 would only be required for collection of MGPC. The methodology for calculating incremental trips for school recyclables is as follows:

- DSNY would collect MGPC from schools in Manhattan CD 09 and Brooklyn CD 02 on Saturday during Shift 3, between the hours of 7 PM and 12 AM, and return to the garage.

- On the following workday, during Shift 1, trucks would transport the MGPC from the DSNY garage to the receiving facility.

Incremental truck trips for the collection MGPC from schools in Manhattan CD 09 and Brooklyn CD 02 were factored into the screening assessment of the garages and the receiving facilities per shift and were added to the total incremental trucks for the respective day and shift that they are collected and dumped. Additional truck trips were not anticipated for the collection of school refuse.

Additional DSNY Employees:

Incremental vehicle trip-ends associated with the additional employees expected to arrive at and depart from DSNY garages before and after each shift were calculated and added to the vehicle trip-ends associated with each garage. These additional trips, summarized in **Appendix A**, were estimated using the following assumptions and methodology:

- The number of additional employees required to operate the incremental trucks was assumed to be two (2) employees per truck for Shifts 1 and 2, and one (1) employee per 2.5 trucks (i.e. 1 employee would be driving 2.5 trucks per relay shift) for Shift 3, based on current DSNY staffing conditions.
- Employees were assumed to arrive within the hour prior to the start of their assigned shift and to depart within the hour following the end of their shift. Based on this assumption, inbound and outbound employee trips were assigned to shifts for screening as follows:
 - **Shift 1 (12:00 AM–8:00 AM):** Includes departures of Shift 3 employees, from the previous day, between 12:00–1:00 AM and arrivals of Shift 2 employees between 4:00–5:00 AM for Manhattan CD garages and 5:00–6:00 AM for all other CD garages.
 - **Shift 2 (6:00 AM–2:00 PM):** Includes departures of Shift 1 employees between 8:00–9:00 AM.
 - **Shift 3 (4:00 PM–12:00 AM):** Includes arrivals of Shift 1 employees between 11:00 PM–12:00 AM.
 - Departures of Shift 2 employees between 2:00–3:00 PM for all CD garages outside of Manhattan and between 1:00–2:00 PM for all CD

garages within Manhattan, as well as arrivals of Shift 3 employees between 3:00–4:00 PM, were calculated but were analyzed individually since they would not overlap with one of the three shifts.

Using the estimation of incremental trucks per shift for both residential refuse collection and Manhattan CD 09 and Brooklyn CD 02 school MGPC collection, as described above and detailed in **Appendix A**, employee in and out trips were calculated for each shift and were summed with the incremental truck trips to determine the total estimated incremental trip-ends (in PCEs) per shift for each individual facility and facility grouping.

Results of the Daily Level 1 Assessment

Of the 18 facility groups, 10 of the groups did not exceed 50 or more incremental PCEs on any weekday and/or Saturday during a shift and therefore no further analysis was required. **Table 2** summarizes the eight (8) groups that resulted in 50 or more incremental PCEs on any weekday and/or Saturday during a single shift, triggering an hourly Level 1 assessment of these groups. The eight groups are:

- Group 1 (SI01 and SI03 garages, Staten Island Transfer Station, Fresh Kills Compost and Visy Metal Staten Island) - 50 PCEs would be exceeded on Tuesday during Shift 2.
- Group 2 (MN01, MN02 and MN05 garages) - 50 PCEs would be exceeded on Thursday during Shift 2.
- Group 3 (MN04 and MN07 garages and the 59th Street Marine Transfer Station [MTS]) - 50 PCEs would be exceeded on Monday during Shift 2; Wednesday, Thursday and Friday during Shifts 1, 2 and 3; and Saturday during Shifts 1 and 2.
- Group 5 (BX07, BX08, MN08 and MN12 garages) - 50 PCEs would be exceeded on Tuesday during Shifts 1, 2 and 3; Wednesday during Shifts 1 and 2; Thursday and Friday during Shifts 1,2 and 3; and Saturday during Shifts 1 and 2.
- Group 6 (BX01, BX03 and BX04 garages) - 50 PCEs would be exceeded on Wednesday during Shifts 1 and 2; Thursday during Shift 2; Friday during Shifts 1 and 2; and Saturday during Shift 2.
- Group 14 (BKN01, BKN04, and QW05 garages and Waste Management Varick) - 50 PCEs would be exceeded on Thursday, Friday and Saturday during Shift 2.

- Group 15 (BKN02 and BKS06 garages, Hamilton Avenue MTS and SIMS Metal Brooklyn) - 50 PCEs would be exceeded on Wednesday, Thursday, Friday and Saturday during Shifts 2 and 3.
- Group 18 (BKN05, BKN16, BKN17, BKS14, and BKS18 garages) - 50 PCEs would be exceeded on Thursday during Shifts 2, and 3.

Table 2 also includes incremental truck trips for the East 91st Street MTS and Waste Management - Harlem River Yard receiving facilities. Although these facilities are not part of a group, the East 91st Street MTS would exceed 50 PCEs on Thursday and Saturday during Shift 2; and Waste Management - Harlem River Yard would exceed 50 PCEs on all days during Shift 2, and on Thursday and Saturday during Shift 1.

Table 2: Facility Groups/Individual Facilities that Result in 50 or More Incremental PCEs, Per Day and Shift^{1, 2, 3, 4, 5}

FACILITY GROUPING	MONDAY			TUESDAY			WEDNESDAY			THURSDAY			FRIDAY			SATURDAY		
	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3	Shift 1	Shift 2	Shift 3
	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs	In/Out Trips - PCEs
Group 1																		
SI01G/SI03G Garage	11	16	2	14	21	3	10	13	2	11	16	4	15	21	3	15	21	4
Staten Island Transfer Station (SITS)	0	22	3	1	30	7	1	25	4	2	23	5	2	23	4	2	22	5
Fresh Kills/SI Compost	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visy SI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	39	5	15	51	10	10	38	6	14	39	9	16	44	7	17	42	9
Group 2																		
MN01G Garage	9	11	10	8	9	13	13	13	12	11	13	16	12	12	14	12	12	12
MN02G Garage	13	17	16	15	17	17	18	19	23	22	23	30	22	22	22	21	22	19
MN05G Garage	8	10	5	11	14	9	10	11	4	14	16	2	10	12	6	15	15	2
Total	30	37	31	34	39	39	41	43	39	47	52	48	44	46	42	48	48	33
Group 3																		
MN04G Garage	18	22	21	13	14	18	24	26	23	19	22	26	24	25	27	22	20	16
MN07G Garage	21	29	27	19	22	23	32	39	38	31	36	32	33	41	49	38	32	31
59th Street MTS-VISY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	51	48	33	36	41	55	64	62	50	57	58	57	66	76	60	53	47
Group 5																		
BX07G Garage	13	17	3	9	11	4	19	23	8	16	17	10	20	24	9	16	17	0
BX08G Garage	13	15	4	8	9	9	16	17	7	16	16	3	13	17	11	18	20	3
MN08G Garage	14	19	9	27	36	32	20	22	18	42	52	31	21	23	21	40	52	11
MN12G Garage	-6	-9	-8	10	14	15	4	3	6	20	26	27	7	4	13	23	23	27
Total	34	41	9	54	71	60	59	64	38	94	111	71	61	67	54	97	113	42
Group 6																		
BX01G Garage	15	18	2	8	9	8	19	21	8	13	15	8	18	23	7	13	15	3
BX03G Garage	11	14	4	13	15	4	14	16	8	20	20	2	15	20	6	18	19	0
BX04G Garage	10	13	3	8	10	5	17	20	5	16	19	4	17	20	6	18	20	0
Total	36	44	8	29	34	17	50	58	20	49	54	14	50	63	19	49	54	3
Group 14																		
BKN01G Garage	7	8	2	0	0	1	5	5	3	7	8	4	6	7	2	7	8	2
BKN04G Garage	6	7	1	5	5	1	10	15	1	8	12	0	12	18	2	9	14	1
QW05G Garage	3	4	3	5	6	4	2	1	2	6	7	6	9	11	7	5	6	3
Waste Management-Varick (refuse)	6	13	-1	2	4	-4	3	22	0	3	24	3	2	25	1	5	28	7
Waste Management-Varick (recyclable)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	32	5	11	15	1	20	44	5	24	51	12	30	61	12	26	56	13
Group 15																		
BKN02G Garage	12	12	3	11	14	2	9	11	7	20	25	2	11	14	5	20	25	5
BKS06G Garage	2	3	0	7	11	2	7	11	2	6	9	4	8	11	0	8	12	2
Hamilton Avenue - MTS	3	16	28	2	25	4	5	30	58	9	50	79	7	57	82	8	46	63
SIMS Metal (Brooklyn)	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	31	31	20	49	7	21	52	67	36	84	85	25	81	87	36	84	70
Group 18																		
BKN05G Garage	-3	-4	-4	-6	-7	-5	-3	-3	-1	0	0	0	-2	-3	-1	4	6	3
BKN16G Garage	1	1	2	0	0	0	5	8	8	2	1	2	7	11	11	2	2	2
BKN17G Garage	-1	-1	-1	0	0	0	8	12	10	11	15	15	15	19	18	13	15	12
BKS14G Garage	-2	-3	-3	-1	-1	-1	5	7	9	21	28	28	12	11	13	16	20	20
BKS18G Garage	3	5	5	2	2	2	1	2	2	5	8	8	2	2	2	3	5	5
Total	-2	-3	-2	-6	-7	-3	17	25	27	39	51	52	34	40	42	39	47	41
Facilities That Were Not Grouped																		
91st St. MTS	7	30	15	6	38	38	10	44	12	14	64	41	6	41	25	20	75	23
Waste Management - Harlem River Yard	29	83	20	21	66	13	42	106	21	50	103	44	33	125	25	50	121	18

- Notes:** Cells shaded in red with volumes in bold represent facilities/groups that generate 50 or more incremental daily In/Out trips (in PCEs).
- ¹ This table summarizes the eight (8) groups and two (2) individual facilities that resulted in 50 or more incremental PCEs on any weekday and/or Saturday during a single shift.
- ² Per Table 16-3 of the *CEQR Technical Manual*, the PCE factor for waste collection vehicles is 1.5.
- ³ Shift 1 is 12 AM to 8 AM; Shift 2 is 6 AM to 2 PM for all CDs outside Manhattan, and 5 AM to 1 PM for all Manhattan CDs; and Shift 3 is 4 PM to 12 AM.
- ⁴ For each shift where collection vehicles enter (Trips In) the facility, to be conservative it was assumed that the vehicles would also leave (Trips Out) the facility within the same hour, thus doubling the total incremental trucks per facility grouping/individual facility.
- ⁵ Volumes were rounded, therefore, totals for each group may vary slightly.

B2. Hourly Incremental Trips at DSNY Garage Locations and In-City Transfer Stations

Based on the results of the daily Level 1 screening assessment, an hourly Level 1 screening assessment was performed for the eight (8) facility groups, and the East 91st Street MTS, and Waste Management – Harlem River Yard individual facilities that resulted in 50 or more incremental truck trips per day, as discussed in the following section. A detailed table showing the incremental truck trips (in PCEs) for all groups and individual facilities, by day and shift, is provided in **Appendix A**.

For the eight facility groupings and two individual facilities identified above that resulted in 50 or more total incremental PCEs within a shift, the total incremental trips (in PCEs) per hour were calculated to determine if the *CEQR Technical Manual* Level 1 screening thresholds would be exceeded in any single hour. If the total incremental truck trips in any hour results in 50 or more PCEs, then a Level 2 screening assessment would be warranted.

Using DSNY detailed hourly distribution projection of trucks per facility/group per hour and the associated employee trips calculated, the total incremental hourly trips in PCEs were calculated for the peak weekday and Saturday for the East 91st Street MTS, Waste Management – Harlem River Yard, and each of the eight (8) grouped facilities that resulted in 50 or more PCEs in a shift.

Results of Hourly Level 1 Screening Assessment

For the eight facility groupings and two individual facilities identified above, the projected incremental hourly PCEs would not exceed the CEQR threshold of 50 or more PCEs during any hour on a peak weekday or on Saturday, as shown in **Table 3**. Therefore, the CEQR Level 1 screening thresholds would not be exceeded due to the Proposed Program. As such, a Level 2 traffic screening assessment and a detailed traffic analysis were not warranted for the Proposed Program. A detailed table showing the incremental hourly truck counts for all days is provided in **Appendix B**.

Table 3 - Summary of Hourly PCEs for Peak Day for Groups and Individual Facilities that Result in 50 or more Incremental PCEs in a Shift^{1,2}

	Peak Weekday Incremental In/Out Trips (in PCEs)										Saturday Incremental In/Out Trips (in PCEs)									
	Group 1 (SI01G, SI03G, SITS, Fresh Kills, VISY SI)	Group 2 (MN01G, MN02G, MN05G)	Group 3 (MN04G, MN07G, 59th St MTS - VISY)	Group 5 (BX07G, BX08G, MN08G, MN12G)	Group 6 (BX01G, BX03G, BX04G)	Group 14 (BKN01G, BKN04G, QW05G, WM Varick)	Group 15 (BKN02G, BKS06G, Hamilton Ave MTS, SIMS Metal Brooklyn)	Group 18 (BKN05G, BKN16G, BKN17G, BKS14G, BKS18G)	East 91st Street MTS	Harlem River Yard	Group 1 (SI01G, SI03G, SITS, Fresh Kills, VISY SI)	Group 2 (MN01G, MN02G, MN05G)	Group 3 (MN04G, MN07G, 59th St MTS - VISY)	Group 5 (BX07G, BX08G, MN08G, MN12G)	Group 6 (BX01G, BX03G, BX04G)	Group 14 (BKN01G, BKN04G, QW05G, WM Varick)	Group 15 (BKN02G, BKS06G, Hamilton Ave MTS, SIMS Metal Brooklyn)	Group 18 (BKN05G, BKN16G, BKN17G, BKS14G, BKS18G)	East 91st Street MTS	Harlem River Yard
Hour/ Peak Weekday	Tuesday	Friday	Friday	Thursday	Friday	Friday	Friday	Thursday	Thursday	Thursday	Saturday									
0000-0059	0	16	13	17	4	4	2	3	0	0	0	11	31	18	5	3	3	8	9	0
0100-0159	0	7	2	2	0	0	17	0	0	3	0	3	3	2	0	0	2	3	0	0
0200-0259	0	4	0	5	2	5	8	-2	6	16	0	2	8	2	0	0	3	3	12	8
0300-0359	0	5	2	11	2	2	8	0	18	18	0	0	12	6	0	0	15	0	6	30
0400-0459	0	29	40	47	0	2	5	0	0	12	0	27	29	45	3	3	0	0	9	9
0500-0559	14	19	28	48	36	24	15	32	0	0	13	24	15	45	27	18	22	31	0	0
0600-0659	12	6	6	17	30	17	12	29	3	0	11	0	0	24	26	14	17	23	0	0
0700-0759	5	0	5	0	0	0	0	0	12	6	6	0	3	2	0	0	5	2	14	0
0800-0859	18	9	14	23	15	9	26	3	12	21	14	15	30	27	23	7	37	3	24	26
0900-0959	15	6	21	20	5	17	29	2	42	36	12	8	3	26	14	12	18	6	45	44
1000-1059	5	12	3	11	6	18	6	15	14	24	5	12	0	9	2	14	5	8	0	35
1100-1159	0	0	0	12	8	2	5	8	0	15	0	2	0	8	0	0	0	6	0	12
1200-1259	0	0	0	6	0	3	3	3	0	6	0	2	0	5	0	2	0	2	0	0
1300-1359	0	25	39	44	8	0	0	0	0	6	0	22	21	42	5	2	0	0	0	0
1400-1459	14	0	0	15	36	22	15	32	0	0	13	0	0	19	27	17	22	29	0	0
1500-1559	0	4	7	8	1	1	0	7	0	0	1	4	6	6	0	1	3	5	0	0
1600-1659	0	0	0	0	0	0	9	6	0	3	0	0	6	8	3	2	11	6	0	3
1700-1759	0	0	2	5	2	2	11	11	3	6	5	6	6	2	0	8	17	9	6	3
1800-1859	5	2	5	3	5	2	9	6	0	12	0	6	3	9	0	2	14	9	0	9
1900-1959	3	3	0	15	2	0	23	8	0	0	3	5	11	2	0	0	23	14	3	9
2000-2059	0	5	11	6	0	5	20	5	3	3	0	8	5	8	0	0	5	5	3	3
2100-2159	0	9	8	8	0	0	3	3	0	5	0	5	5	2	0	2	3	2	0	3
2200-2259	0	2	5	3	0	0	0	2	0	8	0	0	0	2	0	0	0	0	0	0
2300-2359	0	15	25	11	14	2	4	2	0	0	0	0	5	2	0	0	2	0	0	0
Grand Total	90	176	232	334	172	132	225	172	113	200	82	159	200	314	133	102	222	171	131	192

Notes:

¹ The weekday with the highest total incremental 24-hour trip-ends (“peak weekday”) is displayed in this table.

² Volumes were rounded, therefore, totals for each group may vary slightly.

b) Pedestrians

Pursuant to the *CEQR Technical Manual*, a detailed pedestrian analysis should be performed for projects that are likely to generate 200 or more net incremental pedestrian trips during any peak hour on any one pedestrian element (i.e., a sidewalk, crosswalk, or corner). If the proposed project would generate more than 200 incremental pedestrian trips during peak hours, a Level 2 screening assessment should be conducted. The addition of collection vehicles from the proposed Citywide Containerization Program would not result in an additional 200 DSNY workers at any DSNY garage in any peak hour on any pedestrian element.

c) Transit

The preliminary screening threshold provided in the *CEQR Technical Manual*—where potential impacts may occur, and further assessments may be warranted—is 200 transit trips for either subway/rail or public bus riders in a given peak hour. Any number of transit trips above this screening threshold would generally warrant a detailed transit analysis. The proposed Citywide Containerization Program would not result in an additional 200 transit trips by any DSNY garage associated with the potential for additional DSNY workers, as mentioned above. A citywide transit screening assessment of potential mode shift associated with the installation of stationary on-street containers will be provided separately.

d) Ferry

According to the *CEQR Technical Manual*, if the proposed project is projected to result in fewer than 50 peak hour Citywide Ferry Service (CWFS) ferry riders, further CWFS analyses are not typically required as the proposed project is considered unlikely to result in a significant ferry impact. If the proposed project has 50 or more peak hour ferry riders, a Level 2 screening assessment should be conducted. The proposed Citywide Containerization Program would not result in an additional 50 ferry riders by any DSNY garage associated with the potential additional DSNY workers, as mentioned above.

E. Summary

Based on the Level 1 screening assessment, a Level 2 screening assessment and a detailed traffic analysis are not warranted for the proposed Citywide Containerization Program.

Appendices (provided upon request)

Appendix A – DSNY table, Detailed Table 2, detailed maps

Appendix B – Hourly data

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Appendix I - Prototypical Parking Utilization Analysis Memorandum

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Memorandum

Date: Friday, June 05, 2026

Project: DSNY Citywide Containerization Program

To: Shakil Ahmed, Director, Office of Project Analysis/CEQR Traffic Engineering & Planning

From: Kate Grunin, Senior Counsel

DSNY: Neil Eisenberg, Stephen Cambria, Abas Braimah

HDR: Noemi Castillo, Keren Mor-Rosenbloom, Alison Mathews, Juan Garcia Capellan,
Stacey Calta

Subject: Prototypical Parking Utilization Analysis Memorandum

1 Introduction

The New York City Department of Sanitation (DSNY) proposes to implement a stationary on-street container program to containerize waste at certain buildings with residential units throughout the five (5) boroughs of New York City (City) and schools in Manhattan Community District (CD) 09 and Brooklyn CD 02 (Citywide Containerization Program or Proposed Program).

Under the proposed Citywide Containerization Program, buildings with 10 to 30 residential units would have the option to use stationary on-street containers¹ or individual bins² for their refuse; buildings with 31 or more residential units would use stationary on-street containers for their refuse; and schools in Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection would use stationary on-street containers for all waste streams (refuse; organics; metal, glass, plastic, and cartons [MGPC]; and paper/cardboard). The Proposed Program would be advanced throughout the City in phases, with full implementation by June 1, 2032.

In support of the proposed Citywide Containerization Program, DSNY is preparing an environmental review to examine the potential for adverse environmental impacts that could result from the Proposed Program. This Prototypical Parking Utilization Analysis Memorandum examines the potential effects of the Proposed Program on representative prototypical areas (see below), which, in part, reflect a range of conditions and activity where the Proposed Program would be implemented. The Prototypical Parking Utilization Analysis Memorandum was performed consistent with the 2025 *City Environmental Quality Review Technical Manual (CEQR Technical Manual)* and will be used in support of the environmental review of the Proposed Program.

Due to the City's expansive network of public roads, a detailed Citywide parking utilization analysis is not feasible. Therefore, in order to complete a reasonable analysis of potential effects

¹ Stationary on-street containers consist of high-density polyethylene (HDPE) material with tight-fitting, locked lids and a capacity of approximately four (4) cubic yards (cy).

² Individual bins consist of rigid receptacles with tight-fitting lids not exceeding 55 gallons in size.

of the Proposed Program, representative prototypical areas were selected in coordination with the New York City Department of Transportation (NYCDOT) for the purpose of performing a parking utilization analysis in each prototypical area consistent with the *CEQR Technical Manual*. The prototypical areas and methodology for this parking utilization analysis were described by DSNY in a February 21, 2025 Memorandum to NYCDOT, and subsequent responses to NYCDOT comments dated April 4, May 15, and May 28, 2025 on the DSNY February 21, 2025 Memorandum. As detailed in this Prototypical Parking Utilization Analysis Memorandum, the parking utilization analysis in these prototypical areas was used as the basis for further understanding the potential effects of the Proposed Program on the Citywide parking supply.

2 Background

DSNY collects waste from most buildings with residential units in the City, with the exception of buildings where owners have opted to use private carter service and buildings with residential units still under development and without a certificate of occupancy. In addition, DSNY provides curbside and containerized collection services for all City public schools and for City-owned buildings.

Since the 1960s, DSNY has collected plastic bags of waste set out at the curb. Today, DSNY collects over 24 million pounds of waste set out at the curb each day. The immense number of plastic bags block sidewalks, obstruct pedestrian access and fall into the streets, and impede traffic. Plastic bags of refuse set out at the curb attract vectors (e.g., rats and vermin); generate odors; leak garbage fluids if torn; affect surface waters through contamination of stormwater runoff; and cause worker health and safety issues. Placing waste in containers reduces these impacts.

3 Proposed Program

Building upon the success of the Manhattan CD 09 Pilot Program (CEQR No. 25DOS001M), the Proposed Program would expand the containerization program to certain buildings with residential units throughout the City and schools in Manhattan CD 09 and Brooklyn CD 02.

Under the proposed Citywide Containerization Program:

- Buildings would containerize their refuse as follows for DSNY collection:
 - o Buildings with 10 to 30 residential units would have the option to use individual bins or stationary on-street containers^{3,4}, and

³ The Proposed Program would allow buildings with 10 to 30 residential units the option of using individual bins or stationary on-street containers. This number is conservatively based on 66% of the buildings with 10 to 30 residential units throughout the City choosing to opt-in to utilize stationary on-street containers.

⁴ As part of the Proposed Program, buildings with 10 to 30 residential units were assumed to not require more than two stationary on-street containers.

- o Buildings with 31 or more residential units would be required to use stationary on-street containers.⁵
- Schools within Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection services would utilize separate stationary on-street containers for each waste stream (refuse, organics, MGPC, and paper/cardboard).

As part of the Proposed Program, certain buildings with residential units and schools utilizing stationary on-street containers would be assigned one or more stationary on-street containers. These containers would be assigned to a building solely for the use by that particular building. The stationary on-street containers would be installed in the parking lane in front of or near their respective buildings. DSNY would work with the NYCDOT, New York City Public Schools (NYCPS) school principals, and/or building superintendents, on the specific placement of the stationary on-street containers.

4 Prototypical Areas

The process to identify representative prototypical areas consisted of reviewing information from publicly-available geographical information system (GIS) datasets, as listed in **Table 1**, to identify 0.25-mile radius areas that are: (1) considered representative of the typical existing conditions throughout the City; (2) contain a distribution throughout the 0.25-mile radius of buildings with residential units that would potentially be affected by the Proposed Program; and (3) areas with the potential to result in parking shortfalls and areas with the potential to result in significant parking shortfalls. As per the *CEQR Technical Manual*, a convenient walking distance from available on- and off-street parking is about 0.25 miles. Therefore, a 0.25-mile radius was selected as the prototypical study area.

Table 1. Geographic Information Systems (GIS) Datasets used for Determination of Prototypical Areas

GIS Dataset ¹	Source	Year	Description
Basemap	DSNY	2025	DSNY Basemap of the City
Bus Stop Data	Metropolitan Transportation Authority (MTA) General Transit Feed Specification (GTFS) Files	2024	A point dataset showing the location of current City bus stops
Bus Route Data	MTA GTFS Files	2024	A line dataset showing the location of current City bus routes
Transit Stop Data	MTA GTFS Files	2024	A point dataset showing the location of current City subway stops
Transit Route Data	MTA GTFS Files	2024	A line dataset showing the location of current City subway routes
Metro-North Railroad (MNR) Stop Data	MTA GTFS Files	2024	A point dataset showing the location of current Metro-North Railroad stops

⁵ Buildings that are already containerized using either a loading dock or off-street container solution would continue to use their current container solution and would not utilize stationary on-street containers. As part of the Proposed Program, buildings with 31 or more residential units that do not already containerize refuse would be limited to no more than 12 stationary on-street containers. Buildings with 31 or more residential units that would require more than 12 stationary on-street containers would utilize an alternative means for DSNY collection.

GIS Dataset ¹	Source	Year	Description
MNR Route Data	MTA GTFS Files	2024	A point dataset showing the location of current Metro-North Railroad routes
Long Island Rail Road (LIRR) Stop Data	MTA GTFS Files	2024	A point dataset showing the location of current Long Island Railroad stops
LIRR Route Data	MTA GTFS Files	2024	A point dataset showing the location of current Long Island Railroad routes
CEQR Parking Zones	Digitized from CEQR Technical Manual, Chapter 16 – Transportation, Map 16-2	2010	A map identifying certain neighborhoods of the City as “Parking Zones 1 and 2”
Off-Street Parking	NYC Open Data	2024	A point dataset showing the location of legally operating off-street parking lots and garages
NYC Municipal Parking Lot	NYC Open Data	2024	A point dataset showing the location of City municipal paid parking lots
NYC CD Boundaries	NYC Open Data	2024	A polygon dataset showing the community district boundaries
Land Use	NYC Open Data MapPLUTO 24v4	2024	A polygon dataset showing the land use of the City tax parcels
NYC 2025 Congestion Relief Zone	ESRI ArcGIS Online ²	2025	A polygon dataset showing the Congestion Relief Zone

Notes:

¹ The GIS datasets described in this table, with the exception of the NYC 2025 Congestion Relief Zone, were obtained through the City Open Data portal (<https://opendata.cityofnewyork.us/>), a website that provides access to thousands of sets of public data from City agencies.

² <https://siqcf.maps.arcgis.com/home/item.html?id=d760bd10fbfa479799ccbf2a17ba4b37&sublayer=5#overview>

An evaluation of existing and proposed conditions using the GIS datasets listed in **Table 1** was completed to select one representative prototypical area for each of the five boroughs. In selecting the prototypical areas, the following elements were considered as primary factors to be included within a 0.25-mile radius prototypical area:

- Areas with a combination of buildings with 10 to 30 residential units and buildings with 31 or more residential units; and
- Areas with mixed-use residential buildings with ground floor commercial uses.

The *CEQR Technical Manual* identifies certain neighborhoods of the City as “Parking Zones 1 and 2” due to the “magnitude” of other alternative modes of transportation available (i.e., where there are subway stations or bus stops within a convenient walking distance [0.25 mile]). These neighborhoods are shown on **Figure 1**. As detailed in **Section 5.3.1**, the *CEQR Technical Manual* states that if a proposed project generates the need for more parking than it provides and/or is available, it is considered a shortfall of parking spaces, and if the shortfall is located outside of a CEQR Parking Zone it may be considered significant. The placement of stationary on-street containers would result in a reduction of on-street parking spaces due to the Proposed Program. The reduction of parking spaces would not necessarily constitute a parking shortage if there are parking spaces within a convenient walking distance (0.25 mile) that are available for use. Therefore, a prototypical area representing each of the following three categories were selected:

- CDs fully located in a CEQR Parking Zone;
- CDs partially located in a CEQR designated Parking Zone; and
- CDs not located in a CEQR Parking Zone.

Based upon the aforementioned datasets and criteria, five (5) prototypical areas were selected for analysis to assess the potential effects of the Proposed Program on parking in each of the five boroughs. The five prototypical areas each consist of a 0.25-mile radius area within a CD. These prototypical areas are considered representative of the typical existing conditions throughout the City in areas with buildings that would be affected by the Proposed Program and include:

- Prototypical Area #1 (**Figure 2**): Manhattan CD 08 (fully located in a CEQR Parking Zone)
 - o Center of 0.25-mile radius: East 76th Street between 2nd and 3rd Avenues.
- Prototypical Area #2 (**Figure 3**): Bronx CD 02 (partially located in a CEQR Parking Zone)
 - o Center of 0.25-mile radius: Tiffany Street and Westchester Avenue.
- Prototypical Area #3 (**Figure 4**): Brooklyn CD 09 (not located in a CEQR Parking Zone)
 - o Center of 0.25-mile radius: Montgomery Street between Albany and Troy Avenues.
- Prototypical Area #4 (**Figure 5**): Queens CD 06 (not located in a CEQR Parking Zone)
 - o Center of 0.25-mile radius: 65th Road between 99th and 102nd Streets.
- Prototypical Area #5 (**Figure 6**): Staten Island CD 01 (not located in a CEQR Parking Zone)
 - o Center of 0.25-mile radius: Belmont Place and Daniel Low Terrace.

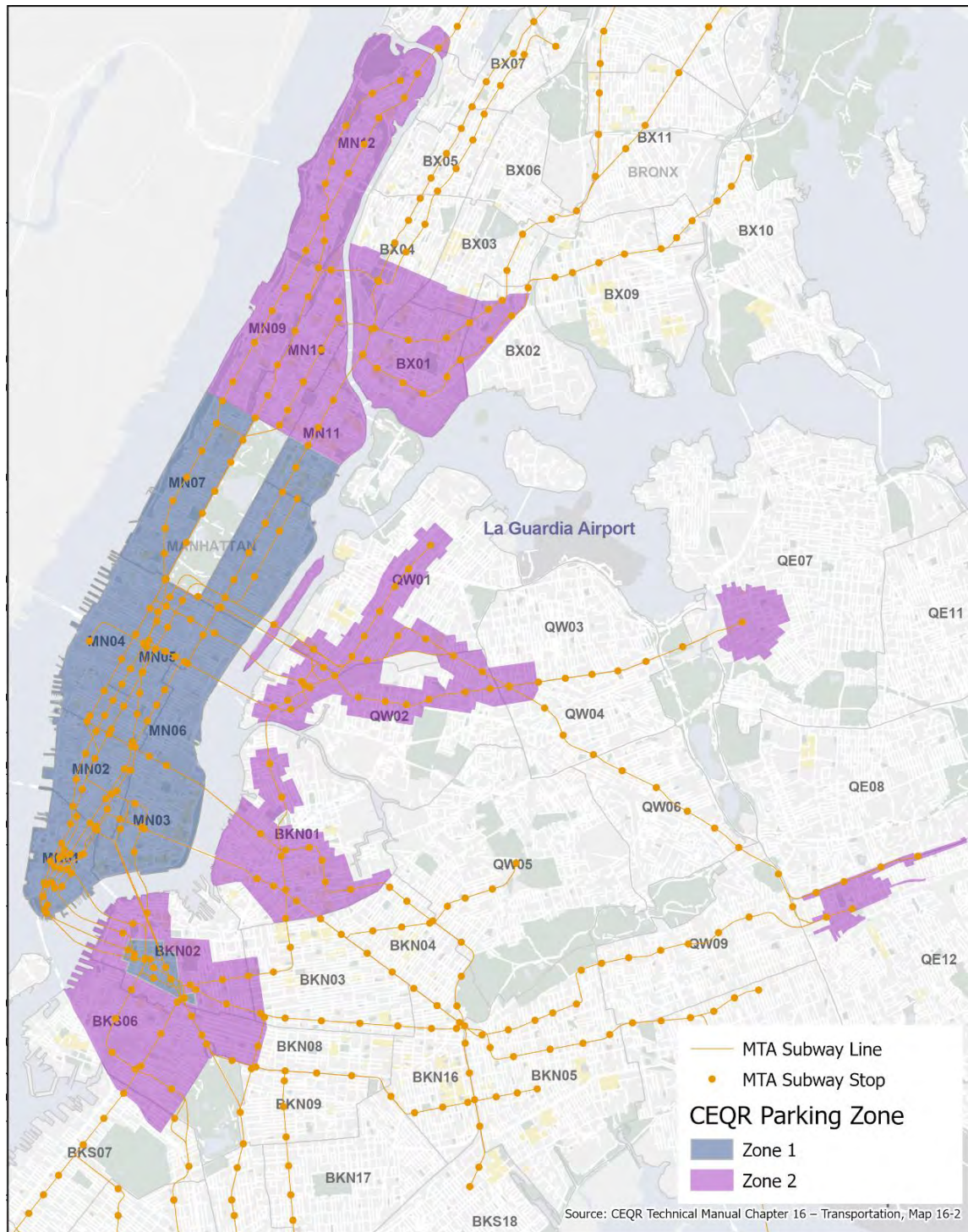


Figure 1. CEQR Parking Zones

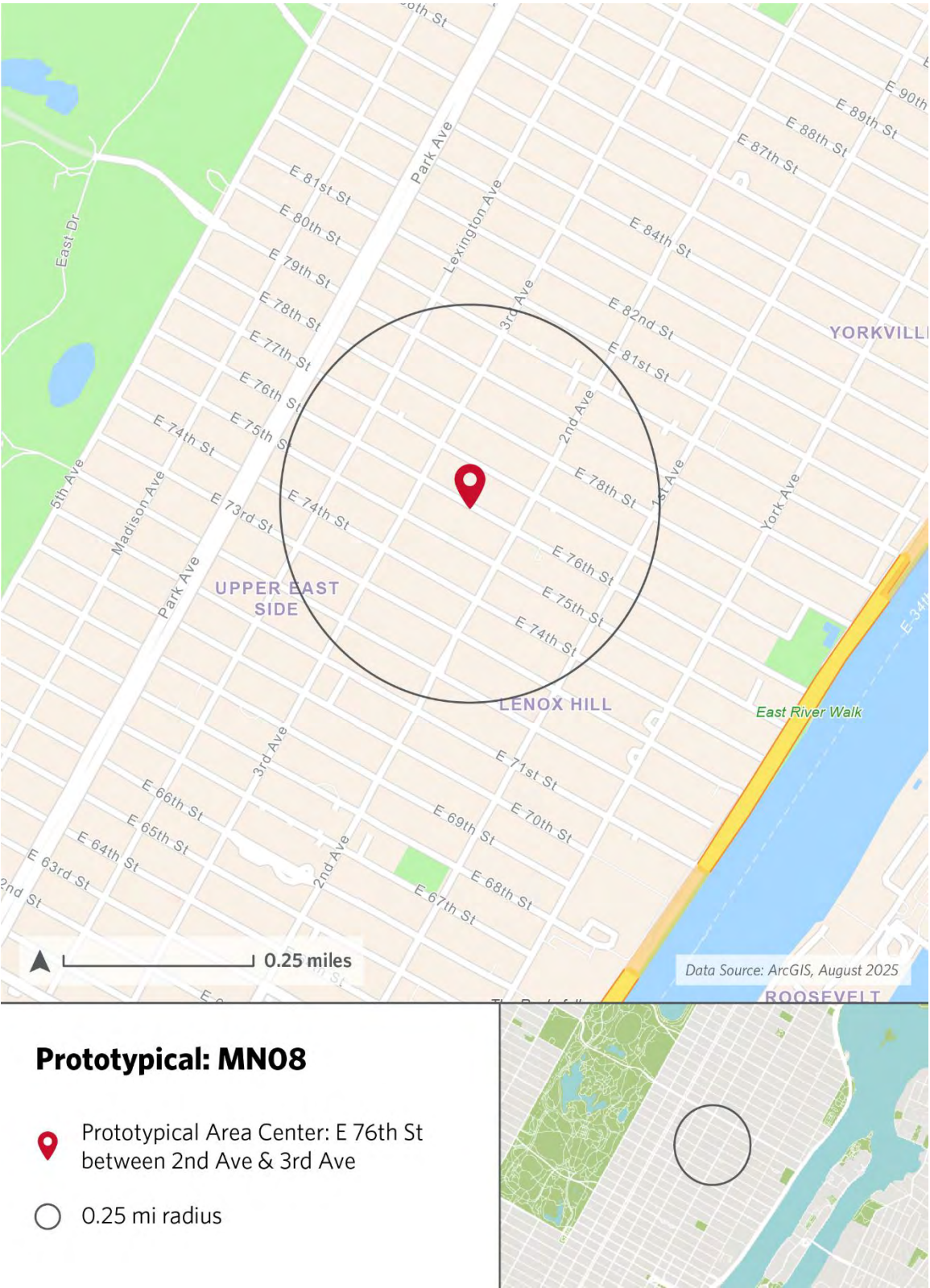
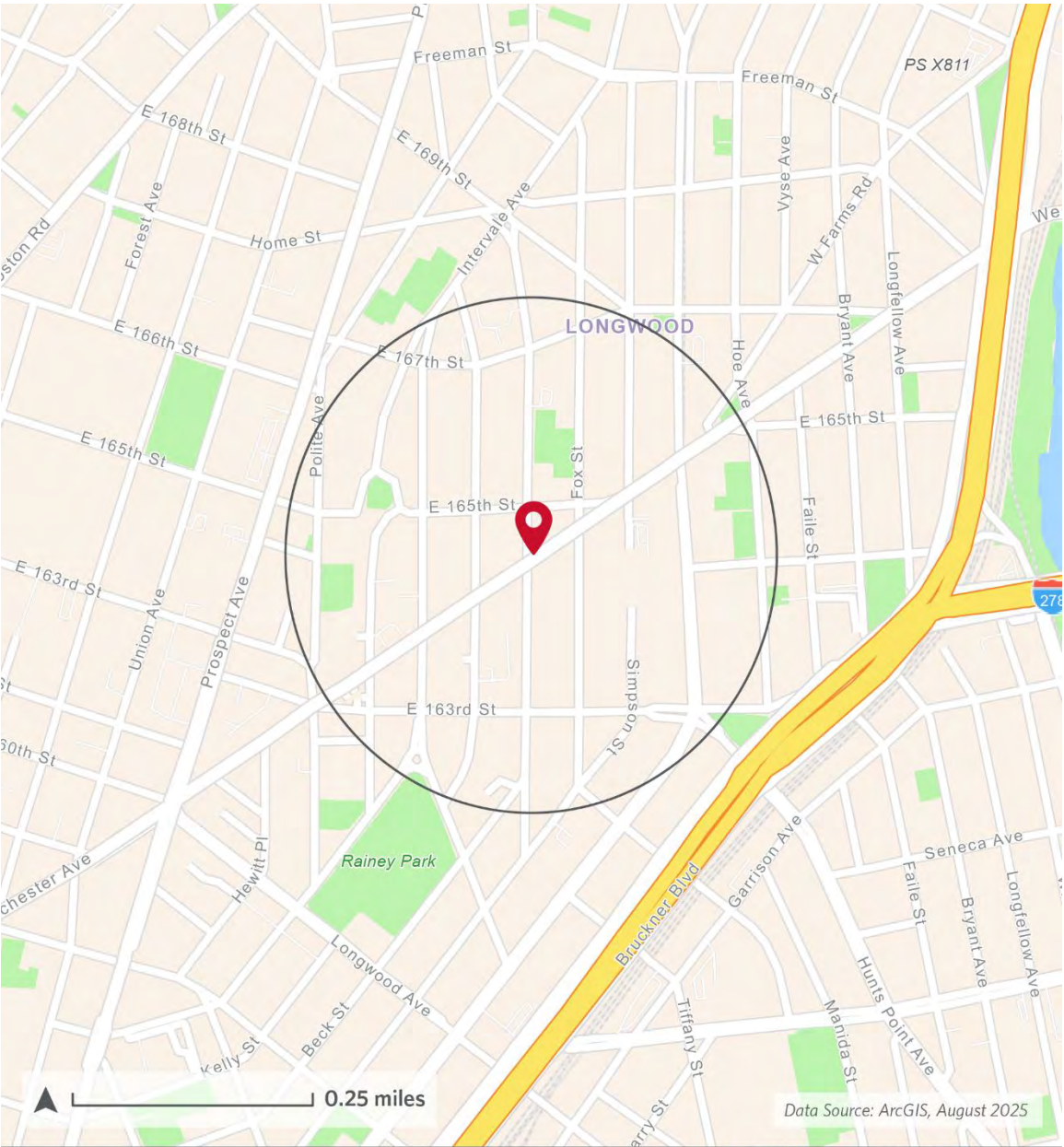


Figure 2. Prototypical Area # 1 - Manhattan CD 08



Prototypical: BX02

- Prototypical Area Center:
Tiffany St & Westchester Ave
- 0.25 mi radius

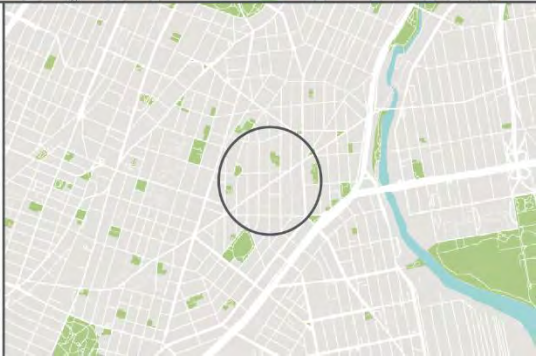
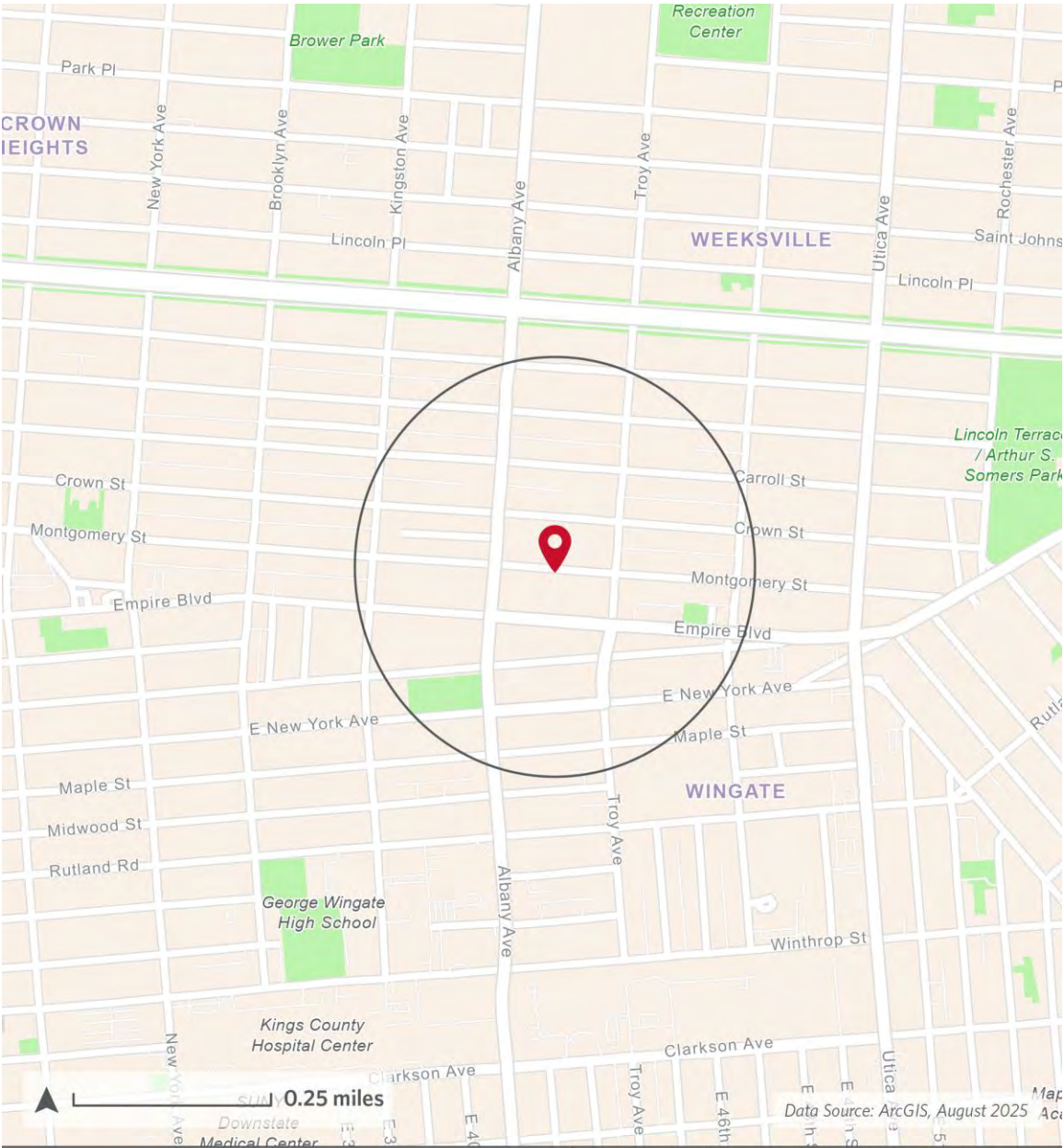


Figure 3. Prototypical Area # 2 - Bronx CD 02



Prototypical: BK09

-  Prototypical Area Center: Montgomery St between Albany & Troy Aves
-  0.25 mi radius

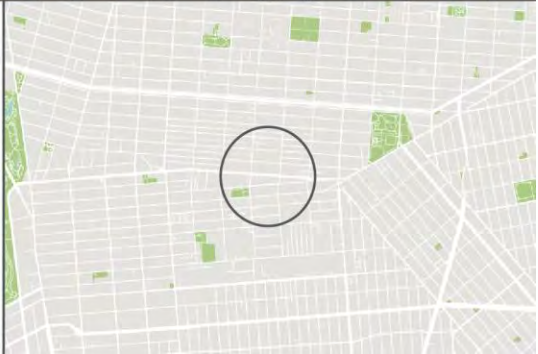
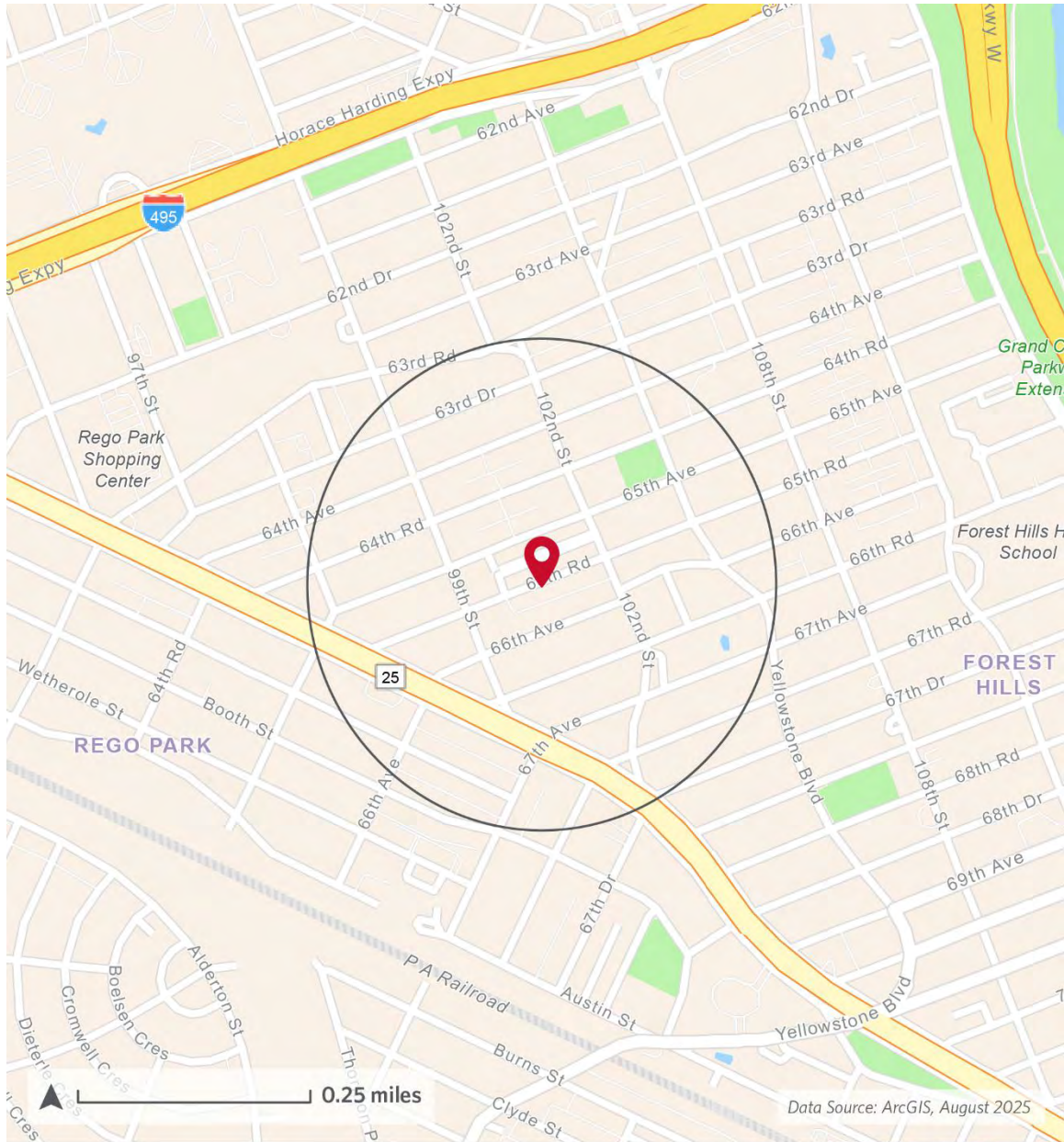


Figure 4. Prototypical Area # 3 - Brooklyn CD 09



Prototypical: QW06

Prototypical Area Center: 65th Rd
between 99th St & 102nd St

○ 0.25 mi radius

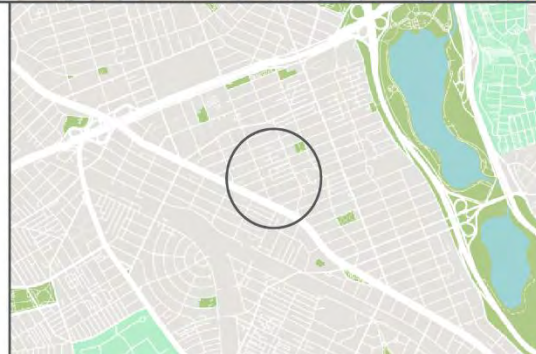
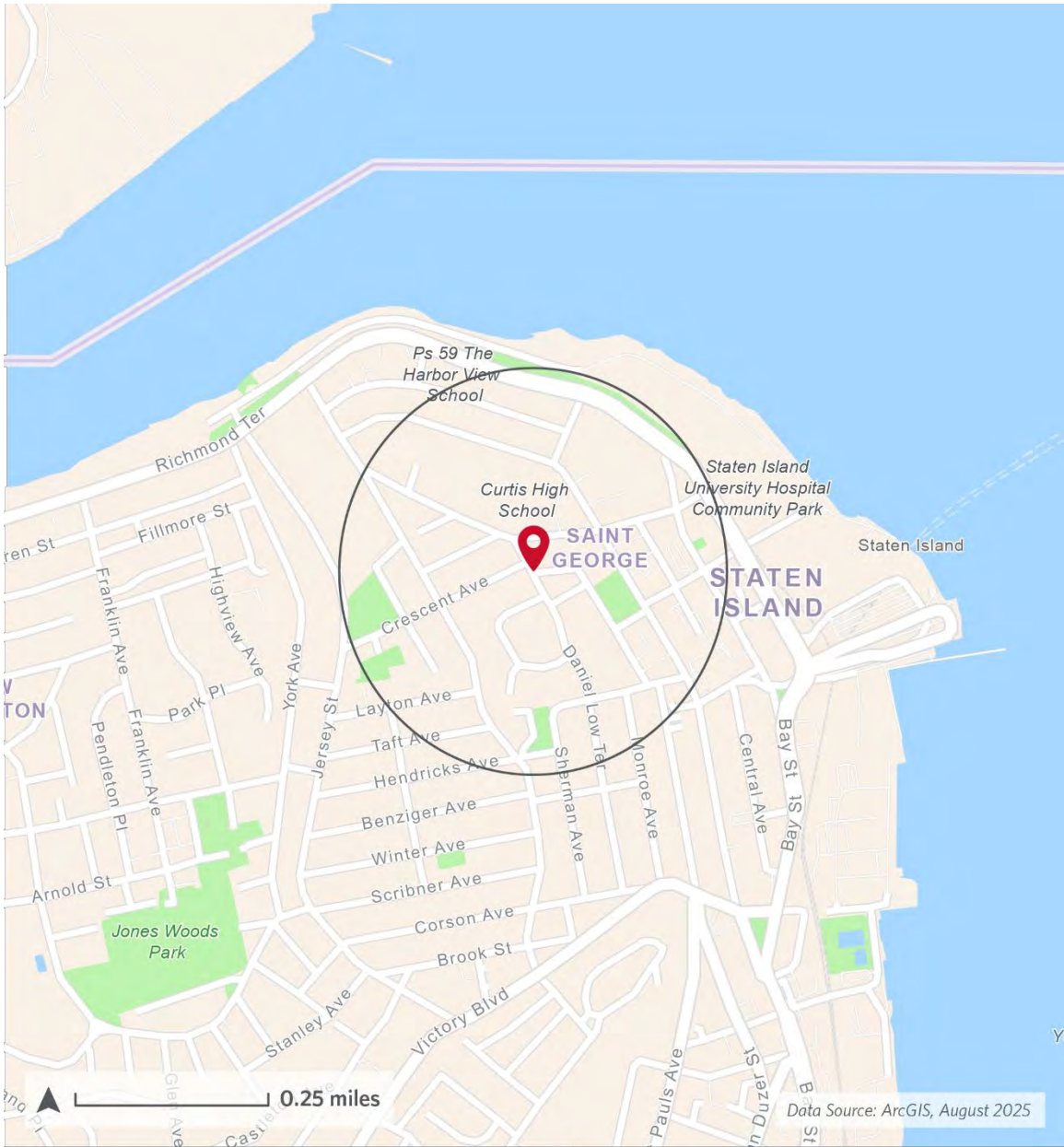


Figure 5. Prototypical Area # 4 - Queens CD 06



Prototypical: SI01

- Prototypical Area Center:
Belmont Place & Daniel Low Terrace
- 0.25 mi radius

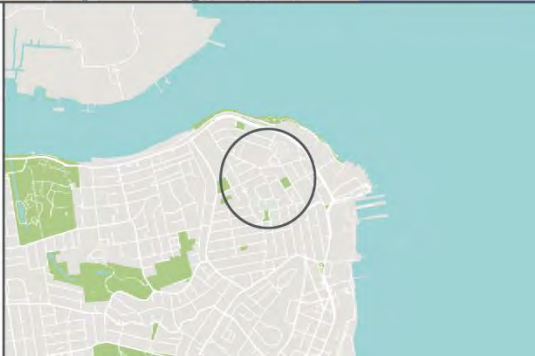


Figure 6. Prototypical Area # 5 – Staten Island CD 01

5 Parking Utilization Analysis

The parking utilization analysis for the proposed Citywide Containerization Program was completed in accordance with the *CEQR Technical Manual* for each of the five prototypical areas. This section describes the methodology and parking utilization results for the existing conditions, Future without the Proposed Program and Future with the Proposed Program.

5.1 Methodology and Existing Conditions

The methodology used for the parking utilization study consisted of completing the following steps for each prototypical area:

- Existing Conditions
 - o Performing field and desktop surveys⁶ to determine the existing on-street and off-street parking capacity;
 - o Surveying the existing on-street and off-street parking occupancy during peak periods to establish the existing parking demand;
 - o Determining if the existing parking demand during peak periods can be accommodated by the existing available on-street and off-street parking capacity;
- Future without the Proposed Program
 - o Determining the projected reduction of the existing available parking capacity for determination of the Future without the Proposed Program available parking capacity due to other proposed projects and annual background growth rates;
 - o Determining if the future parking demand during peak periods can be accommodated by the anticipated available on-street and off-street parking capacity in the Future without the Proposed Program;
- Future with the Proposed Program
 - o Determining the potential future loss of parking spaces due to the placement of the stationary on-street containers in the parking lane;
 - o Determining if the future parking demand during peak periods can be accommodated by the anticipated available on-street and off-street parking capacity despite the potential future loss of parking spaces due to the Proposed Program.
 - o Using the results of the parking utilization analysis in the five prototypical areas to further understand the potential effects of the Proposed Program on the Citywide parking supply.

The results of the parking utilization study for existing conditions are detailed below in this section. The parking utilization results for the Future without the Proposed Program are discussed in **Section 5.2** and the parking utilization results for the Future with the Proposed Program are discussed in **Section 5.3**.

⁶ Desktop surveys refer to a review of existing conditions on a computer using publicly available data. Desktop surveys were completed using Cyclomedia Street View, via the New York City Department of City Planning's Zoning & Land Use Map. The Cyclomedia Street View displays high-resolution, frequently updated views within the prototypical areas.

5.1.1 Existing Length of Curb Available for On-Street Parking

Publicly-available City data obtained from GIS datasets was used in conjunction with data obtained during field and desktop surveys to determine the existing length of curb available for on-street parking.

The steps taken to determine this length for each prototypical area consisted of:

1. Calculating the existing length of curb available;
2. Calculating the existing length of available curbside parking⁷ by:
 - Removing the curb length that was not available for parking due to 24-hour parking restrictions (e.g., physical restrictions and parking signs); and
 - For each period analyzed, removing the curb length that was not available for parking due to active part-time parking restrictions that were in effect during the study period.
3. For each period analyzed, the curbside⁸ parking length determined in Step 2 was converted to available parking spaces (parking capacity) at each blockface.⁹

5.1.1.1 EXISTING LENGTH OF CURB AVAILABLE

To determine the existing length of curb available for on-street parking, the existing length of public curb space available for use within each prototypical 0.25-mile radius area was calculated. Using the City GIS datasets listed in **Table 2**, the existing length of curb not adjacent to a travel lane was determined for each City block within each prototypical area. Private streets were excluded from the analysis since these curbs would not be available to the general public. If the curb could not be used for on-street parking, such as curbs adjacent to highways, general travel lanes or rush hour travel lanes, and dedicated bus lanes, it was not included in the analysis.

Table 2. Geographic Information Systems (GIS) Datasets used for Analysis

GIS Dataset	Source ¹	Year	Description
Street Data	New York City Department of City Planning (NYCDP) Linear Integrated Ordered Network (LION) Data (LION 24a)	2025	A line dataset that shows the City's streets and other linear geographic features. The dataset provides information regarding each street, including the number of travel lanes and location and number of parking lanes.
Edge of Pavement (Curb) Data	New York City Department of Information Technology and Telecommunications (DoITT) Planimetric Data: PAVEMENT_EDGE	2025	A line dataset that shows the edge of pavement (curb) of the City blocks based on DoITT Planimetric PAVEMENT_EDGE GIS data. Each blockface has a unique identifier that can be linked to LION and other datasets.

⁷ Curbside parking refers to parking along the side of a street adjacent to the curb.

⁸ In this memorandum, curbside refers to the side of a road that is nearer to the curb.

⁹ A blockface represents one side of a City block between two intersections.

GIS Dataset	Source ¹	Year	Description
Bus Lane Data	New York City Department of Transportation (NYCDOT) Bus Lanes- Local Streets	2025	A line dataset that shows the location of bus lanes throughout the City. The dataset provides information regarding the type of bus lane, such as curbside bus lanes or off-set bus lanes (an off-set bus lane is between a parking lane and a travel lane). SegmentID field in this dataset is joined with the LION data. Attribute Fac_Type1 = Curbside identifies bus lanes in parking lanes.

Notes:

¹ The GIS datasets described in this table were obtained through the City Open Data portal (<https://opendata.cityofnewyork.us/>), a website that provides access to thousands of sets of public data from City agencies.

5.1.1.2 EXISTING LENGTH OF AVAILABLE FOR CURBSIDE PARKING

Once the existing length of publicly available curb within each prototypical area was calculated, an evaluation was performed to determine how much of this curb length was not available for parking due to regulations that restrict curbside parking over a 24-hour period (hereinafter referred to as “parking restrictions”).

Field surveys and desktop surveys of the existing parking restrictions within each prototypical area were performed to confirm the results and assumptions. Desktop surveys were completed using Cyclomedia Street View, via the New York City Department of City Planning’s Zoning & Land Use Map. The Cyclomedia Street View displays high-resolution, frequently updated views within the prototypical areas.

5.1.1.2.1 24-Hour Parking Restrictions

This evaluation assessed the existing uses of the City curb that do not allow the general public to use the curbside for on-street parking. The parking restrictions included in the analysis were:

5.1.1.2.1.1 Intersections - Corners

Each intersection within the prototypical areas was reviewed. The length of the curb that was used for a crosswalk was counted as an existing curbside parking restriction.

5.1.1.2.1.2 Fire Hydrants

As per NYCDOT Parking Regulations, it is illegal to park within 15 feet of either side of a fire hydrant.¹⁰ Therefore, for each existing hydrant, 30 feet was used as an existing curbside parking restriction.

5.1.1.2.1.3 Metropolitan Transportation Authority (MTA) Bus Stops

Each bus stop within the prototypical areas was verified via field observation and its length was measured. The length of the curb that was used as a bus stop was counted as an existing curbside parking restriction.

5.1.1.2.1.4 Midblock Curb Cuts

A curb cut is a dip in a sidewalk and curb that enables access. Curb cuts can be found near intersections as well as along the middle of a City block and must remain accessible for use at all times. Curb cuts at intersections of City blocks were included in the intersection curbside parking

¹⁰ <https://www.nyc.gov/html/dot/html/motorist/parking-regulations.shtml>

restriction discussed above. Midblock curb cuts include driveways and pedestrian ramps and these were accounted for as an existing curbside parking restriction based on the length of the curb cut.

5.1.1.2.1.5 Bike Share (CitiBike)

The analysis included the length of each on-street bike share station as an existing curbside parking restriction.

5.1.1.2.1.6 Daylighting

The NYCDOT has been working to improve visibility for pedestrians at intersections through “daylighting.”¹¹ Daylighting enhances safety by removing visibility-blocking obstructions, such as parked vehicles near intersections, so drivers more easily see pedestrians and other road users at these critical junctures. If daylighting restrictions were present in any of the prototypical areas, it was accounted for as an existing curbside parking restriction.

5.1.1.2.1.7 Dining Out NYC Program

Under Dining Out NYC,¹² roadway cafes may be permitted in the curb lane or parking lane of a roadway fronting the restaurant. These roadway cafes were considered an existing condition since they were permitted during the field surveys performed in May and June 2025. If these roadway cafes were present in any of the prototypical areas, they were surveyed and removed from the total available curbside parking length.

5.1.1.2.1.8 Parking Regulation Signs

There are numerous types of curbside parking regulations (parking signs) that are used to distinguish if and when parking is allowed on City streets. Parking signs that were included as restrictions in this analysis (herein referred to as “No Parking” signs) were signs that provide a full-time 24-hour restriction to the public from parking, standing or stopping anytime, and signs that only allow parking by specific vehicles or for specific purposes, including, Loading Zone, Emergency Vehicles and School pick-up/drop-off.

5.1.1.2.1.9 Pavement Markings

Reflect the day-time cases where a storage lane is used as a travel lane or areas of a storage lane that are marked by pavement hatches.

5.1.1.2.2 Active Part-Time Parking Restrictions

After the baseline number of legal parking spaces was determined for a prototypical area based on parking regulations that prohibit parking 24-hours a day, the legal parking spaces for each study period was calculated by removing the length of curb along a blockface with active regulations that prohibit parking during the study peak periods defined in **Section 5.1.2.1**. As further detailed in **Appendix A**, these included the following parking regulations that restrict curbside parking for a portion of the day:

- Authorized Vehicles Only - Emergency Vehicles Only
- Loading Zones

¹¹ <https://www.nyc.gov/html/dot/html/pr2024/dot-enhances-pedestrian-safety.shtml>

¹² <https://www.diningoutnyc.info/rules>

- No Standing School Days
- No Stopping Zones
- No Standing Zones
- Alternate Side Parking (Street Cleaning)

The figures included in **Appendix B** depict the curbs along the blockfaces determined to be available for parking during each study period for each prototypical area.

5.1.1.3 EXISTING NUMBER OF LEGAL ON-STREET PARKING SPACES DURING STUDY PERIODS

For each prototypical area, the total number of legal parking spaces per study period was determined by dividing the total available curbside parking length (calculated as described above) by 20 linear feet.¹³ This provided the total number of baseline legal parking spaces available within a prototypical area per blockface for each study period, and included metered and unmetered parking spaces.

5.1.2 Existing On-Street Parking Availability and Utilization

For each study period, the existing utilization of curbside parking in each prototypical area was surveyed in May and June 2025 and tabulated, as described below. As shown in **Table 3**, the existing parking spaces within each 0.25-mile radius prototypical area are not completely occupied and this represents available parking capacity.

Table 3. Existing On-Street Parking Utilization in the 0.25-mile Radius Prototypical Areas¹

		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 -Staten Island CD 01
AM Peak Period (7:00-9:00 AM)	Total Number of Legal Spaces	1,640	1,284	2,001	2,234	1,920
	% Utilized	93%	89%	95%	94%	80%
	Total Number of Unoccupied Spaces	116	146	104	141	375
MD Peak Period (12:00-2:00 PM)	Total Number of Legal Spaces	1,692	1,949	1,076	2,242	1,920
	% Utilized	96%	93%	97%	96%	83%
	Total Number of Unoccupied Spaces	60	138	34	93	332
PM Peak Period (5:00-7:00 PM)	Total Number of Legal Spaces	1,714	2,043	2,139	2,394	1,997
	% Utilized	93%	85%	87%	95%	69%

¹³ As per the *CEQR Technical Manual*, a parking space is 20 linear feet.

		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 -Staten Island CD 01
	Total Number of Unoccupied Spaces	119	308	280	129	628
Overnight Peak Period (10:00 PM-12:00 AM)	Total Number of Legal Spaces	1,928	2,050	2,170	2,346	2,009
	% Utilized	90%	88%	95%	95%	71%
	Total Number of Unoccupied Spaces	185	241	117	128	580

Notes:

¹ Data in this table is based on a parking survey conducted within the five prototypical areas during May and June 2025.

5.1.2.1 DATA COLLECTION

A parking survey was conducted within the five prototypical areas during May and June 2025. Data was collected by video recording the parked vehicles along each side of a City block (herein referred to as a “blockface”) within a 0.25-mile radius of the center of each prototypical area. Each blockface was surveyed at least once during each of the following four (4) peak periods (study periods):

- **AM:** 7:00–9:00 AM
- **Midday (MD):** 12:00–2:00 PM
- **PM:** 5:00–7:00 PM
- **Overnight (ON):** 10:00 PM–12:00 AM

Parking regulations along each surveyed blockface were documented, along with observations about double-parked vehicles, construction activity, and deliveries.

In addition, off-street parking facilities located within the 0.25-mile radius were documented. This included recording the legal parking capacity posted at each facility entrance and, when possible, interviewing facility staff to obtain information about utilization of each off-street parking facility during the identified peak periods.

5.1.2.2 DATA SUMMARY

For each prototypical area, the data collected was summarized as follows:

- **Tabulation of the parked vehicles per block** – The survey videos were reviewed in order to quantify the parked cars along each blockface for each peak period.
- **Confirmation of restrictive parking regulations and obstacles** – Field staff documented all restrictive parking regulations and any physical parking obstacles—such as on-street bike-share facilities, fire hydrants, temporary construction and outdoor dining areas—along each blockface within each 0.25-mile radius prototypical area.

5.1.2.3 EXISTING OFF-STREET PARKING AVAILABILITY AND UTILIZATION

As part of the data collection process, off-street parking facilities (i.e., legally operating existing commercial parking lots and garages) and their associated legal parking capacity were also identified within a 0.25-mile radius prototypical area. Utilization data provided by the off-street parking facility attendants during the study periods was compiled to determine overall facility usage and remaining available spaces during the AM, MD, PM and ON periods. As listed in **Table 4**, the off-street parking facilities within the 0.25-mile radius prototypical area are not completely occupied and there is available parking capacity.

Table 4. Existing (2025) Available Off-Street Parking Spaces in the 0.25-mile Radius Prototypical Areas¹

Prototypical Area ²	AM	MD	PM	ON ³
#1 - Manhattan CD 08	340	130	643	253
#2 - Bronx CD 02	104	83	92	11
#4 - Queens CD 06	37	15	67	15
#5 - Staten Island CD 01	74	31	78	5

Notes:

¹ Available off-street parking spaces were determined based on the parking capacity and the existing utilization of those spaces. Parking capacity was assumed to be 98 percent of the permitted capacity, as per the *CEQR Technical Manual*. Utilization estimates were provided by the off-street parking facility attendants and were not verified by a detailed inventory.

² There are no off-street parking facilities available with the 0.25-mile radius prototypical area for Prototypical Area #3 - Brooklyn CD 09.

³ Three off-street parking facilities provided information on the available capacity for the ON period, which ranged from 60 to 70%. Due to the limited information for the ON period, these values were conservatively based on a 5% available capacity for those off-street parking facilities that did not provide utilization information for the ON period.

5.1.3 Summary of Existing Parking Utilization

Based on the existing parking utilization analysis described above, it was determined that there is available on-street and off-street parking capacity within all five of the 0.25-mile radius prototypical areas during the four study periods.

5.2 Future without the Proposed Program

The analysis of the Future without the Proposed Program serves as the baseline for comparing the potential effects of the Proposed Program. In the Future without the Proposed Program, it is anticipated that waste would continue to be placed in plastic bags or individual bins on public sidewalks prior to waste collection.

For the utilization analysis, the Proposed Program Build Year of 2032 was used. Using the annual background growth rate recommended in the *CEQR Technical Manual*, a reduction in available parking spaces was calculated for each prototypical area. Below are the annual background growth rates used for each prototypical area, pursuant to *CEQR Technical Manual* recommendations. These growth rates were used to determine the projected reduction in the existing available parking supply due to proposed projects, independent of the Proposed Program.

- Manhattan CD 08 – 0.25% for the first five years and 0.125% for years six and seven for a total compounded growth rate of 1.51%
- Bronx CD 02 - 0.25% for the first five years and 0.125% for years six and seven for a total compounded growth rate of 1.51%
- Brooklyn CD 09 - 0.50% for the first five years and 0.25% for years six and seven for a total compounded growth rate of 3.038%
- Queens CD 06 - 0.50% for the first five years and 0.25% for years six and seven for a total compounded growth rate of 3.038%
- Staten Island CD 01 - 0.50% for the first five years and 0.25% for six and seven for a total compounded growth rate of 3.038%

For known development projects within each 0.25-mile radius prototypical area, NYCDOT and New York City Department of City Planning (NYCDCP) offices in the relevant CDs were contacted to obtain available information. In addition, data from several New York City department websites (e.g., NYCDCP, New York City Department of Buildings) were reviewed. However, the information obtained was minimal; therefore, it was assumed that any loss of parking due to known developments in each prototypical area would be accounted for within the reduction resulting from the background growth rate.

In addition, information regarding NYCDOT bikeshare locations, street improvement projects (SIP), electric-vehicle (EV) charging stations, and microhub zones¹⁴ received from the NYCDOT Division of Transportation Planning and Management on August 15, 2025, was evaluated.¹⁵ Of the 12 listed projects, detailed information was available for six (6) projects. The associated loss of parking spaces from these six projects was incorporated into the available parking supply used in the Future without the Proposed Program analysis.

Table 5 lists the projects and the parking loss associated with these six projects for each applicable prototypical area. Additionally, after further coordination with NYCDOT, three (3) more projects were identified in the borough of Staten Island that were considered in the future without the Proposed Program analysis. These projects have been added to **Table 5** (Project ID # 7 to 9).

Table 6 summarizes the Future without the Proposed Program on-street parking utilization per prototypical area. The analysis shows that in the Future without the Proposed Program there would be available on-street parking capacity within all five of the 0.25-mile radius prototypical areas during the four study periods.

¹⁴ These are zones provided by NYCDOT as safe, dedicated spaces for truck operators to transfer deliveries onto other modes of transportation for the last leg of delivery, including e-cargo bikes, handcarts, and smaller electric sprinter vans. <https://www.nyc.gov/html/dot/html/pr2025/authorize-microhub-zones.shtml>

¹⁵ Coordination with NYCDOT will be performed prior to issuance of the Final EIS for an updated list of projects.

Table 5. NYCDOT & Other Projects Considered in the Future without the Proposed Program

Project ID No.	Prototypical Area	Project Name	On Street(s)	From Street	To Street/ Corner	Estimated Number of Parking Spaces Lost within the 0.25-mile Prototypical Area	Source
1	#1 - Manhattan CD 08	SIP - 72nd Street, Riverside Drive to York Avenue	72nd Street	Riverside Drive	York Avenue	26	NYCDOT
2	#1 - Manhattan CD 08	EV Charging Station Expansion - East 78th Street & Park Avenue, Southeast corner	East 78th Street	Park Avenue	Southeast corner on East 78th Street	2	NYCDOT
4	#3 - Brooklyn CD 09	SIP - Brooklyn and Kingston Avenues, Winthrop Street to Empire Boulevard	Brooklyn Avenue and Kingston Avenue	Winthrop Street	Empire Boulevard	1	NYCDOT
5	#3 - Brooklyn CD 09	New EV Charging Station - Albany & Lefferts Avenues, Southeast corner	Albany Avenue	Lefferts Avenue	Southeast corner on Albany Avenue	4	NYCDOT
6	#3 - Brooklyn CD 09	New EV Charging Station - Kingston & Lefferts Avenues, Northeast corner	Kingston Avenue	Lefferts Avenue	Northeast corner on Kingston Avenue	4	NYCDOT
7	#5 - Staten Island CD 01	River North (Liberty Towers)	Richmond Terrace / Stuyvesant Place	Nicholas Street	Hamilton Avenue	66	NYCDOT
8	#5 - Staten Island CD 01	Staten Island Family Court Consolidation	Richmond Terrace	Hamilton Avenue	Wall Street	24	NYCDOT
9	#5 - Staten Island CD 01	25 Wall Street (New School)	Wall Street	Academy Place	Stuyvesant Place	171 - 224	NYCDOT

Notes:

MN = Manhattan, BK = Brooklyn

SIP = Street Improvement Project, EV = electric-vehicle

Table 6. Future without the Proposed Program (2032) On-Street Parking Utilization in the 0.25-mile Radius Prototypical Areas¹

		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 -Staten Island CD 01
AM Peak Period (7:00-9:00 AM)	Total Number of Legal Spaces	1,595	1,270	1,971	2,210	1,652
	% Utilized	96%	90%	96%	95%	94%
	Total Number of Unoccupied Spaces	71	132	74	117	107
MD Peak Period (12:00-2:00 PM)	Total Number of Legal Spaces	1,646	1,929	1,055	2,218	1,652
	% Utilized	99%	94%	99%	97%	96%
	Total Number of Unoccupied Spaces	14	118	13	69	64
PM Peak Period (5:00-7:00 PM)	Total Number of Legal Spaces	1,668	2,022	2,107	2,369	1,781
	% Utilized	96%	86%	88%	96%	77%
	Total Number of Unoccupied Spaces	73	287	248	104	412
Overnight Peak Period (10:00 PM- 12:00 AM)	Total Number of Legal Spaces	1,880	2,029	2,138	2,321	1,747
	% Utilized	93%	89%	96%	96%	82%
	Total Number of Unoccupied Spaces	137	220	85	103	318

Notes:

¹ Data in this table is based on the data provided in **Table 3**. The total number of legal parking spaces was reduced from what is listed in **Table 3** to account for the projected reduction in the existing available parking supply due to background growth rates set forth on page 19 and NYCDOT and other projects set forth in

Table 5, independent of the Proposed Program.

5.3 Future with the Proposed Program

The analysis of the Future with the Proposed Program accounts for a potential reduction in parking spaces due to the placement of stationary on-street containers for buildings with 10 or more residential units and schools in Manhattan CD 09 and Brooklyn CD 02. The parking utilization

analysis was completed in each of the prototypical areas to determine if there would be a parking shortfall in the Future with the Proposed Program, as per the *CEQR Technical Manual*.

5.3.1 Determination of Potential Parking Shortfalls

As per the *CEQR Technical Manual*, if a proposed project generates the need for more parking than it provides and/or is available, it is considered a shortfall of parking.

- For proposed projects located in CEQR Parking Zones 1 and/or 2:
 - o A parking shortfall is generally not considered significant due to the magnitude of available alternative modes of transportation.
- For proposed projects in areas not designated as CEQR Parking Zones 1 and/or 2:
 - o A project's parking shortfall may be considered significant.

While the *CEQR Technical Manual* states that if a proposed project generates the need for more parking than it provides and/or is available, this shortfall of spaces may be considered significant; however, a significant shortfall would not be considered an impact.¹⁶

5.3.2 Curb Length Required for Stationary On-Street Containers

Each stationary on-street container would be 6.16 feet long by 5 feet wide by 5.25 feet tall, with a capacity of four (4) cubic yards (cy). The container design has a low profile which allows for continued pedestrian visibility of moving vehicles over the container. To prevent vehicles from parking too close to the stationary on-street containers, delineators would be affixed to the pavement on either side of the container(s) to provide a buffer. The stationary on-street containers would be raised above the ground by approximately 1.3 inches and installed approximately twelve (12) inches from the curbline, allowing for unimpeded passage of stormwater runoff in front of and under the stationary on-street containers.

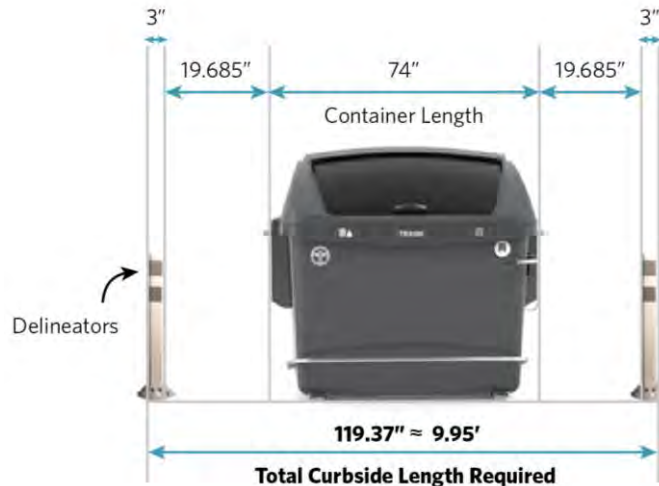
DSNY determined the number of stationary on-street containers needed for each building affected by the Proposed Program based on the average daily volume of residential refuse generated by a building along with how many times per week DSNY currently collects refuse from the building.

5.3.2.1 CURB LENGTH REQUIRED FOR ONE STATIONARY ON-STREET CONTAINER

Each stationary on-street container would be 6.16 feet (74 inches) long. To prevent vehicles from parking too close to the containers, NYCDOT-approved delineators, with a 3-inch diameter, would be affixed to the ground on either side of the stationary on-street container. The delineators would be affixed to the pavement at 19.685 inches from either side of one stationary on-street container. As shown on Figure 7, for buildings that would require only one container, the total curb length required would be 119.37 inches or approximately 9.95 feet. This would represent the sum of:

- A 3-inch diameter delineator installed 19.685 inches from the left side of the container,
- The length of one container (74 inches), and
- A 3-inch diameter delineator installed 19.685 inches from the right side of the container.

¹⁶ *CEQR Technical Manual*, Chapter 16 – Transportation, Section 460.



*Diagram is a visual representation and not to scale

Figure 7. Total Curb Length Required for One Stationary On-Street Container

5.3.2.2 CURB LENGTH REQUIRED FOR MULTIPLE STATIONARY ON-STREET CONTAINERS

The majority of buildings with residential units would only require one stationary on-street container. However, for buildings with residential units that would require multiple stationary on-street containers and schools within Manhattan CD 09 and Brooklyn CD 02, the containers would be installed with approximately 19.685 inches of spacing between each container to allow for container handling during collection. In addition, one set of 3-inch diameter delineators would be bolted to the pavement at 19.685 inches from either side of the set of containers.

Therefore, buildings that would require two containers would not need 19.9 feet of curb (9.95 feet per **Figure 7** multiplied by two). The actual total required curb length for two containers, as shown on **Figure 8**, would be 213.055 inches or approximately 17.75 feet, which would be the sum of:

- A 3-inch diameter delineator installed 19.685 inches from the left side of the set of containers,
- The length of one container (74 inches),
- A spacing between containers of 19.685 inches,
- The length of the second container (74 inches), and
- A 3-inch diameter delineator installed 19.685 inches from the right side of the set of containers.



*Diagram is a visual representation and not to scale

Figure 8. Total Curb Length Required for Two Stationary On-Street Containers

Similarly, as shown on **Figure 9**, for buildings that would require three containers, the total curb length required would be 306.74 inches or approximately 25.56 feet, which would be the sum of:

- A 3-inch diameter delineator installed 19.685 inches from the left side of the set of containers,
- The length of one container (74 inches),
- A spacing between containers of 19.685 inches,
- The length of the second container (74 inches),
- A spacing between containers of 19.685 inches,
- The length of the third container (74 inches), and
- A 3-inch diameter delineator installed 19.685 inches from the right side of the set of containers.



*Diagram is a visual representation and not to scale

Figure 9. Total Curb Length Required for Three Stationary On-Street Containers

5.3.3 Stationary On-Street Container Placement

Stationary on-street containers would be placed along the curb of the parking lane in front of or near the respective properties that generate the waste. As part of this parking utilization analysis, a review was performed of the proposed location of each stationary on-street container to verify the proposed containers would not be placed along a curb with the following restrictions:

- Crosswalks
- Bus stops
- Curb Cuts/Driveways
- CitiBike Station
- Fire hydrants
- Travel Lane
- Bike Lanes
- Bus Lane
- Open Restaurants
- Street Seats¹⁷
- Authorized vehicles – Emergency vehicle operations of any kind
- Taxi Stands
- Hotels
- Funeral Homes
- Religious Institutions
- Theaters
- Medical Facilities
- Loading Zones
- No Standing/Stopping
- No Parking
- Bus Layover
- Authorized vehicles – NYPD operations of any kind
- Authorized vehicles – FDNY operations of any kind

Prior to the placement of the stationary on-street containers in a CD, DSNY would perform a detailed container siting evaluation for each building with residential units that would participate in the Proposed Program and schools within Manhattan CD 09 and Brooklyn CD 02 that receive DSNY collection within the CD. Siting of the containers would be dependent on where the waste typically comes out of the building, existing curbside uses and parking restrictions, as well as other factors. Container siting would be performed in collaboration with the NYCDOT, NYCPS school principals, and/or building superintendent(s).

5.3.4 Results of the Future with the Proposed Program Parking Utilization Analysis

Table 7 summarizes the results of the Future with the Proposed Program utilization analysis for each 0.25-mile radius prototypical area accounting for only on-street parking availability. **Table 8** summarizes the results of the Future with the Proposed Program utilization analysis for each 0.25-mile radius prototypical area accounting for on- and off-street parking availability.

Based on the utilization analysis described above, it was determined that there would be available on-street and off-street parking capacity within two of the five 0.25-mile radius prototypical areas during the four study periods (Bronx CD 02 and Staten Island CD 01). The 0.25-mile radius prototypical area in Brooklyn CD 09 would experience a parking shortfall during the AM, MD, and ON peak periods. This prototypical area does not have existing off-street parking facilities within the 0.25-mile radius. In addition, without the inclusion of the off-street parking availability, the 0.25-mile radius prototypical area in Manhattan CD 08 would experience a parking shortfall during

¹⁷ Street Seats is a citywide program that transforms underused streets into public spaces between the months of March through December. Street Seats are installed in the roadbed along the curb line or on wide sidewalks and include the placement of chairs and seats. <https://www.nyc.gov/html/dot/html/pedestrians/streetseats.shtml>

all four study periods (**Table 7**). However, with the inclusion of off-street parking availability, as summarized in **Table 8**, the AM, PM, and ON peak periods would not result in a parking shortfall. Without the inclusion of the off-street parking availability, the 0.25-mile radius prototypical area in Queens CD 06 would experience a parking shortfall during all four periods (**Table 7**). However, with the inclusion of off-street parking availability, as summarized in **Table 8**, the AM and PM peak periods would not result in a parking shortfall. Based on the results of the parking utilization analysis for the 0.25-mile radius prototypical areas, a review of the available parking within a 0.5-mile radius area for the Manhattan CD 08, Brooklyn CD 09, and Queens CD 06 prototypical areas was warranted, as presented below.¹⁸

Without the inclusion of the off-street parking availability, the 0.25-mile radius prototypical area in Bronx CD 02 would experience a parking shortfall during the MD period (see **Table 7**). However, with the inclusion of off-street parking availability, as summarized in **Table 8**, the MD peak period would not result in a parking shortfall. Without the inclusion of the off-street parking availability, the Staten Island CD 01 0.25-mile radius prototypical areas would have a surplus of available parking and the Proposed Program would not result in a parking shortfall during any of the four study periods (see **Table 7**). Additionally, there would also be off-street parking spaces available for use in these 0.25-mile radius prototypical areas, further contributing to the parking surplus (see **Table 8**). As such, further review of available parking within a 0.5-mile radius area for these two prototypical areas was not warranted.

Table 7. Future with the Proposed Program (2032) On-Street Parking Utilization in the 0.25-mile Radius Prototypical Areas¹

Peak Period		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 - Staten Island CD 01
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ²	357	73	89	144	26
	Total Number of Legal Spaces	1,238	1,197	1,882	2,066	1,626
	% Utilized ^{3,4}	123%	95%	101%	101%	95%
	Total Number of Unoccupied Spaces ⁵	-286	59	-15	-27	81
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ²	371	134	17	133	26
	Total Number of Legal Spaces	1,275	1,795	1,038	2,085	1,626
	% Utilized ^{3,4}	128%	101%	100%	103%	98%

¹⁸ Per the *CEQR Technical Manual*, should the parking spaces available within a 0.25-mile radius prove insufficient to accommodate the parking demand, consideration should be given to extending the study area to a maximum of 0.5 mile of the site.

Peak Period		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09	#4 - Queens CD 06	#5 - Staten Island CD 01
	Total Number of Unoccupied Spaces ⁵	-357	-16	-4	-64	38
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ²	371	134	89	144	28
	Total Number of Legal Spaces	1,297	1,888	2,018	2,225	1,753
	% Utilized ^{3,4}	123%	92%	92%	102%	78%
	Total Number of Unoccupied Spaces ⁵	-298	153	159	-40	384
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ²	371	134	89	144	28
	Total Number of Legal Spaces	1,509	1,895	2,049	2,177	1,719
	% Utilized ^{3,4}	116%	95%	100%	102%	83%
	Total Number of Unoccupied Spaces ⁵	-234	86	-4	-41	290

Notes:

¹ Data in this table is based on the data provided in **Table 6** for the Future without the Proposed Program. The total number of legal parking spaces was reduced from what is listed in **Table 6** to account for the total parking spaces required for the stationary on-street containers under the Proposed Program, as listed in **Table 7**.

² The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

³ Parking utilization percentages over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

⁴ Values may differ due to rounding.

⁵ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the AM peak period for the Manhattan CD 08 prototypical area, there would be potentially 286 vehicles that would not be accommodated by the projected future parking capacity.

Table 8. Future with the Proposed Program (2032) Total (On- and Off-Street¹) Parking Utilization in the 0.25-mile Radius Prototypical Areas²

Peak Period		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09 ⁷	#4 - Queens CD 06	#5 - Staten Island CD 01
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ³	357	73	89	144	26
	Total Number of Legal Spaces	1,578	1,301	1,882	2,103	1,700
	% Utilized ^{4,5}	97%	87%	101%	100%	91%

Peak Period		Prototypical Area				
		#1 - Manhattan CD 08	#2 - Bronx CD 02	#3 - Brooklyn CD 09 ⁷	#4 - Queens CD 06	#5 - Staten Island CD 01
	Total Number of Unoccupied Spaces ⁶	54	163	-15	10	155
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ³	371	134	17	133	26
	Total Number of Legal Spaces	1,405	1,878	1,038	2,100	1,657
	% Utilized ^{4,5}	116%	96%	100%	102%	96%
	Total Number of Unoccupied Spaces ⁶	-227	67	-4	-49	69
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ³	371	134	89	144	28
	Total Number of Legal Spaces	1,940	1,980	2,018	2,292	1,831
	% Utilized ^{4,5}	82%	88%	92%	99%	75%
	Total Number of Unoccupied Spaces ⁶	345	245	159	27	462
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ³	371	134	89	144	28
	Total Number of Legal Spaces	1,762	1,906	2,049	2,192	1,724
	% Utilized ^{4,5}	99%	95%	100%	101%	83%
	Total Number of Unoccupied Spaces ⁶	19	97	-4	-26	295

Notes:

¹ The off-street parking facility data is based on **Table 4**.

² Data in this table is based on the data provided in **Table 6** for the Future without the Proposed Program. The total number of legal parking spaces was reduced from what is listed in **Table 6** to account for the total parking spaces required for the stationary on-street containers under the Proposed Program, as listed in this table (**Table 8**).

³ The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

⁴ Parking utilization percentages values over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

⁵ Values may differ due to rounding.

⁶ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the MD peak period for the Manhattan CD 08 prototypical area, there would be potentially 227 vehicles that would not be accommodated by the projected future parking capacity.

⁷ There are no off-street parking facilities available within the 0.25-mile radius Prototypical Area # 3 - Brooklyn CD 09.

5.3.4.1 MANHATTAN CD 08, BROOKLYN CD 09, AND QUEENS CD 06 0.5-MILE RADIUS PROTOTYPICAL AREAS

Per the *CEQR Technical Manual*, should the parking spaces available within a 0.25-mile radius prove insufficient to accommodate the parking demand, consideration should be given to extending the study area to a maximum of 0.5 mile of the site. As such a review of the available parking within a 0.5-mile radius area for the Manhattan CD 08, Brooklyn CD 09, and Queens CD 06 prototypical areas, as shown in **Figure 10**, **Figure 11**, and **Figure 12**, was performed.

Table 9 summarizes the results of the Future with the Proposed Program parking utilization analysis for the area between the 0.25-mile radius area and the 0.50-mile radius for each prototypical area accounting for only on-street parking availability. **Table 10** summarizes the results of the Future with the Proposed Program parking utilization analysis for the area between the 0.25-mile radius area and the 0.50-mile radius for each prototypical area accounting for on- and off-street parking availability.

Table 11 summarizes the results of the Future with the Proposed Program parking utilization analysis for the total 0.50-mile radius prototypical areas, including the 0.25-mile radius area, accounting for only on-street parking availability. **Table 12** summarizes the results of the Future with the Proposed Program parking utilization analysis for the 0.50-mile radius prototypical areas, including the 0.25-mile radius area, accounting for on- and off-street parking availability.

As presented in **Table 9** and **Table 10**, it was determined that there would be available parking capacity within the Brooklyn CD 09 and Queens CD 06 prototypical areas in the area between the 0.25-mile radius area and the 0.50-mile radius during the four study periods. Similarly, there would be parking capacity within the Brooklyn CD 09 and Queens CD 06 prototypical areas in the total 0.50-mile radius prototypical area, including the 0.25-mile radius area, during the four study periods, as listed in **Table 11** and **Table 12**.

Without the inclusion of the off-street parking availability, the Manhattan CD 08 prototypical area would experience a parking shortfall in the area between the 0.25-mile radius area and the 0.50-mile during all four study periods (**Table 9**). However, with the inclusion of the off-street parking availability, as summarized in **Table 10**, this area would not result in a parking shortfall during any of the four study periods. Similarly, without the inclusion of the off-street parking availability, the Manhattan CD 08 prototypical area would experience a parking shortfall in the total 0.50-mile radius prototypical area, including the 0.25-mile radius area, during all four study periods (**Table 11**). However, with the inclusion of the off-street parking availability, as summarized in **Table 12**, this area would not result in a parking shortfall during any of the four study periods.

Therefore, the Proposed Program would not result in a parking shortfall within a 0.5-mile radius area for the Manhattan CD 08, Brooklyn CD 09, and Queens CD 06 prototypical areas.

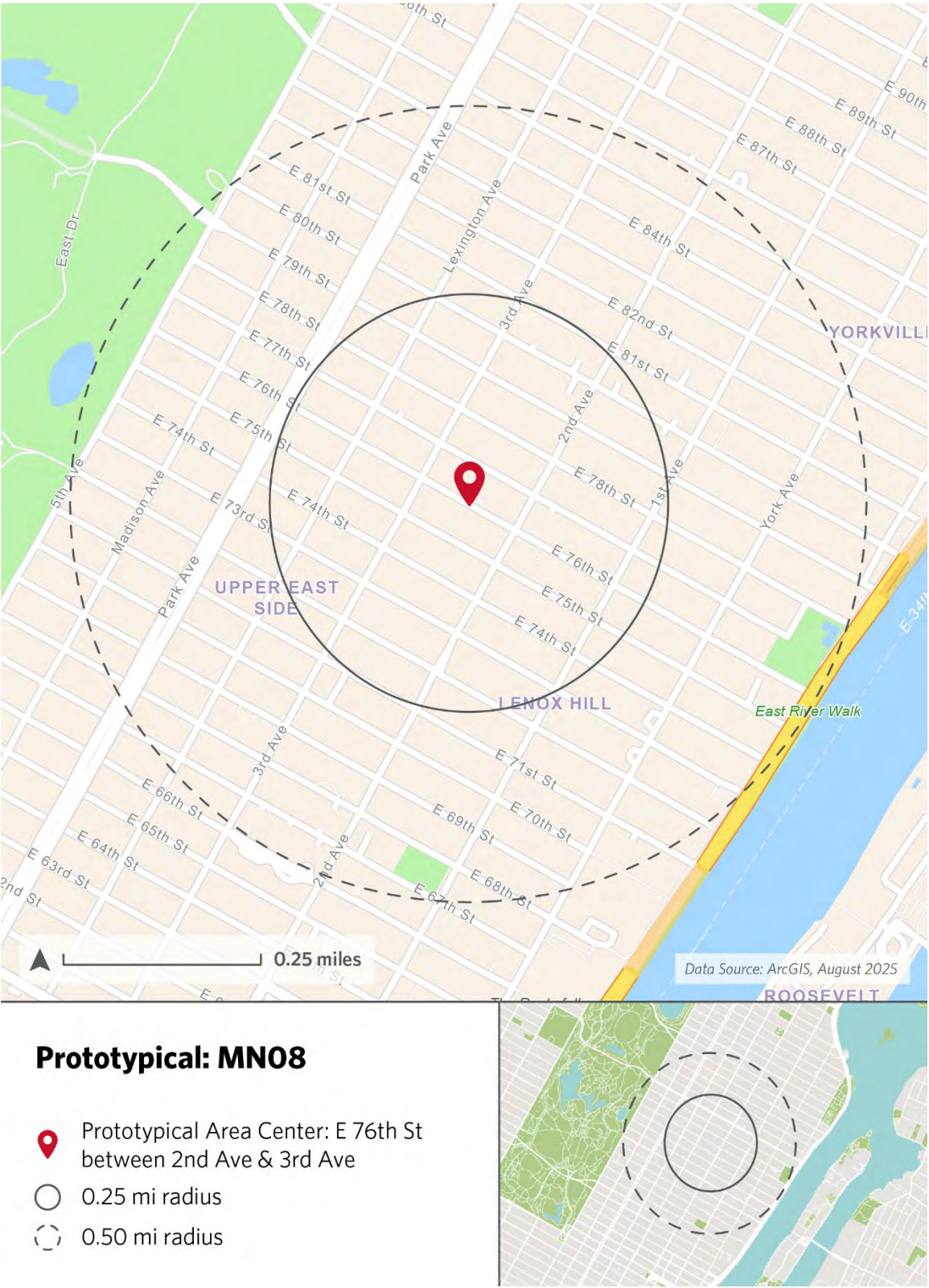


Figure 10. Prototypical Area # 1 - Manhattan CD 08 0.5-mile Area

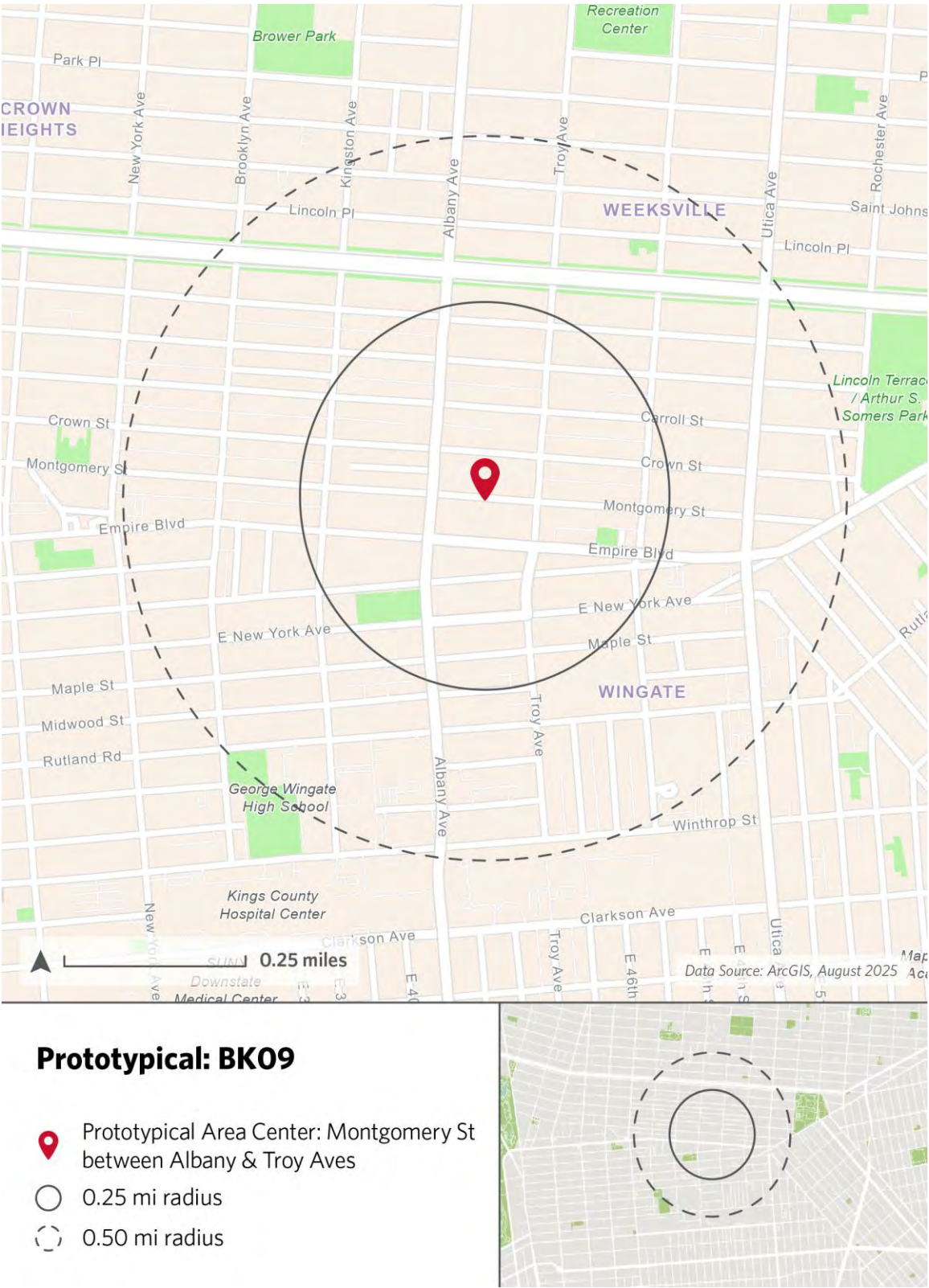


Figure 11. Prototypical Area # 3 - Brooklyn CD 09 0.5-mile Area

**Table 9. Future with the Proposed Program (2032) On-Street Parking Utilization in the 0.50-mile Radius
Prototypical Areas**
(for the area between the 0.25-mile radius area and the 0.50-mile radius)

Peak Period		Prototypical Area		
		#1 – Manhattan CD 08	#3 - Brooklyn CD 09	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	709	142	180
	Total Number of Legal Spaces	2,838	4,379	4,266
	% Utilized ^{2,3}	114%	93%	92%
	Total Number of Unoccupied Spaces ⁴	-401	318	321
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	695	89	179
	Total Number of Legal Spaces	2,765	2,730	4,138
	% Utilized ^{2,3}	119%	96%	94%
	Total Number of Unoccupied Spaces ⁴	-520	105	230
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	771	166	204
	Total Number of Legal Spaces	3,266	4,652	4,993
	% Utilized ^{2,3}	114%	85%	90%
	Total Number of Unoccupied Spaces ⁴	-458	676	511
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	775	166	204
	Total Number of Legal Spaces	3,904	4,815	5,051
	% Utilized ^{2,3}	103%	90%	94%
	Total Number of Unoccupied Spaces ⁴	-118	497	312

Notes:

¹ The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

² Parking utilization percentages over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

³ Values may differ due to rounding.

⁴ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the AM peak period for the Manhattan CD 08 prototypical area, there would be 401 vehicles that would not be accommodated by the projected future parking capacity.

Table 10. Future with the Proposed Program (2032) Total (On- and Off-Street¹) Parking Utilization in the 0.50-mile Radius Prototypical Areas
(for the area between the 0.25-mile radius area and the 0.50-mile radius)

Peak Period		Prototypical Area		
		#1 - Manhattan CD 08	#3 - Brooklyn CD 09 ⁴	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ²	709	142	180
	Total Number of Legal Spaces	4,910	4,437	4,366
	% Utilized ³	66%	92%	90%
	Total Number of Unoccupied Spaces	1,671	376	421
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ²	695	89	179
	Total Number of Legal Spaces	4,350	2,788	4,204
	% Utilized ³	76%	94%	93%
	Total Number of Unoccupied Spaces	1,065	163	296
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ²	771	166	204
	Total Number of Legal Spaces	6,271	4,710	5,136
	% Utilized ³	59%	84%	87%
	Total Number of Unoccupied Spaces	2,547	734	654
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ²	775	166	204
	Total Number of Legal Spaces	5,361	4,873	5,141
	% Utilized ³	75%	89%	92%
	Total Number of Unoccupied Spaces	1,339	555	402

Notes:

¹ The off-street parking facility data is based on **Table 4**.

² The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

³ Values may differ due to rounding.

⁴ There are no off-street parking facilities available within the 0.25-mile radius or 0.50-mile radius Prototypical Area # 3 - Brooklyn CD 09.

Table 11. Future with the Proposed Program (2032) On-Street Parking Utilization in the 0.25 & 0.50-mile Radius Combined Prototypical Areas

Peak Period		Prototypical Area		
		#1 - Manhattan CD 08	#3 - Brooklyn CD 09	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	1,066	231	324
	Total Number of Legal Spaces	4,076	6,261	6,332
	% Utilized ^{2,3}	117%	95%	95%
	Total Number of Unoccupied Spaces ⁴	-687	303	294
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	1,066	106	312
	Total Number of Legal Spaces	4,040	3,768	6,223
	% Utilized ^{2,3}	122%	97%	97%
	Total Number of Unoccupied Spaces ⁴	-877	101	166
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ¹	1,142	255	348
	Total Number of Legal Spaces	4,563	6,670	7,218
	% Utilized ^{2,3}	117%	87%	93%
	Total Number of Unoccupied Spaces ⁴	-756	835	471
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ¹	1,146	255	348
	Total Number of Legal Spaces	5,413	6,864	7,228
	% Utilized ^{2,3}	107%	93%	96%
	Total Number of Unoccupied Spaces ⁴	-352	493	271

Notes:

¹ The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

² Parking utilization percentages over 100% signify that there would be a parking shortfall since the existing parking demand would not be met by the parking capacity.

³ Values may differ due to rounding.

⁴ Negative values provided for the total number of unoccupied spaces represent a potential parking shortfall since the existing parking demand would not be met by the parking capacity. For example, in the AM peak period for the Manhattan CD 08 prototypical area, there would be 687 vehicles that would not be accommodated by the projected future parking capacity.

Table 12. Future with the Proposed Program (2032) Total (On- and Off-Street¹) Parking Utilization in the 0.25 & 0.50-mile Radius Combined Prototypical Areas

Peak Period	Prototypical Area			
		#1 - Manhattan CD 08	#3 - Brooklyn CD 09 ⁴	#4 - Queens CD 06
AM (7:00-9:00 AM)	Total Parking Spaces Required for the Proposed Program ²	1,066	231	324
	Total Number of Legal Spaces	6,488	6,319	6,469
	% Utilized ³	73%	94%	93%
	Total Number of Unoccupied Spaces	1,725	361	431
MD (12:00-2:00 PM)	Total Parking Spaces Required for the Proposed Program ²	1,066	106	312
	Total Number of Legal Spaces	5,755	3,826	6,304
	% Utilized ³	85%	96%	96%
	Total Number of Unoccupied Spaces	838	159	247
PM (5:00-7:00 PM)	Total Parking Spaces Required for the Proposed Program ²	1,142	255	348
	Total Number of Legal Spaces	8,211	6,728	7,428
	% Utilized ³	65%	87%	91%
	Total Number of Unoccupied Spaces	2,892	893	681
Overnight (10:00 PM- 12:00 AM)	Total Parking Spaces Required for the Proposed Program ²	1,146	255	348
	Total Number of Legal Spaces	7,123	6,922	7,333
	% Utilized ³	81%	92%	95%
	Total Number of Unoccupied Spaces	1,358	551	376

Notes:

¹ The off-street parking facility data is based on **Table 4**.

² The total estimated parking spaces required for the Proposed Program account for credits associated with stationary on-street container placement on curb segments with active construction, active regulations/parking restrictions (including alternate side parking), or physical restrictions.

³ Values may differ due to rounding.

⁴ There are no off-street parking facilities available within the 0.25-mile radius or 0.50-mile radius Prototypical Area # 3 - Brooklyn CD 09.

5.4 Citywide Parking Conclusions Derived from the Prototypical Area Analysis

As described in the DSNY February 21, 2025 Memorandum to NYCDOT, the objective of the parking utilization analysis for the prototypical areas was to identify the future on- and off-street parking conditions with the Proposed Program and to understand whether:

- There would be a parking shortfall in areas within a CEQR Parking Zone 1 or 2;
- There would be a parking shortfall or significant parking shortfall in areas outside of a CEQR Parking Zone 1 or 2.

As previously stated, the *CEQR Technical Manual* identifies certain neighborhoods of the City as “Parking Zones 1 and 2” due to the “magnitude” of other alternative modes of transportation available (i.e., where there are subway stations or bus stops within a convenient walking distance [0.25 mile]). These neighborhoods are shown on **Figure 1**.

Table 13 identifies each of the City’s 59 CDs and whether they are fully or partially located in a CEQR Parking Zone or not located in a CEQR Parking Zone.

Table 13. Categorization of CDs based on CEQR Parking Zones

CDs fully located in a CEQR Parking Zone	CDs partially located in a CEQR Parking Zone	CDs not located in a CEQR Parking Zone	
MN01	BX02	BX05	BKN04
MN02	BX03	BX06	BKN05
MN03	BX04	BX07	BKN09
MN04	BX08	BX09	BKS10
MN05	QW01	BX10	BKS11
MN06	QW02	BX11	BKS12
MN07	QW03	BX12	BKS13
MN08	QW04	QW05	BKS14
MN09	QE07	QW06	BKS15
MN10	QE12	QE08	BKN16
MN11	BKN01	QW09	BKN17
MN12	BKN02	QE10	BKS18
BX01	BKN03	QE11	SI01
	BKS06	QE13	SI02
	BKS07	QE14	SI03
	BKN08		

As previously covered in **Section 4**, the parking utilization analysis in the five prototypical areas was used as the basis for further understanding the potential effects of the Proposed Program on the Citywide parking supply. Since the five prototypical areas would not result in a parking shortfall, the Proposed Program is not anticipated to result in a parking shortfall due to the placement of stationary on-street containers throughout the City as described below.¹⁹

5.4.1 CD Fully Located in a CEQR Parking Zone

The 0.25-mile radius prototypical area in Manhattan CD 08 was selected as representative of the 13 CDs throughout the City fully located in a CEQR Parking Zone. The parking utilization analysis determined that there would be a parking shortfall within the 0.25-mile radius prototypical area in Manhattan CD 08 with installation of the proposed stationary on-street containers and drivers may need to search for parking within the 0.5-mile radius. However, the parking utilization analysis determined that with the placement of stationary on-street containers in the parking lane, there would remain excess parking capacity within the Manhattan CD 08 0.5-mile radius prototypical area.

Based on the parking utilization analysis for the Manhattan CD 08 prototypical area, the Proposed Program is not anticipated to result in a parking shortfall in 13 CDs throughout the City fully located in a CEQR Parking Zone (12 CDs in Manhattan and Bronx CD 01). In addition, these 13 CDs have numerous subway and bus lines within the 0.25-mile and 0.5-mile radius that are widely accessible and provide service on a regular and frequent basis.

5.4.2 CD Partially Located in a CEQR Parking Zone

The 0.25-mile radius prototypical area in Bronx CD 04 was selected to be representative of the 16 CDs throughout the City partially located in a CEQR Parking Zone. Since the parking utilization analysis determined that there would be excess parking capacity (on-street and off-street parking) within the 0.25-mile radius prototypical area in Bronx CD 04 with installation of the stationary on-street containers, the Proposed Program is not anticipated to result in a shortfall at any of the 16 CDs throughout the City partially located in a CEQR Parking Zone that would be affected by the Proposed Program.

5.4.3 CD Not Located in a CEQR Parking Zone

The 0.25-mile radius prototypical areas in Brooklyn CD 09, Queens CD 06 and Staten Island CD 01 were selected to be representative of the 30 CDs throughout the City that are not located in a CEQR Parking Zone. The parking utilization analysis determined that with the placement of stationary on-street containers in the parking lane, there would remain excess parking capacity (on-street and off-street parking) within the Staten Island CD 01 0.25-mile radius prototypical area. The parking utilization analysis determined that there would be a parking shortfall within the 0.25-mile radius prototypical area in Queens CD 06 with installation of the stationary on-street containers and drivers may need to search for parking within the 0.5-mile radius. However, the parking utilization analysis determined that with the placement of stationary on-street containers in the parking lane, there would remain excess parking capacity within the Queens CD 06 0.5-

¹⁹ The placement of stationary on-street containers would result in a reduction of on-street parking spaces due to the Proposed Program. The reduction of parking spaces would not necessarily constitute a parking shortage if there are parking spaces within a convenient walking distance (0.25 mile) that are available for use.

mile radius prototypical area. In addition, in a 0.25-mile radius prototypical area without off-street parking facilities, such as Brooklyn CD 09, there may be a parking shortfall due to the Proposed Program and drivers may need to search for parking within the 0.5-mile radius. However, the parking utilization analysis determined that with the placement of stationary on-street containers in the parking lane, there would remain excess parking capacity within the Brooklyn CD 09 0.5-mile radius prototypical area.

Therefore, the overall Proposed Program is not anticipated to result in a parking shortfall at any of the 30 CDs throughout the City not located in a CEQR Parking Zone that would be affected by the Proposed Program. Furthermore, areas not located in a CEQR Parking Zone that would be affected by the Proposed Program contain one or more alternative modes of transportation, such as subway and/or bus lines. As shown in **Appendix C**, most areas that do not have transit within a 0.25-mile radius consist of large parks or areas with single family homes, buildings with one to nine residential units, or industrial/manufacturing areas and would therefore not be affected by the Proposed Program.



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A

Appendix A – Active Part-Time Parking Restrictions (provided upon request)



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B

Appendix B – Figures of
Blockfaces with Parking
Restrictions (provided upon
request)



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C

Appendix C – Residential
Density Figures with Transit
Stops (provided upon request)



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